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

TRAIN DISPATCHERS—AMARILLO, TEXAS.

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

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

LOCAL TIME INSPECTORS—PLAINS DIVISION.

GEO. E. STILLER.....	Waynoka.	REX GARD.....	Shattuck.
L. N. PITTMAN.....	Amarillo.	ALVIN ADAMS.....	Woodward.
F. W. HINDS.....	Amarillo.	MAY BROTHERS.....	Clovis.
H. E. MCCARLEY....	Pampa.	C. R. DOUGLASS.....	Canadian.
L. P. NORTHUP.....	Clinton.	E. F. COPELAND.....	Borger.

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

DR. R. G. SMITH, Chief Surgeon.....Topeka.

LOCAL SURGEONS

DR. R. D. GIST.....Amarillo.
DR. A. E. WINSETT.....Amarillo.
DR. D. H. LOVING.....Amarillo.
DR. W. H. WHEIR.....Amarillo.
DR. R. KEYS.....Amarillo.
DR. E. M. WINSETT.....Amarillo.
DR. S. K. BROYLES.....Amarillo.
DR. G. T. ROYCE.....Amarillo.
DR. H. HALL.....Boise City.
DR. A. F. HANSEN.....Borger.
DR. H. WALKER.....Buffalo.
DR. E. H. SNYDER.....Canadian.
DR. R. A. NEBLETT.....Canyon.
DR. V. R. PAYNE.....Cheyenne.
DR. V. S. JOHNSON.....Clovis.
DR. W. D. DABBS.....Clovis.
DR. W. P. MARTIN.....Clovis.
DR. JOEL ZIEGLER.....Clovis.
DR. T. G. BROWN.....Dumas.
DR. O. J. RICHARDSON.....Dumas.
DR. J. F. TOUT.....Follett.
DR. P. L. SPRING.....Friona.
DR. R. R. WILLS.....Hereford.
DR. L. B. BARNETT.....Hereford.
DR. R. F. CRANE.....Higgins.
DR. S. J. MONTGOMERY.....Miami.
DR. G. R. WALKER.....Mobeetie.
DR. C. H. ASHBY.....Pampa.
DR. O. YORK.....Panhandle.
DR. D. B. PEARSON.....Perryton.
DR. W. S. CARY.....Reydon.
DR. O. C. NEWMAN.....Shattuck.
DR. R. A. KLEEBERGER.....Spearman.
DR. HUSTON PEARSON.....Stratford.
DR. R. A. WHITENECK.....Waynoka.
DR. T. C. LEACHMAN.....Woodward.
DR. R. G. OBERMILLER.....Woodward.

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS

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

RADIOLOGIST

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

The Atchison, Topeka and Santa Fe Railway Co.

Panhandle and Santa Fe Railway Co.

WESTERN LINES
Southern District

PLAINS DIVISION

TIME TABLE No.

81

IN EFFECT

Sunday, April 2, 1950

At 12:01 A. M.
Central Standard Time

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

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

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

F. N. STUPPI,
Superintendent,
Amarillo, Texas.

Hall 1 51 1M 2273

Timetable 80 eff 20 Feb 1949
82 14 Dec 1952

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Nickerson to Dodge City	La Junta and beyond	Newton and beyond
4	Los Cerrillos	La Junta and beyond	
	Glorieta Wagon Mound Thatcher	Beyond La Junta	Albuquerque and beyond
	Deerfield Holcomb	Dodge City and beyond	Beyond La Junta
	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
123	St. John Stafford Macksville	Albuquerque-Pueblo and beyond	Kansas City and beyond
	Lakin Syracuse Las Animas	Albuquerque-Pueblo and beyond	Kansas City and beyond
	Glorieta	Gallup and beyond	Trinidad and beyond
1-102	La Junta to Pueblo		Beyond Las Animas
	Pueblo to Denver		Beyond La Junta
101-2	Denver to Pueblo	Las Animas and beyond	
	Littleton	Colorado Springs, Pueblo and beyond	
	Pueblo to La Junta	Beyond Las Animas	
124	Las Animas Syracuse Lakin	Kansas City and beyond	Albuquerque-Pueblo and beyond
	Kinsley Macksville St. John Stafford	Kansas City and beyond	Albuquerque-Pueblo and beyond
13-130	La Junta to Denver		Beyond La Junta
141-14	Denver to La Junta	Beyond La Junta	

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Trinidad	Raton and beyond	
	Lamy	Gallup and beyond	Trinidad and beyond
22	Lamy	Trinidad and beyond	Gallup and beyond
	Trinidad	Kansas City and beyond	Any station
	Hutchinson	Kansas City and beyond	La Junta and beyond
19	Garden City Valmora Glorieta	Albuquerque and beyond Barstow and beyond	Kansas City and beyond Kansas City and beyond
20	Glorieta Valmora Garden City	Kansas City and beyond Kansas City and beyond	Barstow and beyond Albuquerque and beyond
23	Ft. Sumner Vaughn Mountainair	Belen and beyond	Beyond Clovis
24	Mountainair Vaughn Ft. Sumner	Beyond Clovis	Belen and beyond
27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
	Palmer Lake	Any station	Any station
28-(C&S)	Palmer Lake	Any station	Any station
105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond
106	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa

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

W. L.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class. 105 The Scout.	23 The Grand Canyon.		Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class. 106 The Scout.	24 The Grand Canyon.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.	Arrive Daily.
	Yard	PM 5.40	AM 5.40	345.5	0	**WAYNOKA.**	31.7	W F T Y	C	s PM 12.25	s PM 10.00
						5.6					
11	160	5.49	5.47	351.8	47.5	HEMAN.	0		B	12.14	9.47
						4.5					
20	225	5.54	5.52	356.3	52.8	BELVA.	0		B	12.08 PM	9.40
						5.3					
30	199	f 6.01	5.58	361.6	52.8	QUINLAN.	26.4		C	f11.59	9.33
						5.5					
35	138	f 6.07	6.04	367.1	0	CURTIS.	31.7	W	B	f11.51	9.27
						3.9					
52	150	s 6.15	6.07	371.0	31.7	MOORELAND.	31.7		C	s11.44	9.21
						10.3					
341	263	s 6.35	s 6.20	382.8	28.5	WOODWARD.	0	W	C	s11.30	s 9.10
						0.2					
				383.0	31.7	M.K.T. Crossing.	0				
						3.3					
10	138	6.41	6.24	386.3	31.7	GERLACH.	20.6		B	11.20	9.01
						6.3					
24	154	6.48	6.31	392.6	17.9	TANGIER.	31.7		B	11.14	8.54
						5.7					
66	146	s 6.56	6.37	398.3	26.4	FARGO.	0		C	s11.08	8.49
						8.4					
72	150	s 7.08	6.45	406.7	30.5	GAGE.	8.4		C	s10.56	8.42
						7.7					
417	N 148 S 103	s 7.25	s 6.55	414.4	31.7	SHATTUCK.	0	W Y	C	s10.43	s 8.35
						6.5					
27	209	7.32	7.01	421.0	31.7	GOODWIN.	21.2		B	10.26	8.25
						7.7					
102	217	s 7.43	7.10	428.7	31.7	HIGGINS.	31.2	W	C	s10.19	8.18
						8.6					
4	224	7.53	7.20	437.3	25.9	COBURN.	31.7		B	10.08	8.10
						6.8					
59	208	f 7.59 24	7.28	444.1	0	GLAZIER.	31.7		C	s 9.59	105 7.59
						5.3					
	375	8.07	7.34	449.4	29.2	CLEAR CREEK.	31.7		B	9.48	7.50
						5.7					
	Yard	s 8.20 PM	s 7.46 AM	455.1		**CANADIAN. YL**		W F T Y	C	9.40 AM	7.42 PM
		Arrive Daily.	Arrive Daily.			(107.3)				Leave Daily.	Leave Daily.
		40.2	51.0			Average speed per hour.				39.0	46.6

CENTRALIZED TRAFFIC CONTROL

Two main tracks between M.P. 342.4 and M.P. 346.9 Waynoka.

Centralized Traffic Control on all main tracks and sidings between Waynoka and Canadian, both inclusive.

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 15 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 power over Bridge 453-A.

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

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

Trains may register at Canadian by Form 903.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.			Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.	
		105	23							106	24
		The Scout.	The Grand Canyon.							The Scout.	The Grand Canyon.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.	Arrive Daily.
	Yard	PM 8.20	AM 7.46	455.1	31.7	CANADIAN. YL — 8.4 —	0	W F T Y	C	s AM 9.40	s PM 7.42
	208	8.40	7.56	463.5	31.7	MENDOTA. — 7.7 —	18.8		B	9.22	7.28
13	218	8.48	8.05	471.2	31.7	LORA. — 5.7 —	0		B	9.14	7.20
65	223	s 8.58	8.12	476.9	31.7	MIAMI. — 6.9 —	0	W	C	s 9.08	7.13
17	210	9.08	8.19	483.8	31.7	CODMAN. — 7.4 —	0		B	8.59	7.05
48	206	9.17	8.26	491.2	31.7	HOOVER. — 7.6 —	0		B	f 8.53	6.57
1032	E133 W128	s 9.43	s 8.35	498.8	31.7	PAMPA. YL — 7.1 —	0	WFY	C	s 8.46	s 6.50
80	111	f 9.53	8.46	505.9	31.4	KINGS MILL. — 6.9 —	31.7		C	s 8.20	6.40
322	E107 W158	s10.03	8.53	512.8	31.1	WHITE DEER. — 5.8 —	31.7	W Y	C	s 8.13	6.33
21	112	10.11	8.58	518.6	31.7	CUYLER. — 7.4 —	28.2		B	8.06	6.26
692	E107 W150	s10.25	9.07	526.0	31.7	PANHANDLE. YL — 7.2 —	15.8	W Y	C	s 7.57	6.19
22	101	10.35	9.16	533.2	31.7	LEE. — 7.8 —	21.1		B	7.44	6.11
34	E106 W110	10.43	9.25	541.0	31.7	ST. FRANCIS. — 5.1 —	21.1		B	7.36	6.03
52	101	10.49	9.32	546.1	31.7	FOLSOM. — 5.6 —	31.7		B	7.28	5.57
				551.7	31.7	DUMAS JCT. YL — 0.5 —	31.7				
				552.2	3.7	C.R.I.& P. Crossing. — 0.1 —	0				
		10.54	9.39	552.3	10.6	EAST TOWER. YL F.W. & D.C. Crossing. — 0.7 —	6.3		C	7.20	5.50
	Yard	s 11.00 PM	s 9.45 AM	553.0		AMARILLO. YL		Y	C	7.15 AM	5.45 PM
		Arrive Daily.	Arrive Daily.			(97.9)				Leave Daily.	Leave Daily.
		36.7	49.3			Average speed per hour.				40.5	50.2

AUTOMATIC BLOCK SYSTEM — C.T.C. — TWO MAIN TRACKS

295

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

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

Signal System Two between Amarillo and Canadian, both inclusive.

Between East Tower and M.P. 553.6 west of Tenth Avenue, Amarillo, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

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

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

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

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

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.					Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.			
		105	97	93	23							106	24	98	96
		The Scout.	California Special.	West Texas Express.	The Grand Canyon.							The Scout.	The Grand Canyon.	The Texan.	Eastern Express.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
		PM 11.20		AM 10.15	AM 9.55	553.0		AMARILLO. YL	6.3	Y	C	s AM 7.00	s PM 5.35		s PM 5.15
							7.5	1.3							
Yard	Yard	11.24		10.19	9.59	554.3		JUNIOR. YL	31.7	WFT	C	6.52	5.30		5.10
							31.7	4.5							
	100	11.31		f10.23	10.03	558.8		ZITA.	14.8		B	6.46	5.25		f 5.06
							10.6	4.2							
16	E110 W112	11.39		f10.27	10.07	563.0		HANEY.	31.7		B	6.40	5.21		f 5.02
							31.7	7.4							
147	E113 W150	s11.49		s10.35 AM	10.15	570.4		CANYON.	15.8	W Y	C	s 6.32	5.15		4.55 PM
							31.7	10.1							
34	436	f11.59 AM			10.26	580.5		UMBARGER.	31.7		C	f 6.14	5.07		
							31.7	6.0							
58	208	12.06			10.31	586.5		DAWN.	31.7		B	s 6.04	5.01		
							25.9	6.8							
8	208	12.13			10.38	593.3		JOEL.	0		B	5.55	4.55		
							31.7	6.2							
667	S111 N149	s12.29			s10.48	599.5		HEREFORD.	21.6	W Y	C	s 5.46	s 4.48		
							31.7	8.3							
49	208	12.39			10.57	607.8		SUMMERFIELD.	10.5		B	5.28	4.36		
							31.7	6.9							
38	217	12.48			11.04	614.7		BLACK.	21.1	W	C	f 5.20	4.29		
							18.2	7.1							
124	162	s12.59			11.11	621.8		FRIONA.	0		C	s 5.11	4.23		
							31.7	6.5							
20	276	1.08			11.17	628.3		PARMERTON.	31.7		B	5.02	4.15		
							10.6	5.8							
107	155	f 1.19			11.23	634.1		BOVINA.	28.5		C	s 4.54	4.07		
							31.7	6.9							
7	228	1.27			11.30	641.0		WILSEY.	31.7		B	4.42	4.02		
							17.0	6.4							
260	S132 N165	s 1.40	AM 11.15		11.36	647.4		TEXICO.	8.7	W Y	C	s 4.35	3.54	PM s 4.15	
							21.1	9.3							
Yard	Yard	s 2.00 AM	s11.30 AM		s11.50 AM	656.7		CLOVIS. YL		W F T Y	C	4.15 AM	3.40 PM	4.00 PM	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(103.7)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
		38.9	37.6	52.2	54.1			Average speed per hour.				37.7	54.1	37.6	52.2

A.B.S. — CENTRALIZED TRAFFIC CONTROL — A.B.S.

Two Main Tracks

2 Main Tracks

Two main tracks between Amarillo M.P. 553.6 west of Tenth Avenue and interlocked signals west end of Canyon M.P. 572.2; between interlocked signals east end of Texico M.P. 646.0 and Clovis. Trains will operate as per Rule 251 on that portion of these two main tracks between Amarillo and east end of Canyon M.P. 569.4 and between crossovers west end of Texico M.P. 649.1 and Clovis.

Centralized Traffic Control on all main tracks and sidings between east end of Canyon, M.P. 569.4, and crossovers west end Texico, M.P. 649.1, including home signals on Slaton Division at M.P. 1.2, Texico, and M.P. 571.6, Canyon.

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 M.P. 553.6 west of Tenth Avenue, Amarillo, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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.

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 37 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Table, Wyes.	Communications.	EAST-WARD. Second Class. 38 Mixed.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
		AM 8.15			**AMARILLO. YL**		Y		s PM 9.30
					1.3				
62		8.20	.0	0.0	DUMAS JCT. YL	0.0			8.35
					0.1				
			0.1	7.4	C.R.I.& .P Crossing.	52.8			
					8.1				
	61	f 8.35	8.2	26.4	JUILLIARD.	52.8		B	f 8.10
					3.6				
33		f 8.43	11.8	0.0	GLUCK.	52.8		B	f 7.55
					2.8				
57		f 8.49	14.6	43.3	CHUNKY. YL	52.8		B	f 7.45
					4.2				
	63	f 8.56	18.8	52.8	PUENTE.	39.6		B	f 7.35
					8.4				
15	69	f 9.12	27.2	52.8	MARSH.	0.0		B	f 7.15
					7.4				
141	60	f 9.30	34.6	38.0	EXELL. YL	52.8	W	B	f 7.00
					6.7				
15	61	f 9.44	41.3	52.8	BAUTISTA.	39.6		B	f 6.25
					10.8				
220	57	s10.15	52.1	7.4	DUMAS. YL	31.7		C	s 6.10
					6.2				
11	61	f10.27	58.3	13.7	MACHOVEC. YL	19.6		B	f 5.50
					5.3				
			63.6	0.0	C.R.I.& P. Crossing.	0.0			
					0.4				
241	64	s10.50	64.0	30.6	ETTER. YL	30.9	W Y	C	s 5.35
					6.2				
10		f11.05	70.2	13.2	CORDARO.	16.9		B	f 5.03
					4.9				
29	61	f11.20	75.1	15.8	LAUTZ.	0.0		B	f 4.56
					5.2				
17		f11.35	80.3	52.8	SATREN.	52.8		B	f 4.48
					5.2				
			85.5	12.1	C.R.I.& P. Crossing.	0.0			
					0.2				
80	63	s11.59 PM	85.7	31.7	STRATFORD. YL	11.6	W	B	s 4.40
					4.9				
11	61	f12.10	90.6	52.8	MALLETT.	29.0		B	f 4.33
					9.5				
125	58	f12.33	100.1	52.8	KERRICK.	52.8		B	f 4.20
					10.9				
16	61	f12.58	111.0	52.8	CONRAD.	23.8		B	f 4.01
					11.6				
	Yard	s 1.30 PM	122.6		**BOISE CITY. YL**		WFY	C	3.45 PM
		Arrive Daily.			(122.6)				Leave Daily.
		23.4			Average speed per hour.				21.3

No. 37 is superior to No. 38.

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

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

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

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

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 39 Motor.		Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Water, Fuel, Wyes.	Communications.	EAST-WARD. Second Class. 40 Motor.
Other Tracks.	Sidings.	Leave Daily Except Sun.	Mile Post.		STATIONS.				Arrive Daily Except Sun.
	Yard	AM 11.00		42.2	**SHATTUCK. YL** 11.6	26.4	WYF	C	s PM 6.30
11	43	f11.18	11.3	42.2	MAGOUN. 7.2	29.0			f 6.05
86	43	s11.31	18.5	42.2	FOLLETT. YL 4.6	29.0	W	C	s 5.55
	90	f11.39	23.1	42.2	SHERLOCK. 6.6	42.2			f 5.43
63	42	s11.48 – PM –	29.7	42.2	DARROUZETT. 7.0	0.0		C	s 5.31
25		f12.01	36.7	37.0	GAYLORD. 5.5	42.2			f 5.19
63	92	s12.11	42.2	31.6	BOOKER. YL 5.4	15.8	W	C	s 5.10
35	42	f12.19	47.6	15.8	HUNTOON. 5.2	2.6			f 4.59
25		f12.26	52.8	18.5	TWICHELL. 5.0	15.8			f 4.52
229	92	s12.46	57.8	15.8	PERRYTON. YL 5.7	26.4	W	C	s 4.45
10		f12.54	63.5	18.5	LORD. 5.2	0.0			f 4.31
78		s 1.03	68.7	21.1	FARNSWORTH. 5.0	5.3			s 4.23
46	43	f 1.13	73.7	39.6	WAKA. 10.1	7.9			f 4.15
325	42	s 1.30 – PM –	83.8	52.8	**SPEARMAN. YL** 9.4	39.6	WYF	C	4.00 – PM –
52	37		93.2	48.6	McKIBBEN. 8.9	52.8			
41	60		102.1	36.4	MORSE. YL 1.2	0.0			
			103.3	52.8	R.I. JCT. 30.3 (C.R.I.&P. Ry.)	52.8	Y		
			133.6	0.0	ETTER JCT. 0.5 (C.R.I.&P. Ry.)	0.0		B	
241	64		134.1		**ETTER. YL**		WY	C	
		Arrive Daily Except Sun.			(134.4)				Leave Daily Except Sun.
		33.7			Average speed per hour.				33.7

No. 39 is superior to No. 40.

Signal System Two at Signal 12, M.P. 1.2, on Shattuck District.

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

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

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

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class. 61 Mixed.	WESTWARD. First Class. 63 Motor.		Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Water, Fuel, Wyes.	Communications.	EASTWARD. First Class. 64 Motor.	EASTWARD. Second Class. 62 Mixed.
Other Tracks.	Sidings.	Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.	Mile Post.		STATIONS.				Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.
254	Yard	AM 8.50	AM 8.55			**PAMPA. YL**		FWY	C	PM s 6.00	PM s 2.15
					31.7	1.3	31.7				
		8.53	8.57	1.1		PAMPA JCT. YL				5.57	2.05
					52.8	7.3	52.8				
	31	f 9.10	f 9.08	8.4		HEATON. YL				f 5.45	f 1.40
					52.8	10.2	52.8				
53	51	s 9.30	f 9.23	18.6		LAKETON.		W	B	f 5.30	s12.35
					0.0	11.7	52.8				
68	53	s 9.50	s 9.40	30.3		MOBEETIE. YL			C	s 5.13	s12.01 PM
					52.8	9.1	52.8				
56	50	s10.20	s 9.54	39.4		BRISCOE.		W	B	s 4.58	s11.30
					52.8	10.9	52.8				
57	51	s10.40	s10.09	50.3		ALLISON.			B	s 4.43	s11.02
					52.8	11.5	52.8				
64		s11.05	s10.25 62	61.8		REYDON.		W	C	s 4.27	s10.25 63
					9.5	8.6	52.8				
10	42	f11.25 PM	f10.37	70.4		MacKIE			B	f 4.15	f10.09
					31.7	10.5	44.4				
77	11	s12.10	s10.52	80.9		CHEYENNE. YL		W Y	C	s 4.01	s 9.43
					31.7	7.2	42.2				
60	9	s12.40	s11.06	88.1		STRONG CITY.			C	s 3.43	s 8.59
					52.8	8.1	52.8				
9		f 1.00	f11.23	96.2		HERRING.			B	f 3.23	f 8.35
					52.8	9.0	52.8				
		1.22	11.41	105.2		M.K.T. Crossing.				3.04	8.15
					0.0	0.2	26.4				
26	15	s 1.32	s11.42	105.4		HAMMON JCT. YL (M.K.T.)		W	B	s 3.02	s 8.13
						1.3					
				106.7		CITY JCT.					
						0.4					
21		s 1.42	s11.44	107.1		HAMMON.			C	s 2.59	s 8.03
					52.8	3.8	52.8				
3		f 1.52	f11.50 PM	109.2		McCLURE.			B	f 2.53	f 7.48
					55.4	7.4	52.8				
32	15	s 2.35 64	s12.06	116.6		BUTLER.			C	s 2.35 61	s 7.30
					52.8	9.8	54.0				
9		f 2.57	f12.28	126.4		STAFFORD.			B	f 2.11	f 7.00
					55.8	8.2	52.8				
		3.13	12.46	134.6		C.R.I.& P. Crossing.				1.54	6.39
					52.2	1.4	52.8				
			12.52	136.0		A.T.& S.F. Crossing.				1.50	6.34
					52.8	0.1	52.8				
				136.1		WEST JCT.			B	1.49	6.33
					0.0	1.8	52.8				
	Yard	s 4.30 PM	s 1.10 PM	137.9		1st Street Station. **CLINTON. YL**		FWY	C	1.45 PM	6.30 AM
		Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.			(141.6)				Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.
		18.0	33.3			Average speed per hour.				32.4	17.8

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 Division 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 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

No switch lights on Clinton District.

Borger District.

Track Capacity 50 ft. Per Car.		WEST-WARD. 59 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Water, Fuel, Wyes.	Communications.	EAST-WARD. 60 Mixed.
Other Tracks	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
	Yard	AM 10.30			**PANHANDLE. YL**		W Y	C	s PM 2.30
				31.7	6.8	31.7			
16	72	f 10.40	5.5		ABELL.			B	f 1.50
				28.5	4.5	0			
37		f 10.50	10.0		POMEROY.			B	f 1.30
				42.2	5.8	52.8			
39	73	f 11.00	15.8		McBRIDE.		W	B	f 1.20
				42.8	12.0	52.8			
	Yard	s 11.30 AM	27.8		**BORGER. YL**		WFY	C	1.00 PM
				0	3.4	52.8			
		Arrive Daily.	31.2		END TRACK. (32.4)			B	Leave Daily.
		21.7			Average speed per hour.				24.8

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

Trains must get numbered clearance card before leaving Borger.

No switch lights on Borger District except in Borger yard.

Skellytown District.

Track Capacity 50 ft. Per Car.		WEST-WARD. 57 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Wyes.	Communications.	EAST-WARD. 58 Mixed.
Other Tracks	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 10.00			**WHITE DEER. YL**		W Y	C	s PM 1.00
				10.6	6.0	21.7			
20		10.15	6.0		CARGRAY.				12.45
				10.6	4.1	31.7			
329	Yard	s 10.30 AM	10.1		**SKELLYTOWN. YL**		W Y	C	12.30 PM
		Arrive Daily Ex. Sun.			(10.1)				Leave Daily Ex. Sun.
		20.2			Average speed per hour.				20.2

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

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. 41 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 81, April 2, 1950.	Ruling Grade Ascending.	Water, Fuel, Turn Table and Wyes.	Communications.	EAST-WARD. Second Class. 42 Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 9.00			**WAYNOKA. YL**		W F Y T	C	s PM 4.35
				70.7	4.6	38.0			
	11	f 9.15	4.5		McKINLEY.				f 4.20
				87.6	6.0	73.9			
20		f 9.30	10.5		BRACE.				f 4.05
				76.5	3.9	81.8			
22		f 9.41	14.4		FAIR VALLEY.			B	f 3.55
				79.0	5.5	72.8			
30	45	s10.00	19.9		FREEDOM.			C	s 3.40
				89.6	6.2	52.8			
33		f10.19	26.1		EDITH.				f 3.18
				52.8	6.3	52.8			
	38	f10.37	32.4		SALT SPRINGS.				f 3.01
				38.7	4.7	31.7			
47		f10.49	37.1		LOVEDALE.				f 2.49
				52.8	6.7	29.0			
55	33	s11.05	43.8		SELMAN.			C	s 2.32
				52.8	8.3	37.0			
100	55	s11.30 AM	52.1		**BUFFALO. YL**		W Y	C	2.10 PM
		Arrive Daily Ex. Sun.			(52.1)				Leave Daily Ex. Sun.
		20.8			Average speed per hour.				21.5

No. 41 is superior to No. 42.

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

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

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

Telephone at Fair Valley in section house.

No switch lights on Buffalo District.

Rules Nos. 509(a), 511, 660 and 1000(c) of the Rules, Operating Department, are amended as follows:

Rule 509(a) Amended to read:

On single track, wait five minutes, then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

Rule 511: Amended to read:

A train or engine which has entered a block and is delayed in the block must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 660: Amended to read:

A train or engine which has entered a block and is delayed in the block must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000(c) Amended as follows:

In the application of Operating Rule 1000(c) the Federal Communication Commission has modified its rules to permit an employe, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employe must pass an examination before operating a fixed or base radio station.

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

2. YARD LIMITS:

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

3. SPEED REGULATIONS.

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	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	35
M.P. 85 to Clinton	30	25
SKELLYTOWN DISTRICT	40	30
BORGER DISTRICT	55	45
DUMAS DISTRICT		
Dumas Junction to M.P. 101	40	30
M.P. 101 to Boise City	40	35

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT		
2 Curves, M.P. 343.3 to 343.9	60	55
4 Curves, M.P. 345.2 to 346.3	45	45
Curve, M.P. 346.5 to 346.7	60	55
Curve, M.P. 379.0 to 379.3	75	55
Curve, M.P. 383.0 to 383.1	60	55
Curve, M.P. 385.4 to 385.8	75	55
2 Curves, M.P. 386.4 to 388.9	60	45
Curve, M.P. 389.6 to 389.9	75	55
5 Curves, M.P. 422.3 to 425.4	65	55
Curve, M.P. 426.1 to 426.6	70	55
Curve, M.P. 444.6 to 444.9	75	55
Curve, M.P. 445.7 to 446.3	70	55
2 Curves, M.P. 450.7 to 453.4	70	55
Bridge 453-A, M.P. 453.5 to 453.9		
Steam locomotives single-head or double-head with diesel power	35	35
Double-head steam power except 5000 class engines	20	20
Curve, M.P. 454.2 to M.P. 454.5	65	55
SECOND DISTRICT		
2 Curves, M.P. 460.1 to 460.9	75	55
Curve, M.P. 464.8 to 465.0	65	55
Curve, M.P. 468.8 to 469.3	75	55
Curve, M.P. 475.3 to 475.6	75	55
7 Curves, M.P. 477.1 to 480.9	65	55
3 Curves, M.P. 486.1 to 488.4	75	55
3 Curves, M.P. 489.8 to 491.9	75	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, M.P. 599.6 to 600.0	70	55
2 Curves, M.P. 647.2 to 647.6	30	30
DUMAS DISTRICT		
Curve, M.P. 20.8 to 21.1	20	20
6 Curves, M.P. 22.2 to 27.5	30	20
Bridge 111-B	20	20

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
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
Quinlan	Main	30
Mooreland	Elm	40
Woodward	Sixth to Ninth	25
Shattuck	Main	30
Miami	Main	30
Hereford	Main	30
Texico	Wheeler	30

(D) MAXIMUM SPEED OF LOCOMOTIVES

Diesel and Gas-Electric	Miles Per Hour	Light Forward Miles Per Hour	Backing Or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
1-90, 300-305	100	45	45	90
306-312	85	45	45	80
168	95	45	45	90
M105-M189	60	60	25	60
M190	75	60	25	75
100-167, 169-241, 400-408, 2611	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-502, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
Steam				
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	
885-899, 3100-3158	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM SPEED OF LOCOMOTIVES—(Cont'd).

Steam—(Cont'd).	Miles Per Hour	Light Forward Miles Per Hour	Backing Or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	

(E) Movements Over Submerged Track.

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

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

3. SPEED REGULATIONS—(Cont'd).

(F) Wrecking outfits, Cranes, etc.

Trains handling wrecking outfits, derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed thirty (30) miles per hour at any point.

(G) Locomotives Handled Dead in Trains.

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

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

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

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

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

(H) Spring Switches, Turnouts and Crossovers.

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

Station	Type	Location	MILES PER HOUR Passenger	Freight
Waynoka	Interlock	East end two tracks M.P. 342.4	40	40
Waynoka	Interlock	West end extension track to track 14 M.P. 342.4	30	30
Waynoka	Interlock	Eastward main track to track 13 M.P. 342.5	30	30
Waynoka	Interlock	Crossover between tracks 13 and 14 M.P. 342.6	30	30
Waynoka	Interlock	Eastward main track to yard M.P. 343.6	30	30
Waynoka	Interlock	Crossover between main tracks M.P. 345.2	30	30
Waynoka	Interlock	West end two tracks M.P. 346.9	40	40
Heman	Interlock	East and west ends of siding	40	40
Belva	Interlock	East and west ends of siding	40	40
Quinlan	Interlock	East and west ends of siding	40	40
Curtis	Interlock	East and west ends of siding	30	30
Mooreland	Interlock	East and west ends of siding	40	40
Woodward	Interlock	East and west ends of siding	40	40
Woodward	Interlock	Double crossover between main track and siding, M.P. 381.3	40	40
Gerlach	Interlock	East and west ends of siding	40	40
Tangier	Interlock	East and west ends of siding	40	40
Fargo	Interlock	East and west ends of siding	40	40
Gage	Interlock	East and west ends of siding	40	40
Shattuck	Interlock	East and west ends of north siding	40	40
Goodwin	Interlock	East and west ends of siding	40	40
Higgins	Interlock	East and west ends of siding	40	40

3. SPEED REGULATIONS—(Cont'd).

Station	Type	Location	MILES PER HOUR Passenger	Freight
Higgins	Interlock	Crossover between main track and siding, M.P. 428.	40	40
Coburn	Interlock	East and west ends of siding	40	40
Coburn	Interlock	Crossover between main track and siding, M.P. 437.	40	40
Glazier	Interlock	East and west ends of siding	40	40
Clear Creek	Interlock	East and west ends of siding	40	40
Clear Creek	Interlock	Double crossover between main track and siding, M.P. 450.3	40	40
Canadian	Interlock	Double crossover between main track and siding west of freight house	30	30
Canadian	Interlock	Turnout from north siding to yard lead at west end of yard	15	15
Canadian	Interlock	Double crossover between main track and north siding at west end of yard	40	40
Canadian	Interlock	East and west ends of both sidings	40	40
Mendota	Interlock	East and west ends of siding	40	40
Lora	Interlock	East and west ends of siding	40	40
Miami	Interlock	East and west ends of siding	40	40
Miami	Interlock	Crossover between main track and siding east of station, M.P. 476.8	40	40
Codman	Interlock	East and west ends of siding	40	40
Hoover	Interlock	East and west ends of siding	40	40
Pampa	Interlock	Turnout to westward main track, M.P. 497.3	40	40
Pampa	Interlock	East and west ends of eastward siding	40	40
Pampa	Interlock	East end westward siding	30	30
Pampa	Spring	West end westward siding	25	25
East Tower	Interlock	Turnout to Dumas District	30	30
Amarillo	Spring	East end westward main track at 11th Avenue, M.P. 553.6	25	25
Junior	Interlock	Crossover between main tracks and turnouts of heading-in and heading-out leads, M.P. 555.8	30	30
Canyon	Interlock	Crossover between main tracks, M.P. 569.4	40	40
Canyon	Interlock	East and west ends of north siding	30	30
Canyon	Interlock	East end of Slaton Division main track at M.P. 569.4	40	40
Canyon	Interlock	Crossover between eastward and westward main tracks at M.P. 570.8	40	40
Canyon	Interlock	Crossover between eastward and westward main tracks at M.P. 570.9	30	30
Canyon	Interlock	Crossover between eastward main track and Slaton Division main track, M.P. 570.9	30	30
Canyon	Interlock	Turnout from westward main track, M.P. 572.2	40	40
Umbarger	Interlock	East and west ends of siding	40	40
Umbarger	Interlock	Crossover between main track and siding, M.P. 578.9	40	40
Dawn	Interlock	East and west ends of siding	40	40
Joel	Interlock	East and west ends of siding	40	40
Hereford	Interlock	East and west ends of both sidings	40	40
Summerfield	Interlock	East and west ends of siding	40	40
Black	Interlock	East and west ends of siding	40	40
Black	Interlock	Crossover between main track and siding M.P. 615.3	40	40

3. SPEED REGULATIONS—(Cont'd).

Station	Type	Location	MILES PER HOUR Passenger	Freight
Friona	Interlock	East and west ends of siding	40	40
Parmerton	Interlock	East and west ends of siding	40	40
Parmerton	Interlock	Crossover between main track and siding M.P. 628.3	40	40
Bovina	Interlock	East and west ends of siding	40	40
Wilsey	Interlock	East and west ends of siding	40	40
Texico	Interlock	Turnout east end two tracks M.P. 646.	40	40
Texico	Interlock	East and west ends of north siding	30	30
Texico	Interlock	West end of south siding	30	30
Texico	Interlock	Turnout at Wheeler Avenue from eastward main track to Slaton Division	30	30
Texico	Interlock	Two crossovers between main tracks west of station	30	30
Texico	Interlock	Two crossovers between main tracks, M.P. 649.	40	40

(I) Speed Table.

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

5. SPECIAL RULES AND FACILITIES.

Centralized Traffic Control (Rules 650-661).

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

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

6. RAILROAD CROSSINGS.

(A) LOCATION OF INTERLOCKINGS.

Name	Type	Speed Passenger	Freight
Stratford	Automatic	20	20

(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

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

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
FIRST DISTRICT—				
O'Connor.....	348.9	41	East	Freight only
SECOND DISTRICT—				
Isaacs.....	459.2	8	East	Freight only
Mendota Stock Yard...	465.3	26	West & East	Freight only
Humble Pipe Line Co..	501.2	35	West	Freight only
Empire Pipe Line Co...	501.9	38	West & East	Freight only
General Atlas Carbon Co.....	502.3	38	West & East	Freight only
Cabot Carbon Corporation.....	503.6	65	West	Freight only
Champlin Refining Co..	503.9	37	West & 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
Aircraft Mechanic School.....	543.4	Yard	West & East	Freight only
Douglas-McGlaun.....	546.9	7	East	Freight only
THIRD DISTRICT—				
Heard Spur.....	596.7	9	West	Freight only
Canning Spur.....	601.6	16	West	Freight only

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

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
DUMAS DISTRICT—				
Pulverizing Plant.....	2.3	5	West & East	Freight only
American Zinc Co. of Illinois 3.01 Miles..	57.8	58	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	163	East	Freight only
J. N. Philpot Elevator Co.....	13.3	7	West & East	Freight only
Panhandle Power & Light Co.....	34.5	10	West	Freight only
Bowers Spur.....	34.9	9	East	Freight only
Bartlett Gasoline Co.....	119.6	11	West	Freight only
Western Brick Co.....	135.6	36	West	Freight only

8. BULLETIN BOOKS.

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

9. STANDARD CLOCKS.

AMARILLO—Baggage Room.
Roundhouse Office.
Chief Dispatcher's Office.
Yard Office (Junior).
BOISE CITY—Station.
CANADIAN—Yard Office.
CLOVIS—Telegraph Office.
Yard Office.
PAMPA—Ticket Office.
WAYNOKA—Yard Office.
Roundhouse.
Telegraph Office at Passenger Station.

10. STANDARD THERMOMETERS.

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

11. STATUTORY REGULATIONS.

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

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

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

WESTWARD.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	59	87	81	75	73	51	53	55	91	65	TDF	83	49	43	99	71
	California Fast Freight.	Way Freight.	Kansas City-Texas Fast Freight.	Way Freight.	Way Freight.	Way Freight.	California Fast Freight.	Way Freight.	Kansas City-Arizona Fast Freight.	Way Freight.	Texas-California Freight.	Way Freight.	California Fast Freight.	California Fast Freight.	California Fast Freight.	Amarillo Fast Freight.
STATIONS.	Leave Daily.	Leave Tues., Thurs., and Sat.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Mon., Wed., and Fri.	Leave Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
WAYNOKA.	AM 5.00		AM 6.30	AM 7.00			AM 8.30		PM 1.30				PM 5.45	PM 9.30	PM 10.00	
CANADIAN.	9.15 9.30		11.45 PM 12.05	PM 3.00			PM 12.45 1.00		5.45 6.00	PM 3.30			10.15 10.45	AM 2.00 2.30	AM 1.30 1.45	
BORGER.										11.30 PM						
PAMPA.								AM 10.00								
AMARILLO.	PM 1.45 2.45	AM 6.15	5.00 PM		AM 8.00		5.15 6.15	6.00 PM	10.00 11.30				AM 3.15 4.15	7.00 8.00	AM 5.00 6.00	PM 10.30
CANYON.		7.00 AM														11.15 PM
TEXICO.											PM 4.00	PM 4.10				
CLOVIS.	7.15 PM				3.30 PM		10.45 PM		4.00 AM		4.30 PM	4.40 PM	8.45 AM	12.30 PM	9.30 AM	
SHATTUCK.						AM 8.00										
SPEARMAN.						4.00 PM										
	Arrive Daily.	Arrive Tues., Thurs., and Sat.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Mon., Wed., and Fri.	Arrive Mon., Wed., and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.

EASTWARD.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	34	44	72	76	74	84	52	56	CTX	66	88					
	Southern California Chicago Fast Freight.	Northern California Chicago Fast Freight.	Dallas-Fort Worth Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	California-Texas Freight.	Way Freight.	Way Freight.					
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., and Fri.					
WAYNOKA.	PM 7.45	PM 7.45		PM 3.00												
CANADIAN.	1.45 1.15 PM	1.45 1.15 PM		7.00 AM						AM 2.30						
BORGER.										6.30 PM						
PAMPA.								PM 4.00								
AMARILLO.	8.30 7.30	8.30 7.30	AM 7.00		PM 3.00			8.00 AM			PM 7.45					
CANYON.			6.15 AM								7.00 PM					
TEXICO.						AM 8.00			PM 1.30							
CLOVIS.	3.00 AM	3.00 AM			7.30 AM	7.30 AM			1.00 PM							
SHATTUCK.							PM 4.00									
SPEARMAN.							8.00 AM									
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.					

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

SANTA FE SAFETY FIRST

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

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