

# The Atchison, Topeka & Santa Fe Railway Co.

AND

## Panhandle and Santa Fe Railway Co.



### PLAINS DIVISION



## EMPLOYEES' TIME TABLE

# 72

IN EFFECT

Sunday

July 5, 1942

AT 12:01 O'CLOCK A. M.

Central Standard Time

# 72

Superseding Time Table No. 71, Dated February 8, 1942, and Any Supplements Thereto.

This Time Table is for the Government and Information of Employes of this Company only.

**G. H. MINCHIN,**  
Vice President and  
Acting General Manager,  
Amarillo, Texas.

**C. R. TUCKER,**  
Acting Asst. General Manager,  
Amarillo, Texas.

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

**F. A. DONNELL,**  
Trainmaster,  
WAYNOKA, OKLAHOMA

**R. D. SHELTON,**  
Trainmaster,  
AMARILLO, TEXAS

**K. J. BROWN,**  
Chief Dispatcher,  
AMARILLO, TEXAS

**J. W. HORN,**  
Night Chief Dispatcher,  
AMARILLO, TEXAS

C. C. Bair

A. G. Eisenberg

C. F. Sparks

C. H. Marsh

G. W. Tower

Train Dispatchers:  
P. L. Beyer  
AMARILLO, TEXAS

T. A. Cox

C. M. Ford

P. W. Stewart

D. L. Pickel

E. H. Hamic

HALL LITHO. CO., TOPEKA

Timetable 73 eff 29 Nov 42



**PLAINS DIVISION.—FIRST DISTRICT.**

WESTWARD.					EASTWARD.						
First Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Alchison.	Ruling Grade Ascending.	TIME TABLE No. 72, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.	
1	23									2	24
The Scout.	Grand Canyon Limited.	No. Cars.	No. Cars.	Miles.	STATIONS.	The Scout.	Grand Canyon Limited.	Arrive Daily.	Arrive Daily.		
Leave Daily.	Leave Daily.										
PM 6.50	AM 8.15		Yard	345.5	WAYNOKA.						
6.58	8.25	13	132	350.7	5.2	31.7	W F T Y	C	AM 11.15	PM 10.25	
7.05	f 8.34	20	131	355.8	HEMAN.	0		B	11.07	10.16	
7.13	f 8.45	30	127	361.2	5.1	0		B	f 10.59	10.08	
7.25	f 8.57	37	156	367.1	BELVA.	0		C	10.50	f 9.58	
7.30	f 9.01	56	128	371.0	5.4	26.4	W	C	10.38	f 9.46	
7.35	9.07	10	141	377.1	QUINLAN.	31.7		C	10.33	f 9.41	
s 7.47	s 9.20	411	169	382.8	5.9	31.7		B	10.25	9.34	
				383.0	CURTIS.	0					
7.52	9.27	11	141	386.3	3.9	0	W Y	B	s 10.16	s 9.25	
8.00	9.35	35	121	392.6	MOORELAND.	0		C			
8.08	f 9.44 <sup>2</sup>	135	130	398.3	4.6	31.7					
s 8.20	s 10.00	81	113	406.7	ALSTON.	0					
s 8.35 <sup>24</sup>	s 10.16	465	E 135 W 119	414.4	5.7	31.7					
8.44	10.26	26	115	421.0	WOODWARD.	0					
s 8.55	s 10.40	113	115	428.7	0.2	0					
f 9.13	10.59	75	109	444.0	M. K. T. Crossing.	0					
9.20	11.06	7	110	449.5	3.3	0					
9.35 PM	11.15 AM		Yard	455.1	GERLACH.	20.6		B	10.06	9.13	
Arrive Daily.	Arrive Daily.				6.3	31.7		B	9.55	9.06	
(39.3)	(36.0)				TANGIER.	17.9		B	9.44 <sup>23</sup>	f 8.59	
					5.7	31.7	W	C	s 9.33	s 8.47	
					FARGO.	26.4		C	s 9.20	s 8.35 <sup>1</sup>	
					8.4	0					
					GAGE.	30.5					
					7.7	8.4	W Y	C	9.08	8.17	
					SHATTUCK.	31.7		B	9.00	8.09	
					6.6	0					
					GOODWIN.	21.2					
					7.7	31.2	W	C	8.50	7.59	
					HIGGINS.	31.2		B	8.42	7.50	
					8.6	31.7					
					COBURN.	25.9		B	8.34	7.43	
					6.7	0					
					GLAZIER.	31.7		C	8.25 AM	7.25 PM	
					5.5	31.7					
					CLEAR CREEK.	29.2	W F T Y	C	Leave Daily.	Leave Daily.	
					5.6	31.7					
					CANADIAN.						
					(108.1)						

Double track M.P. 342.5 to 346.9.

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

Time of westward trains at Waynoka applies at west end of double track M.P. 346.9.

Automatic Block:

M.P. 346.0 to M.P. 455.1.

All trains must get numbered clearance card (Form 902) before leaving Waynoka and Canadian yard office.

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

Mileage between Mooreland and Alston is 4.6 instead of 6.1 as indicated by mile post.



**PLAINS DIVISION.—SECOND DISTRICT.**

WESTWARD.						EASTWARD.					
First Class.		Capacity of Other Trains.	Capacity of Sidings.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 72. July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turntables and Wye.	Communications.	First Class.	
1	23									2	24
The Scout.	Grand Canyon Limited.									The Scout.	Grand Canyon Limited.
Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.	Arrive Daily.
PM 9.35	AM 11.15		Yard	455.1	31.7	CANADIAN.	0	W F T Y	C	AM 8.25	PM 7.25
9.51	11.30	10	135	459.3	31.7	4.2 ISAACS.	0		B	8.09	7.10
9.59	11.39	28	124	465.4	31.7	6.1 MENDOTA.	18.8		B	8.00	7.03
10.05	11.46	16	132	470.4	31.7	5.0 LORA.	0		B	7.53	6.58
10.15	11.55	71	151	476.9	31.7	6.5 MIAMI.	0	W	C	7.44	6.51
10.23	PM 12.04	19	129	483.7	31.7	6.8 CODMAN.	0		B	7.35	6.42
10.31	12.12	54	145	491.3	31.7	7.6 HOOVER.	0		B	7.26	6.34
10.35	12.16		120	494.4	31.7	3.1 OHANESA.	0		B	7.22	6.31
10.48	12.31	1587	E 121 W 134	498.9	31.7	4.5 PAMPA.	0	W F Y	C	7.17	6.26
10.56	12.40	554	119	505.9	31.7	7.0 KINGS MILL.	0		C	7.03	6.07
11.03	12.50	333	E 129 W 171	512.8	31.4	6.9 WHITE DEER.	31.7	W Y	C	6.55	5.59
11.09	12.59	18	129	518.7	31.1	5.9 CUYLER.	31.7		B	6.47	5.51
11.22	1.13	952	E 114 W 164	526.0	31.7	7.3 PANHANDLE.	23.2	W Y	C	6.39	5.43
11.30	1.23	24	110	533.3	31.7	7.3 LEE.	15.8		B	6.28	5.34
11.41	1.34	37	E 117 W 120	541.0	31.7	7.7 ST. FRANCIS.	21.1		C	6.20	5.25
11.49	1.43	11	110	546.1	31.7	5.1 FOLSOM.	21.1		B	6.14	5.19
				551.6	31.7	5.5 DUMAS JCT.	31.7				
				552.2	31.7	0.6 C. & I. & G. Crossing.	31.7				
11.55	1.51			552.3	3.7	0.1 EAST TOWER.	0		C	6.07	5.12
11.59	1.55		Yard	553.0	10.6	F. W. & D. C. Crossing.	6.3	W F T Y	C	6.05	5.10
PM	PM					AMARILLO.				AM	PM
Arrive Daily.	Arrive Daily.					(97.9)				Leave Daily.	Leave Daily.
(40.8)	(36.7)	Average speed per hour.....						(42.0)	(43.5)		

Double track between Pampa and Amarillo.  
Automatic Block:  
M. P. 455.1 to M.P. 553.0.  
All trains must get numbered clearance card (Form 902) before leaving Canadian yard office.  
All trains originating Pampa, White Deer, Panhandle and Amarillo must get numbered clearance card (Form 902) before leaving point of origin.

**SKELLYTOWN DISTRICT.**

WESTWARD.					EASTWARD.				
Second Class.	Capacity of Other Trains.	Capacity of Sidings.	Distance from White Deer.	Ruling Grade Ascending.	TIME TABLE No. 72. July 5, 1942.	Ruling Grade Ascending.	Water, Fuel Turn Table, Wye.	Communications.	Second Class.
57									58
Mixed.									Mixed.
Leave Daily Ex. Sunday.	No. Cars.	No. Cars	Miles.		STATIONS.				Arrive Daily Ex. Sunday.
AM 7.30		Yard	.0	10.5	WHITE DEER.	31.7	W Y	C	AM 10.30
8.00 AM	436	Yard	10.1		10.1 SKELLYTOWN.		W Y	C	10.00 AM
Arrive Daily Ex. Sunday.					(10.1)				Leave Daily Ex. Sunday.
(20.8)	Average speed per hour.....						(20.8)		

No. 57 is superior to No. 58.  
No. 58 must get numbered clearance card (Form 902) before leaving Skellytown.  
All trains must get numbered clearance card (Form 902) before leaving White Deer.  
No switch lights on Skellytown District.



PLAINS DIVISION.—THIRD DISTRICT.

PLAINS DIVISION—SECOND DISTRICT

WESTWARD.				EASTWARD.								
First Class.				First Class.								
97	23	93	1	TIME TABLE				2	98	96	24	
California Special.	Grand Canyon Limited.	West Texas Express.	The Scout.	No. 72,	No. 72,				The Scout.	The Texan.	Eastern Express.	Grand Canyon Limited.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	July 5, 1942.	July 5, 1942.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
				STATIONS.								
	PM 2.10	PM 2.05	AM 12.15	553.0	AMARILLO.			AM 5.50		PM 4.45	PM 4.50	
	2.15	2.09	12.17	554.8	1.8	7.5	6.3	5.45		4.40	4.47	
	2.23	2.15	12.24	559.4	JUNIOR.	31.7	31.7	5.39		4.35	4.42	
	2.30	2.21	12.29	562.8	5.1	10.6	14.8	5.38		4.29	4.37	
	2.40	2.30 PM	12.40	570.4	ZITA.	31.7	31.7	5.24		4.20 PM	4.29	
	2.47		12.46	575.1	3.4	31.7	0	5.14			4.20	
	2.56		12.54	580.5	HANEY.	31.7	15.8	5.07			4.14	
	3.04		1.01	586.6	7.6	31.7	31.7	5.00			4.07	
	3.12		1.08	593.1	CANYON.	25.9	31.7	4.58			4.00	
	3.25		1.22	599.5	4.7	31.7	0	4.45			3.53	
	3.40 <sup>24</sup>		1.34	607.8	LESTER.	31.7	21.6	4.33			3.40 <sup>23</sup>	
	3.49		1.43	614.7	5.4	31.7	10.5	4.25			3.27	
	3.58		1.52	621.8	UMBARGER.	18.2	21.1	4.16			3.17	
	4.07		2.02	628.8	6.1	31.7	0	4.07			3.06	
	4.14		2.12	634.1	DAWN.	10.6	31.7	3.58			2.52	
	4.22		2.21	641.0	6.5	31.7	28.5	3.50			2.45	
	PM 4.20		2.34	647.4	JOEL.	17.0	31.7	3.42	PM 2.25		2.34	
	4.28		2.42	652.6	6.4	21.1	8.7	3.36	2.18		2.26	
	4.35 PM		2.50 AM	656.7	HEREFORD.	21.1	8.7	3.30 AM	2.10 PM		2.20 PM	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		SUMMERFIELD.			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	

(37.2) (40.1) (41.8) (40.1) ..... Average speed per hour ..... (44.4) (37.2) (41.8) (41.5)

Double track between Tenth Street Amarillo and Canyon.

Automatic Block:  
M.P. 553.0 to M.P. 656.2.

First class trains register by Form 903 at Junior.

All trains originating Amarillo must get numbered clearance card (Form 902) before leaving Amarillo.

All trains originating Junior must get numbered clearance card (Form 902) before leaving Junior.

All trains must get numbered clearance card (Form 902) before leaving Clovis.



PLAINS DIVISION.—SHATTUCK DISTRICT.

DUMAS DISTRICT.

WESTWARD.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Shattuck.	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Water, Fuel, Wye.	Communications.	EASTWARD.		
Second Class.						Second Class.							
49	51					52	50						
Motor.	Mixed.	No. Cars.	No. Cars.	Miles.							Mixed.	Motor.	
Lv. Daily Except Sunday.	Lv. Monday, Wednesday, Friday.				STATIONS.						Ar. Tuesday, Thursday, Saturday.	Ar. Daily Except Sunday.	
AM 12.15	AM 7.00		Yard	.0	SHATTUCK.	WYF	C				PM 3.10	AM 9.00	
f 12.28	f 7.15	11		6.5	6.5			26.4			f 2.50	f 8.50	
f 12.39	f 7.30	11	46	11.7	5.2			0.0			f 2.35	f 8.40	
s 12.55	s 7.55	84	44	18.9	MAGOUN.			29.0			s 2.15	s 8.30	
f 1.05	f 8.10 <sup>50</sup>			23.5	7.2			29.0	W	C	f 1.30	f 8.10 <sup>51</sup>	
s 1.20	s 8.45	66	44	30.1	FOLLETT.			42.2			f 1.30	f 8.10 <sup>51</sup>	
f 1.33	f 9.00	27		37.1	4.6			42.2			s 1.05	s 7.55	
s 1.45	s 9.25	66	100	42.6	SHERLOCK.			0.0		C	f 12.40	f 7.30	
f 2.00	f 9.40	38	44	47.9	6.6			42.2			f 12.40	f 7.30	
f 2.10	f 9.55	26		53.1	DARROUZETT.			0.0			s 12.25 PM	s 7.10	
s 2.35	s 10.55	229	99	58.2	7.0			15.8	W	C	f 11.40	f 6.55	
f 2.50	f 11.15	10		63.8	GAYLORD.			42.2			f 11.40	f 6.55	
s 3.05	s 11.40	55		69.0	5.5			15.8	W	C	f 11.25	f 6.45	
f 3.15	PM 12.03	50	45	74.1	5.2			2.6			f 11.25	f 6.45	
s 3.35	s 1.20	461	46	84.2	5.1			15.8			s 11.10	s 6.30	
f 3.55	f 1.40	56	40	93.6	PERRYTON.			26.4	W	C	f 9.35	f 5.55	
4.15 AM	2.00 PM	45	67	102.4	5.6			0.0			s 9.20	s 5.45	
				103.6	5.1			5.8		C	f 9.01	f 5.30	
				133.9	10.1			7.9		B	f 7.35	f 4.48	
		252	71	134.4	9.4			39.6	WYF	C	f 7.35	f 4.48	
				0.0	8.8			52.8		B	f 7.15 AM	f 4.30 AM	
				0.0	MORSE.			0.0	WF	B	7.15 AM	4.30 AM	
				0.0	1.2			0.0					
				0.0	R. I. JCT.			52.8	Y	B			
				0.0	30.3			0.0					
				0.0	ETTER JCT.			0.0					
				0.0	0.5			0.0					
				0.0	ETTER.			0.0	WFY	B			
				0.0	(134.4)			0.0					
Ar. Daily Except Sunday.	Ar. Monday, Wednesday, Friday.										Lv. Tuesday, Thursday, Saturday.	Lv. Daily Except Sunday.	
(25.6)	(14.6)	Average speed per hour.....										(12.9)	(22.7)

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

No switch lights on Shattuck District.

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

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

WESTWARD.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Dumas Jct.	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Fuel, Water, Turn Table, Wye.	Communications.	EASTWARD.	
Second Class.						Second Class.						
53						54						
Mixed.		No. Cars.	No. Cars.	Miles.							Mixed.	
Leave Daily.					STATIONS.						Arrive Daily.	
AM 8.15				.0	AMARILLO.				W	F	PM 9.30	
f 8.20				0.0	1.4			0.0			f 8.35	
				0.1	DUMAS JCT.			0.0			f 8.35	
f 8.35		67		8.3	0.1			7.4			f 8.10	
f 8.43		32	67	12.3	C. R. I. & G. Crossing.			52.8			f 8.10	
f 8.56		70		18.9	8.2			52.8			f 7.55	
f 9.12		17	75	27.2	JULLIARD.			52.8		B	f 7.55	
f 9.30		100	65	34.6	4.0			52.8		B	f 7.35	
f 9.44		14	67	41.3	6.6			39.6		B	f 7.35	
				52.1	8.3			0.0			f 7.15	
f 10.15		201	63	52.1	GLUCK.			52.8	W	B	f 7.00	
f 10.27		12	67	58.3	6.6			38.0		B	f 7.00	
				63.6	PUEENTE.			52.8			f 6.25	
				0.0	8.3			39.6			f 6.25	
				30.6	MARSH.			19.6			f 6.10	
f 10.50		252	70	64.0	7.4			0.0			f 5.50	
f 11.05		10		70.2	6.2			31.7			f 5.50	
f 11.20		32	67	75.1	5.3			19.6		B	f 5.50	
f 11.35		12	67	80.3	C. R. I. & G. Crossing.			0.0			f 5.35	
				85.5	0.4			30.9	WFY	C	f 5.35	
				85.7	ETTER.			19.2			f 5.35	
				90.6	6.2			15.8			f 5.03	
				100.1	4.9			15.8		B	f 5.03	
				111.0	CORDARO.			0.0			f 4.56	
				117.1	4.9			52.8		B	f 4.56	
				122.6	LAUTZ.			52.8		B	f 4.48	
				122.6	5.2			12.1			f 4.48	
				122.6	SATREN.			31.7	W	B	f 4.40	
				122.6	5.2			11.6			f 4.40	
				122.6	C. R. I. & G. Crossing.			29.0			f 4.33	
				122.6	0.2			52.8		B	f 4.33	
				122.6	STRATFORD.			52.8		B	f 4.20	
				122.6	4.9			52.8		B	f 4.20	
				122.6	MALLET.			23.8			f 4.01	
				122.6	9.5			23.8			f 4.01	
				122.6	KERRICK.			23.8			f 3.53	
				122.6	10.9			23.8			f 3.53	
				122.6	CONRAD.			23.8			f 3.53	
				122.6	6.1			23.8			f 3.53	
				122.6	BRUYERE.			23.8			f 3.53	
				122.6	5.5			23.8			f 3.53	
				122.6	BOISE CITY.			23.8	WFY	C	3.45 PM	
				122.6	(122.6)			23.8			3.45 PM	
Arrive Daily.								23.8			Leave Daily.	
(23.7)	Average speed per hour.....										(25.8)	

All trains must get numbered clearance card (Form 902) before leaving Boise City.

No switch lights on Dumas District.



**PLAINS DIVISION.—BUFFALO DISTRICT.**

WESTWARD.					TIME TABLE				EASTWARD.			
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Waynoka.	Ruling Grade Ascending.	No. 72.	Ruling Grade Ascending.	Water, Fuel, Turn Table, Wye.	Communications.	Second Class.			
<b>41</b>					No. 72.				<b>42</b>			
Mixed.					July 5, 1942.				Mixed.			
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily Ex. Sunday.			
<b>AM 8.25</b>		Yard	.0		<b>WAYNOKA.</b>		WF	C	<b>PM 4.25</b>			
f 8.40		12	4.6	70.7	4.6	38.0	YT		f 4.12			
f 8.55	21		8.7	87.6	McKINLEY.	78.9			f 4.00			
f 9.05	24		10.7	76.8	BRACE.	81.8			f 3.54			
s 9.20	35	46	14.4	79.0	FAIR VALLEY.	72.8	B		s 3.42			
f 9.35	36		20.1	39.6	FREEDOM.	52.8		C	f 3.26			
f 9.50	45	42	26.2	52.8	EDITH.	52.8			f 3.15			
f 10.00	52		32.4	38.7	SALT SPRINGS.	31.7			f 3.05			
s 10.15	61	42	37.3	52.8	LOVEDALE.	29.0		C	s 2.50			
10.40 AM	109	57	43.2	52.8	SELMAN.	37.0			2.30 PM			
Arrive Daily Ex. Sunday.			52.2		8.4		WY	C	2.30 PM			
			(52.2)		<b>BUFFALO.</b>				Leave Daily Ex. Sunday.			

(28.2) ..... Average speed per hour ..... (27.1)

No. 41 is superior to No. 42. No switch lights on Buffalo District. All trains must get numbered clearance card (Form 902) before leaving Waynoka. No. 42 must get numbered clearance card (Form 902) before leaving Buffalo. Telephone at Edith and Fair Valley in section house.

**BORGER DISTRICT.**

WESTWARD.					TIME TABLE				EASTWARD.			
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Panhandle.	Ruling Grade Ascending.	No. 72.	Ruling Grade Ascending.	Water, Fuel, Turn Table, Wye.	Communications.	Second Class.			
<b>59</b>					No. 72.				<b>60</b>			
Mixed.					July 5, 1942.				Mixed.			
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily Ex. Sunday.			
<b>AM 9.10</b>		Yard	.0		<b>PANHANDLE.</b>	31.7	W	C	<b>PM 12.40</b>			
f 9.30	17	78	6.7	31.7	6.7		Y		f 12.20			
f 9.40	37		11.2	28.5	ABELL.	0		B	f 12.10			
f 9.53	39	80	17.0	42.2	POMEROY.	52.8			f 12.01 PM			
f 10.01	52	49	22.8	42.8	McBRIDE.	52.8	W	B	f 11.55			
f 10.13	48		29.7	31.6	2.7	52.8		B	f 11.40			
10.30 AM		110	31.6	0	PARISH.	52.8			11.30 AM			
Arrive Daily Ex. Sunday.			32.3	0	5.3	52.8			Leave Daily Ex. Sunday.			
			(32.3)		HILLARD.	52.8						
					3.9							
					<b>BORGER.</b>		WF	C	11.30 AM			
					3.4		Y		Leave Daily Ex. Sunday.			
					<b>END TRACK.</b>			B				
					(32.3)							

(21.7) ..... Average speed per hour ..... (24.7)

No. 59 must get numbered clearance card (Form 902) before leaving Panhandle. No. 60 must get numbered clearance card (Form 902) before leaving Borger. No switch lights, Borger District, except one on derail west end, and high switch stands on both east and west ends main lead in Borger Yard. No. 59 is superior to No. 60.

**CLINTON DISTRICT.**

WESTWARD.						TIME TABLE				EASTWARD.					
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Pampa.	Ruling Grade Ascending.	No. 72.	Ruling Grade Ascending.	Water, Fuel, Turn Table, Wye.	Communications.	Second Class.						
<b>63</b>					No. 72.				<b>62</b>						
Mixed.					July 5, 1942.				<b>64</b>						
Leave Mon., Wed., Fri.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.					
<b>AM 7.25</b>			0.0		<b>PAMPA.</b>		FWY	C	<b>PM 2.35</b>	<b>AM 11.35</b>					
f 7.27			1.5	31.7	1.5				f 1.30	f 11.26					
f 7.38			3.7	52.8	PAMPA JCT.	7.2			f 1.10	f 11.15					
s 7.53	57	53	18.9	52.8	HEATON.	10.2		B	s 12.05 PM	s 11.01					
s 8.12	75	57	30.6	0.0	10.2				s 11.35	s 10.35					
s 8.26	60	53	39.7	52.8	LAKETON.	11.7	W	B	s 11.10	s 10.15					
s 8.41	60	56	50.5	52.8	11.7				s 10.45	s 9.55					
s 8.58	65	62	62.1	52.8	MOBETTIE.	9.1		C	s 10.20	s 9.35 <sup>61</sup>					
f 9.13	9	45	70.7	9.5	9.1				f 9.55	f 9.16					
s 9.33 <sup>62</sup>	85	9	80.9	31.7	BRISCOE.	10.8	W	B	s 9.33 <sup>63</sup>	s 9.00					
s 9.48	72	10	88.1	31.7	10.8				s 9.10	s 8.45					
f 10.10	11		96.2	52.8	ALLISON.	11.6		B	f 8.45	f 8.27					
10.30			105.2	52.8	11.6				8.22	8.07					
s 10.37	28	17	105.4	0.0	REYDON.	8.6	W	C	s 8.20	s 8.05					
			106.8	M. K. T. }	8.6				s 8.05	s 8.00					
s 10.40	23		107.2	M. K. T. }	8.6				f 7.50	f 7.50					
f 10.50	6		109.2	M. K. T. }	8.6				s 7.30	s 7.35					
s 11.10	35	12	116.6	M. K. T. }	8.6				f 7.00	f 7.15					
f 11.30	9		126.4	M. K. T. }	8.6				6.39	6.54					
11.45			134.6	M. K. T. }	8.6				f 6.38	f 6.53					
f 11.46	12		134.8	52.2	McCLURE.	7.4		B	f 6.34	f 6.49					
11.49			136.0	52.8	7.4				6.33	6.48					
			136.1	52.8	BUTLER.	9.8		C	6.30 AM	6.45 AM					
<b>PM 12.20</b>	4.00 PM		137.9	0.0	9.8				Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.					
Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.				STAFFORD.	8.2		B							
					8.2										
					Q. R. I. & P. Crossing	0.2									
					0.2										
					RALPH.	1.2		B							
					1.2										
					A. T. & S. F. Crossing	0.1									
					0.1										
					WEST JCT.	1.8		B							
					1.8										
					1st Street Station.										
					<b>CLINTON.</b>		FWY	C							
					(141.5)										

(28.0) (16.0) ..... Average speed per hour ..... (17.1) (23.5)

All trains must get numbered clearance card (Form 902) before leaving Pampa and Clinton. For movements between Hammon Jct. and City Jct. see M.K.T. Joint track rules in special rules. No switch lights on Clinton District. At Clinton, Plains Division trains will be governed by Panhandle Division Time Table.



PLAINS DIVISION.

WESTWARD.					TIME TABLE No. 72. July 5, 1942.	EASTWARD.					
85	55	55	33	43		34	44	19 GFX	56	56	86
Way Freight.	Mixed.	Mixed.	California-Texas-Okla. Fast Freight.	Arizona-California Fast Freight.		Southern Calif.-Chicago Fast Freight.	Northern Calif.-Chicago Fast Freight.	Stock Pick Up.	Mixed.	Mixed.	Way Freight.
Lv. Monday, Wednesday and Friday.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Ar. Tuesday, Thursday and Saturday.
AM 8.00			PM 1.20	AM 4.00	WAYNOKA.	PM 6.50 PM	PM 10.10	AM 4.00 AM			PM 7.30 PM
PM 4.00 PM		AM 8.00	5.35 5.50	8.30 8.45	CANADIAN.	10.40 9.40	3.05 2.05 PM	11.30 11.00	PM 4.30 PM		11.30 AM
	AM 9.30				PAMPA.			9.25		PM 3.00 PM	
	PM 4.30 PM	PM 4.30 PM	10.30 PM	1.00 PM	AMARILLO.	3.40 AM	9.05 AM	7.30 PM	8.00 AM	8.00 AM	
Ar. Monday, Wednesday and Friday.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	Lv. Tuesday, Thursday and Saturday.

WESTWARD.						TIME TABLE No. 72. July 5, 1942.	EASTWARD.					
TCF	943	GCF	73	33	43		34	44	19 GFX	74	CTX	944
Texas California Freight	Amarillo Fast Freight.	Gulf California Freight.	Way Freight.	California-Texas-Okla. Fast Freight.	Arizona-California Fast Freight.	Southern Calif.-Chicago Fast Freight.	Northern Calif.-Chicago Fast Freight.	Stock Pick Up.	Way Freight.	California Texas Freight.	Dallas-Ft. Worth Fast Freight.	Way Freight.
Leave Daily.	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	PM 11.30		AM 8.00	PM 11.30	PM 2.00	AM 2.10 AM	AM 7.35	PM 4.30	PM 3.00 PM		AM 6.30	
	AM 12.15 AM							3.15			5.45 AM	
PM 4.35		AM 3.30						1.00		AM 11.35		AM 7.30
5.00 PM		4.00 AM	PM 3.30 PM	AM 4.00 AM	6.30 PM	8.10 PM	2.35 AM	12.30 PM	7.30 AM	11.00 AM		7.00 AM
Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Arrive Daily.	Arrive Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.



# SPECIAL RULES AND REGULATIONS

Effective on the Plains Division, and Superseding all General Rules Inconsistent Therewith.

1

Except as otherwise provided, eastward or northward trains are superior to westward or southward trains of the same class.

2

### YARD LIMIT STATIONS

(See Rules 93 and D-153, Operating Department):  
Waynoka, Buffalo, Curtis, Woodward, Shattuck, Follett, Booker, Perryton, Spearman, Morse, Canadian, Pampa, White Deer, Skellytown, Panhandle, Borger, Amarillo, Junior, Dumas, Machovec, Etter, Stratford, Boise City, Canyon, Hereford, Texico, Clovis, Heaton, Coltexo, Mobeetie, Cheyenne, Hammon Jct., Clinton. Yard Limits at Borger extend from Yard Limit Board east of Hillard to end of track west of Borger.

3

First class trains moving against current of traffic must move within Yard Limits at restricted speed.

4

### STANDARD CLOCKS

Waynoka—Yard Office, Rdh. and Psgr. Sta. Junior—Yard Office.  
Canadian—Yard Office. Clovis—Telegraph Office.  
Pampa—Ticket Office. Boise City—Station.  
Amarillo—Baggage Room, Rdh. Office,  
Chief Disp. Office.

5

### STANDARD THERMOMETERS

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

6

### BULLETIN BOOKS

Clovis, Junior, Amarillo, Borger, Pampa, Canadian, Shattuck, Waynoka, Clinton, Dumas and Boise City.

7

### FORM 903

Conductors of freight and mixed trains will leave Form 903 at all stations except register stations, where cars are picked up or set out.

8

### AMENDED RULE 5

That part of Rule 5, Operating Department, reading: "Time applies at point indicated by station sign conforming to Time Table designation," is amended to read: "The time applies to the switch where an inferior train enters siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal it applies to the place where traffic is received or discharged."

9

### AMENDED RULE 10(A)

Rule 10 (A). A temporary slow speed signal (yellow disc, yellow flag, and/or yellow light), shall be displayed one mile or more each way from structure or segment of track over which speed of trains shall be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise specified by train order or bulletin, until rear of train shall have passed a temporary resume speed signal (green disc, green flag, and/or green light), which will mark the end of the restriction.

Permanent slow boards (3 feet wide by 1 foot 4 inches high, yellow background with black numerals, mounted on post) will be located not less than 2500 feet each way from structure or segment of track where speed of trains is permanently reduced. The numerals on track side denote maximum speed for passenger trains, and the numerals on field side denote maximum speed for freight trains. Special rules and regulations in time table, train orders, bulletins, special instructions, or temporary low speed signals which require speeds lower than those indicated on the permanent slow boards, are not abrogated by the latter.

Permanent resume speed boards (3 feet wide by 1 foot 4 inches high, mounted on post, green, without lettering), will be located just beyond structure or segment of track governed by permanent slow boards, where rear of trains have passed, normal speed may be resumed.

Where there occurs a succession of permanent locations requiring varying maximum speed, appropriate permanent slow boards will be placed to indicate the maximum permissible speeds over the structure or track beyond them. Under such circumstances only one permanent resume speed board will be installed at the end of the series of locations.

1 PLAINS RULES

10

### TORPEDOES

When unattended torpedoes are exploded trains may resume normal speed at a distance of one mile from that point. (See Rule 15, Operating Department.)

11

### AMENDED RULE 86

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86, Operating Department.)

12

### CURRENT OF TRAFFIC

On double track between Amarillo and Pampa, trains in current of traffic direction not authorized by Time Table will move on receipt of clearance card (Form 902) and trains so authorized will display signals as prescribed by Rule 21.

Between Amarillo and Canyon trains will be run as prescribed by Rule D-152. Extra trains will display signals as prescribed by rule 21.

The movement of trains will be supervised by the train dispatcher who will issue instructions to signalmen when required.

Except as affected by these rules, all block signal and train rules remain in force.

12 (A)

### AMENDED RULE 103(A)

The second paragraph of Rule 103(A) is abrogated.

12 (B)

12 (B)

### AMENDED RULE 104(A)

First paragraph of Rule 104(A) is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S 89-A, after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

13

### AMENDED RULE 204

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204, Operating Department.)

14

### AMENDED RULE 221

Rule 221, Operating Department, is amended to read: "Where a fixed signal is used at Train Order Office it must indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction.

When train order signal cannot be changed to indicate 'proceed' for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in 'stop' position without first receiving clearance card, Form 902.

Train order signals must be fastened at 'proceed' only when no operator on duty. When so fastened at night, the light must be extinguished.

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

15

### AMENDED RULE 360

Rule 360 is amended to read: "Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers."

16

### SIDE AND OVERHEAD OBSTRUCTIONS

(See Rule 310 Operating Department.)

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

17

### DWARF SIGNALS

In connection with Rules 10-F, 701, 702, 703 and 704, Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

18

### AMENDED RULE 711

Rule 711, Operating Department, is amended to read:

"Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits."

19

### AMENDED RULE 872

Rule 872, Operating Department, is amended to read:

"When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released."

20

### AUTOMATIC BLOCK

On single track, trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions has been observed. Trains moving from siding to the main track will foul the circuit and set the signal before lining switch.

21

### REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked, remote control switches handled from station:  
Waynoka—East and west end double track. Pocket passenger track. Head in crossover for westward trains. Head out for eastward trains.

Curtis—East and west end siding.  
Woodward—East and west end siding.  
Pampa—East end double track. East end westward siding. Both ends of crossover at east end of eastward siding to eastward main track.

Both ends of crossover from main track to Clinton District connection.

Amarillo—East tower to Second and Dumas Districts. West Thirty-fourth Street (Junior Yard).

Canyon—East and west end westward siding. West end eastward siding. Crossover switches from Slaton Division main track to westward siding.

Texico—East and west end track No. 1. West end track No. 2. Both ends of crossover between Plains and Slaton Divisions west of station. East end of crossover between tracks 1 and 2.

These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turnout in facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for main track and RESTRICTED SPEED for main track or turnout.



MAXIMUM LOCOMOTIVE SPEEDS—NO TOLERANCE

Table with columns: ENGINES, Miles Per Hour, Time per Mile, LIGHT FORWARD, ALL ENGINES BACKWARD. Lists various engine models and their performance metrics.

ENGINES AND DIAMETER OF DRIVERS

Table with columns: GROUP (A), GROUP (B), GROUP (C), GROUP (D), GROUP (E). Lists engine types and driver diameters.

(\*)—Both Inclusive.

TRAIN SPEED RESTRICTIONS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

Trains stopped by any of these interlocked signals will ascertain from signalman by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule No. 830 (a).

Telephones connecting with station are located on signal mast at all remote control switches.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman on telephone and be governed by his instructions. If telephone out of order see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from siding a member of the crew must remain at the switch and see that switch is restored to its normal position and left spiked, making report of same at first office of communication.

The following addition is made to Rule 782:

"When an interlocking plant is out of order and signals cannot be operated and the operator or towerman desires an engine or train to move through the plant he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail."

22

SPEED RESTRICTIONS

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, around curves and where view is obscure, and use whistle freely as warning signal.

23

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2 1/2) minutes for each mile.

24

LOCOMOTIVES HANDLED DEAD IN TRAINS

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

25

SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnout and crossovers, trains or engines must not exceed indicated speed. On all main track turnouts and crossovers, First, Second and Third districts, not listed herein, trains and engines must not exceed fifteen (15) miles per hour. On other turnouts trains and engines must not exceed ten (10) miles per hour.

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

Switch stands marked with letter "S" indicate spring switch.

Table with columns: Station, Type, Location, Miles Per Hour Passenger Freight. Lists various stations and their speed restrictions.

Table with columns: Station, Type, Location, Miles Per Hour Passenger Freight. Lists various stations and their speed restrictions.

26

HIGHWAY CROSSINGS

While head of train is passing the highway crossings in cities and towns named below, indicated speed must not be exceeded.

Table with columns: MILES PER HR., Station, MILES PER HR. Lists highway crossings and their speed restrictions.

27

Gas electric motor cars shall not be operated through water deeper than four (4) inches and Diesel electric cars through water deeper than five (5) inches above the ball of the rail, and when such movement is necessary they must not exceed a speed of two (2) miles per hour or thirty (30) minutes for each mile. (This does not amend or modify Rule 817-A, Operating Department.)



**MAXIMUM SPEED FOR TRAINS**

LOCATION	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
WAYNOKA AND M. P. 352	90	0 40	50	1 12
M. P. 352 AND CURTIS	50	1 12	30	2 00
CURTIS AND CLOVIS	90	0 40	50	1 12
BUFFALO DISTRICT	35	1 43	30	2 00
SHATTUCK DISTRICT:				
M. P. O AND M. P. 84.2	45	1 20	35	1 43
M. P. 84.2 AND M. P. 102.4	40	1 30	30	2 00
CLINTON DISTRICT:				
PAMPA AND M. P. 85	45	1 20	35	1 43
M. P. 85 AND CLINTON	30	2 00	25	2 24
SKELLYTOWN DISTRICT	45	1 20	35	1 43
BORGER DISTRICT	60	1 00	45	1 20
DUMAS DISTRICT:				
AMARILLO AND ETTER	40	1 30	35	1 43
ETTER AND BOISE CITY	40	1 30	40	1 30

30

**SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE**

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
O'Connor	249.8	12	East	Freight only
<b>SECOND DISTRICT</b>				
Danciger Refg. Co.	497.3	53	West East	Freight only
Wilcox Oil & Gas Co. of Texas	497.6	16	West	Freight only
Magnolia Petroleum Co.	498.5	33	West	Freight only
Phillips Petroleum Co. (off tail wye)	499.4	21	West East	Freight only
Humble Pipe Line Co.	500.7	57	West East	Freight only
Roxana Oil Corporation	501.6	58	West East	Freight only
Empire Pipe Line Co.	501.8	47	West East	Freight only
General Atlas Carbon Co.	502.3	37	West East	Freight only
Champlin Refining Co.	502.9	39	West East	Freight only
Cabot Carbon Corporation	503.6	59	West	Freight only
Panhandle Refineries	504.7	37	West	Freight only
Texas Pipe Line Co.	506.1	34	West East	Freight only
Prairie Oil and Gas Co.	506.7	72	West East	Freight only
Texoma Natural Gas Co.	507.8	29	West	Freight only
Pantex Ordnance Plant	539.1	Yard	West East	Freight only
Aircraft Mechanic School	543.3	40	West East	Freight only
<b>DUMAS DISTRICT</b>				
Pedersen Sand Co.	16.9	9	West East	Freight only
Texoma Natural Gas Co.	52.9	25	West	Freight only
Canadian River Gas Co.	35.0	14	West	Freight only
Illinois Zinc Co.	57.8	18	East	Freight only
Illinois Zinc Co. Track No. 4		23	East	Freight only
Storage Track		18	East West	Freight only
<b>BUFFALO DISTRICT</b>				
Selman Stock Spur	39.0	14	East	Freight only
<b>CLINTON DISTRICT</b>				
Coltoso Industrial Spur 8.19 miles	8.9	215	West East	Freight only
J. N. Philpot Elevator Co.	13.3	6	West East	Freight only
Panhandle Power & Light Co.	34.6	11	West	Freight only
Bowers Spur	34.9	9	East	Freight only
Bartlett Gasoline Co.	119.6	11	West	Freight only
Western Brick Co.	135.6	25	West	Freight only

BORGER DISTRICT	Miles from Panhandle				
Panhandle Wheat Growers	7.1	17	East	West	Freight only
Humble Oil Company	19.8	52		West	Freight only
Gulf Production Company	24.9	33		West	Freight only
Phillips Petroleum	25.4	15	East		Freight only
United Carbon Company	26.2	69	East		Freight only
Columbian Carbon Company	26.7	81		West	Freight only
Lead "Rock Creek" Spur	27.2		East		Freight only
United Carbon Company	29.0	49		West	Freight only
Danube Oil Corporation	29.5	6	East		Freight only
Panhandle Carbon Company	30.0	24	East		Freight only
J. M. Huber Corporation	30.3	59	East		Freight only
Continental Oil Company	27.5	33	East		Freight only
Lead "Crescent Carbon" Spur	28.2		East		Freight only
Crescent Carbon Company	29.4	12	East		Freight only
United Carbon Company	30.1	7	East		Freight only
Panhandle Power & Light Co.	29.9	5		West	Freight only
Continental Oil Company	30.1	11	East		Freight only
Phillips Petroleum Company	31.9	160	East		Freight only
Phillips Petroleum Company	32.1	110	East		Freight only
Tank Storage	32.1	41	East		Freight only
United Carbon Company	32.5	39	East		Freight only

SKELLYTOWN DISTRICT	Miles from White Deer				
Cabot Spur	9.2	104	East		Freight only
Skelly Loading Racks	9.4	12	East		Freight only
Skelly Warehouse Spur	9.4	23	East		Freight only

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**RAILROAD CROSSINGS AND JUNCTIONS**

**Woodward—M. K. T. Crossing.** 0.2 mile west of passenger station, is protected by interlocking plant.

**Amarillo—Ft. W. & D. C. Crossing.** 0.8 mile east of passenger station, and C. R. I. & G. Crossing, main track. 0.9 mile east of passenger station, protected by interlocking plant. Speed of one mile in two minutes (30 miles per hour) must not be exceeded over these crossings.

**C. R. I. & G. Oil Field Extension,** crossing Dumas District main track, 1.5 miles east of passenger station, protected by interlocking plant. Speed of one mile in two minutes (30 miles per hour) must not be exceeded over this crossing.

**C. R. I. & G. industry track crossing lead to Public Utilities and Russell Addition Industrial Tracks,** 1.5 miles east of passenger station.

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

**Stratford—C. R. I. & G. crossing,** 0.2 mile east of station, protected by automatic interlocking signals. Governing signals will clear for approaching trains when opposing route is not occupied. Trains receiving clear indication may cross without stopping at speed not to exceed thirty (30) miles per hour. When signals do not clear, train must stop short of home signal, wait two (2) minutes for plant to release automatically, then if signal does not clear, member of crew will manipulate push button release at crossing in box marked "P. & S. F. Release." (Push button must not be used until all approaching trains on opposing routes have been stopped). Wait two (2) minutes for signal to clear, then if signal does not clear, crossing must be flagged in both directions on opposite route until entire train has passed the crossing.

**Hammon Junction—M. K. T. crossing** 0.3 mile east of station, protected by crossing gate set normally against P. & S. F. track.

**Ralph—C. R. I. & P. crossing** 0.2 mile east of station, protected by crossing gate set normally against P. & S. F. track, A. T. & S. F. crossing 1.5 mile west of station, protected by crossing gate set normally against P. & S. F. track.

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**JOINT TRACK**

(1) Between Hammon Junction and City Junction trains will use M. K. T. track and be governed by M. K. T. Current Time Table.

(2) P. & S. F. trains must obtain orders or clearance card from M. K. T. Hammon and Hammon Junction before occupying M. K. T. tracks. In the event of wire failure, movements will be made only when fully protected as prescribed by Operating Rule 99. M. K. T. trains use main track Hammon Jct. to M. K. T. crossing.

(3) R. I. Jct. to Etter Jct. trains will use C. R. I. & G. track and be governed by time table and rules of C. R. I. & G. Ry.

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**FOOTBOARD RULE.**

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

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**STATUTORY REGULATIONS**

In Oklahoma a passenger who refuses to pay his fare or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger a carrier has no right to require the payment of any part of his fare.

In Texas the railroad company has a right to eject from its train any passenger who refuses, upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.

In New Mexico statute authorizes the company to expel from its trains at any stopping place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous or disorderly manner towards other passengers, or the employes of such company in charge of such cars, or who, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars; and conductors in New Mexico will be guided by strict compliance with this statute.

**SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, PANHANDLE AND SANTA FE RAILWAY COMPANY AND THE A. T. & S. F. HOSPITAL ASSOCIATION**

Dr. M. L. BISHOFF, Chief Surgeon, Topeka.

Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

**CLOVIS HOSPITAL.**

Dr. H. A. MILLER, Surgeon in Charge.  
Dr. WALTER D. DABBS, Assistant Surgeon.  
Dr. I. D. JOHNSON, Consulting Dentist.

**LOCAL SURGEONS.**

Dr. W. F. LAFON, Waynoka.  
Dr. T. C. LEACHMAN, Woodward.

Dr. O. C. NEWMAN, Shattuck.  
Dr. E. H. SNYDER, Canadian.  
Dr. E. A. HOPKINS, Miami.  
Dr. W. H. HAZE, Pampa.  
Dr. GLENN R. WALKER, Mobeetie.  
Dr. W. S. CARY, Reydon.  
Dr. J. R. HINSHAW, Butler.

**PLAINS DIVISION**

Dr. O. YORK, Panhandle.  
Dr. A. E. WINSETT, Amarillo.  
Dr. R. D. GIST, Amarillo.  
Dr. RICHARD KEYS, Amarillo.  
Dr. R. A. NEBLETT, Canyon.  
Dr. R. R. WILLS, Hereford.

Dr. D. D. PIERSON, Buffalo.  
Dr. E. F. CAMP, Buffalo.  
Dr. J. C. MAY, Perryton.  
Dr. G. B. GIBNER, Spearman.  
Borger.  
Dr. J. W. NORVELL, Stratford.  
Dr. J. W. HENRY, Cheyenne.

Dr. F. I. REID, Dumas.  
Dr. HARRY HALL, Boise City.

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

Drs. STREIT & MURPHY, Amarillo.  
Dr. J. E. HILL, Wellington.  
Dr. R. L. CURRY, Clovis.

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

**LOCAL WATCH INSPECTORS, PLAINS DIVISION.**

GEO. E. STILLER, Waynoka.  
FRED F. WAGNER, Amarillo.

L. N. PITTMAN, Amarillo.  
H. E. MCCARLEY, Pampa.

LESLIE G. DEAN, Clinton.  
S. W. NORTHUP, Shattuck.

ALVIN ADAMS, Woodward.  
MAY BROTHERS, Clovis.

H. V. MOWERY, Canadian.  
E. F. COPELAND, Borger.  
W. C. WONDER, Boise City.



**PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:**

ILLINOIS DIVISION—Trains 47, 48, 49, and 50.  
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.  
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 98.  
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.  
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.  
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.  
 NEW MEXICO DIVISION—Trains 71 and 72.  
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.  
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.  
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.  
 SLATON DIVISION.

**When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.**

**The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.**

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|---|---|
| <p>No. 1 (a) At any station Chicago to Belen, to receive passengers for Arizona or California;<br/>                 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.<br/>                 (c) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2 (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.<br/>                 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.<br/>                 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.<br/>                 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.<br/>                 (e) At Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.<br/>                 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.<br/>                 (g) At Burlingame, to receive passengers for Kansas City or beyond.<br/>                 (h) At any station east of Kansas City, to discharge passengers from beyond Kansas City.<br/>                 (i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3 (a) At any station Chicago to Lamy, to receive passengers for Albuquerque or beyond.<br/>                 (b) At any station Chicago to Las Animas, to receive passengers for La Junta or beyond.<br/>                 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.<br/>                 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.<br/>                 (e) At Burlingame, to discharge passengers from Kansas City or beyond.<br/>                 (f) At Florence, to discharge passengers from Topeka or beyond, or to receive passengers for Hutchinson or beyond.<br/>                 (g) At Peabody, to discharge passengers from Topeka or beyond, or to receive passengers for beyond Newton.<br/>                 (h) At any station west of Newton, to discharge passengers from Kansas City or beyond.<br/>                 (i) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond, or to receive passengers for Dodge City or beyond.<br/>                 (j) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4 (a) At any station Lamy to Chicago, to discharge passengers from Albuquerque or beyond.<br/>                 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.<br/>                 (c) At any station Las Animas to Chicago, to discharge passengers from La Junta or beyond.<br/>                 (d) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.<br/>                 (e) At any station Florence to Kansas City, to discharge passengers from El Dorado or McPherson Districts.<br/>                 (f) At Osage City, to receive passengers for Kansas City or beyond.<br/>                 (g) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.<br/>                 (h) At Hardin, to discharge passengers from Kansas City or beyond.</p> <p>No. 5 (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.<br/>                 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.<br/>                 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.<br/>                 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.<br/>                 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.<br/>                 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.<br/>                 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.<br/>                 (h) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.<br/>                 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.<br/>                 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6 (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.<br/>                 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.<br/>                 (c) At Florence, to receive passengers for Topeka or beyond.</p> <p>No. 8 (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.<br/>                 (b) At Las Animas, to discharge passengers from beyond La Junta.<br/>                 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.<br/>                 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>Nos. 9-90 (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond.<br/>                 (b) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.<br/>                 (c) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.<br/>                 (d) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10 (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.<br/>                 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.<br/>                 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.<br/>                 (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.<br/>                 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.<br/>                 (f) At Wellsville, to discharge passengers from Ottawa Junction or beyond, or to receive passengers for Kansas City or beyond.<br/>                 (g) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction.</p> | <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers from La Junta or beyond.<br/>                 (From La Junta)</p> <p>Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond.<br/>                 (From Denver)</p> <p>No. 15. At Sedgwick, to discharge passengers from Newton or beyond, or to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.<br/>                 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.<br/>                 (c) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.<br/>                 (b) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Streator, Chillicothe and Galesburg, to receive passengers for California points.<br/>                 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.<br/>                 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.<br/>                 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.<br/>                 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.<br/>                 (d) At Galesburg, Chillicothe and Streator, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.<br/>                 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond.<br/>                 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.<br/>                 (d) Any stations Kansas City to Emporia to receive passengers for Newton or beyond.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.<br/>                 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Emporia.<br/>                 (c) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.<br/>                 (d) At any station Fort Madison to Chicago, to discharge passengers from Kansas City.<br/>                 (e) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.<br/>                 (f) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. At Osage City, to discharge passengers from Topeka or beyond; or to receive passengers for Emporia or beyond.</p> <p>No. 27 (C &amp; S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.<br/>                 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.<br/>                 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.<br/>                 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28 (C &amp; S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony, and Owen, to discharge passengers from Kansas City, Mo., or beyond.<br/>                 (b) At Gardner, to receive passengers for Chanute or beyond.<br/>                 (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</p> |
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**The following signs indicate:**

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

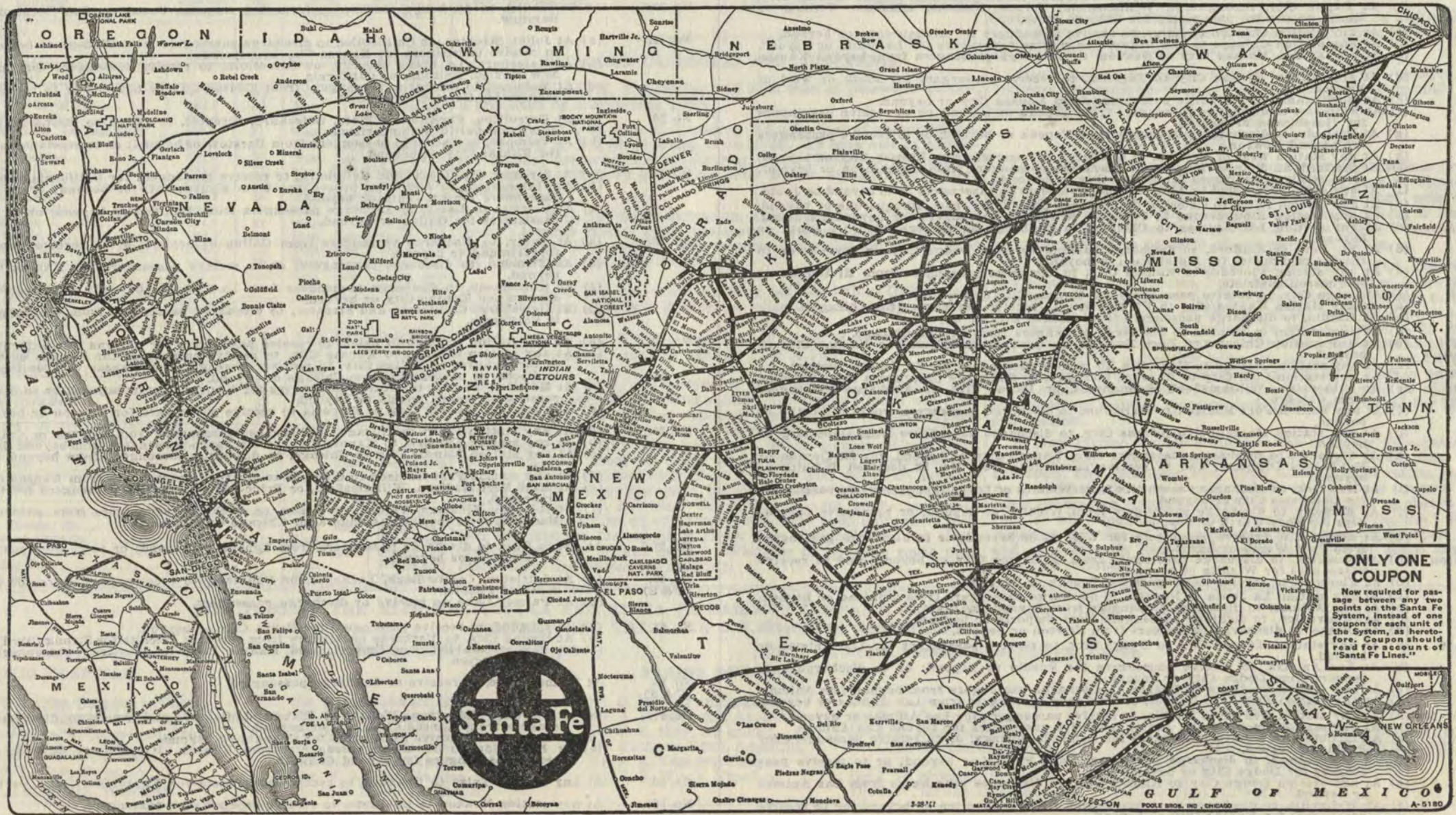


# SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices.

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



**ONLY ONE COUPON**  
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."



Legend: Santa Fe Through Lines, Double Track plus two main lines between Newton and Albuquerque, Projected Lines, Steamship Lines, Roads, Motor Route Coordinated with Train Service