



SANTA FE SAFETY FIRST



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

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

TRAINMASTERS

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

ROAD FOREMEN OF ENGINES

W. W. GENTRY Amarillo, Tex.
R. O. SMITH Wellington, Kans.

CHIEF DISPATCHER

P. L. BEYER Amarillo, Tex.

ASST. CHIEF DISPATCHERS

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

DISPATCHERS—AMARILLO

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

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

WESTERN LINES

PLAINS DIVISION

**TIME TABLE
No. 5**

IN EFFECT

Sunday, August 4, 1968

At 12:01 A. M.

Central Standard Time

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

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

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

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

2 PLAINS DIVISION

FIRST DISTRICT

WEST- WARD	Distance From Archison	Ruling Grade Ascending	TIME TABLE No. 5 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	Track Capacity 50 ft. Per Car		
First Class						First Class			
1						2			
Passenger						Passenger			
Leave Daily PM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily AM	Sidings	Other Tracks	
11.50	238.9	31.7	WELLINGTON 3.2	31.7	TY CR	6.05	69	Yard	
11.54	242.1	31.7	ROLAND 4.9	31.7		5.58	242		
11.58 AM	247.0	31.7	MAYFIELD 7.1	31.7	C	5.54	148	91	
12.04	254.1	31.7	MILAN 5.1	31.7		5.48	167	24	
12.08	259.2	0	ARGONIA 0.4	15.8	C	5.44	144	35	
	259.6	31.7	Mo. Pac. Crossing 6.9	21.6					
12.14	266.5	26.4	DANVILLE 7.3	0	CR	5.38	253	42	
12.22	273.8	21.1	HARPER 6.5	19.2	Y CR	5.31	293	410	
12.28	280.3	31.7	EULA 5.3	31.7		5.23	144	35	
12.34	285.6	0	ATTICA 5.6	31.7	Y CR	5.17	131 N152	275	
	292.2	31.7	CRISFIELD 7.6	31.7			208	32	
12.46	299.8	31.7	HAZELTON 7.1	31.7		5.05	223	33	
12.57	306.9	0	KIOWA 0.9	21.1	Y CR	4.56	285	607	
	307.8	0	Mo. Pac. Crossing 0.5	31.7					
	308.2	0	(State Line) 4.9	31.7					
1.05	313.2	31.7	LODER 3.2	19.8		4.47	197		
	316.4	33.6	CAPRON 3.1	0	C			68	
1.11	319.5	31.7	BRINK 5.2	31.7		4.42	226		
1.20	324.7	31.7	ALVA 4.2	0	CR	4.35	85	371	
1.26	328.9	31.7	NOEL 6.8	31.7		4.27	336	23	
1.32	335.7	31.7	AVARD 9.8	21.1		4.21	144	44	
	342.4								
1.45 AM Arrive Daily	345.5		WAYNOKA (106.6)		Y T CR	4.10 AM Leave Daily		Yard	
55.6			Average speed per hour			55.6			

TWO TRACKS: Between M.P. 342.4 and M.P. 346.9, Waynoka.

RULE 261-TCS IN EFFECT: On main tracks and sidings, Wellington to Waynoka, including extension track, Waynoka.

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

First class trains may register at Waynoka by Form 903.

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frt.
Wellington to Waynoka	79	*60

(A) DISTRICT SPEED—(Cont'd)

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

Units Oper- ative Dy- namic Brake	Tons	Average Weight Per Car - Tons	Maximum Speed MPH
2 or more	1750 or less	46 to 50 45 or less	65 70
3 or more	3249 or less	46 to 50 45 or less	65 70
		Number of Cars	
	3250 or less	50 to 54 55 or more	65 70
3 or more units 100, 350, 400, 800, 900, 1700, 1800 or 1900 class or 4 or more other classes	3251 to 3500	58 to 69 70 or more	65 70
	3501 to 3750	68 to 89 90 or more	65 70
	3751 to 4000	73 to 109 110 or more	65 70
	4001 to 4250	80 or more	65
	4251 to 4500	90 or more	65
	4501 to 4750	100 or more	65

When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less,	maximum authorized passenger train speed.
26 to 45 per cent	80 MPH
46 per cent or more	70 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frt.
Curve, M.P. 237.7 to 237.8	55	45
2 Curves, M.P. 307.6 to 307.9	70	70
Curve, M.P. 323.5 to 324.0	65	60
Curve, M.P. 324.2 to 324.9	55	50
4 Curves, M.P. 325.3 to 328.0	65	60
2 Curves, M.P. 343.3 to 343.9	65	60

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"T"—Interlocked Switch
"S"—Spring Switch

Station	Type	Location	MPH
Wellington	I	Turnout end Two Tracks	40
	I	Turnouts to leads M.P. 236.9	30
	I	Turnout to Middle Division	20
	I	East end siding	15
	I	H. & S. Dist. junction switch	15
	I	Turnouts to leads west end freight yard	30
	I	Crossover M.P. 238.6	30
	I	West end siding	40

FIRST DISTRICT

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS
— (Cont'd)

"I"—Interlocked Switch
"S"—Spring Switch

Station	Type	Location	MPH
Harper	I	2 Crossovers east of station	40
	I	3 Crossovers west of station	15
	I	Both ends No. 1 yard track	15
Kiowa	I	Crossover east of Main St.	40
	I	Crossover east of east wye switch	40
	I	East switch of wye	15
	I	Crossover west of Mo. Pac. crossing	40
Alva	I	Crossovers M.P. 325.6	40
Waynoka	I	East end extension track	40
	I	East end Two Tracks, M.P. 342.4	40
	I	West end extension to track 14, M.P. 342.4	30
	I	Eastward main track to east yard lead, M.P. 342.5	30
	I	Crossover between east yard lead and track 14, M.P. 342.6	30
	S	East end of track 13, M.P. 342.7	25
	I	Turnout to West yard M.P. 343.6	30
	I	Crossover M.P. 345.1	30
	I	Crossover and two turnouts to West yard, M.P. 345.2	15
I	West end Two Tracks M.P. 346.9	40	

Note: Switches at each end of sidings between Wellington and Waynoka where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Wellington	All street crossings on First District All street crossings on H. & S. District	40 15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psg.	Frt.
Argonia	259.6	Interlocking TCS	79	70
Kiowa	307.8	Interlocking TCS	79	70

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
239.6	Truss Bridge over C.R.I. & P
304.8	Bridge—Close side clearance
336.7	Bridge—Close side clearance

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Mayfield Cooperative Elevator	249.3	24

4 PLAINS DIVISION

SECOND DISTRICT

WESTWARD First Class	Distance From Atchison	Rolling Grade Ascending	TIME TABLE No. 5 August 4, 1963	Rolling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD First Class	Track Capacity 50 ft. Per Car	
							Sidings	Other Tracks
1						2		
Passenger						Passenger		
Leave Daily AM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily AM	Sidings	Other Tracks
1.55	346.5		WAYNOKA		Y CR	4.00		Yard
		0	5.6	31.7				
2.02	351.8		HEMAN			3.52	160	11
		47.5	4.5	0				
2.06	356.3		BELVA			3.48	225	7
		52.8	5.3	0				
2.11	361.6		QUINLAN			3.43	199	15
		52.8	5.5	26.4				
2.16	367.1		CURTIS			3.38	133	35
		0	3.9	31.7				
2.19	371.0		MOORELAND		C	3.34	150	52
		31.7	10.3	31.7				
2.32	382.8		WOODWARD		CR	3.24	263	335
		28.5	0.2	0				
	383.0		M.K.T. Crossing					
		31.7	3.3	0				
2.37	386.3		GERLACH			3.16	138	10
		31.7	6.3	20.6				
2.43	392.6		TANGIER			3.10	154	24
		17.9	5.7	31.7				
2.48	398.3		FARGO		C	3.05	146	38
		26.4	8.4	0				
2.57	406.7		GAGE		C	2.57	150	80
		30.5	7.7	8.4				
3.08	414.4		SHATTUCK		Y CR	2.50	N147 S103	396
		31.7	6.5	0				
3.16	421.0		GOODWIN			2.40	209	8
		31.7	6.2	21.2				
	427.2		(State Line)					
		31.7	1.5	21.2				
3.24	428.7		HIGGINS		C	2.33	208	102
		31.7	8.6	31.2				
3.32	437.3		COBURN			2.25	213	4
		25.9	6.8	31.7				
3.38	444.1		GLAZIER			2.18	208	59
		0	5.3	31.7				
3.43	449.4		CLEAR CREEK			2.12	375	
		29.2	5.7	31.7				
3.52	455.1		CANADIAN		Y CR	2.06	331	279
		31.7	8.4	0				
4.02	463.5		MENDOTA			1.54	208	
		31.7	7.7	18.8				
4.08	471.2		LORA			1.47	218	13
		31.7	5.7	0				
4.13	476.9		MIAMI		C	1.42	212	65
		31.7	6.9	0				
4.19	483.8		CODMAN			1.36	210	17
		31.7	7.4	0				
4.25	491.2		HOOVER			1.29	206	48
		31.7	7.6	0				
4.35	498.8		PAMPA		Y CR	1.22	S133 N128	1022
		31.7	7.1	0				
4.43	505.9		KINGS MILL		C	1.11		268
		31.4	6.9	31.7				
4.49	512.8		WHITE DEER		CY	1.05	S107 N158	283
		31.1	5.8	31.7				
4.54	518.6		CUYLER		B	1.00		133
		31.7	7.4	23.2				
5.01	526.0		PANHANDLE		Y CR	12.53	S104 N143	675
		31.7	7.2	15.8				
5.08	533.2		LEE		B	12.46		123
		31.7	7.8	21.1				
5.15	541.0		ST. FRANCIS		B	12.39		250
		31.7	5.1	21.1				
5.19	546.1		FOLSOM		B	12.34		153
		31.7	6.1	31.7				
	552.2		C.R.I. & P. Crossing					
		3.7	0.1	0				
	552.3		EAST TOWER YL		C			
		10.6	F.W. & D.C. Crossing					
			0.7	6.3				
5.30	553.0		AMARILLO YL		Y CR	12.25		Yard
AM Arrive Daily								
57.3			(205.2)			57.3		
			Average speed per hour					

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

RULE 261-TCS IN EFFECT: On main tracks and sidings between Waynoka and M.P. 500.8, Pampa.

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

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

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

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

First Class trains may register at Waynoka by Form 903.

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frt.
Waynoka to Amarillo	79	*60
Skellytown Industrial Spur	30	30
Pantex Ordnance Plant	15	15

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

Units Operative Dynamic Brake	Tons	Average Weight Per Car - Tons	Maximum Speed MPH
2 or more	1750 or less	46 to 50	65
		45 or less	70
3 or more	3249 or less	46 to 50	65
		45 or less	70
3 or more units 100, 350, 400, 800, 900, 1700, 1800 or 1900 class or 4 or more other classes	3250 or less	Number of Cars	
		50 to 54	65
		55 or more	70
		3251 to 3500	58 to 69
3501 to 3750	3751 to 4000	68 to 89	65
		90 or more	70
		73 to 109	65
		110 or more	70
4001 to 4250	4251 to 4250	80 or more	65
		90 or more	65
		100 or more	65
4501 to 4750	100 or more	65	

Maximum authorized speed for eastward freight trains on descending grade, between M.P. 366 and M.P. 356, between Curtis and Belva, when average weight exceeds 60 tons per car or total weight of train exceeds 6500 tons and controlling engine with number of units of operative dynamic brake indicated is as follows:

- 2 units 100, 350, 400, 800, 900, 1700, 1800 or 1900 class, 40 MPH
- 3 or less units other classes 40 MPH
- 3 or more units 100, 350, 400, 800, 900, 1700, 1800 or 1900 class, 50 mph
- 4 or more units other classes 50 mph

SECOND DISTRICT

(B) SPEED REGULATIONS - CURVES & BRIDGES

	Location	MPH	
		Psg.	Fr.
3 Curves,	M.P. 345.2 to 345.7 Eastward main	55	55
Curve,	M.P. 345.9 to 346.3 Eastward main	65	65
5 Curves,	M.P. 345.2 to 346.8 Westward main	55	55
Curve,	M.P. 379.0 to 379.3	70	65
6 Curves,	M.P. 382.9 to 388.9	60	60
Curve,	M.P. 389.6 to 389.9	65	65
5 Curves,	M.P. 422.3 to 425.4	65	65
Curve,	M.P. 445.7 to 446.3	70	65
Curve,	M.P. 450.7 to 451.2	70	65
Curve,	M.P. 452.4 to 453.4	65	65
Curve,	M.P. 454.2 to 454.5	65	65
2 Curves,	M.P. 460.1 to 460.9 (Eastward)	75	70
	(Westward)	75	60
Curve,	M.P. 464.8 to 465.0 (Eastward)	70	60
	(Westward)	70	65
Curve,	M.P. 468.8 to 469.3	75	70
Curve,	M.P. 475.3 to 475.6	75	70
7 Curves,	M.P. 477.1 to 480.9 (Eastward)	70	60
	(Westward)	70	65
4 Curves,	M.P. 489.8 to 491.9 (Eastward)	75	60
	(Westward)	75	70
3 Curves,	M.P. 494.2 to 495.8	70	65
Curve,	M.P. 496.2 to 496.4	75	70
5 Curves,	M.P. 552.0 to 553.7	20	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

Station	Type	Location	MPH
		"I"—Interlocked Switch	
		"S"—Spring Switch	
Waynoka	I	East end extension track	40
	I	East end Two Tracks, M.P. 342.4	40
	I	West end extension to track 14, M.P. 342.4	30
	I	Eastward main track to east yard lead, M.P. 342.5	30
	I	Crossover between east yard lead and track 14, M.P. 342.6	30
	S	East end of track 13, M.P. 342.7	25
	I	Turnout to West yard M.P. 343.6	30
	I	Crossover M.P. 345.1	30
	I	Crossover and two turnouts to West yard, M.P. 345.2	15
	I	West end Two Tracks M.P. 346.9	40
Curtis	I	Both ends siding	30
Woodward	I	Double crossovers M.P. 381.3	40
Shattuck	I	Both ends south siding	15
	I	Crossover M.P. 414.7	15
	I	Turnout to Shattuck Dist.	15
Higgins	I	Crossover M.P. 428	40

PLAINS DIVISION 5

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
		"I"—Interlocked Switch	
		"S"—Spring Switch	
Coburn	I	Crossover M.P. 437	40
Clear Creek	I	Double crossovers M.P. 450.3	40
Canadian	I	Double crossovers M.P. 455.4	30
	I	Double crossovers M.P. 456.8	40
Miami	I	Crossover M.P. 476.8	40
Pampa	I	Turnout to North Main Track M.P. 497.3	50
	I	Both ends south siding	40
	I	Both ends north siding	30
	I	Double crossovers M.P. 500.8	40
Panhandle	S	West end north siding	15
East Tower	I	Turnout to Dumas District	30
	I	Both ends tail track leading to Dumas Dist.	15
	I	Crossover M.P. 552.3	15
	I	Turnouts to passenger main tracks M.P. 552.4	40

Note: Switches at each end of sidings between Waynoka and Pampa where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Woodward	Sixth to Seventeenth	50
Shattuck	Main Street	55
Amarillo	Grand Avenue (Dumas Dist.)	20
Amarillo	Amarillo Blvd. (Dumas Dist.)	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psg.	Fr.
Woodward	383.0	Interlocking TCS	60	55
East Tower	552.3	Interlocking	79	55

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
390.5	Overhead Highway Bridge
392.5	Overhead Highway Bridge

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Pan American Petroleum Co.	368.3	
Mendota Stock Yard	465.3	26
City Service Oil Co.	501.9	120
Cabot Pampa Plant	502.6	45
Cabot Carbon Corporation	503.6	59
Celanese Corp. of America	504.3	209
Texas Pipe Line Co.	506.2	32
Skellytown Industrial Spur (10.1 miles)	512.8	558
Pantex Ordnance Plant	539.1	Yard
Amarillo Air Force Base	543.4	Yard
Massey-Harris	546.9	7

6 PLAINS DIVISION

THIRD DISTRICT

WEST-WARD	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 5	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST-WARD	Track Capacity 50 ft. Per Car
First Class			August 4, 1968			First Class	
1						2	
Passenger						Passenger	
Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily	Sidings
AM						AM	Other Tracks
5.50	553.0	7.6	AMARILLO YL	6.8	Y C	12.05	
	554.3		JUNIOR YL		TCR		
5.58	558.8	10.6	ZITA	14.8		11.54	394
6.02	563.0	31.7	HANEY	31.7	B	11.50	238
6.10	570.4		CANYON		Y CR	11.43	S 113 N 107
6.22	580.5	31.7	UMBARGER	31.7	CR	11.33	432 34
6.27	586.6	25.9	DAWN	31.7		11.27	208 128
6.33	593.3	31.7	JOEL	0		11.21	208 8
6.43	599.5	31.7	HEREFORD	21.6	C R	11.15	S 111 N 149 1702
6.53	607.8		SUMMERFIELD			11.03	208 55
6.59	614.7	18.2	BLACK	10.5	C	10.57	208 71
7.06	621.8	31.7	FRIONA	0	C	10.51	162 216
7.12	628.3		PARMERTON			10.44	349 95
7.17	634.1	10.6	BOVINA	31.7	C	10.39	155 193
7.23	641.0	17.0	WILSEY	28.5		10.32	228 6
	647.2		(State Line)			31.7	
7.30	647.4	21.1	TEXICO	8.7	Y C	10.26	S 132 N 165 280
7.45	656.7		CLOVIS		T Y CR	10.15	Yard
AM						PM	
Arrive Daily			(103.7)			Leave Daily	
54.1			Average speed per hour			56.6	

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

At Clovis, speed limit 20 MPH between M.P. 656, east end Clovis yard, and M.P. 657.4, east of Hull Street overpass, on Passenger Yard tracks 1, 2 and 3. Speed applies only until head end of train has passed permanent resume speed sign at end of restricted area.

Trains from Slaton Division entering Third District at Canyon and Texico may proceed on proceed signal indication in lieu of numbered clearance card.

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

Trains may register at Junior by Form 903.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Frt.
Amarillo to Clovis	79	*60

*Where district speed is shown 60 MPH for Freight with train consist and controlling engine with number of units of operative dynamic brake indicated below maximum speed for freight trains is as follows:

Units Operative Dynamic Brake	Tons	Average Weight Per Car - Tons	Maximum Speed MPH
2 or more	1750 or less	46 to 50	65
		45 or less	70
3 or more	3249 or less	46 to 50	65
		45 or less	70
3 or more units 100, 350, 400, 800, 900, 1700, 1800 or 1900 class or 4 or more other classes	3250 or less	Number of Cars	
		50 to 54	65
	55 or more	70	
	3251 to 3500	58 to 69	65
	70 or more	70	
	3501 to 3750	68 to 89	65
	90 or more	70	
3751 to 4000	73 to 109	65	
110 or more	70		
4001 to 4250	80 or more	65	
4251 to 4500	90 or more	65	
4501 to 4750	100 or more	65	

When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less, maximum authorized passenger train speed.

26 to 45 per cent 80 MPH
46 per cent or more 70 MPH

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

RULE 261-TCS IN EFFECT: On main tracks and sidings between M.P. 555.8, Junior, and M.P. 558.3, Zita, and between M.P. 569.4, Canyon, and Clovis, including home signals on Slaton Division at M.P. 1.2, Texico, and at M.P. 571.6, Canyon, except on south siding, Texico.

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

Trains entering territory where Rule 251 is in effect will continue the display of signals previously authorized.

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

(B) SPEED REGULATIONS - CURVES & BRIDGES

	Location	MPH	
		Psgr.	Frnt.
5 Curves.	M.P. 566.2 to 571.5 Both Tracks	70	65
Curve,	Slaton Main Track M.P. 570.9 to 571.2	30	30
Curve,	M.P. 599.6 to 600.0	70	65
2 Curves,	M.P. 647.2 to 647.6 Both Tracks	30	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

Station	Type	Location	MPH
		"I"—Interlocked Switch "S"—Spring Switch	
Junior	I	Turnouts to leads M.P. 555.8	30
	I	Crossover M.P. 555.8	40
Zita	I	Crossover M.P. 558.3	40
	I	Turnout to east end siding	15
Canyon	I	Crossover M.P. 569.4	40
	I	Both ends north siding	30
	I	East end south siding	40
	I	Crossover to south siding M.P. 570.8	15
	I	Crossover M.P. 570.8	40
	I	Crossovers M.P. 570.9	30
	I	Turnout end of Two Tracks M.P. 572.2	70-65
Umbarger	I	Crossover M.P. 578.9	40
Parmerton	I	Crossover M.P. 628.3	40
Texico	I	Turnout east end Two Tracks M.P. 646	40
	I	Both ends north siding	30
	I	Both ends south siding	30
	I	Turnout to Slaton Division M.P. 647.3	30
	I	Double crossovers M.P. 649.0	40
Clovis		EAST END YARD	
	I	Turnout from Psgr. Yard Track 1 to industry lead	15
	I	Turnouts from Psgr. Yard Track 2 to long tail	30
	I	Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS (Cont'd)

Station	Type	Location	MPH
		"I"—Interlocked Switch "S"—Spring Switch	
Clovis— (Cont'd)	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
Clovis		WEST END YARD	
	I	Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40
	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
	I	Turnout from Psgr. Yard Track 2 to long tail	15
	I	Turnout from South Main Track to No. 5 yard lead	40
	I	Crossover between North and South Main Tracks	40

Note:—Where two speeds are shown in the MPH column, higher speed applies to passenger trains only.

Switches at each end of sidings between Canyon and Clovis where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Canyon	M.P. 569.5 to M.P. 571 (Freight Trains Only)	55
Hereford	All crossings from Lee Avenue Cross- ing to Lawton Avenue	30
	Park Avenue Crossing	45
Bovina	Street Crossings	40

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Heard Spur	596.7	9
Chemical Co. of Texas	597.1	3
Huston	601.6	94
Plains Farmers Grain Co.	610.0	23
Holly Sugar Corp.	623.6	40
West Friona Grain Co.	623.6	20
American Cyanamid Co.	635.4	11
Holly Sugar Corp.	652.6	40

8 PLAINS DIVISION

ENGLEWOOD DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD			Distance From Kansas City and Wichita	Ruling Grade Ascending	TIME TABLE No. 5 August 4, 1968		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD	
		Second Class	Second Class	Second Class			Second Class	Second Class				
		71	67	71			72	68				
		Fr.	Fr.	Fr.						Fr.	Fr.	
		Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed. and Fri.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Tues., Thurs. and Sat.	Arrive Daily Ex. Sun.	
		AM	AM							PM	PM	
			6.10	6.00	207.9	0	WICHITA U. S. YL 0.9	0	C	3.40	2.30	
			6.12		208.8	0	SOUTH JCT. YL 1.2	0	C		2.18	
					210.0	14.1	M.V. Crossing 1.5	0				
			6.21 AM		211.5	5.8	WICHITA JCT. YL 0.9	5.2			2.10 PM	
		Via Wichita District			212.4	22.7	Mo. Pac. Crossing 2.7	5.2	B		Via Wichita District	
15				6.30	215.1	30.4	PROSPECT YL 2.5	42.2		3.20		
70				6.40	217.6	37.0	SCHULTE 6.2	26.4		3.10		
18				6.55	223.8	37.0	CLONMEL 7.4	37.0		2.55		
56				7.30	231.2	32.7	VIOLA 4.6	25.3		2.40		
40				7.45	27.1	32.1	ANNES 6.8	31.7		2.30		
49				8.00	33.9	26.4	NORWICH 0.8	23.8	C	2.20		
					34.7	31.7	Mo. Pac. Crossing 12.1	31.7				
Yard			8.45	46.8	29.0	29.0	RAGO YL A.T. & S.F. Crossing 4.5	15.8	B	1.45		
20			9.00	51.3	52.8	52.8	SPIVEY 6.7	19.8		1.25		
37			9.20	58.0	52.8	52.8	ZENDA 7.7	52.8	C	1.05		
70			9.45	65.7	47.5	52.8	NASHVILLE 7.3	52.8	C	12.45		
33			10.15	73.0	52.8	52.8	ISABEL 7.5	52.8	C	12.30		
57			10.45	80.5	52.8	52.8	SAWYER 8.0	52.8	C	12.15		
87			11.15	88.5	52.8	52.8	COATS 6.6	52.8	C	11.55		
31			11.30	95.1	52.8	52.8	SPRINGVALE 2.9	52.8		11.40		
26			11.40	98.0	44.9	52.8	CROFTS 5.3	52.8		11.30		
			PM 12.01	103.3	52.8	52.8	OB JCT. YL 1.1	0		11.20		
Yard			12.30	104.4	52.8	52.8	BELVIDERE YL 12.1	52.8	C	11.15		
61			1.15	116.5	52.8	52.8	WILMORE 8.5	52.8		10.30		
110			1.50	125.0	43.8	52.8	COLDWATER YL 9.7	52.8	C	10.00		
156			2.30	134.7	52.8	52.8	PROTECTION YL 9.8	52.8	C	9.25		
62			2.50	144.5	52.8	52.8	SITKA 6.3	52.8		9.10		
98		AM 7.00	3.20	150.8	52.8	52.8	ASHLAND YL 8.0	52.8	C	8.45		
36		7.15	PM	158.8	52.8	52.8	ACRES 7.3	52.8		8.15		
Yard		7.35 AM		166.1			ENGLEWOOD YL		C	8.00 AM		
		Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Mon., Wed. and Fri.			(166.9)			Leave Tues., Thurs. and Sat.	Leave Daily Ex. Sun.	
		26.2	19.8	15.2			Average speed per hour			21.8	10.8	

No. 71 is superior to No. 72 between Ashland and Englewood.

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

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

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

Eastward freight trains must secure permission from yardmaster to proceed eastward from Wichita Jct. before passing that point.

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

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frt.
Wichita U.S. to Viola	40	40
Viola to Englewood	30	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frt.
Curves, M.P. 99.0 to 100.8	20	20
Curves, M.P. 107.0 to 110.6	20	20
Curve, M.P. 111.0 to 111.3	30	30
Bridge, M.P. 160.3 to 160.5	15	15

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Prospect	Two streets leading from State Highway 42 to Cessna Plant	10
Schulte	McArthur Road, at station	10
Sawyer	Main Street Crossing, U.S. Highway 281	10
Coldwater	U.S. Highway 160 (Main Street)	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psgr.	Frt.
Wichita	210.0	Gate normally against Midland Valley.	20	20
Wichita Jct.	212.4	Gate normally against A.T.&S. F.	20	20
Norwich	34.7	Gate normally against Mo. Pac.	20	20
Rago	46.8	Gate normally against Englewood District.	20	20

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Industrial Spur	211.7	52
Diamond Engineering Co. Spur	212.3	9
Runaround Track	213.2	14
Cessna Spur	214.4	6
Robbins Spur	101.6	5

PONCA CITY DISTRICT

Track Capacity 50 ft. Per Car	WESTWARD ↓	Distance From Hutchinson Mile Post	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 5 August 4, 1968		Ruling Grade Ascending Feet Per Mile	Communications Turn Tables and Wyes	EASTWARD ↑
				STATIONS	Y L			
		141.9	52.8	PONCA CITY	YL	52.8	R C Y	
		127.3		BLACKWELL	YL		Y R C	
				(14.7)				

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

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

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

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

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

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frt.
Ponca City to Blackwell	30	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Continental Oil Co.	138.9	2

10 PLAINS DIVISION

H. & S. DISTRICT

Track Capacity 50 ft. Per Car	WEST- WARD	Distance From Hutchinson and Wellington	Boiling Grade Ascending	TIME TABLE No. 5		Ruling Grade Ascending	Communications Turn Tables and Wye	EAST- WARD
	Second Class			August 4, 1968				Second Class
Other Tracks	Freight	Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Communications Turn Tables and Wye	Freight
	Leave Tues., Thurs., Sat. AM							Arrive Mon., Wed., Fri. PM
	6.00	0	0	ND JCT. YL	18.7	B	5.10	
		0.7		0.7 C.R.I. & P. Crossings Main Track - Aux. Track				
35	6.35	13.0	24.3	12.3 CASTLETON	52.8		4.30	
123	7.10	19.8	52.8	6.8 PRETTY PRAIRIE	52.8	C	4.15	
12	7.25	24.1	39.6	4.3 VARNER	42.2		3.50	
		31.6	52.8	7.5 East Kingman Jct. YL	52.8			
Yard	8.20	31.8	0	0.2 KINGMAN YL	0	Y C	3.30	
		32.5	19.0	0.7 West Kingman Jct. YL	0			
		32.8	2.6	0.3 Mo. Pac. Crossing	0			
24	8.35	38.9	52.8	6.1 CARVEL	52.8		2.50	
15	8.50	48.5	41.2	4.6 BASIL	52.8		2.40	
		47	21.1	4.7 RAGO YL	52.8	B		
Yard	9.00	48.2	52.8	4.6 A.T. & S.F. Crossing	52.8	Y	2.30	
28	9.15	52.8	52.8	6.9 DUQUOIN	52.8		2.15	
Yard	10.00	59.7	35.4	9.7 HARPER YL	39.6	Y R C	2.00	
Yard	11.00	69.4	0	9.7 ANTHONY YL	58.1	Y C	1.00	
		70.0	52.8	0.6 Mo. Pac. Crossing	52.8			
		80.5	52.8	10.5 (State Line)	52.8			
37	11.30	80.7	52.8	0.2 MANCHESTER	52.8	C	12.15	
34	11.45	85.7	37.0	5.0 GIBBON	52.8		12.01	
56	12.00	90.7	52.8	5.0 WAKITA	52.8	C	11.45	
19	12.15	96.9	52.8	6.2 CLYDE	52.8		11.30	
109	12.30	102.2	0	5.3 MEDFORD	41.0	C	11.15	
		102.5	52.8	0.3 C.R.I. & P. Crossing	52.8			
22	12.45	109.5	52.8	7.0 NUMA	52.8		11.01	
24	1.01	114.3	52.8	4.8 DEER CREEK	52.8	C	10.45	
35	1.15	118.3	52.8	4.0 NARDIN	52.8		10.30	
		127.0	52.8	8.7 St.L.S.F. Crossing	3.3			
		127.2	21.1	0.2 A.T. & S.F. Crossing				
Yard	1.50	34.3	0	0.3 BLACKWELL YL	0	R Y C	10.15	
		34.0	42.2	5.3 St. L. S. F. Crossing	42.2			
13	2.15	28.7	39.6	3.5 SUMPTER	42.2		9.40	
55	2.25	25.2	39.6	6.8 BRAMAN	47.5	C	9.25	
		18.3	39.6	0.4 (State Line)	47.5			
79	2.45	17.9	52.8	2.6 HUNNEWELL	52.8		9.01	
		15.3	52.8	0.7 A. T. & S. F. Crossing	52.8			
37	3.00	14.6	46.0	7.7 SOUTH HAVEN YL	47.0	C	8.50	
45	3.25	6.9	53.3	6.9 ROME	42.2		8.25	
Yard	3.45			WELLINGTON YL		C R	8.00	
				(161.5)			AM	
				Average speed per hour			17.6	

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

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

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

Plains Division trains must register at Hutchinson by Form 903.

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

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

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

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

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

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

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
ND Jct. to Blackwell	35	35
Blackwell to Wellington	30	30
Tonkawa Industrial Spur	35	35

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
Curve, M.P. 29.4 to 30.6	25	25
Curve, M.P. 31.2 to 31.4	30	30
Curve, M.P. 31.5 to 31.6	15	15
Curves, M.P. 32.5 to 32.6	15	15
Curve, M.P. 38.8 to 39.1	25	25
Curve, M.P. 41.2 to 41.5	25	25
Curve, M.P. 48.2 to 48.7	20	20
Curves, M.P. 69.1 to 69.9	10	10
Curve, M.P. 133.8 to 134.3	25	25

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

H. & S. DISTRICT

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH	
		Psg.	Fr.
Blackwell ...	Dewey, Blackwell, Padon and College Avenues; Main, A, B, First, Second and Third Streets Train and engine moves must be protected by flagman at street crossings at Blackwell Ave., Dewey Ave., A Street and Third Street	10	
Anthony	All streets between Garfield and Walnut	15	
Harper	State Highway 14, one mile east on H. & S. District	10	
Kingman	Main Street	5	

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psg.	Fr.
CRI&P Crossing	0.7	Electrically locked gate and vertical lift gate, set normally against AT&SF trains, operated by train crews. Be governed by instructions posted in box at crossing.	15	15
CRI&P Auxiliary Track	0.7	Stop. Rule 98 (A)		
Kingman	32.8	Gate normally against Mo. Pac.	15	15
Rago	48.2	Gate normally against Englewood Dist.	15	15
Anthony	70.0	Stop. Rule 98 (A)		

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE—(Cont'd).

STATION	M.P.	TYPE	MPH	
			Psg.	Fr.
Medford	105.5	Electrically locked derails on H. & S. District and TCS Operation on C.R.I.& P. When A.T.& S.F. trains desire to cross C.R.I.& P. track, trainmen must contact C.R.I.& P. dispatcher by telephone located in box near this crossing.	15	15
Blackwell	127.1	Stop. Rule 98 (A)		
Blackwell	127.3	Gate left lined and locked as last used.	15	15
Blackwell	34.0	Gate normally against A.T.& S.F.	15	15
South Haven	15.3	Gate normally against Anthony District.	20	20

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
132.9	Truss Bridge over Chikaskia River.
134.9	Bridge—Close side clearance.
32.8	Truss Bridge over Chikaskia River.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Gano Horace Grain Co.	1.9	50
Tuloma Gas Products Co.	5.9	20
Runaround Track	5.7	24
Sinclair Oil & Gas Co.	5.9	23
Darlow	7.6	8
Spring	76.5	10
Tonkawa Industrial Spur (8.5 miles)	34.6	Yard

Track Capacity 50 ft. Per Car		WEST- WARD Second Class	Distance From Wichita	Ruling Grade Ascending	TIME TABLE No. 5 August 4, 1968	Communications Turn Tables and Ways	EAST- WARD Second Class
Other Tracks	Sid- ings	67					68
		Fr.	Mile Post	Feet Per Mile	STATIONS		Fr.
		AM	6.21	2.1	WICHITA JCT. YL 0.6		2.10
				2.7	Mo. Pac. Crossing 3.9	B	
16		6.35	6.6	32.1	TYLER 7.3		1.50
58		6.53	13.9	31.7	GODDARD 5.9	C	1.35
48		7.08	19.8	31.5	GARDEN PLAIN 5.9	C	1.20
80		7.23	25.7	31.7	CHENEY 8.3	C	1.05
31		7.44	34.0	28.8	MURDOCK 10.1		12.47
			44.1	0	East Kingman Jct. YL 0.2		
Yard		8.30	44.3	19.0	KINGMAN YL 0.7	Y C	12.25 PM
			45.0	31.7	West Kingman Jct. YL 1.1		
			46.1	31.7	Mo. Pac. Crossing 8.0		
24		9.10	54.1	31.7	CALISTA 8.2		11.33
28		9.30	62.3	31.7	CUNNINGHAM 6.7	C	11.16
26		9.45	69.0	31.7	CAIRO 3.1		10.52
16		9.52	72.1	31.7	WALDECK 7.3		10.45
70		10.15	79.4		PRATT YL	T C	10.30 AM
		AM Arrive Daily Ex. Sun.			(77.3)		Leave Daily Ex. Sun.
		19.8			Average speed per hour		21.1

No. 67 is superior to No. 68.

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

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

Trains must get numbered clearance card before leaving Pratt.

Eastward freight trains must secure permission from yardmaster to proceed eastward from Wichita Jct. before passing that point.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Wichita Jct. to Pratt	30	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
Curves, M.P. 2.9 to 3.2	15	15
Curves, M.P. 44.3 to 44.6	15	15

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Calista	Public road at station westward movement only	10
Garden Plain	Public road, one mile west of station, westward movements only	10
Kingman	Main Street	5
Tyler	Tyler Road	10
Wichita	All streets between Meridian Street and West St., Wichita Dist.	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psg.	Fr.
Wichita Jct.	2.7	Gate normally against A.T.&S.F.	20	20
Kingman	46.1	Gate normally against A.T.&S.F.	20	20

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Team Track	3.2	8
Team Track	3.2	20
The A. C. Houston Lbr. Co.	3.7	11
S. Rickes & Sons	3.8	7
U. S. Plywood	3.9	6
Mesker Spur	5.3	20
Associated Grocers Corp.		
Track A	5.7	9
Track B	5.8	14
Star Lumber Co.	5.8	10
Midland Industries, Inc.	6.0	13
Wagnon Sales, Inc.	6.3	12
The Walt Keeler Co., Inc.	6.8	24
Horton Furniture	7.9	5
Georgia	38.7	9

ALTUS DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Kansas City	Ruling Grade Ascending	TIME TABLE No. 5 August 4, 1968		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings				Mile Post	Feet Per Mile			
Yard			299.9		CHEROKEE YL	5.3	C		
142			306.1	31.7	6.2 YEWED	26.4			
101			314.5	31.7	8.4 CARMEN		C		
			314.8		0.3 St.L. & S.F. Crossing				
41			319.3	0	4.5 ALINE	21.1			
64			329.8	21.1	10.5 ORIENTA	26.4			
Yard			336.0	31.7	6.2 FAIRVIEW YL	39.6	C		
25			347.6	66.0	11.6 LONGDALE	52.8			
125			354.0	31.7	6.4 CANTON	52.8			
32			365.0	65.7	11.0 OAKWOOD	52.8	C		
93			378.8	.0	13.8 THOMAS YL	52.8	B		
			386.0	52.8	7.2 FOLEY	52.8	C		
			388.2		2.2 CUSTER CITY		B		
			395.5		7.3 ARAPAHO				
			398.8		3.3 EWING YL				
Yard			401.0	66.0	2.2 CLINTON YL	26.4	C		
Yard			418.3	79.2	17.3 BURNS JCT. YL	66.0	CY		
70			419.9	.0	1.6 DILL CITY YL	19.8	BY		
84			428.7	52.8	8.8 SENTINEL	52.8	C		
20			434.8	52.8	6.1 CAMBRIDGE	52.8			
			440.6	52.8	5.8 C.R.I. & P. Crossing	52.8			
75			440.9		0.3 LONE WOLF				
37			447.6	26.4	6.7 LUGERT	31.7	C		
94			457.5	66.0	9.9 BLAIR	52.8	B		
Yard			467.3	31.7	9.8 ALTUS YL	31.7	C		
					(167.4)				

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

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

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

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

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

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

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

Trains must approach cut between M.P. 449.5 and 449.9, between Lugert and Blair, prepared to stop short of obstructions account danger of dirt or rock slides.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Cherokee to Foley	30	30
Ewing to Altus	30	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
Bridge, M.P. 328.0 over Cimarron River	15	15
Curves, M.P. 341.9 to 342.6	20	20
Big Cut, M.P. 449.5 to 449.9	20	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Fairview	Train and engine moves must be protected by flagman at Highway 60 crossing, over tracks 1, 2, 3, 4, roundhouse lead and stock track	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psg.	Fr.
Carmen	314.8	Gate normally against St. L. S. F.	20	20
Lone Wolf	440.6	Stop. Rule 98(A)		
Altus	467.6	Stop. Rule 98(A)		
Altus	468.2	Automatic Interlocking	20	20

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
371.7	Truss Bridge over South Canadian River.
399.5	Truss Bridge over Washita River.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
AFB Industrial Lead (3.5 miles)	418.3	20

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Arkansas City	Ruling Grade Ascending	TIME TABLE No. 5 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
26			6.3	52.8	GEUDA SPRINGS 5.1	46.4		
18			11.4	52.8	ASHTON 4.1	52.8		
21			15.5	52.8	PORTLAND 5.8	52.8		
Yard			21.3	52.8	SOUTH HAVEN YL 0.5	52.8		
			21.8	49.6	A.T. & S.F. Crossing 3.9	52.8		
21			25.7	27.8	DRURY 6.8	52.8		
82			32.5	39.6	CALDWELL YL 0.1	0	C	
			32.6	52.6	C.R.I. & P. Crossing 10.5	52.8		
13			43.1	35.1	METCALF 5.1	50.6		
53			48.2	52.8	BLUFF CITY 10.4	0	C	
			58.6	42.2	Mo. Pac. Crossing 0.5	0		
Yard			59.1		ANTHONY YL	0	C	
					(52.8)			

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

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

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

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Gueda Springs to Anthony	20	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATION	STREETS	MPH
Anthony	All streets between Garfield and Walnut	15
Caldwell	Train and engine moves must be protected by flagman at Highway 81 crossing over tracks just east of station.	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psgr.	Frts.
South Haven	21.8	Gate normally against Anthony District.	20	20
Caldwell	32.6	Electrically locked derrails on Anthony District and TCS operation on C.R.I. & P. When AT&SF trains desire to cross C. R. I. & P. track, trainmen must contact C.R.I. & P. dispatcher by telephone located in box near this crossing.	15	15
Anthony	58.6	Stop. Rule 98(A)		

MEDICINE LODGE DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Attica Mile Post	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 5 August 4, 1968	Ruling Grade Ascending Feet Per Mile	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings							
Yard				31.7	ATTICA YL	31.7	Y C R	
38			10.5	31.7	10.8 SHARON	17.4	C	
11			15.6	31.7	5.1 PIXLEY	31.7		
Yard			20.6	31.7	5.0 MEDICINE LODGE YL	24.8	C	
61			33.6	31.7	14.2 LAKE CITY YL	0	C	
53			39.3	31.7	5.7 SUN CITY YL	18.0	C	
			49.4	42.2	10.1 O B JCT. YL	0		
			50.5	52.8	1.1 BELVIDERE YL		Y C	
					(52.0)			
					Average speed per hour			

Trains must get numbered clearance card before leaving Attica.

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

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

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

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

Booth telephone at Gyp Spur, M.P. 40.3.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Attica to M.P. 10	20	20
M.P. 10 to M.P. 40.8	35	35
M.P. 40.8 to Belvidere	20	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. DANGEROUS OBSTRUCTIONS (See Rue 761)

MILE POST	NAME
20.9	National Gypsum Co. Dock at Medicine Lodge between North and South Dock Tracks. Close side clearance.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Skelly Oil Spur	18.6	10
Gyp Spur	40.3	41

BUFFALO DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Waynoka Mile Post	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 5 August 4, 1968	Ruling Grade Ascending Feet Per Mile	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings							
Yard				87.6	WAYNOKA YL	81.8	Y C R	
30	45		19.9	39.6	20.0 FREEDOM	52.8		
33			26.1	52.8	6.2 EDITH	52.8		
55	33		43.8	52.8	17.7 SELMAN	37.0		
100	55		52.1		8.3 BUFFALO YL		Y	
					(52.2)			

Trains must get numbered clearance card before leaving Waynoka.

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

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

No switch lights on Buffalo District.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Waynoka to Buffalo	25	25

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
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) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Blackmon Salt Spur	28.2	6
Selman Stock Spur	39.0	13

Track Capacity 50 ft. Per Car		WEST- WARD Second Class	Distance From Shattuck	Ruling Grade Ascending	TIME TABLE No. 5 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD Second Class
51		52						
Freight		Freight						
Other Tracks	Sid- ings	Leave Mon., Wed., and Fri. AM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Y C R	Arrive Tues., Thurs. and Sat. PM
	Yard	8.00		42.2	SHATTUCK YL 9.3	26.4		1.30
			9.3	42.2	(State Line) 1.9	26.4		
	43	9.15	11.3	42.2	MAGOUN 7.2	29.0		12.15
96	43	9.30	18.5	42.2	FOLLETT YL 4.6	29.0	C	12.01 PM
	90	9.45	23.1	42.2	SHERLOCK 6.6	42.2		11.40
63	42	10.05	29.7	42.2	DARROUZETT 7.0	0.0	C	11.15
25		10.20	36.7	37.0	GAYLORD 5.5	42.2		10.50
67	92	10.35	42.2	31.6	BOOKER YL 5.4	15.8	C	10.30
35	42	10.55	47.6	15.8	HUNTOON 5.2	2.6		10.15
52		11.10	52.8	18.5	TWICHELL 5.0	15.8		10.00
289	92	11.45 PM	57.8	15.8	PERRYTON YL 5.7	26.4	R C	9.45
10		12.05	63.5	18.5	LORD 5.2	0.0		9.15
75		12.25	68.7	21.1	FARNSWORTH 5.0	5.3		9.00
95		12.45	73.7	39.6	WAKA 10.1	7.9		8.45
329	42	1.30 PM	83.8	52.8	SPEARMAN YL 9.4	39.6	Y C	8.00 AM
39			93.2	48.6	McKIBBEN 8.9	52.8		
41	60		102.1	36.4	MORSE YL 1.2	0.0		
			103.3	52.8	R.I. JCT. 30.3	52.8	Y	
			133.6	0.0	ETTER JCT. 0.5	0.0	B Y C	
206	64		134.1		ETTER YL			
		Arrive Mon., Wed. and Fri.			(134.4)			Leave Tues., Thur. and Sat.
		15.2			Average speed per hour			15.2

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

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

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Shattuck to Spearman	40	40
Spearman to R.I. Jct.	30	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
Curve, M.P. 0.06 to 0.4	30	30
Curve, M.P. 31.3 to 31.7	35	35

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

CLINTON DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD	Distance From Pampa	Ruling Grade Ascending	TIME TABLE No. 5	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD
Other Tracks	Sidings	↓	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		↑
254				31.7	PAMPA YL	31.7	Y CR	
	31		8.4	52.8	8.6 HEATON YL	52.8		
36			18.6	52.8	10.2 LAKETON	52.8	B	
36	46		30.3	52.8	11.7 MOBEETIE YL	52.8		
40			39.4	52.8	9.1 BRISCOE	52.8	B	
72			50.3	52.8	10.9 ALLISON	52.8	B	
			56.6	52.8	6.3 (State Line)	52.8		
64			61.8	52.8	5.2 REYDON	52.8	C	
50	11		80.9	9.5	19.1 CHEYENNE YL	42.2	C	
9			88.1	52.8	7.2 STRONG CITY	52.8	B	
			105.2	0.0	17.1 M.K.T. Crossing	26.4		
26	15		105.4	55.4	0.2 HAMMON JCT. YL	52.8	B	
21	25		116.6	52.8	11.2 BUTLER	54.0	C	
13			126.4	55.8	9.8 STAFFORD	52.8	B	
			134.6	52.8	8.2 C.R.I. & P. Crossing	52.8		
			136.4		CLINTON YL		Y C	
					(136.6)			

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

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

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

No switch lights on Clinton District.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Pampa to M.P. 85	30	30
M.P. 85 to Clinton	25	25

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psg.	Fr.
Hammon Jct.	105.2	Gate normally against AT&SF	15	15
Clinton	134.6	Gate normally against AT&SF	15	15

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
134.0	Bridge, Washita River, side clearance only.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
CLINTON DIST.		
Moody Compress & Whse. Co. of Texas	11.2	45
J. N. Philpot Elevator Co.	13.3	7
Acme Brick Co.	135.6	28

BORGER DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD	Distance From Panhandle	Ruling Grade Ascending	TIME TABLE No. 5	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD
Other Tracks	Sidings	Second Class	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Second Class
		45			August 4, 1968			46
		Freight						Freight
		Leave Daily Ex. Sun.						Arrive Daily Ex. Sun.
		PM	31.2	52.8	END TRACK	0	B	PM
Yard		7.00	27.8	52.8	3.4 BORGER YL	42.8	Y CR	12.30
39	74	7.20	15.8	52.8	12.0 McBRIDE	42.2	B	12.05
37		7.30	10.0	0	5.8 POMEROY	28.5	B	11.50
16	72	7.40	5.5	31.7	4.5 ABELL	31.7	B	11.40
Yard		8.00			5.8 PANHANDLE YL		Y CR	11.30
		PM			(32.5)			AM
		Arrive Daily Ex. Sun.						Leave Daily Ex. Sun.
		21.3			Average speed per hour			21.3

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

Trains must get numbered clearance card before leaving Borger.

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Borger to Panhandle	49	49

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

18 PLAINS DIVISION

DUMAS DISTRICT

Track Capacity 50 ft. Per Car	WEST- WARD		Distance From Amarillo	Ruling Grade Ascending	TIME TABLE No. 5 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	
	Second Class							Second Class	
	37							38	
	Freight							Freight	
Other Tracks	Sidings	Leave Daily AM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily PM	
		10.00			AMARILLO YL 0.7		Y	10.00	
				0.0	F.W. & D.C. Crossing EAST TOWER YL 0.1	0.0	C R		
				0.0	C.R.I. & P. Crossing 0.6	0.0			
			0.1	7.4	C.R.I. & P. Crossing 8.1	52.8			
	61	10.15	8.2	26.4	JUILLIARD 3.6	52.8	B	8.35	
				43.3	GLUCK 7.0	52.8	B	8.25	
	63	10.33	18.8	52.8	PUENTE 8.4	39.6	B	8.00	
	69	10.53	27.2	52.8	MARSH 7.4	0.0	B	7.45	
	141	11.10	34.6	33.0	EXELL YL 6.7	52.8	B	7.30	
	15	11.23	41.3	52.8	BAUTISTA 10.8	39.6	B	7.19	
	218	11.45	52.1	7.4	DUMAS YL 6.2	31.7	R C	7.00	
	22	11.55	58.8	13.7	MACHOVEC YL 5.3	19.6	B	6.40	
		PM	63.6	0.0	C.R.I. & P. Crossing 0.4	0.0			
	218	12.55	64.0	30.6	ETTER YL 11.1	30.9	Y C	6.30	
	29	1.15	75.1	52.8	LAUTZ 10.4	52.8	B	6.05	
			85.5	12.1	C.R.I. & P. Crossing 0.2	0.0			
	80	1.50	85.7	31.7	STRATFORD YL 4.9	11.6	C	5.45	
	11	2.00	90.6	52.8	MALLETT 9.5	29.0	B	5.35	
	117	2.15	100.1	52.8	KERRICK 0.4	52.8	B	5.20	
			100.5	52.8	(State Line) 10.5	52.8			
	14	2.40	111.0	52.8	CONRAD 11.6	23.8	B	5.03	
Yard		4.30 PM Arrive Daily	122.6		BOISE CITY YL (122.6)		Y C	4.45 PM Leave Daily	
		18.9			Average speed per hour			23.4	

No. 37 is superior to No. 38.

Between East Tower and Amarillo, trains will be governed by Second District time table and rules.

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
East Tower to Boise City	49	49
American Zinc Co., Spur M.P. 57.8	15	15

(B) SPEED REGULATIONS - CURVES & BRIDGES

Curves,	Location	MPH	
		Psg.	Fr.
	M.P. 553.7, Second Dist., to M.P. 1.0, Dumas Dist.	20	20
Curve,	M.P. 3.1 to 3.2	40	40
Curve,	M.P. 4.0 to 4.2	45	45
4 Curves,	M.P. 7.7 to 10.0	45	45
2 Curves,	M.P. 10.7 to 11.1	40	40
7 Curves,	M.P. 17.6 to 21.8	40	40
2 Curves,	M.P. 22.2 to 23.5	30	30
9 Curves,	M.P. 25.4 to 32.3	40	40
Curve,	M.P. 51.6 to 51.9	35	35
Bridge,	M.P. 111.5	10	10
Curve,	M.P. 113.6 to 113.9	45	45

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

Station	Type	Location	MPH
East Tower	I	Turnout to Dumas District	30
	I	Both ends tail track leading to Dumas Dist.	15
	I	Crossover M.P. 552.3	15
	I	Turnouts to passenger main tracks M.P. 552.4	40

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH	
			Psg.	Fr.
East Tower		Interlocking	20	20
Etter	63.6	Gate left lined and locked as last used	30	30
Stratford	85.5	Automatic Interlocking	30	30

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Texas Sulphur Prod.	48.6	12
Farmers Grain Co.	57.5	11
Potash Co. of America	57.8	67
American Zinc Co. of Illinois (3.01 Miles)	57.8	106
Farmers Grain Co.	61.9	11
Cactus Ordnance Plant	65.0	Yard

SPECIAL RULES

4. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.
5. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand thrown switch not electrically locked for any purpose.

6. MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

Diesel Locomotives and Motor Cars	Forward MPH	Light Forward MPH	Backing or When Not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
350-359	90	90	*45	90
325-344, 400-405, 1900-1939	90	90	45	90
1100-1174, 1800-1889	80	80	*45	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

*Forward speed applies when backing handling train controlled from leading unit.

7. MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Locomotives: 80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

PLAINS DIVISION 19

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

District	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 and derrick AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second and Third	40	45	30
Dumas and Borger	30	30	24
Shattuck	24	24	24
Wichita, Englewood, H.& S., Ponca City and Altus	20	20	20
Clinton:			
M.P. 0 to M.P. 85	24	24	24
M.P. 85 to Clinton	15	15	15
Anthony and Buffalo	15	15	15
Medicine Lodge:			
Attica to M.P. 16	15	15	15
M.P. 16 to M.P. 40.8	20	20	20
M.P. 40.8 to Belvidere	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Trains handling scale test cars AT 199913, 199914 or 199915 must not exceed 50 MPH, and such equipment must be handled next ahead of caboose.

Pile drivers and derricks AT 199720 and AT 199975 must be handled in train next to engine.

9. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT:		
M.P. 269.9	Hot Box	Rotating white light—Eastward M.P. 269.9 and M.P. 267.8 * Westward M.P. 269.9 and M.P. 271.8 *
Bridge 273.0	High Water	Eastward—controlled signals east crossover Harper Westward—controlled signals east end siding Harper
M.P. 296.5	Hot Box	Rotating white light—Eastward M.P. 296.5 and M.P. 294.0 * Westward M.P. 296.5 and M.P. 299.4 *
M.P. 320.8	Dragging Equipment	Westward—Signal 3221 Displays letter "E" in bottom unit
M.P. 329.5	Dragging Equipment	Eastward—Signals 3272 and 3274 displays letter "E" in bottom unit
SECOND DISTRICT:		
M.P. 367.3	Dragging Equipment	Westward—Signal 3681 displays letter "E" in bottom unit
M.P. 369.0	Hot Box	Rotating white light—Eastward M.P. 369.0 and M.P. 367.3 * Westward M.P. 369.0 and M.P. 370.7 *
Bridge 376.4 and Bridge 376.8	High Water	Eastward—Signal 3782 Westward—Signal 3761
M.P. 385.8	Dragging Equipment	Eastward—Signal 3842 displays letter "E" in bottom unit
M.P. 396.1	Hot Box	Rotating white light—Eastward M.P. 396.1-M.P. 394.2 and M.P. 392.6 * Westward M.P. 396.1-M.P. 398.0 and M.P. 399.6 *
Bridge 398.0	High Water	Eastward—Controlled signals east end siding Fargo Westward—Signal 3961
Bridge 403.5	High Water	Eastward—Signal 4032 Westward—Signal 4011
Bridge 404.5 and Bridge 405.0	High Water	Eastward—Controlled signals east end siding Gage Westward—Signal 4031
Bridge 409.6	High Water	Eastward—Signal 4112 Westward—Signal 4091
M.P. 424.0	Hot Box	Rotating white light—Eastward M.P. 424.0 and M.P. 421.5 * Westward M.P. 424.0 and M.P. 426.1 *
M.P. 449.0	Hot Box and Dragging Equipment (Dual Purpose)	Rotating white light—Eastward M.P. 449.0-M.P. 447.0 and M.P. 445.2 * Westward M.P. 449.0-M.P. 450.7 and M.P. 452.5 *
M.P. 461.2	Dragging Equipment	Eastward—Signal 4592 displays letter "E" in bottom unit
Bridge 461.2 and Bridge 462.3	High Water	Eastward—Controlled signals east end siding Mendota Westward—Signal 4611
Bridge 465.0	High Water	Eastward—Signal 4662 Westward—Controlled signals west end siding Mendota
Bridge 468.7	High Water	Eastward—Controlled signals east end siding Lora Westward—Signal 4681
Bridge 470.5	High Water	Eastward main track—controlled signal west end siding Lora Eastward on siding—Signal 4714 Westward—Controlled signals east end siding Lora
Bridge 472.7	High Water	Eastward—Signal 4742 Westward—Controlled signals west end siding Lora
M.P. 474.3	Hot Box	Rotating white light—Eastward M.P. 474.3-M.P. 472.4 and M.P. 470.0 * Westward M.P. 474.3-M.P. 476.1 and M.P. 478.0 *
Bridge 481.0	High Water	Eastward—Signal 4812 Westward—Signal 4791
Bridge 482.0 and Bridge 483.2	High Water	Eastward—Controlled signals east end siding Codman Westward—Signal 4811
Bridge 486.3	High Water	Eastward—Signal 4872 Westward—Controlled signals west end siding Codman
Bridge 488.1	High Water	Eastward—Controlled signals east end siding Hoover Westward—Signal 4871
M.P. 522.9	Hot Box	Rotating white light—Eastward M.P. 522.9-M.P. 520.9 and M.P. 519.2 * Westward M.P. 522.9-M.P. 525.1 and M.P. 527.2 *

9. TRACK SIDE WARNING DEVICES (Cont'd)

Location	Type	Signals or Indicators Affected
THIRD DISTRICT:		
M.P. 574.3	Hot Box	Rotating white light—Eastward M.P. 574.3 and M.P. 572.2 * Westward M.P. 574.3 and M.P. 576.4 *
M.P. 595.7	Hot Box	Rotating white light—Eastward M.P. 595.7 and M.P. 594.0 * Westward M.P. 595.7 and M.P. 597.5 *
M.P. 618.7	Hot Box	Rotating white light—Eastward M.P. 618.7-M.P. 616.6 and M.P. 614.2 * Westward M.P. 618.7-M.P. 620.4 and M.P. 622.2 *
Bridge 636.6	High Water	Eastward—Signal 6372 Westward—Controlled signals west end siding Bovina
M.P. 637.6	Hot Box	Rotating white light—Eastward M.P. 637.6 and M.P. 635.3 * Westward M.P. 637.6 and M.P. 639.7 *

* Location of Hot Box Locator

DUMAS DISTRICT:

Bridge 111.5	High Water	Eastward—Signal M.P. 112.9 Westward—Signal M.P. 110.6
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(Note: Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions. Semaphore arm in horizontal position or a red light indicate high water)

Dragging Equipment Detectors: Equipment dragging across detectors will cause the letter "E" to be lighted in bottom unit of signals indicated or rotating white light to be lighted. When letter "E" illuminated immediate stop must be made, both sides of train and track inspected and train dispatcher notified. Telephones are located at these signals. Detector located at M.P. 449.0 serves dual purpose of dragging equipment and hot box detector. Check locator to ascertain location and clear locator.

High Water Detectors: When high water detector actuated signals indicated will display their most restrictive indication. When signals so displayed trains must stop, notify train dispatcher and make thorough inspection to ascertain bridges and track are safe before proceeding.

When hot box detector actuated stop must be made immediately, locator checked and train inspected.

ENTIRE CREW MUST OBSERVE SIGNALS AND INDICATORS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

10. YARD LIMITS

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

11. BULLETIN BOOKS

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

12. STANDARD CLOCKS

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

SPEED TABLE

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

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING

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!

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DR. A. S. MCGEE Doctor in Charge

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- DR. F. EVANS Wichita
- DR. A. J. WRAY Wichita
- DR. M. K. BRALY Woodward

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- DR. T. E. BENJERGERDES Alva
- DR. G. R. CHASE (Ears only) Amarillo
- DR. F. J. CRUMLEY (Eyes only) Amarillo
- DR. JOHN J. ALPAR Amarillo
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- DR. WM. P. HALL (Ears, nose or throat) Amarillo
- DR. J. F. HOWELL, JR. (Eyes only) Amarillo
- DR. COLEMAN TAYLOR (Eyes only) Amarillo
- DR. F. R. VIEREGG Clinton
- DR. J. H. CAMERON Clovis
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- DR. R. L. CURRY Clovis
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CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

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

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

TIME SERVICE

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