



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.
W. C. SPANN Amarillo, Tex.

ASST. TRAINMASTER

H. E. DeREMÉR Amarillo, Tex.

ROAD FOREMEN OF ENGINES

W. W. GENTRY Amarillo, Tex.
R. O. SMITH Wellington, Kans.

CHIEF DISPATCHER

D. H. HOLDAWAY Amarillo, Tex.

ASST. CHIEF DISPATCHERS

C. M. FORD Amarillo, Tex.
B. L. BRANT Amarillo, Tex.

DISPATCHERS—AMARILLO

I. W. LAWSON	F. E. YOCK
E. R. BOYER	W. D. PARKER
O. F. CARDER	D. L. HODGES
M. J. TRAFFAS	J. W. OLSON
R. B. SIDMAN	A. B. CAUDLE
L. W. HELLMAN	K. G. LITTON
R. R. WOOD	H. L. LOVELADY
C. L. ANDERSON	K. D. GRUBB
W. R. DAUNER	J. N. ISCH
H. E. COWLES	V. L. COLBERT
W. H. MORGAN	J. D. WILDE

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

WESTERN LINES

PLAINS DIVISION

**TIME TABLE
No. 6**

IN EFFECT

Sunday, September 27, 1970

At 12:01 A. M.

Central Standard Time

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

**F. N. STUPPI,
General Manager,
Amarillo, Texas.**

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

**K. C. MAY,
Superintendent,
Amarillo, Texas.**

2 FIRST DISTRICT

PLAINS DIVISION

WEST- WARD	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970		Ruling Grade Ascending	Communications Turn, Tables and Ways	EAST- WARD	Track Capacity 50 ft. Per Car	
First Class							First Class		
1							2		
Passenger							Passenger		
Leave Daily PM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Arrive Daily AM	Sidings	Other Tracks		
11.50	238.9	31.7	WELLINGTON	31.7	6.05	69	Yard		
11.54	242.1	31.7	3.2 ROLAND	31.7	5.58	242			
11.58 AM	247.0	31.7	4.9 MAYFIELD	31.7	5.54	148	91		
12.04	254.1	31.7	7.1 MILAN	31.7	5.48	167	24		
12.08	259.2	31.7	5.1 ARGONIA	31.7	5.44	144	35		
	259.6	0	0.4 Mo. Pac. Crossing	15.8					
12.14	266.5	31.7	6.9 DANVILLE	21.6	5.38	253	42		
	268.4	26.4	7.3	0					
12.22	273.8	21.1	HARPER	19.2	5.31	293	410		
12.28	280.3	31.7	6.5 EULA	31.7	5.23	144	35		
			5.3						
12.34	285.6	0	ATTICA	31.7	5.17	131 N152	275		
	292.2	31.7	6.6 CRISFIELD	31.7		208	32		
12.46	299.8	31.7	7.6 HAZELTON	31.7	5.05	223	33		
			7.1						
12.57	306.9	0	KIOWA	21.1	4.56	285	607		
	307.8	0	0.9 Mo. Pac. Crossing	31.7					
	308.2	0	0.5 (State Line)	31.7					
1.05	313.2	31.7	4.9 LODER	19.8	4.47	197			
	316.4	33.6	3.2 CAPRON	0			68		
1.11	319.5	31.7	3.1 BRINK	31.7	4.42	226			
1.20	324.7	31.7	5.2 ALVA	0	4.35	85	371		
1.26	328.9	31.7	4.2 NOEL	31.7	4.27	336	23		
1.32	335.7	31.7	6.8 AVARD	21.1	4.21	144	44		
	342.4		9.8						
1.45 AM	345.5		WAYNOKA		4.10		Yard		
			(106.6)		AM Leave Daily				
55.6			Average speed per hour		55.6				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psgr.	Frts.
Wellington to Waynoka	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curve, M.P. 237.7 to 237.8	50
2 Curves, M.P. 307.6 to 307.9	70
Curve, M.P. 323.5 to 324.0	65
Curve, M.P. 324.2 to 324.9	55
4 Curves, M.P. 325.3 to 328.0	65
2 Curves, M.P. 343.3 to 343.9	60

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch
"S"—Spring Switch

Station	Type	Location	MPH
Wellington	I	Turnout end Two Tracks	40
	I	Turnouts to leads M.P. 236.9	30
	I	Turnout to Eastern Division	20
	I	East end siding	15
	I	H. & S. Dist. junction switch	15
	I	Turnouts to leads west end freight yard	30
	I	Crossover M.P. 238.6	30
	I	West end siding	40

TWO TRACKS: Between M.P. 342.4 and M.P. 346.9, Waynoka.

RULE 261-TCS 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.

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

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS — (Cont'd)

"I"—Interlocked Switch
 "S"—Spring Switch

Station	Type	Location	MPH
Harper	I	2 Crossovers east of station	40
	I	3 Crossovers west of station	15
	I	Both ends No. 1 yard track	15
Kiowa	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
Alva	I	Crossovers M.P. 325.6	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 M.P. 345.1	30
	I	Crossover and two turnouts to West yard, M.P. 345.2	15
I	West end Two Tracks, M.P. 346.9	40	

Switches at each end of sidings between Wellington and Waynoka where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Wellington	All street crossings on First District	40

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Argonia	259.6	Interlocking TCS	79
Kiowa	307.8	Interlocking TCS	70

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
239.6	Truss Bridge over C.R.I.&P
304.8	Bridge—Close side clearance
336.7	Bridge—Close side clearance

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Mayfield Cooperative Elevator	249.3	24

4 SECOND DISTRICT

PLAINS DIVISION

WEST-WARD First Class 1 Passenger	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST-WARD First Class 2 Passenger	Track Capacity 50 ft. Per Car	
			STATIONS	Feet Per Mile				Arrive Daily AM	Sidings
Leave Daily AM	Mile Post	Feet Per Mile				Y C R			
1.55	345.5	0	WAYNOKA	31.7			4.00		Yard
2.02	351.8	47.5	5.6 HEMAN	0			3.52	160	11
2.06	356.3	52.8	4.5 BELVA	0			3.48	225	7
2.11	361.6	52.8	5.3 QUINLAN	26.4			3.43	199	15
2.16	367.1	0	5.5 CURTIS	31.7			3.38	133	35
f 2.19	371.0	31.7	3.9 MOORELAND	31.7	C	f	3.34	150	52
s 2.32	382.8	28.5	10.3 WOODWARD	0	CR	s	3.24	263	335
	388.0	31.7	0.2 M.K.T. Crossing	0					
2.37	386.3	31.7	3.3 GERLACH	20.6			3.16	138	10
2.43	392.6	31.7	6.3 TANGIER	31.7			3.10	154	24
f 2.48	398.3	17.9	5.7 FARGO	0	C	f	3.05	146	38
f 2.57	406.7	26.4	8.4 GAGE	0	C	f	2.57	150	80
s 3.08	414.4	30.5	7.7 SHATTUCK	8.4	C	f	2.50	147	396
	421.0	31.7	6.5 GOODWIN	0	Y C R	s	2.50	103	8
	427.2	31.7	6.2 (State Line)	21.2			2.40	209	
f 3.24	428.7	31.7	1.5 HIGGINS	21.2	C	f	2.33	208	102
3.32	437.3	31.7	8.6 COBURN	31.2			2.25	213	4
3.38	444.1	25.9	6.8 GLAZIER	31.7			2.18	208	59
3.43	449.4	0	5.3 CLEAR CREEK	31.7			2.12	375	
s 3.52	455.1	29.2	5.7 CANADIAN	31.7	Y C R	s	2.06	331	279
4.02	463.5	31.7	8.4 MENDOTA	0			1.54	208	
4.08	471.2	31.7	7.7 LORA	18.8			1.47	218	13
f 4.13	476.9	31.7	5.7 MIAMI	0	C	f	1.42	212	65
4.19	483.8	31.7	6.9 CODMAN	0			1.36	210	17
4.25	491.2	31.7	7.4 HOOVER	0			1.29	206	48
s 4.35	498.8	0	7.6 PAMPA	0	Y C R	s	1.22	133	1022
4.43	505.9	31.7	7.1 KINGS MILL	0	C		1.11	128	268
f 4.49	512.8	31.4	6.9 WHITE DEER	31.7	C Y	f	1.05	107	283
4.54	518.6	31.7	5.8 CUYLER	23.2	B		1.00	158	133
f 5.01	526.0	31.7	7.4 PANHANDLE	15.8	Y C R	f	12.53	104	675
5.08	533.2	31.7	7.2 LEE	21.1	B		12.46	143	123
5.15	541.0	31.7	7.8 ST. FRANCIS	21.1	B		12.39		250
5.19	546.1	31.7	5.1 FOLSOM	31.7	B		12.34		153
	552.2	3.7	6.1 C.R.I. & P. Crossing	0					
	552.3	10.6	0.1 EAST TOWER YL	6.3	CR				
s 5.30	553.0		0.7 F.W. & D.C. Crossing		Y C		12.25		Yard
AM Arrive Daily			AMARILLO YL						
57.3			(205.2)						
			Average speed per hour				57.3		

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

RULE 261-TCS 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.

Trains entering territory where Rule 251 is in effect will continue to display 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 other trains and engines.

Trains originating must get numbered clearance card before leaving Waynoka and Junior. Eastward trains originating Amarillo passenger station must get numbered clearance card before leaving East Tower.

First Class trains may register at Waynoka by Form 903.

Amarillo is register station for First Class trains only.

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

At Panhandle, colorlight switch point indicator, at west end of north siding, indicates position of spring switch point only.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Frt.
Waynoka to Amarillo	79	*60
Location	MPH	
Skellytown Industrial Spur		30
Pantex Ordnance Plant		10

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

(1) Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

(2) Eastward trains consisting of 6,500 tons or more must not exceed 35 MPH between Curtis and Belva.

PLAINS DIVISION

SECOND DISTRICT 5

(B) SPEED REGULATIONS - CURVES & BRIDGES

	Location	MPH
3 Curves,	M.P. 345.2 to 345.7 South Track	55
Curve,	M.P. 345.9 to 346.3 South Track	65
5 Curves,	M.P. 345.2 to 346.8 North Track	55
Curve,	M.P. 379.0 to 379.3	70
6 Curves,	M.P. 382.9 to 388.9	60
Curve,	M.P. 389.6 to 389.9	65
5 Curves,	M.P. 422.3 to 425.4	70
Curve,	M.P. 445.7 to 446.3	70
Curve,	M.P. 450.7 to 451.2	70
Curve,	M.P. 452.4 to 453.4	65
Curve,	M.P. 454.2 to 454.5	65
2 Curves,	M.P. 460.1 to 460.9	75
Curve,	M.P. 464.8 to 465.0	70
Curve,	M.P. 468.8 to 469.3	75
Curve,	M.P. 475.3 to 475.6	75
7 Curves,	M.P. 477.1 to 480.9	70
4 Curves,	M.P. 489.8 to 491.9	75
4 Curves,	M.P. 494.2 to 496.4	75
5 Curves,	M.P. 552.0 to 553.7	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch
"S"—Spring Switch

Station	Type	Location	MPH
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 M.P. 345.1	30
	I	Crossover and two turnouts to West yard, M.P. 345.2	15
	I	West end Two Tracks, M.P. 346.9	40
Curtis	I	Both ends siding	30
Woodward	I	Double crossovers M.P. 381.3	40
Shattuck	I	Both ends south siding	15
	I	Crossover M.P. 414.7	15
	I	Turnout to Shattuck Dist.	15
Higgins	I	Crossover M.P. 428.0	40

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Coburn	I	Crossover M.P. 437.0	40
Clear Creek	I	Double crossovers M.P. 450.3	40
Canadian	I	Double crossovers M.P. 455.4	30
	I	Double crossovers M.P. 456.8	40
Miami	I	Crossover M.P. 476.8	40
Pampa	I	Turnout to North Track M.P. 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	15
	I	Turnout to Western stock yards, M.P. 552.3	15
	I	Crossover M.P. 552.3	15
	I	Turnouts to main tracks M.P. 552.4	20

Switches at each end of sidings between Waynoka and Pampa where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Woodward	Sixth to Seventeenth	50
Shattuck	Main Street	55

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Woodward	383.0	Interlocking TCS	50
East Tower	552.3	Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
390.5	Overhead highway bridge
392.5	Overhead highway bridge

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Pan American Petroleum Co.	368.3	
Mendota Stock Yard	465.3	26
City Service Oil Co.	501.9	120
Cabot Pampa Plant	502.6	45
Cabot Carbon Corporation	503.6	59
Celanese Corp. of America	504.3	209
Skellytown Industrial Spur (10.1 miles)	512.8	558
Pantex Ordnance Plant	539.1	Yard
Amarillo Air Base	543.4	Yard
Massey-Harris	546.9	7

6 THIRD DISTRICT

PLAINS DIVISION

WEST- WARD	Distance From Atoluson	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	Track Capacity 50 ft. Per Car	
			No. 6 September 27, 1970					First Class	2
1							Passenger		
Passenger									
Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily	Sidings	Other Tracks	
AM						AM			
5.50	553.0	7.5	AMARILLO YL	6.3	Y	12.05			
	554.3	31.7	JUNIOR YL	31.7	TCR			Yard	
			ZITA	14.8		11.54		394	
5.58	558.8	10.6	HANEY	31.7	B	11.50		238	
6.02	563.0	31.7	CANYON	15.8	Y	11.43	S 113 N 107	163	
f 6.10	570.4	31.7	UMBARGER	31.7	CR	11.33	432	34	
6.22	580.5	31.7	DAWN	31.7		11.27	208	128	
6.27	586.5	25.9	JOEL	31.7		11.21	208	8	
6.33	593.3	31.7	HEREFORD	21.6	C	11.15	S 111 N 149	1702	
s 6.43	599.5	31.7	SUMMERFIELD	10.6		11.03	208	55	
6.53	607.8	31.7	BLACK	21.1	C	10.57	208	71	
6.59	614.7	18.2	FRIONA	0	CR	10.51	162	216	
f 7.06	621.8	31.7	PARMERTON	31.7		10.44	349	95	
7.12	628.3	10.6	BOVINA	28.5	C	10.39	155	193	
f 7.17	634.1	31.7	WILSEY	31.7		10.32	228	8	
7.23	641.0	17.0	(State Line)	31.7					
	647.2	17.0	TEXICO	8.7	Y	10.26	S 132 N 165	280	
f 7.30	647.4	21.1	CLOVIS		TY	10.15		Yard	
s 7.45	656.7		(103.7)		CR	PM			
AM						Leave Daily			
Arrive Daily									
54.1			Average speed per hour			56.6			

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. Rule 261-TCS in effect on passenger yard tracks 1, 2 and 3.

At Clovis, speed limit 20 MPH between M.P. 656, east end Clovis yard, and M.P. 657.4, east of Hull Street overpass, on passenger yard tracks 1, 2 and 3. Speed applies only until head end of train has passed permanent resume speed sign at end of restricted area.

Trains from Slaton Division entering Third District at Canyon and Texico may proceed on proceed signal indication in lieu of numbered clearance card.

Trains originating at Amarillo, Junior and Clovis must get numbered clearance card before leaving. Slaton Division trains originating at Amarillo and Junior must get numbered clearance card from Slaton Division and Plains Division before leaving. Slaton Division trains originating at Clovis must get numbered clearance card from Slaton Division only.

First class trains register at Junior by Form 903.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psgr.	Frts.
Amarillo to Clovis	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

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-TCS 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 on south siding, Texico.

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.

Trains entering territory where Rule 251 is in effect 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 other trains and engines.

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location		MPH
5 Curves,	M.P. 552.0 to 553.7	20
5 Curves,	M.P. 566.2 to 571.5	70
Curve,	Slaton Division main track M.P. 570.9 to 571.2	30
Curve,	M.P. 599.6 to 600.0	70
2 Curves,	M.P. 647.2 to 647.6	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch

Station	Type	Location	MPH
Junior	I	Turnouts to leads M.P. 555.8	30
	I	Crossover M.P. 555.8	40
Zita	I	Crossover M.P. 558.3	40
	I	Turnout to east end storage track	15
Canyon	I	Crossover M.P. 569.4	40
	I	Both ends north siding	30
	I	East end south siding	40
	I	Crossover to south siding M.P. 570.8	15
	I	Crossover M.P. 570.8	40
	I	Crossovers M.P. 570.9	30
	I	Turnout end of Two Tracks M.P. 572.2	70
Umbarger	I	Crossover M.P. 578.9	40
Parmerton	I	Crossover M.P. 628.3	40
Texico	I	Turnout east end Two Tracks M.P. 646	40
	I	Both ends north siding	30
	I	Both ends south siding	30
	I	Turnout to Slaton Division M.P. 647.3	30
	I	Double crossovers M.P. 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

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS (Cont'd)

Station	Type	Location	MPH
Clovis— (Cont'd)	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
Clovis		WEST END YARD	
	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
	I	Turnout from Psgr. Yard Track 2 to long tail	15
	I	Turnout from South Track to No. 5 yard lead	40
I	Crossover between North and South Tracks	40	

Switches at each end of sidings between Canyon and Clovis where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Canyon	M.P. 569.5 to M.P. 571 (Freight Trains Only)	55
Hereford	All crossings from Lee Avenue to Lawton Avenue	30
	Park Avenue Crossing	45
Bovina	Two crossings, M.P. 634.1 to 634.4	40

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Heard Spur	596.7	9
Chemical Co. of Texas	597.1	3
A.&P.	601.6	94
Wilson & Co.	604.7	55
Big Tex. Grain Co.	610.0	23
Holly Sugar Corp.	623.6	40
West Friona Grain Co.	623.6	20
American Cyanamid Co.	635.4	11
Holly Sugar Corp.	652.6	40

8 DUMAS DISTRICT

PLAINS DIVISION

Track Capacity 50 ft. Per Car	WEST- WARD		Distance From Amarillo	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD		
	Second Class							37	S cond Class	
	37									38
	Freight									
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Arrive Daily			
		AM			Junior YL		Y CR	PM		
		10.00		0.0	F.W. & D.C. Crossing EAST TOWER YL 0.1	0.0	CR	8.50		
				0.0	C.R.I. & P. Crossing 0.6	0.0				
			0.1	7.4	C.R.I. & P. Crossing 8.1	52.8				
	61	10.15	8.2	26.4	JULLIARD 3.6	52.8	B	8.35		
				43.3	GLUCK 7.0	52.8	B	8.25		
	63	10.33	18.8	52.8	PUENTE 8.4	39.6	B	8.00		
	15	10.53	27.2	52.8	MARSH 7.4	0.0	B	7.45		
	141	11.10	34.6	33.0	EXELL YL 6.7	52.8	B	7.30		
	15	11.23	41.3	52.8	BAUTISTA 10.8	39.6	B	7.19		
	218	11.45	52.1	7.4	DUMAS YL 6.2	31.7	R C	7.00		
	22	11.55	58.3	13.7	MACHOVEC YL 5.3	19.6	B	6.40		
		PM	63.6	0.0	C.R.I. & P. Crossing 0.4	0.0				
	218	12.55	64.0	30.6	ETTER YL 11.1	30.9	Y C	6.30		
	29	1.15	75.1	52.8	LAUTZ 10.4	52.8	B	6.05		
			85.5	12.1	C.R.I. & P. Crossing 0.2	0.0				
	80	1.50	85.7	31.7	STRATFORD YL 4.9	11.6	C	5.45		
				52.8	MALLET 9.5	29.0	B	5.35		
	117	2.15	100.1	52.8	KERRICK 0.4	52.8	B	5.20		
			100.5	52.8	(State Line) 10.5	52.8				
	14	2.40	111.0	52.8	CONRAD 11.6	23.8	B	5.03		
Yard		4.30	122.6		BOISE CITY YL		Y C	4.45		
		PM Arrive Daily			(125.2)			PM Leave Daily		
		18.9			Average speed per hour			30.0		

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
East Tower to Boise City	49
American Zinc Co. Industrial spur, M.P. 57.8	10

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curves, M.P. 553.7, Third Dist., to M.P. 1.0, Dumas Dist.	20
Curve, M.P. 3.1 to 3.2	40
Curve, M.P. 4.0 to 4.2	45
4 Curves, M.P. 7.7 to 10.0	45
2 Curves, M.P. 10.7 to 11.1	40
7 Curves, M.P. 17.6 to 21.8	40
3 Curves, M.P. 22.2 to 23.5	30
9 Curves, M.P. 25.4 to 32.3	40
Curve, M.P. 51.6 to 51.9	35
Curve & Bridge M.P. 111.3 to 111.6	25
Curve, M.P. 113.6 to 113.9	45

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch

Station	Type	Location	MPH
East Tower	I	Turnout to Dumas District	15
	I	Turnout to Western stock yards, M.P. 552.3	15
	I	Crossover M.P. 552.3	15
	I	Turnouts to main tracks M.P. 552.4	20

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Amarillo	Grand Avenue	20
Amarillo	Amarillo Blvd.	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
East Tower		Interlocking	20
Etter	63.6	Gate left lined and locked as last used	30
Stratford	85.5	Automatic Interlocking	30

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Texas Sulphur Prod.	48.6	12
Farmers Grain Co.	57.5	11
Potash Co. of America	57.8	67
American Zinc Co. of Illinois (3.01 Miles)	57.8	106
Farmers Grain Co.	61.9	11
Phillips Petroleum Co.	65.0	Yard

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN DUMAS AND MACHOVEC.

No. 37 is superior to No. 38.

Between East Tower and Junior, trains will be governed by Second District and Third District time table rules.

Trains must get numbered clearance card before leaving Boise City.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

PLAINS DIVISION

CLINTON AND BORGER DISTRICTS 9

CLINTON DISTRICT

Track Capacity 50 ft. Per Car	WESTWARD ↓	Distance From Pampa	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
				STATIONS	Feet Per Mile			
254		31.7	8.6	PAMPA YL	31.7		Y CR	
	31	8.4	10.2	HEATON YL	52.8			
36		18.6	0.0	LAKETON	52.8		B	
36	46	30.3	52.8	MOBETTIE YL	52.8			
40		39.4	52.8	BRISCOE	52.8		B	
72		50.3	52.8	ALLISON	52.8		B	
		56.6	52.8	(State Line)	52.8			
64		61.8	9.5	REYDON	52.8		C	
50	11	80.9	19.1	CHEYENNE YL	42.2		C	
9		88.1	7.2	STRONG CITY	52.8		B	
		105.2	0.0	M.K.T. Crossing	26.4			
26	15	105.4	55.4	HAMMON YL	52.8		B	
21	25	116.6	11.2	BUTLER	54.0		C	
13		126.4	9.8	STAFFORD	52.8		B	
		134.6	8.2	C.R.I. & P. Crossing	52.8			
		136.4	1.8	CLINTON YL			Y C	
				(136.6)				

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.

No switch lights on Clinton District.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Pampa to Clinton	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Hammon	105.2	Gate normally against AT&SF	15
Clinton	134.6	Gate normally against AT&SF	15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
134.0	Bridge, Washita River, side clearance only.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Moody Compress & Whse. Co. of Texas	11.2	45
J. N. Philpot Elevator Co.	13.3	7
Acme Brick Co.	135.6	28

BORGER DISTRICT

Track Capacity 50 ft. Per Car	WESTWARD ↓	Distance From Panhandle	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
				STATIONS	Feet Per Mile			
	Second Class							Second Class
	45							46
	Freight							Freight
Other Tracks	Sidings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily Ex. Sun.
		PM	31.2	52.8	END OF TRACK 3.4	0	B	PM
Yard		7.00	27.8	52.8	BORGER YL 12.0	42.8	Y CR	12.30
39	74	7.20	15.8	52.8	McBRIDE 5.8	42.2	B	12.05
37		7.30	10.0	0	POMEROY 4.5	28.5	B	11.50
16	72	7.40	5.5	31.7	ABELL 6.8	31.7	B	11.40
Yard		8.00			PANHANDLE YL		Y CR	11.30
		PM			(32.5)			AM
		Arrive Daily Ex. Sun.						Leave Daily Ex. Sun.
		21.3			Average speed per hour			21.3

At Borger, split-point derail located in 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.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Borger to Panhandle	49

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 51 Freight	Distance From Shattuck	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD Second Class 52 Freight
Other Tracks	Sid- inga	Leave Mon., Wed., and Fri. AM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Y C R	Arrive Tues., Thurs., and Sat. PM
	Yard	8.00		42.2	SHATTUCK YL 9.3	26.4		1.30
			9.3	42.2	(State Line) 1.9	26.4		
	43	9.15	11.3	42.2	MAGOUN 7.2	29.0		12.15
96	43	9.30	18.5	42.2	FOLLETT YL 4.6	29.0	C	12.01 PM
	90	9.45	23.1	42.2	SHERLOCK 6.6	42.2		11.40
63	42	10.05	29.7	42.2	DARROUZETT 7.0	0.0	C	11.15
25		10.20	36.7	37.0	GAYLORD 5.5	42.2		10.50
67	92	10.35	42.2	31.6	BOOKER YL 5.4	15.8	C	10.30
35	42	10.55	47.6	15.8	HUNTOON 5.2	2.6		10.15
52		11.10	52.8	18.5	TWICHELL 5.0	15.8		10.00
289	92	11.45 PM	57.8	15.8	PERRYTON YL 5.7	26.4	R C	9.45
10		12.05	63.5	18.5	LORD 5.2	0.0		9.15
75		12.25	68.7	21.1	FARNSWORTH 5.0	5.3		9.00
95		12.45	73.7	39.6	WAKA 10.1	7.9		8.45
329	42	1.30 PM	83.8	52.8	SPEARMAN YL 9.4	39.6	Y C	8.00 AM
39			93.2	48.6	McKIBBEN 8.9	52.8		
41	80		102.1	36.4	MORSE YL 1.2	0.0		
			103.3	52.8	R.I. JCT. 30.3	52.8	Y	
			133.6	0.0	ETTER JCT. 0.5	0.0	B	
206	84		134.1		ETTER YL		Y C	
		Arrive Mon., Wed. and Fri.			(134.4)			Leave Tues., Thur. and Sat.
		15.2			Average speed per hour			15.2

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

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

At Etter, trains will be governed by Dumas District time table rules.

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

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Shattuck to Spearman	40
Spearman to R.I. Jct.	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location		MPH
Curve,	M.P. 0.06 to 0.4	30
Curve,	M.P. 31.3 to 31.7	35

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

MEDICINE LODGE DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Attica	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard				31.7	ATTICA YL 10.8	31.7	Y C R	
38			10.5	31.7	SHARON YL	17.4	C	
11			15.6	31.7	PIXLEY YL 5.0	31.7		
Yard			20.6	31.7	MEDICINE LODGE YL 14.2	24.8	C	
61			33.6	31.7	LAKE CITY YL 5.7	0	C	
53			39.3	31.7	SUN CITY YL 10.1	18.0	C	
			49.4	42.2	O B JCT. YL 1.1	0		
Yard			50.5	52.8	BELVIDERE YL		Y C	
(52.0)								

BUFFALO DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Waynoka	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard				87.6	WAYNOKA YL 20.0	81.8	Y C R	
30	45		19.9	39.6	FREEDOM YL 6.2	52.8		
33			26.1	52.8	EDITH YL 17.7	52.8		
55	33		43.8	52.8	SELMAN YL 8.3	37.0		
100	55		52.1		BUFFALO YL		Y	
(52.2)								

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

Switchers must get numbered clearance card when go on duty Attica.

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

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

At O B Jct., Englewood District junction switch may be left lined as last used.

At Attica, normal position of wye switch leading from Medicine Lodge Dist., M.P. 0.6, is for the wye track.

Booth telephone at Gyp Spur, M.P. 40.3.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Attica to M.P. 40.8	35
M.P. 40.8 to O B Jct.	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
20.9	National Gypsum Co. dock at Medicine Lodge between north and south dock tracks. Close side clearance.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Skelly Oil Spur	18.6	10
Gyp Spur	40.3	41

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

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

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.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Waynoka to Buffalo	20

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Track, M.P. 15.3 to 15.6	10
2 Curves, M.P. 22.2 to 22.7	10
2 Curves, M.P. 30.3 to 30.9	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Blackmon Salt Spur	28.2	6
Selman Stock Spur	39.0	13

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Kansas City	Railing Grade Ascending	TIME TABLE No. 6 September 27, 1970		Railing Grade Ascending	Communications Turn Tables and Ways	EASTWARD ↑
Other Tracks	Sid- ings				Mile Post	Feet Per Mile			
			299.9			CHEROKEE YL	5.3		C
			306.1	31.7	6.2	YEWEED	26.4		
			314.5	31.7	8.4	CARMEN			C
			314.8		0.3	St.L. & S.F. Crossing			
			319.3	0	4.5	ALINE	21.1		
			329.8	21.1	10.5	ORIENTA	26.4		
			336.0	31.7	6.2	FAIRVIEW YL	39.6		C
			347.6	66.0	11.6	LONGDALE	52.8		
			354.0	31.7	6.4	CANTON	52.8		C
			365.0	65.7	11.0	OAKWOOD	52.8		B
			378.8	.0	13.8	THOMAS YL	52.8		C
			386.0	52.8	7.2	FOLEY	52.8		B
			388.2		2.2	CUSTER CITY			S.L.-S.F. Ry. Co.
			395.5		7.3	ARAPAHO			
			398.8		3.3	EWING YL			
			401.0	66.0	2.2	CLINTON YL	26.4		C Y
			418.3	79.2	17.3	BURNS JCT. YL	66.0		B Y
			419.9	.0	1.6	DILL CITY YL	19.8		C
			428.7	52.8	8.8	SENTINEL	52.8		C
			434.8	52.8	6.1	CAMBRIDGE	52.8		
			440.6	52.8	5.8	C.R.I. & P. Crossing	52.8		
			440.9		0.3	LONE WOLF			B
			447.6	26.4	6.7	LUGERT	31.7		
			457.5	66.0	9.9	BLAIR	52.8		B
			467.3	31.7	9.8	ALTUS YL	31.7		C
					(167.4)				

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

Plains Division trains enroute Altus District via Middle Division must get Plains Division numbered clearance card before leaving Kiowa.

Trains must get numbered clearance card before leaving Cherokee, Fairview, Clinton and Altus. Trains must get S.L. & S.F. clearance card at Thomas or Clinton before movement made on S.L. & S.F. track between Foley and Ewing.

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, Middle Division junction switch normally lined for Middle Division.

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

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

Trains must approach cut between M.P. 449.5 and 449.9, between Lugert and Blair, prepared to stop short of obstructions account danger of dirt or rock slides.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Cherokee to Foley	30
Ewing to Altus	30

(B) SPEED REGULATIONS - CURVES, TRACK, & BRIDGES

Location	MPH
Bridge, M.P. 328.0 Cimmaron River	20
Curves, M.P. 341.9 to 342.6	20
Track M.P. 449.5 to 449.9	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Fairview	Train and engine moves must be protected by flagman at Highway 60 crossing tracks 1, 2, 3, 4, round-house lead and stock track	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Carmen	314.8	Gate normally against St. L.S.F.	20
Lone Wolf	440.6	Stop. Rule 98 (A)	
Altus	467.6	Stop. Rule 98 (A)	
Altus	468.2	Automatic Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
371.7	Truss Bridge South Canadian River.
399.5	Truss Bridge Washita River.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
AFB Industrial Lead (3.5 miles)	418.3	20

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Arkansas City	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
26			6.3	52.8	GEUDA SPRINGS YL	46.4		
18			11.4	52.8	5.1 ASHTON YL	52.8		
21			15.5	52.8	4.1 PORTLAND YL	52.8		
Yard			21.3	52.8	5.8 SOUTH HAVEN YL	52.8		
			21.8	52.8	0.5 A.T. & S.F. Crossing	52.8		
21			25.7	49.6	3.9 DRURY YL	52.8		
82			32.5	27.8	6.8 CALDWELL YL	0	C	
			32.6	39.6	0.1 C.R.I. & P. Crossing	52.8		
13			43.1	52.6	10.5 METCALF YL	50.6		
53			48.2	35.1	5.1 BLUFF CITY YL	0		
			58.6	52.8	10.4 Mo. Pac. Crossing	0		
Yard			59.1	42.2	0.5 ANTHONY YL	0	C	
(52.8)								

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Gueda Springs to Anthony	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Anthony	All streets between Garfield and Walnut	10
Caldwell	Train and engine moves must be protected by flagman at Highway 81 crossing east of station	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
South Haven	21.8	Gate normally against Anthony District.	10
Caldwell	32.6	Electrically locked derails on Anthony District and TCS operation on C.R.I. & P. When AT&SF trains desire to cross C. R. I. & P. track, contact C.R.I. & P. dispatcher by telephone located in box near this crossing.	10
Anthony	58.6	Stop. Rule 98(A)	

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

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 as last used.

At Caldwell, office of communications located in C.R.I.&P. depot.

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

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

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

Track Capacity 50 ft. Per Car		WESTWARD				TIME TABLE No. 6 September 27, 1970		EASTWARD	
		Second Class	Second Class	Distance From Kansas City and Wichita	Ruling Grade Ascending			Second Class	Second Class
		67	71					72	68
Other Tracks		Frts.	Frts.	Mile Post	Feet Per Mile	Ruling Grade Ascending	Communications Turn Tables and Wyes	Frts.	Frts.
Leave Daily Ex. Sun. AM	Leave Mon., Wed. and Fri. AM	Arrive Tues., Thurs. and Sat. PM	Arrive Daily Ex. Sun. PM						
		6.10	6.00	207.9	0			3.40	2.30
		6.12		208.8	0				2.18
				210.0	14.1				
		6.21 AM		211.5	5.8				2.10 PM
		Via Wichita District		212.4	22.7				Via Wichita District
15			6.30	215.1	30.4			3.20	
70			6.40	217.6	37.0			3.10	
18			6.55	223.8	37.0			2.55	
56			7.30	231.2	32.7			2.40	
40			7.45	27.1	32.1			2.30	
49			8.00	33.9	26.4			2.20	
				34.7	31.7				
Yard			8.45	46.8	29.0			1.45	
20			9.00	51.3	52.8			1.25	
37			9.20	58.0	52.8			1.05	
70			9.45	65.7	47.5			12.45	
33			10.15	73.0	52.8			12.30	
57			10.45	80.5	52.8			12.15	
87			11.15	88.5	52.8			11.55	
31			11.30	95.1	52.8			11.40	
26			11.40	98.0	44.9			11.30	
			PM 12.01	103.8	52.8			11.20	
Yard			12.30	104.4	52.8			11.15	
61			1.15	116.6	52.8			10.30	
110			1.50	125.0	43.8			10.00	
156			2.30	134.7	52.8			9.25	
62			2.50	144.6	52.8			9.10	
98			3.20	150.8	52.8			8.45 AM	
36			PM	158.8	52.8				
Yard				166.1					
		Arrive Daily Ex. Sun.	Arrive Mon., Wed. and Fri.					Leave Tues., Thurs. and Sat.	Leave Daily Ex. Sun.
		19.6	15.2					21.8	10.8
		Average speed per hour							

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN ASHLAND AND ENGLEWOOD.

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 rules.

Trains originating must get numbered clearance card before leaving Ashland, Wichita U.S., or North Wichita.

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

Eastward freight trains must secure permission from yardmaster Wichita before proceeding east of Wichita Jct.

At O B Jct., Medicine Lodge District junction switch may be left lined as last used.

At Englewood, west wye switch and west switch old siding must be left lined for movement to wye.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Wichita U.S. to Englewood	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curves, M.P. 99.0 to 100.8	20
Curves, M.P. 107.0 to 110.6	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Prospect	Two streets leading from State Highway 42 to Cessna Plant	10
Schulte	McArthur Road, at station	10
Sawyer	Main Street U.S. Highway 281	10
Coldwater	Main Street, U.S. Highway 160	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Wichita	210.0	Gate normally against Midland Valley.	20
Wichita Jct.	212.4	Gate normally against A.T.&S. F.	20
Norwich	34.7	Gate normally against Mo. Pac.	20
Rago	46.8	Gate normally against Englewood District.	20

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Industrial Spur	211.7	52
Diamond Engineering Co. Spur	212.3	9
Run Around Track	213.2	14
Cessna Spur	214.4	6
Robbins Spur	101.6	5

PONCA CITY DISTRICT

Track Capacity 50 ft. Per Car	WESTWARD		Distance From Hutchinson	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970	Ruling Grade Ascending	EASTWARD	
	Other Tracks	Sidings					Feet Per Mile	Communications Turn Tables and Wyes
		↓	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		↑
			141.9	52.8	PONCA CITY YL 14.7	52.8	R C Y	
			127.3		BLACKWELL YL		Y R C	
					(14.7)			

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

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

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

Eastward trains and engines arriving Ponca City 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 Middle Division main track.

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Ponca City to Blackwell	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
132.9	Truss bridge Chikaskia River

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Continental Oil Co.	138.9	2
Pioneer Wholesale Liquor Co.	141.2	8

16 H. & S. DISTRICT

PLAINS DIVISION

Track Capacity 50 ft. Per Car	WEST- WARD Second Class	Distance From Hutchinson and Wellington	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD Second Class
	59			60				
Other Tracks	Leave Tues., Thurs., Sat. AM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Mon., Wed., Fri. PM	
	6.00	0		ND JCT. YL	16.7	B	5.10	
		0.7		0.7 C.R.I. & P. Crossings Main Track - Aux. Track				
35	6.35	13.0	24.3	12.3 CASTLETON	52.8		4.30	
123	7.10	19.8	52.8	6.8 PRETTY PRAIRIE	52.8	C	4.15	
			39.6	4.3 VARNER	42.2			
			52.8	7.5 East Kingman Jct. YL	52.8		3.50	
Yard	8.20	31.8	0	0.2 KINGMAN YL	0	Y R C	3.30	
			19.0	0.7 West Kingman Jct. YL	0			
			2.6	0.3 Mo. Pac. Crossing	0			
24	8.35	38.9	52.8	6.1 CARVEL	52.8		2.50	
15	8.50	43.5	41.2	4.6 BASIL	52.8		2.40	
			21.1	4.7 RAGO YL	52.8	B		
Yard	9.00	48.2	52.8	4.6 A.T. & S.F. Crossing	52.8	Y	2.30	
28	9.15	52.8	52.8	6.9 DUQUOIN	52.8		2.15	
Yard	10.00	59.7	35.4	9.7 HARPER YL	39.6	Y R C	2.00	
Yard	11.00	69.4	0	0.6 ANTHONY YL	58.1	Y C	1.00	
		70.0	52.8	10.5 Mo. Pac. Crossing	52.8			
		80.5	52.8	0.2 (State Line)	52.8			
37	11.30	80.7	52.8	5.0 MANCHESTER	52.8	C	12.15	
22	11.45	85.7	37.0	5.0 GIBBON	52.8		12.01 PM	
56	12.00	90.7	52.8	6.2 WAKITA	52.8	C	11.45	
19	12.15	96.9	52.8	5.3 CLYDE	52.8		11.30	
109	12.30	102.2	0	0.3 MEDFORD	41.0	C	11.15	
		102.5	52.8	7.0 C.R.I. & P. Crossing	52.8			
22	12.45	109.5	52.8	4.8 NUMA	52.8		11.01	
24	1.01	114.3	52.8	4.0 DEER CREEK	52.8	C	10.45	
35	1.15	118.3	52.8	8.7 NARDIN	52.8		10.30	
		127.0	21.1	0.2 St.L.S.F. Crossing	3.3			
		127.2		0.3 A.T. & S.F. Crossing				
Yard	1.50	34.3	0	0.3 BLACKWELL YL	0	R Y C	10.15	
		34.0	42.2	5.3 St. L. S. F. Crossing	42.2			
13	2.15	28.7	39.6	3.5 SUMPTER	42.2		9.40	
55	2.25	25.2	39.6	6.8 BRAMAN	47.5	C	9.25	
		18.3	39.6	0.4 (State Line)	47.5			
79	2.45	17.9	52.8	2.6 HUNNEWELL	52.8		9.01	
		15.3	52.8	0.7 A. T. & S. F. Crossing	52.8			
37	3.00	14.6	46.0	7.7 SOUTH HAVEN YL	47.0	C	8.50	
45	3.25	6.9	53.3	6.9 ROME	42.2		8.25	
Yard	3.45 PM			6.9 WELLINGTON YL		C R	8.00 AM	
				(161.5)			Leave Mon., Wed., Fri.	
	16.6			Average speed per hour			17.8	

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

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

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

Plains Division trains must register at Hutchinson by Form 903.

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

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 as last used.

At Blackwell, wye switches have no normal position and will be left lined 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.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
ND Jct. to Wellington	30
Tonkawa Industrial Spur	20

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curve, M.P. 29.4 to 30.6	25
Curve, M.P. 31.5 to 31.6	10
Curves, M.P. 32.5 to 32.6	10
Curve, M.P. 38.8 to 39.1	25
Curve, M.P. 41.2 to 41.5	25
Curve, M.P. 48.2 to 48.7	20
Curves, M.P. 59.6 to 60.1	20
Curves, M.P. 69.1 to 69.9	10
Curve, M.P. 133.8 to 134.3	25

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Wellington	All Street crossings	15
Blackwell	Dewey, Florence, 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., Florence, A Street and Third Street	10
Anthony	All streets between Garfield and Walnut	10
Harper	State Highway 14, one mile east on H. & S. District	10
Kingman	Main Street	5

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
CRI&P Crossing	0.7	Electrically locked gate and vertical lift gate, set normally against AT&SF trains, operated by train crews. Be governed by instructions posted in box at crossing.	15
CRI&P Auxiliary Track	0.7	Stop. Rule 98 (A)	
Kingman	32.8	Gate normally against Mo. Pac.	15
Rago	48.2	Gate normally against Englewood Dist.	15
Anthony	70.0	Stop. Rule 98 (A)	

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE—(Cont'd).

STATION	M.P.	TYPE	MPH
Medford	105.5	Electrically locked derails on H. & S. District and TCS Operation on C.R.I.&P. When A.T.&S.F. trains desire to cross C.R.I.&P. track, contact C.R.I.&P. dispatcher by telephone located in box near this crossing	15
Blackwell	127.1	Stop. Rule 98 (A)	
Blackwell	127.3	Gate left lined as last used.	15
Blackwell	34.0	Gate normally against A.T.&S.F.	15
South Haven	15.3	Gate normally against Anthony District.	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
134.9	Bridge—Close side clearance.
32.8	Truss Bridge Chikaskia River.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Gano Horace Grain Co.	1.9	50
Tuloma Gas Products Co.	5.9	20
Run Around Track	5.7	24
Sinclair Oil & Gas Co.	5.9	23
Darlow	7.6	8
Spring	76.5	10
Tonkawa Industrial Spur (8.5 miles)	34.6	Yard

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 67	Distance From Wichita	Ruling Grade Ascending	TIME TABLE No. 6 September 27, 1970	Communications Turn Tables and Ways	EAST- WARD Second Class 68
Other Tracks	Sid- ings	Fr.					Fr.
Leave Daily Ex. Sun. AM	Mile Post	Feet Per Mile	STATIONS	Arrive Daily Ex. Sun. PM			
	6.21	2.1	WICHITA JCT. YL 0.6	2.10			
		2.7	Mo. Pac. Crossing 3.9	B			
16	6.35	6.6	TYLER 7.3	1.50			
58	6.53	13.9	GODDARD 5.9	1.35			
48	7.08	19.8	GARDEN PLAIN 5.9	C 1.20			
80	7.23	25.7	CHENEY 8.3	C 1.05			
31	7.44	34.0	MURDOCK 10.1	12.47			
		44.1	East Kingman Jct. YL 0.2				
Yard	8.30	44.3	KINGMAN YL 0.7	R Y C 12.25 PM			
		45.0	West Kingman Jct. YL 1.1				
		46.1	Mo. Pac. Crossing 8.0				
24	9.10	54.1	CALISTA 8.2	11.33			
28	9.30	62.3	CUNNINGHAM 6.7	C 11.16			
26	9.45	69.0	CAIRO 3.1	10.52			
16	9.52	72.1	WALDECK 7.3	10.45			
70	10.15 AM	79.4	PRATT YL	T C 10.30 AM			
	19.8		(77.3)	Leave Daily Ex. Sun.			
Average speed per hour				21.1			

No. 67 is superior to No. 68.

At Wichita Jct., Englewood 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.

Eastward freight trains must secure permission from yardmaster Wichita before proceeding east of Wichita Jct.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Wichita Jct. to Pratt	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curves, M.P. 2.9 to 3.2	10
Curves, M.P. 44.3 to 44.6	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Calista	Public road at station westward movement only	10
Garden Plain	Public road, one mile west of station, westward movements only	10
Goddard	Main Street	10
Kingman	Main Street	5
Tyler	Tyler Road	10
Wichita	All streets between Meridian Street and West St., Wichita Dist.	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Wichita Jct.	2.7	Gate normally against A.T.& S.F.	20
Kingman	46.1	Gate normally against A.T.& S.F.	20

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Team Track	3.2	8
Team Track	3.2	20
The A. C. Houston Lbr. Co.	3.7	11
S. Rickes & Sons	3.8	7
U. S. Plywood	3.9	6
Mesker Spur	5.3	20
Associated Grocers Corp.		
Track A	5.7	9
Track B	5.8	14
Star Lumber Co.	5.8	10
Run around track	5.8	10
Midland Industries, Inc.	6.0	13
Wagon Sales, Inc.	6.3	12
Pawnee Plastics, Inc.	6.5	6
The Walt Keeler Co., Inc.	6.8	24
Horton Furniture	7.9	5
Georgia	38.7	9

SPECIAL RULES

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

5. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand thrown switch not electrically locked for any purpose.

Such hand thrown, main track, switches are as follows:

SECOND DISTRICT

MP 368.3 Pan American Petroleum Company
MP 371.7 Western Farmers Electric Corporation

THIRD DISTRICT

MP 556.6 (South Track) Abrasion Corrosion Engineering Company
MP 558.1 (South Track) Farmland Industries
MP 586.1 Holly Sugar Company
MP 586.6 Holly Sugar Company
MP 601.8 Tide Products Corporation
MP 607.6 Summerfield Fertilizer
MP 607.8 Petroleum Chemical, Incorporated
MP 610.0 Plains Farmers Grain Company
MP 623.6 West Friona Grain Company
MP 635.4 American Cyanamid Company
MP 646.8 Tide Products Corporation
MP 652.6 (North Track) Holly Sugar Company
MP 652.9 (North Track) Holly Sugar Company
MP 0.9 (Slaton Division main track, Texico) Gifford-Hill-Western
MP 0.9 (Slaton Division main track, Texico) Henderson Grain Company

6. MAXIMUM SPEED OF ENGINES

Engines	Forward MPH	Light Forward MPH	Backing or When Not Controlled From Lead Unit MPH	Dead In Train MPH
16-48, 300-314, 325-344, 5900-5948, 8000-8005	90	90	45	90
5590-5614, 7900-7909, 8500-8524	90	90	*45	90
200-289	70	70	45	70
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2300-2399, 2404-2441	45	45	45	45

*Forward speed applied when backing handling train controlled from leading unit.

Engines authorized at maximum speed of 90 MPH, when used in freight service, will have Overspeed Control set at 73 MPH, except when all units of the locomotive consist on Trains 99 and 100 (Super C) are 90 MPH engines, the Overspeed Control will be set at 83 MPH to permit Trains 99 and 100 to operate at maximum speed of 79 MPH.

PLAINS DIVISION 19

7. 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:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Engines: 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9110-9160, 9800-9849	3	5	5
650-653, 2310-2321	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2404-2441, 2649, 2650-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5948	5	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

8. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 and derrick AT-199720 MPH	Other Machines Including Derrick AT-199775 and Pile Driver 199456 MPH
First, Second and Third	40	45	30
Dumas and Borger	30	30	24
Shattuck	24	24	24
Wichita, Englewood, H. & S., Ponca City and Altus	20	20	20
Clinton:			
M.P. 0 to M.P. 85	20	20	20
M.P. 85 to Clinton	15	15	15
Anthony and Buffalo	10	10	10
Medicine Lodge:			
Attica to M.P. 16	15	15	15
M.P. 16 to M.P. 40.8	20	20	20
M.P. 40.8 to Belvidere	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Trains handling scale test cars AT 199913, 199914 or 199915 must not exceed 50 MPH, and such equipment must be handled next ahead of caboose.

Pile drivers and derricks AT 199720 and AT 199975 must be handled in train next to engine.

Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 miles per hour.

Maximum authorized speed for trains handling outfit cars stenciled "Rear End Movement Only" 40 miles per hour.

9. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT:		
M.P. 269.9	Hot Box	Rotating white light—Eastward M.P. 269.9 and M.P. 267.8 * Westward M.P. 269.9 and M.P. 271.8 *
Bridge 273.0	High Water	Eastward—controlled signals east crossover Harper Westward—controlled signals east end siding Harper
M.P. 296.5	Hot Box	Rotating white light—Eastward M.P. 296.5 and M.P. 294.0 * Westward M.P. 296.5 and M.P. 299.4 *
M.P. 320.8	Dragging Equipment	Westward—Signal 3221 Displays letter "E" in bottom unit
M.P. 329.5	Dragging Equipment	Eastward—Signals 3272 and 3274 displays letter "E" in bottom unit
SECOND DISTRICT:		
M.P. 367.3	Dragging Equipment	Westward—Signal 3681 displays letter "E" in bottom unit
M.P. 369.0	Hot Box	Rotating white light—Eastward M.P. 369.0 and M.P. 367.3 * Westward M.P. 369.0 and M.P. 370.7 *
Bridge 376.4 and Bridge 376.8	High Water	Eastward—Signal 3782 Westward—Signal 3761
M.P. 385.8	Dragging Equipment	Eastward—Signal 3842 displays letter "E" in bottom unit
M.P. 396.1	Hot Box	Rotating white light—Eastward M.P. 396.1-M.P. 394.2 and M.P. 392.6 * Westward M.P. 396.1-M.P. 398.0 and M.P. 399.6 *
Bridge 398.0	High Water	Eastward—Controlled signals east end siding Fargo Westward—Signal 3961
Bridge 403.5	High Water	Eastward—Signal 4032 Westward—Signal 4011
Bridge 404.5 and Bridge 405.0	High Water	Eastward—Controlled signals east end siding Gage Westward—Signal 4031
Bridge 409.6	High Water	Eastward—Signal 4112 Westward—Signal 4091
M.P. 424.0	Hot Box	Rotating white light—Eastward M.P. 424.0 and M.P. 421.5 * Westward M.P. 424.0 and M.P. 426.1 *
M.P. 449.0	Hot Box and Dragging Equipment (Dual Purpose)	Rotating white light—Eastward M.P. 449.0-M.P. 447.0 and M.P. 445.2 * Westward M.P. 449.0-M.P. 450.7 and M.P. 452.5 *
M.P. 461.2	Dragging Equipment	Eastward—Signal 4592 displays letter "E" in bottom unit
Bridge 461.2 and Bridge 462.3	High Water	Eastward—Controlled signals east end siding Mendota Westward—Signal 4611
Bridge 465.0	High Water	Eastward—Signal 4662 Westward—Controlled signals west end siding Mendota
Bridge 468.7	High Water	Eastward—Controlled signals east end siding Lora Westward—Signal 4681
Bridge 470.5	High Water	Eastward main track—controlled signal west end siding Lora Eastward on siding—Signal 4714 Westward—Controlled signals east end siding Lora
Bridge 472.7	High Water	Eastward—Signal 4742 Westward—Controlled signals west end siding Lora
M.P. 474.3	Hot Box	Rotating white light—Eastward M.P. 474.3-M.P. 472.4 and M.P. 470.0 * Westward M.P. 474.3-M.P. 476.1 and M.P. 478.0 *
Bridge 481.0	High Water	Eastward—Signal 4812 Westward—Signal 4791
Bridge 482.0 and Bridge 483.2	High Water	Eastward—Controlled signals east end siding Codman Westward—Signal 4811
Bridge 486.3	High Water	Eastward—Signal 4872 Westward—Controlled signals west end siding Codman
Bridge 488.1	High Water	Eastward—Controlled signals east end siding Hoover Westward—Signal 4871
M.P. 522.9	Hot Box	Rotating white light—Eastward M.P. 522.9-M.P. 520.9 and M.P. 519.2 * Westward M.P. 522.9-M.P. 525.1 and M.P. 527.2 *

9. TRACK SIDE WARNING DEVICES (Cont'd)

Location	Type	Signals or Indicators Affected
THIRD DISTRICT:		
M.P. 574.3	Hot Box	Rotating white light—Eastward M.P. 574.3 and M.P. 572.2 * Westward M.P. 574.3 and M.P. 576.4 *
M.P. 595.7	Hot Box	Rotating white light—Eastward M.P. 595.7 and M.P. 594.0 * Westward M.P. 595.7 and M.P. 597.5 *
M.P. 618.7	Hot Box	Rotating white light—Eastward M.P. 618.7-M.P. 616.6 and M.P. 614.2 * Westward M.P. 618.7-M.P. 620.4 and M.P. 622.2 *
Bridge 636.6	High Water	Eastward—Signal 6372 Westward—Controlled signals west end siding Bovina
M.P. 637.6	Hot Box	Rotating white light—Eastward M.P. 637.6 and M.P. 635.3 * Westward M.P. 637.6 and M.P. 639.7 *
* Location of Hot Box Locator		

DUMAS DISTRICT:

Bridge 111.5	High Water	Eastward—Signal M.P. 112.9 Westward—Signal M.P. 110.6
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(Note: Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions. Semaphore arm in horizontal position or a red light indicate high water)

Dragging Equipment Detectors: Equipment dragging across detectors will cause the letter "E" to be lighted in bottom unit of signals indicated or rotating white light to be lighted. When letter "E" illuminated immediate stop must be made, both sides of train and track inspected and train dispatcher notified. Telephones are located at these signals. Detector located at M.P. 449.0 serves dual purpose of dragging equipment and hot box detector. Check locator to ascertain location and clear locator.

High Water Detectors: When high water detector is actuated signals indicated will display their most restrictive indication. When signals so displayed trains must stop and make thorough inspection to ascertain bridges and track are safe before proceeding and notify train dispatcher at first opportunity.

When hot box detector actuated stop must be made immediately, locator checked and train inspected.

Hot Box Detectors: Detectors will detect and locate as many as four or eight hot boxes; two or four on either side of train. When actuated by an overheated journal, detector will cause an "Indicator" (rotating white light) to be lighted at the detector, at the Hot Box Locator and, at a few locations, at indicators located between the detector and locator. "Hot Box Locator" in signal case, suitably marked, will count the axles passing over the detector behind each overheated journal. To locate hot box, the number registered on the "axle counters" will represent the number of axles between the overheated journal and the rear of the train. The type of hot box locators which register four overheated journals, two on either side of train, detecting more than two overheated journals on either side of the train, will illuminate the large RED LIGHT on locator in signal case. When the RED LIGHT is illuminated entire train must be inspected to locate all overheated journals.

When a hot box indicator is illuminated train must stop immediately for inspection and "Hot Box Locator" observed. If the train is stopped short of the locator, engine may be cut off to proceed to locator to obtain reading on the counter and reset the counter. A thorough inspection must be made of each car designated by the locator. If overheated journal is not found on car, or cars, designated, make a close inspection of the ten cars on each side of the designated car, or cars. In the event crew is unable to locate car, or cars, with overheated journals within this location of train, if the counter has failed to register or if the counter is obviously incorrect, crew will make a close inspection of the engine and a roll-by inspection of the entire train. In case the head end is unable to reset the counter, when train is ready to proceed it will be necessary for member of crew on rear of train to operate reset on counter after train clears detector circuit.

After observing Hot Box Locator, door must be closed and locked. Hot Box Detector Report must be filed at first office of communication and Form 1523 must indicate that the designated car, or locomotive unit actuated the Hot Box Detector.

When it is indicated that an overheated journal is on a locomotive, the engineman in charge must personally inspect all journals on the locomotive in his charge and make decision as to whether or not the unit with overheated journal should be set out. When possible, engineman must contact the Mechanical Foreman at next terminal in advance, advising of condition and report on Form 1226-A Standard that the hot box detector had been actuated and indicate overheated journal on locomotive unit, specifying unit number.

When a train approaches a hot box detector and the rotating white light is lighted prior to reaching the scanner, it will indicate there is a malfunction of the detector.

A train observing the rotating white indicator light, at scanner, lighted before train reaches the scanner, or notified by the train dispatcher of a malfunction of the detector, will not be required to stop for the detector. Train must be watched closely and not depend upon the detector to locate overheated journals.

When Hot Box Detector at Clear Creek stops trains eastbound, rear end of train must be beyond intermediate signal before clearing counter.

ENTIRE CREW MUST OBSERVE SIGNALS AND INDICATORS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

10. YARD LIMITS

Altus	Heaton
Amarillo	Hammon
Anthony (On Anthony District, extends to and includes Gueda Springs)	Junior
Ashland (Extends to and includes Englewood)	Kingman (Includes East Kingman Jct. and West Kingman Jct.)
Attica (Applies only on Medicine Lodge District extends to and includes Belvidere)	Kiowa (Applies on Middle Division only)
Belvidere (Includes O B Jct.)	Mobeetie
Blackwell	Morse
Borger	ND Jct.
Boise City	Panhandle (Applies on Borger District only)
Booker	Perryton
Cherokee	Ponca City (Applies only on Ponca City District extends to and includes Blackwell)
Cheyenne	Pratt
Clinton (Extends to and includes Ewing)	Prospect
Coldwater	Protection
Dill City (Extends to and includes Burns Jct.)	Rago
Dumas (Extends to and includes Machovec)	South Haven
East Tower	Spearman
Etter	Stratford
Exell	Shattuck (Applies only on Shattuck District)
Fairview	Thomas
Follett	Waynoka (Applies only on Buffalo District extends to and includes Buffalo)
Harper (Applies only on H. & S. District)	Wellington (Applies on H. & S. Dist. and Eastern Div. only)
	Wichita Jct.

11. BULLETIN BOOKS

Amarillo	Borger	Junior
Altus	Clovis	Pampa
Ashland	Dumas	Shattuck
Attica	Fairview	Waynoka
Blackwell	Harper	Wellington
Boise City	Hereford	North Wichita
		Woodward

12. STANDARD CLOCKS

Amarillo	Clovis	Way
Boise City	Junior	Waynoka
	Ponca City	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

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!

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DR. A. S. MCGEE Doctor in Charge

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

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- R. W. Gooch, Assistant General Watch Inspector Topeka