



**SANTA FE**  
**SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

#### TRAINMASTERS

C. T. HERZOG ..... Wellington, Kans.  
D. R. WARREN ..... Amarillo, Tex.  
B. K. PERRY ..... Amarillo, Tex.

#### ROAD FOREMEN OF ENGINES

J. F. BUSARD ..... Amarillo, Tex.  
R. O. SMITH ..... Wellington, Kans.

#### CHIEF DISPATCHER

P. L. BEYER ..... Amarillo, Tex.

#### ASST. CHIEF DISPATCHERS

C. M. FORD ..... Amarillo, Tex.  
D. H. HOLDAWAY ..... Amarillo, Tex.

#### DISPATCHERS—AMARILLO

T. A. COX	C. L. ANDERSON
C. F. SPARKS	W. R. DAUNER
I. W. LAWSON	H. E. COWLES
E. R. BOYER	W. H. MORGAN
P. W. STEWART	B. L. BRANT
O. F. CARDER	W. N. PIERCE
M. J. TRAFFAS	F. E. YOCK
R. B. SIDMAN	W. D. PARKER
L. W. HELLMAN	D. L. HODGES
R. R. WOOD	J. W. OLSON

# The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES

PLAINS DIVISION

# TIME TABLE No. 4

IN EFFECT

Sunday, April 24, 1966

At 12:01 A. M.  
Central Standard Time

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

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

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

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

**SURGEONS OF**

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

DR. O. L. HANSON, Chief Surgeon..... Topeka

**LOCAL SURGEONS**

DR. E. W. MABRY.....	Altus
DR. E. J. ALLGOOD.....	Altus
DR. R. S. SRIGLEY.....	Altus
DR. J. F. SIMON.....	Alva
DR. A. E. WINSETT.....	Amarillo
DR. W. H. WHEIR.....	Amarillo
DR. E. M. WINSETT.....	Amarillo
DR. L. R. DEVANNEY.....	Amarillo
DR. G. T. ROYSE.....	Amarillo
DR. F. S. HARKLEROAD.....	Amarillo
DR. WOOLWORTH RUSSELL.....	Amarillo
DR. CHARLES WOLFSON.....	Amarillo
DR. ROY DAUGHERTY.....	Amarillo
DR. JOE F. ROBERSON.....	Amarillo
DR. RICHARD K. ARCHER.....	Amarillo
DR. H. L. GALLOWAY.....	Anthony
DR. H. M. HULETT.....	Anthony
DR. H. YASUDA.....	Anthony
DR. J. H. MCNICKLE.....	Ashland
DR. P. J. ANTRIM.....	Attica
DR. M. CHIT.....	Blackwell
DR. L. W. GHORMLEY.....	Blackwell
DR. G. E. MERKLEY, JR.....	Boise City
DR. J. L. WHEELER.....	Boise City
DR. W. M. STEPHENS.....	Borger
DR. W. G. STEPHANS.....	Borger
DR. HARVEY HAYS.....	Borger
DR. WILLIAM F. HUDSON.....	Buffalo
DR. L. E. KINSMAN.....	Caldwell
DR. JOSE F. ABELARDE.....	Canton
DR. E. H. SNYDER.....	Canadian
DR. RUSH SNYDER.....	Canadian
DR. E. H. MORRIS.....	Canadian
DR. C. R. NESTER.....	Canyon
DR. LETA N. BOSWELL.....	Canyon
DR. JOHN M. BRYAN.....	Canyon
DR. JOE EDWIN LOW.....	Canyon
DR. JIM E. RUSSELL.....	Canyon
DR. C. L. BENSON.....	Cherokee
DR. R. DEPUTY.....	Clinton
DR. FLOYD SIMON.....	Clinton
DR. RALPH SIMON.....	Clinton
DR. F. K. BUSTER.....	Cheyenne
DR. V. S. JOHNSON.....	Clovis
DR. L. H. THOMAS.....	Clovis
DR. JOEL ZIEGLER.....	Clovis
DR. W. D. DABBS.....	Clovis
DR. L. W. ABSHERE.....	Clovis
DR. R. R. BOESE.....	Clovis
DR. J. E. MOSS.....	Clovis
DR. R. MCCOY.....	Clovis
DR. L. G. LIVINGSTON.....	Cordell
DR. WILLIAM D. HOLT.....	Dumas
DR. L. C. BELTER.....	Fairview
DR. C. H. WILLIAMS.....	Okeene
DR. T. J. GLENN.....	Farwell
DR. P. L. SPRING.....	Friona
DR. A. H. BIERMAN.....	Garden Plain
DR. R. E. BELLER.....	Harper
DR. CLYDE E. RUSH.....	Hereford
DR. ARTHUR T. MIMS.....	Hereford
DR. CLARENCE E. HICKS.....	Hereford
DR. BRUCE G. BEENE.....	Hereford
DR. R. W. FERNIE.....	Hutchinson
DR. J. S. SPITZER.....	Hutchinson
DR. C. R. OPENSHAW.....	Hutchinson
DR. G. E. BURKET.....	Kingman
DR. S. N. ZWEIFEL.....	Kingman
DR. L. PATZKOWSKY.....	Kiowa
DR. H. YASUDA.....	Kiowa
DR. R. W. CHOICE.....	Medford
DR. H. H. MOORE.....	Medford
DR. R. R. BOONE, JR.....	Mooreland
DR. S. J. MONTGOMERY.....	Miami
DR. T. L. WAYLAN.....	Nashville
DR. C. H. ASHBY.....	Pampa
DR. JOSEPH GATES.....	Pampa
DR. J. B. JOHNSON.....	Perryton
DR. R. K. SANFORD.....	Perryton
DR. R. B. GIBSON.....	Ponca City
DR. R. W. GIBSON.....	Ponca City
DR. P. T. POWELL.....	Ponca City
DR. V. W. FILLEY.....	Pratt
DR. J. W. JACKS.....	Pratt
DR. L. G. GLENN.....	Protection
DR. A. E. STOWERS.....	Sentinel
DR. WALTER DERSCH.....	Shattuck
DR. R. H. BURGTORF.....	Shattuck
DR. J. J. SMITH.....	Shattuck
DR. M. H. NEWMAN.....	Shattuck
DR. HOWARD B. KEITH.....	Shattuck
DR. F. J. PUIG.....	Stratford
DR. R. A. KLEBERGER.....	Spearman
DR. W. A. RYAN.....	Thomas

**SURGEONS OF**

**THE A.T.&S.F. HOSPITAL ASSOCIATION (Cont'd)**

DR. D. D. LEATHERMAN.....	Waynoka
DR. MERLE D. CARTER.....	Waynoka
DR. W. M. COLE.....	Wellington
DR. J. L. DIACON.....	Wellington
DR. J. L. MCGOVERN.....	Wellington
DR. F. EMERY.....	Wichita
DR. E. B. WINCHESTER.....	Wichita
DR. H. T. HIDAKA.....	Wichita
DR. N. L. MORGAN.....	Wichita
DR. D. THOMPSON.....	Wichita
DR. F. EVANS.....	Wichita
DR. A. J. WRAY.....	Wichita
DR. R. G. OBERMILLER.....	Woodward
DR. F. E. FLACK.....	Woodward

**EYE, EAR, NOSE AND THROAT SPECIALISTS**

DR. J. H. ABERNATHY.....	Altus
DR. T. E. BENJERGERDES.....	Alva
DR. G. R. CHASE (Ears only).....	Amarillo
DR. F. J. CRUMLEY (Eyes only).....	Amarillo
DR. JOHN J. ALPAR.....	Amarillo
DR. RALPH B. PAYNE.....	Amarillo
DR. WM. P. HALE (Ears, nose or throat).....	Amarillo
DR. J. F. HOWELL, JR. (Eyes only).....	Amarillo
DR. COLEMAN TAYLOR (Eyes only).....	Amarillo
DR. F. R. VIERREGG.....	Clinton
DR. J. H. CAMERON.....	Clovis
DR. C. E. WORRELL.....	Clovis
DR. I. D. WORRELL.....	Clovis
DR. WM. SCALES (Eyes only).....	Hutchinson
DR. V. R. MOORMAN.....	Hutchinson
DR. G. E. STONE.....	Hutchinson
DR. W. W. MALL.....	Ponca City
DR. E. E. TIPPEN.....	Wichita
DR. E. W. HARMS.....	Wichita
DR. C. E. WILLIAMS.....	Woodward

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

**TIME SERVICE**

A. J. STROBEL, General Watch Inspector..... Topeka  
R. W. Gooch, Assistant General Watch Inspector..... Topeka

**PLAINS DIVISION  
FIRST DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966	STATIONS
		First Class						
		3	1					
Other Tracks	Sidings	Leave Daily	San Francisco Chief Leave Daily					
Yard	69	PM 2.05	AM 4.20	238.9	31.7			WELLINGTON
	242	2.08	4.23	242.1	31.7			3.2 ROLAND
91	148	2.12	4.27	247.0	31.7			4.9 MAYFIELD
24	167	2.18	4.33	254.1	31.7			7.1 MILAN
35	144	2.22	4.37	259.2	31.7			5.1 ARGONIA
				259.6	0			0.4 Mo. Pac. Crossing
42	253	2.29	4.43	266.5	31.7			6.9 DANVILLE
423	293	2.36	4.53	273.8	26.4			7.3 HARPER
35	144	2.41	4.58	280.3	21.1			6.5 EULA
275	<sup>S</sup> 131 <sup>N</sup> 152	2.46	5.03	285.6	31.7			5.3 ATTICA
32	208			292.2	0			6.6 CRISFIELD
33	223	2.57	5.14	299.8	31.7			7.6 HAZELTON
607	285	3.03 <sup>s</sup>	5.24	306.9	31.7			7.1 KIOWA
				307.8	0			0.9 Mo. Pac. Crossing
	197	3.08	5.29	313.2	0			5.4 LODER
76				316.4	31.7			3.2 CAPRON
	226	3.13	5.34	319.5	33.6			3.1 BRINK
371	85	<sup>s</sup> 3.20	<sup>s</sup> 5.43	324.7	31.7			5.2 ALVA
23	336	3.24	5.47	328.9	31.7			4.2 NOEL
44	144	3.30	5.54	335.7	31.7			6.8 AVARD
				342.4	31.7			9.8 WAYNOKA
Yard		<sup>s</sup> 3.42 PM	<sup>s</sup> 6.10 AM	345.5				(106.6)
		Arrive Daily	Arrive Daily					
		65.9	58.1					Average speed per hour

**TWO TRACKS:** Between M.P. 342.4 and Waynoka.

**RULE 261 IN EFFECT:** On Main Tracks and Sidings, Wellington to Waynoka, including Extension Track, Waynoka.

(First District Cont'd Page 5)

**PLAINS DIVISION  
FIRST DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		EASTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	Turn Tables and Wyes	Communications	TIME TABLE No. 4 April 24, 1966	
		First Class								
		4	2							
Other Tracks	Sidings	Leave Daily	San Francisco Chief Leave Daily						Arrive Daily	San Francisco Chief Arrive Daily
Yard	69	PM 2.05	AM 4.20	238.9	31.7				AM 9.35	AM 12.15
	242	2.08	4.23	242.1	31.7				9.31	12.07
91	148	2.12	4.27	247.0	31.7			C	9.26	12.02
24	167	2.18	4.33	254.1	31.7				9.19	11.56
35	144	2.22	4.37	259.2	31.7			C	9.13	11.51
				259.6	0					
42	253	2.29	4.43	266.5	31.7			CR	9.06	11.43
423	293	2.36	4.53	273.8	26.4			Y CR	8.59	11.36
35	144	2.41	4.58	280.3	21.1				8.53	11.26
275	<sup>S</sup> 131 <sup>N</sup> 152	2.46	5.03	285.6	31.7			Y CR	8.48	11.21
32	208			292.2	0				8.42	11.14
33	223	2.57	5.14	299.8	31.7				8.35	11.06
607	285	3.03 <sup>s</sup>	5.24	306.9	31.7			Y CR	8.28	10.59
				307.8	0					
	197	3.08	5.29	313.2	0				8.22	10.50
76				316.4	31.7			C		
	226	3.13	5.34	319.5	33.6				8.16	10.44
371	85	<sup>s</sup> 3.20	<sup>s</sup> 5.43	324.7	31.7			CR	<sup>s</sup> 8.09	<sup>s</sup> 10.39
23	336	3.24	5.47	328.9	31.7				8.01	10.31
44	144	3.30	5.54	335.7	31.7				7.55	10.25
				342.4	31.7					
Yard		<sup>s</sup> 3.42 PM	<sup>s</sup> 6.10 AM	345.5				T CR	7.45 AM	10.15 PM
		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily
		65.9	58.1						53.1	53.3

(Cont'd from Page 4)

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

First class trains may register at Waynoka by Form 903.

Color-light switch point indicator at east end of Track No. 13, M.P. 342.7, at Waynoka, indicates position of spring switch points only.

**PLAINS DIVISION  
SECOND DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966	STATIONS
		First Class						
		3	1					
Other Tracks	Sidings	Passenger	San Francisco Chief					
Yard		Leave Daily PM	Leave Daily AM					
		3.47	6.15	345.5	0			<b>WAYNOKA</b> 5.6
11	160	3.52	6.20	351.8	47.5			HEMAN 4.5
7	225	3.56	6.24	356.3	52.8			BELVA 5.3
15	199	4.01	6.29	361.6	52.8			QUINLAN 5.5
35	133	4.06	6.34	367.1	0			CURTIS 3.9
52	150	4.09	6.38	371.0	31.7			MOORELAND 10.3
335	263	4.21	6.59	382.8	28.5			WOODWARD 0.2
				383.0	31.7			M.K.T. Crossing 3.3
10	138	4.25	7.03	386.3	31.7			GERLACH 6.3
24	154	4.30	7.09	392.6	17.9			TANGIER 5.7
38	146	4.36	7.15	398.3	26.4			FARGO 8.4
80	150	4.44	7.23	406.7	30.5			GAGE 7.7
405	N 147 S 103	4.51	7.35	414.4	31.7			SHATTUCK 6.5
8	209	4.57	7.41	421.0	31.7			GOODWIN 7.7
102	208	5.04	7.51	428.7	31.7			HIGGINS 8.6
4	213	5.12	7.59	437.3	25.9			COBURN 6.8
59	208	5.18	8.05	444.1	0			GLAZIER 5.3
	375	5.23	8.10	449.4	29.2			CLEAR CREEK 5.7
279	331	5.28	8.20	455.1	31.7			CANADIAN 8.4
	208	5.36	8.27	463.5	31.7			MENDOTA 7.7
13	218	5.44	8.34	471.2	31.7			LORA 5.7
65	212	5.50	8.40	476.9	31.7			MIAMI 6.9
17	210	5.57	8.46	483.8	31.7			CODMAN 7.4
48	206	6.04	8.53	491.2	31.7			HOOVER 7.6
1027	S 133 N 128	6.12	9.08	498.8	31.7			PAMPA 7.1
210		6.19	9.15	505.9	31.4			KINGS MILL 6.9
283	S 107 N 158	6.26	9.22	512.8	31.1			WHITE DEER 5.8
21	112	6.32	9.28	518.6	31.7			CUYLER 7.4
675	S 104 N 143	6.39	9.35	526.0	31.7			PANHANDLE 7.2
123		6.47	9.42	533.2	31.7			LEE 7.8
250		6.55	9.50	541.0	31.7			ST. FRANCIS 5.1
153		7.01	9.55	546.1	31.7			FOLSOM 6.0
				551.7	31.7			DUMAS JCT. YL 0.1
				552.2	3.7			C.R.I. & P. Crossing 0.1
				552.3	10.6			EAST TOWER YL F.W. & D.C. Crossing 0.7
Yard		7.15	10.15	553.0				AMARILLO YL
		PM Arrive Daily	AM Arrive Daily					(205.2)
		59.1	51.3					Average speed per hour

(Second District Cont'd Page 7)  
(For Footnotes Second District See Page 8.)

**PLAINS DIVISION  
SECOND DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		EASTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	Turn Tables and Wyes	Communications	TIME TABLE No. 4 April 24, 1966	
		First Class								
		4	2							
Other Tracks	Sidings	Passenger	San Francisco Chief							
Yard		Arrive Daily AM	Arrive Daily PM							
		7.40	10.10		31.7		T	CR		<b>WAYNOKA</b> 5.6
		7.28	9.57		0			B		HEMAN 4.5
		7.24	9.52		0			B		BELVA 5.3
		7.19	9.47		26.4					QUINLAN 5.5
		7.14	9.41		31.7			B		CURTIS 3.9
		7.10	9.37		31.7			C		MOORELAND 10.3
		6.59	9.26		0			CR		WOODWARD 0.2
					0					M.K.T. Crossing 3.3
		6.49	9.16		20.6			B		GERLACH 6.3
		6.43	9.09		31.7			B		TANGIER 5.7
		6.37	9.03		0			C		FARGO 8.4
		6.29	8.55		8.4			C		GAGE 7.7
		6.21	8.48		0		Y	CR		SHATTUCK 6.5
		6.09	8.38		21.2			B		GOODWIN 7.7
		6.01	8.31		31.2			C		HIGGINS 8.6
		5.52	8.23		31.7			B		COBURN 6.8
		5.45	8.16		31.7					GLAZIER 5.3
		5.39	8.10		31.7					CLEAR CREEK 5.7
		5.33	8.05		0		Y	CR		CANADIAN 8.4
		5.25	7.55		18.8					MENDOTA 7.7
		5.17	7.49		0					LORA 5.7
		5.11	7.44		0			C		MIAMI 6.9
		5.04	7.38		0					CODMAN 7.4
		4.57	7.32		0					HOOVER 7.6
		4.49	7.26		0		Y	CR		PAMPA 7.1
		4.42	7.17		31.7			C		KINGS MILL 6.9
		4.36	7.11		31.7		Y	C		WHITE DEER 5.8
		4.31	7.06		23.2			B		CUYLER 7.4
		4.24	7.00		15.8		Y	CR		PANHANDLE 7.2
		4.17	6.54		21.1			B		LEE 7.8
		4.10	6.48		21.1			B		ST. FRANCIS 5.1
		4.05	6.44		31.7			B		FOLSOM 6.0
					31.7					DUMAS JCT. YL 0.1
					0					C.R.I. & P. Crossing 0.1
					6.3			C		EAST TOWER YL F.W. & D.C. Crossing 0.7
		3.55	6.35				Y	CR		AMARILLO YL
		AM Leave Daily	PM Leave Daily							(205.2)
		54.7	57.3							Average speed per hour

(Cont'd from Page 6)  
(For Footnotes Second District See Page 8.)

**PLAINS DIVISION  
SECOND DISTRICT CONT'D.**

(Footnotes Second District)

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

**RULE 261 IN EFFECT:** On Main Tracks and Sidings between Waynoka and M.P. 500.8 Pampa.

**RULE 251 IN EFFECT:** Between M.P. 500.8 Pampa and Amarillo.

Westward trains entering territory where Rule 251 is in effect at Pampa will continue the display of signals previously authorized.

At Amarillo, between East Tower and Signal 5534, M.P. 553.7, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains and engines.

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

First Class trains may register at Waynoka by Form 903.

At Waynoka, East end track 13 M.P. 342.7, color-light switch point indicator indicates position of spring switch point only.

**BORGER DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 4		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Mile Post		Feet Per Mile	STATIONS			Feet Per Mile	Arrive Daily Ex. Sun.
		AM 10.30								
16	72	10.40	5.5	31.7	PANHANDLE YL 6.8	31.7	Y C R	PM 2.30		
37		10.50	10.0	28.5	ABELL 4.5	0	B	1.50		
39	74	11.00	15.8	42.2	POMEROY 5.8	52.8	B	1.30		
		11.59 AM	27.8	42.8	McBRIDE 12.0	52.8	B	1.20		
Yard				0	BORGER YL 3.4	52.8	Y C R	1.00 PM		
		Arrive Daily Ex. Sun.	31.2		END TRACK (32.5)		B	Leave Daily Ex. Sun.		
		19.6			Average speed per hour			19.4		

Nos. 59 and 60 have no time table authority.

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

Trains must get numbered clearance card before leaving Borger.

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

**PLAINS DIVISION  
CLINTON DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 4		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile		STATIONS	Feet Per Mile				
254					PAMPA YL 8.6	31.7	Y C R			
	31	8.4	31.7	52.8	HEATON YL 10.2	52.8				
36	41	18.6	0.0	52.8	LAKETON 11.7	52.8	B			
66	46	30.3	52.8	52.8	MOBEETIE YL 9.1	52.8				
40		39.4	52.8	52.8	BRISCOE 10.9	52.8	B			
72		50.3	52.8	52.8	ALLISON 11.5	52.8	B			
64		61.8	9.5	52.8	REYDON 8.6	52.8	C			
	42	70.4	31.7	52.8	McKIE 10.5	44.4	B			
50	11	80.9	31.7	52.8	CHEYENNE YL 7.2	42.2	C			
9		88.1	52.8	52.8	STRONG CITY 8.1	52.8	B			
9		96.2	52.8	52.8	HERRING 9.0	52.8	B			
		105.2	0.0	52.8	M.K.T. Crossing 0.2	26.4				
26	15	105.4	52.8	52.8	HAMMON JCT. YL 3.8	52.8	B			
3		109.2	55.4	52.8	McCLURE 7.4	52.8	B			
21	25	116.6	52.8	52.8	BUTLER 9.8	54.0	C			
9		126.4	55.8	52.8	STAFFORD 8.2	52.8	B			
		134.6	52.8	52.8	C.R.I. & P. Crossing 1.8	52.8				
		136.4			CLINTON YL		Y C			
						(136.6)				

Trains using Hammon Spur between Hammon Jct. and City Jct. will use M.K.T. track and be governed by M.K.T. time table and rules.

Between Hammon Jct. and City Jct. trains have no time table superiority, and trains and engines will run at restricted speed, expecting to find other trains and engines or cars standing or moving in either direction on main track between these points.

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

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

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

No switch lights on Clinton District.

**PLAINS DIVISION  
THIRD DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car	WESTWARD			Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966	STATIONS	Track Capacity 50 ft. Per Car
	First Class								
	3	1	75						
	Passenger	San Francisco Chief	California Special						
	Leave Daily	Leave Daily	Leave Daily						
	PM	AM							
	7.35	10.35		553.0	7.6			AMARILLO YL	
				554.3	31.7			JUNIOR YL	
	7.41	10.41		558.8	10.6			ZITA	
	7.45	10.45		563.0	31.7			HANEY	
S 113 N 107	7.51	10.52		570.4	31.7			CANYON	
432	8.00	11.02		580.5	31.7			UMBARGER	
208	8.05	11.07		586.5	25.9			DAWN	
208	8.11	11.13		593.3	31.7			JOEL	
S 111 N 149	8.17	11.24		599.5	31.7			HEREFORD	
208	8.24	11.33		607.8	31.7			SUMMERFIELD	
208	8.31	11.39		614.7	18.2			BLACK	
162	8.38	11.47		621.8	31.7			FRIONA	
275	8.44	11.53		628.3	10.6			PARMERTON	
155	8.49	11.59		634.1	31.7			BOVINA	
228	8.55	12.05	AM	641.0	17.0			WILSEY	
S 132 N 165	9.02	12.14	10.10	647.4	21.1			TEXICO	
	9.20	12.30	10.30	655.7				CLOVIS	
	PM	PM	AM						
	Arrive Daily	Arrive Daily	Arrive Daily					(103.7)	
	59.3	54.1	27.9					Average speed per hour	

**TWO TRACKS:** Between Amarillo and M.P. 572.2 Canyon, and between M.P. 646 Texico and Interlocking east end passenger yard, M.P. 655.8, Clovis.

**RULE 261 IN EFFECT:** On Main Tracks and Sidings between M.P. 555.8 Junior and M.P. 558.3 Zita, and between M.P. 569.4 Canyon and Clovis, including Home Signals on Slaton Division at M.P. 1.2 Texico and at M.P. 571.6 Canyon, except South or Slaton Siding Texico where trains must comply with Rule 105.

**RULE 251 IN EFFECT:** Between Amarillo and M.P. 555.8 Junior, and between M.P. 558.3 Zita and M.P. 569.4 Canyon.

Eastward trains entering territory where Rule 251 is in effect at Canyon will continue the display of signals previously authorized.

At Amarillo, between East Tower and Signal 5534, M.P. 553.7, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains and engines.

(Third District Cont'd Page 11)

**PLAINS DIVISION  
THIRD DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car	EASTWARD			Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966	STATIONS	Track Capacity 50 ft. Per Car
	First Class								
	4	2	76						
	Passenger	San Francisco Chief	California Special						
	Arrive Daily	Arrive Daily	Arrive Daily						
	AM	PM							
	8.35	6.15		553.0	6.8			AMARILLO YL	
				554.3	31.7			JUNIOR YL	Yard
	3.23	6.01		558.8	14.8			ZITA	100
	3.19	5.57		563.0	31.7			HANEY	238
	3.12	5.50		570.4	15.8			CANYON	168
	3.02	5.39		580.5	31.7			UMBARGER	34
	2.56	5.32		586.5	31.7			DAWN	148
	2.50	5.26		593.3	0			JOEL	8
	2.44	5.20		599.5	21.6			HEREFORD	1047
	2.36	5.08		607.8	10.5			SUMMERFIELD	49
	2.29	5.02		614.7	21.1			BLACK	71
	2.22	4.56		621.8	0			FRIONA	151
	2.16	4.49		628.3	31.7			PARMERTON	20
	2.10	4.44		634.1	28.5			BOVINA	183
	2.03	4.37	PM	641.0	31.7			WILSEY	6
	1.57	4.31	4.55	647.4	8.7			TEXICO	280
	1.45	4.20	4.40	655.7				CLOVIS	Yard
	AM	PM	PM						
	Leave Daily	Leave Daily	Leave Daily					(103.7)	
	66.6	54.1	37.2					Average speed per hour	

(Cont'd from Page 10)

At Clovis, between Interlocking east end passenger yard, M.P. 655.8, and Interlocking west end passenger yard, M.P. 657.5, there is no main track. Within these limits the second, third and fourth tracks south of the passenger station are designated as passenger yard tracks 1, 2 and 3, respectively. TCS with Rule 261 in effect on passenger yard tracks 1, 2 and 3.

Trains from Slaton Division entering Third District at Canyon may proceed on clear train order signal in lieu of clearance card.

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

Trains may register at Junior by Form 903.

At Clovis, trains will be governed by New Mexico Division time table rules.

**PLAINS DIVISION  
ENGLEWOOD DISTRICT—WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966	
Other Tracks	Sid- ings	Second Class					STATIONS	
		67	71					
		Mixed	Mixed					
		Leave Daily Ex. Sun.	Leave Mon., Wed. and Fri.					
		AM 6.10	AM 6.00	207.9	0	WICHITA U. S. YL		
		6.12		208.8	0	SOUTH JCT. YL		
				210.0	14.1	M.V. Crossing		
		6.21 AM		211.5	5.8	WICHITA JCT. YL		
		Via Wichita District		212.4	22.7	Mo. Pac. Crossing		
15		f 6.30		215.1	30.4	PROSPECT YL		
70		f 6.40		217.6	37.0	SCHULTE		
18		f 6.55		223.8	37.0	CLONMEL		
128		7.30		22.5	32.7	VIOLA		
40		f 7.45		27.1	32.1	ANNESS		
49		f 8.00		33.9	26.4	NORWICH		
				34.7	31.7	Mo. Pac. Crossing		
Yard		f 8.45		46.8	29.0	RAGO YL		
20		f 9.00		51.3	52.8	SPIVEY		
37		f 9.20		58.0	52.8	ZENDA		
70		f 9.45		65.7	47.5	NASHVILLE		
33		f 10.15		73.0	52.8	ISABEL		
57		f 10.45		80.5	52.8	SAWYER		
87		f 11.15		88.5	52.8	COATS		
31		f 11.30		95.1	52.8	SPRINGVALE		
26		f 11.40		98.0	44.9	CROFTS		
			PM 12.01	103.8	52.8	O B JCT. YL		
Yard		f 12.30		104.4	52.8	BELVIDERE YL		
61		f 1.15		116.5	52.8	WILMORE		
110		f 1.50		125.0	43.8	COLDWATER YL		
156		f 2.30		134.7	52.8	PROTECTION YL		
62		f 2.50		144.5	52.8	SITKA		
98		f 3.20		150.8	52.8	ASHLAND YL		
36		f 3.35		158.8	52.8	ACRES		
Yard		s 4.00 PM		166.1		ENGLEWOOD YL		
		Arrive Daily Ex. Sun.	Arrive Mon., Wed. and Fri.					
		19.6	18.7			(166.9)		
						Average speed per hour		

(Englewood District cont'd Page 13)  
(For Footnotes Englewood District see Page 14)

**PLAINS DIVISION  
ENGLEWOOD DISTRICT—EASTWARD**

Track Capacity 50 ft. Per Car		EASTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966	
Other Tracks	Sid- ings	Second Class					STATIONS	
		72	68					
		Mixed	Mixed					
		Arrive Tues., Thurs. and Sat.	Arrive Daily Ex. Sun.					
		PM 2.40	PM 2.30			WICHITA U.S. YL		
						SOUTH JCT. YL		2.18
						M. V. Crossing		
						WICHITA JCT. YL		2.10 PM
						Mo. Pac. Crossing		Via Wichita District
		f 2.20				PROSPECT YL		
		f 2.10				SCHULTE		
		f 1.55				CLONMEL		
		f 1.40				VIOLA		
		f 1.30				ANNESS		
		f 1.20				NORWICH		
						Mo. Pac. Crossing		
		f 12.45				RAGO YL		
		f 12.25				SPIVEY		
		f 12.05 PM				ZENDA		
		f 11.45				NASHVILLE		
		f 11.30				ISABEL		
		f 11.15				SAWYER		
		f 10.55				COATS		
		f 10.40				SPRINGVALE		
		f 10.30				CROFTS		
		10.20				O B JCT. YL		
		f 10.15				BELVIDERE YL		
		f 9.20				WILMORE		
		f 9.00				COLDWATER YL		
		f 8.25				PROTECTION YL		
		f 8.10				SITKA		
		f 7.45				ASHLAND YL		
		f 7.15				ACRES		
		7.00 AM				ENGLEWOOD YL		
		Leave Tues., Thur. and Sat.	Leave Daily Ex. Sun.			(166.9)		
		21.8	10.8			Average speed per hour		

(Cont'd from Page 12)  
(For Footnotes Second District see Page 14)

(Footnotes Englewood District)

No. 71 and No. 72 have no time table authority.

Between North Wichita and sign marking end of Middle Division located 250 feet east of Wichita Jct., trains will be governed by Middle Division time table and rules.

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

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

Trains must secure permission from yardmaster to proceed Eastward from Wichita Jct. before passing that station.

At OB Jct., Medicine Lodge District junction switch may be left lined and locked as last used.

Trains must get numbered clearance card before leaving Englewood, unless otherwise provided.

West wye switch and west switch old siding at Englewood must be left lined and locked for movement to wye.

## PONCA CITY DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings			Mile Post	Feet Per Mile			
			141.9	52.8	PONCA CITY JCT. 14.7	52.8	Y R	
			127.3		BLACKWELL JCT.		Y C	
(14.7)								

Trains must get numbered clearance card before leaving Blackwell and Ponca City.

Plains Division trains originating or terminating must register at Ponca City.

Between Ponca City Jct. and Ponca City, trains will be governed by Middle Division time table and rules.

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

Eastward trains arriving Ponca City Jct. will call control station. If train cannot enter yard, street crossings will be cleared and train will wait until lunar white light is displayed. This light will indicate that control station should again be asked for permission to occupy Middle Division main track.

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

Track Capacity 50 ft. Per Car		WESTWARD ↓	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings			Mile Post	Feet Per Mile			
Yard			87.6		WAYNOKA YL		T C R	
22		14.4	79.0		FAIR VALLEY	81.8		
30	45	19.9	39.6		FREEDOM	72.8		
33		26.1	52.8		EDITH	52.8		
55	33	43.8	52.8		SELMAN	52.8		
100	55	52.1			BUFFALO YL	37.0	Y	
(52.2)								

Trains must get numbered clearance card before leaving Waynoka.

At Waynoka, derail on Buffalo District main track 200 feet from junction switch, and at Buffalo, M.P. 52.

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

No switch lights on Buffalo District.

## MEDICINE LODGE DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD 69	Ruling Grade Ascending	TIME TABLE No. 4 April 24, 1966		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD 70
Other Tracks	Sid- ings			Mixed	STATIONS			
Yard		AM 6.45			ATTICA YL		Y C R	PM 1.00
38		f 7.15	10.5	31.7	SHARON	31.7	C	f 12.35
11		f 7.30	15.6	31.7	PIXLEY	17.4		f 12.20
Yard		f 8.30	20.6	31.7	MEDICINE LODGE YL	31.7	C	f 12.01
61		f 9.15	33.6	31.7	LAKE CITY YL	24.8	C	f 11.00
53		f 9.30	39.3	31.7	SUN CITY YL	0	C	f 10.45
		10.00	49.4	42.2	OB JCT. YL	18.0		10.15
Yard		10.10 AM	50.5	52.8	BELVIDERE YL	0	Y C	10.10 AM
(52.0)								
Average speed per hour								
15.2								
18.4								

No. 69 and No. 70 have no time table authority.

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

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

At OB Jct., Englewood District junction switch may be left lined and locked as last used.

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

Booth telephone at Gyp Spur M.P. 40.3.



**PLAINS DIVISION  
H. & S. DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD			Ruling Grade Ascending	TIME TABLE No. 4
		59				April 24, 1966
		Mixed				
Other Tracks	Sidings	Leave Tues., Thurs., Sat.	Mile Post	Feet Per Mile	STATIONS	
		AM 4.05	0	0	ND JCT. YL	
			0.7		0.7	
				24.3	C.R.I. & P. Crossings Main Track - Aux. Track	
26	f	4.35	13.0	52.8	12.3 CASTLETON	
123	f	5.10	19.8	39.6	6.8 PRETTY PRAIRIE	
12	f	5.25	24.1	52.8	4.3 VARNER	
			31.6		7.5 East Kingman Jct. YL	
Yard	f	6.20	31.8	19.0	0.2 KINGMAN YL	
			32.5	2.6	0.7 West Kingman Jct. YL	
			32.8	52.8	0.3 Mo. Pac. Crossing	
24	f	6.35	38.9	41.2	6.1 CARVEL	
15	f	6.50	43.5	21.1	4.6 BASIL	
Yard	f	7.00	48.2	52.8	4.7 RAGO YL	
28	f	7.15	52.8	52.8	A.T. & S.F. Crossing 4.6 DUQUOIN	
Yard	f	8.00	59.7	35.4	6.9 HARPER YL	
Yard	f	9.00	69.4	0	9.7 ANTHONY YL	
			70.0	52.8	0.6 Mo. Pac. Crossing	
37	f	9.30	80.7	52.8	10.7 MANCHESTER	
34	f	9.45	85.7	37.0	5.0 GIBBON	
56	f	10.00	90.7	52.8	5.0 WAKITA	
19	f	10.15	96.9	52.8	6.2 CLYDE	
109	f	10.30	102.2	0	5.3 MEDFORD	
			102.5	52.8	0.3 C.R.I. & P. Crossing	
22	f	10.45	109.5	52.8	7.0 NUMA	
24	f	11.01	114.3	52.8	4.8 DEER CREEK	
35	f	11.15	118.3	52.8	4.0 NARDIN	
			127.0	21.1	8.7 St.L.S.F. Crossing	
Yard	s	11.50 PM 12.01	127.2	0	0.2 A.T. & S.F. Crossing BLACKWELL YL	
			34.0	42.2	0.3 St. L. S. F. Crossing	
13	f	12.15	28.7	39.6	5.3 SUMPTER	
55	f	12.25	25.2	39.6	3.5 BRAMAN	
79	f	12.45	17.9	52.8	7.3 HUNNEWELL	
			15.3	52.8	2.6 A. T. & S. F. Crossing	
37	f	1.10	14.6	46.0	0.7 SOUTH HAVEN YL	
45	f	1.35	6.9	53.3	7.7 ROME	
Yard	s	2.00 PM Arrive Tues., Thurs., Sat.			6.9 WELLINGTON YL	
			16.6		(161.5)	
Average speed per hour						

(H. & S. District cont'd Page 17)  
(For Footnotes H. & S. District see Page 18)

**PLAINS DIVISION  
H. & S. DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD			Ruling Grade Ascending	TIME TABLE No. 4
		59				April 24, 1966
		Mixed				
Other Tracks	Sidings	Leave Tues., Thurs., Sat.	Mile Post	Feet Per Mile	STATIONS	Arrive Mon., Wed., Fri.
		AM 4.05	0	0	ND JCT. YL	PM 5.10
			0.7		0.7	
				24.3	C.R.I. & P. Crossings Main Track - Aux. Track	
26	f	4.35	13.0	52.8	12.3 CASTLETON	f 4.30
123	f	5.10	19.8	42.2	6.8 PRETTY PRAIRIE	f 4.15
12	f	5.25	24.1	52.8	4.3 VARNER	f 3.50
			31.6		7.5 East Kingman Jct. YL	
Yard	f	6.20	31.8	0	0.2 KINGMAN YL	f 3.30
			32.5	19.0	0.7 West Kingman Jct. YL	
			32.8	52.8	0.3 Mo. Pac. Crossing	
24	f	6.35	38.9	41.2	6.1 CARVEL	f 2.50
15	f	6.50	43.5	21.1	4.6 BASIL	f 2.40
Yard	f	7.00	48.2	52.8	4.7 RAGO YL	
28	f	7.15	52.8	52.8	A.T. & S.F. Crossing 4.6 DUQUOIN	f 2.30
Yard	f	8.00	59.7	35.4	6.9 HARPER YL	f 2.15
Yard	f	9.00	69.4	0	9.7 ANTHONY YL	f 2.00
			70.0	58.1	0.6 Mo. Pac. Crossing	f 1.00
37	f	9.30	80.7	52.8	10.7 MANCHESTER	
34	f	9.45	85.7	52.8	5.0 GIBBON	f 12.15
56	f	10.00	90.7	52.8	5.0 WAKITA	PM f 11.45
19	f	10.15	96.9	52.8	6.2 CLYDE	f 11.30
109	f	10.30	102.2	0	5.3 MEDFORD	f 11.15
			102.5	41.0	0.3 C.R.I. & P. Crossing	
22	f	10.45	109.5	52.8	7.0 NUMA	f 11.01
24	f	11.01	114.3	52.8	4.8 DEER CREEK	C f 10.45
35	f	11.15	118.3	52.8	4.0 NARDIN	f 10.30
			127.0	3.3	8.7 St.L.S.F. Crossing	
Yard	s	11.50 PM 12.01	127.2	0	0.2 A.T. & S.F. Crossing BLACKWELL YL	s 10.15
			34.0	42.2	0.3 St. L. S. F. Crossing	
13	f	12.15	28.7	39.6	5.3 SUMPTER	f 9.40
55	f	12.25	25.2	39.6	3.5 BRAMAN	C f 9.25
79	f	12.45	17.9	52.8	7.3 HUNNEWELL	f 9.01
			15.3	52.8	2.6 A. T. & S. F. Crossing	
37	f	1.10	14.6	46.0	0.7 SOUTH HAVEN YL	C f 8.50
45	f	1.35	6.9	53.3	7.7 ROME	f 8.25
Yard	s	2.00 PM Arrive Tues., Thurs., Sat.			6.9 WELLINGTON YL	8.00 AM Leave Mon., Wed., Fri.
			16.6		(161.5)	
Average speed per hour						17.6

(Cont'd from Page 16)  
(For Footnotes H. & S. District see Page 18)

(Footnotes H. &amp; S. District)

No. 59 and No. 60 have no time table authority.

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

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

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

Plains Division trains must register at Hutchinson by Form 903.

Trains must get numbered clearance card before leaving Wellington, Blackwell, Hutchinson and Harper, unless otherwise provided.

At East Kingman Jct. and West Kingman Jct., Wichita District junction switches normally lined for H. & S. District.

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

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

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

At Harper, time of eastward trains applies at switch leading from wye to H. & S. District main track. Time of westward trains applies at station sign.

At Blackwell, time applies at the first wye switch where an opposing train may leave H. & S. District main track.

Track Capacity 60 ft. Per Car	WEST- WARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4  April 24, 1966	Communications Turn Tables and Wyes	EAST- WARD
	Second Class	67						Second Class
		Mixed						Mixed
Other Tracks	Sid- ings	Leave Daily Ex. Sun.						Arrive Daily Ex. Sun.
		AM 6.21	2.1			WICHITA JCT. YL 0.6		PM 2.10
			2.7			Mo. Pac. Crossing 3.9	B	
16	f	6.35	6.6	32.1		TYLER 7.3		f 1.50
58	f	6.53	13.9	31.7		GODDARD 5.9	C	f 1.35
48	f	7.08	19.8	31.5		GARDEN PLAIN 5.9	C	f 1.20
80	f	7.23	25.7	31.7		CHENEY 8.3	C	f 1.05
31	f	7.44	34.0	28.8		MURDOCK 10.1		f 12.47
			44.1	0		East Kingman Jct. YL 0.2		
Yard	s	8.30	44.3	19.0		KINGMAN YL 0.7	C	s 12.25 PM
			45.0	31.7		West Kingman Jct. YL 1.1		
			46.1	31.7		Mo. Pac. Crossing 8.0		
24	f	9.10	54.1	31.7		CALISTA 8.2		f 11.33
28	f	9.30	62.3	31.7		CUNNINGHAM 6.7	C	f 11.16
26	f	9.45	69.0	31.7		CAIRO 3.1		f 10.52
16	f	9.52	72.1	31.7		WALDECK 7.3		f 10.45
70	s	10.15	79.4			PRATT YL	C	10.30 AM
		AM Arrive Daily Ex. Sun.				(77.3)		Leave Daily Ex. Sun.
		19.8				Average speed per hour		21.1

No. 67 is superior to No. 68.

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

At East Kingman Jct. and West Kingman Jct., H. & S. District junction switches normally lined for H. & S. District.

Trains must get numbered clearance card before leaving Pratt, unless otherwise provided.

Trains should secure permission to proceed Eastward from Wichita Jct. before passing that station.

**PLAINS DIVISION  
DUMAS DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 4  April 24, 1966
		Second Class			
		37			
Other Tracks	Sidings	Mixed		Feet Per Mile	STATIONS
		Leave Daily	Mile Post		
		AM 10.00			AMARILLO YL 0.9
58			.0	0.0	DUMAS JCT. YL 0.5
			0.1	7.4	C.R.I. & P. Crossing 8.1
	61	10.15	8.2	26.4	JULLIARD 3.6
33		10.21	11.8	43.3	GLUCK 7.0
	63	10.33	18.8	52.8	PUENTE 8.4
15	69	10.53	27.2	52.8	MARSH 7.4
141	60	11.10	34.6	33.0	EXELL YL 6.7
15	61	11.23	41.3	52.8	BAUTISTA 10.8
221	57	11.45	52.1	7.4	DUMAS YL 6.2
11	61	11.55	58.3	13.7	MACHOVEC YL 5.3
		PM	63.6	0.0	C.R.I. & P. Crossing 0.4
206	64	12.55	64.0	30.6	ETTER YL 11.1
29	61	1.15	75.1	52.8	LAUTZ 10.4
			85.5	12.1	C.R.I. & P. Crossing 0.2
80	63	1.50	85.7	31.7	STRATFORD YL 4.9
11	61	2.00	90.6	52.8	MALLET 9.5
117	58	2.15	100.1	52.8	KERRICK 10.9
14	61	2.40	111.0	52.8	CONRAD 11.6
Yard		4.30 PM	122.6		BOISE CITY YL
		Arrive Daily			(122.6)
		15.9			Average speed per hour

No. 37 is superior to No. 38.

Between Dumas Jct. and Amarillo, trains will be governed by Second District time table and rules.

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

(Dumas District cont'd Page 21)

**PLAINS DIVISION  
DUMAS DISTRICT EASTWARD**

TIME TABLE No. 4  April 24, 1966		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	
				Second Class	
				38	
STATIONS	Feet Per Mile	Y C R	f	Mixed	
				Arrive Daily	PM
AMARILLO YL 0.9					PM 10.00
DUMAS JCT. YL 0.5	0.0				
C.R.I. & P. Crossing 3.1	52.8				
JULLIARD 3.6	52.8	B		8.35	
GLUCK 7.0	52.8	B		8.25	
PUENTE 8.4	39.6	B		8.00	
MARSH 7.4	0.0	B		7.45	
EXELL YL 6.7	52.8	B		7.30	
BAUTISTA 10.8	39.6	B		7.19	
DUMAS YL 6.2	31.7	C	f	7.00	
MACHOVEC YL 5.3	19.6	B		6.40	
C.R.I. & P. Crossing 0.4	0.0				
ETTER YL 11.1	30.9	Y C	f	6.30	
LAUTZ 10.4	52.8	B		6.05	
C.R.I. & P. Crossing 0.2	0.0				
STRATFORD YL 4.9	11.6	C	f	5.45	
MALLET 9.5	29.0	B		5.35	
KERRICK 10.9	52.8	B		5.20	
CONRAD 11.6	23.8	B		5.03	
BOISE CITY YL		Y C		4.45 PM	
(122.6)				Leave Daily	
Average speed per hour				23.4	

(Cont'd from Page 20)

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

**PLAINS DIVISION  
ALTUS DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Mile Post	Rolling Grade Ascending Feet Per Mile	TIME TABLE No. 4 April 24, 1966		Rolling Grade Ascending Feet Per Mile	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings				STATIONS	Class			
Yard			299.9	31.7	<b>CHEROKEE YL</b>	5.3	C		
142			306.1	31.7	6.2 YEWED	26.4			
101			314.5		8.4 CARMEN		C		
			314.8	0	0.3 St.L. & S.F. Crossing				
41			319.3	19.4	4.5 ALINE	21.1			
13			326.5	21.1	7.2 WEST CLEO	26.4			
64			329.8	31.7	3.3 ORIENTA	26.4			
Yard			336.0	31.7	6.2 <b>FAIRVIEW YL</b>	39.6	C		
25			347.6	66.0	11.6 LONGDALE	52.8			
125			354.0	31.7	6.4 CANTON	52.8	C		
32			365.0	66.7	11.0 OAKWOOD	52.8	B		
93			378.8	.0	13.8 THOMAS YL	52.8	C		
			386.0	52.8	7.2 FOLEY	52.8	B		
			388.2		2.2 CUSTER CITY				
			395.5		7.3 ARAPAHO				
			398.8		3.3 EWING YL				
Yard			401.0	66.0	2.2 CLINTON YL	26.4	C		
Yard			418.3	79.2	17.3 BURNS JCT. YL	66.0	B		
70			419.9	.0	1.6 DILL CITY YL	19.8	C		
84			428.7	52.8	8.8 SENTINEL	52.8	C		
20			434.8	52.8	6.1 CAMBRIDGE	52.8			
			440.6	52.8	5.8 C.R.I. & P. Crossing	52.8			
75			440.9	26.4	0.3 LONE WOLF		C		
37			447.6	66.0	6.7 LUGERT	31.7			
94			457.5	66.0	9.9 BLAIR	52.8	B		
Yard			467.3	31.7	9.8 <b>ALTUS YL</b>	31.7	C		
(167.4)									

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

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

Trains must get numbered clearance card before leaving Cherokee, Fairview, Clinton and Altus. Unless otherwise provided, trains using S.L.-S.F. tracks must secure S.L.-S.F. clearance card at Thomas.

Between Foley and Ewing, trains use tracks of S.L.-S.F. Ry. Co., and will be governed by time table, rules and special instructions of S.L.-S.F. Ry. Co.

At Cherokee, Middle Division junction switch normally lined for Middle Division.

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

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

**PLAINS DIVISION  
SHATTUCK DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Mile Post	Rolling Grade Ascending Feet Per Mile	TIME TABLE No. 4 April 24, 1966		Rolling Grade Ascending Feet Per Mile	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings				STATIONS	Class			
Yard				42.2	<b>SHATTUCK YL</b>	26.4		Y C R	
11	43		11.3	42.2	11.6 MAGOUN	29.0			
96	43		18.5	42.2	7.2 FOLLETT YL	29.0	C		
	90		23.1	42.2	4.6 SHERLOCK	42.2			
63	42		29.7	42.2	6.6 DARROUZETT	0.0	C		
25			36.7	37.0	7.0 GAYLORD	42.2			
66	92		42.2	31.6	5.5 BOOKER YL	15.8	C		
35	42		47.6	15.8	5.4 HUNTOON	2.6			
52			52.8	18.5	5.2 TWITCHELL	15.8			
289	92		57.8	15.8	5.0 PERRYTON YL	26.4	R C		
10			63.5	18.5	5.7 LORD	0.0			
75			68.7	21.1	5.2 FARNSWORTH	5.3			
95			73.7	39.6	5.0 WAKA	7.9			
329	42		83.8	52.8	10.1 SPEARMAN YL	39.6	Y C		
39			93.2	48.6	9.4 McKIBBEN	52.8			
41	60		102.1	36.4	8.9 MORSE YL	0.0			
			103.3	52.8	1.2 R.I. JCT.	52.8	Y		
			133.6	0.0	30.3 ETTER JCT.	0.0	B		
206	64		134.1		0.5 <b>ETTER YL</b>		Y C		
(134.4)									

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

**PLAINS DIVISION  
ANTHONY DISTRICT**

Track Capacity 50 ft. Per Car	WESTWARD ↓	Ruling Grade Ascending	TIME TABLE No. 4		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
			April 24, 1966				
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
26		6.3		GEUDA SPRINGS YL			
18		11.4	52.8	5.1 ASHTON YL	46.4		
21		15.5	52.8	4.1 PORTLAND YL	52.8		
Yard		21.3	52.8	5.8 SOUTH HAVEN YL	52.8		
		21.8	52.8	0.5 A.T. & S.F. Crossing	52.8		
21		25.7	49.6	3.9 DRURY	52.8		
82		32.5	27.8	6.8 CALDWELL YL	52.8		
		32.6	39.6	0.1 C.R.I. & P. Crossing	0	C	
17		39.0	52.5	6.4 DOSTER	52.8		
13		43.1	52.8	4.1 METCALF	44.4		
53		48.2	35.1	5.1 BLUFF CITY	50.6		
		58.6	52.8	10.4 Mo. Pac. Crossing	0	C	
Yard		59.1	42.2	0.5 ANTHONY YL	0		C
(52.8)							

Main Track switch of depot spur at Caldwell and east switch of connection track at South Haven have no normal position and may be left lined and locked as last used.

Office of communication at Caldwell located on depot spur 0.8 miles from its connection into main track, MP 32.5.

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

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

**SPECIAL RULES**

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

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

**3. SPEED REGULATIONS**

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

**(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS**

LOCATION	PASSEN- GER * *	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT</b>		
Main Tracks	79	*60
Sidings and auxiliary tracks where Rule 261 is in effect	40	40

**PLAINS DIVISION  
SPECIAL RULES**
**3. SPEED REGULATIONS—(Cont'd)**
**(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS  
—(Cont'd)**

LOCATION	PASSEN- GER * *	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>SECOND DISTRICT</b>		
Main Tracks	79	*60
Sidings where Rule 261 is in effect	40	40
Skellytown Industrial Spur	30	30
Pantex Ordnance Plant	15	15
<b>THIRD DISTRICT</b>		
Main Tracks	79	*60
Sidings where Rule 261 is in effect	40	40
<b>H. &amp; S. DISTRICT</b>		
ND Jct. to Blackwell	35	35
Blackwell to Wellington	30	30
Tonkawa Industrial Spur	35	35
<b>PONCA CITY DISTRICT</b>		
	30	30
<b>WICHITA DISTRICT</b>		
	30	30
<b>ENGLEWOOD DISTRICT</b>		
Wichita U.S. to Viola	40	40
Viola to Englewood	30	30
<b>MEDICINE LODGE DISTRICT</b>		
Attica to M.P. 16	20	20
M.P. 16 to M.P. 40.8	35	35
M.P. 40.8 to Belvidere Jct.	20	20
<b>ANTHONY DISTRICT</b>		
Geuda Springs to South Haven	15	15
South Haven to Anthony	20	20
<b>ALTUS DISTRICT</b>		
Cherokee to Fairview	35	30
Fairview to Longdale	30	30
Longdale to Foley	35	30
Ewing to Altus	35	30
<b>BUFFALO DISTRICT</b>		
	25	25
<b>SHATTUCK DISTRICT</b>		
	40	40
<b>CLINTON DISTRICT</b>		
Pampa to M.P. 85	40	40
M.P. 85 to Clinton	30	30
<b>BORGER DISTRICT</b>		
	49	49
<b>DUMAS DISTRICT</b>		
American Zinc Co., Spur M.P. 57.8	15	15

\* On First, Second and Third Districts where district speed is shown 60 MPH for Freight and Mixed, with train consist and controlling engine with number of units of operative dynamic brake indicated below maximum speed for freight trains is as follows:

Units Oper- ative Dy- namic Brake	Tons	Average Weight Per Car - Tons	Maximum Speed MPH
2 or more	1750 or less	46 to 50	65
		45 or less	70
3 or more	3249 or less	46 to 50	65
		45 or less	70

or:

## 3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS  
(Cont'd).

Units Operative Dynamic Brake	Tons	Number of Cars	Maximum Speed MPH
4 or more	3250 or less	50 to 54	65
		55 or more	70
	3251 or 3500	58 to 69	65
		70 or more	70
	3501 to 3750	68 to 89	65
		90 or more	70
	3751 to 4000	73 to 109	65
110 or more		70	
4001 to 4250	80 or more	65	
4251 to 4500	90 or more	65	
4501 to 4750	100 or more	65	

\*\* When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:  
25 per cent, or less, maximum authorized passenger train speed.  
26 to 45 per cent 80 MPH  
46 per cent or more 70 MPH

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT</b>		
Curve, M.P. 237.7 to 237.8	55	45
2 Curves, M.P. 307.6 to 307.9	65	65
Curve, M.P. 323.5 to 324.0	65	60
Curve, M.P. 324.2 to 324.9	55	50
4 Curves, M.P. 325.3 to 328.0	65	60
2 Curves, M.P. 343.3 to 343.9	65	60
<b>SECOND DISTRICT</b>		
3 Curves, M.P. 345.2 to 345.7 Eastward main	55	55
Curve, M.P. 345.9 to 346.3 Eastward main	65	65
5 Curves, M.P. 345.2 to 346.8 Westward main	55	55
Turnout End Two Tracks M.P. 346.9 Westward on Westward Track	40	40
Curve, M.P. 379.0 to 379.3	70	65
Curve, M.P. 383.0 to 383.1	60	55
Curve, M.P. 385.4 to 385.8	65	65
2 Curves, M.P. 386.4 to 388.9	60	55
Curve, M.P. 389.6 to 389.9	65	65
5 Curves, M.P. 422.8 to 425.4	65	65
Curve, M.P. 445.7 to 446.3	70	65
Curve, M.P. 450.7 to 451.2	70	65
Curve, M.P. 452.4 to 453.4	65	65
Bridge M.P. 453.5 to 453.9	65	65
Curve, M.P. 454.2 to 454.5	65	65
2 Curves, M.P. 460.1 to 460.9	75	70
Curve, M.P. 464.8 to 465.0	70	65
Curve, M.P. 468.8 to 469.3	75	70
Curve, M.P. 475.3 to 475.6	75	70
7 Curves, M.P. 477.1 to 480.9	70	65
3 Curves, M.P. 489.8 to 491.9	75	70
3 Curves, M.P. 494.2 to 495.8	70	65
Curve, M.P. 496.2 to 496.4	75	70
Turnout, End Two Tracks M.P. 497.3 Eastward on Westward track	50	50
Curve, M.P. 552.0 to 552.1	65	60

## 3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS  
(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>THIRD DISTRICT</b>		
6 Curves, M.P. 566.2 to 571.5 Eastward Main	70	65
6 Curves, M.P. 566.2 to 571.5 Westward Main	70	65
Curve, Slaton Main Track M.P. 570.9 to 571.2	30	30
Turnout, End Two Tracks M.P. 572.2	70	65
Curve, M.P. 599.6 to 600.0	70	65
Turnout, End Two Tracks M.P. 646 Eastward on Eastward Track	40	40
2 Curves, M.P. 647.2 to 647.6 Eastward Main	30	30
2 Curves, M.P. 647.2 to 647.6 Westward Main	35	35
<b>H. &amp; S. DISTRICT</b>		
Curve, M.P. 29.4 to 30.6	35	25
Curve, M.P. 38.8 to 39.1	35	25
Curve, M.P. 41.2 to 41.5	35	25
Curve, M.P. 61.3 to 61.5	25	25
Curves, M.P. 69.1 to 69.9	15	10
Curve, M.P. 133.8 to 134.3	35	25
<b>ENGLEWOOD DISTRICT</b>		
Curves, M.P. 99.0 to 100.8	30	20
Curves, M.P. 107.0 to 110.6	30	20
Curve, M.P. 111.0 to 111.3	35	30
Bridge, M.P. 160.3 to 160.5	20	15
<b>ALTUS DISTRICT</b>		
Bridge, M.P. 328.0 over Cimarron River	20	15
Curves, M.P. 341.9 to 342.6	30	20
Big Cut, M.P. 449.5 to 449.9	30	20
<b>WICHITA DISTRICT</b>		
Curves, M.P. 2.9 to 3.2	15	15
Curves, M.P. 44.3 to 44.6	15	15
<b>DUMAS DISTRICT</b>		
Curves, Dumas Junction to 1	20	20
Curve, M.P. 3.1 to 3.2	40	40
Curve, M.P. 4.0 to 4.2	45	45
4 Curves, M.P. 7.7 to 10.0	45	45
2 Curves, M.P. 10.7 to 11.1	40	40
7 Curves, M.P. 17.6 to 21.8	40	40
2 Curves, M.P. 22.2 to 23.5	30	30
9 Curves, M.P. 25.4 to 32.3	40	40
Curve, M.P. 51.6 to 51.9	35	35
Bridge, M.P. 111.5	10	10
Curve, M.P. 113.6 to 113.9	45	45
<b>BUFFALO DISTRICT</b>		
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

## 3. SPEED REGULATIONS—(Cont'd)

(B) WHILE HEAD OF TRAIN IS PASSING THE STREET CROSSINGS OF CITIES AND TOWNS, NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MILES PER HOUR
Anthony	All streets between Garfield and Walnut	15
Blackwell	Dewey, Blackwell, Padon and College Avenues; Main, A, B, First, Second and Third Streets Train and engine moves must be protected by flagman at street crossings at Blackwell Ave., Dewey Ave., A Street and Third Street.	10
Caldwell	Train and engine moves must be protected by flagman at Highway 81 crossing over tracks just east of station	10
Calista	Public Road Crossing at station Westward only	10
Coldwater	U.S. Highway 160 (Main Street)	10
Fairview	Train and engine moves must be protected by flagman at highway 60 crossing, over tracks 1, 2, 3, 4, Roundhouse lead and stock track	10
Garden Plain	Public road, one mile west of station, westward movements only	10
Harper	State Highway 14, one mile east on H. & S. District	10
Kingman	Main Street	5
Wellington	All street crossings on First District All street crossings on H&S District	40 15
Wichita	All streets between Meridian Street and West St., Wichita Dist.	15
Woodward	Sixth to Seventeenth	50
Shattuck	Main Street	55
Hereford	All crossings from Lee Avenue Crossing to Lawton Avenue Park Avenue Crossing	30 45
Amarillo	Grand Avenue	20
Amarillo	Northeast 8th (Dumas Dist.)	15
Schulte	McArthur Road, at station	10
Prospect	Two streets leading from State Highway 42 to Cessna Plant.	10

## (C) MAXIMUM SPEED OF ENGINES

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Not Controlled From Leading Unit	Dead In Train
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
350-359	95	95	45	95
325-344 (Except as listed below)	80	80	45	80

## 3. SPEED REGULATIONS—(Cont'd)

## (C) MAXIMUM SPEED OF ENGINES—(Cont'd)

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Not Controlled From Leading Unit	Dead In Train
325LAB, 326LAB, 328LAB, 329LAB, 330LAB, 331LAB, 332L, 333AB, 334LAB, 335LAB, 336A, 337LAB	90	90	45	90
200-289	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 1800-1829	75	75	45	75
RDC 191, 192	85	85	50	85
M160, M190	80	65	25	75

(D) MOVEMENTS OVER SUBMERGED TRACK—  
(Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines:			
11-15, 80-87, 350-359, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1829, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

## 3. SPEED REGULATIONS—(Cont'd)

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

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

Pile drivers must be handled in train next to engine.

## (F) SPRING SWITCHES, TURNOUT AND CROSS-OVERS

In heading in or out over the following 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.

Station	Type	Location	MILES PER HOUR
Wellington	I	Turnout end Two Tracks	40
	I	Turnouts to leads M.P. 236.9	30
	I	Turnout to Middle Division	20
	I	East end siding	15
	I	H. & S. Dist. junction switch	15
	I	Turnouts to leads West End Freight Yard	30
	I	Crossover MP 238.6	30
	I	West end siding	40
Roland	I	Both ends Siding	40
Mayfield	I	Both ends Siding	40
Milan	I	Both ends Siding	40
Argonia	I	Both ends Siding	40
Danville	I	Both ends siding	40

## 3. SPEED REGULATIONS—(Cont'd)

## (F) SPRING SWITCHES, TURNOUTS AND CROSS-OVERS—(Cont'd)

Station	Type	Location	MILES PER HOUR
Harper	I	Both ends siding	40
	I	2 Crossovers East of Station	40
	I	3 Crossovers West of Station	15
	I	Both Ends No. 1 Yard Track	15
Eula	I	Both ends siding	40
Attica	I	Both ends both sidings	40
Crisfield	I	Both ends siding	40
Hazelton	I	Both ends siding	40
Kiowa	I	Both ends siding	40
	I	Crossover east of Main St.	40
	I	Crossover east of east wye switch	40
	I	East switch of wye Crossover west of Mo. Pac. crossing	15
Loder	I	Both ends siding	40
Brink	I	Both ends siding	40
Alva	I	East end siding	40
	I	Crossovers M.P. 325.6	40
Noel	I	West end siding	40
Avard	I	Both ends siding	40
Waynoka	I	East end extension track	40
	I	East end Two Tracks, M.P. 342.4	40
	I	West end extension to track 14, M.P. 342.4	30
	I	Eastward main track to east yard lead, M.P. 342.5	30
	I	Crossover between east yard lead and track 14, M.P. 342.6	30
	S	East end of track 13, M.P. 342.7	25
	I	Turnout to West yard M.P. 343.6	30
	I	Crossover M.P. 345.1	30
	I	Crossover and two turnouts to West yard, M.P. 345.2	15
	I	West end Two Tracks M.P. 346.9	40
Heman	I	Both ends siding	40
Belva	I	Both ends siding	40
Quinlan	I	Both ends siding	40
Curtis	I	Both ends siding	30
Mooreland	I	Both ends siding	40
Woodward	I	Both ends siding	40
	I	Double crossovers M.P. 381.3	40
Gerlach	I	Both ends siding	40
Tangier	I	Both ends siding	40
Fargo	I	Both ends siding	40
Gage	I	Both ends siding	40
Shattuck	I	Both ends north siding	40
	I	Both ends south siding	15
	I	Crossover M.P. 414.7	15
	I	Turnout to Shattuck Dist.	15
Goodwin	I	Both ends siding	40
Higgins	I	Both ends siding	40
	I	Crossover M.P. 428	40
Coburn	I	Both ends siding	40
	I	Crossover M.P. 437	40
Glazier	I	Both ends siding	40
Clear Creek	I	Both ends siding	40
	I	Double crossovers M.P. 450.3	40



3. SPEED REGULATIONS—(Cont'd)  
(F) SPRING SWITCHES, TURNOUTS AND CROSS-  
OVERS—(Cont'd)

Station	Type	Location	MILES PER HOUR
Canadian	I	Double crossovers M.P. 455.4	30
	I	Double crossovers M.P. 456.8	40
	I	Both ends siding	40
Mendota	I	Both ends siding	40
Lora	I	Both ends siding	40
Miami	I	Both ends siding	40
	I	Crossover M.P. 476.8	40
Codman	I	Both ends siding	40
Hoover	I	Both ends siding	40
Pampa	I	Turnout to westward main track. M.P. 497.3	50
	I	Both ends south siding	40
	I	Both ends north siding	30
	I	Double crossovers M.P. 500.8	40
Panhandle	S	West end north siding	15
East Tower	I	Turnout to Dumas District	30
	I	Both ends tail track leading to Dumas Dist.	15
	I	Crossover M.P. 552.3	15
Junior	I	Turnouts to passenger main tracks M.P. 552.4	40
	I	Crossover M.P. 555.8	40
Zita	I	Crossover M.P. 558.3	40
	I	Turnout to east end siding	15
Canyon	I	Crossover M.P. 569.4	40
	I	Both ends north siding	30
	I	East end south siding	40
	I	Crossover to south siding M.P. 570.8	15
	I	Crossover M.P. 570.8	40
	I	Crossovers M.P. 570.9	30
Umbarger	I	Turnout from westward main track. M.P. 572.2	70-65
	I	Both ends siding	40
Dawn	I	Crossover M.P. 578.9	40
Joel	I	Both ends siding	40
Hereford	I	Both ends siding	40
Summerfield	I	Both ends both sidings	40
Black	I	Both ends siding	40
Friona	I	Both ends siding	40
Parmerton	I	Both ends siding	40
	I	Crossover M.P. 628.3	40
Bovina	I	Both ends siding	40
Wilsey	I	Both ends siding	40
Texico	I	Turnout east end Two Tracks M.P. 646	40
	I	Both ends north siding	30
	I	Both ends south or Slaton siding	30
	I	Turnout to Slaton Division M.P. 647.3	30
	I	Double crossovers M.P. 649.0	40
Clovis	I	EAST END YARD Turnout from Psgr. Yard Track 1 to industry lead	15
	I	Turnouts from Psgr. Yard Track 2 to long tail	30
	I	Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40
	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
	I	Turnout from Psgr. Yard Track 3	40

## 4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
<b>FIRST DISTRICT</b>	
239.6	Truss Bridge over C.R.I.&P.
304.8	Bridge—Close side clearance.
336.7	Bridge—Close side clearance.
<b>SECOND DISTRICT</b>	
390.5	Overhead Highway Bridge.
392.5	Overhead Highway Bridge
<b>H. &amp; S. DISTRICT</b>	
132.9	Truss Bridge over Chikaska River.
134.9	Bridge—Close side clearance.
32.8	Truss Bridge over Chikaska River.
<b>ALTUS DISTRICT</b>	
371.7	Truss Bridge over South Canadian River.
399.5	Truss Bridge over Washita River.
<b>MEDICINE LODGE DISTRICT</b>	
20.9	National Gypsum Co. Dock at Medicine Lodge between North and South Dock Tracks. Close side clearance.
<b>CLINTON DISTRICT</b>	
134.0	Bridge Washita River, side clearance only, will not clear snow plows and similar equipment when in operating position.

## 5. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST LOCA- TION	TYPE	Maximum Speed MPH	
			Pass	Fr't
<b>FIRST DISTRICT</b>				
Argonia	259.6	Interlocking TCS	79	70
Kiowa	307.8	Interlocking TCS	79	70
<b>SECOND DISTRICT</b>				
Woodward	383.0	Interlocking TCS	60	55
East Tower	552.3	Interlocking	79	55
<b>ALTUS DISTRICT</b>				
Carmen	314.8	Gate normally against St. L. S. F.	20	20
Lone Wolf	440.6	Stop. Rule 98(A)		
Altus	467.6	Stop. Rule 98(A)		
Altus	468.2	Automatic Interlocking	20	20
<b>DUMAS DISTRICT</b>				
Dumas Jct.	.0	Automatic Interlocking	20	20
Etter	63.6	Gate left lined and locked as last used	15	15
Stratford	85.5	Automatic Interlocking	30	30
<b>CLINTON DISTRICT</b>				
Hammon Jct.	105.2	Gate normally against AT&SF	15	15
Clinton	134.6	Gate normally against AT&SF	15	15
<b>H&amp;S DISTRICT</b>				
CRI&P Crossing	0.7	Electrically locked gate and vertical lift gate, set normally against AT&SF trains, operated by train crews. Be governed by instructions posted in box at crossing.	15	15

## 5. RAILROAD CROSSING AT GRADE—(Cont'd)

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Pass	Fr't
CR&P Auxiliary Track	0.7	Stop. Rule 98(A)		
Kingman	32.8	Gate normally against Mo. Pac.	15	15
Rago	48.2	Gate normally against Englewood Dist.	15	15
Anthony	70.0	Stop. Rule 98(A)		
Medford	105.5	Electrically locked derrails on H&S District and T.C.S. Operation on C.R.I.&P. When Santa Fe trains desire to cross C.R.I.&P. track, trainmen must contact C.R.I.&P. dispatcher by telephone located in box near this crossing.	15	15
Blackwell	127.1	Stop. Rule 98(A)		
Blackwell Jct.	127.3	Gate left lined and locked as last used.	15	15
Blackwell	34.0	Gate normally against A.T.&S.F.	15	15
South Haven	15.3	Gate normally against Anthony District.	20	20

## WICHITA DISTRICT

Wichita Jct.	2.7	Gate normally against A.T.&S.F.	20	20
Kingman	46.1	Gate normally against A.T.&S.F.	20	20

## ENGLEWOOD DISTRICT

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

## ANTHONY DISTRICT

South Haven	21.8	Gate normally against Anthony District.	20	20
Caldwell	32.6	Electrically locked derrails on Anthony District and T.C.S. operation on C.R.I.&P. When Santa Fe trains desire to cross C.R.I.&P. track, trainmen must contact C.R.I.&P. dispatcher by telephone located in box near this crossing.	15	15
Anthony	58.6	Stop. Rule 98(A)		

## 6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
<b>FIRST DIST.</b>		
Mayfield Cooperative Elevator.	249.3	24

## 6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity
<b>SECOND DIST.</b>		
Pan American Petroleum Co. ....	368.3	
Mendota Stock Yard .....	465.3	26
City Service Oil Co. ....	501.9	120
Cabot Pampa Plant .....	502.6	45
Cabot Carbon Corporation .....	503.6	59
Celanese Corp. of America .....	504.3	128
Texas Pipe Line Co. ....	506.2	32
Texoma Natural Gas Co. ....	507.8	27
Skellytown Industrial .....		
Spur 10.1 miles .....	512.8	558
Pantex Ordnance Plant .....	539.1	Yard
Amarillo Air Force Base .....	543.4	Yard
Massey-Harris .....	546.9	7
<b>THIRD DIST.</b>		
Heard Spur .....	596.7	9
Chemical Co. of Texas .....	597.1	3
Huston .....	601.6	94
Plains Farmers Grain Co. ....	610.0	23
Holly Sugar Corp. ....	623.6	40
West Friona Grain Co. ....	623.6	20
American Cyanamid Co. ....	635.4	11
Holly Sugar Corp. ....	652.6	40
<b>H. &amp; S. DIST.</b>		
Gano Horace Grain Co. ....	1.9	50
Tuloma Gas Products Co. ....	5.9	20
Runaround Track .....	5.7	24
Sinclair Oil & Gas Co. ....	5.9	23
Darlow .....	7.6	8
Spring .....	76.5	10
Tyner .....	38.8	12
Tonkawa Industrial Spur 8.5 miles .....	34.6	Yard
<b>ANTHONY DIST.</b>		
Hawk .....	53.9	24
<b>ALTUS DIST.</b>		
Burns (on AFB Lead) .....	3.5	20
<b>ENGLEWOOD DIST.</b>		
Industrial Spur .....	211.7	52
Diamond Engineering Co. Spur ..	212.3	9
Runaround Track .....	213.2	14
Cessna Spur .....	214.4	6
Robbins Spur .....	101.6	5
<b>MEDICINE LODGE DIST.</b>		
Skelly Oil Spur .....	18.6	10
Gyp Spur .....	40.3	41
<b>WICHITA DIST.</b>		
Team Track .....	3.2	8
Team Track .....	3.2	20
The A. C. Houston Lbr. Co. ....	3.7	11
S. Rickes & Sons .....	3.8	7
U. S. Plywood .....	3.9	6
Associated Grocers Corp. ....		
Track A .....	5.7	9
Track B .....	5.8	14
Star Lumber Co. ....	5.8	10
Mesker Spur .....	5.3	20
Georgia .....	38.7	9
<b>DUMAS DIST.</b>		
Potash Co. of America .....	57.8	67
American Zinc Co. of Illinois 3.01 Miles .....	57.8	106
Farmers Grain Co. ....	61.9	11
Cactus Ordnance Plant .....	65.0	Yard
<b>BUFFALO DIST.</b>		
Selman Stock Spur .....	39.0	13

## 6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity
<b>CLINTON DIST.</b>		
Moody Compress & Whse. Co. of Texas .....	11.2	45
J. N. Philpot Elevator Co. ....	13.3	7
Hammon Spur 1.7 miles .....	105.4	21
Acme Brick Co. ....	136.6	28

## 7. SPECIAL RULES AND FACILITIES:

(A) High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with the train dispatcher and every precaution for safety should be taken.

## High water detector located at:

Bridge 273.0—Near Harper.	Bridge 468.7—Near Lora.
Bridge 376.4—Near Mooreland.	Bridge 470.5—Near Lora.
Bridge 376.8—Near Mooreland.	Bridge 472.7—Near Lora.
Bridge 398.0—Fargo.	Bridge 481.0—Near Codman.
Bridge 403.5—Near Gage.	Bridge 482.0—Near Codman.
Bridge 404.5—Near Gage.	Bridge 483.2—Codman.
Bridge 405.0—Near Gage.	Bridge 486.3—Near Codman.
Bridge 409.6—Near Gage.	Bridge 488.1—Near Hoover.
Bridge 461.2—Near Mendota.	Bridge 636.6—Bovina.
Bridge 462.3—Near Mendota.	
Bridge 465.0—Near Mendota.	

(B) Automatic high water detector on bridge 111.5 on Dumas District near Conrad.

Indicator for Westward trains located at M.P. 110.65 and for Eastward trains at M.P. 112.9.

Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions.

Semaphore arm in horizontal position or a red light warn of high water.

Trains receiving warning indication must stop before reaching bridge 111.5 and ascertain that bridge is safe for movement before proceeding.

When high water detector has been actuated, train dispatcher must be notified by first available means of communication.

(C) Dragging equipment detectors located at points shown below. Equipment dragging across these detectors will cause the letter "E" to be lighted in bottom unit of next governing signal.

When letter "E" is illuminated, immediate stop must be made, both sides of train, as well as track must be inspected and dispatcher notified. Telephones are located at these signals.

LOCATION	DIRECTION	SIGNAL DISPLAYING "E"
M.P. 320.8	Westward	3221
M.P. 329.5	Eastward	3272 and 3274
M.P. 367.3	Westward	3681
M.P. 385.8	Eastward	3842
M.P. 449.0	Eastward	M.P. 447.0*
	Westward	M.P. 450.7*
M.P. 461.2	Eastward	4592

\*Detector located at M.P. 449.0 serves dual purpose of Dragging Equipment and Hot Box Detector and Indicator displays the letter "T" for trouble.

## 7. SPECIAL RULES AND FACILITIES—(Cont'd)

(D) Hot Box Detectors are located as follows:

Detector Location	Direction	Location of Indicator	Hot Box Locator
M.P. 296.5	Eastward	M.P. 294.0	M.P. 291.8
	Westward	M.P. 299.4	M.P. 301.7
M.P. 396.1	Eastward	M.P. 394.2	M.P. 392.6
	Westward	M.P. 398.0	M.P. 399.6
M.P. 449.0	Eastward	M.P. 447.0	M.P. 445.2
	Westward	M.P. 450.7	M.P. 452.5
M.P. 474.3	Eastward	M.P. 472.4	M.P. 470.0
	Westward	M.P. 476.1	M.P. 478.0
M.P. 552.9	Eastward	M.P. 520.9	M.P. 519.2
	Westward	M.P. 525.1	M.P. 527.2
M.P. 574.3	Eastward	M.P. 574.3	M.P. 572.2
	Westward	M.P. 572.2	
		M.P. 574.3	M.P. 576.37
M.P. 618.7	Eastward	M.P. 616.6	M.P. 614.2
	Westward	M.P. 620.4	M.P. 622.2

Detectors will detect and locate as many as eight hot boxes; four on either side of train. When actuated by an overheated journal, detector will cause an "Indicator" to be lighted at a point beyond detector, and "Hot Box Locator" in signal case, suitably marked, will count the axles passing over the detector behind each overheated journal. To locate a hot box, take the number, or numbers, registered on the "axle counters" and add one. This figure will represent the overheated journal in number of axles from rear of train.

When an "indicator" is illuminated, train must be stopped immediately, "Hot Box Locator" observed, and a thorough inspection made of all cars in train to find the hot box, or boxes. Box lids must be raised, and close visual inspection made, of each designated car and the two cars on either side.

After observing Hot Box Locator, door must be closed and locked. HOT BOX DETECTOR REPORT must be filed at first open office of communication and Form 1523, required by Rule 806, must indicate that the designated car actuated the Hot Box Detector.

## 8. YARD LIMITS

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

## 9. BULLETIN BOOKS

Amarillo	Borger	Pampa
Altus	Clovis	Shattuck
Attica	Fairview	Waynoka
Blackwell	Hereford	Wellington
Boise City	Medicine Lodge	Wichita

## 10. STANDARD CLOCKS

Amarillo	Clovis	Ponca City
Altus	Fairview	Way
Borger	Pampa	Waynoka
Boise City		Wellington

## 11. STANDARD THERMOMETERS

Altus	Dumas	Kiowa
Amarillo	Fairview	Perryton
Canadian	Hereford	Waynoka
Clinton	Junior	Wellington

## SPEED TABLE

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0
				12 ..	5.0

## AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2 1/4 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR — A BRISK WALK.

*Handle freight carefully and keep our customers.*

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**