

TRAINMASTERS

R. C. MATTHEWS Wellington, Kans. C. T. HERZOG Amarillo, Tex. L. R. MITCHELL Amarillo, Tex.

ROAD FOREMEN OF ENGINES

W. K. LUDDEN Amarillo, Tex. J. E. GILL Wellington, Kans.

CHIEF DISPATCHER

P. L. BEYER
Amarillo, Texas

ASSISTANT CHIEF DISPATCHERS

C. H. MARSH Amarillo, Texas E. H. HAMIC

TRAIN DISPATCHERS

W. A. BRANDT	R. B. SIDMAN	B. L. BRANT
T. A. COX	D. H. HOLDAWAY	E. L. FARMER
C. F. SPARKS	L. W. HELLMAN	F. E. YOCK
I. W. LAWSON	R. R. WOOD	B. M. WHEELER
E. R. BOYER	C. L. ANDERSON	J. S. STEWART
C. M. FORD	W. N. PIERCE	G. F. McGUIRE
P. W. STEWART	W. H. MORGAN	K. G. LITTON
O. F. CARDER	W. R. DAUNER	W. D. PARKER
M. J. TRAFFAS	H. E. COWLES	D. L. HODGES

Amarillo, Texas

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

LOCAL TIME INSPECTORS — PLAINS DIVISION

R. J. LOCKHART.....	Altus
JOHN E. HOLTZCLAW.....	Alva
L. P. NORTHUP.....	Clinton
JON I. GARD.....	Fairview
VANE C. MEADOR.....	Hutchinson
EDD BAIZE.....	Hutchinson
D. E. OVERSTREET.....	Kiowa
WILLARD W. MOTE.....	Ponca City
RALPH L. SHARP.....	Waynoka
ROSCOE H. RILEY.....	Wellington
MRS. VERNA E. JAGGERS.....	Wellington
E. R. CLARK.....	Wichita
F. D. HERMAN.....	Wichita
MRS. SENA A. NORTHUP.....	Woodward
JOHN DANIEL, JR.....	Woodward
KYLE MOORE.....	Shattuck
EARL F. MILLER.....	Pampa
CHARLES D. JOHNSON.....	Borger
JOHN H. FURBACH.....	Amarillo
L. N. PITTMAN.....	Amarillo
BRYANT MADDOX.....	Amarillo
RALPH L. TOMER.....	Clovis
H. C. EDWARDS.....	Clovis
LYNN C. KESTER.....	Hereford

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY
OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR — A BRISK WALK.

Handle freight carefully and keep our customers.
IT'S EVERYBODY'S JOB ON THE SANTA FE!

**The Atchison, Topeka and Santa Fe
Railway Co.**

Panhandle and Santa Fe Railway Co.

WESTERN LINES

Southern District

PLAINS DIVISION

TIME TABLE No.

1

IN EFFECT

Friday, September 1, 1961

At 12:01 A. M.
Central Standard Time

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

F. N. STUPPI,
Vice-President and
General Manager,
Amarillo, Texas.

J. H. BLAKE,
Asst. General Manager,
Amarillo, Texas.

K. C. MAY
Superintendent,
Amarillo, Texas.

**SURGEONS OF
THE A.T.&S.F. HOSPITAL ASSOCIATION**

DR. G. S. HOPKINS, : Chief Surgeon.....Topeka

LOCAL SURGEONS

DR. E. W. MABRY.....Altus
 DR. E. J. ALGOOD.....Altus
 DR. J. F. SIMON.....Alva
 DR. A. E. WINSETT.....Amarillo
 DR. D. H. LOVING.....Amarillo
 DR. W. H. WHEBR.....Amarillo
 DR. E. M. WINSETT.....Amarillo
 DR. L. R. DEVANNEY.....Amarillo
 DR. G. T. ROYSE.....Amarillo
 DR. F. S. HARKLEROAD.....Amarillo
 DR. P. H. HARALSON.....Amarillo
 DR. CHARLES WOLFSON.....Amarillo
 DR. ROY DAUGHERTY.....Amarillo
 DR. JONES E. WITCHER.....Amarillo
 DR. JOHN J. ALFAR.....Amarillo
 DR. H. L. GALLOWAY.....Anthony
 DR. H. M. HULETT.....Anthony
 DR. H. YASUDA.....Anthony
 DR. J. H. MCNICKLE.....Ashland
 DR. P. J. ANTRIM.....Attica
 DR. M. CLIFT.....Blackwell
 DR. R. R. KINSINGER.....Blackwell
 DR. J. L. WHEELER.....Boise City
 DR. W. M. STEPHANS.....Borger
 DR. W. G. STEPHANS.....Borger
 DR. HARVEY HAYS.....Borger
 DR. L. F. KINMAN.....Borger
 DR. E. H. SNYDER.....Canadian
 DR. RUSE SNYDER.....Canadian
 DR. E. H. MORRIS.....Canadian
 DR. R. A. NEBLETT.....Canyon
 DR. C. R. NESTER.....Canyon
 DR. LETA N. BOSWELL.....Canyon
 DR. JOHN M. BRYAN.....Canyon
 DR. R. N. MCCLELLAND.....Canyon
 DR. C. L. BENSON.....Cherokee
 DR. N. L. MORGAN.....Cherokee
 DR. R. DEPUTY.....Clinton
 DR. RALPH SIMON.....Clinton
 DR. F. K. BUSTER.....Cheyenne
 DR. V. S. JOHNSON.....Clovis
 DR. L. H. THOMAS.....Clovis
 DR. JOEL ZIEGLER.....Clovis
 DR. W. D. DABBS.....Clovis
 DR. J. B. MOSS.....Coldwater
 DR. R. A. J. SHELLEY.....Coldwater
 DR. R. MCCOY.....Cordell
 DR. L. G. LIVINGSTON.....Dumas
 DR. O. J. RICHARDSON.....Dumas
 DR. JOSEPH C. GOULDING.....Fairview
 DR. L. C. BELTER.....Fairview
 DR. JAMES R. KAY.....Fairview
 DR. C. H. WILLIAMS.....Okeene
 DR. T. J. GLENN.....Farwell
 DR. P. L. SPRING.....Fronza

DR. A. H. BIERMAN.....Garden Plain
 DR. L. C. JOSLIN.....Harper
 DR. R. R. WILLS.....Hersford
 DR. L. B. BARNETT.....Hersford
 DR. R. W. FERNET.....Hutchinson
 DR. S. JONES.....Hutchinson
 DR. R. C. TOUT.....Hutchinson
 DR. G. E. BURKET.....Kingman
 DR. S. N. ZWEIFEL.....Kingman
 DR. L. PATZKOWSKY.....Kiowa
 DR. R. W. CHOICE.....Medford
 DR. D. C. MCCARTY.....Medicine Lodge
 DR. T. B. TRIPLETT.....Mooreland
 DR. S. J. MONTGOMERY.....Miami
 DR. T. L. WAYLAN.....Nashville
 DR. C. H. ASHBY.....Pampa
 DR. JOSEPH GATDS.....Pampa
 DR. L. E. GEORGE.....Panhandle
 DR. J. E. JOHNSON.....Perryton
 DR. R. K. SANFORD.....Perryton
 DR. R. B. GIBSON.....Ponca City
 DR. L. G. NEAL.....Ponca City
 DR. R. W. GIBSON.....Ponca City
 DR. V. W. FILLBY.....Pratt
 DR. J. W. JACKS.....Pratt
 DR. L. G. GLENN.....Protection
 DR. A. E. STOWERS.....Sentinel
 DR. WALTER DERSCH.....Shattuck
 DR. F. S. NEWMAN.....Shattuck
 DR. R. H. BURGTOFF.....Shattuck
 DR. J. J. SMITH.....Shattuck
 DR. M. H. NEWMAN.....Shattuck
 DR. R. A. KLEBERGER.....Spearman
 DR. P. E. SMITH.....Strafford
 DR. W. A. RYAN.....Thomas
 DR. R. W. CHOICE.....Wakita
 DR. D. D. LEATHERMAN.....Waynoka
 DR. K. E. VOLDENG.....Wellington
 DR. A. C. HATCHER.....Wellington
 DR. W. M. COLE.....Wellington
 DR. F. EMERY.....Wichita
 DR. E. S. BRINTON.....Wichita
 DR. D. THOMPSON.....Wichita
 DR. F. EVANS.....Wichita
 DR. A. J. WRAY.....Wichita
 DR. R. G. OBERMILLER.....Woodward
 DR. F. E. FLACK.....Woodward

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. J. H. ABERNATHY.....Altus
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 DR. A. J. STREET.....Amarillo
 DR. G. R. CHASE.....Amarillo
 DR. EDWARD D. MCKAY.....Amarillo
 DR. F. J. CRUMBLEY.....Amarillo
 DR. F. R. VIEREGG.....Clinton
 DR. W. M. SCALES (Eyes only).....Hutchinson
 DR. V. R. MOORMAN.....Hutchinson
 DR. G. E. STONE.....Hutchinson
 DR. W. W. MALL.....Ponca City
 DR. E. E. TIPPEN.....Wichita
 DR. E. W. HARMS.....Wichita
 DR. C. E. WILLIAMS.....Woodward
 DR. M. C. ENGLAND.....Woodward

**CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR
REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional Stops authorized

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Umberger	Clovis and beyond	Beyond Amarillo
	Black		
	Melrose		
	Ft. Sumner		
2	Encino	Clovis and beyond	Belen and beyond
	Yeso		
	Taiban		
	Ft. Sumner		
	Melrose		
	Black		
	Umberger		

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.

SPEED TABLE.

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

FIRST DISTRICT

PLAINS DIVISION 2

Track Capacity 60 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	TIME TABLE No. 1 September 1, 1961	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD			
		First Class								Passenger	San Francisco Chief	First Class	
		3	1									4	2
Other Tracks	Sidings	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily		
Yard	69	PM 2.05	AM 3.55	238.9	81.7	WELLINGTON 3.2	81.7	T Y C		AM 9.35	PM 11.59		
	242	2.08		242.1	81.7	ROLAND 4.9	81.7		B	9.25	11.46		
91	148	2.12	4.02	247.0	81.7	MAYFIELD 7.1	81.7		C	9.21	11.42		
24	167	2.18		254.1	81.7	MILAN 5.1	81.7			9.15			
35	144	2.22	4.12	259.2	0	ARGONIA 0.4	15.8		C	9.10	11.30		
				259.6	81.7	Mo. Pac. Crossing 6.9	21.6						
42	253	2.29	4.18	266.5	26.4	DANVILLE 7.3	0		C	9.04	11.23		
423	293	2.36	4.29	273.8	21.1	HARPER 6.5	19.2	Y	C	8.57	11.15		
35	144	2.42		280.3	81.7	EULA 5.3	81.7			8.51			
275	S 131 N 152	2.47	4.39	285.6	0	ATTICA 6.6	81.7	Y	C	8.46	10.59		
82	208			292.2	81.7	CRISFIELD 7.6	81.7		B	8.40			
83	223	2.58	4.50	299.8	81.7	HAZELTON 7.1	81.7		C	8.33	10.42		
607	285	3.04	5.00	306.9	0	KIOWA 0.9	21.1	Y	C	8.26	10.35		
				307.8	0	Mo. Pac. Crossing 5.4	81.7						
	197	3.09		313.2	81.7	LODER 3.2	19.8		B	8.21			
76			5.08	316.4	33.6	CAPRON 3.1	0		C	8.18	10.21		
	226	3.14		319.5	81.7	BRINK 5.2	81.7		B	8.15			
371	85	3.22	5.21	324.7	81.7	ALVA 4.2	0		C	8.10	10.12		
23	336	3.26		328.9	81.7	NOEL 6.8	81.7			8.03			
44	144	3.32	5.33	335.7	81.7	AVARD 9.8	21.1		C	7.57	10.00		
				342.4									
Yard		3.45 PM	5.55 AM	345.6		WAYNOKA		T Y C		7.45 AM	9.50 PM		
		Arrive Daily	Arrive Daily			(106.6)				Leave Daily	Leave Daily		
		64.0	53.3			Average speed per hour				58.1	49.3		

TRAFFIC CONTROL SYSTEM

TWO TRACKS

SIGNAL SYSTEM TWO IN EFFECT.

TWO TRACKS: Between M.P. 342.4 and Waynoka.

RULE 261 IN EFFECT: On Main Tracks and Sidings, Wellington to Waynoka, including Extension Track, Waynoka.

At Waynoka, between Westward Home Signals at Broadway Street and Eastward Home Signals at Ash Street, trains and engines must proceed at restricted speed.

Trains must get numbered clearance card before leaving Wellington and Waynoka.

First class trains may register at Waynoka by Form 903.

Color-light switch point indicator at east end of Track No. 13, M.P. 342.7, at Waynoka, indicates position of spring switch points only.

3 PLAINS DIVISION

SECOND DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD	
		First Class								4	2
Other Tracks	Sldings	3	1			STATIONS	Feet Per Mile			Passenger	San Francisco Chief
		Leave Daily	Leave Daily							Arrive Daily	Arrive Daily
Yard		PM 3.50	AM 6.00	845.5	0	WAYNOKA 5.6	31.7	TY	C	AM 7.40	PM 9.45
	11	160	3.55	851.8	47.5	HEMAN 4.5	0		B	7.16	9.27
	20	225	3.59	856.3	52.8	BELVA 5.3	0		B	7.11	9.22
	80	199	4.04	861.6	52.8	QUINLAN 5.5	26.4		O	7.05	9.16
	35	188	4.09	867.1	0	CURTIS 5.9	31.7		B	6.59	9.10
	82	150	4.13	871.0	31.7	MOORELAND 10.3	31.7		O	6.54	9.06
	365	263	4.26	882.8	28.5	WOODWARD 6.2	0		O	6.45	8.57
				888.0	31.7	M.K.T. Crossing 3.3	0				
	10	188	4.30	886.8	31.7	GERLACH 5.3	20.6		B	6.37	8.47
	24	154	4.36	892.6	17.9	TANGIER 5.7	31.7		B	6.30	8.40
	38	146	4.42	898.3	26.4	FARGO 8.4	0		C	6.25	8.35
	80	150	4.50	408.7	30.5	GAGE 7.7	8.4		C	6.17	8.26
	410	N 147 S 108	5.00	414.4	31.7	SHATTUCK 8.5	0	Y	O	6.10	8.15
	8	209	5.06	421.0	31.7	GOODWIN 7.7	21.2		B	6.03	8.04
	102	208	5.13	428.7	31.7	HIGGINS 8.6	31.2		O	5.55	7.57
	4	218	5.21	437.8	25.9	COBURN 6.8	31.7		B	5.47	7.47
	59	208	5.27	444.1	0	GLAZIER 5.3	31.7		C	5.41	7.41
		375	5.32	449.4	29.2	CLEAR CREEK 5.7	31.7			5.36	7.35
	841	331	5.40	455.1	31.7	CANADIAN 8.4	0	Y	C	5.30	7.30
		208	5.48	468.5	31.7	MENDOTA 7.7	18.8			5.19	7.20
	13	218	5.56	471.2	31.7	LORA 5.7	0			5.10	7.13
	65	212	6.02	476.9	31.7	MIAMI 6.9	0		C	5.03	7.06
	17	210	6.09	483.8	31.7	CODMAN 7.4	0			4.54	6.58
	48	206	6.16	491.2	31.7	HOOVER 7.6	0			4.45	6.51
	1027	S 188 N 128	6.29	498.8	31.7	PAMPA 7.1	0	Y	C	4.38	6.44
	210		6.36	505.9	31.4	KINGS MILL 6.9	31.7		O	4.26	6.37
	283	S 107 N 158	6.43	512.8	31.1	WHITE DEER 5.8	31.7	Y	C	4.20	6.31
	21	112	6.49	518.6	31.7	CUYLER 7.4	28.2		B	4.15	6.26
	675	S 104 N 143	6.56	526.0	31.7	PANHANDLE 7.2	15.8	Y	O	4.08	6.20
	22	101	7.03	533.2	31.7	LEE 7.8	21.1		B	4.02	6.14
	250		7.10	541.0	31.7	ST. FRANCIS 5.1	21.1		B	3.55	6.08
	153		7.15	546.1	31.7	FOLSOM 5.5	31.7		B	3.50	6.04
				551.7	31.7	DUMAS JCT. YL 6.5	31.7				
				552.2	8.7	C.R.I. & P. Crossing 0.1	0				
				552.8	10.0	EAST TOWER YL F.W. & D.C. Crossing 0.7	6.8		C		
Yard		7.30 PM	9.55 AM	558.0		AMARILLO YL		Y	C	3.40 AM	5.55 PM
		Arrive Daily	Arrive Daily			(205.2)				Leave Daily	Leave Daily
		56.0	52.4			Average speed per hour				51.3	53.5

TWO TRACKS between M. P. 342.4 and M.P. 346.9 Waynoka, and between M.P. 497.3 Pampa and Amarillo.

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT: On Main Tracks and Sidings between Waynoka and M.P. 500.8 Pampa, except Siding Curtis and South Siding Shattuck where trains must comply with Rule 105.

RULE 251 IN EFFECT: Between M.P. 500.8 Pampa and Amarillo.

Westward trains entering territory where Rule 251 is in effect at Pampa will continue the display of signals previously authorized.

At Waynoka, between Westward Home Signals Broadway Street and Eastward Home Signals Ash Street, trains and engines must proceed at restricted speed.

At Amarillo, between East Tower and Signal 5534, MP 553.7, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving Waynoka and Amarillo. Trains originating must get numbered clearance card before leaving Canadian and Pampa.

First Class trains may register at Waynoka by Form 903.

At Waynoka, East end track 13 M.P. 342.7, colorlight switch point indicator indicates position of spring switch point only.

THIRD DISTRICT

PLAINS DIVISION 4

Track Capacity 50 ft. Per Car		WESTWARD First Class				Mile Post	Feet (Per) Mile	TIME TABLE No. 1 September 1, 1961				Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD First Class			
		3	93	1	75			4	94	2	76							
		Passenger	West Texas Express	San Francisco Chief	California Special			Passenger	Eastern Express	San Francisco Chief	California Special							
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Feet Per Mile	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
		PM 7.50	AM 10.35	AM 10.05		AMARILLO YL 1.3	7.5	AM 3.25	PM 5.25	PM 5.45								
Yard					554.3	JUNIOR YL 4.5	81.7											
100		7.55	10.43	10.10	558.8	ZITA 4.2	10.6	3.10	5.12	5.31								
238		7.59	10.47	10.14	563.0	HANEY 7.4	31.7	3.06	5.08	5.27								
163	8119 N107	8.05	10.55	10.21	570.4	CANYON 10.1	31.7	2.59	5.01	5.21								
84	432	8.13		10.32	580.5	UMBARGER 6.0	31.7	2.51		5.12								
108	208	8.18		10.38	586.5	DAWN 6.8	25.9	2.46		5.07								
8	208	8.24		10.44	593.3	JOEL 6.2	31.7	2.40		5.01								
893	8111 N149	8.30		10.53	599.5	HEREFORD 8.3	31.7	2.34		4.54								
49	208	8.37		11.01	607.8	SUMMERFIELD 6.9	31.7	2.27		4.45								
71	208	8.43		11.08	614.7	BLACK 7.1	18.2	2.21		4.39								
151	162	8.50		11.17	621.8	FRIONA 6.5	31.7	2.15		4.33								
20	275	8.56		11.24	628.3	FARMERTON 5.8	10.6	2.09		4.27								
143	155	9.01		11.30	634.1	BOVINA 6.9	31.7	2.04		4.22								
6	228	9.08		11.36	641.0	WILSEY 6.4	31.7	1.58		4.16								
280	8182 N165	9.15		11.43	647.4	TEXICO 5.3	21.1	1.53		4.11	PM 4.40							
Yard		9.30 PM		11.59 AM	656.7	CLOVIS YL		1.45 AM		4.00 PM	4.25 PM							
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(103.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily							
		62.2	53.2	54.6	27.9	Average speed per hour		62.2	43.5	59.3	55.9							

TWO TRACKS between Amarillo and M.P. 572.2 Canyon, and between M.P. 646 Texico, and Clovis.

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT: On Main Tracks and Sidings between MP 569.4 Canyon and sign reading "End TCS" at interlocking, east end Clovis yard, including Home Signals on Slaton Division at MP 1.2 Texico, and at MP 571.6 Canyon, except South or Slaton Siding Texico where trains must comply with Rule 105.

RULE 251 IN EFFECT: Between Amarillo and M.P. 569.4 Canyon.

Eastward trains entering territory where Rule 251 is in effect at Canyon will continue the display of signals previously authorized.

At Amarillo, between East Tower and Signal 5534, M.P. 553.7, and at Clovis, between Westward Interlocking Signals East end yard and Eastward Interlocking Signals West end yard, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against regular and extra trains and engines.

Trains from Slaton Division entering Third District at Canyon may proceed on clear train order signal in lieu of clearance card.

Trains originating at Amarillo, Junior and Clovis must get numbered clearance card before leaving.

Slaton Division trains must get numbered clearance card from both Plains and Slaton Divisions before leaving Clovis.

Trains may register at Junior by Form 903.

At Clovis, trains will be governed by New Mexico Division time-table rules.

5 PLAINS DIVISION

WICHITA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class	TIME TABLE No. 1 September 1, 1961			EAST- WARD Second Class
		67				68
		Mixed				Mixed
Other Track	Sid- ings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS	Communications
		AM 6.21	2.1		WICHITA JCT. YL	
			2.7		0.6 Mo. Pac. Crossing	B
16	f	6.35	8.6	32.1	TYLER	f 1.50
58	f	6.53	13.9	31.7	GODDARD	f 1.35
48	f	7.08	19.8	31.5	GARDEN PLAIN	f 1.20
80	f	7.23	25.7	31.5	CHENEY	f 1.05
6	f	7.33	30.2	31.7	LANSLOWNE	f 12.55
31	f	7.44	34.0	31.7	MURDOCK	f 12.47
9	f	7.54	38.7	28.8	GEORGIA	f 12.37
			44.1	28.8	East Kingman Jct. YL	
Yard	s	8.30	44.3	0	KINGMAN YL	a 12.25 PM
			45.0	19.0	West Kingman Jct. YL	
			46.1	31.7	Mo. Pac. Crossing	
24	f	9.10	54.1	31.7	CALISTA	f 11.33
32	f	9.30	62.3	31.7	CUNNINGHAM YL	f 11.16
26	f	9.45	69.0	31.7	CAIRO	f 10.52
16	f	9.52	72.1	31.7	WALDECK	f 10.45
70	s	10.15 AM Arrive Daily Ex. Sun.	79.4		PRATT YL	10.30 AM Leave Daily Ex. Sun.
		19.2			(77.3)	18.5
Average speed per hour						18.5

No. 67 is superior to No. 68.

Between East Kingman Jct. and West Kingman Jct. there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Wichita Jct., Fairview District junction switch normally lined for Fairview District.

At East Kingman Jct. and West Kingman Jct., H. & S. District junction switches normally lined for H. & S. District.

Trains must get numbered clearance card before leaving Pratt, unless otherwise provided.

Eastward trains call operator at South Jct. for instructions from booth telephone at Mo.Pac. Crossing, M.P. 2.7.

FAIRVIEW DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD Second Class		TIME TABLE No. 1 September 1, 1961			EASTWARD Second Class	
		67	71				72	68
		Mixed	Mixed				Mixed	Mixed
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.	Mile Post	STATIONS	Communications	Arrive Tues. Thurs. and Sat.	Arrive Daily Ex. Sun.
		AM 6.10	AM 6.00	207.9	WICHITA U. S. YL	C	PM 2.40	PM 2.30
		6.12		208.8	SOUTH JCT. YL	C		2.18
				210.0	M.V. Crossing			
		6.21 AM		211.5	WICHITA JCT. YL			2.10 PM
		Via Wichita District		212.4	Mo. Pac. Crossing	B		Via Wichita District
15		f 6.30		215.1	PROSPECT YL		f 2.20	
70		f 6.40		217.6	SCHULTE		f 2.10	
18		f 6.55		223.3	CLONMEL		f 1.55	
130			7.30 AM	231.2	VIOLA YL	C	1.40 PM	
			Via Englewood District	231.5	A.T.&S.F. Crossing		Via Englewood District	
52				239.4	MILTON YL			
47				246.2	Mo. Pac. Crossing			
16				250.0	HAMNER			
423				257.1	RUNNYMEDE			
		Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri.		HARPER YL	C	Leave Tues. Thurs. and Sat.	Leave Daily Ex. Sun.
		19.6	15.5		(49.2)		23.3	10.8
Average speed per hour							23.3	10.8

No. 71 and No. 72 have no time table authority.

Between North Wichita and sign marking end of Middle Division Located 250 feet east of Wichita Jct., trains will be governed by Middle Division time table and rules.

At Harper, trains will be governed by First District time table rules.

SIGNAL SYSTEM TWO IN EFFECT.

Trains originating must get numbered clearance card before leaving Wichita U.S., North Wichita and Harper.

At Wichita Jct., Wichita District junction switch normally lined for Fairview District.

At Viola, Englewood District junction switch normally lined for Englewood District.

Eastward trains call operator South Jct. for instructions from booth telephone located at Mo.Pac. Crossing, M.P. 212.4.

ENGLEWOOD DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD 71		Railing Grade Ascending	TIME TABLE No. 1 September 1, 1961	Railing Grade Ascending	Communications	EAST- WARD 72
Other Tracks	Sidings	Leave Mon. Wed. and Fri.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Tue., Thur. and Sat.
130		AM 7.30	22.5	82.7	VIOLA YL 4.5	25.9	C	PM 1.40
40		f 7.45	27.1	82.1	ANNES 5.8	31.7		f 1.30
49		f 8.00	33.9	26.4	NORWICH YL 0.8	23.8	C	f 1.20
			34.7	81.7	Mo. Pac. Crossing 6.4	31.7		
16		f 8.15	41.1	31.7	ADAMS 5.7	29.9		f 1.00
Yard		f 8.45	46.8	29.0	RAGO YL A.T.& S.F. Crossing. 4.5	15.8	C	f 12.45
20		f 9.00	51.3	52.8	SPIVEY 6.7	19.8		f 12.25
37		f 9.20	58.0	52.8	ZENDA 7.7	52.8	C	f 12.05 PM
70		f 9.45	65.7	47.5	NASHVILLE 7.3	52.8	C	f 11.45
33		f 10.15	73.0	52.8	ISABEL 7.5	52.8	C	f 11.30
68		f 10.45	80.5	52.8	SAWYER YL 8.0	52.8	C	f 11.15
87		f 11.15	88.5	52.8	COATS YL 6.5	52.8	C	f 10.55
81		f 11.30	95.1	52.8	SPRINGVALE 7.9	52.8		f 10.40
26		f 11.40	98.0	44.9	CROFTS 5.3	52.8		f 10.30
		PM 12.01	103.3	52.8	BELVIDERE JCT. YL 1.1	0		10.20
Yard		f 12.30	104.4	52.8	BELVIDERE YL 12.1	52.8	C	f 10.15
61		f 1.15	116.5	52.8	WILMORE YL 8.5	52.8	C	f 9.20
110		f 1.50	126.0	43.8	COLDWATER YL 0.7	52.8	C	f 9.00
156		f 2.30	134.7	52.8	PROTECTION YL 0.8	52.8	C	f 8.25
62		f 2.50	144.5	52.8	SITKA YL 6.3	52.8		f 8.10
98		f 3.20	150.8	52.8	ASHLAND YL 8.0	52.8	C	f 7.45
86		f 3.35	158.8	52.8	ACRES 7.3	52.8		f 7.15
Yard		4.00 PM	168.1		ENGLEWOOD YL		C	7.00 AM
		Arrive Mon. Wed. and Fri.			(143.6)			Leave Tue., Thur. and Sat.
		16.9			Average speed per hour			21.5

MEDICINE LODGE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD 69		Railing Grade Ascending	TIME TABLE No. 1 September 1, 1961	Railing Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD 70
Other Tracks	Sidings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sun.
Yard		AM 6.45		31.7	ATTICA YL 10.8	31.7	Y	C	PM 1.00
50		f 7.15	10.5	31.7	SHARON YL 5.1	17.4		C	f 12.35
11		f 7.30	15.6	31.7	PIXLEY 5.0	31.7			f 12.20
Yard		f 8.30	20.8	31.7	MEDICINE LODGE YL 14.2	24.8		C	f 12.01 PM
61		f 9.15	33.6	31.7	LAKE CITY YL 5.7	0		C	f 11.00
53		f 9.30	39.3	42.2	SUN CITY YL 10.1	18.0			10.15
		10.00	49.4	52.8	BELVIDERE JCT. YL 1.1	0			10.10
Yard		s 10.10 AM	50.5		BELVIDERE YL		Y	C	10.10 AM
		Arrive Daily Ex. Sun.			(52.0)				Leave Daily Ex. Sun.
		15.0			Average speed per hour				18.3

No. 69 and No. 70 have no time table authority.

SIGNAL SYSTEM TWO IN EFFECT.

At Attica, trains will be governed by First District time table rules.

Between Belvidere Jct. and Belvidere, trains will be governed by Englewood District time table rules.

At Belvidere Jct., Englewood District junction switch normally lined for Englewood District.

At Attica, normal position of wye switch out of Medicine Lodge Dist., MP 0.6 is for the wye track.

No. 71 and No. 72 have no time table authority.

Within yard limits at Belvidere and Belvidere Jct., there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Viola, Fairview District junction switch normally lined for Englewood District.

At Belvidere Jct., Medicine Lodge District junction switch normally lined for Englewood District.

Trains must get numbered clearance card before leaving Englewood, unless otherwise provided.

West wye switch and west switch old siding at Englewood must be left lined and locked for movement to wye.

7 PLAINS DIVISION

H. & S. DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961		Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD	
Other Tracks	Sidings	59 Mixed	81 Mixed				82 Mixed	58 Mixed					
		Leave Tue, Thur. Sat.	Leave Mon., Wed., Fri.			STATIONS	Feet Per Mile					Arrive Tue, Thur. Sat.	Arrive Mon., Wed., Fri.
		AM 4.05		0	0	ND JCT. YL	16.7			B			PM 5.10
				0.7	0	C.R.I. & P. Crossings Main Track Auxiliary Track							
8		f 4.20		7.6	9.5	DARLOW	0					f 4.45	
26		f 4.35		13.0	24.3	CASTLETON	52.8					f 4.30	
123		f 5.10		19.8	52.8	PRETTY PRAIRIE	52.8			C		f 4.15	
12		f 5.25		24.1	39.6	VARNER	42.2					f 3.50	
				31.6	52.8	East Kingman Jct. YL	52.8						
Yard		f 6.20		31.8	0	KINGMAN YL	0		Y	C		f 3.30	
				32.5	19.0	West Kingman Jct. YL	0						
				32.8	2.6	Mo. Pac. Crossing	0						
19		f 6.35		38.9	52.8	CARVEL	52.8					f 2.50	
15		f 6.50		43.5	41.2	BASIL	52.8					f 2.40	
					21.1		52.8						
Yard		f 7.00		48.2		RAGO. YL A.T. & S.F. Crossing			Y	C		f 2.30	
28		f 7.15	AM	52.8	52.8	DUQUOIN	52.8				PM	f 2.15	
Yard		f 8.00	7.15	59.7	35.4	HARPER YL	39.6		Y	C	12.10 PM	f 2.00	
Yard		f 9.00	7.35	69.4	0	ANTHONY YL	58.1		Y	C	11.50 AM	f 1.00	
			AM	70.0	52.8	Mo. Pac. Crossing	52.8						
37		f 9.30		80.7	52.8	MANCHESTER	52.8			C		f 12.15	
34		f 9.45		85.7	52.8	GIBBON	52.8					f 12.01 PM	
56		f 10.00		90.7	37.0	WAKITA	52.8			C		f 11.45	
19		f 10.15		96.9	52.8	CLYDE	52.8					f 11.30	
109		f 10.30		102.2	52.8	MEDFORD	52.8			C		f 11.15	
				102.5	0	C.R.I. & P. Crossing	41.0						
22		f 10.45	Via Anthony District	109.5	52.8	NUMA	52.8			Via Anthony District		f 11.01	
24		f 11.01		114.3	52.8	DEER CREEK	52.8			C		f 10.45	
35		f 11.15		118.3	52.8	NARDIN	52.8					f 10.30	
				127.0	52.8	St.L.S.F. Crossing	52.8						
				127.0	21.1	A.T. & S.F. Crossing	3.3						
Yard		s 11.50 AM		127.2	52.8	BLACKWELL YL	0		Y	C		10.15 AM	
28				133.9	52.8	AUTWINE	52.8						
				141.9		PONCA CITY JCT. YL				Y			
		Arrive Tue, Thur. Sat.	Arrive Mon., Wed., Fri.			(141.9)						Leave Tue, Thur. Sat.	Leave Mon., Wed., Fri.
		16.4	29.1			Average speed per hour						29.1	17.4

Nos. 58, 59, 81 and 82 have no time table authority.

SIGNAL SYSTEM TWO IN EFFECT.

Between ND Jct. and Way, trains will be governed by Middle Division time table and rules.

Between East Kingman Jct. and West Kingman Jct., trains will be governed by Wichita District time table and rules.

Between Ponca City Jct. and Ponca City, trains will be governed by Oklahoma Division time table and rules.

At Harper, trains will be governed by First District time table rules.

Plains Division trains originating or terminating must register at Way and Ponca City.

Trains must get numbered clearance card before leaving Harper, Blackwell, and Ponca City. Trains originating must get numbered clearance card before leaving Way.

At East Kingman Jct. and West Kingman Jct., Wichita District junction switches normally lined for H. & S. District.

At Anthony, Anthony District junction switch normally lined for H. & S. District.

At Harper, wye switches have no normal position and will be left lined and locked as last used.

At Blackwell, wye switches have no normal position and will be left lined and locked as last used.

At Harper, time of eastward trains applies at switch leading from wye to H. & S. District main track. Time of westward trains applies at station sign.

At Blackwell, time applies at the first wye switch where an opposing train may leave H. & S. District main track.

Westward trains arriving Ponca City Jct. will call control station. If train cannot enter yard, street crossings will be cleared and train will wait until lunar white light is displayed. This light will indicate that control station should again be asked for permission to occupy Oklahoma Division main track.

ANTHONY DISTRICT

Track Capacity 60 ft. Per Car	WESTWARD		Mile Post	TIME TABLE No. 1 September 1, 1961	Communications	EASTWARD	
	79	77				80	78
	Mixed	Mixed				Mixed	Mixed
Other Tracks	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.		STATIONS	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	
26	AM 11.30	AM 8.20	6.3	GEUDA SPRINGS 5.1	s AM 7.20	s AM 11.30	
18	f 11.50 PM	f 8.40	11.4	ASHTON 4.1	f 7.00	f 11.10	
21	f 12.10	f 8.55	15.5	PORTLAND 5.8	f 6.40	f 10.50	
Yd.	12.30 PM	f 9.15	21.3	SOUTH HAVEN YL 0.5	6.20 AM	f 10.30	
			21.8	A.T.&S.F. Crossing 3.9			
21	Via Hunne- well District	f 9.30	25.7	DRURY 6.8		f 10.10	
82		s 10.00	32.5	CALDWELL YL 0.1	C	s 9.40	Via Hunne- well District
			32.6	C.R.I.&P. Crossing 6.4			
17			39.0	DOSTER 4.1			
13			43.1	METCALF 5.1			
53		s 11.00	48.2	BLUFF CITY 10.4	C	s 8.25	
			58.6	Mo. Pac. Crossing 0.5			
Yd.		s 11.45 AM	59.1	ANTHONY YL	C	7.40 AM	
	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.		(52.8)		Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
	15.0	15.5		Average speed per hour		15.0	13.8

No. 77, No. 78, No. 79 and No. 80 have no time table authority.

Main Track switch of depot spur at Caldwell and east switch of connection track at South Haven have no normal position and may be left lined and locked as last used .

At Anthony, junction switch with H. & S. District normally lined for H. & S. District.

At Anthony, trains will be governed by H. & S. District time table rules.

HUNNEWELL DISTRICT

Track Capacity 60 ft. Per Car	WESTWARD		Mile Post	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Communications	EASTWARD	
	57	77					78	60
	Mixed	Mixed					Mixed	Mixed
Other Tracks	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.		STATIONS	Feet Per Mile		Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.
Yard	AM	AM		WELLINGTON YL 6.9	46.0	C	PM 1.00	PM 2.00
45	f 8.25	6.00	6.9	ROME 7.7	46.0		12.45	f 1.35
37	f 8.50	6.15 AM	14.6	SOUTH HAVEN YL 0.7	52.8	C	12.30 PM	f 1.10
			15.3	A.T.&S.F. Crossing 2.6	52.8			
79	f 9.01	Via Anthony District	17.9	HUNNEWELL 7.3	39.6		Via Anthony District	f 12.45
55	f 9.25		25.2	BRAMAN 3.5	39.6	C		f 12.25
13	f 9.40		28.7	SUMPTER 5.3	42.2			f 12.15
			34.0	St.L.S.F. Crossing 0.3	0			
Yard	s 10.15 AM		34.3	BLACKWELL YL 0.3	21.1	C		12.01 PM
			34.6	A.T.&S.F. Crossing 8.5	42.2			
Yard			43.1	TONKAWA YL		C		
	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.		(43.1)			Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.
	15.2	29.2		Average speed per hour			29.2	17.3

No. 57, No. 60, No. 77 and No. 78 have no time table authority.

SIGNAL SYSTEM TWO IN EFFECT.

At Blackwell, wye switches have no normal position, and will be left lined and locked as last used.

At Wellington, trains will be governed by First District time table rules.

Trains must get numbered clearance card before leaving Blackwell and Wellington.

CLINTON DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 61	TIME TABLE No. 1 September 1, 1961				EAST- WARD Second Class 62	
Other Tracks		Mixed	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Turn Tables and Wyes	Communications	
Yard	Sidings	Leave Mon., Wed., and Fri. AM 8.50	Mile Post	Feet Per Mile	Feet Per Mile	Y	C	
254				81.7	PAMPA YL 8.6	31.7	Y	C
	81	f 9.05	8.4	52.8	HEATON YL 10.3	52.8		
36	41	f 9.22	18.6	0.0	LAKETON 11.7	52.8	B	
66	46	a 9.40	30.8	52.8	MOBETTIE YL 9.1	52.8	C	
40		f 10.05	39.4	52.8	BRISCOE 10.9	52.8	B	
72		a 10.25	50.3	52.8	ALLISON 11.3	52.8	B	
64		a 10.45	61.8	9.5	REYDON 8.6	52.8	C	
	42	f 10.58	70.4	81.7	MacKIE 10.5	44.4	B	
50	11	a 11.35	80.9	81.7	CHEYENNE YL 7.3	42.2	C	
	9	f 11.50	98.1	52.8	STRONG CITY 8.1	52.8	B	
		f 12.10	96.2	52.8	HERRING 9.0	52.8	B	
			105.2	0.0	M.K.T. Crossing 0.2	26.4		
26	15	a 12.40	108.4	52.8	HAMMON JCT. YL 3.8	52.8	B	
8		f 1.00	109.2	55.4	McCLURE 7.4	52.8	B	
21	25	a 1.25	116.6	52.8	BUTLER 9.8	54.0	C	
9		f 1.50	126.4	55.8	STAFFORD 8.2	52.8	B	
			184.6	52.8	C.R.I. & P. Crossing 1.8	52.8		
		a 3.30 PM	136.4		CLINTON YL (136.6)		Y	C
		Arrive Mon., Wed., and Fri. 20.5						
				Average speed per hour	21.6			

Trains using Hammon Spur between Hammon Jct. and City Jct. will use M.K.T. track and be governed by M.K.T. time table and rules.

Between Hammon Jct. and City Jct. trains have no time table superiority, and trains and engines will run at restricted speed, expecting to find other trains and engines or cars standing or moving in either direction on main track between these points.

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

At Clinton, trains will be governed by Altus District time table rules.

At Pampa, trains will be governed by Second District time table rules.

At Clinton, within yard limits, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

No switch lights on Clinton District.

BUFFALO DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 41	TIME TABLE No. 1 September 1, 1961				EAST- WARD Second Class 42	
Other Tracks		Mixed	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Turn Tables and Wyes	Communications	
Yard	Sidings	Leave Daily Ex. Sun. AM 7.00	Mile Post	Feet Per Mile	Feet Per Mile	Y	T	
				70.7	WAYNOKA YL 4.6	38.0	Y	T
	11	f 7.15	4.5	87.6	McKINLEY 6.0	73.9		
		f 7.30	10.8	76.6	BRACE 3.9	81.8		
	22	f 7.41	14.4	79.0	FAIR VALLEY 5.5	72.8	B	
	30	a 8.00	19.9	39.6	FREEDOM 6.2	52.8	C	
	83	f 8.19	26.1	52.8	EDITH 6.3	52.8		
	38	f 8.37	32.4	38.7	SALT SPRINGS 4.7	31.7		
	14	f 8.49	37.1	52.8	LOVEDALE 6.7	29.0		
	55	a 9.06	43.8	52.8	SELMAN 8.3	37.0		
100	55	a 9.30 AM	52.1		BUFFALO YL (52.2)		Y	C
		Arrive Daily Ex. Sun. 20.9						
				Average speed per hour	21.6			

No. 41 is superior to No. 42.

Trains must get numbered clearance card before leaving Waynoka and Buffalo.

At Waynoka, derail on Buffalo District main track 200 feet from junction switch, and at Buffalo, M.P. 52.

At Waynoka, trains will be governed by Second District time table rules.

No switch lights on Buffalo District.

BORGER DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 59	TIME TABLE No. 1 September 1, 1961				EAST- WARD Second Class 60	
Other Tracks		Mixed	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Turn Tables and Wyes	Communications	
Yard	Sidings	Leave Daily Ex. Sun. AM 10.30	Mile Post	Feet Per Mile	Feet Per Mile	Y	C	
				31.7	PANHANDLE YL 6.8	31.7	Y	C
16	72	f 10.40	5.5	28.5	ABELL 4.5	0	B	
87		f 10.50	10.0	42.2	POMEROY 5.8	52.8	B	
89	74	f 11.00	15.8	42.8	McBRIDE 12.0	52.8	B	
Yard		a 11.59 AM	27.8	0	BORGER YL 3.4	52.8	Y	C
		Arrive Daily Ex. Sun. 19.6	31.2		END TRACK (32.4)		B	
				Average speed per hour	19.4			

Nos. 59 and 60 have no time table authority. Time shown at stations for information only.

At Borger, split-point derail located on main track M.P. 27.6.

Trains must get numbered clearance card before leaving Borger.

At Panhandle, trains will be governed by Second District time table rules.

ALTUS DISTRICT

PLAINS DIVISION 10

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Mile Post	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending Feet Per Mile	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings				STATIONS				
Yard			299.9	31.7	CHEROKEE YL			C	
142			306.1	31.7	6.2 YEWED	5.3			
101			314.5		8.4 CARMEN	26.4		C	
			314.8		0.3 St.L.&S.F. Crossing				
41			319.3	0	4.5 ALINE	21.1		C	
13			326.5	19.4	7.2 WEST CLEO	26.4			
64			329.8	21.1	3.3 ORIENTA	26.4			
Yard			336.0	31.7	6.2 FAIRVIEW YL	39.8		C	
80			347.6	66.0	11.6 LONGDALE	52.8			
125			354.0	31.7	6.4 CANTON YL	52.8		C	
29			359.7	56.0	5.7 LEONEL	.0			
81			365.0	65.7	5.3 OAKWOOD	52.8		B	
				.0	6.2 NOBSCOT	52.8		B	
62			371.2	65.5	7.6 THOMAS YL	52.8		C	
93			378.8	52.8	7.2 FOLEY	52.8		B	
					2.2 CUSTER CITY				
					7.3 ARAPAHO				
					3.3 EWING YL				
Yard			401.0	66.0	2.2 CLINTON YL	26.4		Y C	
41			411.8	79.2	10.8 BRAITHWAITE	66.0		B	
Yard			418.3	66.0	6.5 BURNS YL	44.9		Y B	
70			419.9	.0	1.6 DILL CITY YL	19.8		C	
92			428.7	52.8	8.8 SENTINEL YL	52.8		C	
20			434.8	52.8	6.1 CAMBRIDGE	52.8			
				52.8	5.8 C.R.I.&P. Crossing	52.8			
75			440.9	26.4	0.3 LONE WOLF	31.7		C	
37			447.6	66.0	6.7 LUGERT	52.8			
94			457.5	66.0	9.9 BLAIR	31.7		B	
Yard			467.3	31.7	9.8 ALTUS YL		Y	C	
					(167.0)				

SIGNAL SYSTEM TWO IN EFFECT.

Altus District trains use Oklahoma Division tracks between Kiowa and Cherokee, and will be governed by Oklahoma Division time table and rules.

Plains Division trains enroute Altus District via Oklahoma Division must secure Plains Division numbered clearance card before leaving Kiowa.

Between Foley and Ewing, trains use tracks of S.L.-S.F. Ry. Co., and will be governed by time table, rules and special instructions of S.L.-S.F. Ry. Co.

At Cherokee, Oklahoma Division junction. switch normally lined for Oklahoma Division.

At Foley, spring switch normally lined for S.L.-S.F.

At Ewing, spring switch normally lined for A.T. & S.F.

Trains must get numbered clearance card before leaving Cherokee, Fairview, Clinton, and Altus.

Within yard limits at Clinton there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Stkings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard				42.2	SHATTUCK YL 11.6	26.4	Y	C	
11	48		11.8	42.2	MAGOUN 7.3	29.0			
96	48		18.5	42.2	FOLLETT YL 4.6	29.0		C	
	90		23.1	42.2	SHERLOCK 6.6	42.2			
68	42		29.7	42.2	DARROUZETT 7.0	0.0		O	
25			36.7	37.0	GAYLORD 5.5	42.2			
66	92		42.2	31.6	BOOKER YL 5.4	15.8		C	
85	42		47.6	15.8	HUNTOON 5.2	2.6			
52			52.8	15.8	TWICHELL 5.0	15.8			
289	92		57.6	15.8	PERRYTON YL 5.7	26.4		C	
10			68.5	18.5	LORD 5.2	0.0			
75			68.7	21.1	FARNSWORTH 5.0	5.8			
95			78.7	39.6	WAKA 10.1	7.9			
329	42		88.8	52.8	SPEARMAN YL 9.4	39.6	Y	C	
39			98.2	48.6	McKIBBEN 8.9	52.8			
41	60		102.1	36.4	MORSE YL 1.2	0.0			
			108.3	52.8	R.I. JCT. 30.3	52.8	Y		
			188.6	0.0	ETTER JCT. 9.5	0.0		B	
206	64		134.1		ETTER YL		Y	C	
					(134.4)				
					Average speed per hour				

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered clearance card before leaving Shattuck and Spearman.

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

At Shattuck, trains will be governed by Second District time table rules.

DUMAS DISTRICT

PLAINS DIVISION 12

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 37 Mixed		Rating Grade Ascending	TIME TABLE No. 1 September 1, 1961	Rating Grade Ascending	Turn Tables and Wyes	Communication	EAST- WARD Second Class 38 Mixed
Other Tracks	Sidings	Leave Daily AM 7.15	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM 8.50
					AMARILLO YL 1.3		Y		
58			.0	0.0	DUMAS JCT. YL 0.1	0.0			
			0.1	7.4	C.R.I. & P. Crossing 5.1	52.8			
	61	7.30	8.2	26.4	JULLIARD 3.6	52.8		B	7.05
33		7.36	11.8	0.0	GLUCK 2.8	52.8		B	6.55
57		7.41	14.6	43.3	CHUNKY YL 4.2	52.8		B	6.45
	63	7.48	18.8	52.8	PUNTE 6.4	39.6		B	6.30
15	69	8.08	27.2	52.8	MARSH 7.4	0.0		B	6.15
141	60	8.25	34.6	38.0	EXELL YL 6.7	52.8		B	6.00
15	61	8.38	41.3	52.8	BAUTISTA 10.8	39.6		B	5.49
221	57	9.00	52.1	7.4	DUMAS YL 6.2	31.7		C	5.30
11	61	9.10	58.3	18.7	MACHOVEC YL 5.3	19.6		B	5.10
			63.6	0.0	C.R.I. & P. Crossing 6.4	0.0			
206	64	9.45	64.0	30.6	ETTER YL 11.1	30.9	Y	C	5.00
29	61	10.05	75.1	52.8	LAUTZ 10.4	52.8		B	4.35
			85.5	12.1	C.R.I. & P. Crossing 0.2	0.0			
80	63	10.40	85.7	31.7	STRATFORD YL 4.9	11.6		C	4.15
11	61	10.50	90.6	52.8	MALLETT 9.5	29.0		B	4.05
117	58	11.05	100.1	52.8	KERRICK 10.9	52.8		B	3.50
14	61	11.30	111.0	52.8	CONRAD 11.6	28.8		B	3.33
Yard		PM 12.30 PM	122.6		BOISE CITY YL		Y	C	3.15 PM
		Arrive Daily			(122.6)				Leave Daily
		23.4			Average speed per hour				23.4

No. 37 is superior to No. 88.

Between Dumas Jct. and Amarillo, trains will be governed by Second District time table and rules.

At Boise City, trains will be governed by Middle Division time table and rules.

SIGNAL SYSTEM TWO IN EFFECT.

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

13 PLAINS DIVISION

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

2. Within Traffic Control System limits a train or engine must not clear the main track through a hand thrown switch not electrically locked for the purpose of meeting, passing, or being passed, by another train or engine.

Rule 321(C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

3. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT		
Main Tracks	79	60
Sidings and auxiliary tracks where Rule 261 is in effect	40	40
SECOND DISTRICT		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
Skellytown Industrial Spur	20	20
THIRD DISTRICT		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
H. & S. DISTRICT		
ND Jct. to Blackwell	35	35
Blackwell to Ponca City Jct.	30	30
HUNNEWELL DISTRICT		
	30	30
WICHITA DISTRICT		
	30	30
ENGLEWOOD DISTRICT		
	30	30
MEDICINE LODGE DISTRICT		
Attica to M.P. 16	20	20
M.P. 16 to M.P. 40.8	35	35
M.P. 40.8 to Belvidere Jct.	20	20
ANTHONY DISTRICT		
Geuda Springs to South Haven	15	15
South Haven to Anthony	20	20
FAIRVIEW DISTRICT		
	40	40
ALTUS DISTRICT		
Cherokee to Fairview	35	35
Fairview to Longdale	30	30
Longdale to Foley	35	35
Ewing to Altus	35	35

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd)

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
BUFFALO DISTRICT	25	25
SHATTUCK DISTRICT	35	35
CLINTON DISTRICT:		
Pampa to M.P. 85	40	40
M.P. 85 to Clinton	30	30
Coltoto Industrial Spur	20	20
BORGER DISTRICT	45	45
DUMAS DISTRICT	40	40
FIRST DISTRICT		
3 Curves, M.P. 236.7 to 238.9	55	55
2 Curves, M.P. 307.6 to 307.9	60	60
Curve, M.P. 323.5 to 324.0	65	60
Curve, M.P. 324.2 to 324.9	55	50
4 Curves, M.P. 325.3 to 328.6	65	60
2 Curves, M.P. 343.3 to 343.9	60	55
SECOND DISTRICT		
3 Curves, M.P. 345.2 to 345.7 Eastward main	45	45
Curve, M.P. 345.9 to 346.3 Eastward main	65	55
4 Curves, M.P. 345.2 to 346.3 Westward main	45	45
M.P. 365.8 to 366.0 Westward	79	55
Curve, M.P. 379.0 to 379.3	70	60
Curve, M.P. 383.0 to 383.1	60	50
Curve, M.P. 385.4 to 385.8	65	60
2 Curves, M.P. 386.4 to 388.9	60	50
Curve, M.P. 389.6 to 389.9	65	55
5 Curves, M.P. 422.3 to 425.4	65	60
Curve, M.P. 444.6 to 444.9	75	60
Curve, M.P. 445.7 to 446.3	70	60
Curve, M.P. 450.7 to 451.2	70	60
Curve, M.P. 452.4 to 453.4	65	55
Bridge M.P. 453.5 to 453.9		
Westward trains	35	35
Eastward trains	45	45
Curve, M.P. 454.2 to 454.5	60	50
2 Curves, M.P. 460.1 to 460.9	70	60
Curve, M.P. 464.8 to 465.0	70	60
Curve, M.P. 468.8 to 469.3	75	60
Curve, M.P. 475.3 to 475.6	75	60
7 Curves, M.P. 477.1 to 480.9	70	60
4 Curves, M.P. 486.1 to 488.4	70	60
3 Curves, M.P. 489.8 to 491.9	70	60
3 Curves, M.P. 494.2 to 495.8	70	60
Turnout, End Two Tracks M.P. 497.3 Eastward on Westward track	50	50
Curve, M.P. 552.0 to 552.1	65	55
THIRD DISTRICT		
Curve, M.P. 566.2 to 566.4 Eastward Main	70	60
Curve, M.P. 566.2 to 566.4 Westward Main	70	60
Curve, M.P. 567.8 to 568.0 Eastward Main	70	60
Curve, M.P. 567.8 to 568.0 Westward Main	70	60
Curve, M.P. 568.8 to 569.4 Westward Main	70	60
Curve, M.P. 568.8 to 569.4 Eastward Main	70	60
Curve, M.P. 569.9 to 570.2 Westward Main	70	60
Curve, M.P. 569.9 to 570.2 Eastward Main	70	60

SPECIAL RULES

PLAINS DIVISION 14

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT—(Cont'd)		
Curve, Slaton Main Track M.P. 570.9 to 571.2	30	30
Turnout, End Two Tracks M.P. 572.2, Westward	40	40
Curve, M.P. 599.6 to 600.0	70	60
Turnout, End Two Tracks M.P. 646 Eastward on Eastward Track	40	40
2 Curves, M.P. 647.2 to 647.6	30	30
H. & S. DISTRICT		
Curves, M.P. 29.4 to 30.6	35	25
Curve, M.P. 38.8 to 39.1	35	25
Curve, M.P. 41.2 to 41.5	35	25
Curve, M.P. 61.3 to 61.5	25	25
Curves, M.P. 69.1 to 69.9	15	10
Curve, M.P. 133.8 to 134.3	35	25
ENGLEWOOD DISTRICT		
Curves, M.P. 99.0 to 100.8	30	20
Curves, M.P. 107.0 to 110.6	30	20
Curve, M.P. 111.0 to 111.3	35	30
Bridge, M.P. 160.3 to 160.5	20	15
ALTUS DISTRICT		
Bridge, M.P. 328.0 over Cimarron River	20	15
Curves, M.P. 341.9 to 342.6	30	20
Tangents, Eastward only, M.P. 347.6 to 342.6	30	20
Curves, M.P. 366.2 to 369.2	35	25
Big Cut, M.P. 449.5 to 449.9	30	20
WICHITA DISTRICT		
Curves, M.P. 2.9 to 3.2	15	15
Curves, M.P. 44.3 to 44.6	15	15
DUMAS DISTRICT		
Curve, M.P. 20.8 to 21.1	20	20
6 Curves, M.P. 22.2 to 27.5	20	20
Bridge M.P. 111.5	20	20
BUFFALO DISTRICT		
Sand, M.P. 15.3 to 15.6	15	15
2 Curves, M.P. 22.2 to 22.7	10	10
2 Curves, M.P. 30.3 to 30.9	15	15

(B) 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
Anthony.....	All streets between Garfield and Walnut	15
Blackwell.....	Dewey, Blackwell, Padon and College Avenues; Main, A, B, First, Second and Third Streets.....	10

3. SPEED REGULATIONS—(Cont'd)

STATIONS	STREETS	MILES PER HOUR
	Train and engine moves must be protected by flagman at street crossings at Blackwell Ave., Dewey Ave., A Street and Third Street.	
Calista.....	Public Road Crossing at station Westward only	10
Coldwater....	U.S. Highway 160 (Main Street)....	10
Waldeck.....	U.S. Highway 54, two miles west of station	10
Garden Plain.	Public road, one mile west of station, westward movements only.....	10
Harper.....	State Highway 14, one mile east on H. & S. District.....	10
Kingman.....	Main St.	5
Prospect.....	Two streets leading from State Highway 42 to Cessna Plant.....	10
Milton.....	State Highway 2, 2.8 miles west of station	10
Schulte.....	McArthur Road, at station.....	10
Wellington...	All street crossings on First District	40
	All street crossings on Hunnewell Dist.	15
Wichita.....	All streets between Meridian Street and West St., Wichita Dist.....	15
Woodward...	Sixth to Seventeenth	25
Shattuck.....	Main St.	55
Hereford.....	All crossings from Lee Avenue Crossing to Park Ave. Crossing.....	30
Texico.....	Wheeler	30
Amarillo.....	Northeast 8th (Dumas Dist.).....	15

(C) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

* Note: 65 MPH applies when backing handling train.

15 PLAINS DIVISION

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019 ..	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Derricks, power 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 be handled in trains except on instructions of the trainmaster, and trains handling such equipment must not exceed the following speeds:

DISTRICT	All except Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)	Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)
First, Second and Third.....	30	45
Shattuck, Dumas and Borger.....	24	24
Wichita, Englewood, Hunnewell, H. & S., Fairview and Altus.....	20	20
Clinton:		
M.P. 0 to M.P. 85	24	24
M.P. 85 to Clinton.....	15	15
Anthony and Buffalo.....	15	15
Medicine Lodge:		
Attica to M.P. 16.....	15	15
M.P. 16 to M.P. 40.8.....	20	20
M.P. 40.8 to Belvidere.....	15	15

(F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following switches, turnout and crossovers, trains or engines must not exceed indicated speed. On all

3. SPEED REGULATIONS—(Cont'd)

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.

Station	Type	Location	MILES PER HOUR
Wellington	I	Turnout end Two Tracks	40
	I	Turnouts to leads and to Oklahoma Division	30
	I	East end siding	15
	I	Hunnewell Dist. junction switch	15
	I	Turnouts to leads West End Freight Yard	30
	I	Crossover MP 238.6	30
	I	West end siding	40
Roland	I	Both ends siding	40
Mayfield	I	Both ends siding	40
Milan	I	Both ends siding	40
Argonia	I	Both ends siding	40
Danville	I	Both ends siding	40
Harper	I	Both ends siding	40
	I	2 Crossovers East of Station	40
	I	3 Crossovers West of Station	15
	I	Both Ends No. 1 Yard Track	15
Eula	I	Both ends siding	40
Attica	I	Both ends both sidings	40
Crisfield	I	Both ends siding	40
Hazelton	I	Both ends siding	40
Kiowa	I	Both ends siding	40
	I	Crossover east of Main St.	40
	I	Crossover east of east wye switch	40
	I	East switch of wye	15
	I	Crossover west of Mo. Pac. crossing	40
Loder	I	Both ends siding	40
Brink	I	Both ends siding	40
Alva	I	East end siding	40
	I	Crossovers M.P. 325.6	40
Noel	I	West end siding	40
Avard	I	Both ends siding	40
Waynoka	I	East end extension track	40
	I	East end Two Tracks, M.P. 342.4	40
	I	West end extension to track 14, M.P. 342.4	30
	I	Eastward main track to east yard lead, M.P. 342.5	30
	I	Crossover between east yard lead and track 14, M.P. 342.6	30
	S	East end of track 13, M.P. 342.7	25
	I	Turnout to West yard M.P. 343.6	30
	I	Crossover MP 345.1	30
	I	Crossover and two turnouts to West yard, M.P. 345.2	15
	I	West end Two Tracks MP 346.9	40
Heman	I	Both ends siding	40
Belva	I	Both ends siding	40
Quinlan	I	Both ends siding	40
Curtis	I	Both ends siding	30
Mooreland	I	Both ends siding	40
Woodward	I	Both ends siding	40
	I	Double crossovers MP 381.3	40
Gerlach	I	Both ends siding	40
Tangier	I	Both ends siding	40
Fargo	I	Both ends siding	40
Gage	I	Both ends siding	40
Shattuck	I	Both ends north siding	40
	I	Both ends south siding	15
	I	Crossover MP 414.7	15
	I	Turnout to Shattuck Dist.	15
Goodwin	I	Both ends siding	40
Higgins	I	Both ends siding	40
	I	Crossover MP 428	40

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

Station	Type	Location	MILES PER HOUR
"I"—Interlocked Switch. "S"—Spring Switch.			
Coburn	I	Both ends siding	40
	I	Crossover MP 437	40
Glazier	I	Both ends siding	40
Clear Creek	I	Both ends siding	40
	I	Double crossovers MP 450.3	40
Canadian	I	Double crossovers MP 455.4	30
	I	Double crossovers MP 456.8	40
	I	Both ends siding	40
Mendota	I	Both ends siding	40
Lora	I	Both ends siding	40
Miami	I	Both ends siding	40
	I	Crossover MP 476.8	40
Codman	I	Both ends siding	40
Hoover	I	Both ends siding	40
Pampa	I	Turnout to westward main track, MP 497.3	50
	I	Both ends south siding	40
	I	Both ends north siding	30
	I	Double crossovers M.P. 500.8	40
Panhandle	S	West end north siding	15
East Tower	I	Turnout to Dumas District	30
	I	Both ends tail track leading to Dumas Dist.	15
	I	Crossover MP 552.3	15
	I	Turnouts to passenger main tracks MP 552.4	40
Junior	I	Crossover and turnouts to leads, MP 555.8	30
Canyon	I	Crossover MP 569.4	40
	I	Both ends north siding	30
	I	East end south siding	40
	I	Crossover to south siding MP 570.8	15
	I	Crossover MP 570.8	40
	I	Crossovers MP 570.9	30
	I	Turnout from westward main track, MP 572.2	40
Umbarger	I	Both ends siding	40
	I	Crossover MP 578.9	40
Dawn	I	Both ends siding	40
Joel	I	Both ends siding	40
Hereford	I	Both ends both sidings	40
Summerfield	I	Both ends siding	40
Black	I	Both ends siding	40
	I	Crossover MP 615.3	40
Friona	I	Both ends siding	40
Parmerton	I	Both ends siding	40
	I	Crossover MP 628.3	40
Bovina	I	Both ends siding	40
Wilsey	I	Both ends siding	40
Texico	I	Turnout east end Two Tracks MP 646	40
	I	Both ends north siding	30
	I	Both ends south or Slaton siding	30
	I	Turnout to Slaton Division MP 647.3	30
	I	Double crossovers MP 649.0	40
Clovis	I	Crossover Psgr. Track 1 to north tail track, east end yard	15
	I	Crossover Psgr. Track 1 to Psgr. Track 2, east end yard	40
	I	Crossover No. 5 yard lead to Psgr. Track 2, east end yard	15
	I	Crossover Psgr. Track 2 to Psgr. Track 1, east end yard	40
	I	Crossover Psgr. Track 2 to Psgr. Track 3, east end yard	40
	I	All Interlocked switches west end yard	15

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
FIRST DISTRICT	
239.6	Truss Bridge over C.R.I.& P. Bridge—Close side clearance.
304.8	
336.7	
SECOND DISTRICT	
390.5	Overhead Highway Bridge.
392.5	
453.5	Truss Bridge South Canadian River.
to 453.9	
H. & S. DISTRICT	
132.9	Truss Bridge over Chikaska River. Bridge—Close side clearance.
134.9	
HUNNEWELL DISTRICT	
32.8	Truss Bridge over Chikaska River.
ALTUS DISTRICT	
371.7	Truss Bridge over South Canadian River. Truss Bridge over Washita River.
399.5	
MEDICINE LODGE DISTRICT	
20.9	National Gypsum Co. Dock at Medicine Lodge between North and South Dock Tracks. Close side clearance.
CLINTON DISTRICT	
134.0	Bridge Washita River, side clearance only, will not clear snow plows and similar equipment when in operating position.

5. RAILROAD CROSSINGS

(A) LOCATION OF INTERLOCKINGS

LOCATION	TYPE	MAXIMUM SPEED PSGR.	FRT.
FIRST DISTRICT:			
Argonia, Mo.Pac.	Interlocking T.C.S	79	60
Kiowa, Mo.Pac.	Interlocking T.C.S	79	60
SECOND DISTRICT:			
Woodward, MKT.	Interlocking T.C.S	60	55
East Tower	Interlocking	79	55
ALTUS DISTRICT:			
Altus, SLSF.	Automatic Interlocking	20	20
DUMAS DISTRICT:			
Stratford, C.R.I.& P.	Automatic Interlocking	30	30

17 PLAINS DIVISION

SPECIAL RULES

5. RAILROAD CROSSINGS—(Cont'd)

(B) GATE PROTECTED CROSSINGS

Trains may cross without stopping when gates are lined against other tracks, except at locations where permanent stop boards are installed.

Station	Railroad	M.P. Location	Normally Against	Speed Limit M.P.H.
H. & S. DIST.:				
Kingman.....	Mo. Pac.	82.8	Mo. Pac	15
Rago.....	A.T.& S.F.	48.2	Englewood District	15
Blackwell.....	A.T.& S.F.	127.2	H. & S. District	15
HUNNEWELL DISTRICT:				
South Haven.....	A.T.& S.F.	15.3	Anthony District	20
Blackwell.....	S.L.-S.F.	34.0	Hunnewell District	15
Blackwell.....	A.T.& S.F.	34.8	H. & S. District	15
WICHITA DIST.:				
Wichita Jct.....	Mo. Pac.	2.7	A.T.& S.F.	20
Kingman.....	Mo. Pac.	46.1	A.T.& S.F.	20
ENGLEWOOD DISTRICT:				
Norwich.....	Mo. Pac.	34.7	Mo. Pac.	20
Rago.....	A.T.& S.F.	46.8	Englewood Dist.	20
FAIRVIEW DIST.:				
Wichita.....	M.V.	210.0	M.V.	20
Wichita Jct.....	Mo. Pac.	212.4	A.T.& S.F.	20
Viola.....	A.T.& S.F.	231.5	Yard Track	20
ALTUS DISTRICT:				
Carmen.....	S.L.-S.F.	314.8	St.L.S.F.	20
ANTHONY DIST.:				
South Haven.....	A.T.& S.F.	21.8	Hunnewell Dist.	20
DUMAS DIST.:				
Etter.....	C.R.I.& P.	63.6	P. & S.F.	15
CLINTON DIST.:				
Hammon Jct.....	M.K.T.	105.2	P. & S.F.	15
Clinton.....	C.R.I.& P.	134.6	P. & S.F.	15

(C) CROSSINGS PROTECTED BY STOP BOARDS

Station	Railroad	M.P. Location	Remarks
H. & S. DIST.:			
ND Jct.....	C.R.I.& P. Auxiliary Track	0.7	Stop. Rule 98 (A)
Anthony.....	Mo. Pac.	70.0	Stop. Rule 98 (A)
Blackwell.....	St.L.S.F.	127.1	Stop. Rule 98 (A)
ANTHONY DIST.:			
Anthony.....	Mo. Pac.	58.6	Stop. Rule 98 (A)
FAIRVIEW DIST.:			
Milton.....	Mo. Pac.	239.4	Stop. Rule 98 (A)
ALTUS DISTRICT:			
Lone Wolf.....	C.R.I.& P.	440.6	Stop. Rule 98 (A)
Altus.....	M.K.& T.	467.6	Stop. Rule 98 (A)

(D) CROSSINGS WITH SPECIAL PROTECTION

M.P. 0.7—H. & S. DISTRICT—C.R.I.& P. Railway crossing. Electrically locked crossing gate and vertical lift gate, set normally against A.T.& S.F. trains, operated by train crew. Be governed by instructions posted in box at crossing. Speed limit fifteen (15) miles per hour.

MEDFORD—C.R.I.& P. Railway Crossing, M.P. 102.5, H. & S. District, protected by electrically locked derails on H. & S. District and T.C.S. operation on C.R.I.& P. When Santa Fe trains desire to cross C.R.I.& P. track, trainmen must contact C.R.I.& P. dispatcher by telephone located in box near this crossing. Speed limit 15 miles per hour.

(D) CROSSINGS WITH SPECIAL PROTECTION—(Cont'd)

CALDWELL—C.R.I.& P. Railway Crossing, M.P. 32.6, Anthony District, protected by electrically locked derails on Anthony District and T.C.S. operation on C.R.I.& P. When Santa Fe trains desire to cross C.R.I.& P. track, trainmen must contact C.R.I.& P. dispatcher by telephone located in box near this crossing. Speed limit 15 miles per hour.

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
FIRST DISTRICT			
Mayfield Cooperative Elevator	249.3	24	Both
SECOND DISTRICT			
O'Connor	348.9	41	East
Mendota Stock Yard	465.3	26	West & East
City Service Oil Co.	501.9	120	West & East
Cabot Pampa Plant	502.6	45	West & East
Cabot Carbon Corporation..	503.6	59	West
Champlin Refining Co.	503.9	37	West & East
Celanese Corp. of America..	504.3	128	West & East
Texas Pipe Line Co.	506.2	32	West & East
Texoma Natural Gas Co.	507.8	27	West
Skellytown Industrial.....			
Spur 10.1 miles.....	512.8	558	West & East
Pantex Ordnance Plant....	539.1	Yard	West & East
Amarillo Air Force Base...	543.4	Yard	West & East
Massey-Harris	546.9	7	East
THIRD DISTRICT			
Heard Spur	596.7	9	West
Chemical Co. of Texas.....	597.1	3	West
Huston	601.6	94	West & East
H. & S. DISTRICT			
Gano Horace Grain Co.	1.9	50	Both
Tuloma Gas Products Co. ...	5.9	20	West
Runaround Track	5.7	24	Both
Sinclair Oil & Gas Co.	5.9	23	East
Spring	76.5	10	East
HUNNEWELL DISTRICT			
Tyner	38.8	12	East
ANTHONY DISTRICT			
Hawk	53.9	24	Both
ALTUS DISTRICT			
Voorhees	340.6	9	East
ENGLEWOOD DISTRICT			
Robbins Spur	101.6	5	East
MEDICINE LODGE DIST.			
McPherson Spur	18.6	10	East
Gyp Spur	40.3	41	West
FAIRVIEW DISTRICT			
Industrial Spur	211.7	52	East
Diamond Engineer Co. Spur	212.3	9	East
Runaround Track	213.2	14	Both
Team Track	213.3	27	East
Cessna Spur	214.4	6	West
WICHITA DISTRICT			
Team Track	3.2	8	East
Team Track	3.2	20	Both
The A. C. Houston Lbr. Co.	3.7	11	West
Star Lumber Co.	5.8	10	West
Mesker	5.3	20	West
DUMAS DISTRICT			
Potash Co. of America.....	57.8	67	West
American Zinc Co. of Illinois 3.01 Miles	57.8	106	West
Cactus Ordnance Plant	65.0	Yard	West & East
BUFFALO DISTRICT			
Selman Stock Spur	39.0	13	East

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
CLINTON DISTRICT			
Coltexo Industrial Spur			
8.19 miles	8.6	121	East
Moody Compress & Whse. Co. of Texas	11.2	45	East
J. N. Philpot Elevator Co.	13.3	7	West & East
Hammon Spur 1.7 miles	105.4	21	East
Bartlett Gasoline Co.	119.6	11	West
Acme Brick Co.	135.6	28	West

7. SPECIAL RULES AND FACILITIES:

(A) High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with the train dispatcher and every precaution for safety should be taken.

High water detector located at:

Bridge 273.0—Near Harper.	Bridge 468.7—Near Lora.
Bridge 376.4—Near Mooreland	Bridge 470.5—Near Lora.
Bridge 376.8—Near Mooreland.	Bridge 472.7—Near Lora.
Bridge 398.0—Fargo.	Bridge 481.0—Near Codman.
Bridge 403.5—Near Gage.	Bridge 482.0—Near Codman.
Bridge 404.5—Near Gage.	Bridge 483.2—Codman.
Bridge 405.0—Near Gage.	Bridge 486.3—Near Codman.
Bridge 409.6—Near Gage.	Bridge 488.1—Near Hoover.
Bridge 461.2—Near Mendota.	Bridge 636.6—Bovina.
Bridge 462.3—Near Mendota.	
Bridge 465.0—Near Mendota.	

(B) Dragging equipment detectors located at points shown below. Equipment dragging across these detectors will cause next governing signal to indicate "stop" or "stop and proceed," and the letter "E" will be lighted in bottom unit of signal.

When stopped by such signal, both sides of train, as well as track, must be immediately inspected and dispatcher notified. Telephones are located at these signals.

LOCATION	DIRECTION	SIGNAL ACTUATED
M.P. 320.8	Westward	3221
M.P. 329.5	Eastward	3272 and 3274
M.P. 445.3	Westward	4461
M.P. 461.2	Eastward	4592

8. YARD LIMITS

Altus	East Tower
Amarillo	Englewood
Anthony	Etter
Ashland	Exell
Attica (Applies only on Medicine Lodge Dist.)	Fairview
Belvidere (includes Belvidere Jct.)	Follett
Blackwell	Harper (Applies only on H. & S. and Fairview Districts)
Borger	Heaton
Boise City	Hammon Jct.
Booker	Junior
Buffalo	Kingman (Includes East Kingman Jct. and West Kingman Jct.)
Caldwell	Kiowa (Applies on Oklahoma Division only)
Canton	Lake City
Cherokee	Machovec
Cheyenne	Medicine Lodge
Chunky	Milton
Clinton (Includes Ewing)	Mobeetie
Clovis	Morse
Coats	ND Jct.
Coldwater	Norwich
Cunningham	Panhandle (applies on Borger District only)
Dill City (Includes Burns)	
Dumas	
Dumas Jct.	

8. YARD LIMITS—(Cont'd)

Perryton	Sun City
Ponca City Jct.	Thomas
Pratt	Tonkawa
Prospect	Viola
Protection	Waynoka (Applies only on Buffalo District.)
Rago	Wellington (Applies on Hunne- well District and Oklahoma Div. only)
Runnymede	Wichita (Includes North Wichita, North Jct., Wichita U.S., South Jct., Wichita Jct. and Prospect.)
Sawyer	Wilmore
Sentinel	
Sharon	
Sitka	
South Haven	
Spearman	
Stratford	
Shattuck (Applies only on Shattuck District.)	

9. BULLETIN BOOKS

Amarillo	Borger	Pampa
Altus	Canadian	Shattuck
Attica	Clovis	Waynoka
Blackwell	Fairview	Wellington
Boise City	Medicine Lodge	Wichita

10. STANDARD CLOCKS

Amarillo	Canadian	Ponca City
Altus	Clovis	Way
Borger	Fairview	Waynoka
Boise City	Pampa	Wellington

11. STANDARD THERMOMETERS

Altus	Dumas	Kiowa
Amarillo	Fairview	Perryton
Canadian	Hereford	Waynoka
Clinton	Junior	Wellington

12. STATUTORY REGULATIONS

In Kansas, a railroad company has a right to eject from its trains 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 at which there is a station where the person ejected may at least get lodging.

The Kansas Statutes prohibit gambling and the practice of any confidence games.

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.

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.



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.)

