

C. T. HERZOG, Trainmaster.....Amarillo, Texas.  
 L. R. MITCHELL, Trainmaster.....Amarillo, Texas.  
 W. K. LUDDEN, Road Foreman of Engines.....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...Berger.
MRS. SENA A.	JOHN H. FURBACH...Amarillo.
NORTHUP.....Woodward.	L. N. PITTMAN.....Amarillo.
JOHN DANIEL, JR....Woodward.	BRYANT MADDOX....Amarillo.
KYLE MOORE.....Shattuck.	RALPH L. TOMER.....Clovis.
EARL F. MILLER....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"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	24 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.

# 97

**IN EFFECT**

**Sunday, September 25, 1960**

**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.

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

**T. W. GOOLSBY**  
Superintendent,  
Amarillo, Texas.

# 1 PLAINS DIVISION

## BORGER DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD <b>59</b>		Rolling Grade Ascending	TIME TABLE No. 97 September 25, 1960		Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD <b>60</b>	
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Mile Post		STATIONS	Feet Per Mile				Arrive Daily Ex. Sun.	
		AM 10.30		31.7 28.5 22.2 42.8 0 31.2	PANHANDLE YL 6.8	PM 2.30					
16	72	f 10.40	5.5		ABELL 4.5	f 1.50					
87		f 10.50	10.0		POMEROY 5.8	f 1.30					
89	74	f 11.00	15.8		McBRIDE 12.0	f 1.20					
Yard		s 11.59 AM	27.8		BORGER YL 3.4		1.00 PM	Y	C		
		Arrive Daily Ex. Sun.	31.2		END TRACK (32.4)		Leave Daily Ex. Sun.		B		
		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.

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

## BUFFALO DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class <b>41</b>		Rolling Grade Ascending	TIME TABLE No. 97 September 25, 1960		Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class <b>42</b>	
Other Tracks	Sid- ings	Leave Daily Ex. Sun.	Mile Post		STATIONS	Feet Per Mile				Arrive Daily Ex. Sun.	
		AM 7.00		70.7 87.6 76.5 79.0 89.6 52.8 52.8 38.7 52.8 52.8	WAYNOKA YL 4.6	PM 2.35					
11	1	f 7.15	4.5		McKINLEY 6.0	f 2.20					
20		f 7.30	10.5		BRACE 3.9	f 2.05					
22		f 7.41	14.4		FAIR VALLEY 5.5	f 1.55			B		
30	45	s 8.00	19.9		FREEDOM 6.2	s 1.40			C		
83		f 8.19	26.1		EDITH 6.3	f 1.18					
	38	f 8.37	32.4		SALT SPRINGS 4.7	f 1.01					
14		f 8.49	37.1		LOVEDALE 6.7	f 12.49					
55	33	s 9.06	43.8		SELMAN 8.3	s 12.32			C		
100	55	s 9.30 AM	52.1		BUFFALO YL		12.10 PM	Y	C		
		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, trains will be governed by First District time table rules.

No switch lights on Buffalo District.

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

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

#### LOCAL SURGEONS

DR. A. E. WINSETT.....Amarillo.  
 DR. D. H. LOVING.....Amarillo.  
 DR. W. H. WHEIR.....Amarillo.  
 DR. E. M. WINSETT.....Amarillo.  
 DR. L. R. DEVANNBY.....Amarillo.  
 DR. G. T. ROYSE.....Amarillo.  
 DR. F. S. HARKLEROAD.....Amarillo.  
 DR. P. H. HARALSON.....Amarillo.  
 DR. CHAS. WOLFSON.....Amarillo.  
 DR. ROY DAUGHERTY.....Amarillo.  
 DR. M. M. STEPHENS.....Borger.  
 DR. W. G. STEPHENS.....Borger.  
 DR. HARVEY HAYS.....Borger.  
 DR. E. H. SNYDER.....Canadian.  
 DR. RUSH SNYDER.....Canadian.  
 DR. E. H. MORRIS.....Canadian.  
 DR. R. A. NEBLITT.....Canyon.  
 DR. C. R. NESTER.....Canyon.  
 DR. LETA N. BOSWELL.....Canyon.  
 DR. JOHN M. BRYAN.....Canyon.  
 DR. R. N. MCCLELLAND.....Canyon.  
 DR. V. S. JOHNSON.....Clovis.  
 DR. L. H. THOMAS.....Clovis.  
 DR. JOEL ZIEGLER.....Clovis.  
 DR. W. D. DABBS.....Clovis.  
 DR. J. E. MOSS.....Cheyenne.  
 DR. F. K. BUSTER.....Dumas.  
 DR. O. J. RICHARDSON.....Dumas.  
 DR. JOSEPH C. GOULDING.....Boise City.  
 DR. J. L. WHEELER.....Farwell.  
 DR. T. J. GLENN.....Farwell.

#### LOCAL SURGEONS—(Cont'd)

DR. P. L. SPRING.....Frlona.  
 DR. R. R. WILLS.....Hereford.  
 DR. L. B. BARNETT.....Hereford.  
 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. J. E. JOHNSON.....Perryton.  
 DR. R. K. SANFORD.....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. P. E. SMITH.....Stratford.  
 DR. DOUGLAS D. LEATHERMAN.....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.  
 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**

Track Capacity 50 Ft. Per Car		WESTWARD			Mile Post	Rating Grade Ascending	TIME TABLE No. 97 September 25, 1960			Rating Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD	
		First Class		Passenger			San Francisco Chief	First Class						
		3	1					4	2					
Other Tracks	Sidings	Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily			
Yard		PM 3.50	AM 6.05	345.5	0	<b>WAYNOKA</b> 5.6	31.7	TY	C	AM 7.50	PM 10.00			
11	160	3.55		351.8	47.5	<b>HEMAN</b> 4.5	0		B	7.27	9.42			
20	225	3.59	6.13	356.8	52.8	<b>BELVA</b> 5.3	0		B	7.21	9.37			
30	199	4.04	6.18	361.6	52.8	<b>QUINLAN</b> 5.5	26.4		C	7.15	9.31			
35	138	4.09	6.24	367.1	0	<b>CURTIS</b> 3.9	31.7		B	7.09	9.25			
52	150	4.13	6.27	371.0	31.7	<b>MOORELAND</b> 10.3	31.7		C	6.59	9.21			
354	263	4.26	6.38	382.8	28.5	<b>WOODWARD</b> 8.2	0		C	6.50	9.12			
				388.0	31.7	<b>M.K.T. Crossing</b> 3.3	0							
10	138	4.30	6.42	386.8	31.7	<b>GERLACH</b> 6.3	20.6		B	6.42	9.02			
24	154	4.36	6.49	392.6	17.9	<b>TANGIER</b> 5.7	31.7		B	6.34	8.55			
51	148	4.42	6.56	398.8	26.4	<b>FARGO</b> 8.4	0		C	6.29	8.50			
80	150	4.50	7.05	406.7	30.5	<b>GAGE</b> 7.7	8.4		C	6.21	8.41			
410	N 147 S 103	5.00	7.13	414.4	31.7	<b>SHATTUCK</b> 6.5	0	Y	C	6.14	8.30			
8	209	5.06	7.19	421.0	31.7	<b>GOODWIN</b> 7.7	21.2		B	6.04	8.19			
102	208	5.13	7.28	428.7	31.7	<b>HIGGINS</b> 8.6	31.2		C	5.56	8.12			
4	213	5.21		437.3	25.9	<b>COBURN</b> 6.8	31.7		B	5.48	8.02			
59	208	5.27	7.42	444.1	0	<b>GLAZIER</b> 5.3	31.7		C	5.42	7.56			
	375	5.32		449.4	29.2	<b>CLEAR CREEK</b> 5.7	31.7		B	5.36	7.50			
841	331	5.40	7.54	453.1	31.7	<b>CANADIAN</b> 8.4	0	Y	C	5.30	7.45			
	203	5.48	8.04	463.5	31.7	<b>MENDOTA</b> 7.7	18.8			5.19	7.35			
13	218	5.56	8.11	471.2	31.7	<b>LORA</b> 5.7	0			5.10	7.28			
65	212	6.02	8.20	476.9	31.7	<b>MIAMI</b> 6.9	0		C	5.03	7.21			
17	210	6.09	8.28	483.8	31.7	<b>CODMAN</b> 7.4	0			4.54	7.13			
48	206	6.16	8.37	491.2	31.7	<b>HOOVER</b> 7.6	0			4.45	7.06			
1027	S 133 N 129	6.29	8.52	498.8	31.7	<b>PAMPA</b> 7.1	0	Y	C	4.38	6.59			
210		6.36	9.00	505.9	31.4	<b>KINGS MILL</b> 6.9	31.7		C	4.26	6.52			
283	S 107 N 158	6.43	9.07	512.8	31.1	<b>WHITE DEER</b> 5.8	31.7	Y	C	4.20	6.46			
21	112	6.49	9.13	518.6	31.7	<b>CUYLER</b> 7.4	23.2		B	4.15	6.41			
675	S 104 N 148	6.56	9.21	526.0	31.7	<b>PANHANDLE</b> 7.2	18.8	Y	C	4.08	6.35			
22	101	7.03	9.28	533.2	31.7	<b>LEE</b> 7.8	21.1		B	4.02	6.29			
250		7.10	9.35	541.0	31.7	<b>ST. FRANCIS</b> 5.1	21.1		B	3.55	6.23			
153		7.15	9.40	546.1	31.7	<b>FOLSOM</b> 5.6	31.7		B	3.50	6.19			
				551.7	31.7	<b>DUMAS JCT. YL</b> 0.5	31.7							
				552.2	8.7	<b>C.R.I. &amp; P. Crossing</b> 0.1	0							
				552.3	10.6	<b>EAST TOWER YL</b> <b>F.W. &amp; D.C. Crossing</b> 0.7	6.8		C					
Yard		7.30 PM	10.00 AM	553.0		<b>AMARILLO YL</b>		Y	C	3.40 AM	6.10 PM			
		Arrive Daily	Arrive Daily			(205.2)				Leave Daily	Leave Daily			
		55.0	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.

RULE 261 IN EFFECT: On Main Tracks and Sidings between Waynoka and M.P. 500.8 Pampa, except Siding Curtis and South Siding Shattuck where trains must comply with Rule 105.

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

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

At Waynoka, between Westward Home Signals Broadway Street and Eastward Home Signals Ash Street, trains and engines must proceed at restricted speed.

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

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, colorlight switch point indicator indicates position of spring switch point only.

Track Capacity 50 ft. Per Car		WESTWARD				Mile Post	Feet Per Mile	TIME TABLE No. 97 September 25, 1960	Feet Per Mile	Turn Table and Wye	Communications	EASTWARD			
		First Class										First Class			
		3	93	1	75							4	94	2	76
Other Tracks	Sidings	Passenger Leave Daily	West Texas Express Leave Daily	San Francisco Chief Leave Daily	California Special Leave Daily			STATIONS			Passenger Arrive Daily	Eastern Express Arrive Daily	San Francisco Chief Arrive Daily	California Special Arrive Daily	
		PM 7.50	AM 10.35	AM 10.10		553.0	7.5	AMARILLO YL 1.3	8.8	Y C	AM 3.25	PM 5.25	PM 6.00		
Yard						554.3	81.7	JUNIOR YL 4.5	81.7	T C					
125		7.57	10.43	10.18		558.8	10.6	ZITA 4.2	14.8	B	3.10	5.12	5.48		
238		8.01	10.47	10.22		563.0	81.7	HANEY 7.4	81.7	B	3.06	5.08			
163	8113 N107	8.07	10.55 AM	10.30		570.4	81.7	CANYON 10.1	15.8	Y C	2.59	5.01 PM	5.38		
84	482	8.17		10.41		580.5	81.7	UMBARGER 6.0	81.7	C	2.51		5.29		
68	208	8.23		10.47		586.5	28.9	DAWN 6.8	81.7	B	2.46		5.24		
8	208	8.29		10.53		593.8	81.7	JOEL 6.2	0	B	2.40		5.18		
861	8111 N149	8.35		11.03		599.5	81.7	HEREFORD 8.3	21.6	Y C	2.34		5.12		
49	208	8.42		11.13		607.8	81.7	SUMMERFIELD 6.9	10.5	B	2.27		5.04		
57	208	8.48		11.20		614.7	18.2	BLACK 7.1	21.1	C	2.21		4.58		
153	162	8.54		11.30		621.8	81.7	FRIONA 6.5	0	C	2.15		4.52		
20	275	9.00		11.37		628.3	10.6	PARMERTON 5.8	81.7	B	2.09		4.47		
143	155	9.05		11.45		634.1	81.7	BOVINA 6.9	28.5	C	2.04		4.42		
6	228	9.11		11.51		641.0	17.0	WILSEY 6.4	81.7	B	1.58		4.36		
278	8132 N166	9.17		11.59 AM	10.10	647.4	21.1	TEXICO 9.3	8.7	Y C	1.53		4.31 PM	4.40	
Yard		9.30 PM		12.15 PM	10.30 AM	656.7		CLOVIS YL		T Y C	1.45 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	59.2	49.7	27.9			Average speed per hour			62.2	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.

RULE 261 IN EFFECT: On Main Tracks and Sidings between MP 569.4 Canyon and sign reading "End TCS" at interlocking, east end Clovis yard, including Home Signals on Slaton Division at MP 1.2 Texico, and at MP 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.

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

At Amarillo, between East Tower and Signal 5534, M.P. 553.7, 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 at restricted speed; 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.

At Clovis, trains will be governed by Pecos Division timetable rules.

**DUMAS DISTRICT**

**PLAINS DIVISION**

Track Capacity 50 ft. Per Car		WEST- WARD Second Class <b>37</b>			Railing Grade Ascending	TIME TABLE No. 97 September 25, 1960	Railing Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class <b>38</b>
Other Tracks	Sidings	Mixed	Mile Post	Feet Per Mile						Feet Per Mile
		AM 7.15				<b>STATIONS</b>				PM 8.30
68			.0	0.0		<b>AMARILLO YL</b> 1.3		Y		
			0.1	7.4		<b>DUMAS JCT. YL</b> 0.1	0.0			
	61	f 7.30	8.2	26.4		<b>C.R.I. &amp; P. Crossing</b> 8.1	52.8			
						<b>JULLIARD</b> 3.6	52.8		B	f 7.05
83		f 7.36	11.8	0.0		<b>GLUCK</b> 2.8	52.8		B	f 6.55
57		f 7.41	14.6	48.8		<b>CHUNKY YL</b> 4.2	52.8		B	f 6.45
	68	f 7.48	18.8	52.8		<b>PUENTE</b> 8.4	89.6		B	f 6.30
16	69	f 8.08	27.2	52.8		<b>MARSH</b> 7.4	0.0		B	f 6.15
141	60	f 8.25	34.6	88.0		<b>EXELL YL</b> 6.7	52.8		B	f 6.00
15	61	f 8.38	41.3	52.8		<b>BAUTISTA</b> 10.8	89.6		B	f 5.49
221	57	s 9.00	52.1	7.4		<b>DUMAS YL</b> 6.2	81.7		C	s 5.30
11	61	f 9.10	58.3	18.7		<b>MACHOVEC YL</b> 5.3	19.6		B	f 5.10
			63.6	0.0		<b>C.R.I. &amp; P. Crossing</b> 0.4	0.0			
206	64	s 9.45	64.0	30.6		<b>ETTER YL</b> 11.1	30.9	Y	C	s 5.00
29	61	f 10.05	75.1	52.8		<b>LAUTZ</b> 10.4	52.8		B	f 4.35
			85.5	12.1		<b>C.R.I. &amp; P. Crossing</b> 0.2	0.0			
80	68	s 10.40	85.7	81.7		<b>STRATFORD YL</b> 4.9	11.6		C	f 4.15
11	61	f 10.50	90.6	52.8		<b>MALLETT</b> 9.5	29.0		B	f 4.05
117	58	f 11.05	100.1	52.8		<b>KERRICK</b> 10.9	52.8		B	f 3.50
14	61	f 11.30	111.0	52.8		<b>CONRAD</b> 11.6	28.8		B	f 3.33
Yard		s 12.30 PM	122.6			<b>BOISE CITY YL</b>		Y	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.

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

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

**SIGNAL SYSTEM TWO IN EFFECT.**

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

5 PLAINS DIVISION

SHATTUCK DISTRICT

Track Capacity 60 ft. Per Car		WEST- WARD ↓		Rating Grade Ascending	TIME TABLE No. 97 September 25, 1960	Rating Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard				42.2	<b>SHATTUCK YL</b> 11.6	26.4	Y	C	
11	43		11.3	42.2	MAGOUN 7.2	20.0			
96	43		18.5	42.2	FOLLETT YL 4.5	20.0		C	
	90		23.1	42.2	SHERLOCK 6.6	42.2			
63	42		29.7	42.2	DARROUZETT 7.0	0.0		C	
25			36.7	37.0	GAYLORD 5.5	42.2			
63	92		42.2	31.6	BOOKER YL 5.4	15.8		C	
35	42		47.6	15.8	HUNTOON 5.2	2.6			
52			52.8	18.5	TWICHELL 5.0	15.8			
255	92		57.8	15.8	PERRYTON YL 5.7	26.4		C	
10			63.5	18.5	LORD 5.2	0.0			
75			68.7	21.1	FARNSWORTH 5.0	5.3			
95			73.7	39.6	WAKA 10.1	7.9			
329	42		83.8	52.8	SPEARMAN YL 9.4	39.6	Y	C	
39			98.2	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	52.8	Y		
			133.6	0.0	ETTER JCT. 0.5	0.0		B	
206	64		134.1		ETTER YL		Y	C	
					(134.4)				
					Average speed per hour				

SIGNAL SYSTEM TWO IN EFFECT.

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

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

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

**CLINTON DISTRICT**

**PLAINS DIVISION 6**

Track Capacity 50 ft. Per Car		WEST- WARD Second Class <b>61</b> Mixed		Rolling Grade Ascending	TIME TABLE No. 97 September 25, 1960	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class <b>62</b> Mixed
Other Tracks	Sidings	Leaves Mon., Wed., and Fri. AM 8.30	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tues., Thurs., and Sat. PM 12.50
254				81.7	PAMPA YL 8.5	81.7	Y	C	
	81	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	MOBERTIE 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	REYDON 8.5	52.8		C	s 10.05
	42	f 10.58	70.4	81.7	MacKIE 10.5	44.4		B	f 9.50
50	11	s 11.35	80.9	81.7	CHEYENNE YL 7.2	42.2		C	s 9.20
	9	f 11.50 PM	88.1	52.8	STRONG CITY 6.1	52.8		B	f 8.45
9		f 12.10	96.2	52.8	HERRING 9.0	52.8		B	f 8.25
			105.2	0.0	M.K.T. Crossing 0.2	26.4			
26	15	s 12.40	105.4	52.8	HAMMON JCT. YL 3.5	52.8		B	8.00
8		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 9.5	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		Y	C	6.30 AM
		Arrive Mon., Wed., and Fri. 20.5			(136.6)				Leave Tues., Thurs., and Sat. 21.6
					Average speed per hour				

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

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

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

At Clinton, trains will be governed by Panhandle Division time table rules.

At Pampa, 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 at restricted speed; 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

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

Rule 321 (C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

### 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.	Panhandle (applies on	
Dumas.	Borger District	
Dumas Jct.	only.)	
East Tower.	Perryton.	
Etter.		

### 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
<b>FIRST DISTRICT:</b>		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
Skellytown Industrial Spur	20	20
<b>SECOND DISTRICT:</b>		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
<b>BUFFALO DISTRICT</b>		
	25	25
<b>SHATTUCK DISTRICT</b>		
	35	35
<b>CLINTON DISTRICT:</b>		
Pampa to M.P. 85	40	40
M.P. 85 to Clinton	30	30
Coltexo Industrial Spur	20	20
<b>BORGER DISTRICT</b>		
	45	45
<b>DUMAS DISTRICT</b>		
	40	40
<b>FIRST DISTRICT</b>		
2 Curves, M.P. 343.3 to 343.9	60	55
3 Curves, M.P. 345.2 to 345.7 Eastward main	45	45

## 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
<b>FIRST DISTRICT--(Cont'd)</b>		
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	50
Curve, M.P. 385.4 to 385.8	65	60
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	60
Curve, M.P. 426.1 to 426.6	70	60
Curve, M.P. 444.6 to 444.9	75	60
Curve, M.P. 445.7 to 446.3	65	60
Curve, M.P. 450.7 to 451.2	70	60
Curve, M.P. 452.4 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	60	50
2 Curves, M.P. 460.1 to 460.9	70	60
Curve, M.P. 464.8 to 465.0	65	55
Curve, M.P. 468.8 to 469.3	75	60
Curve, M.P. 475.3 to 475.6	75	60
7 Curves, M.P. 477.1 to 480.9	70	60
4 Curves, M.P. 486.1 to 488.4	65	60
3 Curves, M.P. 489.8 to 491.9	65	60
3 Curves, M.P. 494.2 to 495.8	65	60
Curve, M.P. 552.0 to 552.1	65	55
<b>SECOND DISTRICT</b>		
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
<b>DUMAS DISTRICT</b>		
Curve, M.P. 20.8 to 21.1	20	20
6 Curves, M.P. 22.2 to 27.5	20	20
Bridge M.P. 111.5	20	20
<b>BUFFALO DISTRICT</b>		
Sand, M.P. 15.3 to 15.6	15	15
2 Curves, M.P. 22.2 to 22.7	10	10
2 Curves, M.P. 30.3 to 30.9	15	15



## SPECIAL RULES

### 3. SPEED REGULATIONS—(Cont'd)

(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 Seventeenth . . . . .	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

	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
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, 8000-3019	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, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

\* Note: 65 MPH applies when backing handling train.

### (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			
450-451 . . . . .	2	5	5
11-15, 50, 80-87, 600-611, 800-849, 2099-2162 . . . . .	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 8000-3019 . . . . .	4	5	5
460-468 . . . . .	4½	5	5

## PLAINS DIVISION

8

### 3. SPEED REGULATIONS—(Cont'd)

#### (E) MOVEMENTS OVER SUBMERGED TRACK—(Cont'd)

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.)
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 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) DERRICKS, CRANES, ETC.

Derricks, power 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 be handled in trains except on instructions of the trainmaster, and trains handling such equipment must not exceed the following speeds:

DISTRICT	All except Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)	Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)
First and Second . . . . .	30	45
Shattuck, Dumas and Berger . . . . .	24	24
Clinton, M.P. 0 to M.P. 85 . . . . .	24	24
M.P. 85 to Clinton . . . . .	15	15

#### (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, turnout 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.

"I"—Interlocked Switch.

"S"—Spring Switch.

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
	I	West end Two Tracks MP 346.9	40
	I	Crossover and two turnouts MP 345.2	15
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

# 9 PLAINS DIVISION

# SPECIAL RULES

## 3. SPEED REGULATIONS—(Cont'd) (H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

Station	Type	Location	MILES PER HOUR
"I"—Interlocked Switch. "S"—Spring Switch.			
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	Double crossovers MP 456.8	40
	I	Both ends siding	40
Mendota	I	Both ends siding	40
Lora	I	Both ends siding	40
Miami	I	Both ends siding	40
	I	Crossover 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	Both ends north siding	30
	I	Double crossovers M.P. 500.8	40
Panhandle	S	West end north siding	15
East Tower	I	Turnout to Dumas District	30
	I	Both ends tail track leading to Dumas Dist.	15
	I	Crossover 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
Umbarger	I	Turnout from westward main track, MP 572.2	40
	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
Friona	I	Both ends siding	40
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 649.0	40

## 4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
390.5	First District, Overhead Highway Bridge.
392.5	
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 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. 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

## 6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
<b>FIRST DISTRICT</b>			
O'Connor . . . . .	348.9	41	East
Mendota Stock Yard . . . . .	465.3	26	West & East
City Service Oil Co. . . . .	501.9	120	West & East
Cabot Pampa Plant . . . . .	502.6	45	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 . . . . .	512.8	470	West & East
Spur 10.1 miles . . . . .	512.8	Yard	West & East
Pantex Ordnance Plant . . . . .	539.1	Yard	West & East
Amarillo Air Force Base . . . . .	543.4	7	West & East
Massey-Harris . . . . .	546.9	7	East
<b>SECOND DISTRICT</b>			
Heard Spur . . . . .	596.7	9	West
Chemical Co. of Texas . . . . .	597.1	3	West
Huston . . . . .	601.6	86	West & East
<b>DUMAS DISTRICT</b>			
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
<b>BUFFALO DISTRICT</b>			
Selman Stock Spur . . . . .	39.0	13	East
<b>CLINTON DISTRICT</b>			
Coltexas 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 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 376.8—Near Mooreland.	Bridge 470.5—Near Lora.
Bridge 398.0—Fargo.	Bridge 472.7—Near Lora.
Bridge 403.5—Near Gage.	Bridge 481.0—Near Codman.
Bridge 404.5—Near Gage.	Bridge 482.0—Near Codman.
Bridge 405.0—Near Gage.	Bridge 483.2—Codman.
Bridge 409.6—Near Gage.	Bridge 486.3—Near Codman.
Bridge 461.2—Near Mendota.	Bridge 488.1—Near Hoover.
Bridge 462.3—Near Mendota.	Bridge 636.6—Bovina.
Bridge 465.0—Near Mendota.	

**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		
	Black	Clovis and beyond	Beyond Amarillo
2	Ft. Sumner	Belen and beyond	Beyond Clovis
	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

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.



# 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.)

