



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or
practice to his supervisor.

ASSISTANT SUPERINTENDENT

D. J. McDOUGAL Amarillo, Tex.

TRAINMASTERS

P. R. BUCHANAN Slaton, Tex.
J. L. RAINEY Amarillo, Tex.
G. B. DENNING Amarillo, Tex.
J. H. DAVIDSON Wellington, Kan.

TRAINMASTER—ROAD FOREMAN OF ENGINES

J. E. GILL San Angelo, Tex.

ASST. TRAINMASTERS

G. D. BUSBOOM Amarillo, Tex.
J. T. AVANT Amarillo, Tex.
K. W. ROSS Borger, Tex.

DIVISION RULES EXAMINER

A. C. WESTBROOK Amarillo, Tex.

**SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES**

E. E. REYNOLDS Amarillo, Tex.

ROAD FOREMEN OF ENGINES

B. Y. STEELE Amarillo, Tex.
J. L. WILES Slaton, Tex.
C. D. TODD Wellington, Kans.

SAFETY SUPERVISORS

E. R. MOODY Lubbock, Tex.
J. D. WILDE Amarillo, Tex.

CHIEF DISPATCHER

B. L. BRANT Amarillo, Tex.

ASST. CHIEF DISPATCHERS—AMARILLO

J. M. STANDIFER A. B. CAUDLE A. DEATON, JR.
G. C. BRUNSON D. L. HODGES

DISPATCHERS—AMARILLO

R. R. WOOD W. A. FARRELL D. W. BALLEW
W. R. DAUNER H. C. WHITE L. G. GILLESPIE
J. E. SMITH O. A. HARRELSON D. L. WALKER
W. H. MORGAN R. L. WARREN B. BLACK
F. E. YOCK J. W. MARSHALL T. L. BRADLY
W. D. PARKER E. S. ABBOTT B. A. BRIDGES
J. W. OLSON J. J. JELINEK D. W. GRAVES
L. A. STEWART D. L. HOWARD R. D. JACKSON
K. G. LITTON H. H. LAWRENCE C. A. TOLBERT
K. D. GRUBB J. E. WILLBURN J. P. WILSON

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

WESTERN LINES

**PLAINS DIVISION
TIME TABLE NO.**

4

IN EFFECT

SUNDAY, MARCH 30, 1980

At 12:01 A. M.

Central Standard Time

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

**J. R. FITZGERALD,
General Manager,
Amarillo, Texas.**

**B. K. PERRY,
Asst. General Manager,
Amarillo, Texas.**

**R. L. DIXON,
Superintendent,
Amarillo, Texas.**

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	3550	31.7	WELLINGTON 3.2	31.7	238.9	TY CR	
	12500	31.7	ROLAND 4.9	31.7	242.1		
	7800	31.7	MAYFIELD 7.1	31.7	247.0		
	8450	31.7	MILAN 5.1	31.7	254.1		
	7300	0	ARGONIA 0.4	15.8	259.2		
		31.7	M. P. Crossing 6.9	21.6	259.6		
	13010	26.4	DANVILLE 7.3	0	266.5		
	19477	21.1	HARPER 6.5	19.2	273.8	Y CR	
	7300	31.7	EULA 5.3	31.7	280.3		
	S 6650 N 7700	0	ATTICA 6.6	31.7	285.6	Y CR	
	10500	31.7	CRISFIELD 7.6	31.7	292.2		
	11282	31.7	HAZELTON 7.1	31.7	299.8		
	17800	0	KIOWA 0.9	21.1	306.9	Y CR	
		0	M. P. Crossing 5.4	31.7	307.8		
	10178	31.7	LODER 3.2	19.8	313.2		
		33.6	CAPRON 3.1	0	316.4		
	11400	31.7	BRINK 5.2	31.7	319.5		
	5425	31.7	ALVA 4.2	0	324.7	CR	
	18966	31.7	NOEL 6.8	31.7	328.9		
	7531	31.7	AVARD 9.8	21.1	335.7		
			WAYNOKA (106.6)		342.4	Y CR	

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
First District	70	60*

*Maximum authorized speed for freight trains.

(a) 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 75 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes;

(b) 55 MPH when handling one or more empty cars: (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).

(c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
Curve, M.P. 237.7 to 237.8	45
Curve, M.P. 239.6 to 239.7	60
RR Crossing, M.P. 259.6 Interlocking	40
RR Crossing, M.P. 307.8 Interlocking	40
Curve, M.P. 323.5 to 324.0	60
Curve, M.P. 324.2 to 324.9	45
4 Curves, M.P. 325.3 to 328.0	60
2 Curves, M.P. 343.3 to 343.9	60
3 Curves, M.P. 345.2 to 345.7	55

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings between Wellington and Waynoka, except those listed below, 40 MPH; other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Switches at each end of sidings between Wellington and Waynoka are interlocked.

"I"—Interlocked Switch

Station	Type	Location	MPH
Wellington	I	Turnout end Two Tracks	40
	I	Turnouts to leads	
		M.P. 236.9 - M.P. 237.1	20
	I	Turnout to Eastern Division	20
	I	East end siding	15
	I	H. & S. Dist. junction switch	15
	I	Turnout west lead, west end freight yard	30
	I	Turnout east lead, west end freight yard	15
	I	Crossover M.P. 238.6	30

TWO TRACKS: At Waynoka, between M.P. 342.4 and M.P. 346.9.

TCS IN EFFECT: On main tracks and sidings, Wellington, M.P. 237.1, to Waynoka, including extension track, Waynoka.

Trains must get clearance card before leaving Wellington and Waynoka.

Between Waynoka and Avard, SL-SF Railroad Company trains use ATSF tracks and are governed by SL-SF Railroad Company Rules of the Transportation Department, Timetable and Special Instructions.

At Avard, Yard limits on SL-SF Railway Co. track. All movements on SL-SF tracks must be made at restricted speed, regardless of block signal indication.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS —(Cont'd)

"I"—Interlocked Switch

Station	Type	Location	MPH
Harper	I	Crossover, M.P. 273.1	40
	I	Crossover, M.P. 274.4	15
	I	Crossover, siding to No. 1 track	15
	I	Turnout to H. & S. Dist.	15
	I	Both ends No. 1 yard track	10
Kiowa	I	Crossover M.P. 306.6	40
	I	Crossover M.P. 307.2	40
	I	Turnout to Enid Dist. M.P. 307.2	15
	I	Crossover M.P. 308.0	40
Alva	I	Double Crossover, M.P. 325.6	40
Avard	I	Turnout to SL-SF Ry.	35
Waynoka	I	East end extension track	40
	I	Turnout east end Two Tracks M.P. 342.4	40
	I	South Track to Yard M.P. 342.5	15
	I	East Crossover M.P. 345.1	30
	I	West Crossover M.P. 345.1	15
	I	South Track to Yard M.P. 345.2	15
	I	Turnout west end Two Tracks M.P. 346.9	40

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Wellington	All crossings M.P. 238.5 - M.P. 239.2	40
Waynoka	Broadway and Ash Streets	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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	Track Capacity In Feet
Mayfield Cooperative Elevator	249.2	1215

4 SECOND DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		WAYNOKA } Tracks 5.6 } ok	31.7	345.5	Y CR	
	8225		HEMAN 4.5	0	351.8		
	11804	47.5	BELVA 5.3	0	356.3		
	10329	52.8	QUINLAN 5.5	26.4	361.6		
	7103	52.8	CURTIS 3.9	31.7	367.1		
	7924	0	MOORELAND 10.3	31.7	371.0		
	14649	31.7	WOODWARD 0.2	0	382.8	CR	
		28.5	N.W.O. Crossing 3.3	0	383.0		
	7267	31.7	GERLACH 6.3	20.6	386.3		
	8164	31.7	TANGIER 5.7	31.7	392.6		
	7785	17.9	FARGO 8.4	0	398.3		
	7683	26.4	GAGE 7.7	8.4	406.7		
	N 7637 S 5412	30.5	SHATTUCK 6.5	0	414.4	Y CR	
	10978	31.7	GOODWIN 7.7	21.2	421.0		
	11170	31.7	HIGGINS 8.6	31.2	428.7		
	11803	31.7	COBURN 6.8	31.7	437.3		
	10910	25.9	GLAZIER 5.3	31.7	444.1		
	20609	0	CLEAR CREEK 5.7	31.7	449.4		
	19620	29.2	CANADIAN 8.4	0	455.1	Y CR	
	11017	31.7	MENDOTA 7.7	18.8	463.5		
	11532	31.7	LORA 5.7	0	471.2		
	11723	31.7	MIAMI 6.9	0	476.9		
	11104	31.7	CODMAN 7.4	0	483.8		
	10788	31.7	HOOVER 7.6	0	491.2		
	S 6743 N 6470	31.7	PAMPA 7.1	0	498.8	Y CR	
		31.4	KINGS MILL VL 6.9	31.7	505.9	C	
	S 5402 N 7610	31.1	WHITE DEER 5.8	31.7	512.8	Y	
		31.7	CUYLER 7.4	23.2	518.6	B	
	S 5368 N 13507	31.7	PANHANDLE 7.2	15.8	526.0	Y CR	
		31.7	LEE 7.8	21.1	533.2	B	
		31.7	ST. FRANCIS 5.1	21.1	541.0	B	
		31.7	FOLSOM 6.1	31.7	546.1	B	
		3.7	C.R.I. & P. Crossing 0.1	0	552.2		
		10.6	EAST TOWER F.W. & D. Crossing 2.0	6.3	552.3	CR	
			AMARILLO		554.3	TY CR	
			(206.5)				

TWO TRACKS: At Waynoka, between M.P. 342.4 and M.P. 346.9; at Pampa, between M.P. 497.3 and M.P. 500.8.

DOUBLE TRACK: Between Pampa, M.P. 500.8 and Amarillo, M.P. 555.8.

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

RULE 251 IN EFFECT: Between Pampa, M.P. 500.8 and Amarillo, M.P. 555.8.

RULE 94 IN EFFECT: At Amarillo between M.P. 552.0, Second District, and M.P. 555.8, Third District.

Trains must get clearance card before leaving Waynoka and Amarillo.

At Pampa, trains and engines must get clearance card when going on duty.

At Kings Mill, yard limits in effect on South Track only and movements against the current of traffic may be authorized by:

- (1) Train orders;
- (2) Verbal authority of the train dispatcher, or;
- (3) A proceed signal indication governing movements from Celanese Corp. coal track to South Track.

At Panhandle, switch point indicator located at west end of North siding.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
Second District	70	60*
Celanese Corp. Coal Track		20
(Skellytown Industrial Spur)		
M.P. 0 to M.P. 6		30
M.P. 6 to Skellytown		20
(Pantex Ordnance Spur)		20

*Maximum authorized speed for freight trains:

- (a) 70 MPH provided:
 - (1) Train does not exceed 5,000 tons.
 - (2) Train does not exceed 90 cars.
 - (3) Train does not average more than 75 tons per car.
 - (4) Locomotive can control speed to 70 MPH without use of air brakes;
- (b) 55 MPH when handling one or more empty cars; (Cabooses and cars loaded with empty trailers, empty containers and flat cars containing generator sets are considered loads.)
- (c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons;
- (d) 35 MPH when moving eastward between Curtis and Belva with total consist of 6,500 tons or over.
- (e) When governing block signals indicate clear, eastward freight trains must approach the west switch of siding Belva, M.P. 358, with speed reduced 15 MPH below maximum authorized speed for train. Authorized speed may then be resumed, throttle opened to a power position to keep train slack stretched between M.P. 358 and M.P. 357.

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
3 Curves, M.P. 345.2 to 345.7 (South Track)	55
Curve, M.P. 345.9 to 346.3 (South Track)	65
5 Curves, M.P. 345.2 to 346.8 (North Track)	55
3 Curves, M.P. 382.9 to 384.1	60
RR Crossing, M.P. 383.0 Interlocking	40
3 Curves, M.P. 385.5 to 388.9	55
Curve, M.P. 389.6 to 389.9	65
2 Curves, M.P. 422.3 to 423.3	65
Curve, M.P. 452.4 to 453.4	50
Curve, M.P. 454.2 to 454.5	60
Curve, M.P. 464.8 to 465.0	65
7 Curves, M.P. 477.1 to 480.9	65
5 Curves, M.P. 552.0 to 553.7	20
RR Crossings, M.P. 552.8 Interlocking	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings within TCS limits, except those listed below, 40 MPH, other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Skellytown Industrial Spur, M.P. 0 to M.P. 6, 30 MPH and M.P. 6 to Skellytown, 20 MPH; Pantex Ordnance Spur, 20 MPH.

Within TCS limits switches at each end of sidings are interlocked.

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

Station	Type	Location	MPH
Waynoka	I	East end extension track	40
	I	Turnout east end Two Tracks M.P. 342.4	40
	I	South Track to Yard M.P. 342.5	15
	I	East Crossover M.P. 345.1	30
	I	West Crossover M.P. 345.1	15
	I	South Track to Yard M.P. 345.2	15
	I	Turnout west end Two Tracks M.P. 346.9	40
	Curtis	I	Both ends siding	30
Woodward	I	Double crossover, M.P. 381.3	40
Shattuck	I	Both ends South siding	10
	I	Crossover M.P. 414.7	10
	I	Turnout to Shattuck Dist.	10
Higgins	I	Crossover M.P. 428.0	40

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (Cont'd)

Station	Type	Location	MPH
Coburn	I	Crossover M.P. 437.0	40
Clear Creek	I	Double crossover, M.P. 450.3	40
Canadian	I	Double crossover, M.P. 455.4	30
	I	Double crossover, M.P. 456.8	40
Miami	I	Crossover M.P. 476.8	40
Pampa	I	Turnout to North Track M.P. 497.3	50
	I	Both ends South siding	40
	I	Both ends North siding	30
	I	Double crossover, M.P. 500.8	40
Kings Mill	I	Turnout to Celanese Corp. Coal Track	20
	S	Celanese Corp. Coal Track	20
Panhandle	S	West end North siding	15
East Tower	I	Turnout to Dumas District	10
	I	Turnout to Western stock yards, M.P. 552.3	10
	I	Crossover M.P. 552.3	10
	I	Turnouts to main tracks M.P. 552.4	20
	I	Dumas District to F.W.&D.	10

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Waynoka	Broadway and Ash Streets	30
Woodward	All crossings between Sixth Street M.P. 382.5, and Seventeenth Street M.P. 383.4	50
Shattuck	Main Street M.P. 414.3	55

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

MILE POST	NAME
390.5	Overhead highway bridge
392.5	Overhead highway bridge

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Union Underwear	391.2	4350
Cities Service Oil Co.	501.9	5762
Cabot Carbon Pampa Plant	502.6	2250
Cabot Machine Corporation	503.6	2750
Celanese Corp. of America	504.3	9800
Celanese Corp. coal track (2.4 miles)	505.6	
Skellytown Industrial Spur (10.1 miles)	512.8	
Pantex Ordnance Plant	539.1	Yard
Iowa Beef	542.1	Yard
Amarillo Air Base (T.S.T.L.)	543.4	Yard
Massey-Harris	546.9	360
Whitmore Mfg. Co.	548.2	614

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			AMARILLO		554.3	T Y C R	
		31.7	4.5	31.7			
		10.6	ZITA	14.8	558.8		
			4.2				
		31.7	HANEY	31.7	563.0		
			7.4				
	5436	31.7	CANYON	15.8	570.4	Y C R	
	23460	31.7	10.1 UMBARGER	31.7	580.5		
	10827	31.7	6.0 DAWN	31.7	586.5		
	11006	25.9	6.8 JOEL	31.7	593.3		
	85641 N7894	31.7	6.2	0			
		31.7	HEREFORD	21.6	599.5	C R	
			8.3				
	10806	31.7	SUMMERFIELD	10.5	607.8		
			6.9				
	11953	18.2	BLACK	21.1	614.7		
			7.1				
	8276	31.7	FRIONA	0	621.8	C R	
			6.5				
	19337	10.6	PARMERTON	31.7	628.3		
			5.8				
	8179	31.7	BOVINA	28.5	634.1	C	
			6.9				
	11959	17.0	WILSEY	31.7	641.0		
			6.4				
	6903	21.1	TEXICO	8.7	647.4	C Y	
			9.3				
			CLOVIS		656.7	T Y C R	
			(102.4)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
Third District	70	60*

*Maximum authorized speed for freight trains:

(a) 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 75 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes;

(b) 55 MPH when handling one or more empty cars: (Caboose and cars loaded with empty trailers, empty containers and flat cars containing generator sets are considered loads).

(c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

DOUBLE TRACK: At Amarillo, between M.P. 552.0 and M.P. 555.8.

TWO TRACKS: Between Amarillo, M.P. 555.8 and Canyon, M.P. 572.2; between Texico, M.P. 646.0 and Clovis, M.P. 655.8; and at Clovis, from M.P. 657.6 west thereof.

THREE TRACKS: at Clovis, between M.P. 655.8 and M.P. 657.6.

Rules 251 and 94 IN EFFECT: at Amarillo, between M.P. 552.0, Second District, and M.P. 555.8, Third District.

TCS IN EFFECT: On main tracks at Clovis and on main tracks and sidings between Clovis and Amarillo, M.P. 555.8, except on siding at Texico.

Between Haney and Canyon, block signals 5632 and 5662 governing eastward movements on North Track are located on field side of track. Block signals 5633 and 5663 governing westward movements on South Track are located on field side of track.

At Clovis, speed limit 20 MPH on main tracks between M.P. 656.0, east end Clovis yard, and M.P. 657.4, east of Hull Street overpass. Speed applies only until head end of train has cleared the restricted area.

Trains must get clearance card before leaving Amarillo and Clovis.

At Hereford, trains and engines must secure clearance card when going on duty.

At Hereford, maximum authorized speed on North Siding 20 MPH while head end of train is passing over hand operated switches to East Storage Tracks.

(B) SPEED RESTRICTIONS - CURVES

Location	MPH
5 Curves, M.P. 552.0 to 553.7 (Second District)	20
Curve, Plainview District main track M.P. 570.9 to 571.2	30
2 Curves, M.P. 647.2 to 647.6 (South Track)	30
2 Curves, M.P. 647.0 to 647.6 (North Track)	30

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings between Amarillo and Clovis, except those listed below, 40 MPH, other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track except maximum speed permitted on siding Canyon, 40 MPH.

Switches at each end of sidings on Third District are interlocked.

"I"—Interlocked Switch

Station	Type	Location	MPH
Amarillo	I	Turnouts to yard M.P. 555.8	10
	I	Crossover M.P. 555.8	40
Zita	I	Crossover M.P. 558.3	40
	I	Turnout to east end storage track	15
Haney	I	Crossover M.P. 561.2	40
Canyon	I	Crossover M.P. 569.4	40
	I	East end siding	40
	I	West end siding	15
	I	Crossover M.P. 570.8	40
	I	Crossover M.P. 570.9	30
	I	Crossover between South Track and Plainview Dist. M.P. 570.9	30
	I	End of Two Tracks M.P. 572.2	60
Umbarger	I	Crossover M.P. 578.9	40
Parmerton	I	Crossover M.P. 628.3	40
Texico	I	End of Two Tracks M.P. 646.0	40
	I	Both ends siding	30
	I	Turnout to Fourth District, M.P. 647.3	20
	I	Double Crossover M.P. 649.1	40

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS—(Cont'd)

Station	Type	Location	MPH
Clovis	I	Turnout from North Track to industry lead	15
	I	Turnouts from South Track to yard	30
	I	Crossovers between North and South Tracks	40
	I	Turnouts from South Track to Track 0103	40
	I	Turnout from South Track, west of Hull Street, to 199 lead	15

(D) SPEED RESTRICTIONS - 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. 571.0	55
Hereford	Dairy Road Crossing M.P. 598.6	45
	Three crossings, M.P. 599.2 to 599.7	45
Bovina	M.P. 534.0 to M.P. to 535.0	55

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Hereford Feed Yards	595.9	1950
Spencer Chemical Co.	596.7	450
Chemical Co. of Texas	597.1	450
A. & P.	601.6	4700
Reinauer & Sons	604.3	1152
TOFC Ramp	604.5	2350
Armour & Co.	604.7	1000
Plains Farmers Grain Co.	610.0	1182
Holly Sugar Corp.	623.6	2000
West Friona Grain Co.	623.6	1000
Riverside Chemical Co.	635.4	605
Holly Sugar Corp.	652.6	2004

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE NO. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Tables and Turn Ways	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	4916	21.1	SLATON 10.2	13.2	690.0	Y C R	
		15.8						BURRIS 3.2	2.7	679.8
		15.8	F.W.&D. Crossing 2.0	0	676.6		
		15.8	LUBBOCK 1.1 LUBBOCK JCT	0	674.6	C R	
		21.1						SHALLOWATER 10.5	10.6	88.6	Y
	5326	21.1	ANTON 12.5	21.1	78.1		
	5292	21.1	LITTLEFIELD 12.6	5.9	65.6	CR	
	7341	21.1	SUDAN 14.9	21.1	53.0	CR	
	4757	21.1	MILL 8.0	21.1	38.1	C	
	5416	21.1	MULESHOE 7.9	21.1	30.1		
	11630	21.1	LARIAT 12.4	0	22.2	CR	
	6422	21.1	TEXICO 9.8	0	9.8		
	6903		(105.1)		0.0	C Y	

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings Fourth District, except those listed below, 30 MPH; Southwestern Public Service Track (M.P. 27.1), 20 MPH; other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Switches at each end of sidings on Fourth District are interlocked.

"I"—Interlock Switch.

Station	Type	Location	MPH
Slaton	I	Turnouts to yard	30
	I	Turnout to Lamesa Dist.	15
Burriss	I	Both ends siding	15
Lubbock	I	East end Double Track	40
	I	Turnout from North Track to east end lower yard	10
Lubbock Jct.	I	West end Double Track	40
	I	Turnout to west leg of wye	15
	I	Crossover between North and South Tracks	30
	I	Turnout from North Track to Plainview District	30
	I	Turnout to Seagraves District	15
	I	Turnout from North Track to yard	15
	I	Wye switch on Plainview District	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Except at Littlefield, restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Muleshoe	Between siding switches	
	M.P. 20.6 to M.P. 23.0	30
Amherst	M.P. 45.4	45
Littlefield	M.P. 50.4 to M.P. 55.6	30
Lubbock	M.P. 86.5 to 88.6	30

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Monsanto Chemical	2.9	311
Progress	15.6	919
Custom Farm Service, Inc.	18.5	495
Shamrock-Blackwater	18.9	370
Baker Fertilizer Co.	20.9	436
Valley Grain Corp.	23.9	800
Protein Processors	26.0	900
Southwestern Public Service Ind. Spur (4.6 miles)	27.1	1600
Sudan Livestock Co.	39.3	986
Amherst	45.5	7600
Tide Products Co.	50.2	558
American Cotton Growers	55.1	2347
Littlefield Industrial Foundation	55.2	659
Bainer	59.5	4775
Roundup	69.9	5204
White's Stores	79.2	700
Broadview	83.6	5504
Helena Chemical Co.	84.5	606
Caprock Paint Co.	84.8	98
Stauffer Chemical Co.	85.0	368
Keeton Cattle Co.	681.7	2125
Indian Head Grain Co.	682.2	2544
Great Plains Distributors	682.4	503
Godbold Inc.	683.5	654
Posey Beer Track	684.8	1277

DOUBLE TRACK: At Lubbock, between Lubbock Jct. and F.W.&D. crossing.

TCS IN EFFECT: On main track between Slaton and F.W.&D. crossing; between Lubbock Jct. and Texico; on Plainview District main track between Lubbock Jct. and wye switch, M.P. 673.1, and on west leg of wye, Lubbock Jct.

RULES 251 AND 94 IN EFFECT: At Lubbock, on Double Track.

Trains will be governed by Third District time table rules at Texico, to and including Clovis.

Trains must get clearance card before leaving Slaton.

At FW&D Crossing Lubbock, if controlled signal governing movement over railroad crossing is in stop position, communicate with Control Station. If authorized to pass stop signal, before proceeding a member of crew must go to control box at crossing and follow instructions therein.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Fourth District	MPH
	60*

*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars; (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(B) SPEED RESTRICTIONS, TRACK, CURVES AND RR CROSSING

Location	MPH
Curve, M.P. 0.1 to 0.7	30
RR Crossing, M.P. 676.6 Interlocking	40
Track, M.P. 689.5 to 690.2	30

PLAINS DIVISION

FIFTH DISTRICT 9

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Sidings	Feet Per Mile	STATIONS	Feet Per Mile			
		15.8	SWEETWATER		793.7	T Y C R	
		31.7	1.1 ORIENT JCT. 5.3	7.4 0	792.6		
	12253	31.7	GANNON 12.0	31.7	787.3		
	7106	31.7	PYRON 6.7	31.7	775.3		
	4878	31.7	HERMLEIGH 11.7	31.7	768.6		
	5701	31.7	SNYDER 10.1	31.7	756.9	C R	
	4754	31.7	DERMOTT 6.2	31.7	746.8		
	7543	31.7	FULLERVILLE 11.6	31.7	740.6		
	5154	31.7	JUSTICEBURG 8.7	13.2	729.0		
	5482	31.7	AUGUSTUS 6.5	31.7	720.3		
	6911	31.7	POST 10.2	0	713.8		
	5400	31.7	BUENOS 6.3	0	703.6		
	4951	31.7	SOUTHLAND 7.3	2.6	697.3		
		15.8	SLATON		690.0	Y C R	
			(103.7)				

TCS IN EFFECT: On main track between Slaton and Sweetwater and on sidings Pyron and Fullerville.

Trains must get clearance card before leaving Sweetwater and Slaton.

At Sweetwater, speed limit 10 MPH on all auxiliary tracks and on the Plains Division, Sayard District, main track within yard limits.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Fifth District	60*
(Snyder Industrial Spur, M.P. 751.9)	20

*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars; (Cabooses and cars loaded with empty trailers, empty containers and flat cars containing generator sets are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(B) SPEED RESTRICTIONS - CURVES AND TRACK

Location	MPH
Track, M.P. 689.5 to 690.2	30
9 Curves, M.P. 700.7 to 705.6	45
3 Curves, M.P. 705.9 to 707.7	55
3 Curves, M.P. 723.7 to 726.0	55
Curve, M.P. 736.2 to 736.5	55
Curve, M.P. 743.7 to 744.0	55
3 Curves, M.P. 775.8 to 777.2	55
Curve, M.P. 777.9 to 778.0	45
Curve, M.P. 460.4 to 460.6 (Sweetwater District, Northern Division)	40

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings Fifth District, except those listed below, 30 MPH, other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Snyder Industrial Spur, 20 MPH.

Switches at each end of sidings on Fifth District are interlocked.

"I"—Interlocked Switch.

Station	Type	Location	MPH
Sweetwater	I	East end Track 0201	20
	I	Turnout from main track to west end Track 0201	20
	I	East and West legs of wye	15
Orient Jct.	I	Junction switch	15
Gannon	I	Both ends siding	30
Hermleigh	I	Both ends siding	15
Dermott	I	Both ends siding	15
Southland	I	Both ends siding	15
Slaton	I	Turnout to yard	30
	I	Turnout to Lamesa Dist.	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
Post	Between Siding Switches (M.P. 712.7 to 714.3)	50
Snyder	Through city limits (M.P. 755.7 to M.P. 759.2)	50

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Chevron Oil Co.	751.0	1682
Brand	751.4	5280
Snyder Industrial Spur (11.2 Miles)	751.9	7456
Halliburton Co.	752.2	792
Sun Oil Co.	752.8	9241

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	CHEROKEE YL 6.2	5.3	299.9	C	
		31.7	YEWED 8.4	26.4	306.1		
			CARMEN 0.3		314.5	C	
		0	SL-SF Crossing 4.5	21.1	314.8		
		21.1	ALINE 10.5	26.4	319.3		
		31.7	ORIENTA 6.2	39.6	329.8		
			FAIRVIEW YL 11.6	52.8	336.0	C	
		31.7	LONGDALE 6.4	52.8	347.6		
		65.7	CANTON 11.0	52.8	354.0	C	
		0	OAKWOOD 13.8	52.8	365.0	B	
		52.8	THOMAS YL 7.2	52.8	378.8	C	
			FOLEY 2.2		386.0	B	
			CUSTER CITY 7.3		388.2		
			ARAPAHO 3.3		395.5		
		66.0	EWING YL 2.2	26.4	398.8		
		79.2	CLINTON YL 17.3	66.0	401.0	C Y	
		0	BURNS JCT. YL 1.6	19.8	418.3	B Y	
		52.8	DILL CITY YL 8.8	52.8	419.9		
		52.8	SENTINEL YL 6.1	52.8	428.7	C	
		52.8	CAMBRIDGE 5.8	52.8	434.8		
			C.R.I. & P. Crossing 0.3		440.6		
		26.4	LONE WOLF 6.7	31.7	440.9	B	
		66.0	LUGERT 9.9	52.8	447.6		
		31.7	BLAIR 9.8	31.7	457.5	B	
			ALTUS YL		467.3	C	
			(167.4)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Altus District	20
(Burns Flat Industrial Spur M.P. 418.3)	20

(B) SPEED RESTRICTIONS - CURVES, ROCK CUTS, BRIDGES, AND RR CROSSINGS

Location	MPH
RR Crossing, M.P. 314.8 Gate normally lined against A.T.&S.F. Stop. Rule 98(B)	20
RR Crossing, M.P. 440.6 Stop. Rule 98(B)	
RR Crossing, M.P. 467.6 Stop. Rule 98(B)	
RR Crossing, M.P. 468.1, Auto. Interlocking	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 5 MPH, except maximum authorized speed on Burns Flat Industrial Spur, 20 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Fairview	Highway 60, M.P. 336.6.	10
Altus	Highway 62 (Broadway), M.P. 467.4	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Burns Flat Industrial Spur (6.3 miles) ...	418.3	1455

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

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

Trains must get clearance card before leaving Clinton and must get SL-SF clearance card at Thomas or Clinton before movement made on SL-SF track between Foley and Ewing.

Between Foley and Ewing, trains use tracks of SL-SF Ry. Co., and will be governed by time table, rules and special instructions of the SL-SF Ry. Co.

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

At Foley, spring switch normally lined for SL-SF.

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 dirt or rock slides.

ANTHONY DISTRICT

ALPINE DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			End of Track 0.3		42.8		
			METCALF YL 5.1	50.6	43.1		
	35.1		BLUFF CITY YL 10.4	0	48.2		
	52.8		M. P. Crossing 0.5	0	58.6		
	42.2		ANTHONY YL (16.3)		59.1	CY	

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			FORT STOCKTON YL		881.7	YCR	
			11.2 BELDING	52.8	892.9		
	2180	52.8	11.4 CHANCELLOR	35.9	904.3		
	1825	52.8	12.9 HOVEY	47.5	917.2	B	
	2270	43.8	17.2 TITLEY	52.8	934.4		
		52.8	9.9 ALPINE	0	944.3	RC	
	2576		1.3 ALPINE JCT.		945.6		
			11.1 PAISANO JCT. } S.P. Co.		956.7	B	
			0.2 PAISANO	48.0	956.9		
	1626	0	12.4 TINAJA	52.8	969.3	B	
	1656	0	15.2 PERDIZ	52.8	984.5	B	
	1376	0	9.2 PLATA	52.8	993.7	B	
	1662	0	9.2 CASA-PIEDRA	52.8	1002.9	B	
	1674	0	23.8 PRESIDIO YL	52.8	1026.7	RCY	
			2.4 International Bridge End of Track		1029.1		
			(147.4)				

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON ANTHONY DISTRICT.

At Anthony, trains and engines must get clearance card when going on duty.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Anthony District	10 MPH
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(B) SPEED RESTRICTIONS - RR CROSSING

Location
RR Crossing, M.P. 58.6 Stop. Rule 98 (B)

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 5 MPH.

RULE 94 IN EFFECT:

Between Alpine, MP 941.9 and Alpine Jct. MP 945.6

Between Alpine Jct. and Paisano Jct. trains use tracks of Southern Pacific Co. and will be governed by time table, rules and special instructions of Southern Pacific Co.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between	MPH
Ft. Stockton and Alpine Jct.	30
Paisano Jct. and End of Track, M.P. 1029.1	30

(B) SPEED RESTRICTIONS - ROCK CUTS

Note: Trains must approach rock cuts listed below prepared to stop short of dirt or rock slides.

Between:	MPH
M.P. 924.5 and M.P. 925.0	10
M.P. 987.4 and M.P. 990.1	10
M.P. 991.8 and M.P. 992.1	10
M.P. 1008.1 and M.P. 1010.2	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
Fort Stockton	All crossings M.P. 881.8 - 882.6	10

BORGER DISTRICT

BUFFALO DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		52.8	End of Track 3.4	0	31.2		
			BORGER YL	42.8	27.8	Y CR	
	3787	52.8	12.0 McBRIDE	42.2	15.8	B	
	3695	52.8	10.3 ABELL	42.2	5.5	B	
		31.7	6.8 PANHANDLE YL	31.7	0.0	Y CR	
			(32.5)				

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			WAYNOKA YL	81.8	0.0	Y CR	
	2295	87.6	20.0 FREEDOM YL	81.8	19.9		
	1705	52.8	23.9 SELMAN YL	52.8	43.8		
	1838	52.8	8.3 BUFFALO YL	37.0	52.1	Y	
			0.4 End of Track		52.5		
			(52.6)				

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Borger District	40 MPH
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(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except at Borger, maximum authorized speed 20 MPH on West leg lead track 0401.

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON BUFFALO DISTRICT.

Trains and engines must get clearance card before leaving Waynoka.

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

At Buffalo, derail on main track at M.P. 52.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Buffalo District	20 MPH
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(B) SPEED RESTRICTIONS - CURVES

Location	MPH
2 Curves, M.P. 22.2 to 22.7	10
2 Curves, M.P. 30.3 to 30.9	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 5 MPH.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Blackmon Salt Spur	28.2	329

CLINTON DISTRICT

CROSBYTON DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	1597	31.7	PAMPA YL 8.5	31.7		Y CR	
		52.8	HEATON YL 10.2	52.8	8.4		
		0.0	LAKETON 11.7	0.0	18.6	B	
		52.8	MOBEETIE YL 9.1	52.8	30.3		
		52.8	BRISCOE 10.9	52.8	39.4	B	
		52.8	ALLISON 11.5	52.8	50.3	B	
		9.5	REYDON 19.1	9.5	61.8	B	
		52.8	CHEYENNE YL 24.5	52.8	80.9	C	
	1322	55.4	HAMMON 11.2	55.4	105.4	B	
		52.8	BUTLER 9.8	52.8	116.6	C	
		55.8	STAFFORD 8.2	55.8	126.4	B	
		52.8	C.R.I. & P. Crossing 1.8	52.8	134.6		
			CLINTON YL		136.4	C Y	
			(136.6)				

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
		31.7	LUBBOCK YL 8.7	31.7		CR	
		31.7	F.W. & D. Crossing 3.3	31.7	8.0		
		26.4	IDALOU 8.3	30.6	11.3		
		15.8	LORENZO 8.8	26.4	19.6		
		13.2	RALLS 9.4	26.4	28.4		
			CROSBYTON YL 0.7		37.8	Y	
			End of Track		38.5		
			(39.2)				

At Lubbock, trains will be governed by Fourth District time table rules.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Crosbyton District	20

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Curve, Location	MPH
M.P. 0.0 to M.P. 0.2	10
RR Crossing, M.P. 8.0. Stop. Rule 98(B)	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED REGULATIONS - STREET CROSSINGS

Station	Streets	MPH
Crosbyton	Highway 82, M.P. 38.9	10

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
M.P. 0 to Cheyenne	20
Cheyenne to Clinton	10

(B) SPEED RESTRICTIONS - RR CROSSINGS

Location	MPH
RR Crossig, M.P. 134.6 Stop. Rule 98(B)	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS - CLINTON DISTRICT.

Location	Mile Post	Track Capacity In Feet
Moody Compress & Whse. Co. of Texas	11.2	2745
J. N. Philpot Elevator Co.	13.3	304
Acme Brick Co.	135.6	1403

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			AMARILLO 2.0 F.W. & D. Crossing EAST TOWER 0.1 C.R.I. & P. Crossing 0.9 DUMAS JCT. 7.8		554.3 552.3 0.1 1.0	Y CR CR	
			JUILLIARD 10.6		8.2		
			PUENTE 8.4		18.8	B	
			MARSH 7.4		27.2	B	
			EXELL 6.7		34.6	B	
			BAUTISTA 10.8		41.3	B	
			DUMAS YL 6.2		52.1	CR	
			MACHOVEC 5.3 C.R.I. & P. Crossing 0.4		58.3 63.6	B	
			ETTER YL 11.1 LAUTZ 10.4 C.R.I. & P. Crossing 0.2		30.9 75.1 85.5	CY	
			STRATFORD 14.4		85.7	O	
			KERRICK 10.9		100.1	B	
			CONRAD 11.6		111.0		
			BOISE CITY YL		122.6	CY	

(125.2)

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

RULE 94 IN EFFECT: Between M.P. 0.1 and M.P. 3.0.

Between East Tower and east leg of wye, Etter, C.R.I.&P. trains will use A.T.&S.F. tracks and will be governed by time table, rules and special instructions of the A.T.&S.F. Ry. Co.

At Etter, trains will register only when instructed by train dispatcher. Train register located in box at junction switch east leg of wye.

At Boise City, East wye track switch normally lined for Colorado Division, C.V. District, and West wye track switch normally lined for Plains Division, Dumas District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Dumas District	49*
ASARCO-SWPS Industrial Spur (4.6 miles), between M.P. 0 to M.P. 4	20
Beyond M.P. 4	5

*Maximum authorized speed for freight train when averaging 90 tons per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, BRIDGES, AND RR CROSSINGS

Location	MPH
RR Crossing, East leg of wye, Dumas Jct. Stop. Rule 98(B)	
8 Curves, M.P. 553.7, Second Dist to M.P. 1.0 Dumas Dist.	20
RR Crossing, M.P. 552.3, Interlocking	20
Curve, M.P. 3.1 to 3.2	40
2 Curves, M.P. 10.6 to 11.2	40
Curve, M.P. 17.6 to 17.9	40
Bridge, M.P. 19.1 to 19.5	30
Curve, M.P. 19.8 to 20.1	40
Curve, M.P. 20.8 to 21.1	40
3 Curves, M.P. 22.2 to 23.5	30
Curve, M.P. 25.5 to 25.8	40
Curve, M.P. 27.2 to 27.5	45
Curve, M.P. 30.8 to 31.1	45
Curve, M.P. 51.6 to 51.9	40
RR Crossing M.P. 63.6, Gate, normally lined against C.R.I.&P. Approach prepared to stop. If crossing clear and gate properly lined, proceed without stopping at restricted speed until engine over crossing	
RR Crossing, M.P. 85.5 Auto. Interlocking	30
Curve & Bridge, M.P. 111.3 to 111.6	25
Curve, M.P. 113.6 to 113.9	45
Curve, M.P. 121.3 to 121.6	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except maximum authorized speed on ASARCO-SWPS Industrial Spur, M.P. 0 to M.P. 4, 20 MPH; beyond M.P. 4, 5 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

STATION	STREETS	MPH
Amarillo	Grand Avenue M.P. 0.6	20
Amarillo	Amarillo Blvd. M.P. 1.1	15
Stratford	City Limits M.P. 85.2 to 86.6	35

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Texas Sulphur Prod.	48.6	582
Dumas Cattle Feeders	56.1	538
Farmers Grain Co.	57.5	604
Potash Co. of America (2.4 miles)	57.8	2866
Triangle Grain Co.	61.9	649

PLAINS DIVISION

ENGLEWOOD DISTRICT 15

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
↓	Feet Per Mile	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	↑
	0		SOUTH JCT. 1.2	0	208.8		
	14.1		M.V. Crossing 1.5	0	210.0		
	5.8		WICHITA JCT. YL 0.9	5.2	211.5		
	22.7		M. P. Crossing 2.7	5.2	212.4	B	
	30.4		PROSPECT YL 2.5	42.2	215.1		
	37.0		SCHULTE 6.2	26.4	217.6		
	37.0		CLONMEL 7.4	37.0	223.8		
	32.7		VIOLA 4.6	25.3	231.2		
	32.1		ANNES 6.8	31.7	27.1		
	26.4		NORWICH 0.8	23.8	33.9	C	
	31.7		M. P. Crossing 12.1	31.7	34.7		
	29.0		RAGO YL A.T. & S.F. Crossing 4.5	15.8	46.8	B Y	
	52.8		SPIVEY 6.7	19.8	51.3		
	52.8		ZENDA 7.7	52.8	58.0		
	47.5		NASHVILLE 7.3	52.8	65.7		
	52.8		ISABEL 7.5	52.8	73.0		
	52.8		SAWYER 8.0	52.8	80.5		
	52.8		COATS 6.6	52.8	88.5	C	
	52.8		SPRINGVALE 2.9	52.8	95.1		
	44.9		CROFTS 5.3	52.8	98.0		
	52.8		O B JCT. YL 1.1	0	103.3		
	52.8		BELVIDERE YL 12.1	52.8	104.4	B Y	
	52.8		WILMORE 8.5	52.8	116.5		
	43.8		COLDWATER YL 9.7	52.8	125.0	C	
	52.8		PROTECTION YL 9.8	52.8	134.7		
	52.8		SITKA 6.3	52.8	144.5		
	52.8		ASHLAND YL 8.0	52.8	150.8		
	52.8		ACRES YL 7.3	52.8	158.8		
			ENGLEWOOD YL 0.3		166.1	Y	
			End of Track		166.4		
			(166.3)				

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

At O B Jct., Medicine Lodge District junction switch must be left lined for Englewood District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
South Jct. and Wichita Jct.	10
Wichita Jct. and Rago	20
Rago and Ashland	30
Ashland and Englewood	20

(B) SPEED RESTRICTIONS - CURVES AND RAILROAD CROSSINGS

Location	MPH
RR Crossing, M.P. 210.0 Gate normally against Midland Valley. Approach prepared to stop. If gate properly lined against Midland Valley, proceed at restricted speed until engine over crossing.	10
RR Crossing, M.P. 212.4 Gate normally against A.T. & S.F. Stop. Rule 98(B).	10
RR Crossing, M.P. 34.7 Gate normally against Missouri Pacific. Approach prepared to stop. If gate properly lined against Missouri Pacific, proceed at restricted speed.	20
RR Crossing, M.P. 46.8 Gate normally against Englewood District. Stop. Rule 98(B).	10
6 Curves, M.P. 99.0 to 100.8	20
10 Curves, M.P. 107.0 to 110.6	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 5 MPH.

(D) SPEED RESTRICTIONS - 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 M.P. 214.7 - 215.0	10
Schulte Sawyer	McArthur Road, at station M.P. 217.5 Main Street, U.S. Highway 281 M.P. 80.6	10
Coldwater	Main Street, U.S. Highway 160 M.P. 125.1	10

(E) HIGHWAY RESTRICTION:

Permanent stop signs are placed at M.P. 126.0 governing westward movements and at M.P. 126.6 governing eastward movements. Trains and engines must stop at these signs and not proceed until it is known that the creek at Bridge 126.3 is within its bank. If creek is outside of its bank and water is observed flowing against the roadbed fill, movement beyond stop sign must not be made until authorized by Division Engineer or his representative.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Valley Feed Co.	211.6	298
Butler Paper Co.	211.6	289
Industrial Spur	211.7	3279
Metal Fab Industries	211.9	298
Diamond Engineering Co. Spur	212.3	765
Run Around Track	213.2	718
Cessna Spur	214.4	568

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN ASHLAND AND ENGLEWOOD.

Between North Wichita and Wichita Jct. trains will be governed by Middle Division time table rules.

Trains must get clearance card before leaving North Wichita.

Trains and engines must get clearance card before leaving Ashland.

Eastward trains must secure permission from the yardmaster Wichita before proceeding east of Wichita Jct.

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 4 March 30, 1980					
		Feet Per Mile	STATIONS		Feet Per Mile			
			SAN ANGELO YL					
		37.0	18.6		37.0	714.5	Y R	
	2308	36.0	TANKERSLEY 13.3			732.4	B	
	2332	37.0	MERTZON 10.4		0	745.7	B	
	2246	37.0	NOELKE 15.5		26.4	756.1		
	2492	37.0	BARNHART 19.0		36.0	771.6	B	
	3882	52.8	BIG LAKE 18.6		52.8	790.6	B	
		37.0			52.8			
	2150		BENEDUM YL 10.7		52.8	809.2	B Y	
	800	42.2	RANKIN 18.7		52.8	819.9	B	
		52.8			52.8			
	2850	52.8	McCAMEY 11.0		52.8	838.6	B Y	
	2152	37.0	GIRVIN 14.2		26.4	849.6	B	
	2100	37.0	BALDRIDGE 5.6		0	863.8		
		37.0	SULPHUR JCT. YL 12.3		0	869.4	B Y	
			FORT STOCKTON				Y	
						881.7	C R	
			(167.4)					

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
San Angelo and M.P. 738	49*
M.P. 738 and M.P. 815	30
M.P. 815 and Girvin	49*
Girvin and Fort Stockton	30
(Benedum Industrial Spur, M.P. 809.2)	20
(Sulphur Industrial Spur, M.P. 869.4)	30

*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except maximum authorized speed on Benedum Industrial Spur, 20 MPH and on Sulphur Industrial Spur, 30 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
San Angelo	All crossings M.P. 714.0 to 720.9	15
Big Lake	Main Street and Highway 137 M.P. 790.7	20
Fort Stockton	All crossings M.P. 881.8 to 882.5	10

Train and engine movements must be protected by flagman at State Highway 67 crossing, Benedum Industrial Spur.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
West Texas Utilities Co.	721.6	200
Trans-South Hydrocarbons	753.7	250
Witco Gasoline	782.8	2450
Benedum Industrial Spur (8.4 miles)	809.2	12034
Rio Pecos Spur	847.5	1900
Texasgulf Sulphur Track	867.7	5424
Sulphur Industrial Spur (7.0 miles)	869.4	9700
(Co-Op Tracks)	5.2	2400

At San Angelo, switches on east and west legs of wye, connection to Northern Division San Angelo District, normally lined for Ft. Stockton District.

At San Angelo, main track switches at each end of yard normally lined and locked for yard movement.

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			End of Track 0.4		27.0		
			FLOYDADA YL 6.4	21.1	26.6	C Y	
		31.7	MUNCY 4.8	18.5	20.2		
		31.7	LOCKNEY 0.9	31.7	15.4	C	
	2400	26.4	F.W.& D. Crossing 4.3	31.7	14.5		
		42.2	AIKEN 8.0	31.7	10.2		
		31.7	F.W.& D. Crossing 2.1	22.7	2.2		
		31.7	PLAINVIEW JCT. YL			Y	
			(27.0)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Floydada District	30 MPH
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(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
R.R. Crossing, M.P. 2.2 Auto Interlocking	30
R.R. Crossing, M.P. 14.5 Auto Interlocking	20
4 Curves, M.P. 26.5 to 26.7	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS					Feet Per Mile
		0	ND JCT. YL 0.7	16.7		B	
		24.3	C.R.I. & P. Crossings Main Track - Aux. Track 12.3	52.8	0.7		
		52.8	CASTLETON 6.8	52.8	13.0		
		39.6	PRETTY PRAIRIE 4.3	42.2	19.8	C	
		52.8	VARNER 7.5	52.8	24.1		
		0	East Kingman Jct. YL 0.2	0	31.6		
		19.0	KINGMAN YL 0.7	0	31.8	Y CR	
		2.6	West Kingman Jct. YL 0.3	0	32.5		
		52.8	M. P. Crossing 6.1	52.8	32.8		
		41.2	CARVEL 4.6	52.8	38.9		
		21.1	BASIL 4.7	52.8	43.5		
		52.8	RAGO YL A.T. & S.F. Crossing 4.6	52.8	48.2	B Y	
		52.8	DUQUOIN 6.9	52.8	52.8		
		35.4	HARPER YL 9.7	39.6	59.7	Y CR	
		0	ANTHONY YL 0.6	58.1	69.4	Y C	
		52.8	M. P. Crossing 10.7	52.8	70.0		
		52.8	MANCHESTER 5.0	52.8	80.7		
		37.0	GIBBON 5.0	52.8	85.7		
		52.8	WAKITA 6.2	52.8	90.7		
		52.8	CLYDE 5.3	52.8	96.9		
		0	MEDFORD 0.3	41.0	102.2		
		52.8	C.R.I. & P. Crossing 7.0	52.8	102.6		
		52.8	NUMA 4.8	52.8	109.5		
		52.8	DEER CREEK 4.0	52.8	114.3		
		52.8	NARDIN 8.7	52.8	118.3		
		21.1	SL-SF Crossing 0.1	3.3	127.1		
			A.T. & S.F. Crossing 0.3		127.2		
		0	BLACKWELL YL 0.3	0	X34.3	Y CR	
		42.2	SL-SF Crossing 5.3	42.2	X34.0		
		39.6	SUMPTER 3.5	42.2	X28.7		
		39.6	BRAMAN 7.2	47.5	X25.2	C	
		52.8	HUNNEWELL 3.3	52.8	X17.9		
		46.0	SOUTH HAVEN YL 7.7	47.0	X14.6		
		53.3	ROME 6.9	42.2	X6.9		
			WELLINGTON YL			T Y CR	
			(161.6)				

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

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

Plains Division trains must register at Hutchinson by Form 903.

Trains must get clearance card before leaving Wellington, Blackwell, Harper, and Hutchinson.

At Blackwell, trains and engines must secure clearance card when going on duty.

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 will be left lined as last used.

At Blackwell, wye switches will be left lined 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.

At Blackwell, Operating Rule 93 will govern the use of Frisco Tracks by Santa Fe crews.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

H. & S. District	30 MPH
(Tonkawa Industrial Spur)	10 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
RR Crossing, (Main Track) M.P. 0.7 Electrically locked gate normally lined against AT&SF. Be governed by instructions posted in box at crossing.	10
RR Crossing, (Aux. Track) M.P. 0.7 Stop. Rule 98(B)	
Curve, M.P. 31.5 to 31.6	10
Curve, M.P. 32.5 to 32.6	10
RR Crossing, M.P. 32.8 Gate normally lined against Missouri Pacific. Approach prepared to stop. If gate lined normal proceed at authorized speed.	10
RR Crossing, M.P. 48.2 Gate normally lined against Englewood District. Stop. Rule 98(B).	10
Curve, M.P. 48.2 to 48.7	20
2 Curves, M.P. 59.6 to 60.1	20
3 Curves, M.P. 69.1 to 69.9	10
RR Crossing, M.P. 70.0 Stop. Rule 98(B)	
RR Crossing, M.P. 102.5 Interlocking controlled by CRI&P Dispatcher.	10
RR Crossing, M.P. 127.1 Stop. Rule 98(B)	
RR Crossing, M.P. 127.2 Stop. Rule 98(B)	10
RR Crossing, M.P. X34.0 Gate normally lined against AT&SF. Stop. Rule 98(B).	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

PLAINS DIVISION

H. & S. AND HAMLIN DISTRICTS 19

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Wellington	All crossings X0.0 - X0.7	15
Blackwell	All crossings M.P. X33.8 - X34.4 All crossings M.P.127.3 - 127.6 Train and engine movements must be protected by flagman at Blackwell Ave., Dewey Ave., Florence, A Street and Third Street	10 10
Anthony	All crossings between M.P. 68.8 and M.P. 70.0	10
Harper	State Highway 14, M.P. 59.1	10
Kingman	Main Street M.P. 31.9	5

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

MILE POST	NAME
X32.8	Truss Bridge Chikaskia River.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Tonkawa Industrial Spur (8.5 miles)	X34.6	Yard
Spring	76.5	900

HAMLIN DISTRICT

WEST-WARD	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		Feet Per Mile	STATIONS	Feet Per Mile			
		0	ALTUS YL	0	467.3	C	
		0	0.3 M.K.T. Crossing	0	467.6		
		52.8	0.5 SL-SF Crossing	52.8	468.1		
	2650	50.5	10.2 ELMER	73.9	478.3		
	2020	52.8	10.0 ODELL	47.0	488.3	B	
		0	9.0 F.W.&D. Crossing	0	497.3		
	1800	52.8	0.2 CHILLICOTHE	36.4	497.5	C	
	2700	62.3	6.8 MEDICINE MOUND	52.8	504.3		
	2300	42.8	10.3 MARGARET	29.7	514.6		
	3800	52.8	6.7 CROWELL YL	52.8	521.3		
	1600	52.8	7.8 FOARD CITY	52.8	529.1		
	2250	52.8	9.3 TRUSCOTT	42.2	538.4	B	
	2400	52.8	12.7 BENJAMIN	19.2	551.1	B	
	1150	37.0	12.0 KNOX CITY	5.3	563.1	B	
	1600	26.4	2.6 O'BRIEN	21.1	565.7		
	2050	37.0	4.8 ROCHESTER	27.0	570.5		
	1650	10.6	9.6 RULE	39.6	580.1	C	
	3650	41.1	8.3 SAGERTON	31.7	588.4		
			17.4 HAMLIN YL		605.8	C	
			(138.5)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Hamlin District	30 MPH
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(B) SPEED RESTRICTIONS - BRIDGE AND RR CROSSINGS

Location	MPH
RR Crossing, M.P. 467.6 Stop. Rule 98(B).	
RR Crossing, M.P. 468.1 Auto. Interlocking	20
Bridge, M.P. 479.7 to 480.2	20
RR Crossing, M.P. 497.3 Interlocking controlled by FW&D dispatcher	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
Altus	Highway 62 (Broadway) M.P. 467.4	10
Hamlin	Central Avenue M.P. 605.9	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (See Rule 759)

Mile Post	Name
478.3	Sand Loading Ramp on Siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Riverside Chemical Co.	564.1	250

LAMESA DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			EAST- WARD ↑
			No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post		Communications Turn Tables and Wyes
		Feet Per Mile	STATIONS	Feet Per Mile		
			SLATON YL 10.0	15.8		
	1650	31.7	WILSON 11.3	31.7	10.0	
	1700	31.7	TAHOKA 14.8	79.2	21.3	C
	2800	31.7	O'DONNELL 11.7	31.7	36.1	
		31.7	ARVANA 5.9	31.7	47.8	
			LAMESA YL 0.4		53.7	C Y
			End of Track (54.1)		54.1	

At Slaton, trains will be governed by Fifth District time table rules.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lamesa District	30 MPH
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(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
Tahoka	U.S. Highway No. 380 (M.P. 21.2)	10

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Texas P&B	50.8	599
Farm Grain & Warehouse Company	51.1	1050

LEHMAN DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			EAST- WARD ↑
			No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post		Communications Turn Tables and Wyes
		Feet Per Mile	STATIONS	Feet Per Mile		
			DOUD YL 6.0	10.6		Y
			HURLWOOD 7.2	5.3	6.0	
	1850	52.8	SMYER 12.5	27.4	13.2	
	1050	44.9	LEVELLAND YL 7.3	23.2	25.7	C
		52.8	COBLE 6.2	23.2	33.0	
	1750	52.8	WHITEFACE 11.3	40.0	39.2	
		52.8	LEHMAN 12.3	10.6	50.5	
			BLED SOE YL 0.5		62.8	
			End of Track (63.4)		63.4	

At Doud, Seagraves District junction switch normally lined for Seagraves District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lehman District (Pan American Spur, M.P. 36.2)	30 MPH 20 MPH
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(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except maximum authorized speed on Pan American Spur, 20 MPH.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Carlisle Grain Co.	2.1	1100
Levelland Vegetable Oil Co., Inc.	23.3	1050
AMOCO Production Company	28.4	1950
Pan American Petroleum Corp.	28.5	2700
Pan American Spur (9.3 miles)	36.3	10500

MEDICINE LODGE DISTRICT

PONCA CITY DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	31.7		ATTICA YL 10.5	31.7		Y CR	
	31.7		SHARON 5.1	17.4	10.5		
	31.7		PIXLEY 5.0	31.7	15.6		
	31.7		MEDICINE LODGE YL 14.2	24.8	20.6	CR	
	31.7		LAKE CITY YL 5.7	0	33.6		
	42.2		SUN CITY YL 10.1	18.0	39.3	C	
			O B JCT. YL		49.4		
			(50.6)				

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	52.8		PONCA CITY YL 14.7	52.8	141.9	Y CR	
			BLACKWELL JCT. YL		127.3	Y CR	
			(14.7)				

At Attica, trains will be governed by First District time table rules.
 At O B Jct., Englewood District junction switch must be left lined for the Englewood District.
 At Attica, wye switches will be left lined as last used.
 Booth telephone at Gyp Spur, M.P. 40.3.

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON PONCA CITY DISTRICT.

At Ponca City, trains will be governed by Middle Division time table rules.
 At Blackwell, wye switches will be left lined as last used.
 Eastward trains and engines arriving Ponca City must secure permission from control station before fouling Middle Division main track or entering yard at Ponca City.
 At Blackwell, trains and engines must get clearance card when going on duty.
 At Blackwell, trains and engines will be governed by H.&S. District time table rules.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Attica and Medicine Lodge	35
Medicine Lodge and M.P. 41	25
M.P. 41 and O.B. Jct.	10
(Gyp Spur, M.P. 40.3)	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 5 MPH, except on Gyp Spur.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
Medicine Lodge	Fowler Street, Highway 160, M.P. 20.0	10
	Iliff Street, Highway 281 M.P. 20.5	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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	Track Capacity In Feet
Skelly Oil Spur	18.6	500
Gyp Spur (2.2 miles)	40.3	2400

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Ponca City District	20 MPH
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(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

MILE POST	NAME
132.9	Truss bridge Chikaskia River
134.9	Bridge—Close side clearance

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Continental Oil Co.	138.9	100
Pioneer Wholesale Liquor Co.	141.2	400

Capacity of Siding in Feet	WEST-WARD		TIME TABLE No. 4 March 30, 1980	Rating Grade Ascending.	Communications Turn Tables and Wyes	EAST-WARD
	Distance From Alchison	Rating Grade Ascending				
	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
	570.4	79.2	CANYON 5.1	73.9	Y C R	
5450	575.5	31.7	CLETA 6.6	31.7	B	
5150	582.1	21.1	OGG 6.3	31.7	B	
5150	588.4	31.7	HAPPY 8.0	31.7	C	
5150	596.4	42.2	KAFFIR 6.9	79.2	B	
5200	603.3	73.9	TULIA YL 4.5	79.2	C R	
5150	607.8	33.3	EUNICE 7.5	52.8	B	
5200	615.3	26.4	KRESS 6.5	42.2	C	
5200	621.8	0	FINNEY 5.8	31.7	B	
9700	627.6	40.2	PLAINVIEW YL 0.6	21.2	Y C R	
			PLAINVIEW JCT. YL 0.01			
	628.4	42.2	F.W. & D. Crossing 5.6	42.2		
5200	634.0	42.2	FURGUSON 6.9	31.7	B	
5150	640.9	21.1	HALE CENTER 5.6	37.0	C	
5050	646.5	42.2	UNDERWOOD 4.9	42.2	B	
5100	651.4	37.0	ALLEY 5.6	37.0	C	
5200	657.0	26.4	ABERNATHY 6.3	37.0	C	
3450	663.3	26.4	MONROE 8.6	42.2	B	
6200	671.9	42.2	MARNELS YL 1.6	42.2	B	
	673.5	0	LUBBOCK JCT. YL 1.1	15.8	B Y	
	674.6		LUBBOCK YL		C R	
			(104.2)			

Between Lubbock Jct. and Lubbock, trains will be governed by Fourth District time table rules.

TCS IN EFFECT: On Plainview District main track between Lubbock Jct. and wye switch, M.P. 673.1, and on west leg of wye Lubbock Jct.

At Plainview Jct., Floydada District junction switch normally lined for Plainview District.

At Canyon, trains will be governed by Third District time table rules.

At Plainview, trains and engines must secure clearance card when going on duty.

At Canyon, train order waiting time governing westward Plainview District trains applies at control signals governing westward movements at M.P. 570.8.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Plainview District	49 *

*Maximum authorized speed for freight train when averaging 90 tons per car, or total consist exceeds 5,000 tons . . . 45 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSING

Location		MPH
Curve,	M.P. 570.9 to 571.2	30
Curve,	M.P. 627.3 to 627.5	20
Curve,	M.P. 628.2 to 628.4	20
RR Crossing,	M.P. 628.4 Auto. Interlocking	20
Curve,	M.P. 668.6 to 668.8	45
Curve,	M.P. 673.1 to 673.5	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except as listed below.

"I"—Interlocking.

Station	Type	Location	MPH
Lubbock Jct.	I	Turnout from North Track to Plainview District	30
	I	Turnout to West leg of wye, Fourth District	15
	I	Crossover between North and South Tracks	30
	I	Turnout to West leg of wye, Plainview District	15

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Houston Elevator, Inc.	609.9	2250
Riverside Chemical	613.9	400
Burson & Wilson	616.3	1900
BFW Grain Co.	617.0	1200
United Farm Industries, Inc.	637.9	1250
Tuco Grain Co.	653.7	1400
Western Warehouse Co.	654.8	1150

SAYARD DISTRICT

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Hamlin and Maryneal	30
Maryneal and San Angelo (Celotex Industrial Spur, M.P. 609.6) (Maryneal Industrial Spur, M.P. 657.3)	20 10 20

(B) SPEED RESTRICTIONS - ROCK CUT

Location	MPH
M.P. 659.5 to 659.9	5

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except as listed below and maximum speed authorized on Maryneal Industrial Spur, 20 MPH.

"I"—Interlocking

Station	Type	Location	MPH
Orient Jct.	I	Junction Switch	15
Sweetwater	I	East end Track 0201	20
	I	Turnout from main track to west end Track 0201	20
	I	East end West legs of wye	15

At Sweetwater, speed limit 10 MPH on all auxiliary tracks and on the Plains Division, Sayard District, main track within yard limits.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
Bronte	M.P. 684.7 to 686.0	20
M.P. 659	FM Road	5
Orient Jct.	M.P. 637.3 to M.P. 641.6 (Sayard Dist.)	10

Train and Engine movements must be protected by flagman at crossings:

FM Road 2105, M.P. 711 + 4163 ft.
Highway 158, East of Bronte Depot.

2. OVERHEAD AND SIDE OBSTRUCTIONS (See Rule 759)

Mile Post	Name
626.0	Gypsum chutes over spur.
640.4	T.& P. bridge over main track.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Celotex Industrial Spur (1.6 miles) . . .	609.6	3080
Lone Star Cement	620.6	4400
Celotex Rock Loading	626.4	1590
Lone Star Cement	656.1	14500
Maryneal Industrial Spur (12.1 miles) .	657.7	7450
(Lone Star Sand)	11.9	1850
West Texas Utilities Spur	674.3	300

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			No. 4	March 30, 1980				
		Feet Per Mile	STATIONS		Feet Per Mile			
			HAMLIN YL			605.8	C	
			13.3		52.8			
	2650	52.8	SYLVESTER		52.8	619.1	B	
		73.9	7.4		26.4			
			LONGWORTH		52.8	626.5		
		66.0	10.8		52.8	637.3		
		66.0	ORIENT JCT. YL		52.8			
			0.7					
			SWEETWATER YL		52.8	638.0	T Y C R	
		52.8	7.4		52.8			
	2250	52.8	SHAUFLER		46.9	645.4		
		52.8	11.9					
			MARYNEAL YL		52.8	657.3	C Y	
	5000	52.8	13.7		52.8	671.0	B	
			BLACKWELL		52.8			
		52.8	14.3		52.8	685.3	B	
	2250	52.8	BRONTE		52.8			
		66.0	29.2					
			SAN ANGELO YL			714.5	C R	
			(108.7)					

At San Angelo, main track switches at each end of yard normally lined and locked for yard movement.

At Sweetwater, train order waiting time for Sayard District trains applies at the clearance point of Yard Track No. 114 where the opposing train clears.

SHATTUCK DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			SHATTUCK YL		0.0	Y C R	
	2150	42.2	11.2 MAGOUN	26.4	11.3		
	2150	42.2	7.2 FOLLETT YL	29.0	18.5	B	
	4500	42.2	4.6 SHERLOCK	29.0	23.1		
	2100	42.2	6.6 DARROUZETT	42.2	29.7	B	
		42.2	7.0 GAYLORD	0.0	36.7		
	4600	37.0	5.5 BOOKER YL	42.2	42.2	B	
		31.6	5.4 HUNTOON	15.8	47.6		
		15.8	5.2 TWICHELL	2.6	52.8		
		18.5	5.0	15.8			
	1907	15.8	PERRYTON YL	26.4	57.8	C R	
		18.5	5.7 LORD	0.0	63.5		
		21.1	5.2 FARNSWORTH	5.3	68.7		
		39.6	5.0 WAKA	7.9	73.7		
	2100	52.8	10.1 SPEARMAN YL	39.6	83.8	C Y	
		48.6	9.4 MCKIBBEN YL	52.8	93.2		
		36.4	8.9 MORSE	0.0	102.1		
		52.8	1.2 R.I. JCT. } C.R.I.&P. 30.3	52.8	103.3	Y	
		0.0	ETTER JCT. } 0.5	0.0	133.6		
			ETTER YL		134.1	C Y	
			(134.0)				

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN SPEARMAN AND MORSE.

Trains and engines must get clearance card before leaving Spearman.

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

At Etter, trains will be governed by Dumas District time table rules.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Shattuck and Spearman	30
Spearman and R.I. Jct.	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

SEAGRAVES DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			LUBBOCK			C R	
	15.8	DT	1.1 LUBBOCK	0			
	31.7	ABS	JCT. YL	0		Y	
			5.9				
	31.6		DOUD YL	21.2	5.9	Y	
	27.4		5.4 WOLFFORTH	29.0	11.3		
	16.9		10.8 ROPES	23.7	22.1		
	31.6		5.8 MEADOW	24.2	27.9		
	31.6		11.8 BROWNFIELD YL	31.6	39.7	C	
	29.0		12.6 WELLMAN	31.6	52.3		
			10.6 SEAGRAVES YL	31.6	62.9	C Y	
			1.0				
			End of Track		63.9		
			(65.0)				

At Lubbock, and between Lubbock and Lubbock Jct., trains will be governed by Fourth District time table rules.

At Doud, Lehman District junction switch normally lined for Seagraves District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Seagraves District	30 MPH
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(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Farm Center Gin and Grain Co.	16.9	900
Riverside Chemical	20.4	450
Brownfield Co-Op	40.9	281
California Chemical	41.0	386
Goodpasture Grain Co.	42.0	921
Columbian Carbon Spur	59.4	1900

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 4 March 30, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	↑ EAST- WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
			WICHITA JCT. YL 0.6		2.1		
			M. P. Crossing 3.9		2.7	B	
	32.1		TYLER YL 7.3	20.7	6.6		
	31.7		GODDARD 5.9	32.3	13.9		
	31.5		GARDEN PLAIN 5.9	31.7	19.8		
	31.7		CHENEY 8.3	15.8	25.7		
	28.8		MURDOCK 10.1	31.7	34.0		
	0		East Kingman Jct. YL 0.2	0	44.1		
	19.0		KINGMAN YL 0.7	0	44.3	Y C R	
	31.7		West Kingman Jct. YL 1.1	31.7	45.0		
	31.7		M. P. Crossing 8.0	31.7	46.1		
	31.7		CALISTA 8.2	31.7	54.1		
	31.7		CUNNINGHAM 6.7	31.7	62.3		
	31.7		CAIRO 3.1	9.9	69.0		
	31.7		WALDECK 7.3	12.1	72.1		
			PRATT YL 0.3		79.4	T	
			End of Track (77.6)		79.7		

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 clearance card before leaving North Wichita.

Between Wichita Jct. and North Wichita, trains will be governed by Middle Division time table rules.

Eastward trains must secure permission from yardmaster at Wichita before proceeding east of Wichita Jct.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Wichita Jct. to M.P. 3.6	10 MPH
M.P. 3.6 to Pratt	20 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

	Location	MPH
RR Crossing,	M.P. 2.7 Gate normally lined against AT&SF. Stop. Rule 98 (B)	10
Curves,	M.P. 19.8 to 20.1	10
RR Crossing,	M.P. 46.1 Gate normally lined against AT&SF. Stop. Rule 98 (B)	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 5 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Pratt	Public road M.P. 78.4	10
Calista	Public road M.P. 53.9 (westward movement only)	10
Kingman	Main Street M.P. 44.4	5
Goddard	Main Street M.P. 13.9	10
Tyler	Tyler Road M.P. 6.5	10
Wichita	All streets between Meridian Street and West St., Wichita Dist. M.P. 2.1 - 3.5	10

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Western Electric Co.	14.9	1650

4. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine.

Such switches are located as follows:

FIRST DISTRICT

At Wellington maximum authorized speed on siding 20 MPH while head end of train is passing over hand operated switches 0502 and 0503 and the switch of the crossover leading to the siding.

MP 292.1 Run Around Track

SECOND DISTRICT

MP 356.3 Run Around Track
MP 371.7 Western Farmers Electric Corporation
MP 386.3 W. R. Grace
MP 420.9 Team Track
MP 491.2 Elevator Track
MP 498.2 North Storage Track 0260

THIRD DISTRICT

MP 556.4 (North Track) Sutherland Lumber Co.
MP 556.6 (South Track) Abrasion Corrosion Engineering Company
MP 558.1 (South Track) Farmland Industries
MP 586.1 Holly Sugar Company
MP 586.5 Both elevator tracks connected to siding
MP 586.6 Holly Sugar Company

At Hereford maximum authorized speed on North Siding 20 MPH while head end of train is passing over hand operated switches to East Storage Tracks.

MP 601.8 Tide Products Corporation
MP 607.3 Old Beet Track
MP 607.6 Summerfield Fertilizer
MP 607.8 Petroleum Chemical, Incorporated
MP 610.0 Plains Farmers Grain Company
MP 620.9 Monsanto Chemical Company
MP 621.0 Hi-Pro Feeds, Inc.
MP 623.6 West Friona Grain Company
MP 626.1 Missouri Beef Packing Spur
MP 634.1 House Track and Holly Beet Track
MP 635.4 American Cyanamid Company
MP 646.8 Tide Products Corporation
MP 652.6 (North Track) Holly Sugar Company
MP 652.9 (North Track) Holly Sugar Company

FOURTH DISTRICT

MP 0.9 Gifford-Hill-Western
MP 0.9 Henderson Grain Company
MP 2.9 Monsanto Chemical
MP 18.5 Custom Farm Service Inc.
MP 18.9 Shamrock-Blackwater
MP 19.0 Shamrock-Blackwater
MP 20.9 Baker Fertilizer Co.
MP 23.9 Valley Grain Corp.
MP 26.0 Protein Processors
MP 39.3 Sudan Livestock and Feeding Co.
MP 39.5 Sudan Livestock and Feeding Co.
MP 50.2 Tide Products Co.
MP 54.4 Littlefield Farmers Coop. Elevator
MP 54.4 Caprock Fertilizer Co.
MP 54.4 Nipak Inc.
MP 64.7 Brent Burrow
MP 65.1 Brent Burrow
MP 65.6 Hartcamp Grain Co.
MP 70.5 Goodpasture Grain Co.
MP 84.5 Bonus Chemical Co.
MP 84.8 Caprock Paint Co.
MP 84.9 Stauffer Chemical Co.
MP 85.1 Stauffer Chemical Co.
MP 86.3 General Steel Warehouse
MP 87.1 L.B. Foster Pipe Co.
MP 87.1 Clovis Road Team Track
MP 87.3 Clovis Road Team Track
MP 87.7 L.D. Whitely Spur
MP 87.8 Kerr Middleton Const. Co.
MP 87.8 Mosher Steel Co.
MP 88.1 Kerr Middleton Const. Co.

MP 88.1 F.W. Groce Warehouse
MP 88.2 Hensley Spur-Team Spur
MP 682.2 Indian Head Grain Co.
MP 682.2 Great Plains Distributors
MP 683.5 Godbold Inc.
MP 684.8 Posey Beer Track
MP 685.1 Posey Beer Track

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	Backing or when not controlled from leading unit MPH
AMTRAK 100-799 5940-5948	90*	45
1153, 1160, 1215-1260 1416-1441, 1500-1536 2326-2390	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position.
EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Engine without cars must not exceed 70 MPH.

6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.

Engines	Maximum Depth Above Top of Rail Inches	Maximum Speed MPH
All Classes	4	5

7. 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. Trains or engines handling such equipment through a turnout must not exceed one-half the maximum authorized speed for that turnout and must not exceed speeds indicated below:

District	Wrecking Derrick MPH	Pile Drivers AT-199454, AT-199455, AT-199457, AT-199458, AT-199459, AT-199460, AT-199461 Crane/Pile Driver AT-199462 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second, Third, Fourth, Fifth, and Plainview	40	45	30
Borger and Dumas	30	30	30
Fort Stockton, Floydada, Sayard, Seagraves and Shattuck	25	25	25
Alpine, Crosbyton, Hamlin, H&S, Lamesa, Lehman, and Ponca City	20	20	20
Altus, Anthony, Buffalo Clinton, Englewood and Wichita	10	10	10
Medicine Lodge: Attica to M.P. 41 M.P. 41 to O B Jct.	20 10	20 10	20 10

Locomotive Crane AT-199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in train immediately ahead of caboose at speed not exceeding 50 MPH.

8. 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. 316.1	Hot Box	Rotating white light—Eastward M.P. 314.3* and M.P. 316.1 Westward M.P. 318.3* and M.P. 316.1
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
M.P. 339.3	Hot Box and Dragging Equipment (Dual Purpose Locator)	Rotating white light—Eastward M.P. 339.3 and M.P. 337.0* Westward M.P. 339.3 and M.P. 340.9*
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 Locator)	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. 493.8	Hot Box and Dragging Equipment (Dual Purpose Locator)	Rotating white light—Eastward M.P. 493.8 and *controlled signal West end Siding Hoover Westward M.P. 493.8 and M.P. 495.0*
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 *

8. 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 and M.P. 616.6* Westward M.P. 618.7 and M.P. 620.6*
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 *
FOURTH DISTRICT:		
Bridge M.P. 34.5	High Water	Eastward—Signal 341 Westward—Controlled signals at west switch of siding Sudan
FIFTH DISTRICT:		
M.P. 709.0	Hot Box and Dragging Equipment (Dual Purpose Locator)	Rotating white light—Eastward M.P. 709.0 and M.P. 710.0 Westward M.P. 709.0 and M.P. 708.0
M.P. 766.1	Hot Box	Rotating white light—Eastward M.P. 766.1 and M.P. 768.0* Westward M.P. 766.1 and M.P. 763.0*
Bridge 785.9	High Water	Eastward—Controlled signals east end siding Pyron and Signal 7851. Westward—Controlled signals west end siding Gannon.
*Location of Hot Box Locator		
DUMAS DISTRICT:		
Bridge 111.5	High Water	Eastward—Semaphore type indicator M.P. 112.9 Westward—Semaphore type indicator M.P. 110.6

Rule 105 (A)—HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamps or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition is corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) It is snowing or sleeting, or
- (b) There is snow on ground which can be agitated by a moving train.

HIGH WATER DETECTORS:

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train, unless otherwise instructed by train dispatcher.

DRAGGING EQUIPMENT DETECTORS:

When actuated, rotating white light type indicators will be illuminated; letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

In connection with the foregoing, dispatcher will take up second signal ahead of train (instead of first signal) when train actuates hot box detector, making sure to call attention to trains that they have actuated hot box detector.

9. YARD LIMITS

- | | | |
|--|--|---|
| <p>Altus District
 Cherokee, M.P. 299.9 to 301.2
 Fairview, M.P. 334.6 to 337.4
 Thomas, M.P. 377.8 to 379.3
 Ewing-Clinton, M.P. 398.8 to 402.9
 Burns Jct.-Dill City, M.P. 417.7 to 420.8
 Sentinel, M.P. 428.1 to 429.4
 Altus, M.P. 466.1 to 468.6
 Anthony District (Entire District)
 Alpine District
 Fort Stockton, M.P. 880.2 to 884.7
 Presidio, M.P. 1025.1 to 1029.1
 Borger District
 Borger, M.P. 22.9 to 31.2
 Panhandle, M.P. 1.5 to 0.0
 Buffalo District (Entire District)
 Clinton District
 Pampa, M.P. 0.0 to 2.4
 Heaton, M.P. 7.8 to 9.5
 Mobeetie, M.P. 29.4 to 31.3
 Cheyenne, M.P. 79.9 to 81.7
 Clinton, M.P. 133.7 to 136.4
 Crosbyton District
 Lubbock, M.P. 0.0 to 3.5
 Crosbyton, M.P. 37.0 to 38.5
 Dumas District
 Dumas, M.P. 50.9 to 54.0
 Etter, M.P. 62.4 to 65.6
 Boise City, M.P. 120.7 to 122.6
 Englewood District
 Wichita Jct.-Prospect,
 M.P. 208.8 to 215.6
 Rago, M.P. 45.9 to 47.7</p> | <p>OB Jct.-Belvidere, M.P. 101.3 to 105.8
 Coldwater, M.P. 123.0 to 126.2
 Protection, M.P. 134.0 to 136.1
 Ashland-Englewood, M.P. 150.1 to 166.4
 Fort Stockton District
 San Angelo, M.P. 712.7 to 722.0
 Benedum, M.P. 808.3 to 810.8
 Sulphur Jct., M.P. 868.3 to 870.8
 Fort Stockton, M.P. 880.2 to 884.7
 Floydada District
 Floydada, M.P. 27.0 to 24.7
 Plainview Jct., M.P. 4.4 to 0.0
 H & S District
 ND Jct., M.P. 0.0 to 6.0
 Kingman, M.P. 30.8 to 33.1
 Rago, M.P. 47.3 to 48.6
 Harper, M.P. 59.3 to 60.1
 Anthony, M.P. 68.9 to 70.1
 Blackwell, M.P. 125.2 to 33.5
 South Haven, M.P. X15.8 to X13.9
 Wellington, M.P. X1.1 to X0.0
 Hamlin District
 Altus, M.P. 466.1 to 468.6
 Crowell, M.P. 520.6 to 522.6
 Hamlin, M.P. 603.8 to 610.2
 Lamesa District
 Slaton, M.P. 0.0 to 0.9
 Lamesa, M.P. 50.7 to 54.1
 Lehman District
 Doud, M.P. 0.0 to 0.9
 Levelland, M.P. 24.6 to 28.3
 Bledsoe, M.P. 62.0 to 63.4</p> | <p>Medicine Lodge District
 Attica, M.P. 0.0 to 0.8
 Medicine Lodge, M.P. 18.5 to 19.6
 Lake City, M.P. 33.0 to 34.2
 Sun City, M.P. 39.0 to 41.0
 OB Jct.-Belvidere, M.P. 49.2 to 49.4
 Ponca City District (Entire District)
 Plainview District
 Tulia, M.P. 601.3 to 604.8
 Plainview, M.P. 623.4 to 633.5
 Marnels, M.P. 670.6 to 673.1
 Sayard District
 Hamlin, M.P. 603.8 to 610.2
 Orient Jct., M.P. 636.3 to 637.3
 Sweetwater, M.P. 637.3 to 642.4
 Maryneal, M.P. 655.4 to 658.6
 San Angelo, M.P. 712.7 to 722.0
 Second District
 Kings Mill, M.P. 505.4 to 507.4
 (South Track only)
 Shattuck District
 Shattuck, M.P. 0.0 to 1.0
 Follett, M.P. 17.1 to 19.8
 Booker, M.P. 40.8 to 43.8
 Perryton, M.P. 56.2 to 59.4
 Spearman-McKibben, 82.9 to M.P. 94.0
 Seagraves District
 Lubbock Jct.-Doud, M.P. 0.0 to 6.0
 Brownfield, M.P. 37.7 to 40.7
 Seagraves, M.P. 59.3 to 63.9
 Wichita District
 Wichita Jct.-Tyler, M.P. 0.0 to 9.0
 Kingman, M.P. 43.5 to 45.4
 Pratt, M.P. 78.8 to 79.7</p> |
|--|--|---|

10. BULLETIN BOOKS

<p>Plains Division Altus Harper Amarillo Hereford Ashland Lubbock Attica Pampa Blackwell, Okla. Plainview Boise City San Angelo Borger Shattuck Canadian Slaton Clinton Sweetwater Clovis Waynoka Dumas Wellington Fairview Woodward Fort Stockton North Wichita Hamlin</p>	<p>Northern Division Hamlin San Angelo Slaton Southern Pacific Co. Fort Stockton San Angelo</p>
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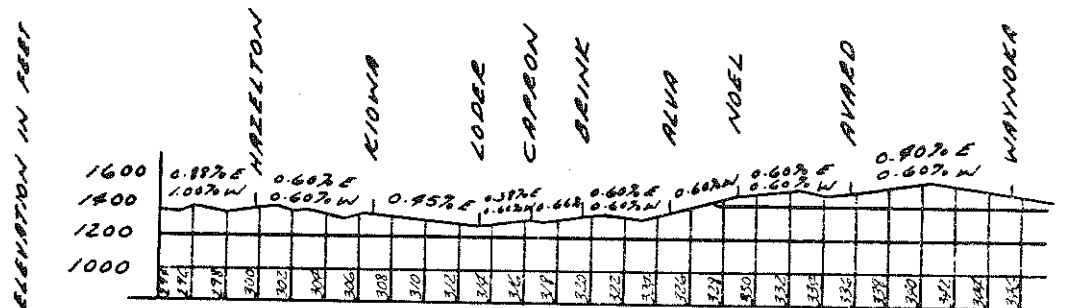
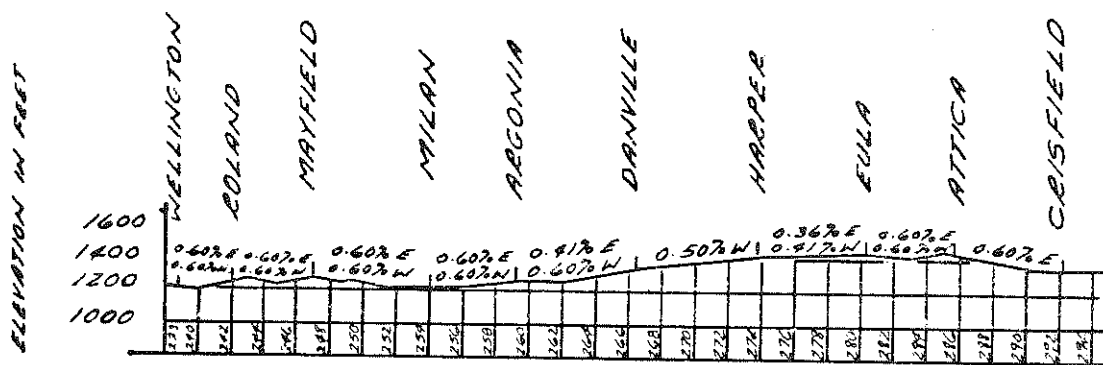
11. STANDARD CLOCKS

<p>Amarillo Boise City Clovis Fairview Fort Stockton Hamlin Lubbock Pampa</p>	<p>Ponca City San Angelo Shattuck Slaton Sweetwater Way Waynoka Wellington</p>
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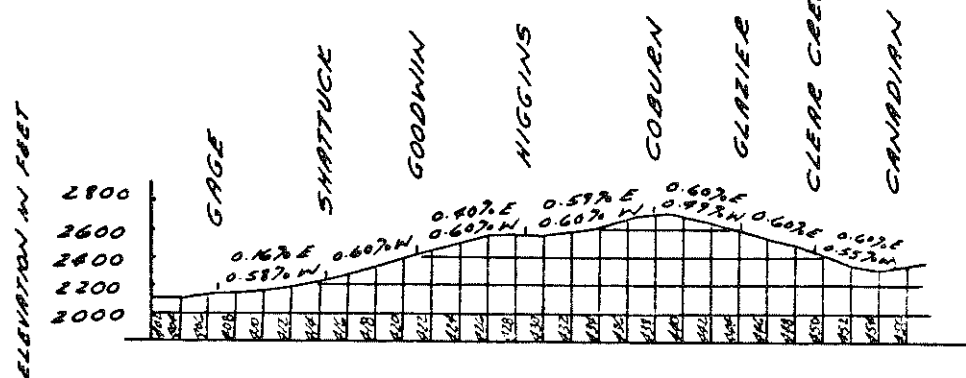
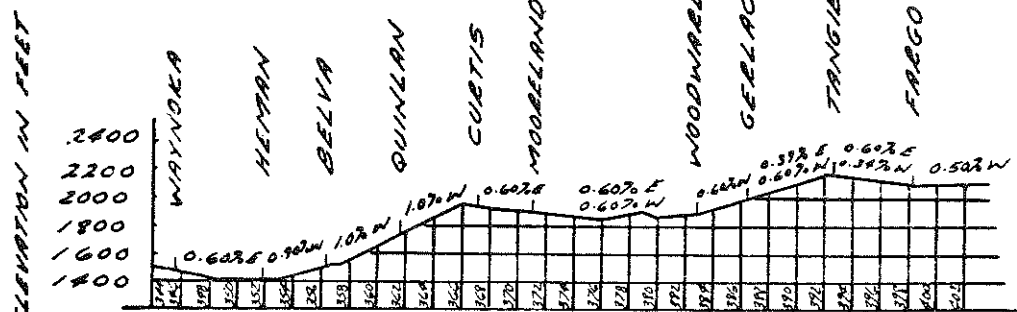
TIME SERVICE

R. N. CROW, General Watch Inspector Topeka

FIRST DISTRICT

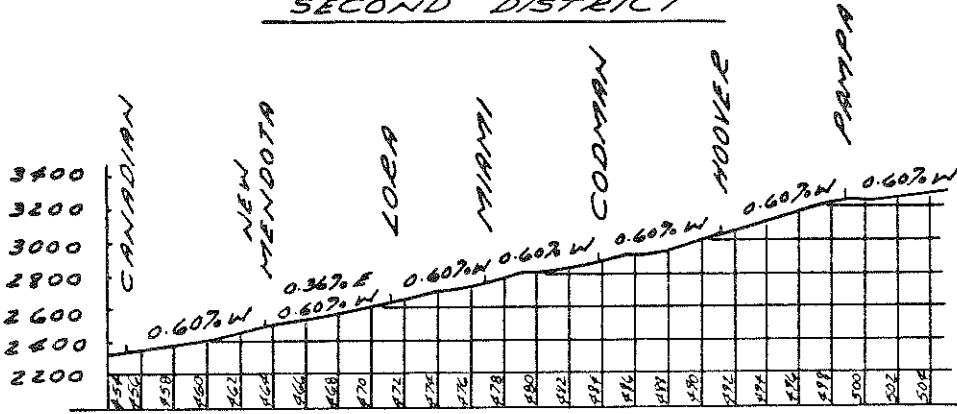


SECOND DISTRICT

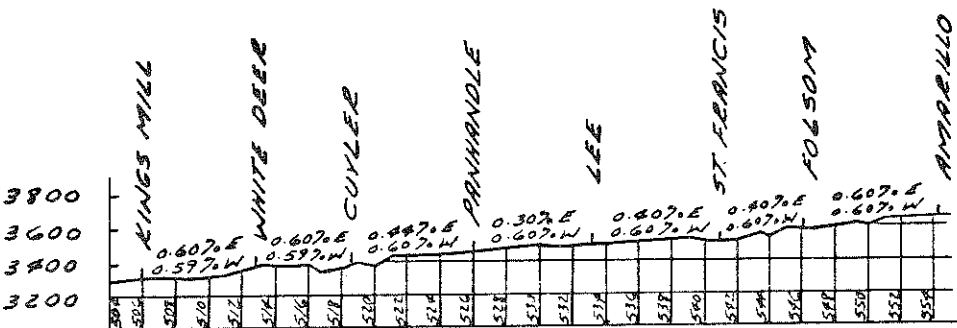


SECOND DISTRICT

ELEVATION IN FEET

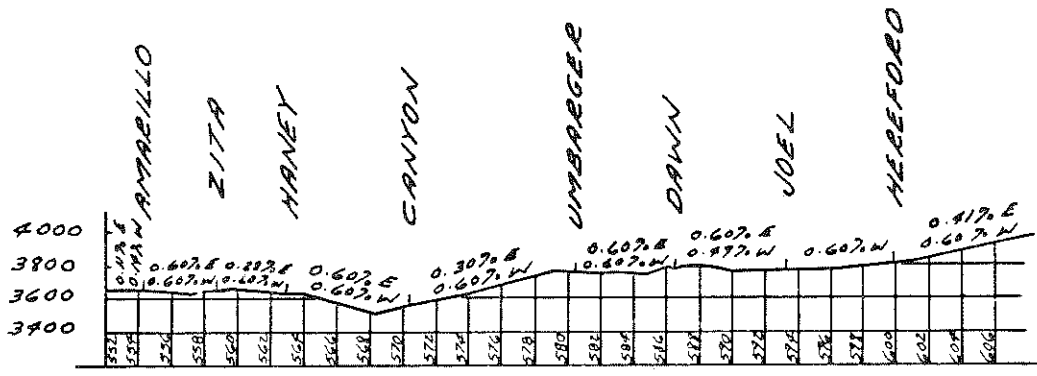


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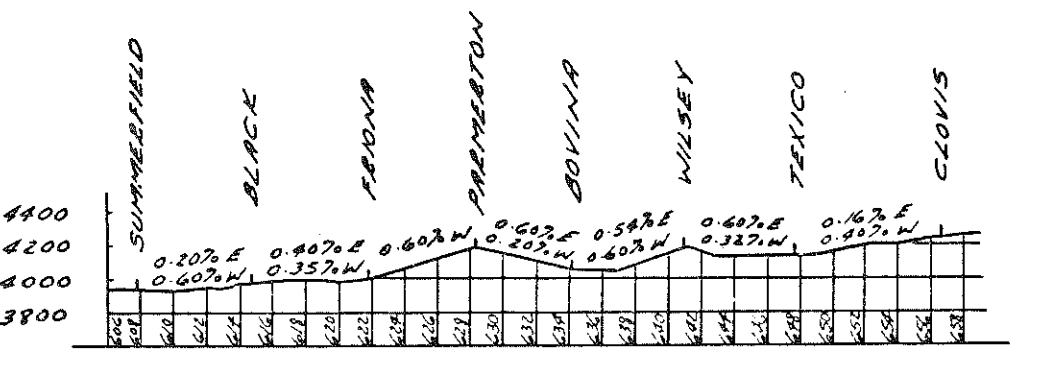


THIRD DISTRICT

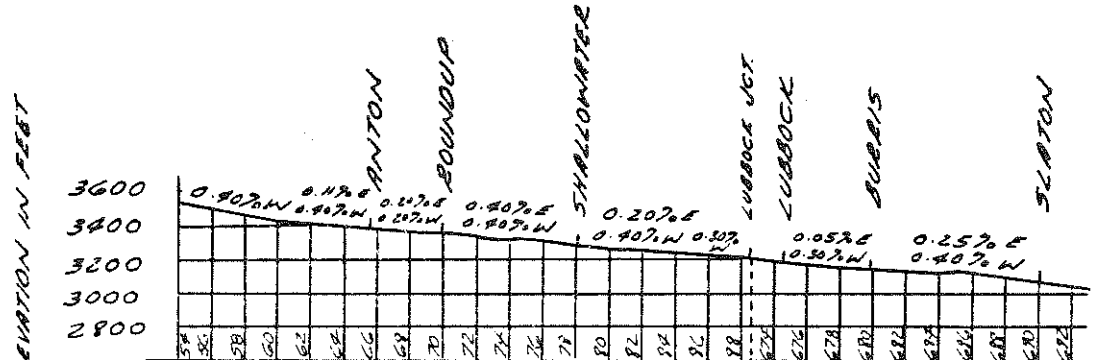
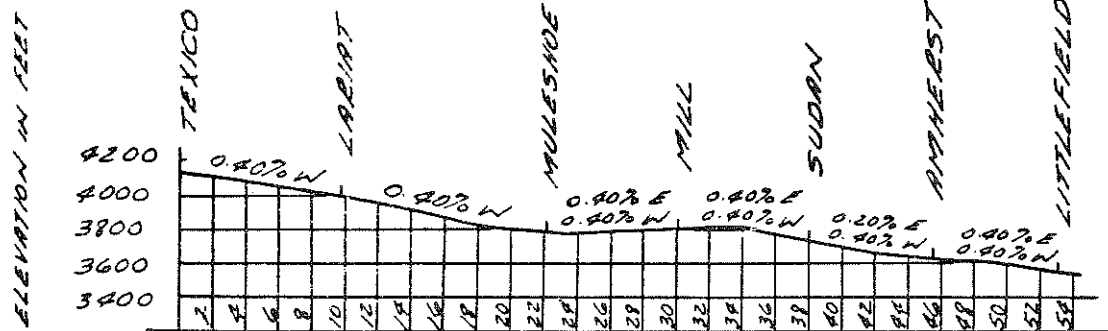
ELEVATION IN FEET



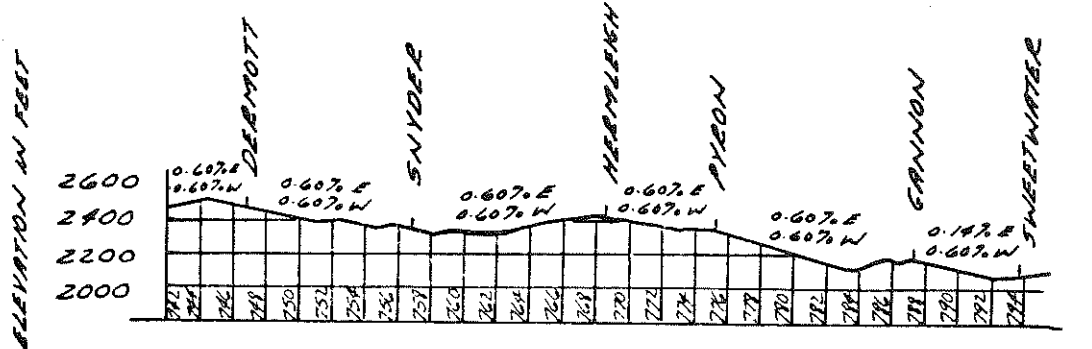
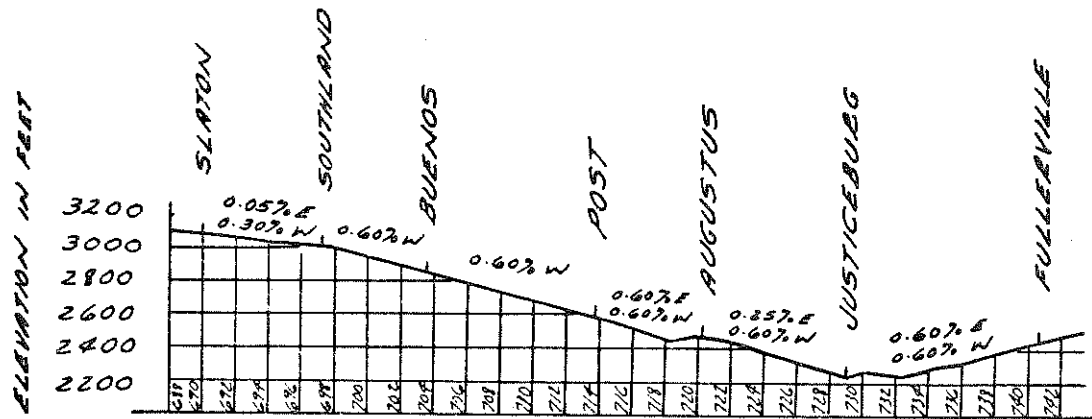
ELEVATION IN FEET



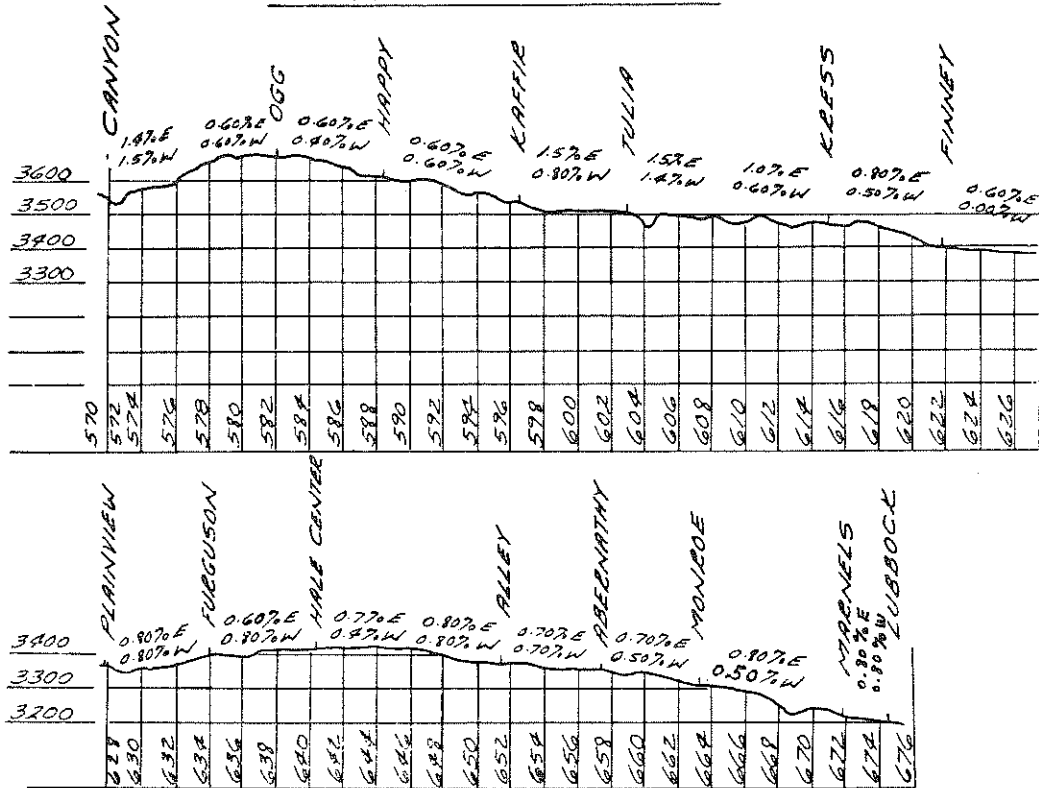
FOURTH DISTRICT



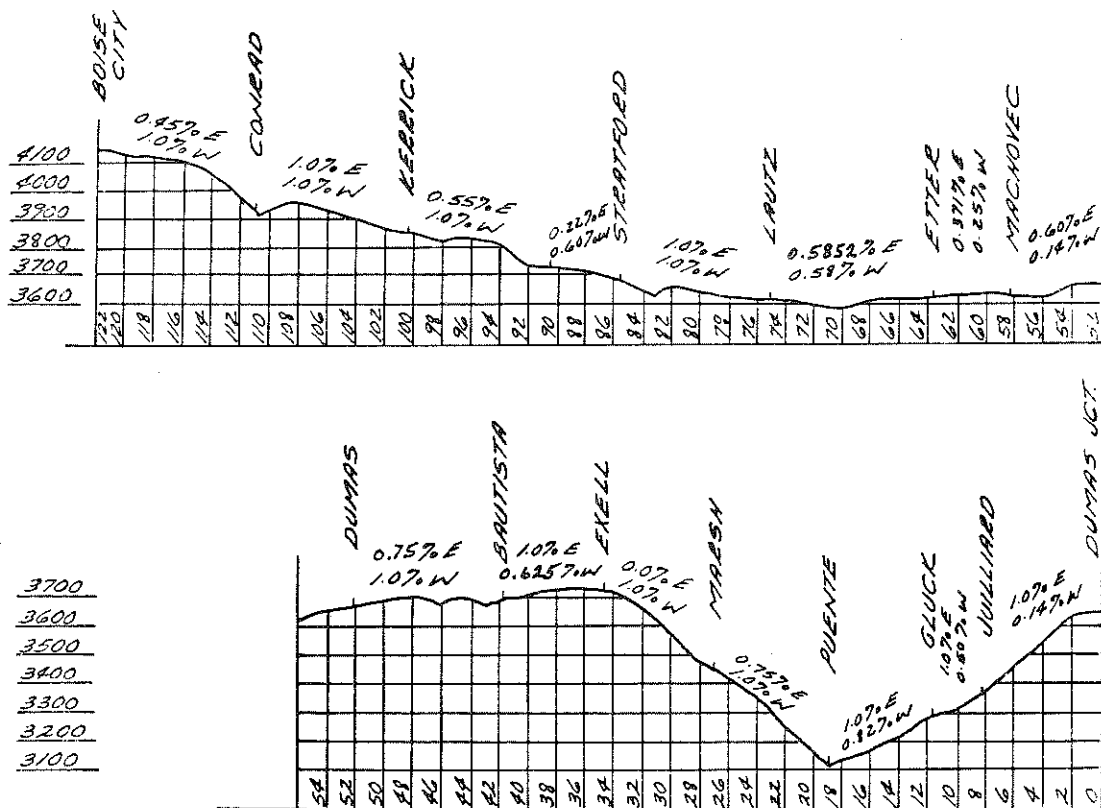
FIFTH DISTRICT



PLAINVIEW DISTRICT



DUMAS DISTRICT



SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
.....	36	100	.....	58	62.1	1	40	36.0
.....	37	97.3	.....	59	61.0	1	42	35.3
.....	38	74.7	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	17.7
.....	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

HOW TO USE THIS CHART:

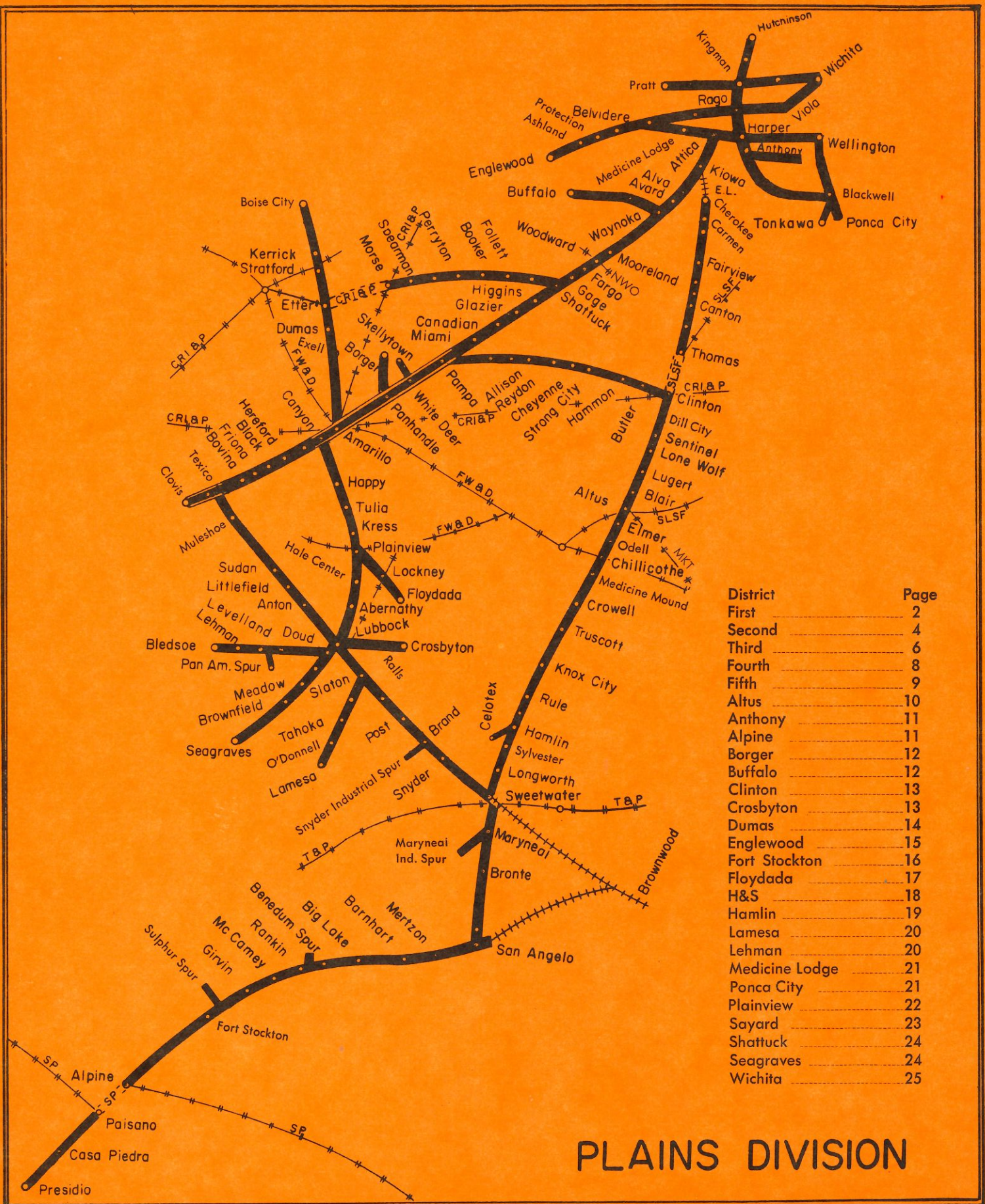
To determine where a placarded car can be placed in a train follow these steps:
 -Determine the type of placard that is applied to the car. From Line 1.
 -Determine the type of car to which the placard is applied from. Line 2
 -Follow vertically down the chart and note which lines apply.
 -The symbol "X" indicates wording at the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1 PLACARD APPLIED ON CAR											
		2 TYPE OF CAR		EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES-A, POISON GAS OR COMBUSTIBLE	PLACARDED EXCEPT COMBUSTIBLE	COMBUSTIBLE
3 RESTRICTIONS		ANY CARS (for flat cars, tank cars, trailers or combinations)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	COMBUSTIBLE	
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓		✓					
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓		✓					
6		LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓	✓ ^②					
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓	✓					
8		ENGINE	✓	✓	✓	✓	✓		✓		
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓ ^④	✓			
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓			✓		
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③	✓					
12		UNDEVELOPED FILM				✓					
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION:	✓	✓	✓	✓					
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS:	✓	✓	✓						
15	MUST NOT BE PLACED NEXT TO CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓			
16		POISON GAS	✓		✓	✓	✓				
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓					
18		RADIOACTIVE	✓	✓	✓	✓	✓				

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially-equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87



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PLAINS DIVISION