

C. T. HERZOG, Trainmaster.....Amarillo, Texas.
 L. R. MITCHELL, Trainmaster.....Amarillo, Texas.
 P. L. BEYER, Chief Dispatcher.....Amarillo, Texas.
 C. H. MARSH, Asst. Chief Dispatcher.....Amarillo, Texas.
 E. H. HAMIC, Asst. Chief Dispatcher.....Amarillo, Texas.

TRAIN DISPATCHERS—AMARILLO, TEXAS.

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.	W. D. PARKER.
O. F. CARDER.	B. L. BRANT.	D. L. HODGES.

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

LOCAL TIME INSPECTORS—PLAINS DIVISION.

RALPH L. SHARP...Waynoka.	CHARLES D. JOHNSON, Borger.
MRS. SENA A.	JOHN H. FURBACH...Amarillo.
NORTHUP.....Woodward.	L. N. PITTMAN.....Amarillo.
JOHN DANIEL, JR....Woodward.	BRYANT MADDOX.....Amarillo.
KYLE MOORE.....Shattuck.	JESSE A. MAY.....Clovis.
H. E. MCCARLEY....Pampa.	H. C. EDWARDS.....Clovis.
L. P. NORTHUP.....Clinton.	LYNN C. KESTER.....Hereford.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING - Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE.

SPEED TABLE.

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

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

The Atchison, Topeka and Santa Fe Railway Co.

Panhandle and Santa Fe Railway Co.

WESTERN LINES
Southern District

PLAINS DIVISION

TIME TABLE No.

95

IN EFFECT

Sunday, April 26, 1959

At 12:01 A. M.
Central Standard Time

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

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

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

W. R. HENRY,
Superintendent,
Amarillo, Texas.

1 PLAINS DIVISION

BORGER DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD 59		Ruling Grade Ascending	TIME TABLE No. 95 April 26, 1959	Ruling Grade Ascending	Water, Fuel, Wye	Communications	EAST- WARD 60
		Mixed							Mixed
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Mile Post		STATIONS				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
37		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.

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

Trains must get numbered clearance card before leaving Borger.

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

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

LOCAL SURGEONS

DR. A. E. WINSETT.....	Amarillo.
DR. D. H. LOVING.....	Amarillo.
DR. W. H. WHEIR.....	Amarillo.
DR. E. M. WINSETT.....	Amarillo.
DR. L. R. DEVANNEY.....	Amarillo.
DR. G. T. ROYSE.....	Amarillo.
DR. F. S. HARKLEROAD.....	Amarillo.
DR. P. H. HARALSON.....	Amarillo.
DR. CHAS. WOLFSON.....	Amarillo.
DR. M. M. STEPHENS.....	Borger.
DR. W. G. STEPHENS.....	Borger.
DR. H. A. PENNAL.....	Borger.
DR. E. H. SNYDER.....	Canadian.
DR. RUSH SNYDER.....	Canadian.
DR. E. H. MORRIS.....	Canadian.
DR. R. A. NEBLETT.....	Canyon.
DR. C. R. NESTER.....	Canyon.
DR. LETA N. BOSWELL.....	Canyon.
DR. JOHN M. BRYAN.....	Canyon.
DR. V. S. JOHNSON.....	Clovis.
DR. L. H. THOMAS.....	Clovis.
DR. JOEL ZIEGLER.....	Clovis.
DR. W. D. DABBS.....	Clovis.
DR. J. B. MOSS.....	Clovis.
DR. F. K. BUSTER.....	Cheyenne.
DR. O. J. RICHARDSON.....	Dumas.
DR. J. E. WHEELER.....	Dumas.
DR. T. J. GLENN.....	Farwell.
DR. P. L. SPRING.....	Friona.
DR. R. R. WILLS.....	Hereford.
DR. L. B. BARNETT.....	Hereford.
DR. J. J. DAVIS.....	Higgins.
DR. T. B. TRIPLETT.....	Mooreland.
DR. S. J. MONTGOMERY.....	Miami.
DR. C. H. ASHBY.....	Pampa.
DR. JOSEPH GATES.....	Pampa.
DR. L. E. GEORGE.....	Panhandle.
DR. D. E. 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. KLEBERGER.....	Spearman.
DR. K. L. PEACHER.....	Waynoka.
DR. C. W. TEDROWE.....	Woodward.
DR. R. G. OBERMILLER.....	Woodward.
DR. F. E. FLACK.....	Woodward.

BUFFALO DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 41		Ruling Grade Ascending	TIME TABLE No. 95 April 26, 1959	Ruling Grade Ascending	Water, Fuel, Turn Table and Wye	Communications	EAST- WARD Second Class 42
		Mixed							Mixed
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Mile Post		STATIONS				Arrive Daily Ex. Sun.
Yard		AM 7.00		70.7	WAYNOKA YL 4.6		W F Y T	C	PM 2.35
11	f	7.15	4.5	87.6	McKINLEY 6.0	88.0			f 2.20
20	f	7.30	10.5	76.5	BRACE 3.9	78.9			f 2.05
22	f	7.41	14.4	79.0	FAIR VALLEY 5.5	81.8		B	f 1.55
30	45	s 8.00	19.9	39.6	FREEDOM 4.7	72.8		C	s 1.40
33	f	8.19	26.1	52.8	EDITH 6.3	52.8			f 1.18
	88	f 8.37	32.4	52.8	SALT SPRINGS 4.7	52.8			f 1.01
14	f	8.49	37.1	38.7	LOVEDALE 6.2	31.7			f 12.49
55	33	s 9.06	43.8	52.8	SELMAN 6.7	29.0		C	s 12.32
100	65	s 9.30 AM	52.1	52.8	BUFFALO YL 8.3	37.0		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.

No switch lights on Buffalo District.

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS

DR. A. J. STREET.....	Amarillo.
DR. G. R. CHASE.....	Amarillo.
DR. R. E. GREER.....	Amarillo.
DR. EDWARD D. MCKAY.....	Amarillo.
DR. F. J. CRUMBLEY.....	Amarillo.
DR. C. E. WILLIAMS.....	Woodward.
DR. M. C. ENGLAND.....	Woodward.

FIRST DISTRICT

PLAINS DIVISION 2

Track Capacity 50 Ft. Per Car		WESTWARD First Class			Rolling Grade Ascending	TIME TABLE No. 95 April 26, 1959	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EASTWARD First Class				
		3		1						4		2		
		Other Tracks	Sidings	Passenger						San Francisco Chief-The Grand Canyon	Mile Post	STATIONS	Passenger	San Francisco Chief-The Grand Canyon
Yard		PM 3.50	AM 6.05	845.6		WAYNOKA 5.6	81.7	W T Y	C	AM 7.05	PM 10.00			
11	160	3.55		851.8	0	HEMAN 4.5	0		B	6.44	9.42			
20	225	3.59	6.13	858.3	47.5	BELVA 5.3	0		B	6.38	9.37			
30	199	4.04	6.18	861.6	52.8	QUINLAN 5.5	26.4		C	6.32	9.31			
35	138	4.09	6.24	867.1	52.8	CURTIS 5.9	81.7	W	B	6.24	9.25			
62	150	4.13	6.27	871.0	0	MOORELAND 10.3	81.7		C	6.14	9.21			
354	263	4.26	6.38	882.8	31.7	WOODWARD 0.2	0	W	C	6.05	9.12			
				883.0	28.5	M.K.T. Crossing 3.3	0							
					81.7									
10	138	4.30	6.42	886.3	81.7	GERLACH 6.3	20.6		B	5.58	9.02			
24	154	4.36	6.49	892.6	17.9	TANGIER 5.7	81.7		B	5.49	8.55			
51	146	4.42	6.56	898.8	26.4	FARGO 8.4	0		C	5.44	8.50			
80	150	4.50	7.05	408.7	30.6	GAGE 7.7	8.4		C	5.36	8.41			
410	N 147 S 108	5.00	7.13	414.4	81.7	SHATTUCK 6.5	0	W Y	C	5.29	8.30			
8	209	5.06	7.19	421.0	81.7	GOODWIN 7.7	21.2		B	5.19	8.19			
102	208	5.13	7.28	428.7	31.7	HIGGINS 8.6	31.2		C	5.11	8.12			
4	213	5.21		437.8	25.9	COBURN 6.8	81.7		B	5.03	8.02			
59	208	5.27	7.42	444.1	0	GLAZIER 5.3	81.7		C	4.57	7.56			
	375	5.32		449.4	20.2	CLEAR CREEK 5.7	31.7		B	4.51	7.50			
841	N 331 S 146	5.40	7.54	455.1	31.7	CANADIAN 8.4	0	W Y	C	4.45	7.45			
	208	5.48	8.04	463.5	31.7	MENDOTA 7.7	18.8		B	4.34	7.35			
13	218	5.56	8.11	471.2	31.7	LORA 5.7	0		B	4.25	7.28			
65	212	6.02	8.20	476.9	31.7	MIAMI 6.9	0	W	C	4.18	7.21			
17	210	6.09	8.28	483.8	31.7	CODMAN 7.4	0		B	4.09	7.13			
48	206	6.16	8.37	491.2	31.7	HOOVER 7.6	0		B	4.00	7.06			
1027	S 138 N 128	6.29	8.52	498.8	81.7	PAMPA YL 7.1	0	W F Y	C	3.53	6.59			
99	111	6.36	9.00	505.9	31.4	KINGS MILL 6.9	31.7		C	3.41	6.52			
283	S 107 N 158	6.43	9.07	512.8	31.1	WHITE DEER 5.8	81.7	Y	C	3.35	6.46			
21	112	6.49	9.13	518.6	31.7	CUYLER 7.4	28.2		B	3.30	6.41			
675	S 104 N 143	6.56	9.21	526.0	31.7	PANHANDLE 7.2	15.8	Y	C	3.23	6.35			
22	101	7.03	9.28	533.2	31.7	LEE 7.8	21.1		B	3.17	6.29			
34	S 106 N 110	7.10	9.35	541.0	31.7	ST. FRANCIS 5.1	21.1		B	3.10	6.23			
52	101	7.15	9.40	546.1	31.7	FOLSOM 5.6	81.7		B	3.05	6.19			
				551.7	31.7	DUMAS JCT. YL 0.5	81.7							
				552.2	3.7	C.R.I. & P. Crossing 0.1	0							
				552.8	10.6	EAST TOWER YL F.W. & D.C. Crossing 0.7	6.8		C					
Yard		7.30 PM	10.00 AM	553.0		AMARILLO YL		F W Y	C	2.55 AM	6.10 PM			
		Arrive Daily	Arrive Daily			(205.2)				Leave Daily	Leave Daily			
		56.0	52.4			Average speed per hour				49.2	53.5			

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

SIGNAL SYSTEM TWO IN EFFECT: Between Waynoka and Amarillo.

RULE 261 IN EFFECT: On Main Tracks and Sidings between Waynoka and M.P. 497.3 Pampa, except Siding Curtis and South Siding Shattuck where trains must comply with Rule 105.

RULE 251 IN EFFECT: Between M.P. 497.3 Pampa and Amarillo.

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

Between Westward Home Signals Broadway Street and Eastward Home Signals Ash Street, Waynoka, and between East Tower and Signal 5534, M.P. 553.7, 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 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 Main Tracks or Siding between M.P. 497.3 and West end North Siding through hand-throw switches without first obtaining authority from Control Station at time movement is to be made.

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

First Class trains may register at Waynoka by Form 903.

At Waynoka, East end track 13, M.P. 342.7 and at Pampa, West end North Siding, color-light switch point indicator indicates position of spring switch point only.

3 PLAINS DIVISION

SECOND DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD First Class				Mile Post	Ruling Grade Ascending	TIME TABLE No. 95 April 26, 1959	Ruling Grade Ascending	Fuel Water Turn Tables and Wye	Communication	EASTWARD First Class			
		3	93	1	75							4	94	2	76
		Passenger	West Texas Express	San Francisco Chief-The Grand Canyon	California Special							Passenger	Eastern Express	San Francisco Chief-The Grand Canyon	California Special
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		PM 7.50	AM 10.35	AM 10.10		553.0	7.5	AMARILLO YL 1.3	6.8	F W Y	C	AM 2.40	PM 5.25	PM 6.00	
Yard						554.8	81.7	JUNIOR YL 4.5	31.7	W F T	C				
25	100	7.57	10.43	10.18		558.8	10.6	ZITA 4.2	14.8		B	2.26	5.12	5.48	
16	^S 110 ^N 112	8.01	10.47	10.22		563.0	31.7	HANEY 7.4	31.7		B	2.22	5.08		
163	^S 113 ^N 107	8.07	^s 10.55 AM	^f 10.30		570.4	31.7	CANYON 10.1	15.8	Y	C	2.15	^f 5.01 PM	^f 5.38	
84	432	8.17		10.41		580.5	31.7	UMBARGER 6.0	31.7		C	2.06		5.29	
58	208	8.23		10.47		586.5	25.9	DAWN 6.8	31.7		B	2.01		5.24	
8	208	8.29		10.53		593.3	31.7	JOEL 6.2	0		B	1.55		5.18	
861	^S 111 ^N 149	8.35		^s 11.03		599.5	31.7	HEREFORD 8.3	21.6	W Y	C	1.49		^s 5.12	
49	208	8.42		11.13		607.8	31.7	SUMMERFIELD 6.9	10.5		B	1.41		5.04	
57	208	8.48		11.20		614.7	18.2	BLACK 7.1	21.1	W	C	1.35		4.58	
153	162	8.54		^f 11.30		621.8	31.7	FRIONA 6.5	0		C	1.29		^s 4.52	
20	275	9.00		11.37		628.3	10.6	PARMERTON 5.8	31.7		B	1.23		4.47	
143	155	9.05		^f 11.45		634.1	31.7	BOVINA 6.9	28.5		C	1.17		^f 4.42	
6	228	9.11		11.51		641.0	17.0	WILSEY 6.4	31.7		B	1.11		4.36	
278	^S 132 ^N 165	9.17		^f 11.59 PM	AM 10.10	647.4	21.1	TEXICO 9.3	8.7	Y	C	1.05		^f 4.31 ^s 4.40	PM
Yard		^s 9.30 PM		^s 12.15 PM	^s 10.30 AM	656.7		CLOVIS YL		W F T Y	C	12.55 AM		4.20 PM	4.25 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(103.7)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
		62.2	52.3	49.7	27.9			Average speed per hour				59.3	43.5	62.2	55.8

TWO TRACKS between Amarillo and M.P. 572.2 Canyon, and between M.P. 646 Texico, and Clovis.

SIGNAL SYSTEM TWO IN EFFECT: Between Amarillo and Clovis.

RULE 261 IN EFFECT: On Main Tracks and Sidings between M.P. 569.4 Canyon, and crossovers M.P. 649.1 Texico, including Home Signals on Slaton Division at M.P. 1.2 Texico, and at M.P. 571.6 Canyon, except South or Slaton Siding Texico where trains must comply with Rule 105.

RULE 251 IN EFFECT: Between Amarillo and M.P. 569.4 Canyon, and between crossovers M.P. 649.1 Texico, and Clovis.

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

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

Between East Tower and Signal 5534, M.P. 553.7, Amarillo, and at Clovis, between Westward Interlocking Signals East end yard and Eastward Interlocking Signals West end 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 from Slaton Division entering Second District at Canyon or Texico may proceed on clear train order signal in lieu of clearance card.

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

Trains may register at Junior by Form 903.

DUMAS DISTRICT

PLAINS DIVISION

4

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 37		Rating Grade Ascending	TIME TABLE No. 95 April 26, 1959	Rating Grade Ascending	Fuel, Water, Turn Table, Wyes	Communications	EAST- WARD Second Class 38
Other Tracks	Sidings	Mixed	Mile Post		STATIONS				Mixed
		Leave Daily AM 7.15			AMARILLO YL 1.3		Y		Arrive Daily PM 8.30
58			.0	0.0	DUMAS JCT. YL 0.1	0.0			
			0.1	7.4	C.R.I. & P. Crossing 8.1	52.8			
	61	f 7.30	8.2	20.4	JUILLIARD 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	48.8	CHUNKY YL 4.2	52.8		B	f 6.45
	63	f 7.48	18.8	52.8	PUENTE 8.4	39.6		B	f 6.30
15	69	f 8.08	27.2	52.8	MARSH 7.4	0.0		B	f 6.15
141	60	f 8.25	34.6	38.0	EXELL YL 6.7	52.8		B	f 6.00
15	61	f 8.38	41.3	52.8	BAUTISTA 10.8	39.6		B	f 5.49
221	57	s 9.00	52.1	7.4	DUMAS YL 6.2	81.7		C	s 5.30
11	61	f 9.10	58.3	18.7	MACHOVEC YL 5.3	19.6		B	f 5.10
			68.6	0.0	C.R.I. & P. Crossing 0.4	0.0			
206	64	s 9.45	64.0	30.6	ETTER YL 11.1	30.9	Y	C	s 5.00
29	61	f 10.05	75.1	52.8	LAUTZ 10.4	52.8		B	f 4.35
			85.5	12.1	C.R.I. & P. Crossing 0.2	0.0			
80	63	s 10.40	85.7	31.7	STRATFORD YL 4.9	11.6		C	f 4.15
11	61	f 10.50	90.6	52.8	MALLET 9.5	20.0		B	f 4.05
117	58	f 11.05	100.1	52.8	KERRICK 10.9	52.8		B	f 3.50
14	61	f 11.30 PM	111.0	52.8	CONRAD 11.6	28.8		B	f 3.33
Yard		s 12.30 PM	122.6		BOISE CITY YL		FY	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 First District Time Table rules between Dumas Junction and Amarillo.

At Boise City, Plains Division trains will be governed by Middle Division Time Table and rules.

SIGNAL SYSTEM TWO IN EFFECT: On Dumas District.

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

5 PLAINS DIVISION

SHATTUCK DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class		Ruling Grade Ascending	TIME TABLE No. 39 April 26, 1959	Ruling Grade Ascending	Water, Fuel, Wyes	Communications	EAST- WARD Second Class
		39							40
		Motor							Motor
Other Tracks	Slidings	Leave Daily Except Sun.	Mile Post		STATIONS				Arrive Daily Except Sun.
Yard		AM 9.00							PM 6.05
				42.2	SHATTUCK YL 11.6	26.4	WYF	C	
11	43	f 9.18	11.8	42.2	MAGOUN 7.2	29.0			f 5.40
96	43	s 9.31	18.5	42.2	FOLLETT YL 4.6	29.0		C	s 5.30
	90	f 9.39	23.1	42.2	SHERLOCK 6.6	42.2			f 5.18
63	42	s 9.48	29.7	42.2	DARROUZETT 7.0	0.0		C	s 5.05
25		f 10.01	36.7	42.2	GAYLORD 5.5	42.2			f 4.54
63	92	s 10.10	42.2	37.0	BOOKER YL 5.4	15.8		C	s 4.45
35	42	f 10.19	47.6	31.6	HUNTOON 5.2	2.6			f 4.35
52		f 10.26	52.8	15.8	TWICHELL 5.0	15.8			f 4.27
255	92	s 10.45	57.8	18.6	PERRYTON YL 5.7	26.4		C	s 4.20
10		f 10.54	63.5	15.8	LORD 5.2	0.0			f 4.06
75		s 11.03	68.7	18.6	FARNSWORTH 5.0	5.8			s 3.58
52	43	s 11.13	73.7	21.1	WAKA 10.1	7.9			f 3.50
329	42	s 11.30 -AM-	83.8	39.6	SPEARMAN YL 9.4	39.6	Y	C	3.35 PM
39			93.2	52.8	McKIBBEN 8.9	52.8			
41	60		102.1	48.6	MORSE YL 1.2	0.0			
			103.8	36.4	R.I. JCT. 30.3	52.8	Y		
			133.6	52.8	ETTER JCT. 0.5	0.0		B	
206	64		134.1	0.0	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 IN EFFECT: 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.

CLINTON DISTRICT
PLAINS DIVISION
6

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 61		Ruling Grade Ascending	TIME TABLE No. 95 April 26, 1959	Ruling Grade Ascending	Water, Fuel, Wyer	Communications	EAST- WARD Second Class 62
Other Tracks	Sidings	Leave Mon., Wed., and Fri.	Mile Post		STATIONS				Arrive Tues., Thurs., and Sat.
254		AM 8.50		31.7	PAMPA YL 8.6	31.7	FWY	C	PM 12.50
	81	f 9.05	8.4	52.8	HEATON YL 10.1	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	MOBRETIE YL 9.1	52.8		C	s 11.20
40		f 10.05	39.4	52.8	BRISCOE 10.9	52.8		B	f 10.55
72		s 10.25	50.3	52.8	ALLISON 11.5	52.8		B	s 10.30
64		s 10.45	61.8	9.5	RYDON 8.6	52.8		C	s 10.05
	42	f 10.58	70.4	31.7	MacKIE 10.3	44.4		B	f 9.50
50	11	s 11.35	80.9	31.7	CHEYENNE YL 7.2	42.2		C	s 9.20
	9	f 11.50 PM	88.1	52.8	STRONG CITY 8.1	52.8		B	f 8.45
9		f 12.10	96.2	52.8	HERRING 9.0	52.8		B	f 8.25
			105.2	0.0	M.K.T. Crossing 9.2	26.4			
28	15	s 12.40	108.4	52.8	HAMMON JCT. YL 3.8	52.8		B	8.00
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 1.8	52.8			
		s 3.30 PM	136.4		CLINTON YL		FWY	C	6.30 AM
		Arrive Mon., Wed., and Fri.			(136.6)				Leave Tues., Thurs., and Sat.
		20.5			Average speed per hour				21.6

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

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

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

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

At Pampa, Clinton District trains will be governed by First 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.

7 PLAINS DIVISION

SPECIAL RULES

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

Rule 104(A) of the Rules, Operating Department, revised 1953, is amended as follows:

Rule 104(A). When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

2. YARD LIMITS:

Amarillo.	Exell.	Spearman.
Borger.	Follett.	Stratford.
Boise City.	Heaton	Shattuck (Applies only
Booker.	Hammon Jct.	on Shattuck Dis-
Buffalo.	Junior.	trict.)
Cheyenne.	Machovec.	Waynoka (Applies only
Chunky.	Mobeetie.	on Buffalo District.)
Clinton.	Morse.	
Clovis.	Pampa.	
Dumas.	Panhandle (applies on	
Dumas Jct.	Borger District	
East Tower.	only.)	
Etter.	Perryton.	

3. SPEED REGULATIONS

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASS- ENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
SECOND DISTRICT:		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
BUFFALO DISTRICT		
	25	25
SHATTUCK DISTRICT		
	45	35

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
CLINTON DISTRICT:		
Pampa to M.P. 85	45	40
M.P. 85 to Clinton	30	30
BORGER DISTRICT		
	50	45
DUMAS DISTRICT		
	50	40
FIRST DISTRICT		
2 Curves, M.P. 343.3 to 343.9	60	55
3 Curves, M.P. 345.2 to 345.7 Eastward main	45	45
Curve, M.P. 345.9 to 346.3 Eastward main	65	55
4 Curves, M.P. 345.2 to 346.3 Westward main	45	45
M.P. 365.8 to 366.0 Westward	79	55
Curve, M.P. 379.0 to 379.3	65	55
Curve, M.P. 383.0 to 383.1	60	55
Curve, M.P. 385.4 to 385.8	65	55
2 Curves, M.P. 386.4 to 388.9	60	50
Curve, M.P. 389.6 to 389.9	65	55
M.P. 391.3 to 391.4 Westward	79	55
M.P. 391.5 to 391.6 Eastward	79	55
5 Curves, M.P. 422.3 to 425.4	65	55
Curve, M.P. 426.1 to 426.6	65	55
Curve, M.P. 444.6 to 444.9	70	55
Curve, M.P. 445.7 to 446.3	65	55
2 Curves, M.P. 450.7 to 453.4	65	55
Bridge M.P. 453.5 to 453.9		
Westward trains	35	35
Eastward trains	45	45
Curve, M.P. 454.2 to 454.5	65	55
2 Curves, M.P. 459.7 to 460.9 Eastward	65	55
2 Curves, M.P. 460.1 to 460.9 Westward	65	55
Curve, M.P. 464.8 to 465.0	65	55
Curve, M.P. 468.8 to 469.3	65	55
Curve, M.P. 475.3 to 475.6	65	55
7 Curves, M.P. 477.1 to 480.9	65	55
4 Curves, M.P. 486.1 to 488.4	65	55
3 Curves, M.P. 489.8 to 491.9	65	55
3 Curves, M.P. 494.2 to 495.8	65	55
Turnout, M.P. 497.3, Westward Main	40	40
M.P. 527.5 to 528.9 Eastward Main	79	55
Curve, M.P. 552.0 to 552.1	65	55
SECOND DISTRICT		
Curve, M.P. 566.2 to 566.4 Eastward Main	70	55
Curve, M.P. 567.8 to 568.0 Westward Main	65	55
Curve, M.P. 568.8 to 569.4 Westward Main	65	55
Curve, M.P. 568.8 to 569.4 Eastward Main	65	55
Curve, M.P. 569.9 to 570.2 Westward Main	65	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	65	55
2 Curves, M.P. 647.2 to 647.6	30	30

SPECIAL RULES

PLAINS DIVISION

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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
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
Woodward	Sixth to Ninth	25
Shattuck	Main St.	55
Hereford	All crossings from Lee Avenue Crossing to Park Ave. Crossing.	30
Texico	Wheeler	30
Amarillo	Northeast 8th (Dumas Dist.)	15

(D) MAXIMUM SPEED OF ENGINES.

	MILES PER HOUR			Backing Or When Con- trolled From Rear Unit	Dead In Train
	Forward	Light Forward			
Diesel and Gas-Electric					
11-90, 300-314	100	80	45	90	
325-344	80	80	45	80	
100-289, 401-430	65	65	45	60	
99, 600-611, 700-751, 2099, 2100- 2162, 2650-2893, 3000-3019	65	65	45*	60	
450-451	30	30	30	20	
460-468	35	35	35	20	
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45	
650-653, 2300	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.

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	Maxi- mum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099- 2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019.	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500- 564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars			
	3	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 following speeds:

Buffalo District	15 MPH	Dumas District	24 MPH
Shattuck District	24 MPH	Borger District	24 MPH
Clinton District		First and Second Dist.	30 MPH
M.P. 0 to M.P. 85	24 MPH		
M.P. 85 to Clinton	15 MPH		

(G) ENGINES HANDLED DEAD IN TRAINS

Steam engines will only be handled dead in train on, and in accordance with, special instructions from the Trainmaster.

(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
Waynoka	I	East end Two Tracks MP 342.4	40
	I	West end extension track MP 342.4	30
	I	Turnout to lead MP 342.5	30
	I	Crossover between east yard lead and track 14 MP 342.6	30
	S	East end track 13, MP 342.7	25
	I	Turnout to yard MP 343.6	30
	I	Crossover MP 345.1	30

9 PLAINS DIVISION

3. SPEED REGULATIONS—(Cont'd)

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

Station	Type	Location	MILES PER HOUR
Waynoka	I	Crossover and two turnouts MP 345.2	15
	I	West end Two Tracks MP 346.9	40
Heman	I	Both ends siding	40
Belva	I	Both ends siding	40
Quinlan	I	Both ends siding	40
Curtis	I	Both ends siding	30
Mooreland	I	Both ends siding	40
Woodward	I	Both ends siding	40
	I	Double crossovers MP 381.3	40
Gerlach	I	Both ends siding	40
Tangier	I	Both ends siding	40
Fargo	I	Both ends siding	40
Gage	I	Both ends siding	40
Shattuck	I	Both ends north siding	40
	I	Both ends south siding	15
	I	Crossover MP 414.7	15
	I	Turnout to Shattuck Dist.	15
Goodwin	I	Both ends siding	40
Higgins	I	Both ends siding	40
	I	Crossover MP 428	40
Coburn	I	Both ends siding	40
	I	Crossover MP 437	40
Glazier	I	Both ends siding	40
Clear Creek	I	Both ends siding	40
	I	Double crossovers MP 450.3	40
Canadian	I	Double crossovers MP 455.4	30
	I	Turnout to yard lead MP 456.8	15
	I	Double crossovers MP 456.8	40
	I	Both ends both sidings	40
Mendota	I	Both ends siding	40
Lora	I	Both ends siding	40
Miami	I	Both ends siding	40
	I	Crossover MP 476.8	40
Codman	I	Both ends siding	40
Hoover	I	Both ends siding	40
Pampa	I	Turnout to westward main track, MP 497.3	40
	I	Both ends south siding	40
	I	East end north siding	30
	S	West end north siding	25
East Tower	I	Turnout to Dumas District	30
	I	Both ends tail track leading to Dumas Dist.	15
	I	Crossover MP 552.3	15
	I	Turnouts to passenger main tracks MP 552.4	40
Junior	I	Crossover and turnouts to leads, MP 555.8	30
Canyon	I	Crossover MP 569.4	40
	I	Both ends north siding	30
	I	East end south siding	40
	I	Crossover to south siding MP 570.8	15
	I	Crossover MP 570.8	40
	I	Crossovers MP 570.9	30
	I	Turnout from westward main track, MP 572.2	40
Umbarger	I	Both ends siding	40
	I	Crossover MP 578.9	40
Dawn	I	Both ends siding	40
Joel	I	Both ends siding	40
Hereford	I	Both ends both sidings	40
Summerfield	I	Both ends siding	40
Black	I	Both ends siding	40
	I	Crossover MP 615.3	40
Frona	I	Both ends siding	40

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

Station	Type	Location	MILES PER HOUR
Parmerton	I	Both ends siding	40
	I	Crossover MP 628.3	40
Bovina	I	Both ends siding	40
Wilsey	I	Both ends siding	40
Texico	I	Turnout east end Two Tracks MP 646	40
	I	Both ends north siding	30
	I	Both ends Slaton siding	30
	I	Turnout to Slaton Division MP 647.3	30
	I	Double crossovers MP 647.6	30
	I	Double crossovers MP 649.0	40

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 posi- tion.

5. RAILROAD CROSSINGS

(A) LOCATION OF INTERLOCKINGS

Name	Type	Speed	
		Passenger	Freight
Stratford	Automatic Interlocking . . .	30	30
East Tower	Interlocking	79	55
Woodward	Interlocking	60	55

(B) GATE PROTECTED RAILROAD CROSSINGS.

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

Location	Railroad	M.P. Loca- tions	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

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
FIRST DISTRICT			
O'Connor	348.9	41	East
Mendota Stock Yard	465.3	26	West & East
Empire Pipe Line Co.	501.9	120	West & East
Cabot Carbon Corporation	503.6	59	West
Champlin Refining Co.	503.9	37	West & East
Celanese Corp. of America	504.3	128	West & East
Texas Pipe Line Co.	506.2	32	West & East
Texoma Natural Gas Co.	507.8	27	West
Skellytown Industrial			
Spur 10.1 miles	512.8	470	West & East
Pantex Ordnance Plant	539.1	Yard	West & East
Amarillo Air Force Base	543.4	Yard	West & East
Massey-Harris	546.9	7	East
SECOND DISTRICT			
Heard Spur	596.7	9	West
Chemical Co. of Texas	597.1	3	West
Huston	601.6	67	West & East
DUMAS DISTRICT			
Potash Co. of America	57.8	67	West
American Zinc Co. of Illinois 3.01 Miles	57.8	106	West
Cactus Ordnance Plant	65.0	Yard	West & East
BUFFALO DISTRICT			
Selman Stock Spur	39.0	13	East
CLINTON DISTRICT			
Coltexo Industrial Spur 8.19 miles	8.6	121	East
Moody Compress & Whse. Co. of Texas	11.2	45	East
J. N. Philpot Elevator Co.	13.3	7	West & East
Hammon Spur 1.7 miles	105.4	21	East
Bartlett Gasoline Co.	119.6	11	West
Acme Brick Co.	135.6	28	West

7. SPECIAL RULES AND FACILITIES

High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent automatic block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:

Bridge 376.4—Near Mooreland.	Bridge 468.7—Near Lora.
Bridge 398.0—Fargo.	Bridge 470.5—Near Lora.
Bridge 408.5—Near Gage.	Bridge 472.7—Near Lora.
Bridge 404.5—Near Gage.	Bridge 481.0—Near Codman.
Bridge 405.0—Near Gage.	Bridge 482.0—Near Codman.
Bridge 409.6—Near Gage.	Bridge 483.2—Codman.
Bridge 461.2—Near Mendota.	Bridge 486.3—Near Codman.
Bridge 462.3—Near Mendota.	Bridge 488.1—Near Hoover.
Bridge 465.0—Near Mendota.	Bridge 636.6—Bovina.

8. BULLETIN BOOKS

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

9. STANDARD CLOCKS

AMARILLO	CLOVIS
BORGER	PAMPA
BOISE CITY	WAYNOKA
CANADIAN	

10. STANDARD THERMOMETERS

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

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.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Hazelton	Waynoka and beyond	Wellington and beyond
	Umbarger	Clovis and beyond	Beyond Amarillo
	Black	Belen and beyond	Beyond Clovis
2	Ft. Sumner		
	Encino		
	Yeso		
	Taiban	Clovis and beyond	Belen and beyond
	Ft. Sumner		
	Melrose		
	Black		
	Umbarger	Beyond Amarillo	Clovis and beyond
	Hazelton	Wellington and beyond	Waynoka and beyond



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.)

