



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.
 J. H. DAVIDSON Wellington, Kan.
 G. B. DENNING Amarillo, Tex.
 J. M. WATKINS 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**

M. B. SPEARS Amarillo, Tex.

ROAD FOREMAN OF ENGINES

C. D. TODD Wellington, Kan.
 J. L. WILES Amarillo, Tex.
 J. R. WILSON Slaton, Tex.

SAFETY SUPERVISORS

J. D. WILDE Amarillo, Tex.
 T. B. ALLEN Lubbock, Tex.

CHIEF DISPATCHER

B. L. BRANT Amarillo, Tex.

ASST. CHIEF DISPATCHERS—AMARILLO

J. M. STANDIFER A. B. CAUDLE A. DEATON, JR.
 F. E. YOCK H. C. WHITE

DISPATCHERS—AMARILLO

R. R. WOOD O. A. HARRELSON D. L. WALKER
 W. R. DAUNER R. L. WARREN B. BLACK
 J. E. SMITH J. W. MARSHALL T. L. BRADLY
 W. H. MORGAN E. S. ABBOTT B. A. BRIDGES
 W. D. PARKER J. J. JELINEK J. P. WILSON
 J. W. OLSON D. L. HOWARD J. L. BEWLEY
 L. A. STEWART H. H. LAWRENCE L. D. COLE
 K. G. LITTON J. E. WILLBURN L. S. PARK
 K. D. GRUBB D. W. BALLEW S. L. MCKINNEY
 W. A. FARRELL L. G. GILLESPIE

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

WESTERN LINES

**PLAINS DIVISION
 TIME TABLE NO.**

5

IN EFFECT

SUNDAY, JANUARY 17, 1982

At 12:01 A. M.

Central 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. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyss	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	
	18968	31.7	NOEL 6.8	31.7	328.9		
	7531	31.7	AVARD 9.8	21.1	335.7		
			WAYNOKA (106.6)	342.4	345.5	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

Curve,	Location	MPH
	M.P. 237.7 to 237.8	45
	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

*In connection with speed restrictions over RR Crossing, Argonia, M.P. 259.6 and over RR Crossing, Kiowa, M.P. 307.8, the permanent slow sign covering westward movements approaching crossing at M.P. 259.6 is located on left side of main track and the permanent resume speed sign indicating end of restriction over crossing at M.P. 307.8 governing westward movements is located on left side of main track.

(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

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.

(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 BN 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 OKKT
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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS					Feet Per Mile
				WAYNOKA } Tracks 5.6		345.5	Y CR	
	8225	0		HEMAN } Tracks 4.5	31.7	351.8		
	11804	47.5		BELVA } Tracks 5.3	0	356.3		
	10329	52.8		QUINLAN } Tracks 5.5	0	361.6		
	7103	52.8		CURTIS } Tracks 3.9	26.4	367.1		
	7924	0		MOORELAND } Tracks 10.3	31.7	371.0		
	14649	31.7		WOODWARD } Tracks 0.2	31.7	382.8	CR	
		28.5		N.W.O. Crossing } Tracks 3.3	0	388.0		
	7267	31.7		GERLACH } Tracks 6.3	0	386.3		
	8164	31.7		TANGIER } Tracks 5.7	20.6	392.6		
	7785	17.9		FARGO } Tracks 8.4	31.7	398.3		
	7683	26.4		GAGE } Tracks 7.7	0	406.7		
	N 7637 S 5412	30.5		SHATTUCK } Tracks 6.5	8.4	414.4	Y CR	
	10978	31.7		GOODWIN } Tracks 7.7	0	421.0		
	11170	31.7		HIGGINS } Tracks 8.6	21.2	428.7		
	11803	25.9		COBURN } Tracks 6.8	31.2	437.3		
	10910	0		GLAZIER } Tracks 5.3	31.7	444.1		
	20609	29.2		CLEAR CREEK } Tracks 5.7	31.7	449.4		
	19620	31.7		CANADIAN } Tracks 8.4	31.7	455.1	Y CR	
	11017	31.7		MENDOTA } Tracks 7.7	0	463.5		
	11532	31.7		LORA } Tracks 5.7	18.8	471.2		
	11723	31.7		MIAMI } Tracks 6.9	0	476.9		
	11104	31.7		CODMAN } Tracks 7.4	0	483.8		
	10788	31.7		HOOVER } Tracks 7.6	0	491.2		
	S 6743 N 6470	31.7		PAMPA } Tracks 7.1	0	498.8	Y CR	
		31.4		KINGS MILL YL } Tracks 6.9	0	505.9	C	
	S 5402 N 7610	31.1		WHITE DEER } Tracks 5.8	31.7	512.8	Y	
		31.7		CUYLER } Tracks 7.4	31.7	518.6		
	S 5368 N 13507	31.7		PANHANDLE } Tracks 7.2	23.2	526.0	Y CR	
		31.7		LEE } Tracks 7.8	15.8	533.2		
		31.7		ST. FRANCIS } Tracks 5.1	21.1	541.0		
		31.7		FOLSOM } Tracks 6.1	21.1	546.1		
		3.7		F.W. & D. Crossing } Tracks 0.1	31.7	552.2		
		10.6		EAST TOWER } Tracks F.W. & D. Crossing 2.0	0	552.3	CR	
				AMARILLO } Tracks	6.3	554.3	Y 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, between M.P. 550.5 and East Tower.

DOUBLE TRACK: Between M.P. 500.8 and M.P. 550.5 and between East Tower and M.P. 555.8.

TCS IN EFFECT: On main tracks and sidings between Waynoka and Pampa, M.P. 500.8; between M.P. 550.5 and East Tower, and on east leg of wye East Tower.

RULE 251 IN EFFECT: Between Pampa, M.P. 500.8 and Amarillo, M.P. 550.5 and East Tower and M.P. 555.8.

RULE 94 IN EFFECT: At Amarillo between East Tower 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 within yard limits 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.

Controlled signal located at M.P. 505.4 governing westward movements on South Track is located on left side of track.

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

At Amarillo maximum speed permitted on east and west freight leads, 20 MPH

1. SPEED REGULATIONS

(A.) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
Second District	70	60*
Celanese Corp Coal Track: To Spring Switch On Loop		15 10
(Skellytown Industrial Spur) M.P. 0 to M.P. 6 M.P. 6 to Skellytown		20 10
(Pantex Ordnance Spur)		20
(Pampa Industrial Spur) M.P. 0 to M.P. 4.7		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.

(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. 552.3 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, 20 MPH and M.P. 6 to Skellytown, 10 MPH; Pantex Ordnance Spur, 20 MPH and Pampa Industrial 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
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

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

Station	Type	Location	MPH
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	15
	S	On Loop Celanese Corp. Coal Track	10
Panhandle	S	West end North siding	15
East Tower	I	Crossover M.P. 550.5	30
	I	Turnouts to East leg of wye	20
	I	Turnout to Dumas District, M.P. 552.3	10
	I	Turnout to Western stock yards, M.P. 552.3	10
	I	Crossover M.P. 552.3	10
	I	Turnouts to main tracks and freight leads, 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 Lakeview Drive M.P. 381.7 and Forty-Eighth Street, M.P. 385.8	50
Shattuck	Main Street M.P. 414.3	55

Train and engine movements must be protected by flagman at State Hwy 152 crossing, Skellytown Ind. Spur.

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
Ingersol-Rand	503.6	1512
Celanese Corp. of America	504.3	9800
Celanese Corp. coal track (2.4 miles)	505.6	
Skellytown Industrial Spur (9.28 miles)	512.8	
Pantex Ordnance Plant	539.1	Yard
Iowa Beef	542.1	Yard
Amarillo Air Base (T.S.T.I.)	543.4	Yard
Pepsi-Cola Spur	548.2	614

WEST- WARD ↓	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	ABS } AMARILLO } DT	31.7	554.3	T C R	
		10.6	4.5 } ZITA } Two Tracks	14.8	558.8		
		31.7	4.2 } HANEY } Two Tracks	31.7	563.0		
	5436	31.7	7.4 } CANYON } Two Tracks	31.7	570.4	B Y	
	23460	31.7	10.1 } UMBARGER } Two Tracks	31.7	580.5		
	10827	25.9	6.0 } DAWN } Two Tracks	31.7	586.5		
	11006	31.7	6.8 } JOEL } Two Tracks	0	593.3		
	S 5641 N 7894	31.7	6.2 } HEREFORD } Two Tracks	21.6	599.5	C R	
	10806	31.7	8.3 } SUMMERFIELD } Two Tracks	10.5	607.8		
	11953	18.2	6.9 } BLACK } Two Tracks	21.1	614.7		
	8276	31.7	7.1 } FRIONA } Two Tracks	0	621.8	C R	
	19837	10.6	6.5 } PARMERTON } Two Tracks	31.7	628.3		
	8179	31.7	5.8 } BOVINA } Two Tracks	28.5	634.1	C	
	11959	17.0	6.9 } WILSEY } Two Tracks	31.7	641.0		
	6903	21.1	6.4 } TEXICO } Two Tracks	8.7	647.4	C Y	
			9.3 } CLOVIS } Two Tracks		656.7	T Y C R	
			(102.4)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Third District	MPH	
	Psg.	Fr.
	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 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 East Tower 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 East Tower, M.P. 555.8.

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

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

At end of Two Tracks, Texico, the controlled signal governing eastward movements on North Track is located on the left side of North 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.

At Amarillo, maximum speed permitted on East and West Freight Leads, 20 MPH.

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.

At Texico, controlled signal governing westward movements on South Track at wye switch located to left of track as observed from westward train. Controlled signal governing eastward movements from east leg of wye to Fourth District main track located to left of track as observed from train entering Fourth District main track.

(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	Turnouts to or from North or South Tracks at 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	Turnout to or from South Track at 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
	I	Turnouts to East Leg of Wye	10

(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 195 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. 634.0 to 635.0	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. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	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		
		16.8	F.W.& D. Crossing 2.0	0	676.6		
		15.8	LUBBOCK 1.1 LUBBOCK JCT	0	674.6	C R	
	5326	21.1	SHALLOWATER 10.5	10.6	88.6	Y	
	5292	21.1	ANTON 12.5	21.1	78.1		
	7341	21.1	LITTLEFIELD 12.6	5.9	65.6	CR	
	4757	21.1	SUDAN 14.9	21.1	53.0	CR	
	5416	21.1	MILL 8.0	21.1	38.1	C	
	11630	21.1	MULESHOE 7.9	21.1	30.1		
	11721	21.1	LARIAT 12.4	0	22.2	CR	
	6903	21.1	TEXICO 9.8	0	9.8		
			(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), 30 MPH; other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout 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 Track 4315	15
Burris	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 M.P. 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
Possey Beer Track	684.8	1277

DOUBLE TRACK: 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.; on siding Lariat and on east leg of wye, Texico.

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 F.W. & 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.

At Lariat, controlled signal governing eastward movements from siding to main track at east end of siding is located on left side.

At west end of siding Lariat, controlled signal governing westward movements on main track is located to left of main track as observed from westward train.

Block signal 51 governing eastward trains located to left of track as observed from eastward train.

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;
(Caboose 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, 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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
Sidings	Feet Per Mile	STATIONS	Feet Per Mile	T Y C R	Y C R		
	15.8	SWEETWATER 1.1	7.4		793.7		
	31.7	ORIENT JCT. 5.3	0		792.6		
12253		GANNON 12.0	31.7		787.3		
7106		PYRON 6.7	31.7		775.3		
4878		HERMLEIGH 11.7	31.7		768.6		
5701		SNYDER 10.1	31.7	C R	756.9		
4754		DERMOTT 6.2	31.7		746.8		
7543		FULLERVILLE 11.6	31.7		740.6		
5154		JUSTICEBURG 8.7	13.2		729.0		
5482		AUGUSTUS 6.5	31.7		720.3		
6911		POST 10.2	0		713.8		
5400		BUENOS 6.3	0		703.6		
9497		SOUTHLAND 7.3	2.6		697.3		
		SLATON			690.0	Y C R	
		(103.7)					

(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	Tail Track	10
	I	East end Track 0201	20
	I	Turn out from Main Track to west end Track 0201	20
	I	East and West legs of Wye	10
	I	Orient Jct.	10
Hermleigh	I	Both ends siding	15
Dermott	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

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

Trains must get clearance card before leaving Sweetwater and Slaton.

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

Block signals 6931, 7001, 7061, 7101, 7171, 7241, 7341, 7431, 7781, 7811 and 7831, governing eastward movements, are located to the left of track as observed from eastward trains.

At Southland, signal governing eastward movement from siding located to the left side of siding. Controlled signal governing westward movements on main track at west end of siding is located on left side of main track.

At Augustus, at west end of siding, controlled signal governing westward movement on main track is located on left side of main track.

At Gannon, controlled signal governing westward movement from siding to main track is located on left side of siding. At east end of siding, controlled signal governing eastward movement on main track is located on left side of main track.

At Orient Jct., controlled signal governing westward movements to Fifth District and eastward movements to Sayard District on main track is located on south side of track.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains:

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

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wye	EAST- WARD ↑
	Other Tracks	Sidings							Feet Per Mile	STATIONS	Feet Per Mile
	Yard		31.7	CHEROKEE YL	209.9	C		
	3150	3950	31.7	6.2 YEWED	5.3			
	2150	2900	31.7	8.4 CARMEN	26.4	C		
			0	0.3 BN Crossing				
	2050		21.1	4.5 ALINE	21.1			
	1700	1500	31.7	10.5 ORIENTA	26.4			
	Yard		66.0	6.2 FAIRVIEW YL	39.6	C		
	1600	2400	31.7	11.6	52.8			
	4200	2050	65.7	5.4 LONGDALE	52.8			
	2000	2050	0	11.0 CANTON	52.8			
	2600	2050	52.8	13.8 OAKWOOD	52.8	B		
				7.2 THOMAS YL	52.8	C		
				2.2 FOLEY	52.8	B		
				10.6 CUSTER CITY				
				2.2 EWING YL	26.4			
	Yard		79.2	17.3 CLINTON YL	66.0	C Y		
	Yard		0	1.6 BURNS JCT. YL	19.8	B Y		
	1600	1900	52.8	8.8 DILL CITY YL	52.8			
	2500	2100	52.8	6.1 SENTINEL YL	52.8			
	1000		52.8	5.8 CAMBRIDGE	52.8			
				0.3 C.R.I. & P. Crossing	52.8			
	2000	1750	26.4	6.7 LONE WOLF	31.7	B		
	1850		66.0	9.9 LUGERT	52.8			
	2150	2550	31.7	9.8 BLAIR	31.7	B		
	Yard			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
(Clinton Industrial Spur, M.P. 136.4)	10

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

Location	MPH
R. R. 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
RR. Crossing, M.P. 134.6 (Clinton Ind. Spur) 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, 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
Clinton Industrial Spur (1.8 miles)	136.4	7760
Acme Brick	135.6	1403

Altus District trains will 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 BN clearance card at Thomas or Clinton before movement made on BN track between Foley and Ewing.

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

At Foley, spring switch normally lined for BN.

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

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		No. 5	STATIONS				
				January 17, 1982					
			Feet Per Mile		Feet Per Mile				
				End of Track 0.3		42.8			
	650		35.1	METCALF YL 5.1	50.6	43.1			
	2650		52.8	BLUFF CITY YL 10.4	0	48.2			
			42.2	M. P. Crossing 0.5	0	58.6			
	Yard			ANTHONY YL 16.3		59.1	CY		

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.

ALPINE DISTRICT

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. 5	STATIONS				
			January 17, 1982					
			Feet Per Mile		Feet Per Mile			
				FORT STOCKTON YL				
				11.2	52.8	881.7	Y R	
	2180	52.8		BELDING 11.4	52.8	892.9		
	1825	52.8		CHANCELLOR 12.9	36.9	904.3		
	2270	43.8		HOVEY 17.2	47.5	917.2	B	
		52.8		TITLEY 9.9	52.8	934.4		
		52.8		ALPINE 1.3	0	944.3	R C	
	2576			ALPINE JCT. 11.1		945.6		
				PAISANO JCT. 0.2	48.0	956.7		
	1626	0		PAISANO 12.4	52.8	956.9		
	1656	0		TINAJA 15.2	52.8	969.3		
	1376	0		PERDIZ 9.2	52.8	984.5		
	1662	0		PLATA 9.2	52.8	993.7		
	1674	0		CASA-PIEDRA 23.8	52.8	1002.9		
				PRESIDIO YL 2.4		1026.7	R C Y	
				International Bridge		1029.1		
				End of Track				
				(147.4)				

RULE 94 IN EFFECT:

Between Alpine, M.P. 941.9 and Alpine Jct. M.P. 945.6.

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	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 12.0	42.8	27.8	Y C R	
	3787	52.8	McBRIDE 10.3	42.2	15.8		
	3695	52.8	ABELL 6.8	31.7	5.5		
		31.7	PANHANDLE YL		0.0	Y C R	
			(32.5)				

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

(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.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Phillips Petroleum Co.	15.4	15,099

BUFFALO DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile		Y C R	
	87.0		WAYNOKA YL 20.0	81.8	0.0		
2296	52.8		FREEDOM YL 23.9	52.8	19.9		
1705	52.8		SELMAN YL 8.3	37.0	43.8		
1838			BUFFALO YL 0.4		52.1	Y	
			End of Track		52.5		
(52.6)							

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	10 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, 5 MPH.

3. TRACKS BETWEEN STATIONS

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

CROSBYTON DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile		CR	
			LUBBOCK YL 8.7	31.7			
			F.W. & D. Crossing 3.3	31.7	8.0		
			IDALOU 8.3	26.4	11.3		
			LORENZO 8.8	15.8	19.6		
			RALLS 9.4	13.2	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

Location	MPH
Curve, 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

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		No. 5	STATIONS				
				January 17, 1982					
			Feet Per Mile		Feet Per Mile				
			0.0	AMARILLO 2.0 F.W. & D. Crossing EAST TOWER 0.1	0.0	554.8	Y C R		
			7.4	F.W. & D. Crossing 0.9	52.8	552.8	C R		
			7.4	DUMAS JCT. 7.8	52.8	0.1			
		8300		JULLIARD 10.6	52.8	8.2			
		3241		PUENTE 8.4	39.6	18.9	B		
		3547		MARSH 7.4	0.0	27.2	B		
		3160		EXELL YL 6.7	52.8	34.6	B		
		3150		BAUTISTA 10.8	39.6	41.3	B		
		2862		DUMAS YL 6.2	31.7	52.1	C R		
		3058		MACHOVEC YL 5.3	19.6	58.3	B		
			0.0	C.R.I. & P. Crossing 0.4	0.0	63.6			
		3291		ETTER YL 11.1	30.9	64.0	C Y		
		3165		LAUTZ 10.4	52.8	75.1			
			12.1	S.S.W. Crossing 0.2	0.0	85.5			
		3168		STRATFORD 14.4	29.0	85.7	C		
		8200		KERRICK 10.9	52.8	100.1	B		
		3140		CONRAD 11.6	23.8	111.0			
			52.8	BOISE CITY YL		122.6	C Y		

(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. 4.5.

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

	MPH
Dumas District	49*
ASARCO-SWPS Industrial Spur (4.6 miles), between M.P. 0 and M.P. 4	20
Beyond M.P. 4	5
Machovec Industrial Spur M.P. 0.0 to M.P. 2.3	10
M.P. 2.3 to 5.7	20

*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
FW&D East leg of wye, Crossing, East Tower	20
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; Machovec Industrial Spur, M.P. 0.0 to M.P. 2.3, 10 MPH; M.P. 2.3 to M.P. 5.7, 20 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
Machovec Industrial Spur (5.7 miles)	57.8	10,337
Triangle Grain Co.	61.9	649
James R. Lovell	82.8	1,358

PLAINS DIVISION

ENGLEWOOD DISTRICT

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS					Feet Per Mile
			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	ANNESS 6.8	31.7	27.1			
			26.4	NORWICH 0.8	23.8	33.9			
			31.7	M. P. Crossing 12.1	31.7	34.7			
	Yard		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			
	1850		52.8	ZENDA 7.7	52.8	58.0			
	1800	1700	47.6	NASHVILLE 7.3	52.8	65.7			
	1650		52.8	ISABEL 7.5	52.8	73.0			
	3400		52.8	SAWYER 8.0	52.8	80.5			
	2150	2200	52.8	COATS 6.6	52.8	88.5			
	1550		52.8	SPRINGVALE 2.9	52.8	95.1			
	1300		44.9	CROFTS 5.3	52.8	98.0			
			52.8	O B JCT. YL 1.1	0	103.3			
	Yard		52.8	BELVIDERE YL 12.1	52.8	104.4	Y		
	3050		52.8	WILMORE 8.5	52.8	116.5			
	5500		43.8	COLDWATER YL 9.7	52.8	125.0			
	4650	3150	52.8	PROTECTION YL 9.8	52.8	134.7			
	3100		52.8	SITKA 6.3	52.8	144.5			
	4900		52.8	ASHLAND YL 8.0	52.8	150.8	C		
	1800		52.8	ACRES YL 7.3	52.8	158.8			
	Yard			ENGLEWOOD YL 0.3		166.1	Y		
				End of Track		166.14			

(166.3)

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

Between North Wichita and South 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 train must secure permission from the Supervisor-Operations, Wichita, before proceeding east of Wichita Jct.

All sidings are equipped with derails.

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

RR Crossing,	Location	MPH
	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
	M.P. 212.4 Gate normally against A.T. & S.F. Stop. Rule 98(B).	10
	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
	M.P. 46.8 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	McArthur Road, at station M.P. 217.5	10
Sawyer	Main Street, U.S. Highway 281 M.P. 80.6	10
Coldwater	Main Street, U.S. Highway 160 M.P. 125.1	10

(E) HIGHWATER 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	239
Industry 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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 5 January 17, 1982	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		
		31.7	FLOYDADA YL 6.4	21.1	26.6	C Y	
		31.7	MUNCY 4.8	18.5	20.2		
	2400	26.4	LOCKNEY 0.9	31.7	15.4	C	
		42.2	F.W.& D. Crossing 4.3	31.7	14.5		
		31.7	AIKEN 8.0	31.7	10.2		
		31.7	F.W.& D. Crossing 2.1	22.7	2.2		
			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	20
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.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

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

STATION	STREETS	MPH
Floydada	Highway 70 (Stop and flag)	5

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

WEST- WARD ↓	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			SAN ANGELO YL		714.5	Y	
		37.0	18.6	37.0		C	
	2308	36.0	TANKERSLEY	0	732.4	B	
	2332	37.0	13.3				
	2246	37.0	MERTZON	26.4	745.7	B	
	2492	37.0	10.4				
	3882	37.0	NOELKE	36.0	758.1		
		52.8	15.5				
	2150	52.8	BARNHART	52.8	771.6	B	
	800	52.8	19.0				
		52.8	BIG LAKE	52.8	790.6	B	
			18.6				
			BENEDUM YL		809.2	B Y	
		42.2	10.7	52.8			
		52.8	RANKIN	52.8	819.9	B	
			18.7				
	2850		McCAMEY		838.6	B Y	
	2152	52.8	11.0	52.8			
	2100	37.0	GIRVIN	26.4	849.6	B	
		37.0	14.2				
		37.0	BALDRIDGE	0	863.8		
		37.0	5.6				
		37.0	SULPHUR JCT. YL	0	869.4	B Y	
			12.3				
			FORT STOCKTON		881.7	Y C R	
			(167.4)				

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.

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
Rankin	Main Street	30
McCamey	Highway 305	30
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

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings							Feet Per Mile	Feet Per Mile
			0	ND JCT. YL 0.7	16.7		B	
				S.S.W. Crossings Main Track - Aux. Track 12.3	52.8	0.7		
	1300		24.3	CASTLETON 6.8	52.8	13.0		
	6150		52.8	PRETTY PRAIRIE 4.3	42.2	19.8		
	600		39.6	VARNER 7.5	52.8	24.1		
			52.8	East Kingman Jct. YL 0.2	0	31.6		
			0					
	Yard		19.0	KINGMAN YL 0.7	0	31.8	Y C R	
			2.6	West Kingman Jct. YL 0.3	0	32.5		
			52.8	M. P. Crossing 6.1	52.8	32.8		
	950		41.2	CARVEL 4.6	52.8	38.9		
	750		21.1	BASIL 4.7	52.8	43.5		
				RAGO YL A.T. & S.F. Crossing 4.6	52.8	48.2	B Y	
	1400		52.8	DUQUOIN 6.9	52.8	52.8		
			52.8					
	Yard		35.4	HARPER YL 9.7	39.6	59.7	Y C R	
	Yard		0	ANTHONY YL 0.6	58.1	69.4	Y C	
			52.8	M. P. Crossing 10.7	52.8	70.0		
	1850		52.8	MANCHESTER 5.0	52.8	80.7		
	1700		37.0	GIBBON 5.0	52.8	85.7		
	2800		52.8	WAKITA 6.2	52.8	90.7		
	950		52.8	CLYDE 5.3	52.8	96.9		
	5450		0	MEDFORD 0.3	41.0	102.2		
			52.8	OKKT Crossing 7.0	52.8	102.5		
	1100		52.8	NUMA 4.8	52.8	109.5		
	1200		52.8	DEER CREEK 4.0	52.8	114.3		
	1750		52.8	NARDIN 8.7	52.8	118.3		
			21.1	BN 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 C R	
			42.2	BN Crossing 5.3	42.2	X34.0		
	650			SUMPTER 3.5	42.2	X28.7		
	2750		39.6	BRAMAN 7.2	47.5	X25.2		
	3950		39.6					
			52.8	HUNNEWELL 3.3	52.8	X17.9		
	1850		46.0	SOUTH HAVEN YL 7.7	47.0	X14.6		
	2250		53.3	ROME 6.9	42.2	X 6.9		
				WELLINGTON YL			T Y C R	
	Yard							
				(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 BN 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, 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 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 OKKT 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	10
	All crossings M.P. 127.3 - 127.6	10
	Train and engine movements must be protected by flagman at Blackwell Ave., Dewey Ave., Florence, A Street and Third Street	
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. 5 January 17, 1982	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				
		0	M.K.T. Crossing	0	467.6		
		52.8	0.5				
	2650	52.8	BN Crossing	52.8	468.1		
		50.5	10.2				
	2020	52.8	ELMER	73.9	478.3		
		52.8	10.0				
		0	ODELL	47.0	488.3	B	
	1800	0	9.0				
		52.8	F.W.& D. Crossing	0	497.3		
		52.8	0.2				
	2700	36.4	CHILICOTHE YL	36.4	497.5	C	
		52.8	6.8				
	2300	52.8	MEDICINE MOUND	52.8	504.3		
		42.8	10.3				
		52.8	MARGARET	29.7	514.6		
	3800	52.8	6.7				
		52.8	CROWELL YL	52.8	521.3		
		52.8	7.8				
	1600	52.8	FOARD CITY	52.8	529.1		
		52.8	9.3				
	2250	42.2	TRUSCOTT	42.2	538.4	B	
		52.8	12.7				
	2400	19.2	BENJAMIN YL	19.2	551.1	B	
		37.0	12.0				
	1150	5.3	KNOX CITY YL	5.3	563.1	B	
		21.1	2.6				
	1600	21.1	O'BRIEN	21.1	565.7		
		27.0	4.8				
	2050	27.0	ROCHESTER YL	27.0	570.5		
		39.6	9.6				
	1650	39.6	RULE YL	39.6	580.1	C	
		31.7	8.3				
	3650	31.7	SAGERTON YL	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).	20
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 No. 5 January 17, 1982		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Ruling Grade Ascending	Feet Per Mile			
				STATIONS			
				SLATON YL 10.0	15.8		
	1650	31.7		WILSON 11.3	10.0		
	1700	31.7		TAHOKA 14.8	21.3	C	
	2800	31.7		O'DONNELL 11.7	79.2		
		31.7		ARVANA 5.9	36.1		
		31.7			47.8		
		31.7		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 No. 5 January 17, 1982		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Ruling Grade Ascending	Feet Per Mile			
				STATIONS			
				DOUD YL 6.0	10.6		Y
		15.8		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		26.7
		52.8		COBLE 6.2	23.2		33.0
		52.8		WHITEFACE 11.3	40.0		39.2
	1750	52.8		LEHMAN 12.3	10.6		50.5
		52.8		BLEDSON YL 0.6			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
Phillips Petroleum Co.	8.0	1344
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

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings							Feet Per Mile	Feet Per Mile	Y C R
	Yard		31.7	ATTICA YL 10.5	31.7			
	2600		31.7	SHARON 5.1	17.4	10.5		
	550		31.7	PIXLEY 5.0	31.7	15.6		
	Yard		31.7	MEDICINE LODGE YL 14.2	24.8	20.6	C R	
	3060		31.7	LAKE CITY YL 5.7	0	33.6		
	2650		42.2	SUN CITY YL 10.1	18.0	39.3	C	
				O B JCT. YL		49.4		
				(50.6)				

PONCA CITY DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		52.8		PONCA CITY YL 14.7	52.8	141.9	Y C R
				BLACKWELL JCT. YL		127.3	Y C R
			(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.

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, 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
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
Gyp Spur (2.2 miles)	40.3	2400

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.

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

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		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST-WARD	
	Distance From Atchison	Ruling Grade Ascending	No. 5	January 17, 1982			Distance From Atchison	Ruling Grade Ascending
	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile				
	570.4	79.2	CANYON					
			5.1					
5450	575.5	31.7	CLETA	73.9		B Y		
			6.6					
5150	582.1	21.1	OGG	31.7		B		
			6.3					
5150	588.4	31.7	HAPPY	31.7		C		
			8.0					
5150	596.4	42.2	KAFFIR	31.7		B		
			6.9					
5200	603.3	73.9	TULIA YL	79.2		C R		
			4.5					
5150	607.8	33.3	EUNICE	79.2		B		
			7.5					
5200	615.3	26.4	KRESS	52.8		C		
			6.5					
5200	621.8	0	FINNEY	42.2		B		
			5.8					
9700	627.6		PLAINVIEW YL	31.7		Y		
			0.6			C R		
		40.2	PLAINVIEW JCT. YL	21.2				
			0.01					
	628.4		F.W. & D. Crossing					
			5.6					
5200	634.0	42.2	FURGUSON	42.2		B		
			6.9					
5150	640.9	42.2	HALE CENTER	31.7		C		
			5.6					
5050	646.5	21.1	UNDERWOOD	37.0		B		
			4.9					
5100	651.4	42.2	ALLEY	42.2				
			5.6					
5200	657.0	37.0	ABERNATHY	37.0		C		
			6.3					
5514	663.3	26.4	MONROE	37.0		B		
			8.6					
5200	671.9	26.4	MARNELS YL	42.2		B		
			1.6					
	673.5	0	LUBBOCK JCT. YL	42.2		B		
			1.1			Y		
	674.6		LUBBOCK YL	15.8				
			(104.2)			C R		

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

Plainview District	MPH
	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
Six Point Grain Co.	637.9	1250
Tuco Grain Co.	653.7	1400
Western Warehouse Co.	654.8	1150

SAYARD DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 5 January 17, 1982	Ruling Grade. Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			HAMLIN YL		605.8	C	
	2650	52.8	13.3 SYLVESTER	52.8	619.1	B	
		73.9	7.4 LONGWORTH	26.4	626.5		
		66.0	10.8 ORIENT JCT. YL	52.8	637.3		
		66.0	0.7	52.8			
			SWEETWATER YL		638.0	T Y C R	
	2250	52.8	7.4 SHAUFLER	52.8	645.4		
		52.8	11.9	45.9			
	5000		MARYNEAL YL		657.3	C Y	
		52.8	13.7 BLACKWELL	52.8	671.0	B	
		52.8	14.3 BRONTE	52.8	685.3	B	
	2250	66.0	29.2	52.8			
			SAN ANGELO YL		714.5	Y 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. 0115 where the opposing train clears.

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

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
Sweetwater	I	Tail Track	10
	I	East end Track 0201	20
	I	Turn out from Main Track to west end Track 0201	20
	I	East and West legs of Wye	10
	I	Orient Jct	10

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) (Lone Star Sand)	657.7 11.9	7450 1850
West Texas Utilities Spur	674.3	300

SHATTUCK DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982	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	C	
		31.6	5.4 HUNTOON	15.8	47.6		
		15.8	5.2 TWICHELL	2.6	52.9		
		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.M.	52.8	103.3	Y	
		0.0	30.3 ETTER JCT. }	0.0	133.6		
			0.5 ETTER YL		134.1	C Y	
			(134.0)				

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

Trains and engines must get clearance card before leaving Spearman.

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

Track out of service between M.P. 94 and M.P. 103.3, between McKibben and R.I. Jct. Permanent red board placed at M.P. 94 governing westward traffic.

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. 5 January 17, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	15.8		LUBBOCK	0		C R	
	31.7		1.1 LUBBOCK JCT. YL	0		Y	
	31.6		5.4 DOUD YL	21.2	5.9	Y	
	27.4		10.8 WOLFORTH	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		63.9		
			End of Track				
			(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

(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 ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 5 January 17, 1982		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		STATIONS	Feet Per Mile				
				WICHITA JCT. YL 0.6			2.1		
				M. P. Crossing 3.9			2.7	B	
	800		32.1	TYLER YL 7.3	20.7		6.6		
	2900		31.7	GODDARD 5.9	32.3		13.9		
	2400		31.5	GARDEN PLAIN 5.9	31.7		19.8		
	4000		31.7	CHENEY 8.3	16.8		25.7		
	1550		28.8	MURDOCK 10.1	31.7		34.0		
			0	East Kingman Jct. YL 0.2	0		44.1		
	Yard		19.0	KINGMAN YL 0.7	0		44.3	Y C B	
			31.7	West Kingman Jct. YL 1.1	31.7		45.0		
			31.7	M. P. Crossing 8.0	31.7		46.1		
	1200		31.7	CALISTA 8.2	31.7		54.1		
	1600		31.7	CUNNINGHAM 6.7	31.7		62.3		
	1300		31.7	CAIRO 3.1	9.9		69.0		
	800		31.7	WALDECK 7.3	12.1		72.1		
	3500			PRATT YL 0.3			79.4		
				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.

Eastward trains must secure permission from Supervisor-Operations 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 A.T. & S.F. Stop. Rule 98(B)	10
Curves,	M.P. 19.8 to 20.1	10
RR Crossing,	M.P. 46.1 Gate normally lined against A.T. & S.F. 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 to 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 420.9 Team Track
MP 491.2 Elevator Track
MP 498.2 North Storage Track 0260
MP 551.0 (North Track) Pioneer Gas Spur

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
Texico Loomix Spur (off East Leg of Wye)

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 Heartcamp 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, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Wrecking derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-499453 AT-199456 Locomotive Crane AT-199720 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, Englewood, and Wichita	10	10	10
Medicine Lodge: Attica, to M.P. 41	20	20	20
M.P. 41 to O B Jct	10	10	10

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

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

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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 Bridge 409.6	High Water	Eastward—Controlled signals east end siding Gage Westward—Signal 4031
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 Bridge 465.0	High Water	Eastward—Controlled signals east end siding Mendota Westward—Signal 4611
Bridge 468.7	High Water	Eastward—Signal 4662 Westward—Controlled signals west end siding Mendota
Bridge 470.5	High Water	Eastward—Controlled signals east end siding Lora Westward—Signal 4681
Bridge 472.7	High Water	Eastward main track—controlled signal west end siding Lora Eastward on siding—Signal 4714 Westward—Controlled signals east end siding Lora
M.P. 474.3	Hot Box	Eastward—Signal 4742 Westward—Controlled signals west end siding Lora
Bridge 481.0	High Water	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 482.0 and Bridge 483.2 Bridge 486.3	High Water	Eastward—Signal 4812 Westward—Signal 4791
Bridge 488.1	High Water	Eastward—Controlled signals east end siding Codman Westward—Signal 4811
M.P. 493.8	Hot Box and Dragging Equipment (Dual Purpose Locator)	Eastward—Signal 4872 Westward—Controlled signals west end siding Codman
M.P. 522.9	Hot Box	Eastward—Controlled signals east end siding Hoover Westward—Signal 4871
		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*
		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 7831. 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

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. 1022.1 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)

CROSBYTON DISTRICT

Lubbock, M.P. 0.0 to 3.5
 Crosbyton, M.P. 37.0 to 38.5

DUMAS DISTRICT

Exell, M.P. 33.6 to 35.2
 Dumas, M.P. 50.9 to 54.0
 Machovec, M.P. 57.6 to 59.0
 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
 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. 709.7 to 722.0
 Benedum, M.P. 808.3 to 810.8
 Sulphur Jct., M.P. 866.7 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
 Chillicothe, M.P. 496.4 to 498.9
 Crowell, M.P. 520.6 to 522.6
 Benjamin, M.P. 549.8 to 552.4
 Knox City, M.P. 562.1 to 564.3
 Rochester, M.P. 569.3 to 571.7
 Rule, M.P. 579.0 to 581.4
 Sagerton, M.P. 587.1 to 589.9
 Hamlin, M.P. 603.8 to 610.2

LEMESA 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

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. 636.0 to 637.3
 Sweetwater, M.P. 637.3 to 642.4
 Maryneal, M.P. 655.4 to 658.6
 San Angelo, M.P. 709.7 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

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

10. BULLETIN BOOKS

Plains Division		Northern Division
Altus	Harper	Hamlin
Amarillo	Hereford	San Angelo
Ashland	Lubbock	Slaton
Attica	Pampa	
Blackwell, Okla.	Plainview	
Boise City	San Angelo	Southern Pacific Co.
Borger	Shattuck	Fort Stockton
Clinton	Slaton	San Angelo
Clovis	Sweetwater	
Dumas	Waynoka	Burlington Northern
Fairview	Wellington	Clinton
Fort Stockton	North Wichita	Fairview
Hamlin		

11. STANDARD CLOCKS

Altus	Pampa
Amarillo	Ponca City
Boise City	San Angelo
Clinton	Shattuck
Clovis	Slaton
Fairview	Spearmen
Fort Stockton	Sweetwater
Hamlin	Way
Harper	Waynoka
Lubbock	Wellington

TIME SERVICE

R. N. CROW, General Watch Inspector Topeka

12. HAZARDOUS MATERIAL.

I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

806-376-5131 Ext 363 or 362

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist the injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employee name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
- (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:
 - (a) Car number
 - (b) Proper shipping name of contents
 - (c) Hazard class of material
 - (d) Shipper and consignee
 - (e) Standard Transportation Commodity Code (49 Series number).
- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby streams, rivers, ponds, lakes or other bodies of water.
- (9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

JOINT TRACK OPERATIONS

"Between Waynoka and Avard, the Burlington Northern trains use ATSF tracks and are governed by Burlington Northern, Springfield Region Time Table and by the Consolidated Code of Operating Rules, Edition of 1980, except rules modified as indicated in BN Time Table and Time Table special instructions:

At Avard, Yard Limits on Burlington Northern track. All movements on BN track must be made at restricted speed, regardless of block signal indication."

Santa Fe crews using BN Track at Avard, within yard limits, the BN considers this an Automatic Block System, and if for any reason Santa Fe trains clear the BN main track, they must open the main track switch and wait five minutes before fouling the main track.

Between Foley and Ewing, trains use tracks of Burlington Northern and will be governed by Burlington Northern, Springfield Region, Time Table and Time Table Special Instruction, and by ATSF Rules Operating Department, except as indicated below.

At Foley, spring switch normally lined for BN."

ATSF Rules Operating will govern except as follows:

1. Continental, or 24-hour clock, time will be used on the BN railroad, Springfield Region. This is expressed in four digits with the first and second digits equalling hours (00 - 23), the third and fourth digits equalling minutes (00 - 59). As example—12:01 AM would be expressed as 0001; 8:59 AM would be 0859; 12:01 PM would be 1201; 6:30 PM would be 1830; 11:59 PM would be 2359. Even hours will not be used to state time in train orders.
2. **RESTRICTED SPEED**—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.
3. **SECTION**—One of two or more trains running on the same schedule displaying signals or for which signals are displayed.
4. Each timetable, from the moment it takes effect, supersedes the preceding timetable, and its schedules take effect on any subdivision. When a schedule of the preceding timetable corresponds in
 - number,
 - class,
 - direction,
 - initial station and
 - terminal station

with a schedule of the new timetable, a train authorized by the preceding timetable will retain its train orders and assume the schedule of the corresponding number of the new timetable.

Schedules on each subdivision date from their initial station on such subdivision.

Not more than one schedule of the same number and day shall be in effect on any subdivision.

NOTE:—Day of leaving under this rule means the day of the week that the schedule authorizes a train to leave its initial station.

5. The following letters when placed before the figures of the schedule indicate:
 - A—arrive;
 - s—regular stop;
 - f—flag stop to receive or discharge traffic.
- 5(A). The following letters placed in the columns provided in the timetable indicate:
 - A—automatic interlocking;
 - B—bulletins—general orders;
 - C—continuous office;
 - F—fuel;
 - I—manual interlocking;
 - J—junction;
 - K—standard clock;
 - M—railroad crossing protected by signals or gates;
 - O—agent or operator;
 - P—dispatchers telephone;
 - Q—radio installation;
 - R—train register;
 - T—turntable or wye;
 - U—railroad crossing not protected by signals or gates;

5. W—water;
X—crossover;
Y—yard limits;
Z—track scales.
6. The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, prepared to stop short of train or obstruction. After reducing to 20 MPH, speed must not be increased until train has reached a point at least one mile from where the torpedoes were exploded.
Torpedoes must be placed not less than 150 feet apart, and not in immediate vicinity of station buildings, or public crossings, or where they may cause injury.
During extreme cold weather or when torpedoes may be covered with snow, a duplicate set must be placed on the opposite rail to explode simultaneously.
7. When a train or engine stops for a fusee burning red on or near its track, it must wait until fusee burns out before proceeding at reduced speed for one mile.
8. A yellow flag or a yellow light displayed to the right of the track as viewed from an approaching train or engine indicates that beginning at a point two miles from the yellow signal the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order, bulletin or general order.
Speed must not be increased until entire train has passed a green flag or a green light displayed to the right of the track indicating the end of the restriction.
9. A train or engine finding a yellow-red flag displayed to the right of the track as viewed from an approaching train must be prepared to stop before any part of the train or engine passes a red flag or red light two miles beyond the yellow-red flag. In the absence of a red signal at that location a train or engine may proceed at a speed of not more than 10 MPH unless a different speed is specified by Form Y train order. Speed of train must not be increased until entire train has passed a green flag displayed to the right of track.
NOTE: In modified Rules 8 and 9, in the absence of a green flag, when crew of train is positive that their entire train has passed the restriction as indicated in train order, unless other speed restrictions govern, normal speed may be resumed. On routes not affected, a green flag will be placed just beyond clearance point on that route.
10. Except when governed by Form Y train order, a train or engine finding a red flag or a red light displayed between the rails of a track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal with a yellow flag or a yellow light is received or verbal permission is received.
Red signal must be replaced when found between the rails.
11. **WHISTLE SIGNALS**—

Sound	Indication
— O O	To call attention to engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points to signals displayed by a following section. If not answered by a train, the train displaying signals must stop, notify them and ascertain the cause.
— — O	Approaching meeting or waiting point.
12. When a train is to turn out to meet an opposing train and the headlight fails before the train is clear of main track, or if view of headlight is obscured by cars or other obstruction, a member of the crew must be immediately sent ahead on main track to stop opposing train until main track is clear.
13. The headlight must be dimmed while standing on main track awaiting arrival of an approaching train that is to take siding, but not until approaching train dims its headlight as a signal for the standing train to do likewise.
14. When the markers of a train on a siding display red to the rear, a following train may proceed only at reduced speed until it can be determined that the train on the siding is clear of the track being used.
15. If both green lights fail enroute, train must stop and notify inferior

trains that are met or passed and also trains at train order meeting points.

16. All sections except the last must display two green lights on the front of the engine.
17. First class trains are superior to second class trains, third class trains and extra trains.

Second class trains are superior to opposing third class trains and to opposing extra trains.

Trains in the direction specified in the timetable are superior to trains of the same class in the opposite direction. Third class trains are superior to opposing extra trains.

18. Time table schedules may be abolished by bulletin or general order for the life of the timetable.
19. When a train is required to meet, or wait for, an opposing extra train, or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train, except as provided by train order.

Trains must not use the train register as evidence of the departure of an extra train except as provided by train order.

20. Two or more sections may be run on the same schedule. Each section has equal timetable authority.

Sections may be created at initial stations by a numbered clearance bearing the words, "green signals" or "no signals"; example: "First 3 green signals", "Second 3 no signals", and the name of the station to which the section is authorized. Signals must not be ordered displayed to, nor taken down at, other than a register station for a train displaying signals.

21. A section may pass and run ahead of another section of the same schedule, first exchanging train orders, clearances, signals, and section numbers with the section to be passed. The change in sections must be reported from the first available point of communication.
22. In the application of the fourth paragraph of Rule 99, with reference to distance to go back, the following applies: Flagman will go back at least the distance prescribed by timetable or other instructions for that territory.
23. Flagman's signals:
Day Signals—A red flag, not less than ten torpedoes and six red fuses.
Night Signals—A white light, not less than ten torpedoes and six red fuses.
24. In non-ABS territory, before a train or engine fouls a main track in moving out of a siding, junction or other track, flag protection against following trains must be provided unless relieved by:

- (1) Train Order;
- (2) Special Instructions, Bulletin or General Order;
- (3) Yard Limits;
- (4) When movement to the main track is made immediately after the rear of an opposing train has passed the switch to be used. Crew member lining switch for movement must leave lighted fusee between rails of main track to the rear of switch;
or
- (5) When movement to the main track is made at a switch where the main track is occupied by standing train, engine or cars immediately to the rear of the switch to be used.

NOTE: This rule does not modify requirements for flag protection as required by Rule 99 if movement is delayed after main track has been fouled.

25. When a train is unable to proceed against the right or schedule of another train, the conductor may send a flagman to hold that train. Flagman must be given written instructions to show to engineer of train on which he is sent and also to be shown to the engineer of the train to be held. Flagman must ride on the engine and engineer must stop and let him off at first switch at station to which he is sent. Conductor will retain a copy of flagging instructions.

26. Train Order Form E—Time Orders.

- (1) No. 1 run 50 minutes late A to G.
 - (2) No. 1 run 50 minutes late A to G and 20 minutes late G to C.
- These examples make the schedule of No. 1 as much later as stated in the order between the designated stations. Inferior trains must clear these later times as before required to clear the schedule time.

27. Train Order Form F—For Section.

- (1) Eng 25 display signals and run as First 1 A to Z. To be used

when the engine number for which signals are displayed is not known, and is to be followed by example (2).

- (2) Eng 20 run as Second 1 A to Z.
- (3) Second 1 display signals B to Z for Eng 99.
- (4) Engs 20, 25 and 99 run as First, Second and Third 1 A to Z.
- (5) Engs 25 and 99 reverse positions as Second and Third 1 H to Z.

Following sections, if any, need not be given copies of this order.

Each section affected by the above examples must have copies and arrange signals accordingly.

28. Train Order Form Y—Maintenance of Way Conditional Stop.

- (1) Men and equipment on _____ track between _____ and _____ from _____ M. until _____ M. All trains on _____ track proceed through these limits at reduced speed (not exceeding _____ MPH) unless a different speed is verbally authorized by employee in charge or entire train has passed a green flag.

When a train or engine finds a red flag displayed to the right of the track as viewed from an approaching train within the limits of a form Y train order, stop must be made before any part of train or engine passes the red signal unless a proceed signal is given with a yellow flag or verbal permission is given in the following form:

"(XYX) Railway foreman calling Extra 232 east about order No. _____."

When engineer answers, the foreman will state:

"Extra 232 east may pass red signal at (location) without stopping."

A different speed than that shown in the train order may be authorized by adding:

"Proceed at _____ MPH" or Proceed at normal speed."

These instructions must be repeated by the engineer.

A green flag displayed to the right of the track indicates the end of the restriction.

29. Members of crew on moving trains must, when practicable, make frequent inspection of track from rear of train.

ALPINE JCT. - PAISANO JCT.: AT&SF trains using Southern Pacific tracks between Alpine Jct. and Paisano Jct are governed by Southern Pacific Transportation Company current time table and time table instructions and AT&SF Rules Operating Department except as modified below:

1. Absolute Signal—A block signal, the indication of which authorizes and governs the movement of trains and engines within CTC or APB. Absolute signals are identified by the letter "A" or, letters "SA".
 2. Automatic Block Signal—A block signal, the indication of which governs the movement of trains and engines. Automatic block signals are identified by a number plate.
 3. Centralized Traffic Control (CTC)—A block system wherein the movement of trains and engines is authorized and governed by remotely controlled absolute signals. Within CTC limits, Santa Fe Rules applicable within TCS Limits apply.
 4. Controlled Siding—A siding designated in special instructions as being within CTC or interlocking limits. On such sidings TCS rules apply.
 5. Yellow flags, red flags, red lights, and green flags must be placed to right of main track in direction of approach and will not apply when displayed to left. When displayed between switches of a siding, they must be duplicated to right of siding in direction of approach. Yellow flags, red flags, red lights, and green flags will not apply to the track on which train is running if displayed beyond the first rail of adjacent track.
- NOTE: Flags may be of cloth, metal, or other suitable materials.
6. Yellow PROCEED PREPARED TO STOP and red CONDITIONAL STOP signs will be placed to right of track in direction of approach when practicable, but must be respected when displayed on either side. When displayed between switches of a siding, they must be duplicated to right of siding in direction of

approach. If clearance between siding and main track does not permit, they may be displayed to left of track in direction of approach.

- When an UNATTENDED red flag or red light is displayed to the right of main track or siding in direction of approach, train, after stopping, must be preceded for a distance of three-fourths mile from the point where the flag or light is displayed, by a member of crew who must carefully examine track and structures. When an ATTENDED red flag or red light is displayed to the right of main track or siding in direction of approach, train after stopping, may proceed without being preceded by a member of crew but will be governed by instructions in M. W. FLAGMAN'S ORDER, Form CS-5526, which must be read by engineer then returned to flagman.

- When a yellow flag is required it will be displayed to right of track in direction of approach, two miles from structure or track over which speed of trains must be restricted.

Trains must not exceed the speed specified by train order, time table bulletin, or otherwise; or RESTRICTED SPEED if no speed is specified, commencing two miles beyond yellow flag, until rear of train clears the restricted limit.

When yellow flag is displayed and speed is not specified by train order, timetable bulletin or otherwise, trains must proceed expecting to find a red flag or red light that may be displayed two miles beyond the yellow flag.

A green flag will be displayed to right of each track at the limit of each restriction, and trainman will give proceed signal after rear of train has passed green flag.

- FORM Y TRAIN ORDER—Conditional Stop Sign Order—DO NOT EXCEED RESTRICTED SPEED BETWEEN MP 18 AND MP 20 BETWEEN BESS AND CLOY FROM 801 AM UNTIL 501 PM JULY 4TH AND BE PREPARED TO STOP SHORT OF UNATTENDED RED CONDITIONAL STOP SIGN DISPLAYED IN VICINITY OF MP 17.8 FOR EASTWARD TRAINS AND MP 20.2 FOR WESTWARD TRAINS UNLESS ORALLY AUTHORIZED TO PROCEED BEYOND THE STOP SIGN BY FOREMAN IN CHARGE OF WORK OR A PROCEED SIGNAL WITH GREEN FLAG OR LIGHT IS RECEIVED. RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN ORALLY AUTHORIZES A DIFFERENT SPEED. YELLOW PROCEED PREPARED TO STOP SIGNS ARE DISPLAYED TWO MILES IN ADVANCE OF RED CONDITIONAL STOP SIGNS.

When Form Y train order is in effect an unattended red sign reading "CONDITIONAL STOP" will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or green light is received. A yellow sign reading "PROCEED PREPARED TO STOP" will be displayed two miles in advance of the red sign.

When orally authorizing a train to proceed, foreman must inform engineer the maximum speed permitted over restricted track. A green flag will be displayed to right of each track at limit of restriction. Trainman will give proceed signal after rear of train has passed the green flag.

- Speed signs will be located to right of track in direction of approach where practicable. On double track where trains keep to left, speed signs will be located to left if proximity of adjacent main track prevents locating to right.

Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction, and where used to authorize increase in speed will be located at point where higher speed commences. Speed may be increased as soon as rear of train has passed speed sign. Speed signs prescribing an increase in speed will not be installed on branches. Where such signs are not used to authorize an increase in speed, limit of restriction will be shown in time table.



Fig. 1



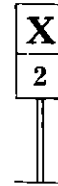
Fig. 2

The higher number on speed sign indicates maximum speed for trains consisting entirely of passenger equipment; the lower number indicates maximum speed for all other trains. Where one number is shown, it indicates maximum speed for all trains.

- When an unattended fusee is burning on or near a track WITHIN BLOCK SYSTEM LIMITS, train must immediately reduce speed consistent with good train handling techniques and proceed at RESTRICTED SPEED for two miles from point where fusee is displayed. An unattended fusee burning beyond the first rail of an adjacent track will not apply to the track on which train is running.
- Signs bearing letter "X" located one-fourth mile in advance of certain tunnels, obscure curves, and crossings at grade other than crossings of railroads, require engine whistle signal as prescribed by Rule 19(L). Absence of this sign in advance of these crossings at grade, tunnels, or obscure curves does not relieve engineers from complying with Rule 19(L).



Where there are multiple crossings not more than one-fourth mile apart, sign bearing letter "X" located one-fourth mile in advance of first crossing will also display a figure which represents the number of crossings involved.



- The explosion of a torpedo is a signal to immediately reduce speed consistent with good train handling techniques and proceed at RESTRICTED SPEED for two miles from point where torpedo was exploded.
- The headlight on trains will also be extinguished when train is standing on main track within CTC or interlocking limits, except when visibility is obscured by weather condition, or at night to assist in inspection of opposing train after head end has passed. The headlight may again be displayed but must be extinguished prior to time rear of train passes.

15. Block Signals:

NAME	ASPECT	INDICATION
(A) Approach Diverging	Yellow over green	Proceed, prepared to advance on diverging route at next block signal not exceeding prescribed speed through turnout.
(B) Diverging Approach	Red over Yellow; or Red over Red over Yellow	Proceed on diverging route, not exceeding prescribed speed through turnout, prepared to stop short of next block signal.
(C) Restricting	Red over Lunar; or Red over Red over Lunar	Proceed at restricted speed without stopping.

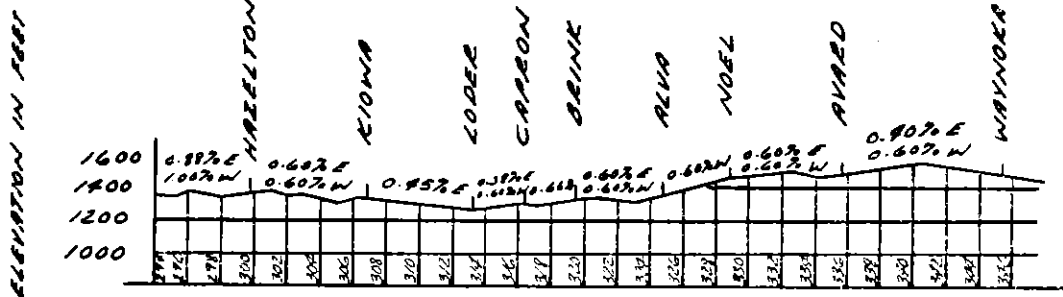
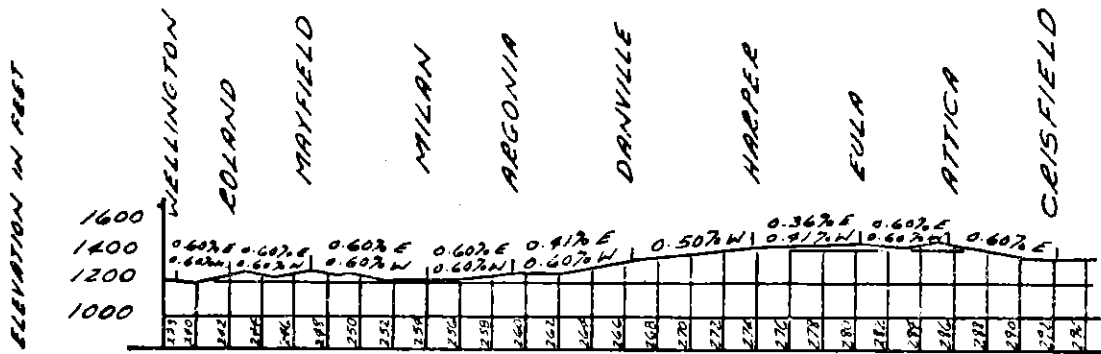
16. Block signals with triangular plate bearing letter "P" are also actuated by a track side warning detector or device. Such signals will display their most restrictive indication if actuated by detector. When displaying their most restrictive indication, careful examination from the ground must be made of train, track or structure for which protection is provided to be sure safe for the passage of trains. Number or location of such signals will be shown in timetable, with description of the special protection afforded.
17. When a train passes a "stop and proceed" or "stop" signal in accordance with the provisions of Rules, movement must be made at restricted speed until rear of train has passed out of block.

18. When stopped by absolute signal (controlled signals) displaying "stop", authority to pass such stop signals must be obtained from control operator or train dispatcher. If authorized to pass absolute signal verbally, the train dispatcher will use words "(train or engine) is authorized to pass absolute signal displaying stop indication at (location) under provision of Rule 776." When such authority received, crew will be governed by Santa Fe Operating Rule 321(A). Within CTC limits, such authority extends from the stop signal to the next absolute signal. Trains authorized to proceed at restricted speed may pass automatic block signals displaying stop indication without stopping, and may resume prescribed speed when rear of train passes block signal displaying other than stop indication.

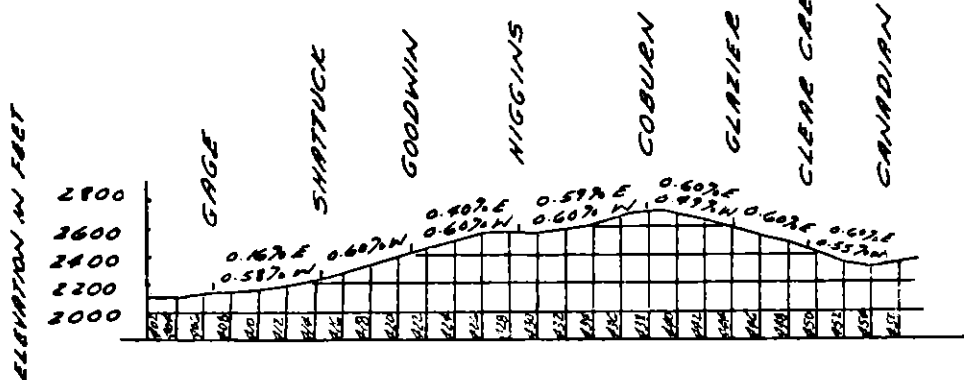
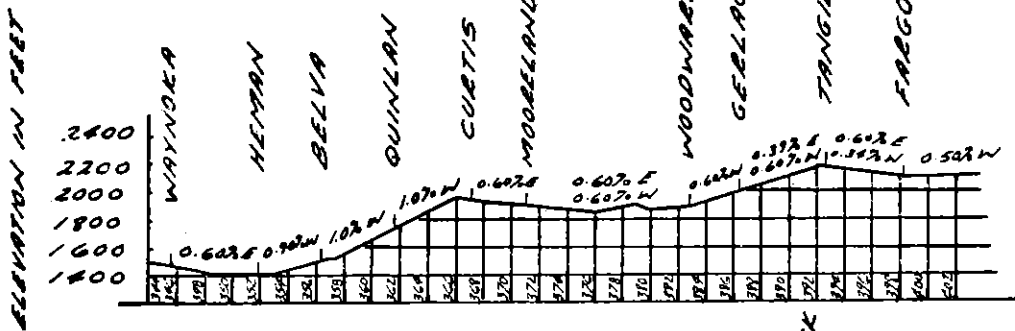
SPEED TABLE

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	94.7	1	.....	60.0	1	44	34.6
.....	39	92.3	1	02	58.0	1	46	34.0
.....	40	90.0	1	04	56.2	1	48	33.3
.....	41	87.8	1	06	54.5	1	50	32.7
.....	42	85.7	1	08	52.9	1	52	32.1
.....	43	83.7	1	10	51.4	1	54	31.6
.....	44	81.8	1	12	50.0	1	56	31.0
.....	45	80.0	1	14	48.6	1	58	30.5
.....	46	78.3	1	16	47.4	2	.....	30.0
.....	47	76.6	1	18	46.1	2	05	28.8
.....	48	75.0	1	20	45.0	2	10	27.7
.....	49	73.5	1	22	43.9	2	15	26.7
.....	50	72.0	1	24	42.9	2	30	24.0
.....	51	70.6	1	26	41.9	2	45	21.8
.....	52	69.2	1	28	40.9	3	.....	20.0
.....	53	67.9	1	30	40.0	3	30	17.7
.....	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

FIRST DISTRICT

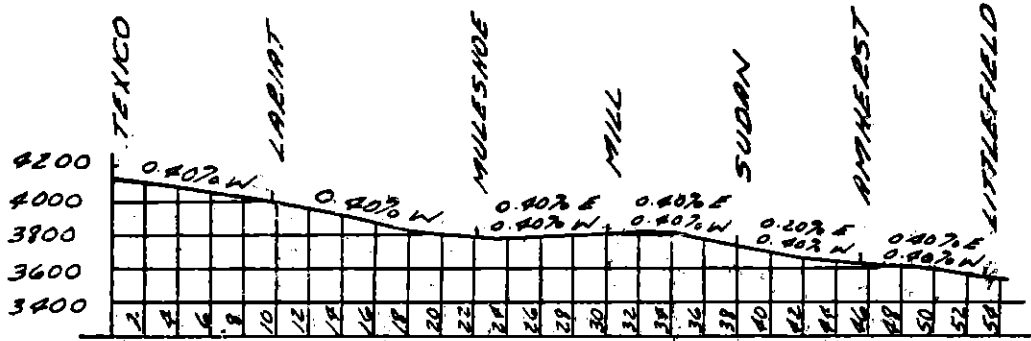


SECOND DISTRICT

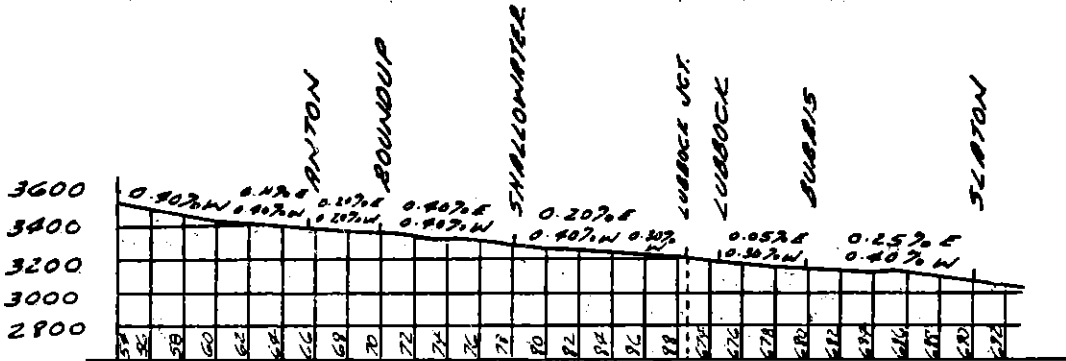


FOURTH DISTRICT

ELEVATION IN FEET

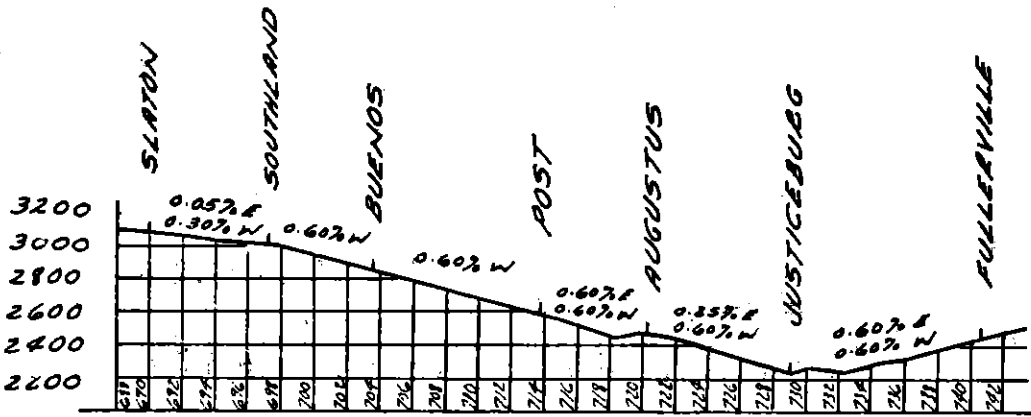


ELEVATION IN FEET

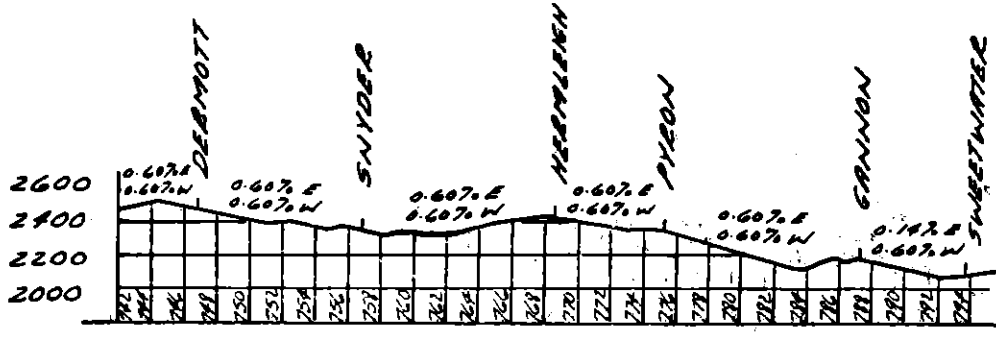


FIFTH DISTRICT

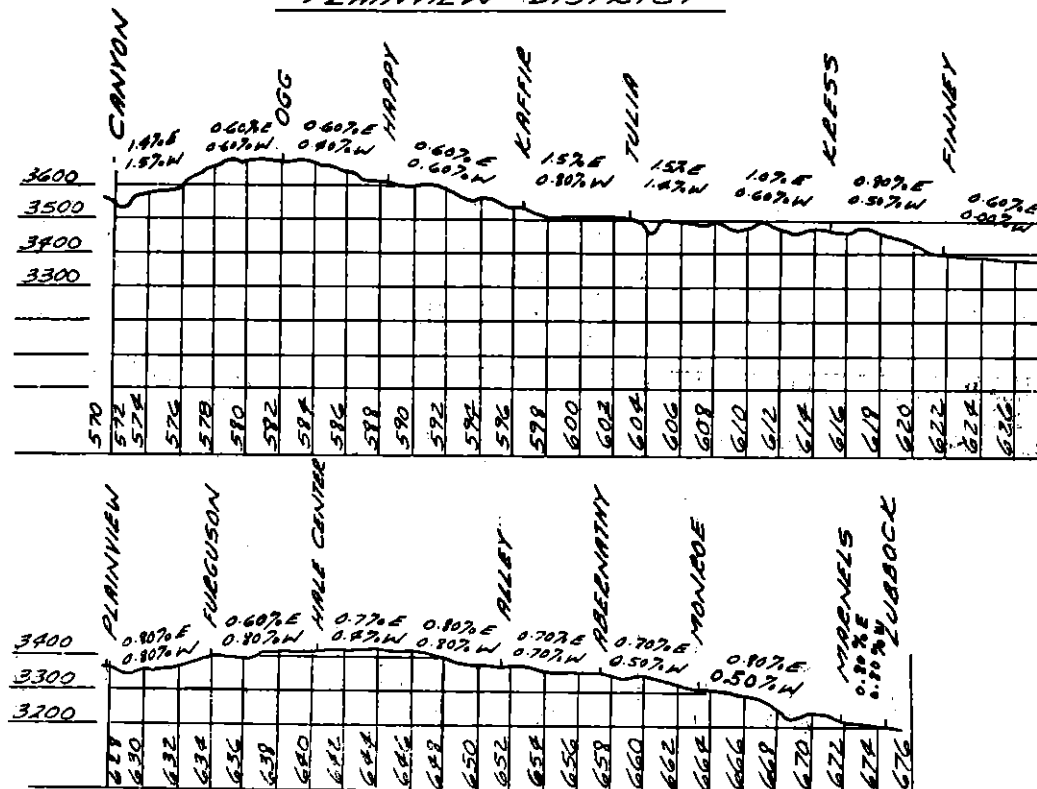
ELEVATION IN FEET



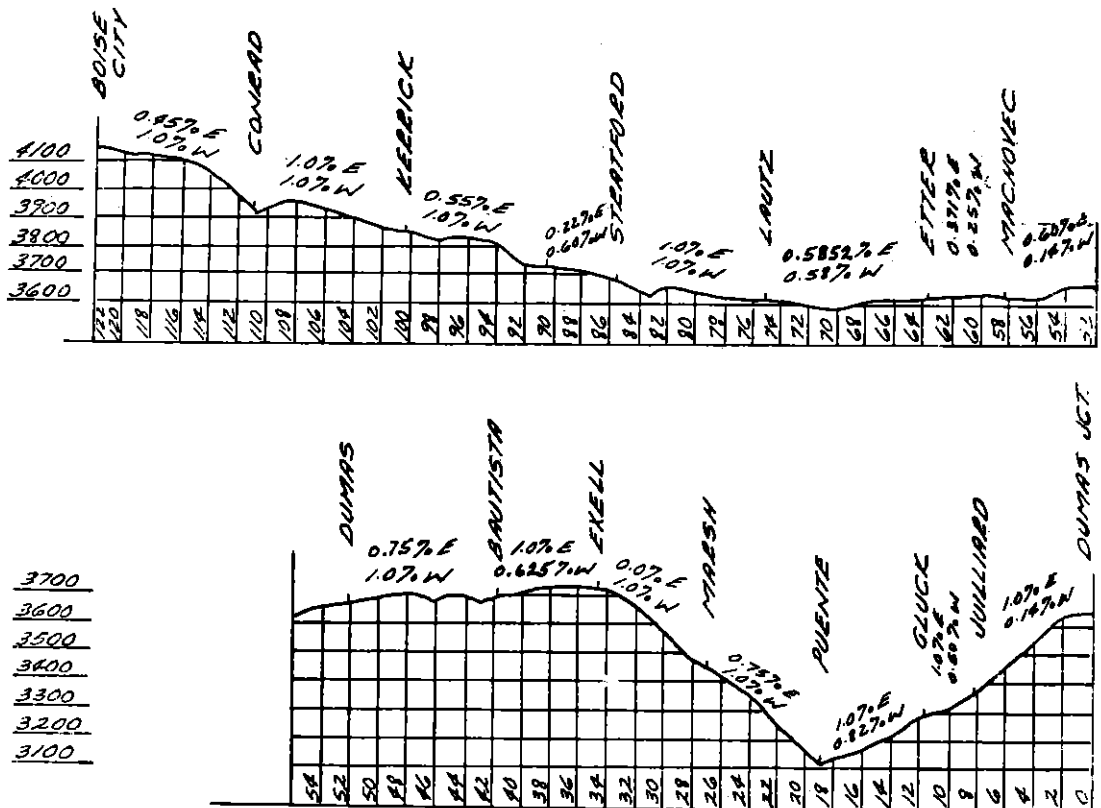
ELEVATION IN FEET



PLAINVIEW DISTRICT



DUMAS DISTRICT



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 "✓" indicates wording at the side that applies.
 See footnotes for explanation.

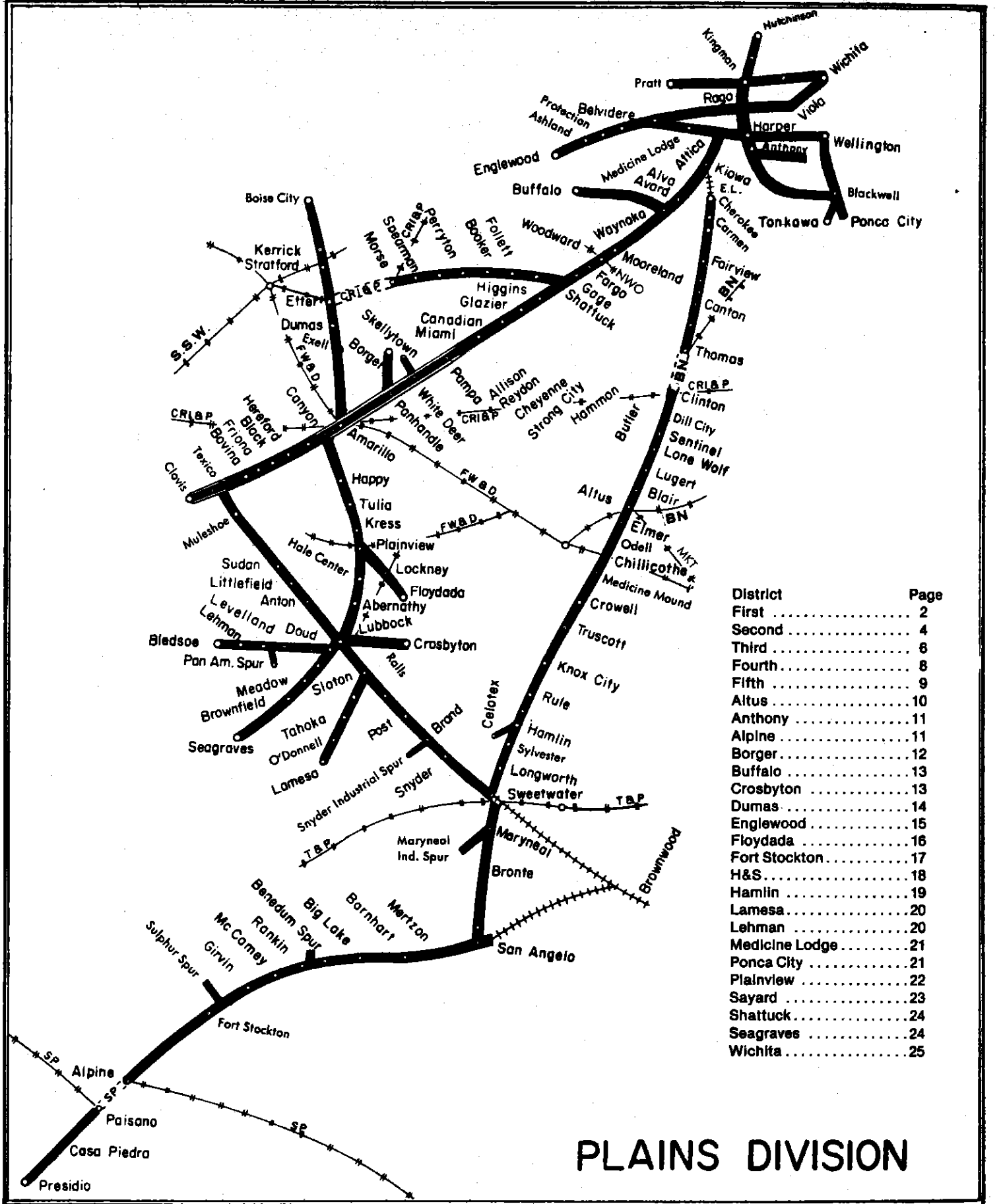
POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1 PLACARD APPLIED ON CAR		2 TYPE OF CAR											
		ANY CARS (For use on empty tank cars or containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EMPTY COMBUSTIBLE	COMBUSTIBLE		
3	RESTRICTIONS												
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	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	✓	✓	✓		✓	✓						

MUST NOT BE PLACED NEXT TO

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



District	Page
First	2
Second	4
Third	6
Fourth	8
Fifth	9
Altus	10
Anthony	11
Alpine	11
Borger	12
Buffalo	13
Crosbyton	13
Dumas	14
Englewood	15
Floydada	16
Fort Stockton	17
H&S	18
Hamlin	19
Lamesa	20
Lehman	20
Medicine Lodge	21
Ponca City	21
Plainview	22
Sayard	23
Shattuck	24
Seagraves	24
Wichita	25

PLAINS DIVISION