

F. A. DONNELL, Trainmaster.....Amarillo, Texas.
 C. B. KURTZ, Trainmaster.....Waynoka, Oklahoma.
 J. W. HORN, Chief Dispatcher.....Amarillo, Texas.
 P. L. BEYER, Asst. Chief Dispatcher.....Amarillo, Texas.
 A. G. EISENBERG, Asst. Chief Dispatcher..Amarillo, Texas.

TRAIN DISPATCHERS—AMARILLO, TEXAS.

T. B. SMITH.	C. M. FORD.	L. W. HELLMAN.
C. H. MARSH.	P. W. STEWART	J. K. HASTINGS.
G. W. TOWER.	E. H. HAMIC.	
T. A. COX.	O. F. CARDER.	
C. F. SPARKS.	M. J. TRAFFAS.	

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

LOCAL WATCH INSPECTORS—PLAINS DIVISION.

GEO. E. STILLER.....Waynoka.	ALVIN ADAMS.....Woodward.
L. N. PITTMAN.....Amarillo.	MAY BROTHERS.....Clovis.
F. W. HINDS.....Amarillo.	C. R. DOUGLASS.....Canadian.
H. E. MCCARLEY.....Pampa.	E. F. COPELAND.....Borger.
L. P. NORTHUP.....Clinton.	DR. A. V. WONDER....Boise City.
S. W. NORTHUP.....Shattuck.	

SURGEONS OF

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

R. G. SMITH, 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. H. HALL.....	Boise City.
DR. A. F. HANSEN.....	Borger.
DR. H. WALKER.....	Buffalo.
DR. E. H. SNYDER.....	Canadian.
DR. R. A. NEBLETT.....	Canyon.
DR. V. R. PAYNE.....	Cheyenne.
DR. V. S. JOHNSON.....	Clovis.
DR. W. D. DABBS.....	Clovis.
DR. W. P. MARTIN.....	Clovis.
DR. JOEL ZEIGLER.....	Clovis.
DR. T. G. BROWN.....	Dumas.
DR. J. F. TOUT.....	Follett.
DR. H. H. COOK.....	Friona.
DR. R. R. WILLIS.....	Hereford.
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. O. C. NEWMAN.....	Shattuck.
DR. R. A. KLEEBERGER.....	Spearman.
DR. HUSTON PEARSON.....	Stratford.
DR. R. A. WHITNECK.....	Waynoka.
DR. T. C. LEACHMAN.....	Woodward.

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

DR. A. J. STREIT.....	Amarillo.
DR. W. O. MURPHY.....	Amarillo.
DR. R. C. CHASE.....	Amarillo.
DR. R. L. CURRY.....	Clovis.
DR. C. E. WILLIAMS.....	Woodward.

RADIOLOGIST

DR. R. F. WERTZ.....Amarillo.

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

Panhandle and Santa Fe Railway Co.

**WESTERN LINES
Southern District**

PLAINS DIVISION

TIME TABLE No.

80

IN EFFECT

Sunday, February 20, 1949

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

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

**G. C. JEFFERIS,
Vice-President and
General Manager,
Amarillo, Texas.**

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

**F. N. STUPPI,
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			
3	Nickerson to Dodge City	La Junta and beyond	Kansas City and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond			
4	Los Cerrillos	La Junta and beyond		21	Trinidad	Raton and beyond				
	Wagon Mound	Beyond La Junta	Albuquerque and beyond		22	Glorieta Lamy }	Gallup and beyond	Trinidad and beyond		
	Deerfield Holcomb }	Dodge City and beyond	Beyond La Junta	Lamy		Trinidad and beyond	Gallup and beyond			
	Dodge City to Hutchinson	Kansas City and beyond	La Junta and beyond	Trinidad	Kansas City and beyond	Any station				
1-102	Newton to Dodge City	Las Animas and beyond		Hutchinson	Kansas City and beyond	La Junta and beyond				
	Las Animas Holly }	Pueblo and beyond	Dodge City and beyond	19	Garden City	Albuquerque and beyond	Kansas City and beyond			
	La Junta to Pueblo		Beyond Las Animas	20	Valmora	Barstow and beyond	Kansas City and beyond			
	Pueblo to Denver		Beyond La Junta		Glorieta	Kansas City and beyond	Barstow and beyond			
101-2	Denver to Pueblo	Las Animas and beyond		23	Ft. Sumner Vaughn Mountainair }	Belen and beyond	Amarillo and beyond			
	Littleton	Colorado Springs, Pueblo and beyond						24	Mountainair Vaughn Ft. Sumner }	Amarillo and beyond
	Pueblo to La Junta	Beyond Las Animas		27-(C&S)	Littleton Castle Rock Larkspur Fountain }	Beyond Pueblo				
	Las Animas Holly }	Dodge City and beyond	Pueblo and beyond					Palmer Lake	Any station	Any station
	Dodge City to Newton		Las Animas and beyond					28-(C&S)	Palmer Lake	Any station
13-130	La Junta to Denver		Beyond La Junta	105	Argonia	Beyond Kiowa	Wichita and beyond			
141-14	Denver to La Junta	Beyond La Junta		106	Argonia	Wichita and beyond	Beyond Wichita			

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

PLAINS DIVISION.

FIRST DISTRICT. 2

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.		Distance from Atkinson.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.	
		105	23							106	24
		The Scout.	The Grand Canyon.							The Scout.	The Grand Canyon.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily.
	Yard	PM 5.40	AM 5.50	345.5	0	WAYNOKA. 5.9	31.7	W T Y	C	PM 12.20	PM 10.00
11	160	5.49	5.57	351.8	47.5	HEMAN. 4.5	0		B	12.10	9.47
20	225	5.54	6.02	358.3	52.8	BELVA. 5.3	0		B	12.03 PM	9.40
30	199	f 6.01	6.08	361.6	52.8	QUINLAN. 5.5	26.4		C	f 11.55	9.33
35	138	f 6.07	6.14	367.1	0	CURTIS. 3.9	31.7	W	B	f 11.46	9.27
52	150	s 6.15	6.17	371.0	31.7	MOORELAND. 10.3	31.7		C	s 11.39	9.21
324	263	s 6.35	s 6.30	382.8	28.5	WOODWARD. 0.2	0	W	C	s 11.25	s 9.10
				388.0	31.7	M.K.T. Crossing. 3.3	0				
10	138	6.41	6.34	388.8	31.7	GERLACH. 6.3	20.6		B	11.15	9.01
24	154	6.48	6.41	392.6	17.9	TANGIER. 5.7	31.7		B	11.09	8.54
66	146	f 6.56	6.47	398.3	26.4	FARGO. 8.4	0	W	C	f 11.03	8.49
72	150	s 7.08	6.55	406.7	30.5	GAGE. 7.7	8.4		C	s 10.51	8.42
417	N 148 S 108	s 7.25	s 7.05	414.4	31.7	SHATTUCK. 6.5	0	W Y	C	s 10.38	s 8.35
27	209	7.32	7.11	421.0	31.7	GOODWIN. 7.7	21.2		B	10.21	8.25
102	217	s 7.43	7.20	428.7	31.7	HIGGINS. 8.6	31.2	W	C	s 10.14	8.18
4	224	7.53	7.30	437.3	25.9	COBURN. 6.8	31.7		B	10.03	8.10
59	208	f 7.59 ²⁴	7.38	444.1	0	GLAZIER. 5.3	31.7		C	f 9.54	¹⁰⁵ 7.59
5	375	8.07	7.44	449.4	29.2	CLEAR CREEK. 5.7	31.7		B	9.43	7.50
	Yard	s 8.20 PM	s 7.56 AM	455.1		CANADIAN. YL		W T Y	C	9.35 AM	7.42 PM
		Arrive Daily.	Arrive Daily.			(107.6)				Leave Daily.	Leave Daily.
		40.4	51.2			Average speed per hour.				39.1	48.8

CENTRALIZED TRAFFIC CONTROL

Two main tracks between M.P. 342.5 and M.P. 346.9 Waynoka.
 Centralized Traffic Control on all main tracks and sidings between Waynoka and Canadian both inclusive.
 Signal System Two applies between Canadian and home signals Waynoka M.P. 345 inclusive; Signal System One east thereof.
 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 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Canadian, speed limit twenty 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.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.		Distances from Atabasca.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wys.	Communications.	EASTWARD. First Class.	
		105	23							106	24
Other Tracks.	Sidings.	The Scout. Leave Daily.	The Grand Canyon. Leave Daily.	Miles.		STATIONS.				The Scout. Arrive Daily.	The Grand Canyon. Arrive Daily.
	Yard	PM 8.20	AM 7.56	455.1	31.7	CANADIAN. YL 8.4	0	W F T Y	C	AM 9.35	PM 7.42
	208	8.40	8.06	463.5	31.7	MENDOTA. 7.7	18.8		B	9.11	7.28
13	218	8.48	8.15	471.2	31.7	LORA. 5.7	0		B	9.04	7.20
65	223	s 8.58	8.22	476.9	31.7	MIAMI. 6.9	0	W	C	s 8.57	7.13
17	210	9.08	8.29	483.8	31.7	CODMAN. 7.4	0		B	8.47	7.05
48	206	9.17	¹⁰⁸ 8.37	491.2	31.7	HOOVER. 7.6	0		B	²³ 8.37	6.57
1026	E133 W128	s 9.43	s 8.46	498.8	31.7	PAMPA. YL 7.1	0	W F Y	C	s 8.25	s 6.50
80	111	f 9.53	8.55	505.9	31.4	KINGS MILL. 6.9	31.7		C	f 8.04	6.40
322	E107 W158	s 10.03	9.01	512.8	31.1	WHITE DEER. 5.8	31.7	W Y	C	s 7.56	6.33
21	112	10.11	9.06	518.6	31.7	CUYLER. 7.4	23.2		B	7.49	6.26
692	E107 W150	s 10.25	9.14	526.0	31.7	PANHANDLE. YL 7.2	15.8	W Y	C	s 7.40	6.19
22	101	10.35	9.22	533.2	31.7	LEE. 7.8	21.1		B	7.28	6.11
34	E106 W110	10.43	9.30	541.0	31.7	ST. FRANCIS. 5.1	21.1		C	7.20	6.03
52	101	10.49	9.35	546.1	31.7	FOLSOM. 5.6	31.7		B	7.12	5.57
				551.7	31.7	DUMAS JCT. YL 0.5	31.7				
				552.2	3.7	C.R.I. & P. Crossing. 0.1	0				
		10.54	9.41	552.3	10.6	EAST TOWER. YL F.W. & D.C. Crossing. 0.7	6.3		C	7.05	5.50
	Yard	s 11.00 PM	s 9.45 AM	553.0		AMARILLO. YL		W F T Y	C	7.00 AM	5.45 PM
		Arrive Daily.	Arrive Daily.			(97.9)				Leave Daily.	Leave Daily.
		36.7	53.9			Average speed per hour.				37.9	50.2

Two main tracks between Pampa M.P. 497.3, and Amarillo East Tower 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 on all main tracks and sidings between Pampa end of two main tracks M.P. 497.3 and Canadian including Canadian.

Signal System Two applies between Amarillo and Canadian both inclusive.

Between East Tower and M.P. 553.6 west of Tenth Avenue, Amarillo, 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 15 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 westward siding through hand-throw switches on either the eastward main track, westward main track or westward 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 westward siding indicates position of spring switch point only.

At Canadian, speed limit twenty 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, White Deer and Panhandle must get numbered clearance card before leaving point of origin.

PLAINS DIVISION.

THIRD DISTRICT.

4

Track Capacity 50 ft. Per Car.		WESTWARD.				Distance from Arlington.	Railing Grade Ascending.	TIME TABLE No. 80, February 20, 1949.				Railing Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.			
		First Class.						STATIONS.							First Class.			
		105	97	93	23										106	24	98	96
Other Tracks.	Sidings.	The Scout. Leave Daily.	California Special. Leave Daily.	West Texas Express. Leave Daily.	The Grand Canyon. Leave Daily.	Miles.									The Scout. Arrive Daily.	The Grand Canyon. Arrive Daily.	The Texan. Arrive Daily.	Eastern Express. Arrive Daily.
		PM 11.20		AM 10.15	AM 9.55	553.0	7.5	AMARILLO. YL 1.3	6.3	Y	C	s	AM 6.40	s	PM 5.35		s	PM 5.15
Yard	Yard	11.24		10.18	9.58	554.3	31.7	JUNIOR. YL 4.5	81.7	WFT	C		6.36	5.31				5.12
	100	11.31		10.22	10.03	558.8	10.6	ZITA. 4.2	14.8		B		6.29	5.26			f	5.08
16	E110 W112	11.39		10.27	10.07	563.0	31.7	HANEY. 7.4	31.7		B		6.22	5.22			f	5.03
147	E117 W107	11.49		10.35 AM	10.15	570.4	31.7	CANYON. 10.1	15.8	WY	C	s	6.12	5.15				4.55 PM
34	436	11.59 AM			10.26	580.5	31.7	UMBARGER. 6.0	31.7		C	f	5.54	5.07				
58	208	12.06			10.31	586.5	25.9	DAWN. 6.8	31.7		B	f	5.43	5.01				
8	208	12.13			10.38	593.3	31.7	JOEL. 6.2	0		B		5.32	4.55				
663	S111 N149	12.29			10.48	599.5	31.7	HEREFORD. 8.3	21.6	WY	C	s	5.25	4.48				
49	208	12.39			10.57	607.8	31.7	SUMMERFIELD. 6.9	10.5		B		5.08	4.36				
38	217	12.48			11.04	614.7	18.2	BLACK. 7.1	21.1	W	C	f	4.58	4.29				
125	162	12.59			11.11	621.8	31.7	FRIONA. 6.5	0		C	s	4.48	4.23				
20	276	1.08			11.17	628.3	10.6	PARMERTON. 5.8	31.7		B		4.36	4.15				
117	155	1.19			11.23	634.1	31.7	BOVINA. 6.9	28.5		C	f	4.27	4.07				
7	228	1.27			11.30	641.0	17.0	WILSEY. 6.3	31.7		B		4.14	4.02				
260	S132 N165	1.40	AM 11.15		11.36	647.3	21.1	TEXICO. 9.4	8.7	WY	C	s	4.05	3.54	s	PM 4.15		
Yard	Yard	2.00 AM	11.30 AM		11.50 AM	656.7		CLOVIS. YL		WFTY	C		3.40 AM	3.40 PM		4.00 PM		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(103.7)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		
		38.9	37.6	52.2	54.1			Average speed per hour.					34.6	54.1	37.6	52.2		

Two main tracks between Amarillo M.P. 553.6 west of Tenth Avenue and interlocked signals west end of Canyon M.P. 572.2; between interlocked signals east end of Texico M.P. 646.0 and Clovis. Trains will operate as per Rule 251 on that portion of these two main tracks between Amarillo and east end of Canyon M.P. 569.1 and between crossovers west end of Texico M.P. 649.1 and Clovis.

Centralized Traffic Control on all main tracks and sidings between east end of Canyon, M.P. 569.1, and crossovers west end Texico, M.P. 649.1, including home signals at M.P. 1.2 on Slaton Division, Texico.

Signal System Two applies between Amarillo and Clovis, including Signal 022 at M.P. 2.3 on Slaton Division, Texico, except Signal System One applies on interlocked signals at Canyon between M.P. 569.1 and M.P. 572.

Between East Tower and M.P. 553.6 west of Tenth Avenue, Amarillo, 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 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Slaton Division trains entering Canyon and Texico may move on clear train order signal in lieu of clearance card and will retain classification and display 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 DUMAS DISTRICT.

PLAINS DIVISION.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 37	Distance from Dumas Jct.	Miles.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Table, Wyes.	Communications.	EAST- WARD. Second Class. 38
Other Tracks.	Sidings.	Mixed.								Arrive Daily.
		AM 8.15								PM 9.30
50		8.20	.0	0.0						8.35
			0.1	7.4						
	61	f 8.35	8.2	26.4					B	f 8.10
33		f 8.43	11.8	0.0					B	f 7.55
57		f 8.49	14.6	43.3					B	f 7.45
	63	f 8.56	18.8	52.8					B	f 7.35
15	69	f 9.12	27.2	52.8					B	f 7.15
141	60	f 9.30	34.6	38.0				W	B	f 7.00
15	61	f 9.44	41.3	52.8					B	f 6.25
220	57	f 10.15	52.1	7.4					C	s 6.10
11	61	f 10.27	58.3	13.7					B	f 5.50
			63.6	0.0						
241	64	f 10.50	64.0	30.6					W Y	C s 5.35
10		f 11.05	70.2	13.2					B	f 5.03
29	61	f 11.20	75.1	15.8					B	f 4.56
17		f 11.35	80.3	62.8					B	f 4.48
			85.5	12.1						
80	63	f 11.59 PM	85.7	31.7				W	B	s 4.40
11	61	f 12.10	90.6	52.8					B	f 4.33
125	58	f 12.33	100.1	52.8					B	s 4.20
16	61	f 12.58	111.0	52.8					B	f 4.01
	Yard	f 1.30 PM	122.6						W F Y	C s 3.45 PM
		Arrive Daily.								Leave Daily.
		23.4				Average speed per hour.				21.3

No. 37 is superior to No. 38.

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

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

Signal System Two in effect at interlockings C.R.I.&P. crossing M.P. 0.1 Dumas Jct. and C.R.I.&P. crossing M.P. 85.5 Stratford.

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

Track Capacity 60 ft. Per Car.		WEST- WARD. Second Class.	Distance from Shattuck.	Rolling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Rolling Grade Ascending.	Water, Fuel, W. yes.	Communications.	EAST- WARD. Second Class.
		39							40
		Motor.							Motor.
Other Tracks.	Sidings.	Leave Daily Except Sun.	Miles.		STATIONS.				Arrive Daily Except Sun.
	Yard	AM 10.45	.0	42.2	SHATTUCK. YL 6.5	26.4	WYF	C	PM 7.00
10		f10.54	6.5	42.2	TOUZALIN. 5.2	0.0			f 6.45
11	43	f11.03	11.7	42.2	MAGOUN. 7.2	29.0			f 6.35
86	43	s11.16	18.9	42.2	FOLLETT. YL 4.6	29.0	W	C	s 6.25
	90	f11.24	23.5	42.2	SHERLOCK. 6.6	42.2			f 6.13
63	42	s11.33	30.1	42.2	DARROUZETT. 7.0	0.0		C	s 6.01
25		f11.45	37.1	37.0	GAYLORD. 5.5	42.2			f 5.49
63	92	s11.55 PM	42.6	31.6	BOOKER. YL 5.3	15.8	W	C	s 5.40
85	42	f12.03	47.9	15.8	HUNTOON. 5.2	2.6			f 5.29
25		f12.10	53.1	18.5	TWICHELL. 5.1	15.8			f 5.22
229	92	s12.30	53.2	15.8	PERRYTON. YL 5.6	26.4	W	C	s 5.15
10		f12.38	63.8	18.5	LORD. 5.2	0.0			f 5.01
61		s12.47	69.0	21.1	FARNSWORTH. 5.1	5.3			s 4.53
46	43	f12.57	74.1	39.6	WAKA. 10.1	7.9			f 4.45
325	42	s 1.15 PM	84.2	52.8	SPEARMAN. YL 9.4	39.6	WYF	C	4.30 PM
52	37		93.6	48.6	McKIBBEN. 8.8	52.8			
41	60		102.4	36.4	MORSE. YL 1.2	0.0			
			103.6	52.8	R.I. JCT. 30.3	52.8	Y		
			133.9	0.0	ETTER JCT. 0.5	0.0		B	
241	64		134.4		ETTER. YL		WY	C	
		Arrive Daily Except Sun.			(134.4)				Leave Daily Except Sun.
		33.7			Average speed per hour				33.7

No. 39 is superior to No. 40.

Signal System Two in effect at Signal 12, M.P. 1.2, 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.

7 CLINTON DISTRICT.

PLAINS DIVISION.

Track Capacity 50 ft. Per Car.		WESTWARD.				Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Water, Fuel, Wye.	Communications.	EASTWARD.	
		Second Class.	First Class.	Distances from Pampa.	Miles.						First Class.	Second Class.
		61	63								64	62
Other Tracks.	Sidings.	Mixed.	Motor.			STATIONS.				Motor.	Mixed.	
		Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.							Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.	
254	Yard	AM 8.30	AM 8.30	0.0	31.7	PAMPA. YL 1.5	31.7	FWY	C	AM 10.40	PM 2.15	
		8.33	8.33	1.5	52.8	PAMPA JCT. YL 7.2	52.8			10.30	2.05	
	31	f 8.52	f 8.46	8.7	52.8	HEATON. YL 10.2	52.8			f 10.20	f 1.40	
53	51	s 9.15	s 9.03	18.9	0.0	LAKETON. 11.7	52.8	W	B	s 10.05	s 12.35	
68	53	s 9.45 ⁶⁴	s 9.23	30.6	52.8	MOBEETIE. YL 9.1	52.8		C	s 9.45 ⁶¹	s 12.01 ⁶¹ PM	
56	50	s 10.10	s 9.38	39.7	52.8	BRISCOE. 10.8	52.8	W	B	s 9.30	s 11.35	
57	51	s 10.30	s 9.57	50.5	52.8	ALLISON. 11.6	52.8		B	s 9.12	s 11.10	
64		s 10.53	s 10.12	62.1	9.5	REYDON. 8.6	52.8	W	C	s 8.43	s 10.48	
10	42	f 11.12 ⁶² PM	f 10.26	70.7	31.7	MacKIE 10.5	44.4		B	f 8.30	f 10.26 ⁶³	
77	11	s 12.10	s 10.43	81.2	31.7	CHEYENNE. YL 7.2	42.2	W	Y	C	s 8.15	s 9.45
62	10	s 12.40	s 10.57	88.4	52.8	STRONG CITY. 8.1	52.8		C	s 8.03	s 8.59	
9		f 1.00	f 11.17	96.5	52.8	HERRING. 9.0	52.8		B	f 7.47	f 8.35	
		1.22	11.35	105.5	0.0	M.K.T. Crossing. 0.2	26.4			7.29	8.15	
26	15	s 1.32	s 11.45	105.7		HAMMON JCT. YL 1.3		W	B	s 7.27	s 8.13	
				107.0		CITY JCT. 0.4						
21		s 1.42	s 11.50	107.4	52.8	HAMMON. 3.8	52.8		C	s 7.22	s 8.03	
3		f 1.52	f 11.57 ^{PM}	109.5	55.4	McCLURE. 7.4	52.8		B	f 7.14	f 7.48	
32	15	s 2.23	s 12.17	116.9	52.8	BUTLER. 9.8	54.0		C	s 6.59	s 7.30	
9		f 2.57	f 12.36	126.7	55.8	STAFFORD. 8.2	52.8		B	f 6.40	f 7.00	
		3.13	12.51	134.9	52.2	C.R.I. & P. Crossing. 0.1	0.0			6.24	6.39	
		f 3.16	f 12.52	135.0	52.8	RALPH. 1.3	52.8		B	f 6.23	f 6.38	
			12.55	136.3	52.8	A.T. & S.F. Crossing. 0.1	52.8			6.19	6.34	
				136.4	0.0	WEST JCT. 1.8	52.8		B	6.18	6.33	
	Yard	s 4.30 PM	s 1.25 PM	138.2		1st Street Station. CLINTON. YL		FWY	C	6.15 AM	6.30 AM	
		Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.			(141.5)				Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.	
		17.7	28.8			Average speed per hour.				32.0	18.3	

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 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 15 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. 59	Distance from Panhandle.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Water, Fuel, Wyeas.	Communications	EAST- WARD. 60	
Mixed.		Mixed.							Mixed.	
Other Tracks	Sid- ings.	Leave Daily.	Miles.	STATIONS.	Arrive Daily.					
	Yard	AM 10.30	.0	31.7	PANHANDLE. YL 6.7	31.7	W	Y	C	PM 2.30
16	72	f 10.40	6.7	28.5	ABELL. 4.5	0			B	f 1.50
37		f 10.50	11.2	42.2	POMEROY. 5.8	52.8			B	f 1.30
39	73	f 11.00	17.0	42.8	McBRIDE. 8.0	52.8	W		B	f 1.20
42		f 11.20	25.0	0	HILLARD. YL 3.9	52.8			B	f 1.10
	Yard	s 11.30 AM	28.9	0	BORGER. YL 3.4	52.8	WFY		C	1.00 PM
		Arrive Daily.	32.3	0	END TRACK. (32.3)				B	Leave Daily.
		21.7			Average speed per hour.					24.8

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

All trains must get numbered clearance card before leaving Panhandle and Borger.

No switch lights on Borger District except in Borger yard.

Skellytown District.

Track Capacity 50 ft. Per Car.		WEST- WARD. 57	Distance from White Deer.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Wyeas.	Communications	EAST- WARD. 58	
Mixed.		Mixed.							Mixed.	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Miles.	STATIONS.	Arrive Daily Ex. Sun.					
	Yard	AM 10.00	.0	10.6	WHITE DEER. YL 6.0	21.7	W	Y	C	PM 1.00
20		10.15	6.0	10.6	CARGRAY. 4.1	31.7				12.45
313	Yard	s 10.30 AM	10.1		SKELLYTOWN. YL		W	Y	C	12.30 PM
		Arrive Daily Ex. Sun.			(10.1)					Leave Daily Ex. Sun.
		20.2			Average speed per hour.					20.2

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

All trains must get numbered clearance card before leaving White Deer and Skellytown.

No switch lights on Skellytown District.

Buffalo District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 41	Distance from Waynoka.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Water, Fuel, Turn Table and Wyeas.	Communications	EAST- WARD. Second Class. 42	
Mixed.		Mixed.							Mixed.	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Miles.	STATIONS.	Arrive Daily Ex. Sun.					
	Yard	AM 8.25	.0	70.7	WAYNOKA. YL 4.6	38.0	W	F	C	PM 4.25
	11	f 8.40	4.6	87.6	McKINLEY. 6.1	73.9				f 4.12
20		f 8.55	10.7	76.5	BRACE. 3.7	81.8			B	f 4.00
22		f 9.05	14.4	79.0	FAIR VALLEY. 5.7	72.8			C	s 3.54
30	45	s 9.20	20.1	39.6	FREEDOM. 6.1	52.8				f 3.26
33		f 9.35	26.2	52.8	EDITH. 6.2	52.8				f 3.15
	38	f 9.50	32.4	38.7	SALT SPRINGS. 4.9	31.7				f 3.05
47		f 10.00	37.3	52.8	LOVEDALE. 6.5	29.0			C	s 2.50
55	33	s 10.15	43.8	52.8	SELMAN. 8.4	37.0			C	s 2.50
100	55	s 10.40 AM	52.2		BUFFALO. YL		W	Y	C	2.30 PM
		Arrive Daily Ex. Sun.			(52.2)					Leave Daily Ex. Sun.
		23.2			Average speed per hour.					27.2

No. 41 is superior to No. 42.

All trains must get numbered clearance card before leaving Waynoka and Buffalo.

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

Telephone at Fair Valley in section house.

No switch lights on Buffalo District.

9 SPECIAL RULES.

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

2. YARD LIMITS:

Amarillo.	Heaton (to and including industrial spurs Coltexo.)
Borger (Includes Hillard).	Hammon Jct.
Boise City.	Junior.
Booker.	Machovec.
Buffalo.	Mobeetie.
Canadian.	Morse.
Canyon (Applies only on Slaton Division main track to crossover at Eleventh Street east of station).	Pampa.
Cheyenne.	Pampa Jct.
Chunky.	Panhandle.
Clinton.	Perryton.
Clovis.	Spearman.
Dumas.	Skellytown.
Dumas Jct.	Stratford.
East Tower.	Shattuck (Applies only on Shattuck District.)
Etter.	Waynoka (Applies only on Buffalo District.)
Exell.	White Deer (Applies only on Skellytown District.)
Follett.	

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	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	75	55
SECOND DISTRICT	75	55
THIRD DISTRICT	75	55
BUFFALO DISTRICT	25	25
SHATTUCK DISTRICT	45	35
CLINTON DISTRICT		
Pampa to M.P. 85	45	35
M.P. 85 to Clinton	30	25
SKELLYTOWN DISTRICT	40	30
BORGER DISTRICT	55	45
DUMAS DISTRICT	40	35

FIRST DISTRICT		
2 Curves, M.P. 343.3 to 343.9	60	55
4 Curves, M.P. 345.2 to 346.3	45	45
3 Curves, M.P. 346.5 to 348.2	60	55
Bridge 348-A, M.P. 348.3 to 348.8	40	30
Curve, M.P. 349.2 to 349.6	50	50
Curve, M.P. 383.0 to 383.1	60	55
2 Curves, M.P. 386.4 to 388.9	65	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. 445.7 to 446.3	70	55
2 Curves, M.P. 450.7 to 453.4	70	55
Bridge 453-A, M.P. 453.5 to 453.9	35	35
Curve, M.P. 454.2 to 454.5	65	55

PLAINS DIVISION.

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

—(Cont'd).

LOCATION	PASS-ENGER	FREIGHT MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT		
Curve, M.P. 464.8 to 465.0	65	55
7 Curves, M.P. 477.1 to 480.9	65	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. 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, 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 111-B	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

(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
Quinlan.....	Main.....	30
Mooreland.....	Elm.....	40
Woodward.....	Sixth to Ninth.....	25
Shattuck.....	Main.....	30
Miami.....	Main.....	30
Hereford.....	Main.....	30
Texico.....	Wheeler.....	30

PLAINS DIVISION.

SPECIAL RULES. 10

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
Diesels 1 to 33, Incl., and 51 to 62, Incl., and 70 to 73 Incl. 90 and 159.	100	40	40*
Diesels 100 to 157, Incl., 160, 161, 165 and 169-186, Incl., and 200-201	65	40	40*
Diesels 158, 162, 163, 164, 166 167 and 168	95	40	40*
Motors M-105, M-189, Incl.	60	60	25
Motor M-190	75	60	25
(A) Atlantic Type 79 in. Drivers	100	40	25
(B) Atlantic Type 74 in. Drivers	90	40	25
(C) Pacific Type 79-84 in. Drivers	100	40	25
(D) Pacific Type 73-74 in. Drivers	80	40	25
3700 to 3750, Incl.	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl.	90	40	25
(E) Prairie Type 70 in. Drivers except 1800-1886	50 60	40 40	25 25
89-825; 870-874; 1790-1797, Incl.	30	30	20
885-999; 1600-1705; 1950-1991	35	35	20
1798-1799	55	40	25
2506; 2531; 2535 to 2553, Incl.	35	35	20
2565 to 2569, Incl.	35	35	20
2507 to 2530, Incl.; 2532	55	40	25
3011 to 3027; 3100-3158	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.	60	40	25
All regularly assigned to switching service	20	20	20
All Other Engines	20	20	20

* Diesels when backing up as second unit, may operate at speed of the lead unit.

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 74" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 70" Drivers
1413 1416 1453 1468 1473	550, 552, 556 558, 559 1458 1462 1483, 1487 1488 1492, 1496 1498	1212 1218 3400 to 3408* 3410 3412 to 3442* 3446 to 3448* 3450 to 3459* 3460 to 3465*	1226 to 1399* 3409, 3411 3443 to 3445* 3449 3500 to 3534*	1000 to 1152 1207 1210 1214, 1215 1800 to 1886*

* Both Inclusive.

3. SPEED REGULATIONS—(Cont'd).

(E) Movements Over Submerged Track.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
Passenger.....	3	5	5
Freight.....	5	5	5
44-Ton Yard.....	2	5	5
Other Yard.....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearing.....	9	5	5
Passenger Cars			
Roller Bearing.....	8	5	..
Friction Bearing.....	12	5	..

(F) Steam Wrecking Cranes, etc.

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.

(G) Locomotives Handled Dead in Trains.

With side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail, fifteen (15) miles per hour.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour.

Gas and Diesel-Electric motor cars being towed, sixty (60) miles per hour.

Passenger Diesel locomotives ninety (90) miles per hour.

Freight Diesel locomotives sixty (60) miles per hour.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH		25 MPH	35 MPH
All Freight and Switch Locomotives include types:		Passenger Locomotives	
0-4-0	2-6-2	2-10-0	Mountain Type
0-6-0	2-8-0	2-10-2	Includes
0-8-0	2-8-2	2-10-4	4-8-2
2-6-0	2-8-4		4-8-4
			All Locomotives Except Mountain Type Include
			4-4-0
			4-4-2
			4-6-0
			4-6-2
			4-6-4

Trains handling Diesel yard engines dead in train must not exceed speed of thirty (30) miles per hour.

(H) Spring Switches, Turnouts and Crossovers.

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

11 SPECIAL RULES.

PLAINS DIVISION.

3. SPEED REGULATIONS—(Cont'd).

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
Waynoka	Interlock	East end two tracks, M.P. 342.5	40	40
Waynoka	Interlock	Head out from yard at east end M.P. 342.5	30	30
Waynoka	Interlock	Head in opposite yard office	15	15
Waynoka	Interlock	Crossover between main tracks at M.P. 345.2	30	30
Waynoka	Interlock	Head out or into yard at west end, 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 from north siding to main track west of station	15	15
Shattuck	Interlock	Shattuck District to north siding	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	Crossover between north siding and lead at west end of yard	15	15
Canadian	Interlock	Double crossover between main track and north siding at west end of yard	40	40
Canadian	Interlock	West end extension track at M.P. 458.	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
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 eastward siding	40	40
Pampa	Interlock	East end westward siding	30	30
Pampa	Spring	West end westward siding	25	25

3. SPEED REGULATIONS—(Cont'd).

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
East Tower	Interlock	Turnout to Dumas District	30	30
East Tower	Interlock	All crossovers between East Tower and passenger station, Amarillo	15	15
Amarillo	Spring	East end westward main track at 11th Avenue, M.P. 553.6	25	25
Junior	Interlock	Crossover between main tracks and turnouts of heading-in and heading-out leads, M.P. 555.8	30	30
Canyon	Spring	East end of eastward siding	25	25
Canyon	Interlock	Crossovers to Slaton Division between both main tracks and westward siding	15	15
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	West end of south 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

PLAINS DIVISION.

SPECIAL RULES. 12

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

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

Location	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops For Trains
FIRST DISTRICT—				
O'Connor.....	349.8	32	East	Freight only
Alston.....	376.9	36	East	Freight only
SECOND DISTRICT—				
Isaacs.....	459.3	8	East	Freight only
Mendota Stock Yard...	465.4	26	West & East	Freight only
Humble Pipe Line Co..	500.7	52	West & East	Freight only
Roxana Oil Corpora- tion.....	501.6	48	West & East	Freight only
Empire Pipe Line Co..	501.8	38	West & East	Freight only
General Atlas Carbon Co.....	502.3	42	West & East	Freight only
Cabot Carbon Corpora- tion.....	503.6	65	West	Freight only
Champlin Refining Co..	503.9	37	West & East	Freight only
Texas Pipe Line Co....	506.1	33	West & East	Freight only
Texoma Natural Gas Co.....	507.8	27	West	Freight only
Pantex Ordnance Plant. Aircraft Mechanic School.....	539.1	Yard	West & East	Freight only
Douglas-McGlaun.....	543.3 546.9	Yard 7	West & East East	Freight only Freight only
THIRD DISTRICT—				
Heard Spur.....	596.7	9	West	Freight only
Canning Spur.....	601.6	16	West	Freight only
DUMAS DISTRICT—				
Storage Track.....	60.4	15	West & East	Freight only
American Zinc Co. of Illinois 3.01 Miles..	60.7	43	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—				
Coltco Industrial Spur 8.19 miles.....	8.9	163	West & East	Freight only
J. N. Philpot Elevator Co.....	13.3	7	West & East	Freight only
Panhandle Power & Light Co.....	34.6	10	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	36	West	Freight only
BORGER DISTRICT—				
United Carbon Company.....	26.2	63	East	Freight only
Columbian Carbon Co...	26.7	74	West	Freight only

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

MILE POST	BRIDGE NUMBER	NAME
390.5	390-C	First District, Overhead Highway Bridge.
392.5	392-A	First District, Overhead Highway Bridge.
453.5	453-A	First District, South Canadian River.
CLINTON DISTRICT:		
134.1	134-A	Washita River, Side Clearance only, will not clear snow plows and similar machines when in operating position.

5. SPECIAL RULES AND FACILITIES.

Centralized Traffic Control (Rules 650-661).

(A) Trains originating at other than district terminals may proceed without clearance card on authority of signal indication and will display signals as per Rule 21.

(B) Time of scheduled trains in C.T.C. territory applies at the station sign.

6. GATE PROTECTED RAILROAD CROSSINGS.

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

Station	Railroad	M.P. Locations	Normally Against
DUMAS DISTRICT			
Etter.....	C.R.I.&P.	63.6	P.&S.F.
CLINTON DISTRICT			
Hammon Jct.....	M.K.T.	105.5	P.&S.F.
Ralph.....	C.R.I.&P.	134.9	P.&S.F.
West Jct.....	A.T.&S.F.	136.3	P.&S.F.

7. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGES OF TIME TABLE—(Cont'd).

Location	Miles from Pan-handle	Car Capacity	Switch Connection	Flag Stops for Trains
BORGER DISTRICT—(Cont'd)				
Lead "Rock Creek" Spur.....	27.2		East	Freight only
Lead "Crescent Carbon" Spur.....	28.2		East	Freight only
United Carbon Company.....	29.0	44	West	Freight only
Crescent Carbon Company.....	29.4	11	East	Freight only
Team Track.....	29.5	9	East	Freight only
Phillips Petroleum Co. . .	30.0	Yard	East	Freight only
U. S. Rubber Co.....	30.0	104	East	Freight only
Panhandle Carbon Co. . .	30.0	21	East	Freight only
United Carbon Company.....	30.1	39	East	Freight only
J. M. Huber Corporation.....	30.3	67	East	Freight only
Phillips Petroleum Co. . .	31.9	112	East	Freight only
Phillips Petroleum Co. . .	32.1	101	East	Freight only
Tank Storage.....	32.1	72	East	Freight only
SKELLYTOWN DISTRICT—				
	Miles from White Deer			
Cabot Spur.....	9.2	122	East	Freight only
Skelly Loading Racks... .	9.4	14	East	Freight only
Skelly Warehouse Spur. .	9.4	21	East	Freight only

8. BULLETIN BOOKS.

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

9. 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.

10. STANDARD THERMOMETERS.

Amarillo.	Canadian.	Canyon.	Clinton.
Dumas.	Hereford.	Junior.	Pampa.
Panhandle.	Perryton.	Shattuck.	Texico.
Waynoka.	Woodward.		

11. 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.

PLAINS DIVISION.

FREIGHT SCHEDULES.

WESTWARD.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	59	87	81	75	73	51	53	55	65	91	TDF	83	49	43	71
	California Fast Freight.	Way Freight.	Kansas City- Texas Fast Freight.	Way Freight.	Way Freight.	Way Freight.	California Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Kansas City- Arizona Fast Freight.	Texas- California Freight.	Way Freight.	California Fast Freight.	California Fast Freight.
STATIONS.	Leave Daily.	Leave Tues., Thurs., and Sat.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Mon., Wed., and Fri.	Leave Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily.
WAYNOKA.	AM 5.00		AM 6.30	AM 8.00			AM 8.30			PM 1.30			PM 5.45	PM 9.30	
CANADIAN.	9.15 9.30		11.45 PM 12.05	PM 4.00			PM 12.45 1.00		PM 2.00	5.45 6.00			10.15 10.45	AM 2.00 2.30	
BORGER.								8.00 PM							
PAMPA.								AM 9.00							
AMARILLO.	PM 1.45 2.45	AM 6.15	5.00 PM		AM 8.00		5.15 6.15	5.00 PM		10.00 11.30			AM 3.15 4.15	7.00 8.00	PM 10.30
CANYON.		7.00 AM													11.15 PM
TEXICO.											PM 4.00	PM 4.10			
CLOVIS.	7.15 PM				3.30 PM		10.45 PM			4.00 AM	4.30 PM	4.40 PM	8.45 AM	12.30 PM	
SHATTUCK.						AM 8.00									
SPEARMAN.						4.00 PM									
	Arrive Daily.	Arrive Tues., Thurs., and Sat.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Mon., Wed., and Fri.	Arrive Mon., Wed., and Fri.	Arrive Daily.	Arrive Daily.	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.)	34	44	72	76	74	84	52	56	CTX	66	88				
	Southern California Chicago Fast Freight.	Northern California Chicago Fast Freight.	Dallas- Fort Worth Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	California- Texas Freight.	Way Freight.	Way Freight.			
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., and Fri.				
WAYNOKA.	PM 7.45	PM 7.45		PM 3.00											
CANADIAN.	1.45 1.15 PM	1.45 1.15 PM		7.00 AM						AM 2.00					
BORGER.										8.00 PM					
PAMPA.								PM 5.00							
AMARILLO.	8.30 7.30	8.30 7.30	AM 7.00		PM 3.00			9.00 AM			PM 7.45				
CANYON.			6.15 AM								7.00 PM				
TEXICO.						AM 8.00			AM 11.30						
CLOVIS.	3.00 AM	8.00 AM			7.30 AM	7.30 AM			11.00 AM						
SHATTUCK.							PM 4.00								
SPEARMAN.							8.00 AM								
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.				

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.)

