

W. A. J. CARTER, Trainmaster.....Amarillo, Texas.
 H. J. BRISCOE, Trainmaster.....Amarillo, Texas.
 P. L. BEYER, Chief Dispatcher.....Amarillo, Texas.
 A. G. EISENBERG, Asst. Chief Dispatcher. Amarillo, Texas.
 E. H. HAMIC, Asst. Chief Dispatcher..... Amarillo, Texas.

TRAIN DISPATCHERS—AMARILLO, TEXAS.

C. H. MARSH.	O. F. CARDER.	B. L. BRANT.
T. A. COX.	M. J. TRAFFAS.	E. L. FARMER.
C. F. SPARKS.	L. W. HELLMAN.	B. M. WHEELER.
C. M. FORD.	W. N. PIERCE.	G. F. McGUIRE.
P. W. STEWART.	W. H. MORGAN.	

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

LOCAL TIME INSPECTORS—PLAINS DIVISION.

RALPH L. SHARP.....Waynoka.	L. N. PITTMAN..... Amarillo.
MRS. SENA A.	FRED W. HINDS..... Amarillo.
NORTHUP..... Woodward.	BRYANT MADDOX.....Amarillo.
REX GARD..... Shattuck.	JESSE A. MAY..... Clovis.
H. E. McCARLEY.....Pampa.	H. C. EDWARDS..... Clovis.
L. P. NORTHUP.....Clinton.	LYNN C. KESTER..... Hereford.
E. F. COPELAND.....Berger.	

SURGEONS OF

THE A.T.&S.F. HOSPITAL ASSOCIATION

DR. GEORGE S. HOPKINS, Chief Surgeon.....Topeka.

LOCAL SURGEONS

DR. R. D. GIST.....	Amarillo.
DR. A. E. WINSETT.....	Amarillo.
DR. D. H. LOVING.....	Amarillo.
DR. W. H. WHEIR.....	Amarillo.
DR. R. KEYS.....	Amarillo.
DR. E. M. WINSETT.....	Amarillo.
DR. S. K. BROYLES.....	Amarillo.
DR. G. T. ROYSE.....	Amarillo.
DR. J. O. WYATT.....	Amarillo.
DR. J. C. HALLFORD.....	Boise City.
DR. M. M. STEPHENS.....	Borger.
DR. W. G. STEPHENS.....	Borger.
DR. H. A. PENNAL.....	Borger.
DR. E. H. SNYDER.....	Canadian.
DR. RUSH SNYDER.....	Canadian.
DR. E. H. MORRIS.....	Canadian.
DR. R. A. NEBLETT.....	Canyon.
DR. C. R. NESTER.....	Canyon.
DR. V. S. JOHNSON.....	Clovis.
DR. L. H. THOMAS.....	Clovis.
DR. JOEL ZIEGLER.....	Clovis.
DR. MICHELE DE MAIO.....	Clovis.
DR. F. K. BUSTER.....	Cheyenne.
DR. T. G. BROWN.....	Dumas.
DR. O. J. RICHARDSON.....	Dumas.
DR. P. L. SPRING.....	Friona.
DR. R. R. WILLS.....	Hereford.
DR. L. B. BARNETT.....	Hereford.
DR. J. J. DAVIS.....	Higgins.
DR. T. B. TRIPLETT.....	Mooreland.
DR. S. J. MONTGOMERY.....	Miami.
DR. G. R. WALKER.....	Mobeetie.
DR. C. H. ASHBY.....	Pampa.
DR. O. YORK.....	Panhandle.
DR. D. B. PEARSON.....	Perryton.
DR. W. S. CARY.....	Reydon.
DR. WALTER DERSCH.....	Shattuck.
DR. F. S. NEWMAN.....	Shattuck.
DR. R. H. BURGTORF.....	Shattuck.
DR. J. J. SMITH.....	Shattuck.
DR. M. H. NEWMAN.....	Shattuck.
DR. R. A. KLEEBERGER.....	Spearman.
DR. HUSTON PEARSON.....	Stratford.
DR. R. A. WHITENECK.....	Waynoka.
DR. C. W. TEDROWE.....	Woodward.
DR. R. G. OBERMILLER.....	Woodward.
DR. F. E. FLACK.....	Woodward.

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

DR. A. J. STREIT.....	Amarillo.
DR. G. R. CHASE.....	Amarillo.
DR. W. J. CAMPBELL.....	Amarillo.
DR. R. E. GREER.....	Amarillo.
DR. EDWARD D. MCKAY.....	Amarillo.
DR. R. L. CURRY.....	Clovis.
DR. C. E. WILLIAMS.....	Woodward.
DR. M. C. ENGLAND.....	Woodward.

The Atchison, Topeka and Santa Fe Railway Co.

Panhandle and Santa Fe Railway Co.

**WESTERN LINES
Southern District**

PLAINS DIVISION

TIME TABLE No.

85

IN EFFECT

Sunday, June 6, 1954

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

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

**G. R. BUCHANAN,
Vice-President and
General Manager,
Amarillo, Texas.**

**E. P. DUDLEY,
Asst. General Manager,
Amarillo, Texas.**

**T. J. ANDERSON
Superintendent,
Amarillo, Texas.**

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
 The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Canadian Pampa Hereford Vaughn }	North of Barstow		13-130	La Junta to Denver		Beyond La Junta
				17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
2	Vaughn Hereford Pampa Canadian }		North of Barstow	141-14	Denver to La Junta	Beyond La Junta	
				21	Hutchinson	La Junta and beyond	Kansas City and beyond
3	Black	Clovis and beyond	Amarillo and beyond	22	Trinidad	Raton and beyond	Dodge City and beyond
4	Encino Yeso Taiban }	Clovis and east	Belen and beyond		Lamy	Gallup and beyond	Trinidad and beyond
	Black	Amarillo and beyond	Clovis and beyond	Lamy	Trinidad and beyond	Gallup and beyond	
123	Newton to Lamar	La Junta and beyond	Newton and beyond	19	Trinidad	Dodge City and beyond	Any scheduled station stop
	Thatcher	Trinidad and beyond	La Junta and beyond		Hutchinson	Kansas City and beyond	La Junta and beyond
	Ribera Rowe Glorieta }	Albuquerque and beyond	Las Vegas and beyond		Hutchinson Kinsley St. John Stafford }	Albuquerque, Pueblo and beyond	Kansas City and beyond, Emporia and South of Newton
	Los Cerrillos Domingo Bernalillo }	Beyond Albuquerque	Las Vegas and beyond	Garden City Lamar			
1-102	La Junta to Pueblo		Beyond Las Animas	20	Valmora Glorieta	Barstow and beyond	Kansas City and beyond
	Pueblo to Denver		Beyond La Junta		Glorieta Valmora Lamar Garden City }	Kansas City and beyond	Albuquerque and beyond
101-2	Denver to Pueblo	Las Animas and beyond		Kinsley St. John Stafford }			
	Littleton	Colorado Springs, Pueblo and beyond			23	Ft. Sumner Vaughn Mountainair }	Belen and beyond
124	Pueblo to La Junta	Beyond Las Animas		24			
	Bernalillo Domingo Los Cerrillos }	Las Vegas and beyond	Beyond Albuquerque		27-(C&S)	Littleton Castle Rock Larkspur Fountain }	Beyond Pueblo
	Glorieta Rowe Ribera }	Las Vegas and beyond	Albuquerque and beyond	Palmer Lake			
	Valmora Wagon Mound Maxwell }	Raton and beyond	Las Vegas and beyond		28-(C&S)	Palmer Lake	Any station
	Thatcher	La Junta and beyond	Trinidad and beyond				
	La Junta to Hutchinson	Newton and beyond	La Junta and beyond				

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

FIRST DISTRICT.

PLAINS DIVISION. 2

Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
		First Class.									First Class.		
		3	1	23							4	2	24
Other Tracks.	Sidings.	Passenger.	San Francisco Chief.	The Grand Canyon.							Passenger.	San Francisco Chief.	The Grand Canyon.
	Yard	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.
		PM 5.40	AM 6.30	AM 5.05	345.5	0	WAYNOKA. 5.6	31.7	W F T Y	C	AM 11.50	PM 9.05	PM 9.35
11	160	5.49	6.35	5.12	351.8	47.5	HERMAN. 4.5	0		B	11.35	8.56	9.26
20	225	5.54	6.39	5.17	356.3	52.8	BELVA. 5.3	0		B	11.28	8.52	9.22
30	199	6.01	6.44	5.23	361.6	52.8	QUINLAN. 5.5	26.4		C	11.20	8.47	9.17
35	138	6.07	6.49	5.29	367.1	0	CURTIS. 3.9	31.7	W	B	11.13	8.42	9.12
52	150	6.15	6.52	5.33	371.0	31.7	MOORELAND. 10.3	31.7		C	11.08	8.39	9.08
337	263	6.35	7.02	5.45	382.8	28.6	WOODWARD. 0.2	0	W	C	10.55	8.29	8.58
					383.0	31.7	M.K.T. Crossing. 3.3	0					
10	138	6.41	7.05	5.51	386.3	31.7	GERLACH. 6.3	20.6		B	10.40	8.24	8.52
24	154	6.48	7.11	5.58	392.6	17.9	TANGIER. 5.7	31.7		B	10.33	8.19	8.46
66	146	6.56	7.16	6.04	398.3	26.4	FARGO. 8.4	0		C	10.27	8.14	8.41
80	150	7.07	7.23	6.12	406.7	30.6	GAGE. 7.7	8.4		C	10.16	8.07	8.33
417	N 148 S 103	7.25	7.30	6.25	414.4	31.7	SHATTUCK. 6.5	0	W Y	C	10.05	8.00	8.25
27	209	7.32	7.36	6.31	421.0	31.7	GOODWIN. 7.7	21.2		B	9.45	7.52	8.18
102	208	7.43	7.43	6.38	428.7	31.7	HIGGINS. 8.6	31.2		C	9.35	7.43	8.11
4	213	7.52	7.51	6.46	437.3	25.9	COBURN. 6.8	31.7		B	9.25	7.36	8.04
59	208	7.58	7.57	6.52	444.1	0	GLAZIER. 5.3	31.7		C	9.16	7.28	7.58
	375	8.09	8.02	6.57	449.4	29.2	CLEAR CREEK. 5.7	31.7		B	9.07	7.23	7.51
	Yard	8.20 PM	8.10 AM	7.05 AM	455.1		CANADIAN. YL		W T Y	C	9.00 AM	7.17 PM	7.45 PM
		Arrive Daily.	Arrive Daily.	Arrive Daily.			(107.3)				Leave Daily.	Leave Daily.	Leave Daily.
		40.2	64.4	53.6			Average speed per hour.				37.9	59.6	58.5

CENTRALIZED TRAFFIC CONTROL

Two main tracks between M.P. 342.4 and M.P. 346.9 Waynoka.
 Centralized Traffic Control (CTC) on all main tracks and sidings between Waynoka and Canadian, both inclusive, except siding Curtis and south siding Shattuck are not included, and trains moving in such sidings must comply with Rule 105.
 Signal System Two between Waynoka and Canadian, both inclusive.
 Between westward home signals Broadway Street and eastward home signals Ash Street, Waynoka, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Clear Creek and Canadian, 5000 class engines must not be double-headed with other than diesel engines over bridge M.P. 453.5 - 453.9. Other steam engines when double-heading over bridge M.P. 453.5 - 453.9 must not exceed 20 MPH.
 At Canadian, speed limit 20 miles per hour over hand-throw switches in front of yard office.
 Trains must get numbered clearance card before leaving Waynoka and Canadian.
 Trains may register at Canadian by Form 903.
 First class trains may register at Waynoka by Form 903.
 At Waynoka, color-light switch point indicator, east end of track 13, M.P. 342.7, indicates position of spring switch point only.

3 PLAINS DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
		First Class.									First Class.		
		3	1	23							4	2	24
Other Tracks.	Sidings.	Passenger.	San Francisco Chief.	The Grand Canyon.							Passenger.	San Francisco Chief.	The Grand Canyon.
	Yard	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.
		PM 8.20	AM 8.10	AM 7.05	455.1	CANADIAN. YL 8.4	0	W T Y	C		AM 9.00	PM 7.17	PM 7.45
	208	8.30	8.17	7.15	463.5	MENDOTA. 7.7	18.8		B		8.43	7.09	7.32
13	218	8.38	8.24	7.22	471.2	LORA. 5.7	0		B		8.35	7.03	7.24
65	212	8.46	8.29	7.29	476.9	MIAMI. 6.9	0	W	C	s	8.29	6.58	7.19
17	210	8.54	8.35	7.36	483.8	CODMAN. 7.4	0		B		8.17	6.52	7.13
48	206	9.02	8.41	7.44	491.2	HOOVER. 7.6	0		B	f	8.09	6.46	7.07
973	S138 N128	9.20	8.50	7.55	498.8	PAMPA. YL 7.1	0	W F Y	C	s	8.00	6.40	7.00
99	111	9.27	8.56	8.03	505.9	KINGS MILL. 6.9	31.7		C	f	7.40	6.33	6.48
322	S107 N158	9.35	9.02	8.10	512.8	WHITE DEER. 5.8	31.7	W Y	C	s	7.31	6.27	6.42
21	112	9.40	9.07	8.16	518.6	CUYLER. 7.4	23.2		B		7.23	6.22	6.37
680	S103 N143	9.48	9.14	8.24	526.0	PANHANDLE. YL 7.2	15.8	W Y	C	s	7.16	6.16	6.31
22	101	9.54	9.20	8.32	533.2	LEE. 7.8	21.1		B		7.07	6.10	6.25
34	S108 N110	10.01	9.27	8.40	541.0	ST. FRANCIS. 5.1	21.1		B		7.00	6.04	6.19
52	101	10.06	9.31	8.46	546.1	FOLSOM. 5.6	31.7		B		6.55	6.00	6.15
					551.7	DUMAS JCT. YL 0.5	31.7						
					552.2	C.R.I. & P. Crossing. 0.1	0						
					552.3	EAST TOWER. YL F.W. & D.C. Crossing. 0.7	0						
	Yard	10.20 PM	9.45 AM	9.00 AM	553.0	AMARILLO. YL	6.3	Y	C		6.45 AM	5.50 PM	6.05 PM
		Arrive Daily.	Arrive Daily.	Arrive Daily.		(67.9)					Leave Daily.	Leave Daily.	Leave Daily.
		48.9	61.8	51.1		Average speed per hour.					43.5	67.5	58.7

Two main tracks between Pampa M.P. 497.3 and Amarillo on which trains will operate as per Rule 251 except between Dumas Junction and Amarillo East Tower on westward main track only trains will operate as per Rule 261.

Centralized Traffic Control (CTC) on all main tracks and sidings between Pampa end of two main tracks M.P. 497.3 and Canadian including Canadian.

Signal System Two between Amarillo and Canadian, both inclusive.

Between East Tower and Signal 5534, M.P. 553.7 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Pampa, trains or engines must not enter the limits between M.P. 497.3 and west end of north siding through hand-throw switches on either the eastward main track, westward main track or north siding without first obtaining authority from Control Station at time movement is to be made.

At Pampa, color-light switch point indicator, just west of spring switch at west end of north siding indicates position of spring switch point only.

At Canadian, speed limit 20 miles per hour over hand-throw switches in front of yard office.

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

Trains originating at Pampa must get numbered clearance card before leaving that point.

THIRD DISTRICT.

PLAINS DIVISION. 4

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.					Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.				
		3	75	93	1	23							4	24	2	76	94
		Passenger.	California Special.	West Texas Express.	San Francisco Chief.	The Grand Canyon.							Passenger.	The Grand Canyon.	San Francisco Chief.	California Special.	Eastern Express.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
		PM 10.40		AM 10.00	AM 9.50	AM 9.10	553.0	AMARILLO. YL 1.3	6.3	Y	C	s 6.15	s 5.55	s 5.45		s 5.20	
							554.3	JUNIOR. YL 4.5	31.7	WFT	C						
Yard	Yard						558.8	ZITA. 4.2	10.6		B	5.55	5.42	5.33		5.10	
16	S110 N112	10.48		10.08	9.56	9.17	563.0	HANEY. 7.4	31.7		B	5.47	5.37	5.29		5.06	
151	S113 N107	10.53		10.12	10.00	9.21	570.4	CANYON. 10.1	31.7	Y	C	s 5.40	5.30	5.23		4.59 PM	
84	432	11.03		10.20 AM	10.07	9.28	570.4	UMBARGER. 5.0	31.7		C	f 5.17	5.14 ²	5.14 ²⁴			
58	208	11.13			10.15	9.38	580.5	DAWN. 6.8	31.7		B	f 5.08	5.01	5.09			
8	208	11.19			10.20	9.44	586.5	JOEL. 6.2	31.7		B	4.58	4.52	5.03			
822	S111 N149	11.25			10.26	9.50	593.3	HEREFORD. 8.3	31.7	WY	C	s 4.50	s 4.45	4.58			
49	208	11.40			10.33	10.00	599.5	SUMMERFIELD. 6.9	31.7		B	4.30	4.34	4.50			
58	208	11.48			10.41	10.08	607.8	BLACK. 7.1	18.2	W	C	f 4.20	4.28	4.44			
133	162	11.55 AM			10.47	10.15	614.7	FRIONA. 6.5	31.7		C	s 4.12	4.22	4.37			
20	275	12.03			10.53	10.21	621.8	PARMERTON. 5.8	10.6		B	4.02	4.16	4.31			
105	155	12.10			10.59	10.27	628.3	BOVINA. 6.9	31.7		C	s 3.55	4.10	4.26			
6	228	12.20			11.04	10.32	634.1	WILSEY. 6.4	28.5		B	3.45	4.04	4.20			
279	S132 N165	12.28			11.11	10.38	641.0	TEXICO. 9.3	17.0	Y	C	s 3.35	3.58	4.15	s 4.40		
Yard	Yard	s 1.00 AM	s 10.30 AM		s 11.30 AM	s 11.00 AM	656.7	CLOVIS. YL	21.1	W F T Y	C	3.15 AM	3.45 PM	4.05 PM	4.25 PM		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(103.7)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
		44.5	27.9	52.2	62.2	56.6		Average speed per hour.				34.6	47.9	62.2	37.2	49.7	

Two main tracks between Amarillo and east end of Canyon M.P. 569.4 and between crossovers west end of Texico M.P. 649.1 and Clovis on which trains will operate as per Rule 251.

Centralized Traffic Control (CTC) on all main tracks and sidings between east end Canyon, M.P. 569.4 and crossovers west end Texico, M.P. 649.1, including home signal on Slaton Division at M.P. 1.2 Texico and M.P. 571.6 Canyon, except Slaton Division siding Texico which is not included, and trains moving in this siding must comply with Rule 105.

Signal System Two between Amarillo and Clovis, including on Slaton Division Signal 022 at M.P. 2.3, Texico, and Signal 5732 at M.P. 573.2, Canyon.

Between East Tower and Signal 5534, M.P. 553.7 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Clovis between westward interlocked signals east end Clovis yard and eastward interlocked signals west end Clovis yard there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main tracks may be used not protecting against regular and extra trains and engines.

Trains entering Canyon and Texico from Slaton Division may move on clear train order signal in lieu of clearance card and will retain and display classification signals previously authorized.

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

Trains may register at Junior by Form 903.

5 PLAINS DIVISION.

DUMAS DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 37		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Table, W. Yes.	Communications.	EAST- WARD. Second Class. 38
Other Tracks.	Sidings.	Mixed.	Mile Post.		STATIONS.				Mixed.
		AM 7.15							Arrive Daily.
					AMARILLO. YL 1.3		Y		PM 8.30
58			.0	0.0	DUMAS JCT. YL 0.1	0.0			
			0.1	7.4	C.R.I. & P. Crossing. 8.1	52.8			
	61	f 7.30	8.2	26.4	JUILLIARD. 3.6	52.8		B	f 7.05
33		f 7.36	11.8	0.0	GLUCK. 2.8	52.8		B	f 6.55
57		f 7.41	14.6	43.3	CHUNKY. YL 4.2	52.8		B	f 6.45
	63	f 7.48	18.8	52.8	PUENTE. 8.4	39.6		B	f 6.30
15	69	f 8.08	27.2	52.8	MARSH. 7.4	0.0		B	f 6.15
141	60	f 8.25	34.6	38.0	EXELL. YL 6.7	52.8		B	f 6.00
15	61	f 8.38	41.3	52.8	BAUTISTA. 10.8	39.6		B	f 5.49
220	57	s 9.00	52.1	7.4	DUMAS. YL 6.2	31.7		C	s 5.30
11	61	f 9.10	58.3	13.7	MACHOVEC. YL 5.3	19.6		B	f 5.10
			63.6	0.0	C.R.I. & P. Crossing. 0.4	0.0			
241	64	s 9.45	64.0	30.6	ETTER. YL 6.2	30.9	Y	C	s 5.00
10		f 9.55	70.2	13.2	CORDARO. 4.9	16.9		B	f 4.45
29	61	f 10.05	75.1	15.8	LAUTZ. 5.2	0.0		B	f 4.35
15		f 10.15	80.3	52.8	SATREN. 5.2	52.8		B	f 4.25
			85.5	12.1	C.R.I. & P. Crossing. 0.2	0.0			
80	63	s 10.40	85.7	31.7	STRATFORD. YL 4.9	11.6		C	f 4.15
11	61	f 10.50	90.6	52.8	MALLET. 9.5	29.0		B	f 4.05
120	58	f 11.05	100.1	52.8	KERRICK. 10.9	52.8		B	f 3.50
16	61	f 11.30	111.0	52.8	CONRAD. 11.6	28.8		B	f 3.33
	Yard	s 12.30 PM	122.6		BOISE CITY. YL		WFY	C	3.15 PM
		Arrive Daily.			(122.6)				Leave Daily.
		23.4			Average speed per hour.				23.4

No. 37 is superior to No. 38.

Dumas District trains will be governed by Second District Time Table rules between Dumas Junction and Amarillo.

At Boise City, Plains Division trains will be governed by Western Division Time Table.

Signal System Two on Dumas District.

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

SHATTUCK DISTRICT.

PLAINS DIVISION. 6

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.			Rolling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Rolling Grade Ascending.	Water, Fuel, Wye.	Communications.	EAST- WARD. Second Class.
		39								40
		Motor.								Motor.
Other Tracks	Sidings.	Leave Daily Except Sun.	Mile Post.		STATIONS.				Arrive Daily Except Sun.	
	Yard	AM 11.00							PM 6.30	
				42.2	SHATTUCK. YL 11.6	26.4	WYF	C	s 6.30	
11	43	f 11.18	11.8	42.2	MAGOUN. 7.2	29.0			f 6.05	
96	43	s 11.31	18.5	42.2	FOLLETT. YL 4.6	29.0		C	s 5.55	
	90	f 11.39	23.1	42.2	SHERLOCK. 6.6	42.2			f 5.43	
63	42	s 11.48 PM	29.7	42.2	DARROUZETT. 7.0	0.0		C	s 5.30	
25		f 12.01	36.7	37.0	GAYLORD. 5.5	42.2			f 5.19	
63	92	s 12.10	42.2	81.6	BOOKER. YL 5.4	15.8		C	s 5.10	
85	42	f 12.19	47.6	15.8	HUNTOON. 5.2	2.6			f 5.00	
25		f 12.26	52.8	18.5	TWICHELL. 5.0	15.8			f 4.52	
228	92	s 12.45	57.8	15.8	PERRYTON. YL 5.7	26.4		C	s 4.45	
10		f 12.54	63.5	18.5	LORD. 5.2	0.0			f 4.31	
75		s 1.03	68.7	21.1	FARNSWORTH. 5.0	5.3			s 4.23	
46	43	f 1.13	73.7	39.6	WAKA. 10.1	7.9			f 4.15	
329	42	s 1.30 PM	83.8	52.8	SPEARMAN. YL 9.4	39.6	Y	C	4.00 PM	
52	37		93.2	48.6	McKIBBEN. 8.9	52.8				
41	60		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		
241	64		134.1		ETTER. YL		Y	C		
		Arrive Daily Except Sun.			(134.4)				Leave Daily Except Sun.	
		33.6			Average speed per hour.				33.6	

No. 39 is superior to No. 40.

Signal System Two on Shattuck District.

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

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

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

7 PLAINS DIVISION.

CLINTON DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 61 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Water, Fuel, Wyes.	Communications.	EAST- WARD. Second Class. 62 Mixed.
Other Tracks.	Buildings.	Leave Mon., Wed., and Fri. AM 8.50	Mile Post.		STATIONS.				Arrive Tues., Thurs., and Sat. PM 12.50
254	Yard			31.7	PAMPA. YL 8.6	31.7	FWY	C	
	31	f 9.05	8.4	52.8	HEATON. YL 10.2	52.8			f 12.20 PM
53	51	f 9.22	18.6	0.0	LAKETON. 11.7	52.8		B	f 11.55
66	46	s 9.40	30.3	52.8	MOBETTIE. YL 9.1	52.8		C	s 11.20
56	50	f 10.05	39.4	52.8	BRISCOE. 10.9	52.8		B	f 10.55
57	51	s 10.25	50.3	52.8	ALLISON. 11.5	52.8		B	s 10.30
64		s 10.45	61.8	9.5	REYDON. 8.6	52.8		C	s 10.05
10	42	f 10.58	70.4	31.7	MacKIE 10.5	44.4		B	f 9.50
77	11	s 11.35	80.9	31.7	CHEYENNE. YL 7.2	42.2		C	s 9.20
60	9	f 11.50 PM	88.1	52.8	STRONG CITY. 8.1	52.8		B	f 8.45
9		f 12.10	96.2	52.8	HERRING. 9.0	52.8		B	f 8.25
			105.2	0.0	M.K.T. Crossing. 0.2	26.4			
26	15	s 12.40	105.4		HAMMON JCT. YL 1.3			B	s 8.00
			106.7		CITY JCT. 0.4				
21		s 12.50	107.1	52.8	HAMMON. 3.8	52.8		C	s 7.50
8		f 1.00	109.2	55.4	McCLURE. 7.4	52.8		B	f 7.40
82	15	s 1.25	116.6	52.8	BUTLER. 9.8	54.0		C	s 7.22
9		f 1.50	126.4	55.8	STAFFORD. 8.2	52.8		B	f 7.00
			134.6	52.8	C.R.I. & P. Crossing. 1.4	52.8			
			136.0	52.8	A.T. & S.F. Crossing. 0.1	52.8			
			136.1	0.0	WEST JCT. 1.8	52.8		B	
	Yard	s 3.30 PM	137.9		1st Street Station. CLINTON. YL		FWY	C	6.30 AM
		Arrive Mon., Wed., and Fri.			(141.6)				Leave Tues., Thurs., and Sat.
		21.2			Average speed per hour.				23.1

Between Hammon Junction and City Junction, trains will use M.K.T. track and be governed by M.K.T. Time Table.

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

All trains must obtain orders and 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 as prescribed by Rule 99.

At Clinton, Clinton District trains will be governed by Panhandle Division Time Table.

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

At Clinton, within yard limits, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

No switch lights on Clinton District.

Borger District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Water, Fuel, Wyes.	Communications.	EAST- WARD.	
59		Mixed.							60	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.						Arrive Daily Ex. Sun.	Mixed.
	Yard	AM 10.30								PM 2.30
16	72	f 10.40	5.5	31.7	PANHANDLE. YL	31.7	W Y C			f 1.50
				28.5	6.8 ABELL.	0		B	f	
37		f 10.50	10.0	42.2	4.5 POMEROY.	52.8		B	f	1.30
39	74	f 11.00	15.8	42.8	5.8 McBRIDE.	52.8		B	f	1.20
	Yard	s 11.30 AM	27.8	0	BORGER. YL	52.8	W F Y	C		1.00 PM
		Arrive Daily Ex. Sun.	31.2		3.4 END TRACK.			B		Leave Daily Ex. Sun.
		27.8			(32.4)					18.5
				Average speed per hour.						18.5

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

Trains must get numbered clearance card before leaving Borger.

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

Skellytown District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Wyes.	Communications.	EAST- WARD.	
57		Mixed.							58	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.						Arrive Daily Ex. Sun.	Mixed.
	Yard	AM 10.00								PM 1.00
48		10.15	6.0	10.6	WHITE DEER. YL	21.7	W Y C			s 1.00
				10.6	6.0 CARGRAY.	31.7				12.45
424	Yard	s 10.30 AM	10.1		4.1 SKELLYTOWN. YL			Y	C	12.30 PM
		Arrive Daily Ex. Sun.			(10.1)					Leave Daily Ex. Sun.
				Average speed per hour.						20.2

Nos. 57 and 58 have no time table authority. Time shown at stations for information only.

Trains must get numbered clearance card before leaving Skellytown.

No switch lights on Skellytown District.

Buffalo District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Water, Fuel, Turn Table and Wyes.	Communications.	EAST- WARD.	
41		Mixed.							42	
Other Tracks	Sidings.	Leave Daily Ex. Sun.	Mile Post.						Arrive Daily Ex. Sun.	Mixed.
	Yard	AM 9.00								PM 4.35
	11	f 9.15	4.5	70.7	WAYNOKA. YL	88.0	W F Y T	C		s 4.35
20		f 9.30	10.5	87.6	4.6 McKINLEY.	73.9				f 4.20
22		f 9.41	14.4	76.5	6.0 BRACE.	81.8		B	f	4.05
30	45	s 10.00	19.9	79.0	3.9 FAIR VALLEY.	72.8				f 3.55
33		f 10.19	26.1	39.6	5.5 FREEDOM.	52.8		C	s	3.40
	38	f 10.37	32.4	52.8	6.2 EDITH.	52.8				f 3.18
47		f 10.49	37.1	88.7	6.3 SALT SPRINGS.	31.7				f 3.01
55	33	s 11.06	43.8	52.8	4.7 LOVEDALE.	29.0				f 2.49
100	55	s 11.30 AM	52.1	52.8	6.7 SELMAN.	37.0		C	s	2.32
		Arrive Daily Ex. Sun.			8.3 BUFFALO. YL			Y	C	2.10 PM
				Average speed per hour.						21.5

No. 41 is superior to No. 42.

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

At Waynoka, derail on Buffalo District main track 200 feet from junction switch.

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

Telephone at Fair Valley in section house.

No switch lights on Buffalo District.

9 PLAINS DIVISION.

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

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e): Canceled.

(l): ————— When standing — apply or release air brakes.

(m): ————— When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (e) and (l).

2. YARD LIMITS:

Amarillo.	Hammon Jct.
Borger.	Junior.
Boise City.	Machovec.
Booker.	Mobeetie.
Buffalo.	Morse.
Canadian.	Pampa.
Cheyenne.	Panhandle.
Chunky.	Perryton.
Clinton.	Spearman.
Clovis.	Skellytown.
Dumas.	Stratford.
Dumas Jct.	Shattuck (Applies only on
East Tower.	Shattuck District.)
Etter.	Waynoka (Applies only on
Exell.	Buffalo District.)
Follett.	White Deer (Applies only
Heaton (to and including	on Skellytown District.)
industrial spurs Coltexo.)	

3. SPEED REGULATIONS.

(A) 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.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	79	55
SECOND DISTRICT	79	55
THIRD DISTRICT	79	55
BUFFALO DISTRICT	25	25
SHATTUCK DISTRICT	45	35
CLINTON DISTRICT		
Pampa to M.P. 85	45	40
M.P. 85 to Clinton	30	30
SKELLYTOWN DISTRICT	40	30
BORGER DISTRICT	50	45
DUMAS DISTRICT	50	40
FIRST DISTRICT		
2 Curves, M.P. 343.3 to 343.9	60	55
4 Curves, M.P. 345.2 to 346.3	45	45
Curve, M.P. 346.5 to 346.7	60	55
Curve, M.P. 379.0 to 379.3	75	55
Curve, M.P. 383.0 to 383.1	60	55
Curve, M.P. 385.4 to 385.8	75	55
2 Curves, M.P. 386.4 to 388.9	60	45
Curve, M.P. 389.6 to 389.9	75	55
5 Curves, M.P. 422.3 to 425.4	65	55
Curve, M.P. 426.1 to 426.6	70	55
Curve, M.P. 444.6 to 444.9	75	55
Curve, M.P. 445.7 to 446.3	70	55
2 Curves, M.P. 450.7 to 453.4	70	55

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASS- ENGLR	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd).		
Bridge M.P. 453.5 to 453.9		
All westward trains	35	35
Eastward steam-powered trains	35	35
Eastward diesel-powered trains	45	45
(See special rule First District schedule Page 2 for restrictions covering double-heading steam engines.)		
Curve, M.P. 454.2 to M.P. 454.5	65	55
SECOND DISTRICT		
2 Curves, M.P. 460.1 to 460.9	70	55
Curve, M.P. 464.8 to 465.0	65	55
Curve, M.P. 468.8 to 469.3	70	55
Curve, M.P. 475.3 to 475.6	70	55
7 Curves, M.P. 477.1 to 480.9	65	55
4 Curves, M.P. 486.1 to 488.4	70	55
3 Curves, M.P. 489.8 to 491.9	70	55
3 Curves, M.P. 494.2 to 495.8	75	55
Turnout, M.P. 497.3, Westward Main	40	40
Curve, M.P. 552.0 to 552.1	65	55
THIRD DISTRICT		
Curve, M.P. 566.2 to 566.4 Eastward Main	75	55
Curve, M.P. 567.8 to 568.0 Westward Main	70	55
Curve, M.P. 568.8 to 569.4 Westward Main	70	55
Curve, M.P. 568.8 to 569.4 Eastward Main	65	55
Curve, M.P. 569.9 to 570.2 Westward Main	70	55
Curve, M.P. 569.9 to 570.2 Eastward Main	65	55
Curve, Slaton Main Track M.P. 570.9 to 571.2	30	30
Curve, M.P. 599.6 to 600.0	70	55
2 Curves, M.P. 647.2 to 647.6	30	30
DUMAS DISTRICT		
Curve, M.P. 20.8 to 21.1	20	20
6 Curves, M.P. 22.2 to 27.5	30	20
Bridge M.P. 111.5	20	20
BUFFALO DISTRICT		
Sand, M.P. 15.3 to 15.6	15	15
2 Curves, M.P. 22.2 to 22.7	10	10
2 Curves, M.P. 30.3 to 30.9	15	15
(C) While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:		
STATIONS	STREETS	MILES PER HOUR
Mooreland.....	Elm.....	40
Woodward.....	Sixth to Ninth.....	25
Gage.....	Main.....	55
Shattuck.....	Main.....	30
Hereford.....	Main.....	30
Texico.....	Wheeler.....	30

11 PLAINS DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(H) Spring Switches, Turnouts and Crossovers—(Cont'd).

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
Waynoka	Interlock	East end two tracks M.P. 342.4	40	40
Waynoka	Interlock	West end extension track to track 14 M.P. 342.4	80	30
Waynoka	Interlock	Eastward main track to east yard lead M.P. 342.5	30	30
Waynoka	Interlock	Crossover between east yard lead and track 14 M.P. 342.6	30	30
Waynoka	Spring	East end of track 13, M.P. 342.7	25	25
Waynoka	Interlock	Eastward main track to yard M.P. 343.6	30	30
Waynoka	Interlock	Crossover between main tracks M.P. 345.1	30	30
Waynoka	Interlock	Crossover between main tracks and two turnouts from eastward main track to yard, M.P. 345.2	15	15
Waynoka	Interlock	West end two tracks M.P. 346.9	40	40
Heman	Interlock	East and west ends of siding	40	40
Belva	Interlock	East and west ends of siding	40	40
Quinlan	Interlock	East and west ends of siding	40	40
Curtis	Interlock	East and west ends of siding	30	30
Mooreland	Interlock	East and west ends of siding	40	40
Woodward	Interlock	East and west ends of siding	40	40
Woodward	Interlock	Double crossover between main track and siding, M.P. 381.3	40	40
Gerlach	Interlock	East and west ends of siding	40	40
Tangier	Interlock	East and west ends of siding	40	40
Fargo	Interlock	East and west ends of siding	40	40
Gage	Interlock	East and west ends of siding	40	40
Shattuck	Interlock	East and west ends of north siding	40	40
Shattuck	Interlock	East and west ends of south siding	15	15
Shattuck	Interlock	Crossover between main track and north siding	15	15
Shattuck	Interlock	Turnout from north siding to Shattuck Dist. main track	15	15
Goodwin	Interlock	East and west ends of siding	40	40
Higgins	Interlock	East and west ends of siding	40	40
Higgins	Interlock	Crossover between main track and siding, M.P. 428.	40	40
Coburn	Interlock	East and west ends of siding	40	40
Coburn	Interlock	Crossover between main track and siding, M.P. 437.	40	40
Glazier	Interlock	East and west ends of siding	40	40
Clear Creek	Interlock	East and west ends of siding	40	40
Clear Creek	Interlock	Double crossover between main track and siding, M.P. 450.3	40	40
Canadian	Interlock	Double crossover between main track and siding west of freight house	30	30
Canadian	Interlock	Turnout from north siding to yard lead at west end of yard	15	15
Canadian	Interlock	Double crossover between main track and north sid- ing at west end of yard	40	40
Canadian	Interlock	East and west ends of both sidings	40	40
Mendota	Interlock	East and west ends of siding	40	40
Lora	Interlock	East and west ends of siding	40	40
Miami	Interlock	East and west ends of siding	40	40
Miami	Interlock	Crossover between main track and siding east of station, M.P. 476.8	40	40
Codman	Interlock	East and west ends of siding	40	40

3. SPEED REGULATIONS—(Cont'd).

(H) Spring Switches, Turnouts and Crossovers—(Cont'd).

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
Hoover	Interlock	East and west ends of siding	40	40
Pampa	Interlock	Turnout to westward main track, M.P. 497.3	40	40
Pampa	Interlock	East and west ends of south siding	40	40
Pampa	Interlock	East end north siding	30	30
Pampa	Spring	West end north siding	30	30
East Tower	Interlock	Turnout to Dumas District	30	30
East Tower	Interlock	Crossover between main tracks	40	40
East Tower	Interlock	Turnouts at east end of 2 passenger main tracks	40	40
Junior	Interlock	Crossover between main tracks and turnouts of heading-in and heading- out leads, M.P. 555.8	30	30
Canyon	Interlock	Crossover between main tracks, M.P. 569.4	40	40
Canyon	Interlock	East and west ends of north siding	30	30
Canyon	Interlock	East end of Slaton Division main track at M.P. 569.4	40	40
Canyon	Interlock	Crossover between eastward and westward main tracks at M.P. 570.8	40	40
Canyon	Interlock	Crossover between eastward and westward main tracks at M.P. 570.9	30	30
Canyon	Interlock	Crossover between eastward main track and Slaton Division main track, M.P. 570.9	30	30
Canyon	Interlock	Turnout from westward main track, M.P. 572.2	40	40
Umbarger	Interlock	East and west ends of siding	40	40
Umbarger	Interlock	Crossover between main track and siding, M.P. 578.9	40	40
Dawn	Interlock	East and west ends of siding	40	40
Joel	Interlock	East and west ends of siding	40	40
Hereford	Interlock	East and west ends of both sidings	40	40
Summerfield	Interlock	East and west ends of siding	40	40
Black	Interlock	East and west ends of siding	40	40
Black	Interlock	Crossover between main track and siding M.P. 615.3	40	40
Friona	Interlock	East and west ends of siding	40	40
Parmerton	Interlock	East and west ends of siding	40	40
Parmerton	Interlock	Crossover between main track and siding M.P. 628.3	40	40
Bovina	Interlock	East and west ends of siding	40	40
Wilsey	Interlock	East and west ends of siding	40	40
Texico	Interlock	Turnout east end two tracks M.P. 646.	40	40
Texico	Interlock	East and west ends of north siding	30	30
Texico	Interlock	East and west ends Slaton Division siding	30	30
Texico	Interlock	Turnout at Wheeler Avenue from eastward main track to Slaton Division	30	30
Texico	Interlock	Two crossovers between main tracks west of station	30	30
Texico	Interlock	Two crossovers between main tracks, M.P. 649.	40	40

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(I) Speed Table.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

MILE POST	NAME
390.5	First District, Overhead Highway Bridge.
392.5	First District, Overhead Highway Bridge.
453.5 to 453.9	First District, Bridge South Canadian River.
134.0	CLINTON DISTRICT: Bridge Washita River, Side Clearance only, will not clear snow plows and similar machines when in operating position.

5. RAILROAD CROSSINGS.

(A) LOCATION OF INTERLOCKINGS.

Name	Type	Speed	
		Passenger	Freight
Stratford	Automatic	30	30

(B) GATE PROTECTED RAILROAD CROSSINGS.

Rule 98 (A) : Trains may cross when gate lined against other tracks.

Location	Railroad	M.P. Locations	Normally Against	Speed Limit M.P.H.
Dumas District.....	C.R.I.& P.	63.6	P.& S.F.	15
Clinton District.....	M.K.T.	105.2	P.& S.F.	15
Clinton District.....	C.R.I.& P.	134.6	P.& S.F.	15
Clinton District.....	A.T.& S.F.	136.0	P.& S.F.	15

6. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGES OF TIME TABLE.

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
FIRST DISTRICT—				
O'Connor.....	348.9	41	East	Freight only
SECOND DISTRICT—				
Isaacs.....	459.2	8	East	Freight only
Mendota Stock Yard...	465.3	26	West & East	Freight only
Humble Pipe Line Co...	501.2	25	West	Freight only
Empire Pipe Line Co...	501.9	38	West & East	Freight only
General Atlas Carbon Co.....	502.3	45	West & East	Freight only
Cabot Carbon Corporation.....	503.6	65	West	Freight only
Champlin Refining Co...	503.9	37	West & East	Freight only
Celanese Corp. of America.....	504.3	119	East	Freight only
Texas Pipe Line Co....	506.2	33	West & East	Freight only
Texoma Natural Gas Co.....	507.8	27	West	Freight only
Pantex Ordnance Plant.	539.1	Yard	West & East	Freight only
Amarillo Air Force Base	543.4	Yard	West & East	Freight only
Massey-Harris	546.9	7	East	Freight only
THIRD DISTRICT—				
Heard Spur.....	596.7	9	West	Freight only
Huston.....	601.6	52	West & East	Freight only
DUMAS DISTRICT—				
Pulverizing Plant.....	2.3	5	West & East	Freight only
Potash Co. of America..	57.8	65	West	Freight only
American Zinc Co. of Illinois 3.01 Miles..	57.8	101	West	Freight only
Cactus Ordnance Plant.	65.0	Yard	West & East	Freight only
BUFFALO DISTRICT—				
Selman Stock Spur.....	39.0	13	East	Freight only
CLINTON DISTRICT—				
Coltexo Industrial Spur 8.19 miles.....	8.6	121	East	Freight only
J. N. Philpot Elevator Co.....	13.3	7	West & East	Freight only
Panhandle Power & Light Co.....	34.5	10	West	Freight only
Bowers Spur.....	34.9	9	East	Freight only
Bartlett Gasoline Co....	119.6	11	West	Freight only
Acme Brick Co.....	135.6	36	West	Freight only

7. BULLETIN BOOKS.

Amarillo.	Boise City.	Borger.	Canadian.
Waynoka.	Clovis.	Pampa.	Shattuck.

8. STANDARD CLOCKS.

AMARILLO—Baggage Room.
Roundhouse Office.
Chief Dispatcher's Office.
Yard Office (Junior).

BOISE CITY—Station.

CANADIAN—Yard Office.

CLOVIS—Telegraph Office.
Yard Office.

PAMPA—Ticket Office.

WAYNOKA—Yard Office.
Roundhouse.
Telegraph Office at Passenger Station.

9. STANDARD THERMOMETERS.

Amarillo.	Waynoka.	Hereford.	Junior.
Dumas.	Canadian.	Perryton.	Clinton.

10. 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

10. STATUTORY REGULATIONS—(Cont'd).

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.

FREIGHT SCHEDULES.

PLAINS DIVISION. 14

WESTWARD.

Freight Train Terminals and Junctions. (Subject to Change Without Notice.)	53	GCF	87	75	73	51	49	ALS	91	55	65	43	TDF	83	81	CWT	59
	Southern California Fast Freight.	Gulf California Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Northern California Fast Freight.	Amarillo Lubbock Sweetwater Fast Freight.	Kansas City- Arizona Fast Freight.	Way Freight.	Way Freight.	Southern California Fast Freight.	Texas- Denver Fast Freight.	Way Freight.	Kansas City- Texas Fast Freight.	Colorado West Texas Fast Freight.	Northern California Fast Freight.
STATIONS.	Leave Daily.	Leave Daily.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.	Leave Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily.
WAYNOKA.	A.M. 1.50			A.M. 7.00			P.M. 12.35		P.M. 1.30			P.M. 3.30			P.M. 10.30		P.M. 11.15
CANADIAN.	5.50 6.00			3.00 P.M.			4.35 4.45		5.45 6.00		P.M. 12.05	8.00 8.10			A.M. 2.00 2.15		A.M. 3.00 3.10
BORGER.										P.M. 2.00	8.00 P.M.						
AMARILLO.	10.00 10.10		A.M. 6.30		A.M. 8.00		8.45 8.55	P.M. 1.00	10.00 11.30	6.00 P.M.		12.10 12.20 A.M.			5.30 6.30	P.M. 10.30	6.20 6.30
CANYON.			7.00 A.M.					1.45 P.M.								11.15 P.M.	
TEXICO.		A.M. 2.30											P.M. 4.00	P.M. 4.10			
CLOVIS.	2.10 P.M.	3.00 A.M.			4.00 P.M.		12.55 A.M.		4.00 A.M.			4.20 A.M.	4.30 P.M.	4.40 P.M.	9.45 A.M.		9.55 A.M.
SHATTUCK.						A.M. 8.00											
SPEARMAN.						4.00 P.M.											
	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.	Arrive Mon., Wed., and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.

EASTWARD.

Freight Train Terminals and Junctions. (Subject to Change Without Notice.)	BTX	34	WTC	76	56	84	CTX	74	52	SLA	88	66					
	California Texas Fast Freight.	Southern California Chicago Fast Freight.	West Texas Colorado Fast Freight.	Way Freight.	Way Freight.	Way Freight.	California- Texas Fast Freight.	Way Freight.	Way Freight.	Sweetwater Lubbock Amarillo Fast Freight.	Way Freight.	Way Freight.					
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Daily Ex. Sun.	Arrive Tues., Thurs., and Sat.	Arrive Daily.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Daily.					
WAYNOKA.		P.M. 1.00		P.M. 3.00													
CANADIAN.		8.00 7.30		7.00 A.M.								A.M. 2.30					
BORGER.					A.M. 11.59							6.30 P.M.					
AMARILLO.		4.00 3.00 A.M.	A.M. 5.00		7.15 A.M.			P.M. 3.00		P.M. 2.00	P.M. 7.45						
CANYON.			4.15 A.M.							1.15 P.M.	7.00 P.M.						
TEXICO.	A.M. 5.00					A.M. 8.00	A.M. 8.00										
CLOVIS.	4.30 A.M.	11.00 P.M.				7.30 A.M.	7.30 A.M.	7.30 A.M.									
SHATTUCK.									P.M. 3.00								
SPEARMAN.									8.00 A.M.								
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Daily Ex. Sun.	Leave Tues., Thurs., and Sat.	Leave Daily.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Daily.					

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.



SANTA FE SAFETY FIRST



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

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

