

W. R. HENRY, Trainmaster.....Amarillo, Texas.
 H. J. BRISCOE, Trainmaster.....Amarillo, Texas.
 BEYER, Chief Dispatcher.....Amarillo, Texas.
 EISENBERG, Asst. Chief Dispatcher.....Amarillo, Texas.
 HAMIC, Asst. Chief Dispatcher.....Amarillo, Texas.

TRAIN DISPATCHERS—AMARILLO, TEXAS.

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

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

LOCAL TIME INSPECTORS—PLAINS DIVISION.

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

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

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

LOCAL SURGEONS

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

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

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

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

Panhandle and Santa Fe Railway Co.

**WESTERN LINES
 Southern District**

PLAINS DIVISION

TIME TABLE No.

87

IN EFFECT

Sunday, February 20, 1955

At 12:01 A. M.

Central Standard Time

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

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

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

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

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

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

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

FIRST DISTRICT.

PLAINS DIVISION. 2

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.			Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 87, February 20, 1955.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.		
		3	1	23							4	2	24
		Passenger.	San Francisco Chief.	The Grand Canyon.							Passenger.	San Francisco Chief.	The Grand Canyon.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.
	Yard	PM 6.10	AM 6.30	AM 5.05	345.5	WAYNOKA. 5.6	81.7	W T	Y	C	AM 11.55	PM 9.05	PM 9.35
11	160	6.17		5.12	351.8	HEMAN. 4.5	0			B	11.40	8.56	9.26
20	225	6.22	6.38	5.17	356.3	BELVA. 5.3	0			B	11.33	8.52	9.22
30	199	6.27	6.43	5.23	361.6	QUINLAN. 5.5	26.4			C	11.25	8.47	9.17
35	188	6.32	6.49	5.29	367.1	CURTIS. 3.9	81.7	W		B	11.18	8.42	9.12
52	150	6.37	6.52	5.33	371.0	MOORELAND. 10.3	81.7			C	11.13	8.39	9.08
387	263	6.55	7.02	5.45	382.8	WOODWARD. 0.2	0	W		C	11.00	8.29	8.58
					383.0	M.K.T. Crossing. 3.3	0						
10	138	7.00	7.05	5.51	386.8	GERLACH. 6.3	81.7			B	10.45	8.24	8.52
24	154	7.07	7.11	5.58	392.6	TANGIER. 5.7	17.9			B	10.38	8.19	8.46
66	146	7.14	7.16	6.04	398.8	FARGO. 8.4	26.4			C	10.32	8.14	8.41
80	150	7.26	7.23	6.12	406.7	GAGE. 7.7	80.6			C	10.21	8.07	8.33
417	N 148 S 103	7.45	7.29	6.25	414.4	SHATTUCK. 6.5	81.7	W	Y	C	10.10	8.00	8.25
27	209	7.52	7.34	6.31	421.0	GOODWIN. 7.7	81.7			B	9.53	7.52	8.18
102	208	8.11	7.41	6.38	428.7	HIGGINS. 8.6	81.7			C	9.44	7.44	8.11
4	213	8.20		6.46	437.8	COBURN. 6.8	25.9			B	9.34	7.37	8.04
59	208	8.27	7.53	6.52	444.1	GLAZIER. 5.3	0			C	9.25	7.31	7.58
	375	8.33		6.57	449.4	CLEAR CREEK. 5.7	29.2			B	9.17	7.26	7.51
	Yard	PM 8.40	AM 8.03	AM 7.05	455.1	CANADIAN.		W T	Y	C	9.10 AM	7.20 PM	7.45 PM
		Arrive Daily.	Arrive Daily.	Arrive Daily.		(107.3)					Leave Daily.	Leave Daily.	Leave Daily.
		42.9	69.2	53.6		Average speed per hour.					39.0	61.3	58.5

CENTRALIZED TRAFFIC CONTROL

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

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

3 PLAINS DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Rating Grade Ascending.	TIME TABLE No. 87, February 20, 1955.	Rating Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
		First Class.									First Class.		
		3	1	23							4	2	24
Other Tracks.	Sidings.	Passenger.	San Francisco Chief.	The Grand Canyon.							Passenger.	San Francisco Chief.	The Grand Canyon.
		Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.
	Yard	PM 8.40	AM 8.03	AM 7.05	455.1	31.7	CANADIAN. 8.4	0	W T Y	C s	AM 9.10	PM 7.20 ^s	PM 7.45
	208	8.50	8.10	7.15	463.5	31.7	MENDOTA. 7.7	18.8		B	8.58	7.12	7.33
13	218	8.58	8.17	7.22	471.2	31.7	LORA. 5.7	0		B	8.50	7.04	7.26
65	212 s	9.06	8.22	7.29	476.9	31.7	MIAMI. 6.9	0	W	C s	8.40	6.58	7.21
17	210	9.14	8.28 ⁴	7.36	483.8	31.7	CODMAN. 7.4	0		B	8.28 ¹	6.50	7.14
48	206	9.22	8.34	7.44	491.2	31.7	HOOVER. 7.6	0		B	8.21	6.42	7.07
973	S138 N128 s	9.40	8.42 s	7.55	498.8	31.7	PAMPA. YL 7.1	0	WFY	C s	8.15	6.35 s	7.00
99	111	9.47	8.48	8.03	505.9	31.4	KINGS MILL. 6.9	31.7		C f	7.54	6.28	6.48
322	S107 N158 f	9.55	8.54	8.10	512.8	31.1	WHITE DEER. 5.8	31.7	Y	C s	7.45	6.22	6.42
21	112	10.00	8.59	8.16	518.6	31.7	CUYLER. 7.4	28.2		B	7.37	6.17	6.37
680	S108 N148 s	10.08	9.05	8.24	526.0	31.7	PANHANDLE. YL 7.2	15.8	Y	C s	7.30	6.11	6.31
22	101	10.15	9.11	8.32	533.2	31.7	LEE. 7.8	21.1		B	7.20	6.05	6.25
34	S106 N110	10.22	9.17	8.40	541.0	31.7	ST. FRANCIS. 5.1	21.1		B	7.13	5.59	6.19
52	101	10.27	9.21	8.46	546.1	31.7	FOLSOM. 5.6	31.7		B	7.07	5.55	6.15
					551.7	31.7	DUMAS JCT. YL 0.5	31.7					
					552.2	3.7	C.R.I. & P. Crossing. 0.1	0					
					552.3	10.6	EAST TOWER. YL F.W. & D.C. Crossing. 0.7	6.8		C			
	Yard	s 10.40 PM	s 9.30 AM	s 9.00 AM	553.0		AMARILLO. YL		Y	C	7.00 AM	5.45 PM	6.05 PM
		Arrive Daily.	Arrive Daily.	Arrive Daily.			(97.9)				Leave Daily.	Leave Daily.	Leave Daily.
		48.9	67.5	51.1			Average speed per hour.				45.2	61.8	58.7

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

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

Signal System Two between Amarillo and Canadian, both inclusive.

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

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

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

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

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

Trains may register at Canadian by Form 903.

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

THIRD DISTRICT.

PLAINS DIVISION. 4

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.					Rolling Grade Ascending.	TIME TABLE No. 87, February 20, 1955.		Rolling Grade Ascending.	Foot, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.				
		3	75	1	93	23							4	24	2	76	94
		Passenger.	California Special.	San Francisco Chief.	West Texas Express.	The Grand Canyon.							Passenger.	The Grand Canyon.	San Francisco Chief.	California Special.	Eastern Express.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Mile Post.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
		PM 11.00		AM 9.40	AM 9.35	AM 9.10	553.0					AM 6.30	PM 5.55	PM 5.35		PM 5.25	
Yard	Yard						554.3	7.5	AMARILLO. YL 1.3	6.8	Y C						
								81.7	JUNIOR. YL 4.5	81.7	WFT C						
	100	11.06		9.47	9.43	9.17	558.8	10.6	ZITA. 4.2	14.8	B	6.15	5.42	5.28		5.12	
16	S110 N112	11.10		9.51	9.47	9.21	563.0	31.7	HANEY. 7.4	81.7	B	6.07	5.35	5.24		5.08	
151	S118 N107	11.25		9.58	9.55 AM	9.28	570.4	31.7	CANYON. 10.1	15.8	Y C	5.55	5.23	5.18		5.01 PM	
34	432	11.38		10.08		9.38	580.5	31.7	UMBARGER. 6.0	81.7	C	5.30	5.10	5.10			
58	208	11.46		10.14		9.44	586.5	25.9	DAWN. 6.8	81.7	B	5.20	5.02	5.05			
8	208	11.52 AM		10.20		9.50	593.3	31.7	JOEL. 6.2	0	B	5.10	4.53	4.59			
822	S111 N149	12.15		10.27		10.00	599.5	31.7	HEREFORD. 8.3	21.6	W Y C	5.00	4.45	4.54			
49	208	12.27		10.35		10.08	607.8	31.7	SUMMERFIELD. 6.9	10.6	B	4.36	4.34	4.47			
58	208	12.37		10.41		10.15	614.7	18.2	BLACK. 7.1	21.1	W C	4.26	4.28	4.41			
33	162	12.52		10.48		10.21	621.8	81.7	FRIONA. 6.5	0	C	4.16	4.22	4.35			
20	275	1.02		10.55		10.27	628.3	10.6	PARMERTON. 5.8	81.7	B	4.05	4.16	4.30			
105	155	1.15		11.01		10.32	634.1	81.7	BOVINA. 6.9	28.6	C	3.55	4.10	4.25			
6	228	1.24		11.08		10.38	641.0	17.0	WILSEY. 6.4	81.7	B	3.45	4.04	4.19			
279	S132 N165	1.40	AM 10.10	11.14		10.45	647.4	21.1	TEXICO. 9.3	8.7	Y C	3.35	3.58	4.14	PM 4.40		
Yard	Yard	2.00 AM	10.30 AM	11.30 AM		11.00 AM	656.7		CLOVIS. YL		W F T Y C	3.15 AM	3.45 PM	4.05 PM	4.25 PM		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(103.7)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
		34.6	27.9	56.6	52.2	56.6			Average speed per hour.			31.9	47.9	69.1	37.2	43.5	

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

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

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

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

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

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

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

Trains may register at Junior by Form 903.

5 PLAINS DIVISION.

DUMAS DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 37		Ruling Grade Ascending.	TIME TABLE No. 87, February 20, 1955.	Ruling Grade Ascending.	Foot Water Turn Table, Wyes.	Communications.	EAST- WARD. Second Class. 38
Other Tracks.	Sidings.	Mixed.	Mile Post.		STATIONS.				Mixed.
		Leave Daily.							Arrive Daily.
		AM 7.15							PM 8.30
58			.0	0.0	AMARILLO. YL 1.3		Y		
			0.1		DUMAS JCT. YL 0.1	0.0			
				7.4	C.R.I. & P. Crossing. 8.1	52.8			
	61	f 7.30	8.2	26.4	JULLIARD. 3.6	52.8		B	f 7.05
33		f 7.36	11.8	0.0	GLUCK. 2.8	52.8		B	f 6.55
57		f 7.41	14.6	43.3	CHUNKY. YL 4.2	52.8		B	f 6.45
	63	f 7.48	18.8	52.8	PUENTE. 8.4	39.6		B	f 6.30
15	69	f 8.08	27.2	52.8	MARSH. 7.4	0.0		B	f 6.15
141	60	f 8.25	34.6	38.0	EXELL. YL 6.7	52.8		B	f 6.00
15	61	f 8.33	41.3	52.8	BAUTISTA. 10.8	39.6		B	f 5.49
220	57	s 9.00	52.1	7.4	DUMAS. YL 6.2	31.7		C	s 5.30
11	61	f 9.10	58.3	18.7	MACHOVEC. YL 5.3	19.6		B	f 5.10
			63.6	0.0	C.R.I. & P. Crossing. 0.4	0.0			
241	64	s 9.45	64.0	30.6	ETTER. YL 6.2	30.9	Y	C	s 5.00
10		f 9.55	70.2	13.2	CORDARO. 4.9	16.9		B	f 4.45
29	61	f 10.05	76.1	15.8	LAUTZ. 5.2	0.0		B	f 4.35
15		f 10.15	80.3	52.8	SATREN. 5.2	52.8		B	f 4.25
			85.5	12.1	C.R.I. & P. Crossing. 0.2	0.0			
80	63	s 10.40	85.7	81.7	STRATFORD. YL 4.9	11.6		C	f 4.15
11	61	f 10.50	90.6	52.8	MALLET. 9.5	29.0		B	f 4.05
120	58	f 11.05	100.1	52.8	KERRICK. 10.9	52.8		B	f 3.50
16	61	f 11.30	111.0	52.8	CONRAD. 11.6	23.8		B	f 3.33
	Yard	s 12.30 PM	122.6		BOISE CITY. YL		WYF	C	3.15 PM
		Arrive Daily.			(122.6)				Leave Daily.
		23.4			Average speed per hour.				23.4

No. 37 is superior to No. 38.

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

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

Signal System Two on Dumas District.

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

SHATTUCK DISTRICT.

PLAINS DIVISION.

6

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 37, February 20, 1955.	Ruling Grade Ascending.	Water, Fuel, Wyn.	Communications.	EAST- WARD. Second Class.
		39							40
		Motor.							Motor.
Other Tracks	Sidings.	Leaves Daily Except Sun.	Mile Post.		STATIONS.				Arrive Daily Except Sun.
	Yard	AM 11.00			SHATTUCK. YL		WYF	C	PM 6.30
				42.2	11.6	26.4			
11	43	f 11.18	11.3	42.2	MAGOUN. 7.2	29.0			f 6.05
96	43	s 11.31	18.5	42.2	FOLLETT. YL 4.6	29.0		C	s 5.55
	90	f 11.39	23.1	42.2	SHERLOCK. 6.6	42.2			f 5.43
63	42	s 11.48 PM	29.7	42.2	DARROUZETT. 7.0	0.0		C	s 5.30
25		f 12.01	36.7	37.0	GAYLORD. 5.5	42.2			f 5.19
63	92	s 12.10	42.2	31.6	BOOKER. YL 5.4	15.8		C	s 5.10
85	42	f 12.19	47.6	15.8	HUNTOON. 5.2	2.6			f 5.00
25		f 12.26	52.8	18.5	TWICHELL. 5.0	15.8			f 4.52
228	92	s 12.45	57.8	15.8	PERRYTON. YL 5.7	26.4		C	s 4.45
10		f 12.54	63.5	16.5	LORD. 5.2	0.0			f 4.31
75		s 1.03	68.7	21.1	FARNSWORTH. 5.0	5.8			s 4.23
46	43	f 1.13	73.7	39.6	WAKA. 10.1	7.9			f 4.15
329	42	s 1.30 PM	83.8	52.8	SPEARMAN. YL 9.4	39.6	Y	C	4.00 PM
52	87		93.2	48.6	McKIBBEN. 8.9	52.8			
41	60		102.1	36.4	MORSE. YL 1.2	0.0			
			103.8	52.8	R.I. JCT. 30.3	52.8	Y		
			133.6	0.0	ETTER JCT. 0.5	0.0		B	
241	64		134.1		ETTER. YL		Y	C	
		Arrive Daily Except Sun.			(134.4)				Leave Daily Except Sun.
		33.5			Average speed per hour.				33.5

No. 39 is superior to No. 40.

Signal System Two on Shattuck District.

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

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

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

7 PLAINS DIVISION.

CLINTON DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 61 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 87, February 20, 1955.	Ruling Grade Ascending.	Water, Fuel, Wym.	Communications.	EAST- WARD. Second Class. 62 Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed., and Fri. AM 8.50	Mile Post.		STATIONS.				Arrive Tues., Thurs., and Sat. PM 12.50
254	Yard			31.7	PAMPA. YL 8.6	31.7	FWY	C	
	31	f 9.05	8.4	52.8	HEATON. YL 10.2	52.8			f 12.20 PM
53	51	f 9.22	18.6	0.0	LAKETON. 11.7	52.8		B	f 11.55
66	46	s 9.40	30.3	52.8	MOBEETIE. YL 9.1	52.8		C	s 11.20
56	50	f 10.05	39.4	52.8	BRISCOE. 10.9	52.8		B	f 10.55
57	51	s 10.25	50.3	52.8	ALLISON. 11.5	52.8		B	s 10.30
64		s 10.45	61.8	9.5	REYDON. 8.5	52.8		C	s 10.05
10	42	f 10.58	70.4	31.7	MacKIE 10.5	44.4		B	f 9.50
77	11	s 11.35	80.9	31.7	CHEYENNE. YL 7.3	42.2		C	s 9.20
60	9	f 11.50 PM	88.1	52.8	STRONG CITY. 8.1	52.8		B	f 8.45
9		f 12.10	96.2	52.8	HERRING. 9.9	52.8		B	f 8.25
			105.2	0.0	M.K.T. Crossing. 0.2	26.4			
26	15	s 12.40	105.4		HAMMON JCT. YL 1.3			B	s 8.00
			106.7		CITY JCT. 0.4				
21		s 12.50	107.1	52.8	HAMMON. 3.8	52.8		C	s 7.50
3		f 1.00	109.2	55.4	McCLURE. 7.4	52.8		B	f 7.40
32	15	s 1.25	116.6	52.8	BUTLER. 9.8	54.0		C	s 7.22
9		f 1.50	126.4	55.8	STAFFORD. 8.2	52.8		B	f 7.00
			134.6	52.8	C.R.I. & P. Crossing. 1.4	52.8			
			136.0	52.8	A.T. & S.F. Crossing. 0.1	52.8			
			136.1	0.0	WEST JCT. 1.8	52.8		B	
	Yard	s 3.30 PM	137.9		1st Street Station. CLINTON. YL		FWY	C	5.30 AM
		Arrive Mon., Wed., and Fri. 21.2			(141.6)				Leave Tues., Thurs., and Sat. 22.4
				Average speed per hour.					

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

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

All trains must obtain orders and clearance card from M.K.T., Hammon and Hammon Junction before occupying M.K.T. tracks. In the event of wire failure, movements will be made as prescribed by Rule 99.

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

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

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

No switch lights on Clinton District.

Borger District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	TIME TABLE No. 87, February 20, 1955.				EAST- WARD.		
		59					60		
		Mixed.					Mixed.		
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.	Rolling Grade Ascending.	STATIONS.	Rolling Grade Ascending.	Water, Fuel, Wyes.	Communications.	Arrive Daily Ex. Sun.
	Yard	AM 10.30		31.7	PANHANDLE. YL 6.8	31.7	Y	C	PM 2.30
16	72	f 10.40	5.5	28.5	ABELL. 4.5	0		B	f 1.50
87		f 10.50	10.0	42.2	POMEROY. 5.8	52.8		B	f 1.30
89	74	f 11.00	15.8	42.8	McBRIDE. 12.0	52.8		B	f 1.20
	Yard	s 11.59 AM	27.8	0	BORGER. YL 3.4	52.8	FY	C	1.00 PM
		Arrive Daily Ex. Sun.	31.2		END TRACK. (32.4)			B	Leave Daily Ex. Sun.
		19.6			Average speed per hour.				19.4

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

Trains must get numbered clearance card before leaving Borger.

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

Skellytown District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	TIME TABLE No. 87, February 20, 1955.				EAST- WARD.		
		57					58		
		Mixed.					Mixed.		
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.	Rolling Grade Ascending.	STATIONS.	Rolling Grade Ascending.	Fuel, Water, Wyes.	Communications.	Arrive Daily Ex. Sun.
	Yard	PM 12.01		10.6	WHITE DEER. YL 6.0	21.7	Y	C	PM 3.00
48		f 12.15	6.0	10.6	CARGRAY. 4.1	31.7			2.45
424	Yard	s 12.30 PM	10.1		SKELLYTOWN. YL		Y	C	2.30 PM
		Arrive Daily Ex. Sun.			(10.1)				Leave Daily Ex. Sun.
		20.9			Average speed per hour.				20.2

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

Trains must get numbered clearance card before leaving Skellytown.

No switch lights on Skellytown District.

Buffalo District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	TIME TABLE No. 87, February 20, 1955.				EAST- WARD.		
		41					42		
		Mixed.					Mixed.		
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.	Rolling Grade Ascending.	STATIONS.	Rolling Grade Ascending.	Water, Fuel, Turn Tables and Wyes.	Communications.	Arrive Daily Ex. Sun.
	Yard	AM 7.00		70.7	WAYNOKA. YL 4.6	38.0	W Y	T C	PM 2.35
	11	f 7.15	4.5	87.6	McKINLEY. 6.0	78.9			f 2.20
20		f 7.30	10.5	76.5	BRACE. 3.9	81.8			f 2.05
22		f 7.41	14.4	79.0	FAIR VALLEY. 5.5	72.8		B	f 1.55
30	45	s 8.00	19.9	39.6	FREEDOM. 6.2	52.8		C	s 1.40
83		f 8.19	26.1	52.8	EDITH. 6.3	52.8			f 1.18
	38	f 8.37	32.4	38.7	SALT SPRINGS. 4.7	31.7			f 1.01
47		f 8.49	37.1	52.8	LOVEDALE. 6.7	29.0			f 12.49
55	33	s 9.06	43.8	52.8	SELMAN. 8.3	37.0		C	s 12.32
100	55	s 9.30 AM	52.1		BUFFALO. YL		Y	C	12.10 PM
		Arrive Daily Ex. Sun.			(52.2)				Leave Daily Ex. Sun.
		20.9			Average speed per hour.				21.6

No. 41 is superior to No. 42.

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

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

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

Telephone at Fair Valley in section house.

No switch lights on Buffalo District.

9 PLAINS DIVISION.

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

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

(e): Canceled.

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

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

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

2. YARD LIMITS:

Amarillo.	Hammon Jct.
Borger.	Junior.
Boise City.	Machovec.
Booker.	Mobeetie.
Buffalo.	Morse.
Cheyenne.	Pampa.
Chunky.	Panhandle.
Clinton.	Perryton.
Clovis.	Spearman.
Dumas.	Skellytown.
Dumas Jct.	Stratford.
East Tower.	Shattuck (Applies only on
Etter.	Shattuck District.)
Exell.	Waynoka (Applies only on
Follett.	Buffalo District.)
Heaton (to and including	White Deer (Applies only
industrial spurs Coltexo.)	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	40
M.P. 85 to Clinton	30	30
SKELLYTOWN DISTRICT	40	30
BORGER DISTRICT	50	45
DUMAS DISTRICT	50	40
FIRST DISTRICT		
2 Curves, M.P. 343.3 to 343.9	60	55
4 Curves, M.P. 345.2 to 345.3	45	45
Curve, M.P. 346.5 to 346.7	60	55
Curve, M.P. 379.0 to 379.3	75	55
Curve, M.P. 383.0 to 383.1	60	55
Curve, M.P. 385.4 to 385.8	75	55
2 Curves, M.P. 386.4 to 388.9	60	45
Curve, M.P. 389.6 to 389.9	75	55
5 Curves, M.P. 422.3 to 425.4	65	55
Curve, M.P. 426.1 to 426.6	70	55
Curve, M.P. 444.6 to 444.9	75	55
Curve, M.P. 445.7 to 446.3	70	55
2 Curves, M.P. 450.7 to 453.4	70	55

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASS-ENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd).		
Bridge M.P. 453.5 to 453.9		
All westward trains	35	35
Eastward steam-powered trains	35	35
Eastward diesel-powered trains	45	45
(See special rule First District schedule Page 2 for restrictions covering double-heading steam engines.)		
Curve, M.P. 454.2 to M.P. 454.5	65	55
SECOND DISTRICT		
2 Curves, M.P. 460.1 to 460.9	70	55
Curve, M.P. 464.8 to 465.0	65	55
Curve, M.P. 468.8 to 469.3	70	55
Curve, M.P. 475.3 to 475.6	70	55
7 Curves, M.P. 477.1 to 480.9	65	55
4 Curves, M.P. 486.1 to 488.4	70	55
3 Curves, M.P. 489.8 to 491.9	70	55
3 Curves, M.P. 494.2 to 495.8	75	55
Turnout, M.P. 497.3, Westward Main	40	40
Curve, M.P. 552.0 to 552.1	65	55
THIRD DISTRICT		
Curve, M.P. 566.2 to 566.4 Eastward Main	75	55
Curve, M.P. 567.8 to 568.0 Westward Main	70	55
Curve, M.P. 568.8 to 569.4 Westward Main	70	55
Curve, M.P. 568.8 to 569.4 Eastward Main	65	55
Curve, M.P. 569.9 to 570.2 Westward Main	70	55
Curve, M.P. 569.9 to 570.2 Eastward Main	65	55
Curve, Slaton Main Track M.P. 570.9 to 571.2	30	30
Curve, M.P. 599.6 to 600.0	70	55
2 Curves, M.P. 647.2 to 647.6	30	30
DUMAS DISTRICT		
Curve, M.P. 20.8 to 21.1	20	20
6 Curves, M.P. 22.2 to 27.5	30	20
Bridge M.P. 111.5	20	20
BUFFALO DISTRICT		
Sand, M.P. 15.3 to 15.6	15	15
2 Curves, M.P. 22.2 to 22.7	10	10
2 Curves, M.P. 30.3 to 30.9	15	15
(C) While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:		
STATIONS	STREETS	MILES PER HOUR
Mooreland.....	Elm.....	40
Woodward.....	Sixth to Ninth.....	25
Gage.....	Main.....	65
Shattuck.....	Main.....	30
Hereford.....	Main.....	30
Texico.....	Wheeler.....	30
Amarillo.....	Northeast 8th (Dumas Dist.).....	4

SPECIAL RULES.

SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
4 wheel & 8 wheel switch	20	20	20	
777, 856, 900-984, 1600-1698, 1902-1977, 2542-2568	35	35	25	
3113-3154	45	35	25	
1001-1133, 1801-1882, 3168-3236, 4013-4114, 5000-5035	60	40	25	
3516, 3751-3775	90	40	25	
2900-2929, 3403-3435, 3450-3465, 3776-3785	100	40	25	
2508-2522	55	40	25	
3715-3744	70	40	25	
3828-3933	50	40	25	

3. SPEED REGULATIONS—(Cont'd).

(E) Movements Over Submerged Track.

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 -			
2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 -			
2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 300 -			
325 - 500 - 501 - 503 - 625 -			
1500 - 2201 - 2207 - 2260 -			
2303 - 2322 - 2394 - 2403 -			
2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

(F) Steam Derricks, Cranes, etc.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed 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	
0-4-0	2-6-2	2-10-0	Mountain Type	All Locomotives
0-6-0	2-8-0	2-10-2	Includes	Except Mountain
0-8-0	2-8-2	2-10-4	4-8-2	Type Include
2-6-0	2-8-4		4-8-4	4-4-0
				4-4-2
				4-6-0
				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.

11 PLAINS DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

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

3. SPEED REGULATIONS—(Cont'd).

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

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

SPECIAL RULES.

PLAINS DIVISION. 12

SPEED REGULATIONS—(Cont'd).

(I) Speed Table.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.8	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

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

5. RAILROAD CROSSINGS.

(A) LOCATION OF INTERLOCKINGS.

Name	Type	Speed	
		Passenger	Freight
Stratford	Automatic	30	30

(B) GATE PROTECTED RAILROAD CROSSINGS.

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

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

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

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
FIRST DISTRICT—				
O'Connor.....	348.9	41	East	Freight only
SECOND DISTRICT—				
Isaacs.....	459.2	8	East	Freight only
Mendota Stock Yard...	465.3	26	West & East	Freight only
Empire Pipe Line Co...	501.9	38	West & East	Freight only
General Atlas Carbon Co.....	502.3	45	West & East	Freight only
Cabot Carbon Corporation.....	503.6	65	West	Freight only
Champlin Refining Co..	503.9	37	West & East	Freight only
Celanese Corp. of America.....	504.3	119	East	Freight only
Texas Pipe Line Co....	506.2	33	West & East	Freight only
Texoma Natural Gas Co.....	507.8	27	West	Freight only
Pantax Ordnance Plant.	539.1	Yard	West & East	Freight only
Amarillo Air Force Base	543.4	Yard	West & East	Freight only
Massey-Harris	546.9	7	East	Freight only
THIRD DISTRICT—				
Heard Spur.....	596.7	9	West	Freight only
Huston.....	601.6	52	West & East	Freight only
DUMAS DISTRICT—				
Pulverizing Plant.....	2.8	5	West & East	Freight only
Potash Co. of America..	57.8	65	West	Freight only
American Zinc Co. of Illinois 3.01 Miles..	57.8	101	West	Freight only
Cactus Ordnance Plant.	65.0	Yard	West & East	Freight only
BUFFALO DISTRICT—				
Selman Stock Spur....	39.0	13	East	Freight only
CLINTON DISTRICT—				
Coltco Industrial Spur 8.19 miles.....	8.6	121	East	Freight only
J. N. Philpot Elevator Co.....	13.3	7	West & East	Freight only
Panhandle Power & Light Co.....	34.5	10	West	Freight only
Bowers Spur.....	34.9	9	East	Freight only
Bartlett Gasoline Co....	119.6	11	West	Freight only
Acme Brick Co.....	135.6	36	West	Freight only

7. BULLETIN BOOKS.

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

8. STANDARD CLOCKS.

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

BOISE CITY—Station.

CANADIAN—Yard Office.

CLOVIS—Telegraph Office.
Yard Office.

PAMPA—Ticket Office.

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

9. STANDARD THERMOMETERS.

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

10. STATUTORY REGULATIONS.

In Oklahoma a passenger who refuses to pay his fare or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as

10. STATUTORY REGULATIONS—(Cont'd).

possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger a carrier has no right to require the payment of any part of his fare.

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

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

FREIGHT SCHEDULES.

PLAINS DIVISION. 14

WESTWARD.

Freight Train Terminals and Junctions. (Subject to Change Without Notice)	53	GCF	87	75	73	51	49	ALS	91	55	65	43	TDF	83	81	CWT	59
	Southern California Fast Freight.	Gulf California Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Northern California Fast Freight.	Amarillo Lubbock Sweetwater Fast Freight.	Kansas City-Arizona Fast Freight.	Way Freight.	Way Freight.	Southern California Fast Freight.	Texas-Denver Fast Freight.	Way Freight.	Kansas City-Texas Fast Freight.	Colorado West Texas Fast Freight.	Northern California Fast Freight.
STATIONS.	Leave Daily.	Leave Daily.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.	Leave Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily.
WAYNOKA.	A.M. 1.50			A.M. 7.00			P.M. 12.35		P.M. 1.30			P.M. 3.30			P.M. 7.00		P.M. 11.15
CANADIAN.	6.00			3.00 P.M.			4.45		6.00		P.M. 12.05	8.10			10.10		A.M. 3.10
BORGER.										P.M. 1.00	6.00 P.M.						
AMARILLO.	10.00 10.10		A.M. 6.30		A.M. 8.00		8.45 8.55	P.M. 1.00	10.00 A.M. 2.30	6.00 P.M.		A.M. 12.10 12.20			A.M. 1.00 2.30	A.M. 2.00	6.20 6.30
CANYON.			7.00 A.M.					1.45 P.M.									2.35 A.M.
TEXICO.		A.M. 2.30											P.M. 3.15	P.M. 4.10			
CLOVIS.	2.10 P.M.	3.00 A.M.			4.00 P.M.		12.55 A.M.		6.30 A.M.			4.20 A.M.	3.45 P.M.	4.40 P.M.	6.30 A.M.		9.55 A.M.
SHATTUCK.						A.M. 8.00											
SPEARMAN.						4.00 P.M.											
	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.	Arrive Mon., Wed., and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.

EASTWARD.

Freight Train Terminals and Junctions. (Subject to Change Without Notice.)	BTX	34	WTC	76	56	84	CTX	74	52	SLA	88	66					
	California Texas Fast Freight.	Southern California Chicago Fast Freight.	West Texas Colorado Fast Freight.	Way Freight.	Way Freight.	Way Freight.	California-Texas Fast Freight.	Way Freight.	Way Freight.	Sweetwater Lubbock Amarillo Fast Freight.	Way Freight.	Way Freight.					
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Daily Ex. Sun.	Arrive Tues., Thurs., and Sat.	Arrive Daily.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Daily.					
WAYNOKA.		P.M. 1.00		P.M. 3.00													
CANADIAN.		P.M. 8.00		7.00 A.M.								A.M. 2.30					
BORGER.					A.M. 11.59							6.30 P.M.					
AMARILLO.		4.00 3.00 A.M.	A.M. 5.00		7.15 A.M.			P.M. 3.00		P.M. 2.00	P.M. 7.45						
CANYON.			4.15 A.M.							1.15 P.M.	7.00 P.M.						
TEXICO.	A.M. 6.00					A.M. 8.00	A.M. 8.00										
CLOVIS.	4.30 A.M.	11.00 P.M.				7.30 A.M.	7.30 A.M.	7.30 A.M.									
SHATTUCK.									P.M. 3.00								
SPEARMAN.									8.00 A.M.								
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Daily Ex. Sun.	Leave Tues., Thurs., and Sat.	Leave Daily.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Daily.					

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.



SANTA FE SAFETY FIRST



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

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

