



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

C. T. HERZOG Wellington, Kans.
D. R. WARREN Amarillo, Tex.
B. K. PERRY Amarillo, Tex.

ROAD FOREMEN OF ENGINES

J. F. BUSARD Amarillo, Tex.
R. O. SMITH 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	W. D. PARKER
R. R. WOOD	D. L. HODGES

J. W. OLSON

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

Panhandle and Santa Fe Railway Co.

WESTERN LINES

Southern District

PLAINS DIVISION

TIME TABLE No.

3

IN EFFECT

Sunday, October 25, 1964

**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. MABRY.....	Altus
DR. E. J. ALLGOOD.....	Altus
DR. R. S. SRIGLEY.....	Altus
DR. J. F. SIMON.....	Alva
DR. A. E. WINSITT.....	Amarillo
DR. W. H. WHEIR.....	Amarillo
DR. E. M. WINSITT.....	Amarillo
DR. L. R. DEVANNEY.....	Amarillo
DR. G. T. ROYSE.....	Amarillo
DR. F. S. HARKERROAD.....	Amarillo
DR. WOOLWORTH RUSSELL.....	Amarillo
DR. CHARLES WOLFSON.....	Amarillo
DR. ROY DAUGHERTY.....	Amarillo
DR. JOHN J. ALPAR.....	Amarillo
DR. JOE F. ROBERSON.....	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. L. W. GEORMLAY.....	Blackwell
DR. J. L. WHEELER.....	Boise City
DR. W. M. STEPHENS.....	Borger
DR. W. G. STEPHANS.....	Borger
DR. HARVEY HAYS.....	Borger
DR. L. F. KINMAN.....	Caldwell
DR. P. M. BACCAGNO.....	Canton
DR. E. H. SNYDER.....	Canadian
DR. RUSH SNYDER.....	Canadian
DR. E. H. MORRIS.....	Canadian
DR. C. R. NBSTER.....	Canyon
DR. LETA N. BOSWELL.....	Canyon
DR. JOHN M. BRYAN.....	Canyon
DR. JOE EDWIN.....	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. O. J. RICHARDSON.....	Dumas
DR. L. C. BELTER.....	Fairview
DR. JAMES R. KAY.....	Fairview
DR. C. H. WILLIAMS.....	Okeene
DR. T. J. GLINN.....	Farwell
DR. P. L. SPRING.....	Friona
DR. A. H. BIERMAN.....	Garden Plain
DR. R. E. BELLER.....	Harper
DR. R. R. WILLS.....	Hereford

DR. L. B. BARNETT.....	Hereford
DR. R. W. FERNIE.....	Hutchinson
DR. S. JONES.....	Hutchinson
DR. H. C. TOUT.....	Hutchinson
DR. G. E. BURKE.....	Kingman
DR. S. N. ZWEIFEL.....	Kingman
DR. L. FATZKOWSKY.....	Kiowa
DR. R. W. CHOICE.....	Medford
DR. J. G. HAFER.....	Medicine Lodge
DR. T. B. TRIPLETT.....	Mooreland
DR. S. J. MONTGOMERY.....	Miami
DR. T. L. WAYLAN.....	Nashville
DR. C. H. ASHBY.....	Pampa
DR. JOSEPH GATES.....	Pampa
DR. J. E. JOHNSON.....	Perryton
DR. R. K. SANFORD.....	Perryton
DR. R. H. GIBSON.....	Ponca City
DR. L. G. NEAL.....	Ponca City
DR. R. W. GIBSON.....	Ponca City
DR. V. W. FILLEY.....	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. BURGTORF.....	Shattuck
DR. J. J. SMITH.....	Shattuck
DR. M. H. NEWMAN.....	Shattuck
DR. R. A. KLEBERGER.....	Spearman
DR. P. E. SMITH.....	Stratford
DR. W. A. RYAN.....	Thomas
DR. R. W. CHOICE.....	Wakita
DR. D. D. LEATHERMAN.....	Waynoka
DR. MERLE D. CARTER.....	Waynoka
DR. W. M. COLB.....	Wellington
DR. J. L. DIACON.....	Wellington
DR. J. L. MCGOVERN.....	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
DR. T. E. BENJERGERDES.....	Alva
DR. A. J. STREIT.....	Amarillo
DR. G. R. CHASE (Ears only).....	Amarillo
DR. F. J. CRUMLEY (Eyes only).....	Amarillo
DR. JOHN J. ALPAR.....	Amarillo
DR. RALPH B. PAYNE.....	Amarillo
DR. WM. P. HALE (Ears, nose or throat).....	Amarillo
DR. F. R. VIEREGG.....	Clinton
DR. WM. SCALBS (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. W. Gooch, Assistant General Watch Inspector.....Topeka

**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	Attica	Amarillo and beyond	Kansas City and beyond
	Umberger Black	Clovis and beyond	Beyond Amarillo
	Melrose Ft. Sumner	Belen and beyond	Beyond Clovis
2	Encino Yeso Taiban Ft. Sumner Melrose	Clovis and beyond	Belen and beyond
	Black Umberger	Beyond Amarillo	Clovis and beyond
	Attica	Kansas City and beyond	Amarillo 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 50 ft. Per Car		WESTWARD First Class			Mile Post	Feet Per Mile	TIME TABLE No. 3 October 25, 1964	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD First Class	
		3 Passenger	1 San Francisco Chief	4 Passenger							2 San Francisco Chief	
												Other Tracks
Yard	69	PM 2.05	AM 4.20	288.9	81.7	WELLINGTON 3.1	81.7	T Y	C	AM 9.35	AM 12.15	
	242	2.08	4.23	242.1	81.7	ROLAND 4.9	81.7			9.31	12.07	
91	148	2.12	4.27	247.0	81.7	MAYFIELD 7.1	81.7		C	9.26	12.02 AM	
24	167	2.18	4.33	254.1	81.7	MILAN 5.1	81.7			9.19	11.59	
85	144	2.22	4.37	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	4.43	266.5	26.4	DANVILLE 7.3	0		C	9.06	11.42	
428	293	2.36	4.53	278.8	21.1	HARPER 6.5	19.2	Y	C	8.59	11.34	
85	144	2.41	4.58	280.8	81.7	EULA 5.3	81.7			8.53	11.23	
275	S 131 N 152	2.46	5.03	285.6	0	ATTICA 6.6	81.7	Y	C	8.48	11.18	
82	208			292.2	81.7	CRISFIELD 7.6	81.7			8.42	11.11	
88	223	2.57	5.14	298.8	81.7	HAZELTON 7.1	81.7		C	8.35	11.04	
607	285	3.03	5.24	306.9	0	KIOWA 0.9	21.1	Y	C	8.28	10.57	
				307.8	0	Mo. Pac. Crossing 5.4	81.7					
	197	3.08	5.29	313.2	81.7	LODER 3.2	19.8			8.22	10.48	
76				316.4	88.6	CAPRON 3.1	0		C			
	226	3.13	5.34	319.5	81.7	BRINK 5.2	81.7			8.16	10.42	
871	85	3.20	5.43	324.7	81.7	ALVA 4.2	0		C	8.09	10.36	
28	336	3.24	5.47	328.9	81.7	NOEL 6.8	81.7			8.01	10.28	
44	144	3.30	5.54	335.7	81.7	AVARD 9.8	21.1			7.55	10.22	
				342.4								
Yard		S 3.42 PM	S 6.10 AM	345.5		WAYNOKA		T Y	C	7.45 AM	10.10 PM	
		Arrive Daily	Arrive Daily			(106.6)				Leave Daily	Leave Daily	
		65.9	58.1			Average speed per hour				58.1	51.2	

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.

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

Trunk Capacity 50 H. Per Car		WESTWARD			Mile Post	Feet Per Mile	TIME TABLE No. 3 October 25, 1964	Feet Per Mile	EASTWARD		
		First Class		First Class							
Other Tracks	Sidings	3		1	Rating Grade Ascending	STATIONS	Rating Grade Ascending	Turn Tables and Wyes	Communications	4	
		Passenger	San Francisco Chief	Passenger						San Francisco Chief	Arrive Daily
		PM	AM							AM	PM
Yard		3.47	6.15	845.5	0	WAYNOKA 5.6	81.7	TYC		7.40	10.05
11	160	3.52	6.20	851.8	47.5	HEMAN 4.5	0		B	7.26	9.54
20	225	3.56	6.24	856.3	52.8	BELVA 5.3	0		B	7.22	9.48
80	199	4.01	6.29	861.6	52.8	QUINLAN 5.5	26.4			7.18	9.42
35	188	4.06	6.34	867.1	0	CURTIS 3.9	81.7		B	7.13	9.36
52	150	4.09	6.38	871.0	0	MOORELAND 10.3	81.7		C	7.09	9.32
365	263	4.21	6.59	882.8	28.5	WOODWARD 0.2	0		C	6.59	9.22
				888.0	81.7	M.K.T. Crossing 3.3	0				
10	138	4.25	7.03	886.8	81.7	GERLACH 6.3	20.6		B	6.49	9.11
24	154	4.30	7.09	892.6	17.9	TANGIER 5.7	81.7		B	6.44	9.05
38	146	4.36	7.15	898.8	26.4	FARGO 8.4	0		C	6.39	9.00
80	150	4.44	7.23	906.7	30.5	GAGE 7.7	8.4		C	6.31	8.50
410	N147 S108	4.53	7.35	914.4	31.7	SHATTUCK 6.5	0	Y	C	6.24	8.39
8	209	4.59	7.41	921.0	31.7	GOODWIN 7.7	21.2		B	6.14	8.29
102	208	5.06	7.51	928.7	81.7	HIGGINS 8.6	81.2		C	6.06	8.21
4	218	5.14	7.59	937.8	25.9	COBURN 6.8	31.7		B	5.58	8.12
59	208	5.20	8.05	944.1	0	GLAZIER 5.3	31.7			5.51	8.06
	375	5.25	8.11	949.4	29.2	CLEAR CREEK 5.7	31.7			5.45	8.01
841	331	5.32	8.20	955.1	31.7	CANADIAN 8.4	0	Y	C	5.38	7.56
	208	5.40	8.28	963.5	31.7	MENDOTA 7.7	18.8			5.25	7.46
13	218	5.48	8.35	971.2	31.7	LORA 5.7	0			5.17	7.39
65	212	5.54	8.43	976.9	31.7	MIAMI 6.9	0		C	5.10	7.32
17	210	6.01	8.50	983.8	31.7	CODMAN 7.4	0			5.02	7.25
48	206	6.08	8.58	991.2	31.7	HOOVER 7.6	0			4.54	7.18
1027	S138 N128	6.20	9.13	998.8	31.7	PAMPA 7.1	0	Y	C	4.45	7.11
210		6.27	9.20	1005.9	31.4	KINGS MILL 6.9	31.7		C	4.26	7.02
283	S107 N158	6.34	9.27	1012.8	31.1	WHITE DEER 5.8	31.7	Y	C	4.20	6.56
21	112	6.40	9.33	1018.6	31.7	CUYLER 7.4	23.2		B	4.15	6.51
675	S104 N143	6.47	9.40	1026.0	31.7	PANHANDLE 7.2	15.8	Y	C	4.08	6.45
123		6.55	9.48	1033.2	31.7	LEE 7.8	21.1		B	4.02	6.39
250		7.03	9.57	1041.0	31.7	ST. FRANCIS 5.1	21.1		B	3.55	6.33
153		7.09	10.03	1046.1	31.7	FOLSOM 6.0	31.7		B	3.50	6.29
				1051.7	31.7	DUMAS JCT. VL 0.1	31.7				
				1052.2	3.7	C.R.I. & P. Crossing 0.1	0				
				1052.8	10.6	EAST TOWER. VL F.W. & D.C. Crossing	0		C		
Yard		7.20	10.20	1053.0		AMARILLO YL		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				51.3	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 563.7, 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 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 60 ft. Per Car		WESTWARD				Mile Post	Feet Per Mile	Rating Grade Ascending	EASTWARD						
		First Class							First Class						
		3	93	1	75				4	94	2	76			
Other Tracks	Sidings	Passenger Leave Daily PM	West Texas Express Leave Daily AM	San Francisco Chief Leave Daily AM	California Special Leave Daily			TIME TABLE No. 3 October 25, 1964	Rating Grade Ascending	Turn Table and Wye	Comments	Passenger Arrive Daily AM	Eastern Express Arrive Daily PM	San Francisco Chief Arrive Daily PM	California Special Arrive Daily
		7.40	10.36	10.40		553.0	7.5	AMARILLO YL 1.3	6.8	Y	C	3.20	5.25	6.00	
Yard						554.3	81.7	JUNIOR YL 4.5	81.7	T	C				
100		7.46	10.43	10.46		558.8	10.6	ZITA 4.2	14.8		B	3.10	5.12	5.47	
238		7.50	10.47	10.50		568.0	81.7	HANEY 7.4	81.7		B	3.06	5.08	5.42	
163	8113 N107	7.56	10.55	10.57		570.4	81.7	CANYON 10.1	16.8	Y	C	2.59	5.01	5.34	
84	482	8.04		11.07		580.6	81.7	UMBARGER 6.9	81.7		C	2.51		5.25	
148	208	8.09		11.12		586.6	26.9	DAWN 6.8	81.7		B	2.46		5.19	
8	208	8.15		11.18		593.3	81.7	JOEL 6.2	0		B	2.40		5.12	
1043	8111 N149	8.21		11.27		599.6	81.7	HEREFORD 8.3	21.6	Y	C	2.34		5.06	
49	208	8.28		11.36		607.8	81.7	SUMMERFIELD 6.9	10.5		B	2.27		4.56	
71	208	8.35		11.42		614.7	18.2	BLACK 7.1	21.1		C	2.21		4.50	
151	162	8.40		11.49		621.8	81.7	FRIONA 6.5	0		C	2.15		4.44	
20	275	8.46		11.55		628.3	10.6	PARMERTON 5.3	81.7		B	2.09		4.38	
183	155	8.51		12.01		634.1	81.7	BOVINA 6.9	28.5		C	2.04		4.33	
6	228	8.58		12.07		641.0	17.0	WILSEY 6.4	81.7		B	1.58		4.26	
280	8132 N165	9.05		12.14	10.10	647.4	21.1	TEXICO 9.3	8.7	Y	C	1.53		4.20	4.40
Yard		9.20		12.30	10.30	656.7		CLOVIS		T	Y	1.45		4.10	4.25
		Arrive Daily PM	Arrive Daily AM	Arrive Daily AM	Arrive Daily AM			(103.7)				Leave Daily AM	Leave Daily	Leave Daily PM	Leave Daily PM
		61.8	53.2	56.5	27.9			Average speed per hour				82.7	49.5	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. 555.8 Junior and M.P. 558.3 Zita, and 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. 555.8 Junior, and between M.P. 558.3 Zita 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

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 3 October 25, 1964	Communications	EAST- WARD	
		Second Class					Second Class	
		67					68	
		Mixed					Mixed	
Other Track	Sid- ings	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		10.15 AM Arrive Daily Ex. Sun.	79.4	31.7	7.3 PRATT YL	C	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 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

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	TIME TABLE No. 3 October 25, 1964	Communications	EASTWARD	
		Second Class					Second Class	
		67					71	
		Mixed					Mixed	
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.		STATIONS		Arrive Tue. 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	0.9 SOUTH JCT. YL	C		2.18
				210.0	1.2 M.V. Crossing			
				211.5	1.5 WICHITA JCT. YL			2.10 PM
				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 Via Englewood District	231.2	7.4 VIOLA YL	C	1.40 PM	Via Englewood District
24				239.4	8.2 MILTON Mo. Pac. Crossing			
47				246.2	6.8 HAMNER			
423				257.1	10.9 HARPER YL	C		
		Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri.		(49.2)		Leave Tue. Thurs. and Sat.	Leave Daily Ex. Sun.
		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 ONE IN EFFECT: at South Jct.

SIGNAL SYSTEM TWO IN EFFECT: at Harper.

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		Ruling Grade Ascending	TIME TABLE No. 3 October 25, 1964	Ruling 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	32.7	VIOLA YL 4.6	25.8	C	PM 1.40
40	f	7.45	27.1	32.1	ANNESB 6.8	31.7		f 1.30
49	f	8.00	33.9	26.4	NORWICH 0.8	28.8	C	f 1.20
			34.7	31.7	Mo. Pac. Crossing 6.4	31.7		
8	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
57	f	10.45	80.5	52.8	SAWYER 8.0	52.8	C	f 11.15
87	f	11.15	88.5	52.8	COATS 6.6	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	OB 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 8.5	52.8	C	f 9.20
110	f	1.50	125.0	48.8	COLDWATER YL 9.7	52.8	C	f 9.00
156	f	2.30	134.7	52.8	PROTECTION YL 9.8	52.8	C	f 8.25
62	f	2.50	144.5	52.8	SITKA 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	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		Ruling Grade Ascending	TIME TABLE No. 3 October 25, 1964	Ruling 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.
		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 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	20.6	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		C	f 10.45
		10.00	49.4	52.8	OB JCT. YL 1.1	0			10.15
Yard	s	10.10 AM	50.5		BELVIDERE YL		Y	C	10.30 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.

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

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

At OB Jct., Englewood District junction switch may be left lined and locked as last used.

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 OB Jct., Medicine Lodge district junction switch may be left lined and locked as last used.

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		WEST- WARD 59		Railing Grade Ascending	TIME TABLE No. 3 October 25, 1964	Railing Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD 58
Other Tracks	Sidings	Leave Tue., Thur. Sat.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Mon., Wed., Fri.
		AM 4.05	0	0	NDJCT. YL 0.7	16.7		B	PM 5.10
			0.7	0	C.R.I. & P. Crossings Main Track Auxiliary Track 12.3	52.8			
26		f 4.35	13.0	24.3	CASTLETON 6.8	52.8			f 4.30
123		f 5.10	19.8	52.8	PRETTY PRAIRIE 4.3	42.2		C	f 4.15
12		f 5.25	24.1	39.6	VARNER 7.5	52.8			f 3.50
			31.6	52.8	East Kingman Jct. YL 0.2	0			
Yard		f 6.20	31.6	0	KINGMAN YL 0.7	0	Y	C	f 3.30
			32.5	19.0	West Kingman Jct. YL 0.3	0			
			32.8	2.6	Mo. Pac. Crossing 6.1	52.8			
24		f 6.35	38.9	52.8	CARVEL 4.6	52.8			f 2.50
15		f 6.50	43.5	41.2	BASIL 4.7	52.8			f 2.40
			48.2	21.1	RAGO. YL A.T. & S.F. Crossing 4.6	52.8	Y	C	f 2.30
28		f 7.15	52.8	52.8	DUQUOIN 6.9	52.8			f 2.15
Yard		f 8.00	59.7	52.8	HARPER YL 9.7	39.6	Y	C	f 2.00
Yard		f 9.00	69.4	0	ANTHONY YL 0.6	58.1	Y	C	f 1.00
			70.0	0	Mo. Pac. Crossing 10.7	52.8			
37		f 9.30	80.7	52.8	MANCHESTER 5.0	52.8		C	f 12.15
34		f 9.45	85.7	52.8	GIBBON 5.0	52.8			f 12.01
56		f 10.00	90.7	37.0	WAKITA 6.2	52.8		C	PM 11.45
19		f 10.15	96.9	52.8	CLYDE 5.3	52.8			f 11.30
109		f 10.30	102.2	52.8	MEDFORD 0.3	41.0		C	f 11.15
			102.5	0	C.R.I. & P. Crossing 7.0	52.8			
22		f 10.45	109.5	52.8	NUMA 4.8	52.8			f 11.01
24		f 11.01	114.3	52.8	DEER CREEK 4.0	52.8		C	f 10.45
35		f 11.15	118.3	52.8	NARDIN 8.7	52.8			f 10.30
			127.0	21.1	St.L.S.F. Crossing 0.2	8.3			
Yard		s 11.50	127.2	52.8	A.T. & S.F. Crossing BLACKWELL YL 6.7	0	Y	C	10.15 AM
28			133.9	52.8	AUTWINE 8.0	52.8			
			141.9	52.8	PONCA CITY JCT. YL (141.9)		Y		
		Arrive Tue., Thur. Sat.							Leave Mon., Wed., Fri.
		16.4			Average speed per hour				17.4

Nos. 58 and 59 have no time table authority.

SIGNAL SYSTEM TWO IN EFFECT: at ND Jct., Harper and Ponca City Jct.

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 Ponca City, and must register at Hutchinson by Form 903.

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

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		WEST- WARD ↓	TIME TABLE No. 3 October 25, 1964	Communications	EAST- WARD ↑
Other Tracks	Sidings	Mile Post	STATIONS		
26		6.3	GEUDA SPRINGS YL 5.1		
18		11.4	ASHTON YL 4.1		
21		15.5	PORTLAND YL 5.8		
Yd.		21.3	SOUTH HAVEN YL 0.5		
		21.8	A.T.&S.F. Crossing 3.9		
21		25.7	DRURY 6.8		
82		32.5	CALDWELL YL C 0.1		
		32.6	C.R.I.&P. Crossing 6.4		
17		39.0	DOSTER 4.1		
13		43.1	METCALF 5.1		
53		48.2	BLUFF CITY C 10.4		
		58.6	Mo. Pac. Crossing 0.5		
Yd.		59.1	ANTHONY YL C		
			(52.8)		
			Average speed per hour		

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		WEST- WARD 57	TIME TABLE No. 3 October 25, 1964	Rating Grade Ascending	Communications	EAST- WARD 60
Other Tracks	Sidings	Mile Post	STATIONS	Feet Per Mile		Mixed
			Leave Mon., Wed., Fri.			Arrive Tues., Thurs., Sat.
			AM			PM
Yard		8.00	8.00	6.9	C	2.00
45	f	8.25	6.9	7.7		1.85
87	f	8.50	14.6	0.7	C	1.10
			15.3	2.6		
79	f	9.01	17.9	7.3		12.45
55	f	9.25	25.2	3.5	C	12.25
13	f	9.40	28.7	5.3		12.15
			34.0	0.3		
Yard	s	10.15	34.3	0.3	C	12.01
			AM			PM
			34.6	8.5		
Yard			43.1		C	
			(43.1)			Leave Tues., Thurs., Sat.
			15.2			17.3
			Average speed per hour			

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

SIGNAL SYSTEM TWO IN EFFECT: at Wellington

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 ↓	Ruling Grade Ascending	TIME TABLE No. 3 October 25, 1964	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
254			81.7	PAMPA YL 8.5	81.7	Y	C	
	81	8.4	52.8	HEATON YL 10.2	52.8			
36	41	18.6	0.0	LAKETON 11.7	52.8		B	
66	46	80.8	52.8	MOBETTIE YL 9.1	52.8		C	
40		89.4	52.8	BRISCOE 10.9	52.8		B	
72		50.8	52.8	ALLISON 11.5	52.8		B	
64		61.8	9.5	REYDON 8.5	52.8		C	
	42	70.4	31.7	MacKIE 10.8	44.4		B	
50	11	80.9	31.7	CHEYENNE YL 7.2	42.2		C	
	9	88.1	52.8	STRONG CITY 8.1	52.8		B	
		96.2	52.8	HERRING 9.9	52.8		B	
		105.2	0.0	M.K.T. Crossing 0.2	26.4			
26	16	105.4	52.8	HAMMON JCT. YL 3.5	52.8		B	
8		109.2	55.4	McCLURE 7.4	52.8		B	
21	25	116.6	52.8	BUTLER 9.8	54.0		C	
9		126.4	55.8	STAFFORD 6.2	52.8		B	
		184.6	52.8	C.R.I. & P. Crossing 1.8	52.8			
		136.4		CLINTON YL		Y	C	
				(136.6)				

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. 3 October 25, 1964	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			70.7	WAYNOKA YL 4.6	88.0	Y	T	C
	11	4.5	87.6	McKINLEY 6.0	78.9			
20		10.5	76.5	BRACE 3.9	81.8		B	
22		14.4	79.0	FAIR VALLEY 5.5	72.8		C	
80	45	19.9	89.6	FREEDOM 6.2	52.8			
83		26.1	52.8	EDITH 6.3	52.8			
	38	82.4	88.7	SALT SPRINGS 4.7	31.7			
14		87.1	52.8	LOVEDALE 6.7	29.0			
55	39	48.8	52.8	SELMAN 8.3	37.0			
100	55	62.1		BUFFALO YL		Y	C	
				(52.2)				

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 59	Ruling Grade Ascending	TIME TABLE No. 3 October 25, 1964	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD 60
Other Tracks	Sidings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily Ex. Sun.
Yard		AM 10.30		31.7	PANHANDLE YL 6.8	31.7	Y	C
16	72	10.40	5.5	28.5	ABELL 4.5	0	B	1.50
37		10.50	10.0	42.2	POMEROY 3.8	52.8	B	1.50
89	74	11.00	15.8	42.8	McBRIDE 12.0	52.8	B	1.20
Yard		11.59 AM	27.8	0	BORGER YL 3.4	52.8	Y	C
		Arrive Daily Ex. Sun.	31.2		END TRACK (31.4)		B	Leave Daily Ex. Sun.
		19.6			Average speed per hour			19.4

Nos. 59 and 60 have no time table authority.

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 ↓	Ruling Grade Ascending	TIME TABLE No. 3 October 25, 1964	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST-WARD ↑
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard		299.9	31.7	CHEROKEE YL 6.2	5.3		C	
142		306.1	31.7	YEWED 8.4	26.4			
101		314.5		CARMEN 0.3			C	
		314.8	0	St.L.&S.F. Crossing 4.5	21.1			
41		319.3	19.4	ALINE 7.2	26.4		B	
13		326.5	21.1	WEST CLEO 3.3	26.4			
64		329.8	31.7	ORIENTA 6.2	39.6			
Yard		336.0	66.0	FAIRVIEW YL 11.6	52.8		C	
28		347.6	31.7	LONGDALE 6.4	52.8			
125		354.0	65.7	CANTON 11.0	52.8		C	
32		365.0	.0	OAKWOOD 13.8	52.8		B	
93		378.8	52.8	THOMAS YL 7.2	52.8		C	
		386.0		FOLEY 2.2			B	
		388.2		CUSTER CITY 7.3				
		395.5		ARAPAHO 3.3				
		398.8	66.0	EWING YL 2.2	26.4			
Yard		401.0	79.2	CLINTON YL 17.3	66.0		Y C	
Yard		418.3	.0	BURNS JCT. YL 1.6	19.8		Y B	
70		419.9	52.8	DILL CITY YL 8.8	52.8		C	
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		ALTUS YL (167.0)			Y C	

Track Capacity 50 ft. Per Car		WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 3 October 25, 1964	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST-WARD ↑
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard				SHATTUCK YL 11.6	26.4	Y	C	
11 48		11.3	42.2	MAGOUN 7.2	29.0			
98 49		18.5	42.2	FOLLETT YL 4.6	29.0		C	
90		28.1	42.2	SHERLOCK 5.6	42.2			
68 42		29.7	42.2	DARROUZETT 7.9	0.0		C	
26		36.7	42.2	GAYLORD 5.5	42.2			
66 92		42.2	37.0	BOOKER YL 5.4	15.8		C	
85 42		47.6	31.6	HUNTOON 5.2	2.6			
52		52.8	15.8	TWICHELL 5.0	15.8			
289 92		57.8	15.8	PERRYTON YL 5.7	26.4		C	
10		68.5	18.5	LORD 5.7	0.0			
75		68.7	21.1	FARNSWORTH 5.9	5.8			
95		78.7	59.6	WAKA 10.1	7.9			
329 42		83.8	52.8	SPEARMAN YL 9.4	89.6	Y	C	
39		93.2	48.6	McKIBBEN 8.9	52.8			
41 60		102.1	36.4	MORSE YL 1.3	0.0			
		103.3	52.8	R.I. JCT. 39.3	52.8	Y		
		133.6	0.0	ETTER JCT. 0.5	0.0		B	
206 64		134.1		ETTER YL		Y	C	
				(134.4)				

SIGNAL SYSTEM TWO IN EFFECT: At S.L.S.F. Crossing Altus.

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 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: at Shattuck.

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 80 ft. Per Car		WEST- WARD Second Class		Rolling Grade Ascending	TIME TABLE No. 3 October 25, 1964	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class
		37							38
		Mixed							Mixed
Other Tracks	Stidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
		AM 7.15			AMARILLO YL 0.9		Y		PM 8.30
58			.0	0.0	DUMAS JCT. YL 0.5	0.0			
			0.1	7.4	C.R.I.&P Crossing 8.1	52.8			
	61	7.30	8.2	26.4	JUILLIARD 8.6	52.8		B	7.05
38		7.36	11.8	0.0	GLUCK 9.8	52.8		B	6.55
57		7.41	14.6	48.8	CHUNKY 4.3	52.8		B	6.45
	68	7.48	18.8	52.8	PUENTE 8.4	89.6		B	6.30
16	69	8.08	27.2	52.8	MARSH 7.4	0.0		B	6.15
141	60	8.25	34.6	88.0	EXELL YL 6.7	52.8		B	6.00
15	61	8.38	41.8	52.8	BAUTISTA 10.8	89.6		B	5.49
221	57	9.00	52.1	7.4	DUMAS YL 6.2	81.7		C	5.30
11	61	9.10	58.3	18.7	MACHOVEC YL 5.3	19.6		B	5.10
			68.6	0.0	C.R.I.&P. Crossing 0.4	0.0			
208	64	9.45	64.0	80.6	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	68	10.40	85.7	81.7	STRATFORD YL 4.9	11.6		C	4.15
11	61	10.50	90.6	52.8	MALLET 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
		28.4			Average speed per hour				22.4

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: Amarillo to Dumas Jct., at CRI&P Crossing Dumas Jct., and CRI&P Crossing Stratford.

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
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	30	30
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

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
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	30
Fairview to Longdale	30	30
Longdale to Foley	35	30
Ewing to Altus	35	30
BUFFALO DISTRICT	25	25
SHATTUCK DISTRICT	35	35
CLINTON DISTRICT		
Pampa to M.P. 85	40	40
M.P. 85 to Clinton	30	30
Coltexo Industrial Spur	20	20
BORGER DISTRICT	45	45
DUMAS DISTRICT	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	73 to 109	65
		110 or more	70
4001 to 4250	80 or more	65	
		65	
		65	
4251 to 4500	90 or more	65	
		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 per cent or more 70 MPH

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
FIRST DISTRICT		
Curve, M.P. 237.7 to 237.8	55	45
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
SECOND DISTRICT		
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	35	35
Eastward trains	45	45
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. 489.8 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
THIRD DISTRICT		
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	30	30
Turnout, End Two Tracks M.P. 572.2	70	65
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
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

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
H. & S. DISTRICT—(Cont'd)		
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
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..... Train and engine moves must be protected by flagman at street crossings at Blackwell Ave., Dewey Ave., A Street and Third Street.	10
Caldwell	Train and engine moves must be protected by flagman at Highway 81 crossing over tracks just east of station.	10
Calista.....	Public Road Crossing at station Westward only	10
Coldwater....	U.S. Highway 160 (Main Street)....	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.	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 Lawton Avenue.....	30
	Park Avenue Crossing	45
Amarillo	Grand Avenue	20
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				
11-15, 80-87	100	80	45	90
16-78, 800-314	100	80	45	90
325-344 (except units shown below)	80	80	45	80
325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB, 337LAB	90	90	45	90
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, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60
M160	80	65	25	75
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, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 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, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-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. Pile drivers must be handled in train next to engine. Trains handling such equipment must not exceed the following speeds:

DISTRICTS	SPEED MPH
First, Second and Third.....	30
Shattuck, Dumas and Borger.....	24
Wichita, Englewood, Hunnewell, H. & S., Fairview and Altus.....	20
Clinton:	
M.P. 0 to M.P. 85.....	24
M.P. 85 to Clinton.....	15
Anthony and Buffalo.....	15
Medicine Lodge:	
Attica to M.P. 16.....	15
M.P. 16 to M.P. 40.8.....	20
M.P. 40.8 to Belvidere.....	15

Exception: Wrecking derricks may be moved on First, Second and Third Districts at a maximum speed of 40 MPH;

Pile Drivers AT 199452, 199453, 199454, and 199455 may be moved on First, Second and Third Districts at a maximum speed of 45 MPH.

(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 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 Oklahoma Division	20
	I	East end siding	15
	I	Hunnewell Dist. junction switch	15
	I	Turnouts to leads West End	
	I	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

15 PLAINS DIVISION

SPECIAL RULES

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

3. SPEED REGULATIONS—(Cont'd)

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

Station	Type	Location	MILES PER HOUR
Zita	I	Crossover MP 558.3	40
	I	Turnout to east end siding	15
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	70-65
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
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		EAST END YARD	
	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.
FIRST DISTRICT:			
Argonia, Mo.Pac.	Interlocking T.C.S	79	70
Kiowa, Mo.Pac.	Interlocking T.C.S	79	70
SECOND DISTRICT:			
Woodward, MKT.	Interlocking T.C.S	60	55
East Tower	Interlocking	79	55
ALTUS DISTRICT:			
Altus, SLSE.	Automatic Interlocking	20	20
DUMAS DISTRICT:			
Dumas Jct., C.R.I.&P.	Automatic Interlocking	20	20
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.
H. & S. DIST:				
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
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
ALTUS DISTRICT:				
Carmen.....	S.L.-S.F.	314.8	St.L.S.F.	20
ANTHONY DIST.:				
South Haven.....	A.T.&S.F.	21.8	Anthony District	20
DUMAS DIST.:				
Etter.....	C.R.I.&P.	63.6	Left lined and locked as last used	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.	53.6	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)

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 derrails 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 derrails 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			
Pan American Petroleum Co.	368.3	14	West
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
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
Plains Farmers Grain Co....	610.0	23	East
Holly Sugar Corp.....	623.6	40	West & East
West Friona Grain Co.....	623.6	20	East
Holly Sugar Corp.	652.6	40	Both
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	West
Darlow	7.6	8	Both
Spring	76.5	10	East
HUNNEWELL DISTRICT			
Tyner	38.8	12	East
ANTHONY DISTRICT			
Hawk	53.9	24	Both
ALTUS DISTRICT			
Burns (on AFB Lead)	3.5	20	Both
ENGLEWOOD DISTRICT			
Robbins Spur	101.6	5	East
MEDICINE LODGE DIST.			
Skelly Oil 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
Cessna Spur	214.4	6	West

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
WICHITA DISTRICT			
Team Track	3.2	8	East
Team Track	3.2	20	Both
The A. C. Houston Lbr. Co.	3.7	11	West
S. Riekes & Sons	3.8	7	West
U. S. Plywood	3.9	6	West
Associated Grocers Corp. ..			
Track A	5.7	9	East
Track B	5.8	14	East
Star Lumber Co.....	5.8	10	West
Mesker Spur	5.3	20	West
Georgia	38.7	9	East
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
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 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 408.5—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.

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

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

(C) Hot Box Detectors are located as follows:

Detector Location	Direction	Location of Indicator	Hot Box Locator
MP 449.0	Westward	MP 450.7	MP 452.5
MP 522.9	Eastward	MP 520.9	MP 519.2

Detectors will detect and locate as many as eight hot boxes; four on either side of train. When actuated by an overheated journal, detector will cause an "Indicator" to be lighted at a point beyond detector, and "Hot Box Locator" in signal case, suitably marked, will count the axles passing over the detector behind each overheated journal. To locate a hot box, take the number, or numbers, registered on the "axle counters" and add one. This figure will represent the overheated journal in number of axles from rear of train.

When an "indicator" is illuminated, train must be stopped immediately, "Hot Box Locator" observed, and a thorough inspection made of all cars in train to find the hot box, or boxes. Box lids must be raised, and close visual inspection made, of each designated car and the two cars on either side.

After observing Hot Box Locator, door must be closed and locked. HOT BOX DETECTOR REPORT must be filed at first open office of communication and Form 1523, required by Rule 806, must indicate that the designated car actuated the Hot Box Detector.

8. YARD LIMITS

Altus	Kiowa (Applies on Oklahoma Division only)
Amarillo	Lake City
Anthony	Machovec
Ashland	Medicine Lodge
Ashton	Mobeetie
Attica (Applies only on Medicine Lodge Dist.)	Morse
Belvidere (includes OB Jct.)	ND Jct.
Blackwell (Extends to and in- cludes Tonkawa)	Panhandle (applies on Borger District only)
Borger	Perryton
Boise City	Ponca City Jct.
Booker	Portland
Buffalo	Pratt
Caldwell	Prospect
Cherokee	Protection
Cheyenne	Rago
Clinton (Includes Ewing)	South Haven (Extends to and in- cludes Gueda Springs)
Coldwater	Spearman
Dill City (Includes Burns Jct.)	Stratford
Dumas	Shattuck (Applies only on Shattuck District.)
Dumas Jct.	Sun City
East Tower	Thomas
Englewood	Tonkawa
Etter	Viola
Exell	Waynoka (Applies only on Buffalo District.)
Fairview	Wellington (Applies on Hunne- well District and Oklahoma Div. only)
Follett	Wichita (Includes North Wich- ita, North Jct., Wichita U.S., South Jct., Wichita Jct. and Prospect.)
Gueda Springs	
Harper (Applies only on H. & S. and Fairview Districts)	
Heaton	
Hammon Jct.	
Junior	
Kingman (Includes East King- man 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	86.0
.. 37	97.8	.. 59	61.0	1 42	85.3
.. 38	94.7	1 ..	60.0	1 44	84.6
.. 39	92.3	1 02	58.0	1 46	84.0
.. 40	90.0	1 04	56.2	1 48	83.3
.. 41	87.8	1 06	54.5	1 50	82.7
.. 42	85.7	1 08	52.9	1 52	82.1
.. 43	83.7	1 10	51.4	1 54	81.6
.. 44	81.8	1 12	50.0	1 56	81.0
.. 45	80.0	1 14	48.6	1 58	80.5
.. 46	78.3	1 16	47.4	2 ..	80.0
.. 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
.. 57	63.2	1 38	36.8	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!

