

The Atchison, Topeka & Santa Fe Railway Co.

AND

Panhandle and Santa Fe Railway Co.



PLAINS DIVISION



EMPLOYEES' TIME TABLE

66

IN EFFECT

Sunday

June 11, 1939

AT 12:01 O'CLOCK A. M.

Central Standard Time

66

Superseding Time Table No. 65, Dated June 12, 1938, and any Supplements Thereto.

This Time Table is for the Government and Information of Employees of this Company only.

H. B. LAUTZ,
Vice Pres. and
General Manager,
Amarillo, Texas.

F. L. MYERS,
Asst. General Manager,
Amarillo, Texas.

J. B. BRISCOE,
Superintendent,
Amarillo, Texas.

R. W. PRENTICE,
Trainmaster,
AMARILLO, TEXAS

F. A. DONNELL,
Trainmaster,
WAYNOKA, OKLAHOMA

K. J. BROWN,
Chief Dispatcher,
AMARILLO, TEXAS

C. C. Bair

A. G. Eisenberg

M. C. Sally

T. B. Smith

Train Dispatchers:
J. W. Horn C. H. Marsh
AMARILLO, TEXAS

G. W. Tower

P. L. Beyer

T. A. Cox

SPECIAL RULES AND REGULATIONS

Effective on the Plains Division, and Superseding all General Rules Inconsistent Therewith.

—1—
Except as otherwise provided, eastward or northward trains are superior to westward or southward trains of the same class.

YARD LIMIT STATIONS

(See Rules 93 and D-153, Operating Department):
Waynoka, Buffalo, Curtis, Woodward, Shattuck, Follett, Booker, Perryton, Spearman, Morse, Canadian, Pampa, White Deer, Skellytown, Panhandle, Borger, Amarillo, Junior, Dumas, Machovec, Etter, Stratford, Boise City, Canyon, Hereford, Texico, Clovis, Heaton, Coltexo, Mobeetie, Cheyenne, Hammon Jct., Clinton. Yard Limits at Borger extend from Yard Limit Board east of Hillard to end of track west of Borger.

—3—
First class trains moving against current of traffic must move within Yard Limits at restricted speed.

STANDARD CLOCKS

Waynoka—Yard Office, Rdh. and Psgr. Sta. Junior—Yard Office.
Canadian—Yard Office. Clovis—Telegraph Office.
Pampa—Ticket Office. Boise City—Station.
Amarillo—Baggage Room and Rdh. Office.

STANDARD THERMOMETERS

Clovis, Texico, Black, Hereford, Canyon, Junior, Amarillo, Etter, Borger, Panhandle, Pampa, Canadian, Shattuck, Woodward, Curtis, Waynoka, Perryton and Clinton.

BULLETIN BOOKS

Clovis, Junior, Amarillo, Borger, Pampa, Canadian, Shattuck, Waynoka, Clinton, Etter and Boise City.

FORM 903

Conductors of freight and mixed trains will leave Form 903 at all stations except register stations, where cars are picked up or set out.

AMENDED RULE 5

That part of Rule 5, Operating Department, reading: "Time applies at point indicated by station sign conforming to Time Table designation," is amended to read: "The time applies to the switch where an inferior train enters siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal it applies to the place where traffic is received or discharged."

RESTRICTED SPEED SIGNALS

Temporary restricted speed signals prescribed by Rule 10-A, Operating Department, will be displayed one mile in advance of the point to be protected.

Permanent slow boards are located approximately 2500 feet in advance of curves, bridges or other locations where speed of trains is permanently restricted. The maximum speed in miles per hour indicated in no wise abrogates or modifies special rules, train orders or instructions further restricting the speed of any train, and does not permit the operation of any locomotive in excess of the maximum speed prescribed by time table Rule 28.

The restricted speed must be observed until rear of train has passed the "Resume Speed" board, painted green.

Where two or more restricted areas are close together, but one slow board will be used, it being understood that the speed indicated thereon applies until the green board is passed.

Permanent Slow Boards are Located Between Waynoka and Clovis.

Westward Mile Post	Eastward Mile Post	Westward Mile Post	Eastward Mile Post	Westward Mile Post	Eastward Mile Post
342.8	345.3	406.9	407.9	434.0	435.2
345.6	348.7	408.8	409.9	436.1	438.2
348.3	350.1	413.1	414.6	440.5	441.7
351.6	362.0	414.8	416.2	444.1	445.4
361.5	367.3	416.3	417.6	445.2	446.8
377.4	379.8	418.4	421.6	448.7	451.6
379.8	380.9	421.8	429.1	451.9	454.9
381.3	384.5	428.8	430.0	457.7	463.9
385.0	390.4	430.1	431.2	463.9	466.3
390.9	393.9	432.3	433.6	466.4	467.4

1 PLAINS RULES

Westward Mile Post	Eastward Mile Post	Westward Mile Post	Eastward Mile Post	Westward Mile Post	Eastward Mile Post
468.3	469.8	564.8	571.0	619.8	622.6
469.9	472.5	568.3	574.6	621.2	624.8
472.7	473.8	573.3	580.0	623.5	635.3
474.9	500.5	578.9	602.3	633.8	638.5
526.2	528.1	599.3	605.6	636.6	639.9
546.7	547.9	604.3	618.4	638.8	648.8
562.3	563.5	617.3	620.9	646.7	

Dumas District	Buffalo District
22.2	15.0
23.8	15.9
	23.0

TORPEDOES

When unattended torpedoes are exploded trains may resume normal speed at a distance of one mile from that point. (See Rule 15, Operating Department.)

AMENDED RULE 86

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86, Operating Department.)

CURRENT OF TRAFFIC

On double track between Amarillo and Pampa, trains in current of traffic direction not authorized by Time Table will move on receipt of clearance card (Form 902) and trains so authorized will display signals as prescribed by Rule 21.

Between Amarillo and Canyon trains will be run as prescribed by Rule D-152. Extra trains will display signals as prescribed by rule 21.

The movement of trains will be supervised by the train dispatcher who will issue instructions to signalmen when required.

Except as affected by these rules, all block signal and train rules remain in force.

AMENDED RULE 204

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204, Operating Department.)

AMENDED RULE 221

Rule 221, Operating Department, is amended to read: "Where a fixed signal is used at Train Order Office it must indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction.

When train order signal cannot be changed to indicate 'proceed' for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in 'stop' position without first receiving clearance card, Form 902.

Train order signals must be fastened at 'proceed' only when no operator on duty. When so fastened at night, the light must be extinguished.

Operators must have flagman's signals ready for immediate use."

AMENDED RULE 360

Rule 360 is amended to read: "Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detain, a member of the crew must inform such passenger or passengers."

SIDE AND OVERHEAD OBSTRUCTIONS (See Rule 310 Operating Department.)

MILE POSTS	BRIDGE NUMBER	NAMES
390.5	390-C	First District, Overhead Highway Bridge
392.5	392-A	First District Overhead Highway Bridge, Clinton District
134.1	134-A	Washita River, Side Clearance Only, Will not clear snow plows and similar machines when in operating position.

DWARF SIGNALS

In connection with Rules 10-F, 701, 702, 703 and 704, Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

AMENDED RULE 711

Rule 711, Operating Department, is amended to read: "Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits."

AMENDED RULE 872

Rule 872, Operating Department, is amended to read: "When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released."

AUTOMATIC BLOCK

On single track, trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions has been observed. Trains moving from siding to the main track will foul the circuit and set the signal before lining switch.

REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked, remote control switches handled from station:
Waynoka—East and west end double track. Pocket passenger track. Head in crossover for westward trains. Head out for eastward trains.

Curtis—East and west end siding.
Woodward—East and west end siding.
Pampa—East end double track. East end westward siding. Both ends of crossover at east end of eastward siding to eastward main track.

Both ends of crossover from main track to Clinton District connection.

Amarillo—East tower to Second and Dumas Districts. West Thirty-fourth Street (Junior Yard).

Canyon—East and west end westward siding. West end eastward siding. Crossover switches from Slaton Division main track to westward siding.

Texico—East and west end track No. 1. West end track No. 2. Both ends of crossover between Plains and Slaton Divisions west of station. East end of crossover between tracks 1 and 2.

These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turnout in facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for main track and RESTRICTED SPEED for main track or turnout.

Trains stopped by any of these interlocked signals will ascertain from signalman by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule No. 830 (a).

Telephones connecting with station are located on signal mast at all remote control switches.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman on telephone and be governed by his instructions. If telephone out of order see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from siding a member of the crew must remain at the switch and see that switch is restored to its normal position and left spiked, making report of same at first office of communication.

The following addition is made to Rule 782:

"When an interlocking plant is out of order and signals cannot be operated and the operator or towerman desires an engine or train to move through the plant he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail."

22

SPEED RESTRICTIONS

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, around curves and where view is obscure, and use whistle freely as warning signal.

23

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

24

LOCOMOTIVES HANDLED DEAD IN TRAINS

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

25

SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all main track turnouts and crossovers, First, Second and Third districts, not listed herein, trains and engines must not exceed fifteen (15) miles per hour. On other turnouts trains and engines must not exceed ten (10) miles per hour.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

Switch stands marked with letter "S" indicate spring switch.

Station	Type	Location	Miles Per Hour	
			Passenger	Freight
Waynoka	Interlock	East and west end double track	40	40
Waynoka	Interlock	Head out from yard at east end	30	30
Waynoka	Interlock	Head out or into yard at Reading Room	10	10
Waynoka	Interlock	Head in opposite Yard Office	10	10
Waynoka	Interlock	Pocket track at passenger depot	15	15
Waynoka	Interlock	Passenger crossovers between main tracks at passenger depot	30	30
Heman	Spring	East and west ends of siding	15	15
Belva	Spring	West end of siding	25	20
Belva	Spring	East end of siding	10	10
Quinlan	Spring	East and west ends of siding	15	15
Curtis	Interlock	East and west ends of siding	30	30
Mooreland	Spring	East and west ends of siding	15	15
Alston	Spring	East and west ends of siding	15	15
Woodward	Interlock	East end of siding	30	30

Station	Type	Location	Miles Per Hour	
			Passenger	Freight
Woodward	Interlock	West end of siding	15	15
Gerlach	Spring	West end of siding	25	25
Gerlach	Spring	East end of siding	15	15
Tangier	Spring	East and west ends of siding	15	15
Fargo	Spring	East and west ends of siding	15	15
Gage	Spring	East and west ends of siding	15	15
Shattuck	Spring	East and west ends of eastward siding	15	15
Shattuck	Spring	West end of westward siding	15	15
Goodwin	Spring	East and west ends of siding	15	15
Higgins	Spring	East and west ends of siding	15	15
Coburn	Spring	East and west ends of siding	15	15
Glazier	Spring	East and west ends of siding	15	15
Clear Creek	Spring	East and west ends of siding	15	15
Canadian	Spring	East and west ends of siding	15	15
Isaacs	Spring	East and west ends of siding	15	15
Mendota	Spring	West end of siding	15	15
Lora	Spring	East and west ends of siding	15	15
Miami	Spring	East and west ends of siding	15	15
Codman	Spring	East end of siding	15	15
Codman	Spring	West end of siding	25	20
Hoover	Spring	East and west ends of siding	15	15
Chanasa	Spring	East and west ends of siding	15	15
Pampa	Interlock	East end eastward main track	30	30
Pampa	Interlock	East end eastward siding	30	30
Pampa	Interlock	East end westward siding	15	15
East Tower	Interlock	Turnout to Dumas District	30	30
East Tower	Interlock	Freight crossover from westward to eastward main track	15	15
East Tower	Interlock	East end passenger siding and crossover to eastward main track	15	15
Amarillo	Spring	East end of westward main track at Tenth Street	25	25
Junior	Interlock	West of 34th St.: Crossover between main tracks and turnouts from eastward main of two crossovers leading to yard	30	30
Canyon	Spring	East end of eastward siding	25	25
Canyon	Interlock	Connections with Slaton Division of both main tracks and westward siding	15	15
Canyon	Interlock	West end of westward siding (at M.P. 572.2)	30	30
Lester	Spring	East and west ends of siding	15	15
Umbarger	Spring	East and west ends of siding	25	20
Dawn	Spring	East and west ends of siding	15	15
Joel	Spring	East and west ends of siding	15	15
Hereford	Spring	East end of siding	15	15
Hereford	Spring	West end of siding	25	25
Summerfield	Spring	East and west ends of siding	25	25
Black	Spring	East and west ends of siding	15	15
Frona	Spring	East and west ends of siding	15	15
Parmerton	Spring	East and west ends of siding	25	25
Bovina	Spring	East and west ends of siding	15	15
Wilsey	Spring	East and west ends of siding	15	15
Texico	Interlock	East and west ends of No. 1 siding	30	30
Texico	Interlock	East and west ends of No. 2 siding	30	30
Texico	Interlock	East and west ends of crossover at east end of sidings between Slaton and Plains Division main tracks	30	30
Siega	Spring	East and west ends of siding	15	15

26

HIGHWAY CROSSINGS

While head of train is passing the highway crossings in cities and towns named below, indicated speed must not be exceeded.

	MILES PER HR.	MILES PER HR.
Quinlan—Main Street	15	Miami—Main Street 30
Mooreland—Elm Street	15	Pampa—Cuyler Street 15
Woodward—Sixth to Ninth Sts.	15	Hereford—Main Street 15
Gage—Main Street	15	Texico—Wheeler Ave. 15
Shattuck—Main Street	15	

27

Gas electric motor cars shall not be operated through water deeper than four (4) inches and Diesel electric cars through water deeper than five (5) inches above the ball of the rail, and when such movement is necessary they must not exceed a speed of two (2) miles per hour or thirty (30) minutes for each mile. (This does not amend or modify Rule 317-A, Operating Department.)

28

MAXIMUM SPEED FOR ENGINES

ENGINES	PASSENGER			FREIGHT, MIXED AND LIGHT		
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
512-559; 1200-1388 (EXCEPT)	82	0 44	50	1 12		
1207, 1210, 1214 AND 1215	45	1 20	45	1 20		
1413-1556; 3500-3534	82	0 44	50	1 12		
3400-3459 (EXCEPT)	90	0 40	50	1 12		
3420, 3438, 3456, 3457	100	0 36	50	1 12		
3460-3465	100	0 36	50	1 12		
3700-3750	70	0 51	50	1 12		
3751-3764 (EXCEPT)	77	0 47	50	1 12		
3751-3753	90	0 40	50	1 12		
3765-3775	75	0 48	50	1 12		
789-825; 870-874	30	2 00	30	2 00		
885-999; 1600-1705; 1950-1989	35	1 43	35	1 43		
1000-1152	50	1 12	45	1 20		
1788-1799	40	1 30	40	1 30		
1800-1887	45	1 20	45	1 20		
2504-2506; 2535-2556; 2565-2569	35	1 43	35	1 43		
2507-2534	50	1 12	45	1 20		
3010-3020; 3129-3158	35	1 43	35	1 43		
3160-3287; 3800-3940; 4000-4115; 5000	50	1 12	50	1 12		
GAS-ELECTRIC MOTORS	60	1 00	45	1 20*		
DIESEL-ELECTRICS	100	0 36	45	1 20*		
REGULARLY ASSIGNED TO SWITCHING SERVICE	20	3 00	20	3 00		
ALL OTHER CLASSES	20	3 00	20	3 00		
ALL CLASSES BACKING UP	20	3 00	20	3 00		

A tolerance of ten (10) per cent is allowed on the above, excepting Diesel-Electrics, 3400-3465; 3700-3765 and 3800-3940 engines.

*When running light, maximum speed for Diesel-Electric engines is 75 miles per hour, or 48 seconds per mile, and for Gas-Electric motor cars, 60 miles per hour, or one minute per mile.

29

TRAIN SPEED RESTRICTIONS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Maximum speed for engines prescribed in Rule 28 must not be exceeded.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

TRAIN INSPECTION

Freight trains must not be operated in excess of sixty-five miles without a stop being made for inspection of equipment, except this distance may be exceeded between Amarillo and Frona, Amarillo and Codman, Shattuck and Waynoka, and westward trains 33 and 43 between Woodward and Canadian, provided stop and inspection is made at stations entering and leaving above limits.

MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER			FREIGHT, MIXED AND LIGHT		
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
WAYNOKA AND M. P. 352	90	0 40	50	1 12		
M. P. 352 AND CURTIS	50	1 12	30	2 00		
CURTIS AND CLOVIS	90	0 40	50	1 12		
BUFFALO DISTRICT	35	1 43	30	2 00		
SHATTUCK DISTRICT:						
M. P. 0 AND M. P. 84.2	45	1 20	35	1 43		
M. P. 84.2 AND M. P. 102.4	40	1 30	30	2 00		
CLINTON DISTRICT:						
PAMPA AND M. P. 85	45	1 20	35	1 43		
M. P. 85 AND CLINTON	30	2 00	25	2 24		
SKELLYTOWN DISTRICT	45	1 20	35	1 43		
BORGER DISTRICT	60	1 00	45	1 20		
DUMAS DISTRICT:						
AMARILLO AND ETTER	40	1 30	35	1 43		
ETTER AND BOISE CITY	40	1 30	40	1 30		

SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
O'Connor	349.8	12	East	Freight only
SECOND DISTRICT				
Danciger Refg. Co.	497.3	53	West East	Freight only
Wilcox Oil & Gas Co. of Texas	497.6	16	West	Freight only
Magnolia Petroleum Co.	498.5	33	West	Freight only
Phillips Petroleum Co. (off tail wye)	499.4	35	West East	Freight only
Humble Pipe Line Co.	500.7	57	West East	Freight only
Roxana Oil Corporation	501.6	58	West East	Freight only
Empire Pipe Line Co.	501.8	47	West East	Freight only
General Atlas Carbon Co.	502.3	37	West East	Freight only
Champlin Refining Co.	502.9	39	West East	Freight only
Cabot Carbon Corporation	503.6	59	West	Freight only
Panhandle Refineries	504.7	37	West	Freight only
Texas Pipe Line Co.	506.1	34	West East	Freight only
Prairie Oil and Gas Co.	506.7	72	West East	Freight only
Texoma Natural Gas Co.	507.8	29	West	Freight only
DUMAS DISTRICT				
	Miles from Amarillo			
Pedersen Sand Co.	16.9	9	West East	Freight only
Texoma Natural Gas Co.	52.9	25	West	Freight only
Canadian River Gas Co.	35.0	14	West	Freight only
Illinois Zinc Co.	57.8	18	East	Freight only
Illinois Zinc Co. Track No. 4		20	East	Freight only
BUFFALO DISTRICT				
	Miles from Waynoka			
Salt Spur (Switch Spiked)	28.5	11	East	Freight only
Selman Stock Spur	39.0	14	East	Freight only
CLINTON DISTRICT				
	Miles from Pampa			
Coltux Industrial Spur 8.19 miles	8.9	245	West East	Freight only
J. N. Philpot Elevator Co.	13.3	6	West East	Freight only
Panhandle Power & Light Co.	34.6	11	West	Freight only
Bowers Spur	34.9	9	East	Freight only
Bartlett Gasoline Co.	119.6	11	West	Freight only
Western Brick Co.	135.6	25	West	Freight only
BORGER DISTRICT				
	Miles from Panhandle			
Gulf Spur	24.9	32	West	Freight only
Marland Refining Co.	25.1	21	West East	Freight only
Kosmos Carbon Co.	26.2	70	East	Freight only
Western Carbon Spur	26.6	79	West	Freight only
Marland Warehouse Spur	27.4	41	East	Freight only
Prairie Oil & Gas Spur	27.7	66	East	Freight only
Summit Oil Co.	28.2	61	East	Freight only
Lead Track to Various Carbon Plants	25.8		West	Freight only
Eastern Carbon Company Track Out of Lead Track to Various Carbon Plants	25.8	32	West	Freight only
Huber Carbon Track Out of Lead Track to Various Carbon Plants	25.8	26	East	Freight only
Danube Oil Corporation	25.8	8	West	Freight only
MacMillan Petroleum Co.	29.0	52	East	Freight only
Gas Chemical Corporation	29.0	20	East	Freight only
Tank Car Storage	30.0	108	West East	Freight only
Phillips Petroleum Co.	31.1	98	East	Freight only
Phillips Petroleum Co.	31.3	78	East	Freight only
Phillips Petroleum Co.	31.6	40	East	Freight only
Skelly Oil Co.	32.2	42	East	Freight only
Kosmos Carbon Co.	32.4	33	East	Freight only
Phillips Petroleum Co.	30.8	34	East	Freight only

SKELLYTOWN DISTRICT

	Miles from White Deer			
Cabot Spur	9.2	104	East	Freight only
Skelly Loading Racks	9.4	12	East	Freight only
Skelly Warehouse Spur	9.4	23	East	Freight only

RAILROAD CROSSINGS AND JUNCTIONS

Location	Junction With	Mile Post
Waynoka	Buffalo District	344.2
Woodward	M. K. & T.	382.8
Shattuck	Shattuck	414.7
Pampa	Clinton District	497.4
White Deer	Skellytown District	512.8 (East)
White Deer	Skellytown District	513.9 (West)
Panhandle	Borger District	527.3 (East)
Panhandle	Borger District	527.7 (West)
Dumas Junction	Dumas District	551.7
Canyon	Slaton Division	570.3
Texico	Slaton Division	647.7
Heaton	Coltux Spur	8.2 (East)
Heaton	Coltux Spur	8.6 (West)
Hammon Junction	To Hammon	105.4
Hammon Junction	To Hammon (M. K. T.)	0.3
City Junction	To Hammon (M. K. T.)	1.3
Ralph	C. R. I. & P.	134.7
West Junction	Panhandle Division	136.1
Morse	Shattuck District	103.3
Rock Island Jct.	C. R. I. & G.	103.9
Etter	Dumas District	63.4 (East)
Etter	Dumas District	63.8 (West)
Machovec	Illinois Zinc Company Track	57.8
Boise City	Western Division	*121.63
Boise City	Colorado Division	*123.28
Boise City	New Mexico Division	*123.76

*Plains Division mileage.

Woodward—M. K. T. Crossing. 0.2 mile west of passenger station, is protected by interlocking plant.

Amarillo—Ft. W. & D. C. Crossing. 0.8 mile east of passenger station, and C. R. I. & G. Crossing, main track. 0.9 mile east of passenger station, protected by interlocking plant. Speed of one mile in two minutes (30 miles per hour) must not be exceeded over these crossings.

C. R. I. & G. Oil Field Extension, crossing Dumas District main track, 1.5 miles east of passenger station, protected by interlocking plant. Speed of one mile in two minutes (30 miles per hour) must not be exceeded over this crossing.

C. R. I. & G. industry track crossing lead to Public Utilities and Russell Addition Industrial Tracks, 1.5 miles east of passenger station.

Etter—C. R. I. & G. Crossing. 0.4 mile east of station protected by automatic interlocked signals. Speed of one mile in two minutes (30 miles per hour) must not be exceeded through this plant.

Stratford—C. R. I. & G. Crossing. 0.2 mile east of station protected by automatic interlocked signals. Speed of one mile in two minutes (30 miles per hour) must not be exceeded through this plant.

Hammon Junction—M. K. T. crossing 0.3 mile east of station, protected by crossing gate set normally against P. & S. F. track.

Ralph—C. R. I. & P. crossing 0.2 mile east of station, protected by crossing gate set normally against P. & S. F. track, A. T. & S. F. crossing 1.5 mile west of station, protected by crossing gate set normally against P. & S. F. track.

JOINT TRACK

(1) Between Hammon Junction and City Junction trains will use M. K. T. track and be governed by M. K. T. Current Time Table.

(2) P. & S. F. trains must obtain orders or clearance card from M. K. T. Hammon and Hammon Junction before occupying M. K. T. tracks. In the event of wire failure, movements will be made only when fully protected as prescribed by Operating Rule 99. M. K. T. trains use main track Hammon Jct. to M. K. T. crossing.

(3) R. I. Jct. to Etter Jct. trains will use C. R. I. & G. track and be governed by time table and rules of C. R. I. & G. Ry.

FOOTBOARD RULE.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

AMENDED RULE 103

That part of Operating Rule No. 103, reading: "Trains or cars must not be pushed over streets, highway crossings . . . unless a member of the crew is on the leading car or on the track or ground ahead to see that the crossing is clear;" is amended as follows:

"Trains or cars must not be pushed over street or highway crossings that are not protected by human flagman unless a member of the crew precedes same on the ground to see that the crossing is clear."

STATUTORY REGULATIONS

In Oklahoma a passenger who refuses to pay his fare or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger a carrier has no right to require the payment of any part of his fare.

In Texas the railroad company has a right to eject from its train any passenger who refuses, upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.

In New Mexico statute authorizes the company to expel from its trains at any stopping place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous or disorderly manner towards other passengers, or the employes of such company in charge of such cars, or who, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars; and conductors in New Mexico will be guided by strict compliance with this statute.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, PANHANDLE AND SANTA FE RAILWAY COMPANY AND THE A. T. & S. F. HOSPITAL ASSOCIATION

Dr. M. L. BISHOFF, Chief Surgeon, Topeka.

Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

CLOVIS HOSPITAL.

Dr. H. A. MILLER, Surgeon in Charge.
Dr. WALTER D. DABBS, Assistant Surgeon.
Dr. E. M. CHAPMAN, Consulting Dentist.

LOCAL SURGEONS.

Dr. E. P. CLAPPER, Waynoka.
Dr. T. C. LEACHMAN, Woodward.

Dr. O. C. NEWMAN, Shattuck.
Dr. E. H. SNYDER, Canadian.
Dr. E. A. HOPKINS, Miami.
Dr. M. C. OVERTON, Pampa.
Dr. GLENN R. WALKER, Mobeetie.
Dr. W. S. CARY, Reydon.

PLAINS DIVISION

Dr. J. R. HINSHAW, Butler.
Dr. O. YORK, Panhandle.
Dr. A. E. WINSETT, Amarillo.
Dr. R. D. GIST, Amarillo.
Dr. R. A. NOBLETT, Canyon.
Dr. G. F. LEGRAND, Hereford.

Dr. E. F. CAMP, Buffalo.
Dr. J. C. MAY, Perryton.
Dr. G. B. GIBNER, Spearman.
Dr. L. M. DRAPER, Borger.
Dr. J. W. NORVELL, Stratford.
Dr. F. I. REID, Dumas.

Dr. B. M. BALLINGER, Strong City.

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS.
Drs. KILLOUGH & STREIT, Amarillo.
Dr. H. A. GERBIG, Wellington.

R. D. MONTGOMERY, General Watch Inspector, Topeka.
J. H. MACE, Assistant General Watch Inspector. (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, PLAINS DIVISION.

L. N. PITTMAN, Amarillo.
H. E. MCCARLEY, Pampa.

LESLIE G. DEAN, Clinton.
S. W. NORTHUP, Shattuck.

ALVIN ADAMS, Woodward.
MAY BROTHERS, Clovis.

E. F. COPELAND, Borger.
W. C. WONDER, Boise City.

GEO. E. STILLER, Waynoka.
FRED F. WAGNER, Amarillo.

PLAINS DIVISION.—FIRST DISTRICT.

WESTWARD.										EASTWARD.									
First Class.				Capacity of Other Tracks.	Capacity of Sidings.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 66, June 11, 1939	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.							
1	23	The Scout.	Grand Canyon Limited.									2	24	The Scout.	Grand Canyon Limited.				
Leave Daily.	Leave Daily.			Arrive Daily.	Arrive Daily.														
PM 7.15	AM 8.35			No. Cars.	No. Cars.	Miles.	STATIONS.					AM 11.15	PM 10.10						
7.23	8.43	13	132	345.5	Yard	345.5	WAYNOKA.	31.7	W F T Y	C									
7.30	8.50	20	131	350.7		350.7	5.2	0		B		11.07	10.01						
7.38	8.59	30	127	355.8		355.8	5.1	52.8		B		10.59	9.52						
7.49	9.10	37	156	361.2		361.2	BELVA.	52.8		C		10.50	9.41						
7.54	9.15	56	128	367.1		367.1	5.4	0				10.38	9.28						
7.59	9.20	10	141	371.0		371.0	QUINLAN.	26.4	W	C		10.32	9.20						
8.11	9.31	411	169	377.1		377.1	5.9	31.7		C		10.26	9.13						
				382.8		382.8	3.9	31.7											
				388.0		388.0	4.6	31.7		B									
				392.6		392.6	5.7	31.7	W Y	B		10.20	9.04						
				396.3		396.3	MOORELAND.	0		C									
				398.3		398.3	2.1	0											
				406.7		406.7	3.3	0		B		10.10	8.51						
				414.4		414.4	GERLACH.	31.7				10.02	8.43						
				421.0		421.0	6.3	20.6		B		9.52 ²³	8.33 ¹						
				428.7		428.7	TANGIER.	17.9				9.37	8.18						
				437.3		437.3	5.7	31.7	W	C		9.27	8.08						
				444.0		444.0	FARGO.	26.4				9.13	7.53						
				449.5		449.5	8.4	0		C		9.04	7.45						
				455.1		455.1	GAGE.	30.5				8.53	7.34						
							7.7	8.4	W Y	C		8.45	7.26						
							SHATTUCK.	0				8.38	7.19						
							6.6	0				8.30	7.10						
							GOODWIN.	21.2		B		AM	PM						
							7.7	31.2	W	C									
							HIGGINS.	31.7											
							8.6	31.7		B									
							COBURN.	25.9											
							6.7	31.7		C									
							GLAZIER.	0											
							5.5	31.7		B									
							CLEAR CREEK.	29.2											
							5.6	31.7											
							CANADIAN.		W F T Y	C									
							(108.1)												

(38.1) (41.8) Average speed per hour (39.3) (36.0)

Double track M.P. 342.5 to 346.9.
 Double track between M.P. 342.5 and Waynoka passenger station M.P. 345.5.
 Time of eastward trains at Waynoka applies at east end of double track M.P. 342.5.
 Time of westward trains at Waynoka applies at west end of double track M.P. 346.9.
 Automatic Block:
 M.P. 346.0 to M.P. 455.1.
 All trains must get numbered clearance card (Form 902) before leaving Waynoka and Canadian yard office.
 Trains originating at Shattuck must get numbered clearance card (Form 902) before leaving.
 Mileage between Mooreland and Alston is 4.6 instead of 6.1 as indicated by mile post.

PLAINS DIVISION.—SECOND DISTRICT.

WESTWARD.					EASTWARD.							
First Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 66, June 11, 1939	Ruling Grade Ascending.	Fuel, Water, Turbines and Wye.	Communications.	First Class.		
1	23									2	24	
The Scout.	Grand Canyon Limited.	No. Cars.	No. Cars.	Miles.	STATIONS.					The Scout.	Grand Canyon Limited.	
Leave Daily.	Leave Daily.		Yard							Arrive Daily.	Arrive Daily.	
PM 10.05	AM 11.10			455.1	CANADIAN.					AM 8.20	PM 7.00	
10.20	11.25	10	135	459.3	31.7	4.2	0	W F T Y	C	8.05	6.45	
10.27	11.33	28	124	465.4	31.7	6.1	0		B	7.57	6.36	
10.32	11.40	16	132	470.4	31.7	5.0	18.8		B	7.51	6.30	
10.41	11.49	71	151	476.9	31.7	6.5	0	W	C	7.43	6.23	
10.49	11.57	19	129	483.7	31.7	6.8	0		B	7.35	6.15	
10.57	12.05	54	145	491.3	31.7	7.6	0		B	7.27	6.07	
11.01	12.09		120	494.4	31.7	8.1	0		B	7.23	6.03	
11.14	12.20	1661	E 121 W 134	498.9	31.7	4.5	0	W F Y	C	7.18	5.58	
11.23	12.29	554	119	505.9	31.4	7.0	0		C	7.04	5.44	
11.31	12.37	333	E 129 W 171	512.3	31.1	6.9	31.7	W Y	C	6.57	5.37	
11.39	12.44	36	129	518.7	31.7	5.9	31.7		B	6.50	5.30	
11.49	12.55	952	E 114 W 164	526.0	31.7	7.3	23.2	W Y	C	6.43	5.22	
11.58	1.04	24	110	533.3	31.7	7.3	15.8		B	6.33	5.12	
12.07	1.13	37	E 117 W 120	541.0	31.7	7.7	21.1		B	6.24	5.03	
12.13	1.19	11	110	546.1	31.7	5.1	21.1		B	6.18	4.58	
				551.6	31.7	5.5	31.7					
				552.2	31.7	0.6	31.7					
				552.2	3.7	C. R. I. & G. Crossing.						
12.21	1.25			552.3	10.6	0.1	0		C	6.12	4.52	
12.25	1.30		Yard	553.0		EAST TOWER. F. W. & D. G. Crossing.						
AM 12.07	PM 1.13					0.7	6.3	W F T Y	C	6.10 AM	4.50 PM	
AM 12.07	PM 1.13					AMARILLO.						
Arrive Daily.	Arrive Daily.					(97.9)					Leave Daily.	Leave Daily.
(42.0)	(42.0)	Average speed per hour					(45.2)	(45.2)				

Double track between Pampa and Amarillo.

Automatic Block:

M. P. 455.1 to M.P. 553.0.

All trains must get numbered clearance card (Form 902) before leaving Canadian yard office.

All trains originating Pampa, White Deer, Panhandle and Amarillo must get numbered clearance card (Form 902) before leaving point of origin.

SKELLYTOWN DISTRICT.

WESTWARD.					EASTWARD.					
Second Class	Capacity of Other Tracks.	Capacity of Sidings.	Distance from White Deer.	Ruling Grade Ascending.	TIME TABLE No. 66, June 11, 1939	Ruling Grade Ascending.	Water, Fuel, Turbines, Wye.	Communications.	Second Class	
57									58	
Mixed.	No. Cars.	No. Cars.	Miles.	STATIONS.					Mixed.	
Leave Daily Ex. Sunday.		Yard							Arrive Daily Ex. Sunday.	
AM 7.30			.0	WHITE DEER.					AM 10.30	
7.45		99	5.5	10.5	5.5	21.6	W Y	C	10.15	
8.00	993	Yard	10.1	10.5	4.6	31.7		B	10.00	
AM					SKELLYTOWN.					AM
AM 7.30					10.1		W Y	C	10.00 AM	
Arrive Daily Ex. Sunday.									Leave Daily Ex. Sunday.	
(20.8)	Average speed per hour					(20.8)				

No. 57 is superior to No. 58.

No. 58 must get numbered clearance card (Form 902) before leaving Skellytown.

All trains must get numbered clearance card (Form 902) before leaving White Deer.

No switch lights on Skellytown District.

PLAINS DIVISION.—THIRD DISTRICT.

WESTWARD.					Capacity of Other Tracks.	Capacity of Stings.	Distance from Aitchison.	Ruling Grade Ascending.	TIME TABLE No. 66, June 11, 1939	Ruling Grade Ascending.	Fuel, Water, Turtables and Wyes.	Communications.	EASTWARD.					
First Class.													First Class.					
95	97	23	93	1									2	94	98	96	24	
West Texas Express.	California Special.	Grand Canyon Limited.	South Plains Express Motor.	The Scout.	No. Cars.	No. Cars.	Miles.						The Scout.	Kansas City Express.	The Texan.	Eastern Express Motor.	Grand Canyon Limited.	
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.									Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
PM 7.25		PM 1.45	AM 8.35	AM 12.35			553.0		AMARILLO.		Y	C	AM 6.00	AM 11.25		PM 4.25	PM 4.35	
7.27		1.47	8.37	12.37	Yard	Yard	554.3	7.5	1.8	6.8	WF	C	5.56	11.21		4.21	4.30	
7.33		1.53	8.43	12.44	10	108	559.4	31.7	5.1	31.7	T		5.49	11.15		4.14	4.23	
7.37		1.58	8.48	12.48	15	E120 W122	562.3	10.6	3.4	14.8		B	5.44	11.08		4.08	4.16	
7.45 PM		2.08	9.00 AM	12.58	148	E126 W247	570.4	31.7	7.6	31.7	W	Y	5.35	11.00 AM		4.00 PM	4.04	
		2.14		1.04	8	111	575.1	31.7	4.7	0		B	5.23				3.47	
		2.22		1.12	36	129	580.5	31.7	5.4	15.8		B	5.17				3.39	
		2.29		1.19	42	181	586.6	31.7	6.1	31.7		B	5.10				3.30	
		2.36		1.26	9	111	593.1	25.9	6.5	31.7		B	5.03				3.22	
		2.45		1.37	428	181	599.5	31.7	6.4	0	W	Y	4.55				3.12	
		2.55 ²⁴		1.50	30	181	607.8	31.7	8.3	21.6		B	4.41				2.55 ²³	
		3.04		1.57	51	120	614.7	31.7	6.9	10.5	W	C	4.32				2.45	
		3.13		2.05	127	129	621.3	18.2	7.1	21.1		C	4.23				2.37	
		3.23		2.14	17	132	623.3	31.7	6.5	0		B	4.14				2.30	
		3.30		2.21	106	108	634.1	10.6	5.8	31.7		C	4.05				2.22	
		3.39		2.30	8	121	641.0	31.7	6.9	28.5		B	3.58				2.15	
	PM 3.40	3.50		2.40	256	E116 W116	647.4	17.0	6.4	31.7	W	Y	3.48		PM 1.53		2.06	
	3.48	3.58		2.48		109	652.6	21.1	5.2	8.7		B	3.41		1.46		2.01	
	3.55 PM	4.05 PM		2.55 AM	Yard	Yard	656.7	21.1	4.1	8.7	W	F T Y	3.35 AM		1.40 PM		1.55 PM	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					CLOVIS.				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
(52.2)	(37.2)	(44.4)	(41.8)	(44.4) Average speed per hour					(42.9)	(41.8)	(43.0)	(41.8)	(38.9)				

Double track between Amarillo and Canyon.

Automatic Block:

M.P. 553.0 to M.P. 656.7.

First class trains register by Form 903 at Junior.

All trains originating Amarillo must get numbered clearance card (Form 902) before leaving Amarillo.

All trains originating Junior must get numbered clearance card (Form 902) before leaving Junior.

All trains must get numbered clearance card (Form 902) before leaving Clovis.

PLAINS DIVISION.—SHATTUCK DISTRICT.

WESTWARD		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Shattuck.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Water, Fuel, Wye.	Communications.	EASTWARD	
Second Class.						No. 66,							Second Class.	
49	51					June 11, 1939							52	50
Motor.	Mixed.	No. Cars.	No. Cars.	Miles	STATIONS.			Mixed.	Motor.					
Lv. Tuesday, Thursday, Saturday.	Lv. Monday, Wednesday, Friday.							Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday, Friday.					
AM 5.30	AM 4.00		Yard	.0	SHATTUCK.			AM 10.00	AM 10.00					
f 5.43	f 4.15	11		8.5	6.5	26.4	WYF	c	f 9.40	f 9.40				
f 5.54	f 4.30	11	46	11.7	TOUZALIN.	0.0			f 9.25	f 9.30				
s 6.10	s 5.00	84	44	18.9	MAGOUN.	29.0			s 9.10	s 9.10				
f 6.20	f 5.15		98	23.5	FOLLETT.	29.0	W	c	f 8.30	f 8.45				
s 6.34	s 5.45	61	44	30.1	SHERLOCK.	42.2			s 8.10	s 8.30				
f 6.48	f 6.00	27		37.1	DARROUZETT.	0.0		c	f 7.50	f 8.10				
s 7.00	s 6.25	66	100	42.8	GAYLORD.	42.2			f 7.35	s 7.55				
f 7.15 ⁵²	f 6.40	38	44	47.9	5.5	15.8	W	c	f 7.15 ⁴⁹	f 7.43				
f 7.28	f 6.55	26		53.1	BOOKER.	2.6			f 6.48	f 7.30				
s 8.00	s 7.15 ⁵⁰	229	99	58.2	HUNTOON.	15.8			s 6.30	s 7.15 ⁵¹				
f 8.15	f 7.45	10		63.8	5.2	0.0	W	c	f 4.35	f 6.40				
s 8.30	s 8.10	55		69.0	TWICHELL.	15.8			s 4.20	s 6.30				
f 8.45	f 8.33	50	45	74.1	5.1	5.8		c	f 4.05	f 6.15				
s 9.20	s 9.50	461	46	84.2	PERRYTON.	7.9		B	s 3.30	s 5.55				
f 9.40	f 10.10	56	40	93.6	5.6	39.6	WY	c	f 2.25	f 5.35				
s 10.00	s 10.30	102	67	102.4	9.4	52.8		B	s 2.05	s 5.18				
10.05	10.40			103.6	8.8	0.0	W	B	1.50	5.15				
11.25	11.55			133.9	MORSE.	52.8		Y	12.35	4.05				
11.30 AM	11.59 AM	252	71	184.4	1.2	0.0		B	12.30 AM	4.00 AM				
Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday, Friday.				R. I. JCT.	52.8		C	Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday, Friday.				
(22.3)	(16.8)	Average speed per hour.....				(16.8)			(25.2)					

All trains must get numbered clearance card (Form 902) before leaving Shattuck and Etter.

No switch lights on Shattuck District.

Between R. I. Jct. and Etter Jct. trains will be governed by Time Table and rules of the C. R. I. & G. Ry.

DUMAS DISTRICT.

WESTWARD		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Dumas Jct.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Fuel, Water, Turn Table, Wye.	Communications.	EASTWARD.	
Second Class						No. 66,							Second Class.	
53						June 11, 1939							54	
	Mixed	No. Cars.	No. Cars.	Miles.	STATIONS.			Mixed.						
Leave Daily.	AM 9.00							Ar. Daily.	PM 9.30					
	9.10			.0	AMARILLO.		W F T Y		PM 9.30					
				0.0	1.4				8.35					
				0.1	DUMAS JCT.	0.0								
				7.4	0.1	52.8								
	f 9.25		67	8.3	C. R. I. & G. Crossing.	52.8		B	f 8.10					
	f 9.33	32	67	12.3	8.2	52.8		B	f 7.55					
	f 9.46		70	18.9	JULLIARD.	52.8		B	f 7.35					
	f 10.02	17	75	27.2	4.0	39.6		B	f 7.15					
	f 10.20	100	65	34.6	GLUCK.	0.0		B	f 7.00					
	f 10.35	14	67	41.3	6.6	52.8	W	B	f 6.25					
	s 11.05	201	63	52.1	PUEENTE.	52.8		C	s 6.10					
	f 11.40	12	67	58.3	8.3	38.0		B	f 6.25					
				63.6	MARSH.	52.8								
				64.0	7.4	31.7								
	PM 12.20	252	70	64.0	0.4	19.6		B	f 5.50					
				70.2	MACHOVEC.	0.0								
	f 12.35	10		70.2	5.3	30.9	W F Y	C	s 5.35					
	f 12.50	32	67	75.1	C. R. I. & G. Crossing.	16.9		B	f 5.03					
	f 1.05	12	67	80.3	0.2	0.0		B	f 4.56					
				85.5	ETTER.	52.8		B	f 4.48					
	s 1.30	84	69	85.7	6.2	12.1		W	B	s 4.40				
	f 1.40	12	67	90.6	4.9	31.7		B	f 4.33					
	s 2.03	139	68	100.1	STRATFORD.	52.8		B	s 4.20					
	f 2.28	17	67	111.0	9.5	52.8		B	f 4.01					
	f 2.43	10		117.1	5.2	23.8								
	3.00 PM		Yard	122.6	10.9	23.8								
Arrive Daily.					BRUYERE.	23.8			f 3.53					
					5.5	23.8								
					BOISE CITY.		W F Y	C	3.45 PM					
					(122.6)				Leave Daily.					
(20.4)	Average speed per hour.....				(25.3)									

All trains must get numbered clearance card (Form 902) before leaving Boise City.

No switch lights on Dumas District.

PLAINS DIVISION.—BUFFALO DISTRICT.

WESTWARD.					TIME TABLE No. 66, June 11, 1939	EASTWARD.				
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Waynoka.	Railing Grade Ascending.		Railing Grade Ascending.	Water, Fuel, Turn Table, Wye.	Communications.	Second Class.	
41									42	
Mixed.								Mixed.		
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.	Miles		STATIONS.			Arrive Daily Ex. Sunday.		
AM 9.15		Yard	.0	70.7	WAYNOKA. 4.6	38.0	WF YT	C	PM 4.45	
f 9.30		12	4.8	87.6	McKINLEY. 6.1	73.9			f 4.28	
f 9.45	21		10.7	76.6	BRACE. 3.7	81.8			f 4.12	
f 9.55	24		14.4	79.0	FAIR VALLEY. 5.7	72.8		B	f 4.00	
\$10.10	35	46	20.1	39.6	FREEDOM. 6.1	52.8		C	\$ 3.45	
f 10.25	46		26.2	52.8	EDITH. 6.2	52.8	W	B	f 3.20	
f 10.40	57	42	32.4	38.7	SALT SPRINGS. 4.9	31.7			f 3.00	
f 10.50	52		37.3	52.8	LOVEDALE. 6.5	29.0			f 2.45	
\$11.05	61	42	43.8	52.8	SELMAN. 8.4	37.0		C	\$ 2.25	
11.30 AM	109	57	52.2		BUFFALO. (52.2)		WY	C	2.00 PM	
Arrive Daily Ex. Sunday.									Leave Daily Ex. Sunday.	
(23.2)	Average speed per hour.....							(19.0)		

No. 41 is superior to No. 42. No switch lights on Buffalo District. All trains must get numbered clearance card (Form 902) before leaving Waynoka. No. 42 must get numbered clearance card (Form 902) before leaving Buffalo. Telephone at Edith and Fair Valley in section house.

BORGER DISTRICT.

WESTWARD.					TIME TABLE No. 66, June 11, 1939	EASTWARD.				
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Panhandle.	Railing Grade Ascending.		Railing Grade Ascending.	Water, Fuel, Turn Table, Wye.	Communications.	Second Class.	
59									60	
Mixed.								Mixed.		
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.	Miles		STATIONS.			Arrive Daily Ex. Sunday.		
AM 9.10		Yard	.0	31.7	PANHANDLE. 6.7	31.7	W Y	C	PM 12.40	
f 9.30	17	78	6.7	28.5	ABELL. 4.5	0		B	f 12.20	
f 9.40	37	85	11.2	42.2	POMEROY. 5.8	52.8		B	f 12.10	
f 9.53	82	80	17.0	42.8	McBRIDE. 2.7	52.8	W	B	f 12.01 PM	
f 10.01	52	49	19.7	31.6	FARISH. 5.3	52.8		B	f 11.55	
f 10.13	52	74	25.0	0	HILLARD. 3.9	52.8		B	f 11.40	
10.30 AM	Yard	110	28.9	0	BORGER. 3.4	52.8	WF Y	C	11.30 AM	
Arrive Daily Ex. Sunday.			32.3	0	END TRACK. 32.3			B	Leave Daily Ex. Sunday.	
(21.7)	Average speed per hour.....							(24.7)		

No. 59 must get numbered clearance card (Form 902) before leaving Panhandle. No. 60 must get numbered clearance card (Form 902) before leaving Borger. No switch lights, Borger District, except one on derail west end, and high switch stands on both east and west ends main lead in Borger Yard. No. 59 is superior to No. 60.

CLINTON DISTRICT.

WESTWARD.						TIME TABLE No. 66, June 11, 1939	EASTWARD.				
Second Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Pampa.	Railing Grade Ascending.		Railing Grade Ascending.	Water, Fuel, Turn Table, Wye.	Communications.	Second Class.	
63	61									62	64
Motor.	Mixed.								Mixed.	Motor.	
Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	No. Cars.	No. Cars.	Miles.		STATIONS.			Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	
AM 7.25	AM 7.25		Yard	0.0	31.7	PAMPA. 1.5	FWY	C	PM 2.35	PM 12.05 PM	
7.27	7.28			1.5	52.8	PAMPA JCT. 7.2			1.30	11.58	
f 7.38	f 7.43		33	8.7	52.8	HEATON. 10.2	Y	B	f 1.10	f 11.43	
\$ 7.53	\$ 8.02	57	53	18.9	52.8	LAKETON. 5.9	W	B	\$12.05 PM	\$11.25	
f 8.02	f 8.12		33	24.8	52.8	THORNDIKE. 5.8		B	f 11.50	f 11.10	
\$ 8.12	\$ 8.36	75	57	30.6	52.8	MOBEETTIE. 9.1		C	\$11.35	\$10.55	
\$ 8.26	\$ 9.05	60	53	39.7	52.8	BRISCOE. 10.8	W	B	\$11.10	\$10.40	
\$ 8.41	\$ 9.38	60	56	50.5	52.8	ALLISON. 11.6		B	\$10.45	\$10.25	
\$ 8.58	\$10.05 ⁶⁴	65	62	62.1	52.8	REYDON. 8.6	W	C	\$10.20	\$10.05 ⁶¹	
f 9.13	f 10.30	9	45	70.7	31.7	MacKie 10.2		B	f 9.55	f 9.40	
\$ 9.33 ⁶²	\$11.30	85	9	80.9	31.7	CHEYENNE. 7.2	W Y	C	\$ 9.33 ⁶³	\$ 9.20	
\$ 9.48	\$11.55	72	10	88.1	52.8	STRONG CITY. 8.1		C	\$ 9.10	\$ 9.00	
f 10.10	f 12.25 PM	11		96.2	52.8	HERRING. 9.0		B	f 8.45	f 8.42	
10.30	12.55			105.2	0.0	M. E. T. Crossing			8.22	8.22	
\$10.37	\$ 1.15	28	17	105.4	0.0	0.2					
				106.8		HAMMON JCT. 1.4	Jt. Track.	W	B	\$ 8.20	\$ 8.20
\$ 10.40	\$ 1.10	23		107.2		CITY JCT. 0.4					
f 10.50	f 1.30	6		109.2	52.8	HAMMON. 3.8		C	\$ 8.05	\$ 8.15	
\$11.10	\$ 2.05	35	12	116.6	55.4	McCLURE. 7.4		B	f 7.50	f 8.05	
f 11.30	f 2.45	9		126.4	52.8	BUTLER. 9.8		C	\$ 7.30	\$ 7.50	
11.45	3.00			134.6	55.8	STAFFORD. 8.2		B	f 7.00	f 7.30	
f 11.46	f 3.02	12		134.8	52.2	C. R. I. & P. Crossing 0.2			6.39	7.09	
11.49				136.0	52.8	RALPH. 1.2		B	f 6.38	f 7.08	
				135.1	52.8	A. T. & S. F. Crossing 0.1			6.34	7.04	
PM 12.20	4.00 PM		Yard	137.9	0.0	WEST JCT. 1.8		B	6.33	7.03	
Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.					1st Street Station. CLINTON.	FWY	C	6.30 AM	7.00 AM	
(28.0)	(16.0)	Average speed per hour.....							(17.1)	(27.9)	

All trains must get numbered clearance card (Form 902) before leaving Pampa and Clinton. For movements between Hammon Jct. and City Jct. see M.K.T. Joint track rules in special rules. No switch lights on Clinton District. At Clinton, Plains Division trains will be governed by Panhandle Division Time Table.

PLAINS DIVISION.

WESTWARD.						TIME TABLE No. 66, June 11, 1939	EASTWARD.			
85	55	33	43	STATIONS.			34	44	56	86
Way Freight.	Mixed.	California-Texas-Okla. Fast Freight.	Arizona-California Fast Freight.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Mixed.	Way Freight.	
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.					Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
AM 8.00		PM 1.15	AM 2.30	WAYNOKA.		PM 6.50 PM	PM 10.10		PM 7.30 PM	
PM 4.00 PM	AM 8.00	6.00 6.30	7.30 8.00	CANADIAN.		10.40 9.40	3.05 2.05 PM	PM 3.30 PM	11.30 AM	
	PM 3.30 PM	10.50 PM	PM 1.00 PM	AMARILLO.		3.40 AM	9.05 AM	8.00 AM		
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.			Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	

WESTWARD.						TIME TABLE No. 66, June 11, 1939	EASTWARD.					
71	943	933	73	33	43		34	44	74	934	944	72
Way Freight.	Amarillo Fast Freight.	California Fast Freight.	Way Freight.	California-Texas-Okla. Fast Freight.	Arizona-California Fast Freight.	Arrive Daily.	Arrive Daily.	Way Freight.	Galveston Fast Freight.	Dallas-Ft. Worth Fast Freight.	Way Freight.	
Lv. Monday, Wednesday and Friday	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	
	PM 10.00		AM 8.00	PM 11.50	PM 2.00	AM 2.10 AM	AM 7.35	PM 3.00 PM		AM 8.00		
	10.45 PM									7.00 AM		
PM 4.00		AM 2.30							AM 11.35		AM 8.00	
4.30 PM		3.00 AM	PM 3.30 PM	AM 4.00 AM	7.05 PM	8.10 PM	2.35 AM	7.30 AM	11.00 AM		7.30 AM	
Ar. Monday, Wednesday and Friday.	Arrive Daily.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Arrive Daily.	Arrive Daily.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

STATION	TRAIN NO.	CLASS	TYPE	TIME	STATION	TRAIN NO.	CLASS	TYPE	TIME
AMARILLO	71	Way Freight	W	10:00 PM	AMARILLO	34	Southern Calif.-Chicago Fast Freight	A	2:10 AM
AMARILLO	943	Amarillo Fast Freight	W	10:45 PM	AMARILLO	44	Northern Calif.-Chicago Fast Freight	A	7:35 AM
AMARILLO	933	California Fast Freight	W	2:30 AM	AMARILLO	74	Way Freight	A	3:00 PM
AMARILLO	73	Way Freight	W	8:00 AM	AMARILLO	934	Galveston Fast Freight	A	11:35 AM
AMARILLO	33	California-Texas-Okla. Fast Freight	W	11:50 AM	AMARILLO	944	Dallas-Ft. Worth Fast Freight	A	8:00 AM
AMARILLO	43	Arizona-California Fast Freight	W	2:00 PM	AMARILLO	72	Way Freight	A	8:00 AM
AMARILLO	71	Way Freight	A	4:00 PM	AMARILLO	34	Southern Calif.-Chicago Fast Freight	A	8:10 PM
AMARILLO	943	Amarillo Fast Freight	A	4:30 PM	AMARILLO	44	Northern Calif.-Chicago Fast Freight	A	2:35 AM
AMARILLO	933	California Fast Freight	A	3:00 AM	AMARILLO	74	Way Freight	A	7:30 AM
AMARILLO	73	Way Freight	A	3:30 PM	AMARILLO	934	Galveston Fast Freight	A	11:00 AM
AMARILLO	33	California-Texas-Okla. Fast Freight	A	4:00 AM	AMARILLO	944	Dallas-Ft. Worth Fast Freight	A	8:00 AM
AMARILLO	43	Arizona-California Fast Freight	A	7:05 PM	AMARILLO	72	Way Freight	A	7:30 AM

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55, and 56. Trains 51 and 52 between Streator and Joliet.
MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marcelline.
EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.
MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, 89, 90, and 98.
OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87, and 88.
SOUTHERN KANSAS DIVISION—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.
WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
NEW MEXICO DIVISION—Trains 71 and 72.
PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119, and 120.
PECOS DIVISION—Trains 45 and 46.
PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
SLATON DIVISION.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly. (Bold-faced type in following conditional stops indicates changes from previous time tables.)

- | | |
|--|--|
| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond.
 (c) At Derby to receive passengers for Wellington or beyond.
 (d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa to receive passengers for Burlington or beyond.
 (c) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.
 (d) At Peabody or Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.
 (e) At Strong City to discharge passengers from beyond Newton.
 (f) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (g) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, to receive passengers for Arizona or California.
 (b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or to receive passengers for south and west of La Junta.
 (c) At Isleta to receive passengers who have made Isleta Detour.</p> <p>No. 4. (a) At Isleta to discharge passengers desiring to make Isleta Detour, or to receive passengers for Albuquerque or beyond.
 (b) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.
 (c) At any station Kinsley to Hutchinson, to receive or discharge passengers.
 (d) At any station east of Hutchinson, to discharge passengers from First District, Western Division.
 (e) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Kansas City, except between Fort Madison and Marcelline, to receive passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District; and at Henrietta to discharge such passengers.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison.
 (g) At any station Marcelline to Kansas City, to discharge passengers from Chicago.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.
 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond, or to receive passengers for Fort Worth or beyond.</p> <p>No. 5-6. (From La Junta) At any station La Junta to Denver, to discharge passengers from east or south of La Junta; and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver) At any station Denver to La Junta, to receive passengers for east or south of La Junta; and at Littleton to receive passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.
 (c) At Florence, to receive passengers for Chicago or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from La Junta or beyond.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 9. (a) At any station Chicago to Albuquerque, to receive passengers for Albuquerque or beyond.
 (b) At any station Chicago to La Junta, to receive passengers for La Junta or beyond.
 (c) At any station Fort Madison to Kansas City, to receive passengers for beyond Kansas City.
 (d) At any station west of Kansas City, to discharge passengers from beyond Kansas City.
 (e) At any station Kansas City to Newton, to receive passengers for south or west of Newton.
 (f) At Burlingame, to discharge passengers from Kansas City or beyond.
 (g) At any station Emporia to Newton, to discharge passengers.
 (h) At any station Newton to Albuquerque, to receive or discharge passengers.</p> <p>No. 10. (a) At any station Albuquerque to La Junta, to receive or discharge passengers.
 (b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.
 (c) At any station Kinsley to Hutchinson, to receive passengers for Kansas City or beyond.
 (d) At any station Hutchinson to Kansas City, to receive passengers for Kansas City or beyond; or to discharge passengers from beyond Hutchinson.</p> | <p>(e) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.
 (f) At any station Kansas City to Fort Madison, to receive passengers for Chicago.
 (g) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 11. At Marcelline, to discharge passengers from Chicago or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 12. At Marcelline to discharge passengers from Kansas City or beyond; or to receive passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 16. At any station Pueblo to Newton, to receive or discharge passengers.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chilleothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.</p> <p>No. 20. At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.</p> <p>No. 21. (a) At Streator and Galesburg, to receive passengers for La Junta or beyond.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Glorieta, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Galesburg and Streator, to discharge passengers from California or Arizona.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Coal City to receive passengers for west of Ancona; at Stronghurst or Dallas City to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond; and at East Fort Madison to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) At Olathe, to receive passengers for beyond Newton.
 (e) At any station Pomona to Emporia, to receive passengers for beyond Newton.
 (f) At Strong City, to receive or discharge passengers.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from Emporia or beyond.
 (c) At any station LeLoup to Kansas City, to discharge passengers.
 (d) At any station Kansas City to Chicago, to discharge passengers from Kansas City or beyond.
 (e) At any station Kansas City to Fort Madison to receive passengers for Fort Madison or beyond.
 (f) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.
 (g) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.
 (b) At Osage City, to discharge passengers from Topeka or beyond.
 (c) At Burlingame or Osage City, to receive passengers for south of Newton or for west of Newton served by No. 15.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton, or Wellsville, to discharge passengers from Kansas City, Kansas, or beyond; or to receive passengers for Ottawa or beyond, or west of Ottawa Jct. for No. 23.
 (b) At Richmond or Colony to discharge passengers from Ottawa or beyond; or to receive passengers for Chanute or beyond.
 (c) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. At any station Tulsa to Chanute, to receive passengers for Richmond or beyond.</p> |
|--|--|

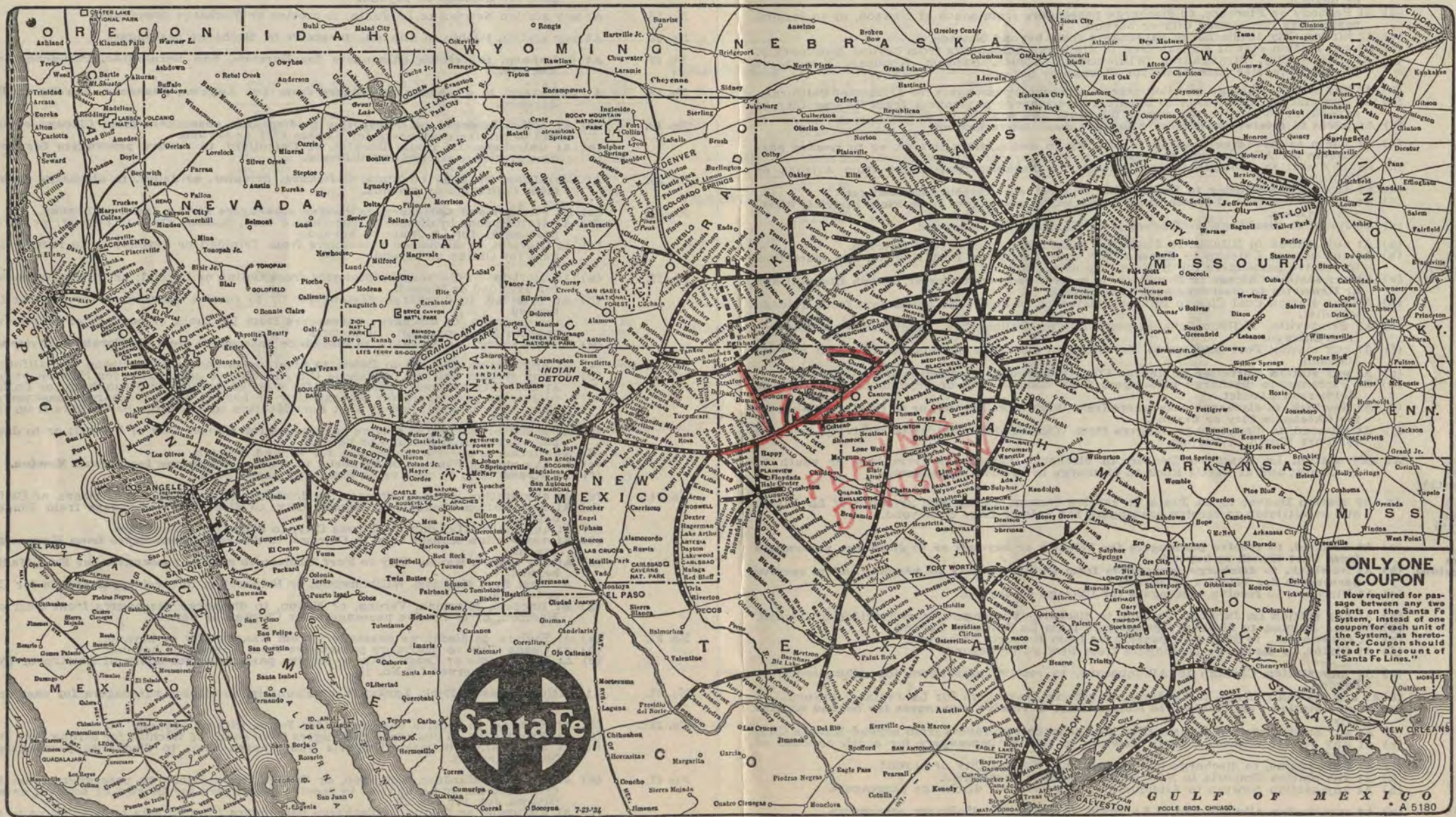
The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

SANTA FE SAFETY FIRST

Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E and F, Book of Rules.)



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."



Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines