



**SANTA FE**  
**SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

**TRAINMASTERS**

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

**ROAD FOREMEN OF ENGINES**

A. C. RICKETTS ..... Amarillo, Tex.  
W. W. GENTRY ..... Wellington, Kans.

**CHIEF DISPATCHER**

P. L. BEYER ..... Amarillo, Tex.

**ASST. CHIEF DISPATCHERS**

C. M. FORD ..... Amarillo, Tex.  
D. H. HOLDAWAY ..... Amarillo, Tex.

**DISPATCHERS—AMARILLO**

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

D. L. HODGES

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

**Panhandle and Santa Fe Railway Co.**

**WESTERN LINES**

**Southern District**

**PLAINS DIVISION**

**TIME TABLE No.**

**2**

**IN EFFECT**

**Sunday, October 28, 1962**

**At 12:01 A. M.  
Central Standard Time**

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

**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. O. L. HANSON, Chief Surgeon.....Topeka

**LOCAL SURGEONS**

DR. E. W. MARRY.....Altus  
 DR. E. J. ALLGOOD.....Altus  
 DR. J. F. SIMON.....Alva  
 DR. A. E. WINSETT.....Amarillo  
 DR. D. H. LOVING.....Amarillo  
 DR. W. H. WHEIR.....Amarillo  
 DR. E. M. WINSETT.....Amarillo  
 DR. L. R. DEVANNEY.....Amarillo  
 DR. G. T. ROYSE.....Amarillo  
 DR. F. S. HARKLEROAD.....Amarillo  
 DR. WOOLWORTH RUSSELL.....Amarillo  
 DR. CHARLES WOLFSON.....Amarillo  
 DR. ROY DAUGHERTY.....Amarillo  
 DR. JOHN J. ALPAR.....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.....Caldwell  
 DR. E. H. SNYDER.....Canadian  
 DR. RUSH SNYDER.....Canadian  
 DR. E. H. MORRIS.....Canadian  
 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. FLOYD SIMON.....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.....Clovis  
 DR. R. MCCOY.....Coldwater  
 DR. L. G. LIVINGSTON.....Cordell  
 DR. CLAYTON N. SMITH.....Dumas  
 DR. O. J. RICHARDSON.....Dumas  
 DR. L. C. BELTER.....Fairview  
 DR. JAMES R. KAY.....Fairview  
 DR. C. H. WILLIAMS.....Okeene  
 DR. T. J. GLENN.....Farwell  
 DR. P. L. SPRING.....Ftiona  
 DR. A. H. BIERMAN.....Garden Plain  
 DR. L. C. JOSLIN.....Harper

DR. R. R. WILLS.....Hereford  
 DR. L. E. BARNETT.....Hereford  
 DR. R. W. FERNIE.....Hutchinson  
 DR. S. JONES.....Hutchinson  
 DR. R. C. TOUT.....Hutchinson  
 DR. G. E. BURKET.....Hutchinson  
 DR. S. N. ZWEIFEL.....Kingman  
 DR. L. PATZKOWSKY.....Kingman  
 DR. R. W. CHOICE.....Kiowa  
 DR. D. C. MCCARTY.....Medford  
 DR. T. B. TRIPLETT.....Medicine Lodge  
 DR. S. J. MONTGOMERY.....Mooreland  
 DR. T. L. WAYLAN.....Miami  
 DR. C. H. ASHEY.....Nashville  
 DR. JOSEPH GATES.....Pampa  
 DR. J. B. JOHNSON.....Perryton  
 DR. R. K. SANFORD.....Perryton  
 DR. R. B. GIBSON.....Ponca City  
 DR. L. G. NBAL.....Ponca City  
 DR. F. W. GIBSON.....Ponca City  
 DR. V. W. FILLLEY.....Pratt  
 DR. J. W. JACKS.....Pratt  
 DR. L. G. GLENN.....Protection  
 DR. A. B. STOWERS.....Sentinel  
 DR. WALTER DERSCH.....Shattuck  
 DR. F. S. NEWMAN.....Shattuck  
 DR. F. H. BURGTORF.....Shattuck  
 DR. J. J. SMITH.....Shattuck  
 DR. M. H. NEWMAN.....Shattuck  
 DR. E. A. KLEBERGER.....Spearman  
 DR. E. E. SMITH.....Stratford  
 DR. W. A. RYAN.....Thomas  
 DR. R. W. CHOICE.....Wakita  
 DR. D. D. LEATHERMAN.....Waynoka  
 DR. MERLE D. CARTER.....Waynoka  
 DR. K. E. VOLDENG.....Wellington  
 DR. A. C. HATCHER.....Wellington  
 DR. W. M. COLE.....Wellington  
 DR. F. EMBRY.....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  
 DR. T. E. BENJERGERDES.....Alva  
 DR. A. J. STREIT.....Amarillo  
 DR. G. R. CHASE (Ears only).....Amarillo  
 DR. EDWARD D. MCKAY (Eyes only).....Amarillo  
 DR. F. J. CRUMLBY (Eyes only).....Amarillo  
 DR. JOHN J. ALPER.....Amarillo  
 DR. RALPH B. PAYNE.....Amarillo  
 DR. F. K. 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

**LOCAL TIME INSPECTORS—PLAINS DIVISION**

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

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. VERA 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  
 WAYNE PERKINS.....Clovis  
 H. C. EDWARDS.....Clovis  
 LYNN C. KESTER.....Hereford

**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	Umbarger Black	Clovis and beyond	Beyond Amarillo
	Melrose Ft. Sumner		Beyond Clovis
2	Encino Yeso Taiban Ft. Sumner Melrose	Clovis and beyond	Belen and beyond
	Black Umbarger		Clovis and beyond

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.

**FIRST DISTRICT**

**PLAINS DIVISION 2**

Track Capacity 60 ft. Per Car		WESTWARD First Class		Mile Post	Feet Per Mile	RAILING GRADE Ascending	TIME TABLE No. 2 October 28, 1962	Feet Per Mile	RAILING GRADE Ascending	Turn Tables and Wyes	Communications	EASTWARD First Class		
		3	1									4	2	
		Passenger	San Francisco Chief									Passenger	San Francisco Chief	
Other Tracks	Sidings	Leave Daily	Leave Daily				STATIONS					Arrive Daily	Arrive Daily	
	Yard	69	PM 2.05	AM 4.10	238.9	81.7	WELLINGTON 3.2	31.7		T	Y	C	s 9.35	s 12.15
		242	2.08		242.1	81.7	ROLAND 4.9	81.7					9.31	12.07
	91	148	2.12	4.17	247.0	81.7	MAYFIELD 7.1	81.7			C		9.26	12.02 AM
	24	167	2.18		254.1	81.7	MILAN 5.1	81.7					9.19	
	35	144	2.22	4.27	259.2	0	ARGONIA 0.4	15.8			C		9.13	11.50
					259.6	81.7	Mo. Pac. Crossing 6.9	21.6						
	42	253	2.29	4.33	266.5	26.4	DANVILLE 7.3	0			C		9.05	11.42
	428	293	2.36	4.43	273.8	21.1	HARPER 6.5	19.2		Y	C		8.57	11.34
	85	144	2.41		280.3	81.7	EULA 5.3	31.7					8.50	
	275	131 N 152	2.46	4.53	285.6	0	ATTICA 6.6	31.7		Y	C		8.44	11.18
	32	208			292.2	81.7	CRISFIELD 7.6	31.7					8.37	
	33	223	2.57	5.04	299.8	81.7	HAZELTON 7.1	31.7			C		8.29	11.04
	607	285	3.03	5.14	306.9	0	KIOWA 0.9	21.1		Y	C		8.21	10.57
					307.8	0	Mo. Pac. Crossing 5.4	31.7						
		197	3.08		313.2	81.7	LODER 3.2	19.8					8.14	
	76			5.22	316.4	38.6	CAPRON 3.1	0			C	s	8.10	10.45
		226	3.13		319.5	81.7	BRINK 5.2	31.7					8.07	
	371	65	s 3.20	s 5.33	324.7	81.7	ALVA 4.2	0			C	s	8.00	10.36
	23	336	3.24		328.9	81.7	NOEL 6.8	31.7					7.52	
	44	144	3.30	5.44	335.7	81.7	AVARD 9.8	21.1				s	7.44	10.22
					342.4									
	Yard		s 3.42 PM	s 6.00 AM	345.5		WAYNOKA			T	Y	C	7.30 AM	10.10 PM
			Arrive Daily	Arrive Daily			(106.6)						Leave Daily	Leave Daily
			63.9	55.6			Average speed per hour						51.2	51.2

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.

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	Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD		
		First Class		Passenger							San Francisco Chief	First Class	
		3	1									4	2
Other Tracks	Sidings	Leave Daily PM	Leave Daily AM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily AM	Arrive Daily PM		
Yard		3.47	6.05	345.5	0	<b>WAYNOKA</b> 3.6	31.7	TY	C	7.25	10.05		
11	180	3.52	6.10	351.8	47.5	<b>HEMAN</b> 4.5	0		B	7.16	9.54		
20	225	3.56	6.14	356.3	52.8	<b>BELVA</b> 5.3	0		B	7.11	9.48		
30	199	4.01	6.19	361.6	52.8	<b>QUINLAN</b> 5.5	26.4			7.05	9.42		
35	138	4.06	6.26	367.1	0	<b>CURTIS</b> 5.9	31.7		B	6.59	9.36		
52	150	4.09	6.30	371.0	31.7	<b>MOORELAND</b> 10.3	31.7		C	6.54	9.32		
365	283	4.21	6.42	382.8	28.5	<b>WOODWARD</b> 0.2	0		C	6.42	9.22		
				388.0	31.7	<b>M.K.T. Crossing</b> 3.3	0						
10	138	4.25	6.48	396.3	31.7	<b>GERLACH</b> 6.3	20.6		B	6.35	9.11		
24	154	4.30	6.54	392.6	17.9	<b>TANGIER</b> 5.7	31.7		B	6.30	9.05		
38	146	4.36	7.00	398.8	26.4	<b>FARGO</b> 8.4	0		C	6.25	9.00		
80	150	4.44	7.08	406.7	30.6	<b>GAGE</b> 7.7	8.4		C	6.17	8.50		
410	N 147 S 103	4.53	7.19	414.4	31.7	<b>SHATTUCK</b> 6.5	0	Y	C	6.10	8.39		
8	209	4.59	7.25	421.0	31.7	<b>GOODWIN</b> 7.7	21.2		B	6.03	8.29		
102	208	5.06	7.34	428.7	31.7	<b>HIGGINS</b> 8.6	31.2		C	5.55	8.21		
4	213	5.14	7.42	437.8	25.9	<b>COBURN</b> 6.8	31.7		B	5.47	8.12		
59	208	5.20	7.48	444.1	0	<b>GLAZIER</b> 5.3	31.7			5.41	8.06		
	375	5.25	7.54	449.4	29.2	<b>CLEAR CREEK</b> 5.7	31.7			5.36	8.01		
841	331	5.32	8.02	455.1	31.7	<b>CANADIAN</b> 8.4	0	Y	C	5.30	7.56		
	208	5.40	8.10	463.6	31.7	<b>MENDOTA</b> 7.7	18.8			5.19	7.46		
13	218	5.48	8.17	471.2	31.7	<b>LORA</b> 5.7	0			5.10	7.39		
65	212	5.54	8.25	476.9	31.7	<b>MIAMI</b> 6.9	0		C	5.03	7.32		
17	210	6.01	8.32	483.8	31.7	<b>CODMAN</b> 7.4	0			4.54	7.25		
48	206	6.08	8.40	491.2	31.7	<b>HOOVER</b> 7.6	0			4.45	7.18		
1027	S 188 N 128	6.20	8.55	498.8	31.7	<b>PAMPA</b> 7.1	0	Y	C	4.38	7.11		
210		6.27	9.02	505.9	31.4	<b>KINGS MILL</b> 6.9	31.7		C	4.26	7.02		
283	S 107 N 158	6.34	9.09	512.8	31.1	<b>WHITE DEER</b> 5.5	31.7	Y	C	4.20	6.56		
21	112	6.40	9.15	518.6	31.7	<b>CUYLER</b> 7.4	23.2		B	4.15	6.51		
675	S 104 N 143	6.47	9.22	526.0	31.7	<b>PANHANDLE</b> 7.2	15.8	Y	C	4.08	6.45		
22	101	6.55	9.30	533.2	31.7	<b>LEE</b> 7.5	21.1		B	4.02	6.39		
250		7.03	9.39	541.0	31.7	<b>ST. FRANCIS</b> 5.1	21.1		B	3.55	6.33		
153		7.09	9.45	546.1	31.7	<b>FOLSOM</b> 5.6	31.7		B	3.50	6.29		
				551.7	31.7	<b>DUMAS JCT. VL</b> 0.5	31.7						
				552.2	8.7	<b>C.R.I. &amp; P. Crossing</b> 0.1	0						
				552.3	10.6	<b>EAST TOWER. YL</b> <b>F.W. &amp; D.C. Crossing</b> 0.7	0.8		C				
Yard		7.20	10.00	558.0		<b>AMARILLO YL</b>		Y	C	3.40	6.20		
		PM Arrive Daily	AM Arrive Daily			(205.2)				AM Leave Daily	PM Leave Daily		
		57.2	52.3			Average speed per hour				54.7	54.7		

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.

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 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	Rolling Grade Ascending	TIME TABLE No. 2 October 28, 1962				Rolling Grade Ascending	Turn Tables and Wyes	Communication	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	AM	AM		558.0		AMARILLO YL 1.3	6.3	Y	C	3.20	5.25	6.00					
						554.3	7.5	JUNIOR YL 4.5	81.7	T	C								
Yard						558.8	81.7	ZITA 4.2	10.6		B	3.10	5.12	5.47					
100		7.46	10.43	10.26		568.0	10.6	HANBY 7.4	81.7		B	3.06	5.08	5.42					
238		7.50	10.47	10.30		570.4	81.7	CANYON 10.1	81.7	Y	C	2.59	5.01	5.34					
163	S113 N107	7.56	10.55	10.37		580.5	81.7	UMBARGER 6.0	81.7		C	2.51		5.25					
84	432	8.04		10.47		586.5	81.7	DAWN 6.8	25.9		B	2.46		5.19					
108	208	8.09		10.52		593.8	81.7	JOEL 6.2	81.7		B	2.40		5.12					
8	208	8.15		10.58		599.5	81.7	HEREFORD 8.3	81.7	Y	C	2.34		5.06					
893	S111 N149	8.21		11.07		607.8	81.7	SUMMERFIELD 6.9	81.7		B	2.27		4.56					
49	208	8.28		11.16		614.7	81.7	BLACK 7.1	18.2		C	2.21		4.50					
71	208	8.35		11.22		621.8	81.7	FRIONA 6.5	81.7		C	2.15		4.44					
151	162	8.40		11.29		628.8	10.6	PARMERTON 5.8	81.7		B	2.09		4.38					
20	275	8.46		11.35		634.1	81.7	BOVINA 6.9	81.7		C	2.04		4.33					
143	155	8.51		11.41		641.0	17.0	WILSEY 6.4	81.7		B	1.58		4.26	PM				
6	228	8.58		11.47	AM	647.4	21.1	TEXICO 9.3	81.7	Y	C	1.53		4.20	4.40				
280	S132 N165	9.05		11.54	10.10	655.7	21.1	CLOVIS	81.7	Y	C	1.45		4.10	4.25				
Yard		9.20		12.10	10.30			(109.7)		T	Y	AM		PM	PM				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily				
		61.8	53.2	56.5	27.9			Average speed per hour				62.7	43.5	56.5	55.8				

## SIGNAL SYSTEM TWO IN EFFECT.

**TWO TRACKS:** Between Amarillo and M.P. 572.2 Canyon, and between M.P. 646 Texico and Interlocking east end passenger yard, M.P. 655.8, Clovis.

**RULE 261 IN EFFECT:** On Main Tracks and Sidings between M.P. 569.4 Canyon and Clovis, including Home Signals on Slaton Division at M.P. 1.2 Texico and at M.P. 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, 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.

At Clovis, between Interlocking east end passenger yard, M.P. 655.8, and Interlocking west end passenger yard, M.P. 657.5, there is no main track. Within these limits the second, third and fourth tracks south of the passenger station are designated as passenger yard tracks 1, 2 and 3, respectively. TCS with Rule 261 in effect on passenger yard tracks 1, 2 and 3.

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, and Slaton Division trains must get, in addition, numbered clearance card from Slaton Division 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

Other Track	Sid-ings	WEST-WARD		Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Communications	EAST-WARD	
		Second Class	67				Second Class	68
		Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS		Arrive Daily Ex. Sun.	
		AM 6.21	2.1		WICHITA JCT. YL		PM 2.10	
			2.7		0.6 Mo. Pac. Crossing	B		
16	f	6.35	6.6		3.9 TYLER	f	1.50	
58	f	6.53	13.9	32.1	7.3 GODDARD	C	f 1.35	
48	f	7.08	19.8	31.7	5.9 GARDEN PLAIN	C	f 1.20	
80	f	7.23	25.7	31.5	5.9 CHENEY	C	f 1.05	
31	f	7.44	34.0	31.7	8.3 MURDOCK		f 12.47	
			44.1	28.8	10.1 East Kingman Jct. YL			
Yard	s	8.30	44.3	0	0.2 KINGMAN YL	C	s 12.25 PM	
			45.0	19.0	0.7 West Kingman Jct. YL			
			46.1	31.7	1.1 Mo. Pac. Crossing			
24	f	9.10	54.1	31.7	8.0 CALISTA		f 11.33	
32	f	9.30	62.3	31.7	8.2 CUNNINGHAM	C	f 11.16	
26	f	9.45	69.0	31.7	6.7 CAIRO		f 10.52	
16	f	9.52	72.1	31.7	3.1 WALDECK		f 10.45	
70	s	10.15 AM	79.4		7.3 PRATT YL	C	10.30 AM	
		Arrive Daily Ex. Sun.			(77.3)		Leave Daily Ex. Sun.	
		19.2			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 Wichita 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.

Trains should secure permission to proceed Eastward from Wichita Jct. before passing that station.

## FAIRVIEW DISTRICT

Other Tracks	Sid-ings	WESTWARD		Mile Post	TIME TABLE No. 2 October 28, 1962	Communications	EASTWARD	
		Second Class	67				71	72
		Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.	STATIONS	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	
		6.12		208.8	0.9 SOUTH JCT. YL	C	2.18	
				210.0	1.2 M.V. Crossing			
		6.21 AM		211.5	1.5 WICHITA JCT. YL		2.10 PM	
		Via Wichita District		212.4	0.9 Mo. Pac. Crossing	B	Via Wichita District	
15	f	6.30		215.1	2.7 PROSPECT YL	f	2.20	
70	f	6.40		217.6	2.5 SCHULTE	f	2.10	
18	f	6.55		223.8	6.2 CLONMEL	f	1.55	
130		7.30 AM		231.2	7.4 VIOLA YL	C	1.40 PM	
		Via Englewood District		231.5	0.3 A.T.&S.F. Crossing		Via Englewood District	
52				239.4	7.9 MILTON			
47				246.2	Mo. Pac. Crossing 6.8			
423				257.1	10.9 HAMNER			
		Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri.		(49.2)		Leave Tues. Thurs. and Sat.	
		19.6	15.5		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 Wichita District.

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

Trains should secure permission to proceed Eastward from Wichita Jct. before passing that station.

ENGLEWOOD DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD 71		Railing Grade Ascending	TIME TABLE No. 2 October 28, 1962	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.
		AM 7.30	22.5		VIOLA YL		C	PM 1.30
40	f	7.45	27.1	32.7	4.6 ANNES	25.3		f 1.30
49	f	8.00	33.9	32.1	6.8 NORWICH	31.7	C	f 1.20
			34.7	26.4	0.8 Mo. Pac. Crossing	23.8		
8	f	8.15	41.1	31.7	6.4 ADAMS	31.7		f 1.00
Yard	f	8.45	46.8	31.7	5.7 RAGO YL	29.0		
20	f	9.00	51.3	29.0	A.T.&S.P. Crossing.	15.8	C	f 12.45
			51.3	52.8	4.5 SPIVEY	19.8		f 12.25
37	f	9.20	58.0	52.8	6.7 ZENDA	52.8	C	f 12.05 PM
70	f	9.45	65.7	47.5	7.7 NASHVILLE	52.8	C	f 11.45
33	f	10.15	73.0	52.8	7.3 ISABEL	52.8	C	f 11.30
57	f	10.45	80.5	52.8	7.5 SAWYER	52.8	C	f 11.15
87	f	11.15	88.5	52.8	8.0 COATS	52.8	C	f 10.55
81	f	11.30	95.1	52.8	6.6 SPRINGVALE	52.8		f 10.40
26	f	11.40	98.0	44.9	2.9 CROFTS	52.8		f 10.30
		PM 12.01	103.8	52.8	1.1 BELVIDERE JCT. YL	0		10.20
Yard	f	12.30	104.4	52.8	12.1 BELVIDERE YL	52.8	C	f 10.15
61	f	1.15	116.5	52.8	8.5 WILMORE	52.8	C	f 9.20
110	f	1.50	125.0	48.8	9.7 COLDWATER	52.8	C	f 9.00
156	f	2.30	134.7	52.8	9.8 PROTECTION	52.8	C	f 8.25
62	f	2.50	144.5	52.8	6.3 SITKA	52.8		f 8.10
98	f	3.20	150.8	52.8	8.0 ASHLAND	52.8	C	f 7.45
36	f	3.35	158.8	52.8	7.3 ACRES	52.8		f 7.15
Yard		4.00 PM	166.1		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. 2 October 28, 1962	Railing Grade Ascending	Tura 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	31.7	Y	C	PM 1.00
60	f	7.15	10.5	31.7	10.8 SHARON	17.4		C	f 12.35
1.1	f	7.30	15.6	31.7	5.1 PIXLEY	31.7			f 12.20
Yard	f	8.30	20.6	31.7	5.0 MEDICINE LODGE YL	24.8		C	f 12.01 PM
61	f	9.15	33.6	31.7	14.2 LAKE CITY YL	0		C	f 11.00
63	f	9.30	39.3	42.2	5.7 SUN CITY YL	18.0		C	f 10.45
		10.00	49.4	52.8	10.1 BELVIDERE JCT. YL	0			10.15
Yard	s	10.10 AM	50.5		1.1 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 leading from Medicine Lodge Dist., MP 0.6 is for the wye track.

Booth telephone at Gyp Spur MP 40.3.

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

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. 2 October 28, 1962		Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD		
		59 Mixed	81 Mixed				82 Mixed	58 Mixed						
Other Tracks	Sidings	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						PM 5.10	
				0.7	0		0.7 C.R.I. & P. Crossings Main Track Auxiliary Track	16.7			B			
26	f	4.35		13.0	24.3		12.3 CASTLETON	52.8				f	4.30	
123	f	5.10		19.8	52.8		6.8 PRETTY PRAIRIE	52.8			C	f	4.15	
12	f	5.25		24.1	39.6		4.3 VARNER	42.2				f	3.50	
				31.6	52.8		7.5 East Kingman Jct. YL	52.8						
Yard	f	6.20		31.8	0		0.2 KINGMAN YL	0		Y	C	f	3.30	
				32.5	19.0		0.7 West Kingman Jct. YL	0						
				32.8	2.6		0.3 Mo. Pac. Crossing	0						
24	f	6.35		38.9	52.8		6.1 CARVEL	52.8				f	2.50	
15	f	6.50		43.5	41.2		4.6 BASIL	52.8				f	2.40	
				21.1	21.1		4.7 BASIL	52.8						
Yard	f	7.00		48.2	52.8		RAGO. YL A.T. & S.F. Crossing	52.8		Y	C	f	2.30	
28	f	7.15	AM	52.8	52.8		4.6 DUQUOIN	52.8				PM	f	2.15
Yard	f	8.00	7.15	59.7	52.8		6.9 HARPER YL	52.8		Y	C	12.10 PM	f	2.00
Yard	f	9.00	7.35	69.4	35.4		9.7 ANTHONY YL	39.6		Y	C	11.50 PM	f	1.00
			AM	70.0	0		0.6 Mo. Pac. Crossing	58.1		Y	C	AM		
37	f	9.30		80.7	52.8		10.7 MANCHESTER	52.8			C		f	12.15
34	f	9.45		85.7	52.8		5.0 GIBBON	52.8					f	12.01
56	f	10.00		90.7	37.0		5.0 WAKITA	52.8			C	PM	f	11.45
19	f	10.15		96.9	52.8		6.2 CLYDE	52.8					f	11.30
109	f	10.30		102.2	52.8		5.3 MEDFORD	52.8			C		f	11.15
			Via Anthony District	102.5	0		0.3 C.R.I. & P. Crossing	41.0				Via Anthony District		
22	f	10.45		109.5	52.8		7.0 NUMA	52.8				f	11.01	
24	f	11.01		114.3	52.8		4.8 DEER CREEK	52.8			C		f	10.45
35	f	11.15		118.3	52.8		4.0 NARDIN	52.8					f	10.30
				127.0	52.8		8.7 St.L.S.F. Crossing	52.8						
				21.1	21.1		0.2 A.T. & S.F. Crossing	3.3						
Yard	s	11.50		127.2	52.8		BLACKWELL YL	0		Y	C		10.15 AM	
28		AM		133.9	52.8		6.7 AUTWINE	52.8						
				141.9	52.8		8.0 PONCA CITY JCT. YL	52.8			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 50 ft. Per Car		WESTWARD		Mile Post	TIME TABLE No. 2 October 28, 1962	Communications	EASTWARD	
Other Tracks	Sidings	79	77				80	78
		Mixed	Mixed				Mixed	Mixed
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 YL 5.1	s AM 7.20	s AM 11.30	
18	f	11.50 PM	f 8.40	11.4	ASHTON YL 4.1	f 7.00	f 11.10	
21	f	12.10	f 8.55	15.5	PORTLAND YL 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	
				32.6	C.R.I.&P. Crossing 6.4			
17				39.0	DOSTER 4.1			
18				43.1	METCALF 5.1			
58			s 11.00	48.2	BLUEF 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., 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.

Office of communication at Caldwell located on depot spur 0.8 miles from its connection into main track, MP 32.5.

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 50 ft. Per Car		WESTWARD		Mile Post	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Communications	EASTWARD	
Other Tracks	Sidings	57	77					78	60
		Mixed	Mixed					Mixed	Mixed
Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	STATIONS		Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.				
		AM	AM		WELLINGTON YL 6.9	46.0	C	PM	PM
Yard		8.00	5.45		ROME 7.7	46.0		12.45	f 1.35
45	f	8.25	6.00	6.9	SOUTH HAVEN YL 0.7	52.8	C	12.30 PM	f 1.10
37	f	8.50	6.15 AM	14.6	A.T.&S.F. Crossing 2.6	52.8		Via Anthony District	f 12.45
			Via Anthony District	15.3	HUNNEWELL 7.3	39.6			f 12.25
79	f	9.01		17.9	BRAMAN 3.5	39.6	C		f 12.15
55	f	9.25		25.2	SUMPTER 5.3	42.2			f 12.15
13	f	9.40		28.7	St.L.S.F. Crossing 0.3	0			
				34.0	BLACKWELL YL 0.3	21.1	C		12.01 PM
Yard	s	10.15 AM		34.3	A.T.&S.F. Crossing 8.5	42.2			
				34.6	TONKAWA YL		C		
Yard		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	17.8

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.

Westward trains must get numbered clearance card before leaving Wellington and Eastward trains must get numbered clearance card before leaving Blackwell.

9 PLAINS DIVISION

CLINTON DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class <b>61</b>		Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class <b>62</b>
Other Tracks	Sid- ings	Leave Mon., Wed., and Fri. <b>AM 8.50</b>	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tues., Thurs., and Sat. <b>PM 12.50</b>
		Mixed							Mixed
254				81.7	<b>PAMPA YL</b> 8.6	81.7	Y	C	
	81	f 9.05	8.4	62.8	<b>HEATON YL</b> 10.2	62.8			112.20 PM
36	41	f 9.22	18.6	0.0	<b>LAKETON</b> 11.7	52.8	B		11.55
66	46	s 9.40	30.3	52.8	<b>MOBETTIE YL</b> 9.1	52.8	C		11.20
40		f 10.05	39.4	52.8	<b>BRISCOE</b> 10.9	52.8	B		10.55
72		s 10.25	50.3	52.8	<b>ALLISON</b> 11.5	52.8	B		10.30
64		s 10.45	61.3	9.6	<b>REYDON</b> 8.6	52.8	C		10.05
	42	f 10.58	70.4	81.7	<b>MacKIE</b> 10.3	44.4	B		9.50
50	11	s 11.35	80.9	81.7	<b>CHEYENNE YL</b> 7.2	42.2	C		9.20
	9	f 11.50	88.1	52.8	<b>STRONG CITY</b> 8.1	52.8	B		8.45
		PM		52.8	<b>HERRING</b> 9.9	52.8	B		8.25
			105.2	0.0	<b>M.K.T. Crossing</b> 0.2	26.4			
26	15	s 12.40	105.4	52.8	<b>HAMMON JCT. YL</b> 9.5	52.8	B		8.00
8		f 1.00	109.2	55.4	<b>McCLURE</b> 7.4	52.8	B		7.40
21	25	s 1.25	116.6	52.8	<b>BUTLER</b> 9.3	54.0	C		7.22
9		f 1.50	126.4	55.8	<b>STAFFORD</b> 8.2	52.8	B		7.00
			184.6	52.8	<b>C.R.I.&amp;P. Crossing</b> 1.8	52.8			
		s 2.30 PM	136.4		<b>CLINTON YL</b>		Y	C	8.30 AM
		Arrive Mon., Wed., and Fri.			(136.6)				Leave Tues., Thurs., and Sat.
		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 ↓		Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sun.
Yard		<b>AM 10.20</b>		70.7	<b>WAYNOKA YL</b> 4.6	88.0	Y	T	C
	11	10.40	5.5	87.6	<b>McKINLEY</b> 6.0	78.9			
20		10.50	10.0	78.5	<b>BRACE</b> 3.9	81.8			
22		11.00	15.8	79.0	<b>FAIR VALLEY</b> 5.5	72.8		B	
80	45	11.50	27.8	89.6	<b>FREEDOM</b> 6.2	52.8		C	
33		12.00	31.2	52.8	<b>EDITH</b> 6.3	52.8			
	38	12.50	37.8	38.7	<b>SALT SPRINGS</b> 4.7	31.7			
14		1.00	109.2	52.8	<b>LOVEDALE</b> 6.7	29.0			
55	33	1.25	116.6	52.8	<b>SELMAN</b> 8.3	87.0			
100	56	1.50	126.4		<b>BUFFALO YL</b>		Y	C	
					(32.2)				

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 <b>59</b>		Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD <b>60</b>
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sun.
Yard		<b>AM 10.20</b>		31.7	<b>PANHANDLE YL</b> 6.8	81.7	Y	C	<b>PM 2.30</b>
16	72	10.40	5.5	28.5	<b>ABELL</b> 4.5	0		B	1.50
87		10.50	10.0	42.2	<b>POMEROY</b> 5.8	52.8		B	1.30
89	74	11.00	15.8	42.8	<b>McBRIDE</b> 12.0	52.8		B	1.20
Yard		11.50 AM	27.8	0	<b>BORGER YL</b> 3.4	52.8	Y	C	1.00 PM
		Arrive Daily Ex. Sun.	31.2		<b>END TRACK</b> (32.4)			B	Leave Daily Ex. Sun.
		19.6			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**

**SHATTUCK DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Rolling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑	Track Capacity 50 ft. Per Car		WEST- WARD ↓	Rolling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Bidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile				Other Track	Bidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard		299.9	31.7	<b>CHEROKEE YL</b> 6.2	5.3		C		Yard				<b>SHATTUCK YL</b> 11.5	26.4	Y	C	
142		306.1	31.7	YEWED 8.4	26.4				11 45		11.8	42.2	MAGOUN 7.2	29.0			
101		314.5		CARMEN 0.3			C		98 48		18.5	42.2	FOLLETT YL 7.2	29.0		C	
		314.8	0	St.L.&S.F. Crossing 4.5	21.1				90		28.1	42.2	SHERLOCK 5.6	42.2			
41		319.3	19.4	ALINE 7.2	26.4		C		63 42		29.7	42.2	DARROUZETT 7.0	0.0		C	
13		326.5	21.1	WEST CLEO 3.3	26.4				25		36.7	42.2	GAYLORD 5.5	42.2			
64		329.8	31.7	ORIENTA 6.2	39.6				66 92		42.2	37.0	BOOKER YL 5.4	15.8		C	
Yard		336.0	66.0	<b>FAIRVIEW YL</b> 11.5	52.8		C		85 42		47.6	31.6	HUNTOON 3.2	2.6			
80		347.6	31.7	LONGDALE 6.4	52.8				52		52.8	15.8	TWICHELL 5.0	15.8			
125		354.0	65.7	CANTON 11.0	52.8		C		289 92		57.8	18.5	PERRYTON YL 5.7	26.4		C	
81		365.0	.0	OAKWOOD 6.2	52.8		B		10		63.5	15.8	LORD 5.2	0.0			
44		371.2	66.5	NOBSCOT 7.6	52.8		B		75		68.7	18.6	FARNSWORTH 5.0	5.8			
93		378.8	52.8	THOMAS YL 7.2	52.8		C		95		73.7	59.6	WAKA 10.1	7.9			
		386.0		FOLEY 2.2			B						<b>SPEARMAN YL</b> 9.4	39.6	Y	C	
		388.2		CUSTER CITY 7.3					329 42		83.8	52.8	McKIBBEN 8.9	52.8			
		395.5		ARAPAHO 3.3					39		98.2	46.6	MORSE YL 1.2	0.0			
		398.8	66.0	EWING YL 2.2	26.4				41 60		102.1	86.4	R.I. JCT. 30.3	52.8	Y		
Yard		401.0	79.2	CLINTON YL 10.8	66.0	Y	C				103.3	62.8	ETTER JCT. 0.5	0.0		B	
41		411.8	66.0	BRAITHWAITE 6.5	44.9		R				133.6	0.0	<b>ETTER YL</b>		Y	C	
Yard		418.3	.0	BURNS JCT. YL 1.6	19.8	Y	B				184.1		(134.4)				
70		419.9	52.8	DILL CITY YL 8.8	52.8		C		206 64								
92		428.7	52.8	SENTINEL 6.1	52.8		C										
20		434.8	52.8	CAMBRIDGE 5.8	52.8												
		440.6		C.R.I.&P. Crossing 0.3													
40 35		440.9	26.4	LONE WOLF 6.7	31.7		C										
37		447.6	66.0	LUGERT 9.9	52.8												
94		457.5	31.7	BLAIR 9.8	31.7		B										
Yard		467.3		<b>ALTUS YL</b>		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.

Trains must get numbered clearance card before leaving Cherokee, Fairview, Clinton and Altus. Unless otherwise provided, westward trains must secure both A.T.&S.F. clearance card and S.L.-S.F. clearance card at Thomas.

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.

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.

**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.

Booth phone at MP 8.1.

Track Capacity 50 ft. Per Car		WEST- WARD Second Class	TIME TABLE No. 2 October 28, 1962				EAST- WARD Second Class
		37					38
		Mixed					Mixed
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Arrive Daily
		AM 7.15			<b>AMARILLO YL</b> 1.3		PM 8.30
58			.0	0.0	<b>DUMAS JCT. YL</b> 0.1	0.0	
			0.1	7.4	<b>C.R.I. &amp; P. Crossing</b> 8.1	52.8	
	61	7.30	8.2	26.4	<b>JULLIARD</b> 3.6	52.8	7.05
83		7.36	11.8	0.0	<b>GLUCK</b> 2.8	52.8	6.55
57		7.41	14.6	48.8	<b>CHUNKY</b> 4.2	52.8	6.45
	63	7.48	18.8	52.8	<b>PUNTE</b> 8.4	89.6	6.30
15	69	8.08	27.2	52.8	<b>MARSH</b> 7.4	0.0	6.15
141	60	8.25	34.6	38.0	<b>EXELL YL</b> 6.7	52.8	6.00
15	61	8.38	41.8	52.8	<b>BAUTISTA</b> 10.8	89.6	5.49
221	57	9.00	52.1	7.4	<b>DUMAS YL</b> 6.3	81.7	5.30
11	61	9.10	58.3	18.7	<b>MACHOVEC YL</b> 5.3	19.6	5.10
			63.6	0.0	<b>C.R.I. &amp; P. Crossing</b> 0.4	0.0	
206	64	9.45	64.0	30.6	<b>ETTER YL</b> 11.1	80.9	5.00
29	61	10.05	75.1	52.8	<b>LAUTZ</b> 10.4	52.8	4.35
			85.5	12.1	<b>C.R.I. &amp; P. Crossing</b> 0.2	0.0	
80	63	10.40	85.7	31.7	<b>STRATFORD YL</b> 4.9	11.6	4.15
11	61	10.50	90.6	52.8	<b>MALLET</b> 9.5	29.0	4.05
117	68	11.05	100.1	52.8	<b>KERRICK</b> 10.9	52.8	3.50
14	61	11.30	111.0	52.8	<b>CONRAD</b> 11.6	23.8	3.33
Yard		PM 12.30 PM	122.6		<b>BOISE CITY YL</b>		3.15 PM
		Arrive Daily			(122.6)		Leave Daily
		23.4			Average speed per hour		23.4

No. 37 is superior to No. 38.

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.

## SPECIAL RULES

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

2. (A) 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.

(B) Employees are prohibited from riding, or walking, on the roof of any moving car except where it is not practicable to do otherwise.

(C) Rule 19, Rules Operating Department, 1959, is amended as follows:

19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Note:—The single red light of prescribed type, referred to in above two paragraphs, is the constantly illuminated standard issue tail light in use on most passenger trains and should not be confused with the gyrating tail light used on certain business cars which is automatically extinguished at certain speeds.

(D) Rule 813, Rules Operating Department, 1959, is supplemented as follows:

When radio communication is being used in lieu of hand signals to direct a train or yard movement, proper identification must be made, and continuous contact must be maintained. Should radio contact be lost with the employe directing the movement, immediate stop must be made until communication is restored or other signals used to complete the movement.

### 3. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN- GER **	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT</b>		
Main Tracks	79	*60
Sidings and auxiliary tracks where Rule 261 is in effect	40	40
<b>SECOND DISTRICT</b>		
Main Tracks	79	*60
Sidings where Rule 261 is in effect	40	40
Skellytown Industrial Spur	20	20
<b>THIRD DISTRICT</b>		
Main Tracks	79	*60
Sidings where Rule 261 is in effect	40	40
<b>H. &amp; S. DISTRICT</b>		
ND Jct. to Blackwell	35	35
Blackwell to Ponca City Jct.	30	30

## PLAINS DIVISION 12

### 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
<b>HUNNEWELL DISTRICT</b>	30	30
<b>WICHITA DISTRICT</b>	30	30
<b>ENGLEWOOD DISTRICT</b>	30	30
<b>MEDICINE LODGE DISTRICT</b>		
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
<b>ANTHONY DISTRICT</b>		
Geuda Springs to South Haven	15	15
South Haven to Anthony	20	20
<b>FAIRVIEW DISTRICT</b>	40	40
<b>ALTUS DISTRICT</b>		
Cherokee to Fairview	35	30
Fairview to Longdale	30	30
Longdale to Foley	35	30
Ewing to Altus	35	30
<b>BUFFALO DISTRICT</b>	25	25
<b>SHATTUCK DISTRICT</b>	35	35
<b>CLINTON DISTRICT</b>		
Pampa to M.P. 85	40	40
M.P. 85 to Clinton	30	30
Coltexo Industrial Spur	20	20
<b>BORGER DISTRICT</b>	45	45
<b>DUMAS DISTRICT</b>	40	40

\*On First, Second and Third Districts where district speed is shown 60 MPH for Freight and Mixed, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

Units Oper- ative Dy- namic Brake	Tons	Average Weight Per Car - Tons	Maximum Speed MPH
2 or more	1750 or less	46 to 50	65
		45 or less	70
3 or more	3249 or less	46 to 50	65
		45 or less	70

or:

Units Oper- ative Dy- namic Brake	Tons	Number of Cars	Maximum Speed MPH
4 or more	3250 or less	50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
	3501 to 3750	68 to 89	65
		90 or more	70
	3751 to 4000	78 to 109	65
		110 or more	70
4001 to 4250	80 or more	65	
	4251 to 4500	90 or more	65
4501 to 4750		100 or more	65

\*\*When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less, maximum authorized passenger train speed.  
26 to 45 per cent 80 MPH  
46 to 75 per cent 70 MPH  
76 percent, or more, freight train speed.

# 13 PLAINS DIVISION

# 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
<b>FIRST DISTRICT</b>		
3 Curves, M.P. 236.7 to 238.9	55	45
Curve, M.P. 256.3 to 256.6	75	65
2 Curves, M.P. 307.6 to 307.9	65	65
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 328.0	65	60
2 Curves, M.P. 343.3 to 343.9	65	60
<b>SECOND DISTRICT</b>		
3 Curves, M.P. 345.2 to 345.7 Eastward main	55	55
Curve, M.P. 345.9 to 346.3 Eastward main	65	60
4 Curves, M.P. 345.2 to 346.3 Westward main	55	50
Curve, M.P. 379.0 to 379.3	70	65
Curve, M.P. 383.0 to 383.1	60	55
Curve, M.P. 385.4 to 385.8	65	65
2 Curves, M.P. 386.4 to 388.9	60	55
Curve, M.P. 389.6 to 389.9	65	65
5 Curves, M.P. 422.3 to 425.4	65	65
Curve, M.P. 445.7 to 446.3	70	65
Curve, M.P. 450.7 to 451.2	70	65
Curve, M.P. 452.4 to 453.4	65	60
Bridge M.P. 453.5 to 453.9		
Westward trains	<b>35</b>	<b>35</b>
Eastward trains	<b>45</b>	<b>45</b>
Curve, M.P. 454.2 to 454.5	60	55
2 Curves, M.P. 460.1 to 460.9	75	70
Curve, M.P. 464.8 to 465.0	70	65
Curve, M.P. 468.8 to 469.3	75	70
Curve, M.P. 475.3 to 475.6	75	70
7 Curves, M.P. 477.1 to 480.9	70	65
3 Curves, M.P. 389.8 to 491.9	75	70
3 Curves, M.P. 494.2 to 495.8	70	65
Curve, M.P. 496.2 to 496.4	75	70
Turnout, End Two Tracks M.P. 497.3 Eastward on Westward track	50	50
Curve, M.P. 552.0 to 552.1	65	65
<b>THIRD DISTRICT</b>		
Curve, M.P. 566.2 to 566.4 Eastward Main	70	65
Curve, M.P. 566.2 to 566.4 Westward Main	70	65
Curve, M.P. 567.8 to 568.0 Eastward Main	70	65
Curve, M.P. 567.8 to 568.0 Westward Main	70	65
Curve, M.P. 568.8 to 569.4 Westward Main	70	65
Curve, M.P. 568.8 to 569.4 Eastward Main	70	65
Curve, M.P. 569.9 to 570.2 Westward Main	70	70
Curve, M.P. 569.9 to 570.2 Eastward Main	70	65
Curve, Slaton Main Track M.P. 570.9 to 571.2	<b>30</b>	<b>30</b>
Turnout, End Two Tracks M.P. 572.2, Westward		
Curve, M.P. 599.6 to 600.0	70	65
Turnout, End Two Tracks M.P. 646 Eastward on Eastward Track	40	40
2 Curves, M.P. 647.2 to 647.6 Eastward Main	30	30
2 Curves, M.P. 647.2 to 647.6 Westward Main	40	40
<b>H. &amp; S. DISTRICT</b>		
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

## 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
<b>H. &amp; S. DISTRICT—(Cont'd)</b>		
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
<b>ENGLEWOOD DISTRICT</b>		
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
<b>ALTUS DISTRICT</b>		
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
<b>WICHITA DISTRICT</b>		
Curves, M.P. 2.9 to 3.2	15	15
Curves, M.P. 44.3 to 44.6	15	15
<b>DUMAS DISTRICT</b>		
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
<b>BUFFALO DISTRICT</b>		
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
	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 All street crossings on Hunnewell Dist.	40
		15
Wichita.....	All streets between Meridian Street and West St., Wichita Dist.....	15
Woodward....	Sixth to Seventeenth .....	50
Shattuck.....	Main St. ....	55

## SPECIAL RULES

### 3. SPEED REGULATIONS—(Cont'd)

(B) WHILE HEAD OF TRAIN IS PASSING THE STREET CROSSINGS OF CITIES AND TOWNS, NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.—(Cont'd)

STATIONS	STREETS	MILES PER HOUR
Higgins.....	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 not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
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, 2602-2606	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174, 1200-1234, 1600-1607	75	75	*45	75
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: Forward speed applies when backing handling train.

### (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, 1600-1607, 2099-2162 .....	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2602-2606, 3000-3019..	4	5	5
460-468 .....	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1234, 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

## PLAINS DIVISION 14

### 3. SPEED REGULATIONS—(Cont'd)

#### (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 AT-199455 (MPH)	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 (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, 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.

Station	Type	Location	MILES PER HOUR
Wellington	I	Turnout end Two Tracks	40
	I	Turnouts to leads M.P. 236.9	30
	I	Turnout to Okahoma Division	20
	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
	I	Both ends siding	40
	I	2 Crossovers East of Station	40
	I	3 Crossovers West of Station	15
Harper	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

# 15 PLAINS DIVISION

## 3. SPEED REGULATIONS—(Cont'd)

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

Station	Type	Location	MILES PER HOUR
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
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	Turnouts to leads M.P. 555.8	30
	I	Crossover M.P. 555.8	40

# SPECIAL RULES

## 3. SPEED REGULATIONS—(Cont'd)

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

Station	Type	Location	MILES PER HOUR
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
		EAST END YARD	
Clovis	I	Turnout from Psgr. Yard Track 1 to industry lead	15
	I	Turnouts from Psgr. Yard Track 2 to long tail	30
	I	Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40
	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40

## 4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
	FIRST DISTRICT
239.6	Truss Bridge over C.R.I. & P.
304.8	Bridge—Close side clearance.
336.7	Bridge—Close side clearance.
	SECOND DISTRICT
390.5	Overhead Highway Bridge.
392.5	Overhead Highway Bridge.
453.5	
to	
453.9	Truss Bridge South Canadian River.
	H. & S. DISTRICT
132.9	Truss Bridge over Chikaska River.
134.9	Bridge—Close side clearance.
	HUNNEWELL DISTRICT
32.8	Truss Bridge over Chikaska River.
	ALTUS DISTRICT
371.7	Truss Bridge over South Canadian River.
399.5	Truss Bridge over Washita River.
	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.



# PLAINS DIVISION

# SPECIAL RULES 16

## 5. RAILROAD CROSSINGS

### (A) LOCATION OF INTERLOCKINGS

LOCATION	TYPE	MAXIMUM SPEED	
		PSGR.	FRT.
<b>FIRST DISTRICT:</b>			
Argonia, Mo.Pac.	Interlocking T.C.S	79	70
Kiowa, Mo.Pac.	Interlocking T.C.S	79	70
<b>SECOND DISTRICT:</b>			
Woodward, MKT.	Interlocking T.C.S	60	55
East Tower	Interlocking	79	55
<b>ALTUS DISTRICT:</b>			
Altus, SLSF.	Automatic Interlocking	20	20
<b>DUMAS DISTRICT:</b>			
Stratford, C.R.I.& P.	Automatic Interlocking	30	30

### (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.
<b>H. &amp; S. DIST:</b>				
Kingman.....	Mo. Pac.	32.8	Mo. Pac	15
Rago.....	A.T.& S.F.	48.2	Englewood District	15
Blackwell.....	A.T.& S.F.	127.2	H. & S. District	15
<b>HUNNEWELL DISTRICT:</b>				
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
<b>WICHITA DIST.:</b>				
Wichita Jct.....	Mo. Pac.	2.7	A.T.& S.F.	20
Kingman.....	Mo. Pac.	46.1	A.T.& S.F.	20
<b>ENGLEWOOD DISTRICT:</b>				
Norwich.....	Mo. Pac.	34.7	Mo. Pac.	20
Rago.....	A.T.& S.F.	46.8	Englewood Dist.	20
<b>FAIRVIEW DIST.:</b>				
Wichita.....	M.V.	210.0	M.V.	20
Wichita Jct.....	Mo. Pac.	212.4	A.T.& S.F.	20
<b>ALTUS DISTRICT:</b>				
Carmen.....	S.L.-S.F.	314.8	St.L.S.F.	20
<b>ANTHONY DIST.:</b>				
South Haven.....	A.T.& S.F.	21.8	Anthony District	20
<b>DUMAS DIST.:</b>				
Etter.....	C.R.I.& P.	63.6	Left lined and locked as last used	15
<b>CLINTON DIST.:</b>				
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
<b>H. &amp; S. DIST.:</b>			
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)
<b>ANTHONY DIST.:</b>			
Anthony.....	Mo. Pac.	58.6	Stop. Rule 98 (A)
<b>FAIRVIEW DIST.:</b>			
Viola.....	A.T.& S.F.	231.5	Stop. Rule 98 (A)
Milton.....	Mo. Pac.	239.4	Stop. Rule 98 (A)
<b>ALTUS DISTRICT:</b>			
Lone Wolf.....	C.R.I.& P.	440.6	Stop. Rule 98 (A)
Altus.....	M.K.& T.	467.6	Stop. Rule 98 (A)

## 5. RAILROAD CROSSINGS—(Cont'd)

### (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.

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
<b>FIRST DISTRICT</b>			
Mayfield Cooperative Elevator .....	249.3	24	Both
<b>SECOND DISTRICT</b>			
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
<b>THIRD DISTRICT</b>			
Heard Spur .....	596.7	9	West
Chemical Co. of Texas.....	597.1	3	West
Huston .....	601.6	94	West & East
Plains Farmers Grain Co....	610.0	23	East
<b>H. &amp; S. DISTRICT</b>			
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
Darlow .....	7.6	8	Both
Spring .....	76.5	10	East
<b>HUNNEWELL DISTRICT</b>			
Tyner .....	38.8	12	East
<b>ANTHONY DISTRICT</b>			
Hawk .....	53.9	24	Both
<b>ALTUS DISTRICT</b>			
Voorhees .....	340.6	9	East
Burns (on AFB Lead) .....	3.5	20	Both
<b>ENGLEWOOD DISTRICT</b>			
Robbins Spur .....	101.6	5	East
<b>MEDICINE LODGE DIST.</b>			
McPherson Spur .....	18.6	10	East
Gyp Spur .....	40.3	41	West
<b>FAIRVIEW DISTRICT</b>			
Industrial Spur .....	211.7	52	East
Diamond Engineer Co. Spur	212.3	9	East
Runaround Track .....	213.2	14	Both
Cessna Spur .....	214.4	6	West

# 17 PLAINS DIVISION

# SPECIAL RULES

## 6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
<b>WICHITA DISTRICT</b>			
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 Spur .....	5.3	20	West
Lansdowne .....	30.2	6	East
Georgia .....	38.7	9	East
<b>DUMAS DISTRICT</b>			
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
<b>BUFFALO DISTRICT</b>			
Selman Stock Spur .....	39.0	13	East
<b>CLINTON DISTRICT</b>			
Coltexas 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 signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. 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 the letter "E" to be lighted in bottom unit of next governing signal.

When letter "E" is illuminated, immediate stop must be made, both sides of train, as well as track must be inspected and dispatcher notified. Telephones are located at these signals.

## 7. SPECIAL RULES AND FACILITIES—(Cont'd)

LOCATION	DIRECTION	SIGNAL DISPLAYING "E"
M.P. 320.8	Westward	3221
M.P. 329.5	Eastward	3272 and 3274
M.P. 367.3	Westward	3681
M.P. 385.8	Eastward	3842
M.P. 445.3	Westward	4461
M.P. 461.2	Eastward	4592

## 8. YARD LIMITS

Altus	Kiowa (Applies on Oklahoma Division only)
Amarillo	Lake City
Anthony	Machovec
Ashton	Medicine Lodge
Attica (Applies only on Medicine Lodge Dist.)	Milton
Belvidere (includes Belvidere Jct.)	Mobeetie
Blackwell (Extends to and includes Tonkawa)	Morse
Borger	ND Jct.
Boise City	Norwich
Booker	Panhandle (applies on Borger District only)
Buffalo	Perryton
Caldwell	Ponca City Jct.
Canton	Portland
Cherokee	Pratt
Cheyenne	Prospect
Clinton (Includes Ewing)	Rago
Dill City (Includes Burns Jct.)	South Haven (Extends to and includes Gueda Springs)
Dumas	Spearman
Dumas Jct.	Stratford
East Tower	Shattuck (Applies only on Shattuck District.)
Englewood	Sun City
Etter	Thomas
Exell	Tonkawa
Fairview	Viola
Follett	Waynoka (Applies only on Buffalo District.)
Gueda Springs	Wellington (Applies on Hunnewell District and Oklahoma Div. only)
Harper (Applies only on H. & S. and Fairview Districts)	Wichita (Includes North Wichita, North Jct., Wichita U.S., South Jct., Wichita Jct. and Prospect.)
Heaton	
Hammon Jct.	
Junior	
Kingman (Includes East Kingman Jct. and West Kingman Jct.)	

## 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

**SPEED TABLE**

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
				12 ..	5.0

**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"/>	2 1/4 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 SYSTEM**

