

F. A. DONNELL, Trainmaster.....Amarillo, Texas.
 C. B. KURTZ, Trainmaster.....Waynoka, Oklahoma.
 J. W. HORN, Chief Dispatcher.....Amarillo, Texas.
 P. L. BEYER, Night Chief Dispatcher.....Amarillo, Texas.

TRAIN DISPATCHERS—AMARILLO, TEXAS.

C. C. BAIR.	T. A. COX.	O. F. CARDER.
A. G. EISENBERG.	C. F. SPARKS.	K. C. MAY.
T. B. SMITH.	C. M. FORD.	S. R. BELEW.
C. H. MARSH.	P. W. STEWART.	M. J. TRAFFAS.
G. W. TOWER.	E. H. HAMIC.	M. R. LINDLEY.

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL WATCH INSPECTORS—PLAINS DIVISION.

GEO. E. STILLER.....Waynoka.	ALVIN ADAMS.....Woodward.
L. N. PITTMAN.....Amarillo.	MAY BROTHERS.....Clovis.
H. E. MCCARLEY.....Pampa.	J. B. CLARK.....Canadian.
L. P. NORTHUP.....Clinton.	E. F. COPELAND.....Borger.
S. W. NORTHUP.....Shattuck.	DR. A. V. WONDER...Boise City.

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.

PLAINS DIVISION.
 CLOVIS HOSPITAL.

DR. H. A. MILLER, Surgeon in Charge.
 DR. WALLACE P. MARTIN, Assistant Surgeon.
 DR. I. D. JOHNSON, Consulting Dentist.

LOCAL SURGEONS.

DR. W. F. LaFON.....	Waynoka.
DR. T. C. LEACHMAN.....	Woodward.
DR. H. WALKER.....	Buffalo.
DR. O. C. NEWMAN.....	Shattuck.
DR. E. H. SNYDER.....	Canadian.
DR. STONEWALL J. MONTGOMERY.....	Miami.
DR. M. G. OVERTON.....	Pampa.
DR. GLENN R. WALKER.....	Mobeetie.
DR. W. S. CARY.....	Reydon.
DR. O. YORK.....	Panhandle.
DR. A. E. WINSETT.....	Amarillo.
DR. R. D. GIST.....	Amarillo.
DR. RICHARD KEYS.....	Amarillo.
DR. ROBT. P. JARRETT.....	Canyon.
DR. R. R. WILLS.....	Hereford.
DR. J. C. MAY.....	Perryton.
DR. G. B. GIBNER.....	Spearman.
DR. CHAS. K. BIVINGS.....	Borger.
DR. J. W. NORVELL.....	Stratford.
DR. J. W. HENRY.....	Cheyenne.
DR. F. I. REID.....	Dumas.
DR. HARRY HALL.....	Boise City.

EYE, EAR, NOSE AND THROAT SPECIALISTS
 AT LOCAL POINTS.

DR. A. J. STREIT.....Amarillo.
 DR. R. L. CURRY.....Clovis.
 DR. C. E. WILLIAMS.....Woodward.

The Atchison, Topeka and Santa Fe Railway Co.

Panhandle and Santa Fe Railway Co.

WESTERN LINES Southern District

PLAINS DIVISION

TIME TABLE No.

75

IN EFFECT
 Sunday, June 2, 1946

At 12:01 A. M.
 Central Standard Time

Superseding Time Table No. 74, Dated February 18,
 1945, and any Supplements Thereto.

This Time Table is for the exclusive use and guidance
 of Employees.

G. C. JEFFERIS,
 Vice-President and
 General Manager,
 Amarillo, Texas.

E. P. DUDLEY,
 Asst. General Manager,
 Amarillo, Texas.

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

First District.

Track Capacity 55 ft. Per Car.		WESTWARD.		Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		First Class.								First Class.	
		1	23							2	24
Other Tracks.	Sidings.	The Scout. Leave Daily.	Grand Canyon Limited. Leave Daily.			STATIONS.				The Scout. Arrive Daily.	Grand Canyon Limited. Arrive Daily.
	Yard	PM 6.15	AM 6.40	345.5	0	WAYNOKA. 5.2	31.7	W T Y	C	AM 11.15	PM 10.25
10	111	6.22	6.48	350.7	52.8	HEMAN. 5.1	0		B	11.05	10.15
15	112	6.28	6.55	355.8	52.8	BELVA. 5.3	0		B	10.57	10.08
26	190	6.36	7.05	361.2	52.8	QUINLAN. 5.6	26.4		C	10.48	10.00
24	130	6.45	7.17	367.1	0	CURTIS. 3.9	31.7	W	C	10.39	9.47
44	105	6.50	7.24	371.0	21.1	MOORELAND. 4.6	31.7		C	10.34	9.39
8	120	6.55	7.30	377.1	31.7	ALSTON. 5.7	31.7		B	10.28	9.31
327	145	7.09	7.43	382.6	28.5	WOODWARD. 0.2	0	W Y	B	10.20	9.25
				383.0	31.7	M.K.T. Crossing. 3.3	0		C		
9	121	7.15	7.50	386.3	31.7	GERLACH. 6.3	20.6		B	10.11	9.14
42	102	7.23	7.58	392.6	17.9	TANGIER. 5.7	31.7		B	10.04	9.08
57	138	7.28	8.06	398.3	26.4	FARGO. 8.4	0	W	C	9.57	9.01
60	138	7.39	8.18	406.7	30.5	GAGE. 7.7	8.4		C	9.47	8.49
372	E128 W100	7.54	8.34	414.4	31.7	SHATTUCK. 6.6	0	W Y	C	9.35	8.37
22	198	8.03	8.44	421.0	31.7	GOODWIN. 7.7	21.2		B	9.23	8.25
84	204	8.17	8.55	428.7	31.7	HIGGINS. 8.6	31.2	W	C	9.15	8.17
4	216	8.28	9.05	437.3	26.9	COBURN. 6.7	31.7		B	9.05	8.05
52	190	8.35	9.20	444.0	0	GLAZIER. 5.5	31.7		C	8.55	7.56
5	366	8.41	9.30	449.5	29.2	CLEAR CREEK. 5.6	31.7		B	8.45	7.48
	Yard	8.50 PM	9.40 AM	455.1		CANADIAN.		W T Y	C	8.35 AM	7.40 PM
		Arrive Daily.	Arrive Daily.			(107.7)				Leave Daily.	Leave Daily.
		41.7	35.9			Average speed per hour.				40.4	39.2

Double track between M.P. 342.5 and 346.9, Waynoka and between M.P. 455.4 and M.P. 456.9, Canadian.

Centralized Traffic Control (C.T.C.) between west end double track, Waynoka, M.P. 346.9 to and including west switch siding, Curtis, M.P. 367.3 and between east switch siding, Fargo, M.P. 398.0 to and including east end double track, Canadian, M.P. 455.4.

Between double track junction east of Waynoka, M.P. 342.5 and double track junction west of Waynoka, M.P. 346.9, trains will operate on signal indication under authority of time table Rule 24-A. Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining specific authority from the operator at Waynoka at the time the movement is desired to be made.

Trains have no time table superiority between westward home signal Broadway Street and Ash Street, Waynoka, and must move within these

limits at restricted speed with maximum speed of fifteen (15) miles per hour.

Trains have no time table superiority between east end double track, M.P. 455.4 and west end double track, M.P. 456.9, Canadian, and must move within these limits at restricted speed with maximum speed limit fifteen (15) miles per hour between oil crane and interlocking signals just east of yard office, Canadian, and will run as prescribed by Rule D-152.

Time of eastward trains at Waynoka applies at east end of double track M.P. 342.5.

Trains must get numbered clearance card, Form 902, before leaving Waynoka and Canadian.

Trains may register at Canadian by Form 903.

Automatic block signals between M.P. 367.3 and M.P. 398.0.

Second District.

Track Capacity 55 ft. Per Car.		WESTWARD.		Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turf, Ties and Wyes.	Communications	EASTWARD.	
		First Class.								First Class.	
		1	23							2	24
Other Tracks.	Sidings.	The Scout.	Grand Canyon Limited.	Miles.	STATIONS.				The Scout.	Grand Canyon Limited.	
		Leave Daily.	Leave Daily.						Arrive Daily.	Arrive Daily.	
	Yard	PM 8.50	AM 9.40	455.1	31.7	CANADIAN. 1.1	0	W F T Y	C	AM 8.35	PM 7.40
		9.05	9.55	456.3		Canadian Oil Crane. 3.1		W F			
8	111	9.09	10.01	459.3	31.7	ISAACS. 6.1	0		B	8.17	7.22
23	102	9.16	10.09	465.4	31.7	MENDOTA. 5.0	18.8		C	8.11	7.16
12	111	9.22	10.16	470.4	31.7	LORA. 6.5	0		B	8.05	7.11
56	123	9.32	10.25	476.9	31.7	MIAMI. 6.8	0	W	C	7.59	7.05
14	111	9.40	10.37	483.7	31.7	CODMAN. 7.6	0		B	7.48	6.56
44	122	9.48	10.47	491.3	31.7	HOOVER. 3.1	0		B	7.41	6.48
	102	9.52	10.52	494.4	31.7	CHANESA. 4.5	0		B	7.38	6.44
1148	E103 W110	9.57	10.57	498.9	31.7	PAMPA. 7.0	0	W F Y	C	7.32	6.38
189	100	10.15	11.15	505.9	31.4	KINGS MILL. 6.9	31.7		C	7.14	6.19
266	E 99 W141	10.23	11.25	512.8	31.1	WHITE DEER. 5.9	31.7	W Y	C	7.06	6.11
13	104	10.30	11.32	518.7	31.7	CUYLER. 7.3	23.2		B	6.59	6.04
663	E98 W139	10.42	11.45	526.0	31.7	PANHANDLE. 7.3	15.8	W Y	C	6.50	5.55
19	93	10.51	11.56 PM	533.3	31.7	LEE. 7.7	21.1		B	6.37	5.42
30	E99 W102	10.59	12.05	541.0	31.7	ST. FRANCIS. 5.1	21.1		C	6.30	5.34
45	93	11.06	12.12	546.1	31.7	FOLSOM. 5.5	31.7		B	6.23	5.28
				551.6	31.7	DUMAS JCT. 0.6	31.7				
				552.2	3.7	C.R.I. & G. Crossing. 0.1	0				
		11.15	12.25	552.3	10.6	EAST TOWER. F.W. & D.C. Crossing. 0.7	6.3		C	6.17	5.22
	Yard	11.20 PM	12.30 PM	553.0		AMARILLO.		W F T Y	C	6.15 AM	5.20 PM
		Arrive Daily.	Arrive Daily.			(97.9)				Leave Daily.	Leave Daily.
		39.2	34.6			Average speed per hour.				42.0	42.0

Double track between M.P. 455.4 and M.P. 456.9, Canadian and between Pampa and Amarillo East Tower. Within these limits trains will run as prescribed by Rule D-152.

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. The movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required. Except as affected by these rules all signal and train rules remain in force.

Trains have no time table superiority between east end double track M.P. 455.4 and west end double track M.P. 456.9, Canadian, and must move within these limits at restricted speed with maximum speed limit fifteen (15) miles per hour between oil crane and interlocking signals just east of yard office, Canadian.

Trains have no time table superiority between Amarillo East Tower and Automatic Block Signal 5534 and must move within these limits at restricted speed with maximum speed limit fifteen (15) miles per hour.

Between Dumas Junction, M.P. 551.6 and Amarillo East Tower, M.P. 552.3, trains will operate on the westward main track only in either direction on signal indication under authority of time table Rule 24-A. Trains or engines must not enter main track hand-throw switches within this interlocked area without first obtaining authority from the operator at East Tower at the time the movement is desired to be made.

Trains must get numbered clearance card, Form 902, before leaving Canadian.

Trains originating Pampa, White Deer, Panhandle and Amarillo must get numbered clearance card, Form 902, before leaving point of origin. Automatic block signals between M.P. 456.9 and 553.0.

Third District.

Track Capacity 55 ft. Per Car.		WESTWARD.				Distance from Arlinson.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.			
		First Class.										First Class.			
		1	97	93	23							2	98	24	96
Other Tracks.	Sidings.	The Scout. Leave Daily.	California Special. Leave Daily.	West Texas Express. Leave Daily.	Grand Canyon Limited. Leave Daily.	Miles.					The Scout. Arrive Daily.	The Texan. Arrive Daily.	Grand Canyon Limited. Arrive Daily.	Eastern Express. Arrive Daily.	
		PM 11.35		PM 1.15	PM 12.50	553.0	7.5	AMARILLO. 1.3	6.3	Y C	AM 6.00		PM 5.00	PM 4.00	
Yard	Yard	11.39		1.19	12.54	554.8	31.7	JUNIOR. 5.1	31.7	WFT C	5.56		4.55	3.55	
	92	11.44		f 1.25	12.59	559.4	10.6	ZITA. 3.4	14.8	B	5.49		4.48	f 3.48	
13	E101 W103	11.49		f 1.32	1.04	562.8	31.7	HANEY. 7.6	31.7	B	5.45		4.43	f 3.43	
121	E106 W 94	s12.05		1.40 PM	s 1.15	570.4	31.7	CANYON. 4.7	0	W Y C	s 5.35		s 4.35	3.35 PM	
	93	12.13			1.23	575.1	31.7	LESTER. 5.4	15.8	B	5.22		4.25		
30	110	12.22		f 1.30	580.5	580.5	31.7	UMBARGER. 6.1	31.7	C	5.17		f 4.20		
33	109	12.28			1.37	586.6	25.9	DAWN. 6.5	31.7	B	5.11		f 4.11		
6	93	12.34			1.43	593.1	31.7	JOEL. 6.4	0	B	5.04		4.03		
440	152	s12.46			s 1.53	599.5	31.7	HEREFORD. 8.3	21.6	W Y C	s 4.55		s 3.56		
23	110	12.57		f 2.02	607.8	607.8	31.7	SUMMERFIELD. 6.9	10.5	B	4.42		f 3.44		
33	102	1.05			2.10	614.7	18.2	BLACK. 7.1	21.1	W C	4.34		f 3.36		
105	107	1.13		f 2.18	621.8	621.8	31.7	FRIONA. 6.5	0	C	s 4.25		s 3.28		
	111	1.22			2.26	628.8	10.6	PARMERTON. 5.8	31.7	B	4.12		3.20		
101	91	1.30		f 2.33	634.1	634.1	31.7	BOVINA. 6.9	28.5	C	f 3.59		f 3.11		
5	102	1.38			2.40	641.0	17.0	WILSEY. 6.4	31.7	B	3.53		3.03		
229	E130 W172	s 1.49	PM 2.35		s 2.48	647.4	21.1	TEXICO. 5.2	8.7	W Y C	s 3.45	PM 2.35	s 2.48		
	89	1.56	2.45		3.01	652.6	21.1	SIEGA. 4.1	8.7	B	3.35	2.25	2.40		
Yard	Yard	2.05 AM	2.55 PM		3.10 PM	656.7		CLOVIS.		W F T Y C	3.30 AM	2.15 PM	2.30 PM		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(103.7)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
		41.5	37.2	41.8	44.5			Average speed per hour.			41.5	22.3	41.5	41.8	

Double track between 10th Street, Amarillo and M.P. 572.2 and between M.P. 646.0 and M.P. 658.1.

Between 10th Street, Amarillo and M.P. 572.2 and between M.P. 646.0 and M.P. 658.1 trains will run as prescribed by Rule D-152.

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. 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 signals and train rules remain in force.

Trains have no time table superiority between East Tower and Automatic Block Signal 5534, Amarillo, and must move within these limits at restricted speed with maximum speed limit fifteen (15) miles per hour.

Trains have no time table superiority between westward interlocked signals east end Clovis yard and eastward interlocked signals, Hull Street, west end Clovis yard, and must move within these limits at restricted speed with maximum speed limit fifteen (15) miles per hour.

Between double track junction east of Texico, M.P. 646.0 and interlocked crossover west end of Texico, M.P. 649.0, trains will operate on signal indication under authority of time table Rule 24-A. Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining specific authority from the operator at Texico at the time the movement is desired to be made.

Time of eastward trains at Texico applies at east end double track M.P. 646.0.

Trains originating Amarillo and Junior must get numbered clearance card, Form 902, before leaving point of origin.

Trains may register at Junior by Form 903.

Trains must get numbered clearance card, Form 902, before leaving Clovis.

Automatic block signals between M.P. 553.0 and M.P. 656.2.

Dumas District.

Track Capacity 55 ft. Per Car.		WEST- WARD. Second Class.	Distance from Dumas Jct.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel Water Turn Table, Wye.	Communications.	EAST- WARD. Second Class.
		53							54
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.
		AM 8.15			AMARILLO. 1.4				PM 9.30
10		8.20	.0	0.0	DUMAS JCT. 0.1	0.0			8.35
			0.1	7.4	C.R.I. & G. Crossing. 8.1	52.8			
	56	f 8.35	8.2	26.4	JUILLIARD. 3.6	52.8		B	f 8.10
28		f 8.43	11.8	43.3	GLUCK. 7.0	52.8		B	f 7.55
7	59	f 8.56	18.8	52.8	PUEENTE. 8.4	39.6		B	f 7.35
13	64	f 9.12	27.2	52.8	MARSH. 7.4	0.0		B	f 7.15
122	57	f 9.30	34.6	38.0	EXELL. 6.7	52.8	W	B	f 7.00
10	57	f 9.44	41.8	52.8	BAUTISTA. 10.8	39.6		B	f 6.25
164	53	s 10.15	52.1	7.4	DUMAS. 6.2	31.7		C	s 6.10
9	57	f 10.27	58.3	13.7	MACHOVEC. 5.3	19.6		B	f 5.50
			63.6	0.0	C.R.I. & G. Crossing. 0.4	0.0			
203	59	s 10.50	64.0	30.6	ETTER. 6.2	30.9	W Y	C	s 5.35
8		f 11.05	70.2	13.2	CORDARO. 4.9	16.9		B	f 5.03
26	57	f 11.20	75.1	15.8	LAUTZ. 5.2	0.0		B	f 4.56
14		f 11.35	80.3	52.8	SATREN. 5.2	52.8		B	f 4.48
			85.5	12.1	C.R.I. & G. Crossing. 0.2	0.0			
73	59	s 11.59 PM	85.7	31.7	STRATFORD. 4.9	11.6	W	B	s 4.40
9	57	f 12.10	90.6	52.8	MALLET. 9.5	29.0		B	f 4.33
115	57	s 12.33	100.1	52.8	KERRICK. 10.9	52.8		B	s 4.20
13	56	f 12.58	111.0	52.8	CONRAD. 11.6	23.8		B	f 4.01
	Yard	1.30 PM	122.6		BOISE CITY.		WFY	C	3.45 PM
		Arrive Daily.			(122.6)				Leave Daily.
		23.4			Average speed per hour.				21.3

No. 53 is superior to No. 54.

Dumas District trains will be governed by Second District Time Table between Dumas Junction and Amarillo.

At Boise City, Plains Division trains will be governed by Western Division Time Table.

Rock Island Junction to Etter Junction, trains will use C.R.I. & G. track and will be governed by time table and rules of C.R.I. & G. Railway.

Between Dumas Junction, M.P. 551.6 and Amarillo East Tower, M.P. 552.3, trains will operate on the westward main track only in either direction on signal indication under authority of time table Rule 24-A. Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining specific authority from the operator at East Tower at the time the movement is desired to be made.

Trains must get numbered clearance card, Form 902, before leaving Amarillo and Boise City.

No switch lights on Dumas District.

Shattuck District.

Track Capacity 55 ft. Per Car.		WESTWARD.		Distance from Shattuck.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Water, Fuel, Wye.	Communications.	EASTWARD.	
		Second Class.								Second Class.	
		51	49							50	52
Other Tracks.	Sidings.	Mixed.	Motor.	Miles.	STATIONS.	Motor.	Mixed.				
		Leave Mon., Wed., and Fri.	Leave Daily Except Sun.					Arrive Daily Except Sun.	Arrive Tues., Thurs., and Sat.		
	Yard	AM 7.00	AM 12.15	.0	42.2	SHATTUCK. — 6.5 —	26.4	WYF	C	AM 8.30	PM 3.10
8		f 7.15	f 12.28	6.5	42.2	TOUZALIN. — 5.2 —	0.0			f 8.17	f 2.50
9	40	f 7.30	f 12.39	11.7	42.2	MAGOUN. — 7.2 —	29.0			f 8.10	f 2.35
70	40	s ⁵⁰ 8.00	s 12.55	18.9	42.2	FOLLETT. — 4.6 —	29.0	W	C	s ⁵¹ 8.00	s 2.15
	82	f 8.10	f 1.05	23.5	42.2	SHERLOCK. — 6.6 —	42.2			f 7.54	f 1.30
56	40	s 8.45	s 1.20	30.1	42.2	DARROUZETT. — 7.0 —	0.0		C	s 7.45	s 1.05
22		f 9.00	f 1.33	37.1	37.0	GAYLORD. — 5.5 —	42.2			f 7.34	f 12.40
58	85	s 9.25	s 1.45	42.6	31.6	BOOKER. — 5.3 —	15.8	W	C	s 7.26	s 12.25 — PM —
32	39	f 9.40	f 2.00	47.9	15.8	HUNTOON. — 5.2 —	2.6			f 7.16	f 11.40
23		f 9.55	f 2.10	53.1	18.5	TWICHELL. — 5.1 —	15.8			f 7.08	f 11.25
199	84	s 10.55	s 2.35	58.2	15.8	PERRYTON. — 5.6 —	26.4	W	C	s 7.00	s 11.10
8		f 11.15	f 2.50	63.8	18.5	LORD. — 5.2 —	0.0			f 5.55	f 9.35
48		s 11.40 — PM —	s 3.05	69.0	21.1	FARNSWORTH. — 5.1 —	5.3			s 5.45	s 9.20
42	41	f 12.03	f 3.15	74.1	39.6	WAKA. — 10.1 —	7.9			f 5.30	f 9.01
299	40	s 1.20	s 3.35	84.2	52.8	SPEARMAN. — 9.4 —	39.6	WY	C	s 5.10	s 8.35
46	35	f 1.40	f 3.55	93.6	48.6	McKIBBEN. — 8.8 —	52.8			f 4.48	f 7.35
37	55	— 2.00 — PM —	— 4.15 — AM —	102.4	36.4	MORSE. — 1.2 —	0.0	WF		— 4.30 — AM —	— 7.15 — AM —
				103.6	52.8	R.I. JCT. — 30.3 —	52.8	Y			
				133.9	0.0	ETTER JCT. — 0.5 —	0.0		B		
203	58			134.4	0.0	ETTER.	0.0	WY	C		
		Arrive Mon., Wed., and Fri.	Arrive Daily Except Sun.			(134.4)				Leave Daily Except Sun.	Leave Tues., Thurs., and Sat.
		14.6	25.6			Average speed per hour.				25.6	12.9

No. 49 is superior to No. 50 and No. 52.

Trains must get numbered clearance card (Form 902) before leaving Shattuck.

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

No switch lights on Shattuck District.

Clinton District.

Track Capacity 55 ft. Per Car.		WESTWARD.				Distance from Pampa.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.			Ruling Grade Ascending.	Water, Fuel, Turn Table and Wye.	Communications.	EASTWARD.	
		Second Class.	First Class.	Miles.	M.K.T.									First Class.	Second Class.
		61	63											64	62
		Mixed.	Motor.										Motor.	Mixed.	
Other Tracks.	Sidings.	Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.					STATIONS.					Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.	
	Yard	AM 7.45	AM 7.45	0.0		31.7		PAMPA. 1.5	31.7	FWY	C	AM 10.40	PM 2.35		
		7.50	7.48	1.5		52.8		PAMPA JCT. 7.2	52.8			10.30	2.05		
5	29	f 8.10	f 8.01	8.7		52.8		HEATON. 10.2	52.8			f 10.20	f 1.45		
49	47	s 8.35	s 8.18	18.9		0.0		LAKETON. 11.7	52.8	W	B	s 10.05	s 12.40		
82	51	s 9.05	s 8.38	30.6		52.8		MOBEETIE. 9.1	52.8		C	s 9.45	s 12.10		
53	48	s ⁶⁴ 9.30	s 8.52	39.7		52.8		BRISCOE. 10.8	52.8	W	B	s ⁶¹ 9.30	s 11.45		
52	49	s 9.50	s 9.12	50.5		52.8		ALLISON. 11.6	52.8		B	s 9.12	s 11.20		
55		s 10.12	s 9.27	62.1		9.5		REYDON. 8.6	52.8	W	C	s 8.43	s 10.55		
9	40	f 10.32	s 9.39	70.7		31.7		MacKIE 10.2	44.4		B	f 8.30	f 10.32		
72	13	s ⁶² 11.30 PM	s ⁶³ 9.53	80.9		31.7		CHEYENNE. 7.2	42.2	W Y	C	s 8.15	s ⁶³ 9.53		
57	8	s 12.10	s 10.08	88.1		52.8		STRONG CITY. 8.1	52.8		C	s 8.03	s 9.20		
9		f 12.40	f 10.30	96.2		52.8		HERRING. 9.0	52.8		B	f 7.47	f 8.50		
		1.10	10.50	105.2		0.0		M.K.T. Crossing. 0.2	26.4			7.29	8.25		
22	15	s 1.30	s 10.57	105.4				HAMMON JCT. 1.4		W	B	s 7.27	s 8.23		
				106.8				CITY JCT. 0.4							
19		s 1.25	s 11.00	107.2		52.8		HAMMON 3.8	52.8		C	s 7.22	s 8.05		
3		f 1.50	f 11.10	109.2		55.4		McCLURE. 7.4	52.8		B	f 7.14	f 7.50		
38	14	s 2.25	s 11.30	116.6		52.8		BUTLER. 9.8	54.0		C	s 6.59	s 7.30		
7		f 3.05	f 11.50 PM	126.4		55.8		STAFFORD. 8.2	52.8		B	f 6.40	f 7.00		
		3.20	12.05	134.6		52.2		C.R.I. & P. Crossing. 0.2	0.0			6.24	6.39		
10		f 3.22	f 12.06	134.8		52.8		RALPH. 1.2	52.8		B	f 6.23	f 6.38		
			12.09	136.0		52.8		A.T. & S.F. Crossing. 0.1	52.8			6.19	6.34		
				136.1		0.0		WEST JCT. 1.8	52.8		B	6.18	6.33		
	Yard	4.20 PM	12.40 PM	137.9				1st Street Station. CLINTON.		FWY	C	6.15 AM	6.30 AM		
		Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.					(141.5)				Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.		
		16.5	28.8					Average speed per hour.				32.0	17.5		

Between Hammon Junction and City Junction, trains will use M.K.T. track and be governed by M.K.T. Time Table.

Trains must get numbered clearance card, Form 902, before leaving Pampa and Clinton.

All trains must obtain orders and 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 as prescribed by Rule 99.

At Clinton, Clinton District trains will be governed by Panhandle Division Time Table.

Trains have no time table superiority within yard limits Clinton, and must move within these limits at restricted speed with maximum speed limit ten (10) miles per hour.

No switch lights on Clinton District.

Borger District.

Track Capacity 55 ft. Per Car.		WEST- WARD.	Distance from Panhandle.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Water, Fuel, Turn Tables and Wyes.	Communications.	EAST- WARD.
		Second Class.							Second Class.
		59							60
		Mixed.							Mixed.
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Miles.	STATIONS.			Arrive Daily Ex. Sun.		
	Yard	AM 9.10	.0	PANHANDLE.			PM 12.40		
14	66	f 9.30	6.7	31.7	6.7	31.7	W Y C	f 12.20	
31		f 9.40	11.2	28.5	4.5	0	B	f 12.10	
35	69	f 9.53	17.0	42.2	5.8	52.8	B	f 12.01	
43	40	f 10.01	19.7	42.8	2.7	52.8	W B	f 12.01	
37		f 10.13	25.0	31.6	5.3	52.8	B	f 11.55	
				0	3.9	52.8	B	f 11.40	
Yard	134	10.30 AM	28.9	0	BORGER.			11.30 AM	
		Arrive Daily Ex. Sun.	32.3	0	3.4	52.8	WFY C	Leave Daily Ex. Sun.	
		21.7		Average speed per hour.				24.8	

No. 59 is superior to No. 60.

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.

Skellytown District.

Track Capacity 55 ft. Per Car.		WEST- WARD.	Distance from White Deer.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		Second Class.							Second Class.
		57							58
		Mixed.							Mixed.
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Miles.	STATIONS.			Arrive Daily Ex. Sun.		
	Yard	AM 7.30	.0	WHITE DEER.			AM 10.30		
339	Yard	8.00 AM	10.1	10.5	10.1	31.7	W Y C	10.00 AM	
		Arrive Daily Ex. Sun.			SKELLYTOWN.			Leave Daily Ex. Sun.	
		20.2		Average speed per hour.			20.2		

No. 57 is superior to No. 58.

No. 57 must get numbered clearance card, Form 902, before leaving White Deer.

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

No Switch lights on Skellytown District.

Buffalo District.

Track Capacity 55 ft. Per Car.		WEST- WARD.	Distance from Waynoka.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Water, Fuel, Turn Table and Wye.	Communications.	EAST- WARD.
		Second Class.							Second Class.
		41							42
		Mixed.							Mixed.
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Miles.	STATIONS.			Arrive Daily Ex. Sun.		
	Yard	AM 8.25	.0	WAYNOKA.			PM 4.25		
	11	f 8.40	4.6	70.7	4.6	38.0	W F Y T C	f 4.12	
21		f 8.55	10.7	87.6	6.1	73.9		f 4.00	
24		f 9.05	14.4	76.5	3.7	81.8	B	f 3.54	
35	39	s 9.20	20.1	79.0	5.7	72.8	C	s 3.42	
36		f 9.35	26.2	39.6	6.1	52.8		f 3.26	
45	34	f 9.50	32.4	52.8	6.2	52.8		f 3.15	
52		f 10.00	37.3	38.7	4.9	31.7		f 3.05	
61	36	s 10.15	43.8	52.8	6.5	29.0	C	s 2.50	
109	49	10.40 AM	52.2	52.8	8.4	37.0	W Y C	2.30 PM	
		Arrive Daily Ex. Sun.		BUFFALO.			Leave Daily Ex. Sun.		
		23.2		(52.2)				27.2	
		Average speed per hour.							

No. 41 is superior to No. 42.

Trains must get numbered clearance card, Form 902, before leaving Waynoka.

No. 42 must get numbered clearance card, Form 902, before leaving Buffalo.

Between double track junction east of Waynoka, M.P. 342.5 and double track junction west of Waynoka, M.P. 346.9, trains will operate on signal indication under authority of time table Rule 24-A. Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining specific authority from the operator at Waynoka at the time the movement is desired to be made.

Telephone at Fair Valley in section house.

No switch lights on Buffalo District.

SPECIAL RULES AND REGULATIONS.

Effective on the Plains Division and superseding all General Rules inconsistent therewith.

1. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.

2. YARD LIMITS:

(A) Amarillo.	Hereford.
Borger (Includes Hillard).	Heaton.
Boise City.	Hammon Jct.
Booker.	Junior.
Buffalo.	Machovec.
Curtis.	Mobeetie.
Canadian.	Morse.
Canyon (Applies only on Slaton Division and on Slaton Division main track to crossover east of depot.)	Pampa.
Coltexo.	Panhandle.
Cheyenne.	Perryton.
Clinton.	Shattuck (Applies only on Shattuck District.)
Clovis.	Texico (Applies only on Slaton Division main track east of Wheeler Avenue.)
Dumas.	Waynoka.
Etter.	Woodward.
Exell.	White Deer (Applies only on Skellytown District.)
Follett.	

(B) First class trains moving against the current of traffic must move within yard limits at restricted speed.

3. Rules M, 5, 10(A), 10(f), 15, S-83, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 362, 701, 705, 706, 711 and 872, of the Operating Department Rules are cancelled, superseded, or amended by the following:

4. RULE M. Amended by Adding.

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, employees must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

5. RULE 5. First paragraph is amended to read:

Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times.

The time applies at the first siding switch where an opposing train enters the siding; where there is no such switch, it applies at the station.

6. RULE 10(A). Amended by adding.

Temporary reduced speed signals (yellow flag, yellow disc, or yellow light) will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light) which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

7. RULES 10(f) and 701.

Substitute "Red" for "Purple" as the color indication for dwarf signals.

8. RULE 15.

The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

9. RULE S-83, as applied at the end of double track Waynoka, Canadian, Pampa, Canyon and Texico, is amended to read:

"A train must not leave its initial station on any district or a junction or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left, but where end of double track is beginning of C.T.C. operation, movement will continue on signal indication only."

10. RULE 86. Amended to read:

Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five (5) minutes, but must be clear at the time a first class train in same direction is due to leave the next station in the rear, where time is shown. Where automatic block signals are continuous, between stations, inferior trains in the same direction will only be required to clear superior trains sufficiently to avoid delay.

11. RULE 95. Amended to read:

Two or more sections may be run on the same schedule. Each section has equal time table authority. A train must not display signals for a following section, except as prescribed by Rule 85, without train orders, except on double track or centralized traffic control territory the dispatcher may authorize sections of a schedule at initial station by clearance card Form 902.

12. RULE 97. Amended to read:

Extra trains must not be run without train orders, except that in C.T.C. territory, or on double track with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card, Form 902 and trains so authorized will display signals as prescribed by Rule 21.

13. RULE 103(A). Amended to read:

Cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Passenger cars, either deadhead or in service, and outfit cars in service or occupied must only be moved or switched with air brakes in use.

14. RULE 104(A). First paragraph amended to read:

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

15. RULE 204. Amended to read:

Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Additional copies of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

16. RULE 210. Second paragraph is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

17. RULE 221.

Where a fixed signal is used at a 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 the 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" when no operator is on duty. When so fastened at night the light must be extinguished.

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

18. RULE 360. Amended by adding.

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 detrain, a member of the crew must inform such passenger or passengers.

19. RULE 632.

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

20. RULES 705 and 706. Amended by adding.

Where switch indicators are used, employees will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or engine-men from protecting their train as provided for by the rules.

21. RULE 872.

When the engine has been coupled on and gauge shows a sufficient pressure in the brakepipe, 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 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 the following manner: The arriving engineman, will after stopping, make a full service application and leave brakes applied on train. Employees 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.

22. SPEED REGULATIONS.

(A) 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.

(B) MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
Waynoka and Clovis	90	50
BUFFALO DISTRICT	35	30
SHATTUCK DISTRICT M.P. .0 and M.P. 102.4	45	35
CLINTON DISTRICT: Pampa and M.P. 85	45	35
M.P. 85 and Clinton	30	25
SKELLYTOWN DISTRICT	45	35
BORGER DISTRICT	60	45
DUMAS DISTRICT: Amarillo and Etter	40	35
Etter and Boise City	40	40

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM SPEED FOR TRAINS—(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT		
Curves, M.P. 343.3 to 343.9	60	50
Curves, M.P. 345.2 to 346.3	45	45
Curves, M.P. 346.7 to 348.2	60	50
Curve, M.P. 349.2 to 349.6	50	50
Curves, M.P. 352.1 to 355.6	45	45
Curves, M.P. 356.6 to 357.8	40	40
Curve, M.P. 358.1 to 358.5	80	50
Curves, M.P. 361.1 to 364.0	80	50
Curves, M.P. 364.8 to 366.5	40	40
Curves, M.P. 377.9 to 379.3	75	50
Curve, M.P. 380.2 to 380.4	90	50
Curve, M.P. 383.0 to 383.1	60	50
Curve, M.P. 383.8 to 384.0	70	50
Curves, M.P. 385.5 to 389.9	65	50
Curves, M.P. 391.4 to 393.4	90	50
Curves, M.P. 407.3 to 409.4	90	50
Curves, M.P. 413.6 to 415.9	80	50
Curve, M.P. 416.9 to 417.2	75	50
Curve, M.P. 418.8 to 419.2	80	50
Curve, M.P. 419.9 to 420.1	75	50
Curves, M.P. 422.3 to 426.6	65	50
Curves, M.P. 427.3 to 436.9	80	50
Curve, M.P. 441.0 to 441.2	90	50
Curve, M.P. 444.6 to 444.9	75	50
Curve, M.P. 445.7 to 446.3	70	50
Curves, M.P. 447.2 to 450.1	80	50
Curves, M.P. 450.7 to 453.4	65	50
Bridge, M.P. 453.5 to 453.9	50	50
SECOND DISTRICT		
Curve, M.P. 458.0 to 458.4	75	50
Curves, M.P. 459.5 to 460.9	60	50
Curves, M.P. 461.6 to 462.7	70	50
Curves, M.P. 463.2 to 465.0	65	50
Curve, M.P. 466.8 to 467.0	70	50
Curve, M.P. 468.8 to 469.3	65	50
Curves, M.P. 470.4 to 472.0	70	50
Curve, M.P. 473.2 to 473.4	65	50
Curve, M.P. 475.4 to 475.5	65	50
Curve, M.P. 476.4 to 476.5	65	50
Curve, M.P. 477.1 to 477.2	65	50
Curve, M.P. 477.6 to 477.8	65	50
Curve, M.P. 478.1 to 478.2	65	50
Curve, M.P. 478.4 to 478.7	65	50
Curve, M.P. 478.9 to 479.2	65	50
Curve, M.P. 480.1 to 480.4	65	50
Curve, M.P. 480.6 to 480.9	65	50
Curve, M.P. 481.8 to 482.0	65	50
Curve, M.P. 482.7 to 482.8	65	50
Curve, M.P. 483.6 to 483.7	65	50
Curve, M.P. 483.9 to 484.1	65	50
Curve, M.P. 485.0 to 485.2	65	50
Curve, M.P. 485.8 to 485.9	65	50

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM SPEED FOR TRAINS—(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT—(Cont'd).		
Curve, M.P. 486.1 to 486.6	65	50
Curve, M.P. 486.8 to 486.9	65	50
Curve, M.P. 487.5 to 487.7	65	50
Curve, M.P. 488.2 to 488.4	65	50
Curve, M.P. 488.9 to 489.1	65	50
Curve, M.P. 489.9 to 490.2	65	50
Curve, M.P. 490.6 to 491.1	65	50
Curve, M.P. 491.6 to 491.9	65	50
Curve, M.P. 492.5 to 492.6	65	50
Curve, M.P. 493.4 to 493.7	65	50
Curve, M.P. 494.2 to 494.4	65	50
Curve, M.P. 494.7 to 495.2	65	50
Curve, M.P. 495.4 to 495.8	65	50
Curve, M.P. 496.2 to 496.4	65	50
Curve, M.P. 497.0 to 497.2	65	50
Curve, M.P. 527.4 to 527.6	85	50
Curve, M.P. 547.2 to 547.4	85	50
Curve, M.P. 552.0 to 552.1	65	50
THIRD DISTRICT		
Curve, M.P. 562.8 to 563.0 Westward Main	90	50
Curve, M.P. 562.8 to 563.0 Eastward Main	80	50
Curve, M.P. 565.4 to 565.6 Two Mains	80	50
Curve, M.P. 565.2 to 566.4 Westward Main	80	50
Curve, M.P. 566.2 to 566.4 Eastward Main	75	50
Curve, M.P. 566.7 to 566.9 Westward Main	80	50
Curve, M.P. 566.7 to 566.9 Eastward Main	75	50
Curve, M.P. 567.8 to 568.0 Westward Main	70	50
Curve, M.P. 567.8 to 568.0 Eastward Main	75	50
Curve, M.P. 568.8 to 569.4 Westward Main	70	50
Curve, M.P. 568.8 to 569.4 Eastward Main	65	50
Curve, M.P. 569.9 to 570.2 Westward Main	70	50
Curve, M.P. 569.9 to 570.2 Eastward Main	65	50
Curves, M.P. 573.8 to 579.6	80	50
Curve, M.P. 599.7 to 599.9	60	50
Curves, M.P. 600.7 to 601.8	85	50
Curve, M.P. 604.8 to 605.0	90	50
Curves, M.P. 617.7 to 622.1	80	50
Curve, M.P. 624.1 to 624.4	85	50
Curve, M.P. 634.3 to 634.9	80	50
Curves, M.P. 637.1 to 638.1	75	50
Curve, M.P. 639.3 to 639.5	80	50
Curve, M.P. 647.2 to 647.6 Westward Main	30	30
Curve, M.P. 647.2 to 647.6 Eastward Main	30	30
Slaton, Main Line Curve, M.P. 0.1 to 0.7	30	30
DUMAS DISTRICT		
Curve, M.P. 20.8 to 21.1	20	20
Curve, M.P. 22.2 to 22.4	30	20
Curve, M.P. 22.5 to 22.9	30	20
Curve, M.P. 23.2 to 23.5	30	20
Curve, M.P. 25.4 to 25.9	30	20
Curve, M.P. 27.2 to 27.5	30	20
BUFFALO DISTRICT.		
Sand, M.P. 15.3 to 15.6	15	15
Curve, M.P. 22.2 to 22.7	10	10

22. SPEED REGULATIONS—(Cont'd).

(C) While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:

STATION	STREETS	MILES PER HOUR
Quinlan	Main Street	30
Mooreland	Elm Street	40
Woodward	Sixth to Ninth Sts.	25
Shattuck	Main Street	15
Miami	Main Street	30
Hereford	Main Street	30
Texico	Wheeler Ave.	30

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
Diesels 1 to 15, Incl., and 50	100	40	40*
Diesels 100 to 159 Incl.	65	40	40*
Diesels 160 to 168 Incl.	90	40	40*
Gas-Electric M-105, M-189, Incl.	60	60	25
Gas-Electric M-190	75	60	25
(A) Atlantic Type 79 in. Drivers	100	40	25
(B) Atlantic Type 73 in. Drivers	90	40	25
(C) Pacific Type 79-84 in. Drivers	100	40	25
(D) Pacific Type 73-74 in. Drivers	80	40	25
3700 to 3750, Incl.	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl.	90	40	25
(E) Prairie Type 69 in. Drivers	50	40	25
except 1800-1886	60	40	25
789-825; 870-874; 1790-1797, Incl.	30	30	20
885-999; 1600-1705; 1950-1991	35	35	20
1798-1799	55	40	25
2506; 2531; 2535 to 2553, Incl.	35	35	20
2565 to 2569, Incl.	35	35	20
2507 to 2530, Incl.; 2532	55	40	25
3011 to 3027; 3100-3158	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.	65	40	25
All regularly assigned to switching service	20	20	20
All Other Engines	20	20	20

*Diesels when backing up as second unit, may operate at speed of the lead unit.

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 73" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 69" Drivers
1413	550, 552, 556	1211, 1212	1226 to 1399*	1000 to 1152*
1416	558, 559	1218, 1222	3409, 3411	1207
1453	1420	3400 to 3408*	3443 to 3445*	1210
1468	1425	3410	3449	1214, 1215
1473	1431	3412 to 3442*	3500 to 3534*	1800 to 1886*
	1458	3446 to 3448*		
	1462	3450 to 3459*		
	1483, 1487	3460 to 3465*		
	1488, 1491			
	1492, 1496			
	1498			

*Both Inclusive.

22. SPEED REGULATIONS—(Cont'd).

(E) Moving Against Current of Traffic.

Trains moving against current of traffic on double track must not exceed speed of thirty (30) miles per hour around curves and where view is obscure, and use whistle freely as warning signal. Trains or engines moving against current of traffic over spring switch east end of eastward siding, Canyon, must not exceed a speed of 25 miles per hour.

(F) Maximum Speed over Submerged Track.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

Type of Engine or Car.	Depth of Water	
	New Wheels	Worn Wheels
Passenger Diesels.....	4 in.	3 in.
Freight Diesels.....	6 in.	5 in.
44-ton Yard Diesels.....	3 in.	2 in.
Other Yard Diesels.....	6 in.	5 in.
Gasoline-Electric Cars.....	4 in.	3 in.

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail, and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

(G) Steam Wrecking Cranes, etc.

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.

(H) Locomotives Handled Dead in Trains.

With side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail, fifteen (15) miles per hour.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour.

Gas-Electric motor cars being towed, sixty (60) miles per hour.

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;

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour.

Trains handling Diesel yard engines dead in train must not exceed speed of thirty (30) miles per hour.

(I) 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 other main track turnouts and crossovers not listed herein, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

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

22. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Waynoka	Interlock	East end double track....	40	30
Waynoka	Interlock	Head out from yard at east end.....	30	20
Waynoka	Interlock	Head in opposite yard office	15	15
Waynoka	Interlock	Crossover between eastward and westward main track just east of Reading Room.....	30	20
Waynoka	Interlock	Head out or into yard at Reading Room.....	15	15
Waynoka	Interlock	Pocket track at Passenger Depot.....	15	15
Waynoka	Interlock	Passenger crossovers between main tracks at passenger depot.....	30	20
Waynoka	Interlock	West end double track....	40	30
Heman	Interlock	East and west ends of siding	15	15
Belva	Interlock	East end of siding.....	15	15
Belva	Interlock	West end of siding.....	25	25
Quinlan	Interlock	East and west ends of siding	40	30
Curtis	Interlock	East and west ends of siding	30	20
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	20
Woodward	Interlock	West end of siding.....	15	15
Gerlach	Spring	East end of siding.....	15	15
Gerlach	Spring	West end of siding.....	25	25
Tangier	Spring	East and west ends of siding	15	15
Fargo	Interlock	East and west ends of siding	40	30
Gage	Interlock	East and west ends of siding	40	30
Shattuck	Interlock	East and west ends of eastward siding.....	40	30
Shattuck	Interlock	East and west ends of westward siding.....	15	15
Shattuck	Interlock	Crossover from eastward siding to main track west of depot.....	15	15
Shattuck	Interlock	West end house track....	15	15
Shattuck	Interlock	Shattuck District to eastward siding.....	15	15
Goodwin	Interlock	East and west ends of siding	40	30
Higgins	Interlock	East and west ends of siding	40	30
Coburn	Interlock	East and west ends of siding	40	30
Glazier	Interlock	East and west ends of siding	40	30
Clear Creek	Interlock	East end of siding.....	40	30
Clear Creek	Interlock	Double crossover on siding	40	30
Clear Creek	Interlock	West end of siding.....	40	30
Canadian	Interlock	East end No. 1 track.....	40	30
Canadian	Interlock	Crossover between main track and No. 1 track west of freight house....	30	20
Canadian	Interlock	Crossover at east end of double track.....	30	20
Canadian	Interlock	Turnout from westward main track to west lead of train yard.....	15	15
Canadian	Interlock	Crossover at west end of double track.....	40	30
Canadian	Spring	West end extension to No. 1 track.....	15	15
Isaacs	Spring	East and west ends of siding	15	15
Mendota	Spring	East and west ends 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	25
Hoover	Spring	East and west ends of siding	15	15
Chanessa	Spring	East and west ends of siding	15	15
Pampa	Interlock	East end eastward main track.....	30	20
Pampa	Interlock	East end eastward siding..	30	20
Pampa	Interlock	East end westward siding..	15	15

22. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
East Tower	Interlock	Turnout to Dumas District	30	20
East Tower	Interlock	Freight crossover from westward to eastward lead tracks.....	15	15
East Tower	Interlock	East end passenger siding and crossover to eastward yard track.....	15	15
Amarillo	Spring	East end westward main track at 10th Street....	25	25
Junior	Interlock	West of 34th Street. Crossover between main tracks and turnouts from eastward main of two crossovers leading to yard....	30	20
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 main track, (M.P. 572.2).....	40	30
Lester	Spring	East and west ends of siding	15	15
Umbarger	Spring	East and west ends of siding	25	25
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
Friona	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 westward siding.....	30	20
Texico	Interlock	East and west ends of Slaton Division siding...	30	20
Texico	Interlock	Crossover eastward main track to Slaton Division Wheeler Avenue.....	30	20
Texico	Interlock	Both ends of two crossovers between main tracks near tool house west of station.....	30	20
Texico	Interlock	Turnout east end double track, M.P. 646.....	40	30
Texico	Interlock	West end eastward siding ..	30	20
Texico	Interlock	East and west ends of crossover between main tracks M.P. 649.....	40	30

22. SPEED REGULATIONS—(Cont'd).

(J) Speed Table. Table of train speeds (minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

23. OVERHEAD OBSTRUCTIONS. (See Rule 310).

MILE POSTS	BRIDGE NUMBER	NAMES
390.5	390-C	First District, Overhead Highway Bridge.
392.5	392-A	First District, Overhead Highway Bridge.
453.5	453-A	First District, South Canadian River.
CLINTON DISTRICT:		
134.1	134-A	Washita River, Side Clearance only, will not clear snow plows and similar machines when in operating position.

24. INTERLOCKING PLANTS.

(A) Rule 711.

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table 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.

(B) When signals of an interlocking plant cannot be operated and the operator desires a train or engine to be moved through the plant, permission may be given verbally or by proceed signal with yellow flag or light, which will authorize movement as per Rule 830 (a) or (b), but in such cases some member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag any railroad crossings within the limits.

24. INTERLOCKING PLANTS—(Cont'd).

When conditions are such that hand signals cannot be observed, permission may be given by telephone. If unable to communicate with operator, spike switch and proceed, under flag protection, to the next governing signal, leaving the switch lined and spiked in the position found, making report at the first available point of communication.

(C) At automatic interlocking plants, signals are cleared for approaching trains when conflicting routes are unoccupied. When signals fail to clear, follow instructions outlined in detail in box at the crossing. If signals cannot be cleared, after five (5) minutes, train may proceed, protecting against opposing movements and after knowing signals are set against conflicting routes.

(D) LOCATIONS.

Name	Type	Speed
WOODWARD:		
M.K.T. crossing, 0.2 mile west of passenger station..	Standard	30
AMARILLO:		
F.W. & D.C. crossing, 0.7 mile east of passenger station and C.R.I. & G. crossing, main track, 0.8 mile east of passenger station.....	Standard	30
C.R.I. & G. oil field extension, crossing Dumas District main track, 1.4 miles east of passenger station..	Standard	30
C.R.I. & G. industry track crossing lead to Public Utilities and Russell Addition Industrial tracks, 1.5 miles east of passenger station.....	Standard	10
STRATFORD:		
C.R.I. & G. crossing, 0.2 mile east of station.....	Automatic	30

25. SPECIAL RULES AND FACILITIES.

(A) In automatic block territory 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 have been observed. Trains moving from siding to main track will foul the circuit and set signal before lining switch.

(B) Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track controlled. Their indication normally is proceed. At certain non-continuous offices signals are changed to track controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop, when a train is ready to leave siding, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

(C) CENTRALIZED TRAFFIC CONTROL.

(C.T.C.) between west end double track Waynoka, M.P. 346.9 to and including west switch siding, Curtis, M.P. 367.3 and between east switch siding, Fargo, M.P. 398.0 to and including east end No. 1 track, Canadian, M.P. 454.1.

In these limits trains will be governed by block signals, whose indications will supersede time table authority.

Interlocked signals will govern all routings, and Stop and Proceed signals will govern intermediate blocks.

DUAL CONTROL switches, so designated, may be operated by motor or hand. They may be hand operated only on the authority of the train dispatcher, who will issue instructions governing the limits and length of time such switches may be so used. When this permission is received, selector lever will be changed from MOTOR to HAND position, and the switch operated and locked the same as any other hand throw switch. In such cases, the interlocked signals protecting such switch will remain in Stop position, and the crew is authorized to pass these home signals in Stop position in making necessary movements. Trainmen must notify the engineman that the selector lever is in HAND position, giving him the time and the working limits, as indicated by the dispatcher. The selector lever must be restored to MOTOR position and locked, and the train must be into clear not later than the time authorized for hand operations, and the dispatcher will then

(C) CENTRALIZED TRAFFIC CONTROL—(Con't).

be notified that the selector lever has been restored to MOTOR position. If necessary to operate a DUAL CONTROL switch by hand in emergency, and means of communication with the dispatcher have failed, such movements may be made under flag protection only.

Certain intermediate switches on main track and on signalled sidings are hand operated and electrically locked. Electric locks are automatically released by trains standing on track at switch for short period of time. Trains in the clear on such tracks desiring to open such hand-throw switches to enter main track or siding, must secure authority from the dispatcher before passing the fouling point and before removing switch lock.

When a train is stopped by a STOP SIGNAL with no apparent cause, a member of the crew will communicate with the dispatcher by telephone and be governed by his instructions. If authorized by the dispatcher to proceed, all switches in the block must be examined before passing over them and train may move at restricted speed to the next signal without sending a flagman ahead. The authority for this movement must be secured after the train has stopped at the signal and ready to move and not in advance of that time.

In case a train is stopped by a Stop Signal and communication with dispatcher cannot be secured, trains will act as follows: Where DUAL CONTROL switches are provided, place the selector lever for HAND operation, see that switch is properly lined for movement, lock hand throw lever, and proceed with flagman ahead to the next governing Proceed Signal. Where DUAL CONTROL is not provided, see that all switches are properly lined for the movement, spike same and proceed with flagman ahead to the next governing Proceed Signal. Maul and spikes will be available in a box at each interlocked switch. In such cases, DUAL CONTROL switches must be restored to normal position and selector lever locked in MOTOR position, and other interlocked switches must be unspiked and all switches left behind the train in the position in which they were found. When selector lever of DUAL CONTROL switch is in HAND position and hand-throw lever cannot be locked, the switch must be spiked before movement is made over it.

When a train is stopped by a Stop and Proceed Signal, either on the main track or the siding, it may proceed immediately at restricted speed without sending a flagman ahead.

Telephones will be located in door of instrument houses at all interlocked switches and in box near all other switches. All information or instructions issued by the dispatcher to the crews on the telephone must be repeated to him for verification, and such information must contain a clear understanding of the movement authorized.

Trains may operate in C.T.C. territory without signal orders prescribed by Rule 95, and without running orders prescribed by Rule 97. Trains will move in C.T.C. territory on the authority of clearance card received at the district terminal. Trains originating at other than district terminals may proceed without clearance card on authority of signal indication and will display signals as per Rule 21. Trains will display classification signals indicated on Clearance Card, Form 902, leaving initial station and trains entering C.T.C. territory at other than district terminals will display classification signals previously carried.

Rule 14(k) is modified to the extent that in C.T.C. territory if a train fails to answer signals the train displaying signals need not stop to secure acknowledgment.

Trains entering unsignalled sidings under restricted speed indications must expect to find them occupied. Trains entering signalled sidings on other than restricted speed indications will be governed by the signals and Rule 105 need not be observed in the latter case.

Time of scheduled trains in C.T.C. territory applies at the station sign.

In case any train is unprepared to promptly accept proceed signal for any reason, the dispatcher must be immediately informed so other trains may be moved.

Train orders relating to track conditions which have been issued to crews of helper engines and work trains, unless annulled, will remain in effect on return movements.

All rules including Rule 99, which have not been modified or canceled by these instructions will remain in full force and effect.

(D) 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.

(E) GATE CROSSINGS:

ETTER—C.R.I. & G. Crossing. 0.4 mile east of station protected by crossing gate set normally against P. & S.F. track.

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.

26. SIDINGS, SPUR AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

Location	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT—				
O'Connor.....	349.8	29	East	Freight only
Tangier Air Base.....	391.2	Yard	West	Freight only
SECOND DISTRICT—				
Danciger Refg. Co.....	497.3	40	West & East	Freight only
Wilcox Oil & Gas Co. of Texas.....	497.6	13	West	Freight only
Magnolia Petroleum Co.....	498.5	17	West	Freight only
Phillips Petroleum Co. (off tail wye).....	499.4	17	West & East	Freight only
Humble Pipe Line Co.....	500.7	46	West & East	Freight only
Roxana Oil Corporation....	501.6	45	West & East	Freight only
Empire Pipe Line Co.....	501.8	35	West & East	Freight only
General Atlas Carbon Co...	502.3	39	West & East	Freight only
Cabot Carbon Corporation..	503.6	49	West	Freight only
Champlin Refining Co.....	503.9	31	West & East	Freight only
Texas Pipe Line Co.....	506.1	28	West & East	Freight only
Texoma Natural Gas Co....	507.8	23	West	Freight only
Pantex Ordnance Plant....	539.1	Yard	West & East	Freight only
Aircraft Mechanic School...	543.3	33	West & East	Freight only
Douglas-McGlaun.....	546.9	6	East	Freight only
DUMAS DISTRICT—				
Pederson Sand Co.....	18.3	7	West & East	Freight only
Texoma Natural Gas Co....	54.3	21	West	Freight only
Canadian River Gas Co....	36.4	15	West & East	Freight only
Illinois Zinc Co.....	59.2	23	East	Freight only
Storage Track.....	58.8	13	West & East	Freight only
Cactus Ordnance Plant....	65.0	Yard	West & East	Freight only
BUFFALO DISTRICT—				
Selman Stock Spur.....	39.0	11	East	Freight only

26. SIDINGS, SPUR AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE—(Cont'd).

Location	Miles from Pampa	Car Capacity	Switch Connection	Flag Stops For Trains
CLINTON DISTRICT—				
Coltexo Industrial * Spur 8.19 miles.....	8.9	178	West & East	Freight only
Heaton Twin Engine School	11.3	Yard	East	Freight only
J. N. Philpot Elevator Co.	13.3	5	West & East	Freight only
Panhandle Power & Light Co.	34.6	9	West	Freight only
Bowers Spur.....	34.9	8	East	Freight only
Bartlett Gasoline Co.....	119.6	9	West	Freight only
Western Brick Co.....	135.6	20	West	Freight only
BORGER DISTRICT—				
	Miles from Panhandle			
Panhandle Wheat Growers..	7.1	14	West	East
Humble Oil Company.....	19.8	43	West	East
Gulf Production Company..	24.9	28	West	East
Phillips Petroleum.....	25.4	12	East	East
United Carbon Company...	26.2	57	East	East
Columbian Carbon Co.....	26.7	66	West	East
Lead "Rock Creek" Spur...	27.2		East	East
United Carbon Company...	29.0	40	West	East
Danube Oil Corporation...	29.5	9	East	East
Phillips Petroleum Co.....	30.0	Yard	East	East
Panhandle Carbon Co.....	30.0	20	East	East
J. M. Huber Corporation...	30.3	48	East	East
Continental Oil Company..	27.5	27	East	East
Lead "Crescent Carbon" Spur	28.2		East	East
Crescent Carbon Company..	29.4	10	East	East
United Carbon Company...	30.1	5	East	East
Panhandle Power & Light..	29.9	4	West	East
Continental Oil Company...	30.1	9	East	East
Phillips Petroleum Co.....	31.9	131	East	East
Phillips Petroleum Co.....	32.1	90	East	East
Tank Storage.....	32.1	33	East	East
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	20	East	Freight only

27. BULLETIN BOOKS.

Amarillo. Clovis. Clinton. Shattuck.
 Borger. Canadian. Pampa. Waynoka.
 Boise City.

28. STANDARD CLOCKS.

AMARILLO—Baggage Room.
 Roundhouse Office.
 Chief Dispatchers' Office.
 BOISE CITY—Station.
 CANADIAN—Yard Office
 CLOVIS—Telegraph Office.
 JUNIOR—Yard Office.
 PAMPA—Ticket Office.
 WAYNOKA—Yard Office.
 Roundhouse and Passenger Station.

29. STANDARD THERMOMETERS.

Amarillo. Clinton. Pampa. Texico.
 Curtis. Dumas. Panhandle. Waynoka.
 Canadian. Hereford. Perryton. Woodward.
 Canyon. Junior. Shattuck.

30. 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.

WESTWARD.									Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.							
87	71	TDF	943	73	85	55	33	43		34	44	56	86	74	CTX	944	72
Way Frt.	Way Frt.	Texas Calif. Frt.	Amarillo Fast Frt.	Way Frt.	Way Frt.	Mixed.	Calif- Tex.- Okla. Fast Frt.	Aris- Calif. Fast Frt.	Sou- Calif- Chgo. Fast Frt.	Nor- Calif- Chgo. Fast Frt.	Mixed.	Way Frt.	Way Frt.	Calif- Tex. Frt.	Dallas- Fort Worth Fast Frt.	Way Frt.	Way Frt.
Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.	Leave Daily.	Leave Daily.	Leave Mon., Wed. and Fri.	Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.	Arrive Tues., Thurs. and Sat.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.
					AM 8.00		PM 1.30	AM 4.30				PM 3.00					
					4.00 PM	AM 8.00	5.45 6.00	8.45 9.00				7.00 AM					
AM 6.15			PM 10.30	AM 8.00		4.00 PM	10.00 11.30	1.15 2.15					PM 3.00		AM 7.00		PM 7.45
7.00 AM	PM 4.00	PM 3.30	11.15 PM											AM 11.30	6.15 AM	AM 8.00	7.00 PM
	4.30 PM	4.00 PM		3.30 PM			4.00 AM	6.45 PM				7.30 AM	11.00 AM			7.30 AM	
Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed. and Fri.	Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.	Arrive Daily.	Arrive Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.	Leave Tues., Thurs. and Sat.	Leave Daily.	Leave Daily.	Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49 and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 73 and 74.
 MIDDLE DIVISION—Trains 49, 50, 59, 69, 70, 75, 76, 87, 88 and 98.
 OKLAHOMA DIVISION—Trains 79, 80, 81, 82, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96,
 97, 98; 89 and 90 between Cherryvale and Winfield.
 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, 69, 70, 71, 72, 83, 84,
 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and
 Canadian; 55 and 56 between Amarillo and Canadian.

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.

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| <p>No. 1. At Mooreland, to discharge passengers from Wellington and beyond and to receive passengers for Amarillo and beyond.</p> <p>No. 2. (a) At Mooreland, to discharge passengers from Amarillo and beyond, and to receive passengers for Wellington and beyond.
 (b) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (c) At Florence, to discharge passengers from south of Newton.
 (d) At Strong City, to discharge passengers from Wichita or beyond.
 (e) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinaman, Verona or Mazon, to receive passengers for beyond Chicago.</p> <p>No. 3. (a) At Toluca, to receive passengers for Kansas City and beyond.
 (b) At Nickerson, Alden, Raymond, Pawnee Rock, Garfield, Offerle, Spearville and Wright, to discharge passengers from Kansas City and beyond or to receive passengers for La Junta and beyond.</p> <p>No. 4. (a) At Los Cerrillos, to receive passengers for La Junta and beyond.
 (b) At Deerfield and Holcomb, to receive passengers for Dodge City and east, or discharge passengers from west and north of La Junta.
 (c) At Wright, Spearville, Offerle, Garfield, Pawnee Rock, Raymond, Alden, and Nickerson, to discharge passengers from La Junta and beyond, and to receive passengers for Newton and beyond.</p> <p>No. 5. (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City 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 beyond La Junta.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas, or beyond.
 (b) At Ottawa Jct., to receive passengers for beyond Newton.
 (c) At Granada, to receive passengers for La Junta and beyond.
 (d) At Las Animas and Holly, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (e) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas and Holly, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Ottawa Jct., to discharge passengers from west of Newton.</p> <p>Nos. 13-130 (From La Junta.) At any station La Junta to Denver to discharge passengers from La Junta or beyond.</p> <p>Nos. 141-14. (From Denver.) At any station Denver to La Junta, to receive passengers for La Junta or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for scheduled stops in California.</p> | <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino or Barstow.</p> <p>No. 19. (a) At Joliet and Streator, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, to discharge passengers from beyond Chicago.
 (c) At Galesburg, La Plata, Marceline or Carrollton, to receive passengers for Colorado, New Mexico, Arizona or California.
 (d) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.
 (b) At Carrollton, Marceline, La Plata, Galesburg, Streator or Joliet, to discharge passengers from California or Arizona.
 (c) At Galesburg, to receive passengers for beyond Chicago.</p> <p>No. 21. (a) At Joliet, Streator, Chillicothe or Galesburg, to receive passengers for California.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, 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 Ottawa Jct., to discharge passengers for Ottawa and for connection with No. 47.
 (e) At Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond.
 (b) At Olathe and Quenemo, to receive passengers for Newton or beyond.
 (c) At Strong City, to receive passengers from North of Strong City for Wellington or beyond.</p> <p>No. 24. (a) At any station Belen to Kansas City, to discharge passengers from Arizona or California.
 (b) At any station Kansas City to Fort Madison, to discharge passengers from beyond Kansas City.
 (c) At any station Fort Madison to Chicago, to discharge passengers from Kansas City or beyond.
 (d) At Dallas City or Stronghurst, to receive passengers for Chicago or beyond.</p> <p>No. 27. At Marland, to receive passengers for Oklahoma City.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Marland, to discharge passengers from Oklahoma City.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony and Humboldt, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner and Humboldt, to receive passengers for Chanute or beyond.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> |
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The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephones; 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 the Safety Committee, or other proper person, all unsafe conditions or practices.

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

