

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

LOCAL TIME INSPECTORS—PLAINS DIVISION.

RALPH L. SHARP.....Waynoka. E. F. COPELAND.....Borger.
MRS. SENA A. L. N. PITTMAN.....Amarillo.
NORTHUP.....Woodward. FRED W. HINDS.....Amarillo.
JOHN DANIEL, JR.....Woodward. BRYANT MADDOX.....Amarillo.
KYLE MOORE.....Shattuck. JESSE A. MAY.....Clovis.
H. E. McCARLEY.....Pampa. H. C. EDWARDS.....Clovis.
L. P. NORTHUP.....Clinton. LYNN C. KESTER.....Hereford.

**SURGEONS OF
THE A.T.&S.F. HOSPITAL ASSOCIATION**

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

LOCAL SURGEONS

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. F. S. HARKELROAD.....Amarillo.
DR. B. L. DIETRICH.....Boise City.
DR. J. M. BAYLESS.....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. B. A. MASTERS.....Canyon.
DR. LETA N. BOSWELL.....Canyon.
DR. V. S. JOHNSON.....Clovis.
DR. L. H. THOMAS.....Clovis.
DR. JOEL ZIEGLER.....Clovis.
DR. W. D. DABBS.....Clovis.
DR. J. B. MOSS.....Clovis.
DR. 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. C. H. ASHBY.....Pampa.
DR. D. B. PEARSON.....Perryton.
DR. WALTER DERSCH.....Shattuck.
DR. F. S. NEWMAN.....Shattuck.
DR. R. H. BURGTORY.....Shattuck.
DR. J. J. SMITH.....Shattuck.
DR. M. H. NEWMAN.....Shattuck.
DR. R. A. KLEEBERGER.....Spearman.
DR. J. R. PURGASON.....Stratford.
DR. R. A. WHITENECK.....Waynoka.
DR. K. L. PEACHER.....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. STREET.....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.

90

IN EFFECT

Sunday, July 22, 1956

**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.**

**T. J. ANDERSON,
Asst. General Manager,
Amarillo, Texas.**

**W. R. HENRY,
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.

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	Alva Woodward Canadian Hereford Fort Sumner Vaughn	North of Barstow	Kansas City and beyond	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
					Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond
2	Vaughn Fort Sumner Hereford Canadian Woodward Alva Kiowa	Kansas City and beyond	North of Barstow	124	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond
					Thatcher	La Junta and beyond	Trinidad and beyond
3	Canadian Hereford Vaughn	Barstow and beyond	Kansas City and beyond	124	La Junta to Hutchinson	Newton and beyond	La Junta and beyond
4	Vaughn Hereford Canadian	Kansas City and beyond	Barstow and beyond	191-190	La Junta to Denver		Beyond La Junta
23	Hazelton	Waynoka and beyond	Wellington and beyond	17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
	Umbarger Black	Clovis and beyond	Beyond Amarillo	18	Hutchinson	Chicago and beyond	
24	Encino Yeso Taiban	Clovis and beyond	Belen and beyond	201-200	Denver to La Junta	Beyond La Junta	Denver and beyond
	Black Umbarger	Beyond Amarillo	Clovis and beyond		Littleton	Colorado Springs, Pueblo and beyond	
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Thatcher	Trinidad and beyond	La Junta and beyond		Garden City	Albuquerque and beyond	Kansas City and beyond, and South of Newton
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	22	Trinidad	Dodge City and beyond	Any scheduled station stop
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Garden City	Kansas City and beyond and South of Newton	Albuquerque and beyond
				19	St. John Garden City Lamar	Albuquerque and beyond, and North of La Junta	Emporia, Kansas City and beyond, and South of Newton
					20	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton
				27-(C&S)		Littleton Castle Rock Larkspur Fountain	Beyond Pueblo
						Palmer Lake	Any station
				28-(C&S)	Palmer Lake	Any station	Any station

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.				Rolling Grade Ascending.	TIME TABLE No. 90, July 22, 1956.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
		First Class.			Mile Post.						First Class.		
		3	1	23							4	2	24
Other Tracks.	Sidings.	Passenger. Leave Daily.	San Francisco Chief. Leave Daily.	The Grand Canyon. Leave Daily.		STATIONS.				Passenger. Arrive Daily.	San Francisco Chief. Arrive Daily.	The Grand Canyon. Arrive Daily.	
	Yard	PM 4.56	AM 6.15	AM 5.10	345.5	WAYNOKA. 5.6	31.7	W T Y	C	AM 7.05	PM 9.05	PM 10.05	
11	160	5.01		5.16	351.8	HEMAN. 4.5	0		B	6.40	8.54	9.52	
20	225	5.06	6.23	5.20	356.3	BELVA. 5.3	0		B	6.34	8.49	9.47	
30	199	5.12	6.28 ⁴	5.26	361.6	QUINLAN. 5.5	26.4		C	6.28 ¹	8.44 ^f	9.41	
35	188	5.18	6.34	5.32	367.1	CURTIS. 3.9	31.7	W	B	6.20	8.39	9.35	
52	150	5.22	6.37 ^s	5.37	371.0	MOORELAND. 10.3	31.7		C	6.14	8.36 ^f	9.31	
387	263	5.37 ^s	6.46 ^s	5.53	382.8	WOODWARD. 0.2	28.5	W	C	6.05	8.26 ^s	9.20	
					388.0	M.K.T. Crossing. 3.3	31.7						
10	188	5.43	6.50	5.58 ⁴	386.8	GERLACH. 6.3	31.7		B	5.58 ²³	8.21	9.10	
24	184	5.50	6.57	6.05	392.6	TANGIER. 5.7	17.9		B	5.49	8.15	9.03	
66	146	5.56	7.02 ^s	6.12	398.8	FARGO. 8.4	26.4		C	5.44	8.10 ^f	8.58	
80	150	6.04	7.09 ^s	6.23	406.7	GAGE. 7.7	30.5		C	5.36	8.02 ^s	8.49	
417	N 147 S 108	6.14 ^s	7.15 ^s	6.37	414.4	SHATTUCK. 6.5	31.7	W Y	C	5.29	7.55 ^s	8.38	
27	209	6.21	7.21	6.44	421.0	GOODWIN. 7.7	31.7		B	5.19	7.47	8.27	
102	208	6.28	7.28 ^s	6.53	428.7	HIGGINS. 8.6	31.7		C	5.11	7.39 ^s	8.20	
4	213	6.36		7.01	437.8	COBURN. 6.8	25.9		B	5.03	7.32	8.11	
59	208	6.42	7.40 ^f	7.08	444.1	GLAZIER. 5.3	31.7		C	4.57	7.26	8.04	
	375	6.48		7.13	449.4	CLEAR CREEK. 5.7	29.2		B	4.51	7.21	7.58	
	Yard	6.56 PM	7.50 AM	7.22 AM	455.1	CANADIAN.		W T Y	C	4.45 AM	7.15 PM	7.51 PM	
		Arrive Daily.	Arrive Daily.	Arrive Daily.		(107.3)				Leave Daily.	Leave Daily.	Leave Daily.	
		53.2	67.8	48.7		Average speed per hour.				45.9	53.5	48.0	

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.
 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. First Class.			Rating Grade Ascending.	TIME TABLE No. 90, July 22, 1956.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.		
		3	1	23						4	2	24
		Passenger.	San Francisco Chief.	The Grand Canyon.						Passenger.	San Francisco Chief.	The Grand Canyon.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Mile Post.	STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.
	Yard	PM 6.56	AM 7.50	AM 7.22	455.1	CANADIAN. 8.4	0	W T Y	C	AM 4.45	PM 7.15	PM 7.51
	208	7.07 ²	7.59	7.32	468.6	MENDOTA. 7.7	18.8		B	4.34	7.07 ³	7.37
13	218	7.15	8.06	7.39	471.2	LORA. 5.7	0		B	4.25	7.00	7.29
65	212	7.21 ²⁴	8.11 ^s	7.47	476.9	MIAMI. 6.9	0	W	C	4.18	6.55 ^s	7.21 ³
17	210	7.28	8.18	7.54	488.8	CODMAN. 7.4	0		B	4.09	6.48	7.14
48	208	7.36	8.24	8.02	491.2	HOOVER. 7.6	0		B	4.00	6.41 ^f	7.07
978	S188 N128	7.51 ^s	8.33 ^s	8.16	498.8	PAMPA. YL 7.1	0	W F Y	C	3.53 ^s	6.34 ^s	6.59
99	111	8.00	8.39 ^f	8.24	505.9	KINGS MILL. 6.9	31.7		C	3.41	6.27	6.49
322	S107 N158	8.07	8.45 ^f	8.31	512.8	WHITE DEER. 5.8	31.7	Y	C	3.35	6.21 ^f	6.43
21	112	8.13	8.50	8.37	518.6	CUYLER. 7.4	28.2		B	3.30	6.16	6.38
675	S104 N143	8.20	8.56 ^s	8.45	526.0	PANHANDLE. YL 7.2	15.8	Y	C	3.23	6.10 ^f	6.32
22	101	8.27	9.02	8.51	533.2	LEE. 7.8	21.1		B	3.17	6.04	6.26
84	S108 N110	8.34	9.08	8.57	541.0	ST. FRANCIS. 5.1	21.1		B	3.10	5.58	6.20
52	101	8.40	9.15	9.02	546.1	FOLSOM. 5.6	31.7		B	3.05	5.54	6.15
					551.7	DUMAS JCT. YL 0.5	31.7					
					552.2	C.R.I. & P. Crossing. 0.1	0					
					552.8	EAST TOWER. YL F.W. & D.C. Crossing.	0					
	Yard	8.55 ^s PM	9.30 ^s AM	9.15 ^s AM	553.0	AMARILLO. YL	6.3	Y	C	2.55 AM	5.45 PM	6.05 PM
		Arrive Daily.	Arrive Daily.	Arrive Daily.		(97.0)				Leave Daily.	Leave Daily.	Leave Daily.
		49.3	58.7	52.0		Average speed per hour.				53.4	65.3	55.4

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.

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

Trains may register at Canadian by Form 903.

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.					Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 90, July 22, 1956.					Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Comments:	EASTWARD.				
		First Class.							First Class.												
		3	75	1	93	23			4	24	2	76	94								
Other Tracks.	Sidings.	Passenger.	California Special.	San Francisco Chief.	West Texas Express.	The Grand Canyon.										Passenger.	The Grand Canyon.	San Francisco Chief.	California Special.	Eastern Express.	
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.										Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
		PM 9.15		AM 9.40	AM 9.35	AM 9.30	553.0									AM 2.40	PM 5.50	PM 5.35		PM 5.25	
Yard	Yard						554.3	7.5				6.3	Y	C							
14	100	9.22		9.47	9.43	9.38	558.8	81.7				81.7	W	F							
16	S110 N112	9.26		9.51	9.47	9.42	563.0	10.6				14.8		B		2.26	5.40	5.27		5.12	
151	S118 N107	9.32		9.58	9.55	9.52	570.4	81.7				81.7		B		2.22	5.36			5.08	
34	432	9.42		10.08			580.5	81.7				16.8	Y	C		2.15	5.28	5.18		5.01 PM	
58	208	9.48		10.14			586.5	26.9				81.7		C		2.06	5.16	5.10			
8	208	9.54		10.20			593.8	81.7				81.7		B		2.01	5.09	5.05			
840	S111 N149	10.00		10.27			599.5	81.7				0		B		1.55	5.02	4.59			
49	208	10.07		10.35			607.8	81.7				21.6	W	Y		1.49	4.54	4.54			
58	208	10.13		10.41			614.7	81.7				10.5		B		1.41	4.44	4.47			
133	162	10.19		10.48			621.8	18.2				21.1	W	C		1.35	4.38	4.41			
20	275	10.25		10.55			628.8	81.7				0		C		1.29	4.31	4.35			
105	155	10.30		11.01			634.1	10.6				81.7		B		1.23	4.23	4.30			
6	228	10.36		11.08			641.0	81.7				28.5		C		1.17	4.17	4.25			
279	S182 N166	10.42	AM 10.10	11.14			647.4	17.0				81.7		B		1.11	4.10	4.19			
Yard	Yard	10.55 PM	10.30 AM	11.30 AM			656.7	21.1				8.7	Y	C		1.05	4.02	4.14	PM 4.40		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.							W	F		12.55 AM	3.50 PM	4.05 PM	4.25 PM		
		62.2	27.9	56.6	53.3	44.4															
								Average speed per hour.													

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.		Rating Grade Ascending.	TIME TABLE No. 90, July 22, 1956.	Rating Grade Ascending.	Prod. Water, Turn Tables, Wyes.	Communications:	EAST- WARD. Second Class.
		37							38
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
		AM 7.15			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
83		f 7.36	11.8	0.0	GLUCK. 7.8	52.8		B	f 6.55
67		f 7.41	14.6	48.3	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. 10.3	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	18.7	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	80.6	ETTER. YL 6.2	30.9	Y	C	s 5.00
10		f 9.55	70.2	18.2	CORDARO. 4.9	16.9		B	f 4.45
29	61	f 10.05	75.1	18.6	LAUTZ. 5.2	0.0		B	f 4.35
15		f 10.15	80.8	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	81.7	STRATFORD. YL 4.9	11.6		C	f 4.15
11	61	f 10.50	90.6	52.8	MALLETT. 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 PM s 12.30 PM	111.0	52.8	CONRAD. 11.6	23.8		B	f 3.33
	Yard		122.6		BOISE CITY. YL		FY	C	8.15 PM
		Arrive Daily.			(122.6)				Leave Daily.
		23.4			Average speed per hour.				23.4

No. 37 is superior to No. 38.

Signal System Two on Dumas District.

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

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

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

SHATTUCK DISTRICT.

PLAINS DIVISION. 6

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Rolling Grade Ascending	TIME TABLE No. 90, July 22, 1956.	Rolling Grade Ascending	Water, Fuel, Wye.	Communications.	EAST- WARD. Second Class.
		39							40
		Motor.							Motor.
Other Tracks.	Stkags.	Leave Daily Except Sun.	Mile Post.		STATIONS.				Arrive Daily Except Sun.
	Yard	AM 11.00							PM 6.05
				42.2	SHATTUCK. YL 11.6	26.4	WYF	C	
11	48	f 11.18	11.8	42.2	MAGOUN. 7.2	29.0			f 5.40
96	48	s 11.31	18.5	42.2	FOLLETT. YL 4.6	29.0		C	s 5.30
	90	f 11.39	23.1	42.2	SHERLOCK. 6.6	42.2			f 5.18
63	42	s 11.48 PM	29.7	42.2	DARROUZETT. 7.0	0.0		C	s 5.05
25		f 12.01	36.7	37.0	GAYLORD. 5.5	42.2			f 4.54
63	92	s 12.10	42.2	31.6	BOOKER. YL 5.4	15.8		C	s 4.45
35	42	f 12.19	47.6	15.8	HUNTOON. 5.2	2.6			f 4.35
52		f 12.26	52.8	18.6	TWICHELL. 5.0	15.8			f 4.27
222	92	s 12.45	57.8	15.8	PERRYTON. YL 5.7	26.4		C	s 4.20
10		f 12.54	63.5	18.6	LORD. 5.2	0.0			f 4.06
75		s 1.03	68.7	21.1	FARNSWORTH. 5.0	5.8			s 3.58
46	48	f 1.13	73.7	39.6	WAKA. 10.1	7.9			f 3.50
329	42	s 1.30 PM	83.8	52.8	SPEARMAN. YL 9.4	39.6	Y	C	3.35 PM
52	37		93.2	46.6	McKIBBEN. 8.9	52.8			
41	60		102.1	36.4	MORSE. YL 1.2	0.0			
			108.8	52.8	R.I. JCT.) 30.3)	52.8	Y		
			188.6		ETTER JCT.) 0.5)	0.0		B	
241	64		184.1	0.0	ETTER. YL		Y	C	
		Arrive Daily Except Sun.			(134.4)				Leave Daily Except Sun.
		39.5			Average speed per hour.				33.5

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.		Rolling Grade Ascending.	TIME TABLE No. 90, July 22, 1956.	Rolling Grade Ascending.	Water, Fuel, Wys.	Communications.	EAST- WARD. Second Class. 62 Mixed.
Other Tracks.	Buildings.	Leave Mon., Wed., and Fri.	Mile Post.		STATIONS.				Arrive Tues., Thurs., and Sat.
254	Yard	AM 8.50		81.7	PAMPA. YL 8.5	81.7	FWY	C	PM 12.50
	81	f 9.05	8.4	52.8	HEATON. YL 10.2	52.8			f 12.20 PM
53	51	f 9.22	16.6	0.0	LAKETON. 11.7	52.8		B	f 11.55
66	46	s 9.40	30.8	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	81.7	MacKIE 10.5	44.4		B	f 9.50
77	11	s 11.35	80.9	81.7	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. 0.3	26.4			
26	15	s 12.40	105.4		HAMMON JCT. YL 1.3			B	8.00
			106.7		CITY JCT. 0.4				
21		s 12.50	107.1	52.8	HAMMON. 5.5	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. 1.6	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.				22.4

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. 90, July 22, 1956.	Ruling Grade Ascending.	Water, Fuel, Wye.	Communications.	EAST- WARD.	
Other Tracks	Sidings.	59							60	
		Leave Daily Ex. Sun.	Mile Post.						Arrive Daily Ex. Sun.	Mixed.
		AM 10.30			STATIONS.				PM 2.30	
16	72	f 10.40	5.5	31.7	PANHANDLE. YL	31.7	Y	C		
					6.8 ABELL.			B	f 1.50	
87		f 10.50	10.0	28.5	4.5 POMEROY.	0		B	f 1.30	
89	74	f 11.00	15.8	42.2	5.8 McBRIDE.	52.8		B	f 1.20	
					12.0	52.8				
	Yard	s 11.59 AM	27.8	0	BORGER. YL	52.8	FY	C	1.00 PM	
		Arrive Daily Ex. Sun.	31.2		3.4 END TRACK.			B	Leave Daily Ex. Sun.	
		19.6			(31.4) Average speed per hour.				19.4	

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. 90, July 22, 1956.	Ruling Grade Ascending.	Water, Wye.	Communications.	EAST- WARD.	
Other Tracks	Sidings.	57							58	
		Leave Daily Ex. Sun.	Mile Post.						Arrive Daily Ex. Sun.	Mixed.
		PM 12.01			STATIONS.				PM 3.00	
	Yard			10.6	WHITE DEER. YL	21.7	Y	C		
48		12.15	6.0	10.6	6.0 CARGRAY.				3.45	
424	Yard	s 12.30 PM	10.1	10.6	4.1 SKELLYTOWN. YL	31.7		Y	C	2.80 PM
		Arrive Daily Ex. Sun.			(10.1)				Leave Daily Ex. Sun.	
		20.9			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. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 90, July 22, 1956.	Ruling Grade Ascending.	Water, Fuel, Turn Table and Wye.	Communications.	EAST- WARD. Second Class.	
Other Tracks	Sidings.	41							42	
		Leave Daily Ex. Sun.	Mile Post.						Arrive Daily Ex. Sun.	Mixed.
		AM 7.00			STATIONS.				PM 2.35	
	Yard			70.7	WAYNOKA. YL	38.0	W	F	C	
	11	f 7.15	4.5	87.6	4.6 McKINLEY.	78.9	Y	T		f 2.20
20		f 7.30	10.6	76.5	6.0 BRACE.	81.8				f 2.05
22		f 7.41	14.4	79.0	3.9 FAIR VALLEY.	72.8		B		f 1.55
80	45	s 8.00	19.9	39.6	5.5 FREEDOM.	52.8		C		s 1.40
83		f 8.19	26.1	52.8	6.2 EDITH.	52.8				f 1.18
	38	f 8.37	32.4	38.7	6.3 SALT SPRINGS.	31.7				f 1.01
14		f 8.49	37.1	52.8	4.7 LOVEDALE.	29.0				f 12.49
55	88	s 9.06	48.8	52.8	6.7 SELMAN.	37.0		C		s 12.32
100	55	s 9.30 AM	52.1		8.3 BUFFALO. YL		Y	C	12.10 PM	
		Arrive Daily Ex. Sun.			(52.2)				Leave Daily Ex. Sun.	
		20.9			Average speed per hour.				21.6	

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), (c) and (l).

2. YARD LIMITS:

Amarillo.	Hammon Jct.
Borger.	Junior.
Boise City.	Machovec.
Booker.	Mobeetie.
Buffalo.	Morse.
Cheyenne.	Pampa.
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.	
Heaton (to and including 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	PASS- ENGER	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
3 Curves, M.P. 345.2 to 345.7 Eastward main	45	45
Curve, M.P. 345.9 to 346.3 Eastward main	65	55
4 Curves, M.P. 345.2 to 346.3 Westward main	45	45
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- ENGER	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 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	55
Woodward	Sixth to Ninth	25
Gage	Main	65
Canadian	Purcell Ave.	35
Shattuck	Main	30
Hereford	All crossings from 25 Mile Ave. Crossing to Park Ave. Crossing	30
Texico	Wheeler	30
Amarillo	Northeast 8th (Dumas Dist.)	5

11 PLAINS DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

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

3. SPEED REGULATIONS—(Cont'd).

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

Station	Type	Location	MILES PER HOUR
Hoover	Interlock	East and west ends of siding	40
Pampa	Interlock	Turnout to westward main track, M.P. 497.3	40
Pampa	Interlock	East and west ends of south siding	40
Pampa	Interlock	East end north siding	30
Pampa	Spring	West end north siding	30
East Tower	Interlock	Turnout to Dumas District	30
East Tower	Interlock	Crossover between main tracks	40
East Tower	Interlock	Turnouts at east end of 2 passenger main tracks	40
Junior	Interlock	Crossover between main tracks and turnouts of heading-in and heading- out leads, M.P. 555.8	30
Canyon	Interlock	Crossover between main tracks, M.P. 569.4	40
Canyon	Interlock	East and west ends of north siding	30
Canyon	Interlock	East end of south siding at M.P. 569.4	40
Canyon	Interlock	Crossover between eastward and westward main tracks at M.P. 570.8	40
Canyon	Interlock	Crossover between eastward and westward main tracks at M.P. 570.9	30
Canyon	Interlock	Crossover between eastward main track and south siding, M.P. 570.9	30
Canyon	Interlock	Turnout from westward main track, M.P. 572.2	40
Umbarger	Interlock	East and west ends of siding	40
Umbarger	Interlock	Crossover between main track and siding, M.P. 578.9	40
Dawn	Interlock	East and west ends of siding	40
Joel	Interlock	East and west ends of siding	40
Hereford	Interlock	East and west ends of both sidings	40
Summerfield	Interlock	East and west ends of siding	40
Black	Interlock	East and west ends of siding	40
Black	Interlock	Crossover between main track and siding M.P. 615.3	40
Friona	Interlock	East and west ends of siding	40
Parmerton	Interlock	East and west ends of siding	40
Parmerton	Interlock	Crossover between main track and siding M.P. 628.3	40
Bovina	Interlock	East and west ends of siding	40
Wilsey	Interlock	East and west ends of siding	40
Texico	Interlock	Turnout east end two tracks M.P. 646.	40
Texico	Interlock	East and west ends of north siding	30
Texico	Interlock	East and west ends of Slaton Division siding	30
Texico	Interlock	Turnout at Wheeler Avenue from eastward main track to Slaton Division	30
Texico	Interlock	Two crossovers between main tracks west of station	30
Texico	Interlock	Two crossovers between main tracks, M.P. 649.	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—				
Mendota Stock Yard...	465.3	26	West & East	Freight only
Empire Pipe Line Co...	501.9	94	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	125	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—				
Potash Co. of America..	57.8	65	West	Freight only
American Zinc Co. of Illinois 3.01 Miles..	57.8	106	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
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 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.

10. STATUTORY REGULATIONS—(Cont'd).

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 employees 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.

12. AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY JUDGING SPEED.

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

		Car	Units of	Car	Units of		
		Coupled at	Destructive	Coupled at	Destructive		
			Force		Force		
Safe	{	1 mph	1	Damaging	{	5 mph	25
		2 "	4			6 "	36
		3 "	9			7 "	49
		4 "	16			8 "	64
						9 "	81
						10 "	100

H. J. BRISCOE, Trainmaster.....Amarillo, Texas.
E. B. JONES, 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.	



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.)

