

The Atchison, Topeka & Santa Fe Railway Co.

AND



Panhandle and Santa Fe Railway Co.



PLAINS DIVISION

EMPLOYEES' TIME TABLE No. 48.

IN EFFECT

SUNDAY, NOVEMBER 14, 1926,

AT 12:01 O'CLOCK A.M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 47, Dated November 29, 1925, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

F. A. LEHMAN,
Vice Pres. and General Manager,
AMARILLO, TEXAS.

F. L. MYERS,
Ass't General Manager,
AMARILLO, TEXAS.

F. J. MacKIE,
Superintendent,
AMARILLO, TEXAS.

SPECIAL RULES AND REGULATIONS

Effective on the Plains Division, and Superseding all General Rules Inconsistent Therewith.

The Rules and Regulations of the Atchison, Topeka & Santa Fe Railway System, dated 1909, are adopted and enforced by the Panhandle & Santa Fe Railway Company, and all employes whose duties may be affected by these rules are required to have in their possession the book of these rules and current Time Table, and must thoroughly understand them.

Except as otherwise provided, all Eastward Trains are superior to Westward Trains of the same class.

At stations shown in full-faced type all conductors must personally register their trains.

The following stations have yard limits (see No. 93 General Rules): Waynoka, Buffalo, Curtis, Woodward, Fargo, Shattuck, Spearman, Canadian, Pampa, White Deer, Panhandle, Isom Junction, Isom, Amarillo, Junior, Canyon, Hereford, Black, Texico, Clovis, West Panhandle yard limits extend to yard limit board west of Isom Junction. Yard limits at Isom extend from yard limit board east of Isom to end of track west of Isom. At all other stations, trains must be protected as per Nos. 99 and D-99 of General Rules.

Standard thermometers are located at Clovis, Bovina, Black, Hereford, Canyon, Junior, Panhandle, Pampa, Miami, Canadian, Higgins, Shattuck, Fargo, Woodward, Curtis, Waynoka and Perryton.

Bulletin books are located at Clovis, Junior, Amarillo, Isom, Canadian, Shattuck, Woodward and Waynoka.

Trainmen on freight trains must see that couplings, wheels, journals, and brakes of the cars in their train are in good order by inspecting them, when their duties will permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than fifty miles without a stop being made for the purpose of inspecting equipment.

So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

Conductors of freight and mixed trains will leave telegraph train reports, Form 903, at all stations, except register stations, where cars are picked up or set out. Operators will send these reports to dispatcher when reporting arrival and departure of trains.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Plains Rules

Rule 854, Book of Rules and Regulations, Operating Department is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL, except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

Where upper quadrant three-position signals are installed, the following indications will be provided:

Stop—Arm horizontal, or red light.

Proceed Under Control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1,500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory, which the rear of the train having passed, normal speed may be resumed.

Where two or more restricted areas are close together, but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

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.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers and spreaders will not exceed a speed of twenty-four (24) miles per hour or two and one-half (2½) minutes for each mile.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed ten (10) miles per hour, or six (6) minutes for each mile.

With rods down or disconnected, but with all drivers on rail, speed of train must not exceed fifteen (15) miles per hour, or four (4) minutes for each mile.

With all rods up and connected, speed of train may be increased to twenty (20) miles per hour, or three (3) minutes for each mile.

All classes of engines, when backing up, will not exceed speed of twenty (20) miles per hour, or three (3) minutes for each mile.

In heading in or out over the following turnouts and crossovers, passenger trains will not exceed speed of thirty (30) miles per hour, or two (2) minutes per mile; freight trains twenty (20) miles per hour, or three (3) minutes per mile. On all other turnouts and crossovers, passenger and freight trains will not exceed speed of ten (10) miles per hour, or six (6) minutes per mile:

Amarillo, East switch freight main line.

Miami, East passing track switch.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits:

Woodward, Amarillo, Hereford and Texico, eight (8) miles per hour or seven and one-half (7½) minutes per mile.

Miami, ten (10) miles per hour or six (6) minutes per mile.

Shattuck, Gage and Quinlan, fifteen (15) miles per hour or four (4) minutes per mile.

Mooreland, twelve (12) miles per hour or five (5) minutes per mile.

Time signals will be sent daily at 11 a. m., "Central" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

H. M. S.

10 57 00 A. M., Second beats commence and continue until the 28th second, inclusive, when circuit opens until

10 57 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until

10 58 00 A. M., When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until

10 58 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until

10 59 00 A. M., When second beats commence and continue until the 28th second, inclusive, when circuit opens until

10 59 30 A. M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until

11 00 00 A. M., When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

SPECIAL RULES AND REGULATIONS

Effective on the Plains Division, and Superseding all General Rules Inconsistent Therewith.

This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signals as received.

Standard clocks are located at Waynoka, Canadian, Amarillo, Junior, and Clovis.

All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

Railroad Crossings and Junctions.

Woodward—M. K. & T. crossing, 0.2 mile west of passenger depot,

is protected by Standard Interlocking System and derails. When signals are clear, trains may cross at speed of fifteen (15) miles per hour or four (4) minutes per mile.

Amarillo—Ft. W. & D. C. crossing, 0.8 mile east, and C. R. I. & G. crossing, 0.9 mile east of depot, are protected by Standard Interlocking System and derails. When signals are clear, trains may cross at speed of fifteen (15) miles per hour or four (4) minutes per mile.

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 New Mexico the 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 a strict compliance with this statute.

In Texas a 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.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

C. S. CRAVENS,
Ass't Superintendent,
AMARILLO, TEXAS

R. W. PRENTICE,
Train Master,
AMARILLO, TEXAS

H. G. BRANDT,
Train Master,
WAYNOKA, OKLAHOMA

F. A. DONNELL,
Ass't Train Master,
PANHANDLE, TEXAS

F. B. SANFORD,
Chief Dispatcher,
AMARILLO, TEXAS

A. G. EISENBERG,
Night Chief Dispatcher,
AMARILLO, TEXAS

A. O'LEARY,
Ass't Chief Dispatcher,
AMARILLO, TEXAS

TRAIN DISPATCHERS

C. C. Bair
J. E. Lester
M. C. Sally
T. B. Smith
J. W. Horn
R. E. Hopkins
C. M. Marsh
D. C. Sievers
W. E. Aultz
C. M. Wickes
AMARILLO, TEXAS

PLAINS DIVISION.—FIRST DISTRICT.

WESTWARD.						EASTWARD.											
First Class.					Capacity of Sidings.	Fuel, Water, Turn Tables and Turn Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Atchafalaya.	Telegraph and Telephone Offices.	First Class.					
85	87	33	21	1								10	22	34	30	88	86
Way Freight	Way Freight.	California and Mexico Fast Freight.	The Missionary.	The Scout	No. Cars.		STATIONS.	Miles.			The Scout	The Missionary.	Fruit Express.	Stock Express.	Way Freight.	Way Freight	
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
AM 10.00		PM 1.45	PM 11.00	AM 11.55	Yard	W F T Y	WAYNOKA.	345.5	N P		AM 7.55	PM 9.40	AM 5.25	AM 4.35		AM 9.15	
10.15			11.08	12.03	107		5.2 HERMAN.	350.7	N P		7.45	9.30				8.50	
10.35			11.16	12.13	127		5.1 BELVA.	355.3	N P		7.35	9.20				8.25	
11.00			11.26	12.26	137		5.4 QUINLAN.	361.2	N P		7.22	9.09				7.45	
11.25			11.41	12.43	150	W	5.9 CURTIS.	367.1	N P		7.09	8.57				7.12	
PM 12.10			11.49	12.50	155		3.9 MOORELAND.	371.0	N P		7.02	8.49				6.25	
12.30			11.56	1.01	107		4.7 ALSTON.	377.3	D T		6.52	8.40				5.50	
1.00 PM	AM 4.30		12.11	1.14	439	W Y	5.6 WOODWARD.	382.3	N P		6.40	8.30			PM 1.30	5.30 AM	
							0.2 M. E. & T. Crossing.	383.0									
							3.3 GERLACH.	386.3			6.30	8.23				12.40	
	5.00		12.21	1.25	108		6.3 TANGIER.	392.3	N P		6.20	8.12				12.20 PM	
	5.30		12.33	1.37	122		5.7 FARGO.	399.3	N P		6.10	8.03				11.55	
	6.20		12.41	1.47	215	W F	8.4 GAGE.	406.7	N P		5.53	7.48				11.15	
	7.00		12.54	2.02	151		7.7 SHATTUCK.	414.4	N P		5.39	7.36				10.40	
	8.15		1.12	2.20	549	W Y	6.6 GOODWIN.	421.0			5.26	7.25				9.55	
	9.00		1.25	2.31	118		7.7 HIGGINS.	423.7	N P		5.11	7.13				9.30	
	9.30		1.38	2.43	183	W	8.4 COBURN.	437.1			4.54	6.59				9.00	
	9.50		1.52	2.55	96		6.9 GLAZIER.	444.0	N P		4.40	6.48				8.40	
	10.20		2.01	3.04	165	W	5.6 CLEAR CREEK.	449.6			4.30	6.39				8.20	
	10.40		2.10	3.15	120		5.5 CANADIAN.	455.1	N P		4.20 AM	6.30 PM	10.10 PM	9.30 PM	8.00 AM		
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Yard	W F T Y	(108.1)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	
			(32.5)	(30.9)	Average speed per hour.....					(30.2)	(34.1)						

All trains must get Clearance Cards before leaving Waynoka, Canadian and Shattuck.
 Operator at Curtis will block all eastward trains until preceding trains have cleared the block at Quinlan.
 Canadian River Spur track at M. P. 452.9; capacity, 6 cars.
 Mileage between Mooreland and Alston is 4.7 instead of 6.2 as indicated by mileposts.
NOS. 85, 86, 87, 88, 30, 33 AND 34 HAVE NO TIME TABLE AUTHORITY.
 Emergency telephone at all blind sidings.

PLAINS DIVISION.—SECOND DISTRICT.

WESTWARD.					Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Rating Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Rating Grade Ascending.	Distance from Abilene.	Telegraph and Telephone Offices.	EASTWARD.					
First Class.												First Class.					
55	33	1	25	21								10	26	22	34	30	56
Way Freight.	California and Mexico Fast Freight.	The Scout.	Oilfield Special	The Missionary	No. Cars						The Scout.	Oilfield Special	The Missionary	Fruit Express.	Stock Express.	Way Freight.	
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	
AM 7.30	PM 10.00	PM 3.30		AM 2.25	Yard	W F T Y	CANADIAN.		455.1	N P	AM 4.15		PM 6.00	PM 9.20	PM 8.10	PM 4.00	
7.48		f 3.38		2.32	110		4.3	0	459.4		4.08		5.52			3.35	
8.05		f 3.48		2.41	119	W	ISAACS.	0	465.4	N P	4.00		5.41			3.15	
8.20		f 3.56		2.48	116		MENDOTA.	18.8	470.3		3.52		5.33			2.48	
9.10		s 4.10		2.58	178	W	LORA.	0	476.9	N P	s 3.42		5.22			2.05	
9.33		f 4.23		3.08	96		MIAMI.	0	485.6		3.32		5.10			1.20	
10.00		f 4.40		3.20 ¹⁰	140	W	CODMAN.	0	491.3	N P	3.20 ²¹		4.58			12.50	
10.10		f 4.53 ²²		3.27	63		HOOVER.	0	494.4		3.13		4.53 ¹			12.35	
10.50		s 5.02		3.37	Yard	W F Y	CHANESA.	0	499.0	N P	s 3.02		4.46			12.15 PM	
11.25		f 5.15		3.52	389		PAMPA.	0	505.3	D T	f 2.48		4.35			11.25	
PM 12.05		s 5.27		4.05	187	W	KINGS MILL.	31.7	512.3	N P	s 2.36		4.25			11.05	
12.30		f 5.41		4.17	118		WHITE DEER.	31.7	518.9		f 2.23		4.15			10.30	
1.20		s 5.55	PM 5.45	4.30	Yard	W	CUYLER.	23.2	526.0	N P	s 2.10	AM 8.40	s 4.05			10.10	
		5.57	5.47	4.32			PANHANDLE.	15.8	527.2	N P	2.08	8.38	4.03				
1.45		6.07	f 5.57	4.45	124		Mem Jct.	0	532.5		1.55	f 8.29	3.52			9.35	
2.15		6.18	f 6.08	5.00	125	W	LEE.	21.1	541.0	N P	1.42	f 8.19	3.40			9.15	
2.35		6.28	f 6.18	5.12	121		ST. FRANCIS.	21.1	546.3	N P	1.32	f 8.11	3.32			8.55	
							FOLSOM.	31.7	552.2								
							G. E. I. & G. Crossing.	0	552.3								
							O. 1	6.3	553.0	N P	1.20 AM	8.00 AM	3.20 PM	3.50 PM	2.30 PM	8.35 AM	
3.00 PM	5.00 AM	6.40 PM	6.30 PM	5.25 AM	Yard	W F T Y	F. W. & D. G. Crossing.										
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			AMARILLO.				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	
		(30.9)	(35.9)	(32.7)	Average speed per hour						(33.6)	(40.5)	(36.7)				

All trains must get Clearance Cards before leaving Canadian and Pampa.
 All trains originating at Amarillo, must get Clearance Cards before leaving Amarillo.
 All trains originating at Panhandle must get Clearance Cards before leaving Panhandle.
NOS. 55, 56, 30, 33, AND 34 HAVE NO TIME TABLE AUTHORITY.
 Automatic Signals, M. P. 476.9 and M. P. 477.9—Westward Control.
 Automatic Signals, M. P. 478.3 and 479.3—Eastward Control.
 Emergency telephone at all blind sidings.
 Barton Torpedo M. P. 494.5 Capacity 6 Cars
 Sinclair Crude Oil Purchasing Co. M. P. 497.3 Capacity 57 Cars
 Wilcox Oil and Gas Co. of Texas. M. P. 497.6 Capacity 17 Cars
 Atlantic Oil and Producing Co. M. P. 500.2 Capacity 31 Cars
 Humble Pipe Line Co. M. P. 500.7 Capacity 60 Cars
 Toronto Pipe Line Co. M. P. 501.3 Capacity 44 Cars
 Empire Pipe Line Co. M. P. 501.8 Capacity 39 Cars
 Texas Pipe Line Co. M. P. 506.1 Capacity 37 Cars
 Prairie Oil and Gas Co. M. P. 506.7 Capacity 59 Cars
 White Deer Pump Spur M. P. 514.8 Capacity 4 Cars
 Plains Pipe Line Co. M. P. 524.1 Capacity 45 Cars
 Gulf Pipe Line Co. M. P. 524.2 Capacity 64 Cars
 Kay County Gas Co. M. P. 524.3 Capacity 72 Cars
 Phillips Petroleum Co. M. P. 525.1 Capacity 42 Cars
 St. Francis Pump Spur M. P. 539.8 Capacity 5 Cars

PLAINS DIVISION.—THIRD DISTRICT.

WESTWARD.

WESTWARD.											Capacity of Sidings.	Fuel, Water, Turf, Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	
55	73	75	933	33	First Class.					No. Cars.					Yard
Way Freight.	Way Freight.	Way Freight.	California Fast Freight.	California and Mexico Fast Freight.	99	1	91	97	21						
Leave Daily Ex. Sunday.	Leave Monday, Wednesday, Friday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	West Texas Express.	The Scout	California Special.	South Plains Express.	The Missionary						
PM 3.00					PM 8.00	PM 7.10		AM 7.30	AM 5.40					7.5	AMARILLO. 1.3
3.05 PM	AM 8.00	AM 6.40		AM 5.45	8.03	7.13		7.33	5.43	123				31.7	JUNIOR. 4.3
	8.10	6.50			f 8.09	7.19		f 7.40	5.51	123				10.6	ZITA. 5.2
	8.25	7.03			f 8.20 ¹⁰⁰	7.26		f 7.48	6.00					31.7	HANEY. 6.6
	9.00	7.20 AM			8.30 PM	s 7.35		8.00 AM	s 6.10	280		W Y		31.7	CANYON. 4.6
	9.17					f 7.45			6.17	113				31.7	LESTER. 5.5
	9.35					f 7.53			6.23	137				31.7	UMBARGER. 6.1
	9.55					f 8.03			6.31	120		W		25.9	DAWN. 6.6
	10.15					f 8.13			6.40	117				31.7	JOEL. 6.4
	10.55				s 8.25				s 6.50	324		W Y		31.7	HEREFORD. 8.2
	11.30					f 8.40			7.02	122				31.7	SUMMERFIELD. 7.0
	PM 12.05					f 8.50			7.13	134		W F		18.2	BLACK. 7.1
	12.30					f 9.00			f 7.23	156				31.7	FRIONA. 6.5
	12.50					f 9.11			7.33	107				10.6	PARMERTON. 5.8
	1.15					f 9.18			f 7.41	212		W		31.7	BOVINA. 6.9
	1.40					f 9.30			7.50	94				17.0	WILSEY. 6.4
	2.30		PM 4.30		s 9.38	PM 7.35			s 8.00	341		W Y		21.1	TEXICO. 5.1
	3.00				f 9.50	7.45			8.10	113				21.1	SIEGA. 4.2
	3.30 PM		5.00 PM	1.00 PM		10.00 PM	f 7.55 PM		f 8.20 AM	Yard		W F T Y			CLOVIS. (103.7)
Arrive Daily Ex. Sunday.	Arrive Monday, Wednesday, Friday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.						

(34.8) (36.6) (27.9) (34.8) (39.0) Average speed per hour

All trains originating at Amarillo must get Clearance Cards before leaving Amarillo.
 All trains originating at Junior must get Clearance Cards before leaving Junior.
 All trains must get Clearance Cards before leaving Canyon, Texico, and Clovis.
 Passenger trains will register by Form 903 at Junior.
NOS. 55, 56, 73, 74, 75, 76, 33, 34, 933 AND 934 HAVE NO TIME TABLE AUTHORITY.
 Emergency Telephone at all blind sidings.

PLAINS DIVISION.—THIRD DISTRICT.

EASTWARD.

TIME TABLE No. 48, November 14, 1926	Railroad Grade Ascending.	Distance from Arlington.	Telegraph and Telephone Offices.	First Class.									
				98	22	100	10	92	34	934	74	56	76
				Kansas City Express.	The Missionary	Eastern Express.	The Scout	The Texan.	Fruit Express.	Galveston Fast Freight.	Way Freight.	Way Freight.	Way Freight.
STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues. Thursday, Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
AMARILLO.		553.0	N P	PM 2.55	PM 3.05	PM 8.45	AM 1.10					AM 8.35	
1.3 JUNIOR	6.3	554.3	N P	2.52	3.02	8.42	1.07		PM 2.35		PM 3.00	8.30 AM	PM 1.30
4.3 ZITA.	31.7	559.6	N P	f 2.43	2.55	f 8.31	12.58				2.47		1.17
5.2 HANEY.	14.8	563.3		f 2.35	2.48	f 8.20 ⁹⁰	12.50				2.35		1.02
6.6 CANYON.	31.7	570.4	N P	2.25 PM	\$ 2.38	8.10 PM	\$12.40				2.15		12.40 PM
4.6 LESTER.	0	575.0			2.27		12.30				1.45		
5.5 UMBARGER.	15.8	580.5	D T		f 2.16		12.19				1.30		
6.1 DAWN.	31.7	586.6			f 2.11		12.08 AM				1.10		
6.5 JOEL.	31.7	593.1			f 2.02		11.57				12.50		
6.4 HEREFORD.	0	599.5	N P		\$ 1.50		\$11.45				12.30 PM		
8.2 SUMMERFIELD.	21.6	607.7			f 1.41		11.33				11.30		
7.0 BLACK.	10.6	614.7	N P		f 1.32		11.23				10.50		
7.1 FRIONA.	21.1	621.3	D T		f 1.24		f 11.13				10.14		
6.5 PARMERTON.	0	623.3			1.14		11.05				9.40		
5.8 BOVINA.	31.7	634.1	D T		f 1.04		f 10.57				9.20		
6.9 WILSEY.	28.6	641.0			12.54		10.47				8.53		
6.4 TEXICO.	31.7	647.4	N P		\$12.44		\$10.37	PM 10.47		PM 12.35	8.20		
5.1 SIEGA.	8.7	652.5			12.37		10.27	10.37			7.40		
4.2 CLOVIS.	8.7	656.7	N P		12.30 PM		10.20 PM	10.30 PM	8.05 AM	12.01 PM	7.30 AM		
(103.7)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tues. Thurs. Saturday	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
Average speed per hour.....				(34.8)	(40.1)	(34.8)	(36.6)	(30.4)					

637.0
420.0
232.5

All trains must get Clearance Cards before leaving Clovis, Texico, and Canyon.
 Passenger trains will register by Form 903 at Junior.
 All trains originating at Junior must get Clearance Card before leaving Junior.
NOS. 55, 56, 73, 74, 75, 76, 33, 34, 933 AND 934 HAVE NO TIME TABLE AUTHORITY.
 Emergency Telephone at all blind sidings.

4.2
103
309.7

PLAINS DIVISION.—SHATTUCK DISTRICT.

WESTWARD				EASTWARD					
Second Class.				Second Class.					
51	Capacity of Sidings	Water, Fuel, Wye	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Distance from Shattuck	Telegraph and Telephone Offices.	52
Mixed.				No. Cars.	No. 48, November 14, 1926				Miles
Leave Daily Ex. Sunday.				STATIONS				Arrive Daily Ex. Sunday.	
AM 9.30	549	WYF	0.0	SHATTUCK	0.0		NP	PM 12.30	
				0.3	0.0				
			42.2	Shattuck Jct.	26.4	0.3			
9.45	18			6.2				12.05 PM	
			42.2	TOUZALIN	0.0	6.5			
9.55	60			5.1				11.45	
			42.2	MAGOUN	29.0	11.7			
			42.2	7.2				11.20	
10.40	113	W		FOLLETT	29.0	18.9	T		
			42.2	4.6				10.55 ⁵¹	
10.55 ⁵²	21			SHERLOCK	42.2	23.5			
			42.2	6.6				10.35	
			42.2	DARROUZETT	0.0	30.1	T		
				7.0				10.10	
11.35	89			GAYLORD	42.2	37.1			
			37.0	5.5				9.50	
11.55	22			BOOKER	15.8	42.6	T		
		W	31.6	5.3				9.15	
PM 12.30	116			HUNTOON	2.6	47.9			
			15.8	5.2				9.00	
12.45	38			TWICHELL	15.8	53.1			
			18.5	5.1				8.45	
1.00	32			PERRYTON	26.4	58.2	T		
		W	15.8	5.6				7.55	
1.35	187			LORD	0.0	63.8			
			18.5	5.2				7.40	
1.55	9			FARNSWORTH	5.3	69.0			
			21.1	5.0				7.25	
2.10	47			WAKA	7.9	74.0			
			39.6	10.1				7.00 AM	
2.25	87			SPEARMAN		84.1	T		
		WYF						Leave Daily Ex. Sunday.	
3.00 PM	457								
Arrive Daily Ex. Sunday.				(84.1)					
(15.3)	Average speed per hour							(15.3)	

All trains must get clearance cards before leaving Shattuck and Spearman.
No switch lights on Shattuck District.

BUFFALO DISTRICT.

WESTWARD				EASTWARD					
Second Class.				Second Class.					
43	Capacity of Sidings	Water, Fuel, Turntable, Wye.	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Distance from Waynoka	Telegraph and Telephone Offices.	44
Mixed.				No. Cars	No. 43, November 14, 1926				Miles
Leave Daily Ex. Sunday.				STATIONS				Arrive Daily Ex. Sunday.	
AM 8.15	Yard	WF YT	70.7	WAYNOKA	0	NP	PM 4.00		
				4.6	38.0				
8.30	13		87.6	McKINLEY	4.6		3.40		
				6.1	73.9				
8.50	21		76.5	BRACE	10.7		3.20		
				3.7	81.8				
9.00	24		79.0	FAIR VALLEY	14.4		3.05		
				6.7	72.8				
9.25	78		39.6	FREEDOM	20.1	T	2.45		
				6.1	52.8				
9.45	46	W	52.8	EDITH	26.2		2.15		
				6.2	52.8				
10.10	100		38.7	SALT SPRINGS	32.4		1.45		
				4.8	31.7				
10.25	50		52.8	LOVEDALE	37.3		1.25		
				6.6	29.0				
10.55	101		52.8	SELMAN	43.8	T	1.00		
				8.4	37.0				
11.20 AM	130	WY		BUFFALO	52.2	T	12.30 PM		
							Leave Daily Ex. Sunday.		
Arrive Daily Ex. Sunday.				(52.2)					
(16.9)	Average speed per hour							(14.9)	

No. 43 is superior to No. 44 Waynoka to Buffalo.
All trains must get clearance cards before leaving Waynoka and Buffalo.
No switch lights on Buffalo District.
Salt Spur M. P. 28.5. Capacity 11 cars.
Selman Stock Spur M. P. 39.0. Capacity 13 cars.

PLAINS DIVISION.—ISOM DISTRICT.

WESTWARD				TIME TABLE No. 48, November 14, 1926	EASTWARD		
First Class 27 Oil Field Special	Capacity of Sidings.	Water, Fuel, Turntable, Wye.	Rolling Grade Ascending.		Rolling Grade Ascending.	Distance from Isom Junction	Telegraph and Telephone Offices
Leave Daily.	No. Cars.			STATIONS.	Miles		Arrive Daily.
AM 8.45	Yard.	WF Y		PANHANDLE.		NP	PM 5.40
8.50			31.7	1.2	31.7		
9.00	60		29.3	ISOM JCT.	35.9	NP	5.35
			28.5	6.5 ABELL.	0.0		5.24
9.10	100		42.2	4.5 POMEROY.	0.0	NP	5.16
9.23	154	W	31.5	5.8 MCBRIDE.	52.8		5.04
9.43	60		0.0	8.1 HILLARD.	52.8		4.48
9.55 AM	Yard	WF Y	0.0	3.8 ISOM.	52.8	NP	4.40 PM
Arrive Daily.				3.4 END TRACK.	52.8		Leave Daily.
				32.3	31.1		
(24.7)	Average speed per hour.....						(28.9)

All trains originating at Panhandle must get clearance card before leaving Panhandle.
 All trains must get clearance card before leaving Isom Jct. and Isom.
 Nos. 27 and 28 register by form 903 at Isom Jct.
 Isom District trains have no time table superiority between Panhandle and Isom Jct.
 Emergency telephone at Abell, McBride, Hillard and end of track, and at M. P. 18.5

Humble Spur	M. P. 18.5	Capacity 25	Cars
Gulf Spur	M. P. 23.7	Capacity 35	Cars
Tank Car Storage.....	M. P. 25.3	Capacity 283	Cars
Western Carbon Spur.....	M. P. 25.5	Capacity 64	Cars
Marland Warehouse Spur.....	M. P. 26.3	Capacity 37	Cars
Prairie Oil & Gas Spur.....	M. P. 26.5	Capacity 66	Cars
Marland Oil Rack	M. P. 26.9	Capacity 50	Cars
Amarillo Refinery	M. P. 28.0	Capacity 15	Cars
Empire Oil & Gas	M. P. 28.1	Capacity 30	Cars
Derby Oil	M. P. 28.8	Capacity 15	Cars
Phillips Petroleum	M. P. 29.9	Capacity 105	Cars
Phillips Petroleum	M. P. 30.1	Capacity 50	Cars
Skelly Oil Co.	M. P. 30.4	Capacity 42	Cars

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, in Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.
MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73, 74, 145, 146, 147 and 148.
MIDDLE DIVISION.—Trains 94, 95, 310, 311, 332, 333, 351, 352, 389, 390, 396, and 397; 387 and 388, between Little River and Ellinwood; 308 and 309 between Concordia and Superior.
OKLAHOMA DIVISION.—Trains 413, 414, 417, 418, 419, 420, 421, 422, 443, 444, 447, 448, 449, 450, 453 and 454.

SOUTHERN KANSAS DIVISION.—Trains 215, 216, 217, 218, 223, 224, 231, 232, 247, 248, 263, 264, 273 and 274.
WESTERN DIVISION.—Trains 77, 78, 79, 80, 81, 82, 83 and 84.
ARKANSAS RIVER DIVISION.—Trains 87, 88 and 90.
NEW MEXICO DIVISION.—Trains 71 and 72.
PANHANDLE DIVISION.—Trains 59, 60, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.
PECOS DIVISION.—Trains 45, 46, 47 and 48.
PLAINS DIVISION.—Trains 73, 74, 85, 86, 87 and 88 between Woodward and Shattuck.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) Will stop at any station on Illinois and Missouri Divisions for passengers to Newton and beyond, and at Stronghurst for Kansas City and beyond.
 (b) At any station for passengers to Arizona and California.
 (c) At any station west of Kansas City to discharge passengers from East of Kansas City or St. Joseph District.
 (d) At Holliday for passengers from No. 202 for points at which No. 1 is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa, and for passengers from No. 210 at which No. 1 is scheduled to stop.
 (e) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (f) At Coal City for passengers destined west of Ancona.
 (g) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
- No. 2. (a) Will stop at any station La Junta to Chicago to discharge passengers from Phoenix Arizona, and from points in California.
 (b) At Kinsley to discharge passengers from Albuquerque and west for points Nettleton to Nickerson inclusive.
 (c) At any station east of Kansas City to discharge passengers from South of Newton.
- No. 5-6. From Chicago (a) Will stop at any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City or beyond, and St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville and Williamsfield to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) At any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (g) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (h) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) At any station south of Wichita to discharge passengers from east and west of Newton, and at any station south of Winfield to discharge passengers from Eldorado District, and to discharge passengers from Southern Kansas Div.
- No. 5-6. From Denver. (a) Will stop at any station Denver to Pueblo for passengers east and south of Newton.
 (b) At stations Dodge City to Newton to discharge passengers from west of Dodge City destined First District when connection is not made at Dodge City with No. 68.
 (c) At Speareville for passengers for east or south of Newton.
 (d) At any station Dodge City to Ellinwood to pick up passengers for McPherson District.
 (e) At all Agency stations Western Division for passengers to Chicago and east.
 (f) At any station on Oklahoma, Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (g) At any station in Missouri and Illinois to discharge passengers from west and south of Newton and passengers reaching Kansas City on train 210.
 (h) At Bucklin for passengers for Chicago and east.
- No. 8. (a) Will stop at any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station on Middle and Eastern Divs. to discharge passengers from west of Newton.
 (d) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
- No. 9. (a) At Las Animas to discharge passengers from Kansas City or east thereof.
 (b) At any station Newton to La Junta for passengers to Arizona or California.
 (c) On Sunday at any station on Second District, Western Division, Whiteside to Lewis, to discharge passengers from Kansas City and east.
- No. 10. (a) Will stop at any station Belen to Clovis to discharge passengers from Albuquerque and Belen and beyond and to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station Wellington to Newton to discharge passengers from Mulvane and West, and on Missouri and Illinois Divisions to discharge passengers from west of Newton.

- No. 11-12. (a) Will stop at Olathe for passengers to La Junta and beyond, and at Ottawa Junction for passengers beyond Newton, west or south, at which No. 11 is scheduled to stop.
 (b) At Florence for passengers to Dodge City and west for points at which No. 11-12 is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Mulvane for passengers from No. 22 destined to points south at which No. 11 is scheduled to stop.
 (d) At Newkirk to discharge passengers from Winfield and east, and to pick up passengers for Guthrie and beyond where No. 11 is scheduled to stop.
 (e) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.
- No. 11-12. (a) Will stop at Castle Rock to pick up and discharge passengers, and at Littleton to pick up passengers for Colorado Springs, Pueblo and east where this train is scheduled to stop.
 (b) At Monument for passengers destined Colorado Springs and beyond.
 (c) At Florence, Strong City and Osage City to discharge passengers from west of La Junta.
 (d) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
 (e) On Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (f) At Edmond to pick up passengers for Ponca City, Arkansas City, Winfield, Mulvane, Wichita, Newton, and east and west of Newton where train 12 east and trains 11-12 west are scheduled to stop, and at Mulvane to discharge passengers from Edmond.
 (g) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond at which No. 12 east and No. 11-12 west of Newton are scheduled to stop.
- No. 14. (a) Will stop at any station La Junta to Newton to discharge passengers from La Junta and west or north thereof.
 (b) At any station on Missouri and Illinois Divisions to discharge passengers from west of Kansas City.
 (c) At Stronghurst and Williamsfield for passengers for Chicago and East and to discharge passengers from Kansas City.
- No. 17. (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from Panhandle Div. via Enid District.
- No. 18. (a) Will stop at any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
- No. 21. (a) Will stop at any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avard.
 (b) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) Will stop at any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (b) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (c) At points between Mulvane and Emporia to discharge passengers from west of Mulvane.
 (d) At Ottawa Jct. to discharge passengers from Wichita and west destined Ottawa and south, and at Olathe to discharge passengers from Wichita and west.
 (e) At any station Kansas City to Chicago to discharge passengers from any line west of Kan. City and to discharge passengers from St. Joseph and connecting lines.
 (f) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (g) At Baring and Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
- No. 201. Will stop at Turner and Morris for passengers south of Holliday.
 No. 203. Will stop at Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
 No. 204. Will stop at Richmond and Princeton to discharge passengers from south and west of Cherryvale, and at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and south.
 No. 210. Will stop at Holliday to discharge passengers for No. 1.

THE FOLLOWING SIGNS INDICATE—

—Regular Stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.

Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

Drs. WILLIAMS & BOGGS, Specialists Eye and Ear, Topeka.

Dr. C. A. McGUIRE, Consultant, Topeka.
Dr. M. L. PERRY, Consultant, Topeka.

PLAINS DIVISION.

Dr. E. P. CLAPPER, Waynoka.

Dr. R. A. WORKMAN, Woodward.

Dr. O. C. NEWMAN, Shattuck.

Dr. E. H. SNYDER, Canadian.

Dr. A. E. WINSETT, Amarillo.

Dr. J. H. KELLEY, Miami.

Dr. R. D. GIST, Amarillo.

Dr. A. COLE, Pampa.

Dr. J. C. MAY, Perryton.

Dr. H. A. MILLER, Clovis Hospital.

Dr. GEO. W. JONES, Clovis Hospital.

Dr. W. F. GABBERT, Hereford.

Dr. D. M. STEWART, Canyon.

Dr. E. F. CAMP, Buffalo.

Dr. G. B. GIBNER, Spearman.

Dr. C. YORK, Panhandle.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, PLAINS DIVISION.

GEO. E. STILLER, Waynoka.

L. P. NORTHUP, Woodward.

P. I. CRUM, Panhandle.

F. G. STEDMAN, Canadian.

L. N. PITTMAN, Amarillo.

W. C. STAIRS, Pampa, Texas.

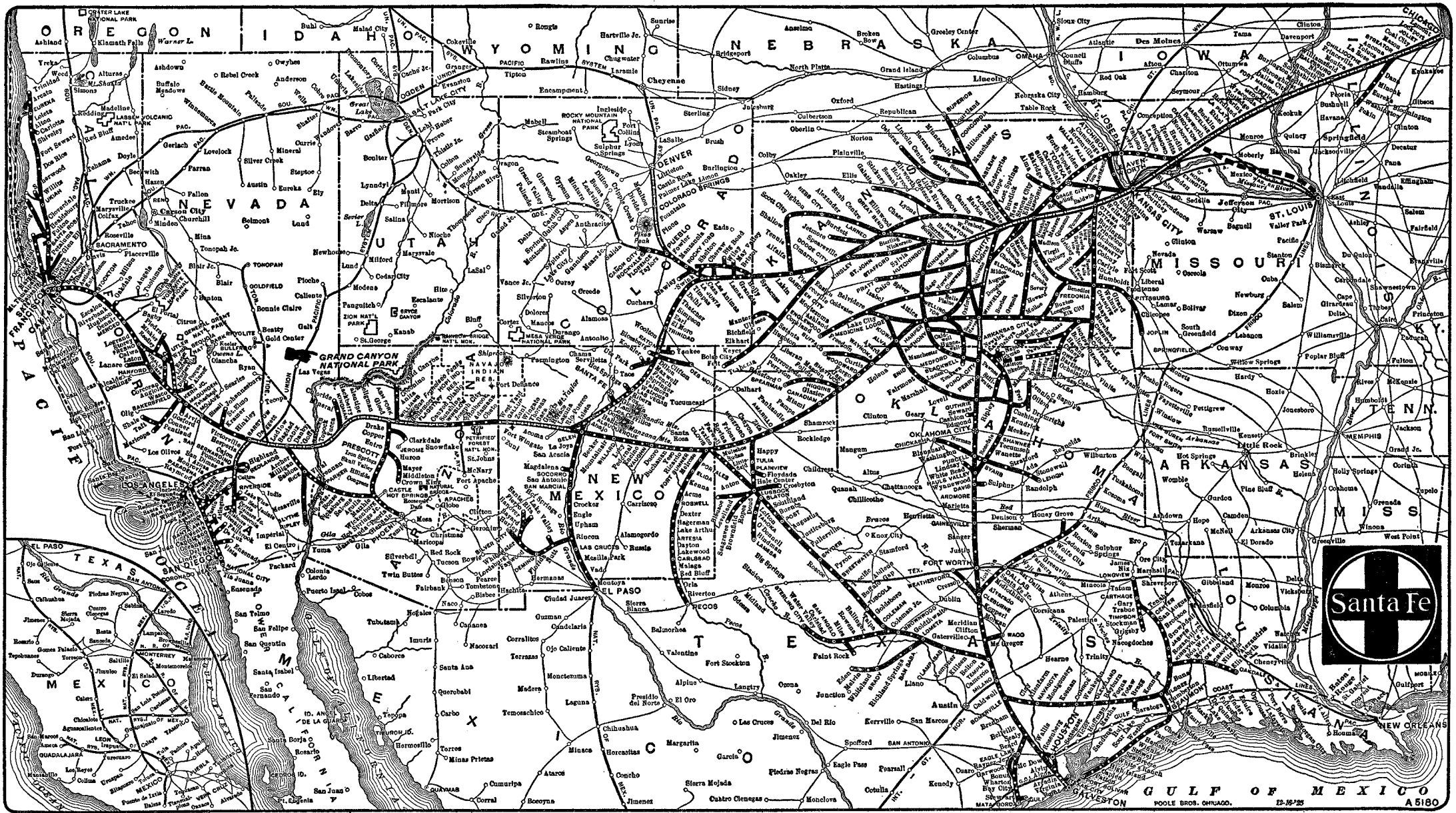
L. F. STRAUSBAUGH, Shattuck.

J. R. DENHOF, Clovis.

SANTA FE SAFETY FIRST

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

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



Santa Fe Through Lines Double Track plus two main lines between Newton and Albuquerque Lines Under Construction Connecting Lines