



SANTA FE
SAFETY FIRST



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

ASSISTANT SUPERINTENDENT

G. A. HARVILLE 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.
S. P. MOUNTAIN Borger, Tex.

DIVISION RULES INSTRUCTOR

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 SUPERVISOR

J. D. WILDE Amarillo, Tex.

CHIEF DISPATCHER

B. L. BRANT Amarillo, Tex.

ASST. CHIEF DISPATCHERS—AMARILLO

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

DISPATCHERS—AMARILLO

R. R. WOOD R. L. WARREN B. BLACK
W. R. DAUNER J. W. MARSHALL T. L. BRADLY
W. H. MORGAN E. S. ABBOTT B. A. BRIDGES
G. C. BRUNSON J. J. JELINEK J. L. BEWLEY
W. D. PARKER D. L. HOWARD L. D. COLE
J. W. OLSON J. E. WILLBURN L. S. PARK
L. A. STEWART D. W. BALLEW S. L. McKINNEY
K. D. GRUBB L. G. GILLESPIE
O. H. HARRELSON D. L. WALKER

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

WESTERN LINES

**PLAINS DIVISION
TIME TABLE NO.**

6

IN EFFECT

SUNDAY, JULY 1, 1984

**At 12:01 A. M.
Central Time**

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

**D. P. VALENTINE
General Manager
Amarillo, Texas**

B. K. PERRY

E. C. HONATH

**D. M. SIZEMORE
Asst. General Managers
Amarillo, Texas**

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	3550	31.7	WELLINGTON 3.2	31.7	238.9	TY CR	
	12500	31.7	ROLAND 4.9	31.7	242.1		
	7800	31.7	MAYFIELD 7.1	31.7	247.0		
	8450	31.7	MILAN 5.1	31.7	254.1		
	7300	0	ARGONIA 0.4	16.8	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		
	6650 N 7700	0	ATTICA 6.6	31.7	285.6	BY	
	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		
		31.7	ALVA 4.2	0	324.7		
	18966	31.7	NOEL 6.8	31.7	328.9		
	7531	31.7	AVARD 9.8	21.1	335.7		
			WAYNOKA (106.6)		342.4	Y CR	
					345.5		

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

First District	MPH	
	Psgr.	Frts.
First District	70	55*

*Maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty cars (10-Pack cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Curve, M.P. 237.7 to 237.8	45
Crossings, M.P. 238.5 to 239.2	40
Curve, M.P. 239.6 to 239.7	60
RR Crossing, M.P. 259.6 Interlocking	40
RR Crossing, M.P. 307.8 Interlocking	40
Curve, M.P. 323.5 to 324.0	60
Curve, M.P. 324.2 to 324.9	45
4 Curves, M.P. 325.3 to 328.0	60
2 Curves, M.P. 343.3 to 343.9	60
3 Curves, M.P. 345.2 to 345.7	55
Crossings, M.P. 345.3 and M.P. 345.8	30

Speed restriction over street or highway crossings applies only while head end of train is passing over crossings.

(D) SPEED RESTRICTIONS - SWITCHES

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.

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.

At east end Wellington Yard, Switch 0150 is to be left lined and locked for Track 0150 (Tail Track). Westward trains entering Wellington Yard through North Way should see that Switch 0150 is left lined and locked for Track 0150 (Tail Track) after entering Wellington Yard.

(D) SPEED RESTRICTIONS - SWITCHES (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
Noel	I	Turnout from siding to Track 2105	20
	I	Both ends of siding	30
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

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

4. 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. 316.1 and M.P. 314.3* Westward M.P. 316.1 and M.P. 318.3*
M.P. 320.8	Dragging Equipment	Rotating white light—Westward M.P. 320.8 and M.P. 322.7
M.P. 329.5	Dragging Equipment	Eastward M.P. 329.5 and M.P. 327.2
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*

* Location of hot box locator

4 SECOND DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		0	WAYNOKA 5.6	31.7	345.5	Y CR	
	8225		HEMAN 4.5	0	351.8		
	11804	47.5	BELVA 5.3	0	356.3		
	10329	52.8	QUINLAN 5.5	26.4	361.6		
	7103	52.8	CURTIS 3.9	31.7	367.1		
	7924	0	MOORELAND 10.3	31.7	371.0		
	14649	31.7	WOODWARD 0.2	0	382.8	CR	
		28.5	N.W.O. Crossing 3.3	0	383.0		
	7267	31.7	GERLACH 6.3	20.6	386.3		
	8164	31.7	TANGIER 5.7	31.7	392.6		
	7785	17.9	FARGO 8.4	0	398.3		
	7683	26.4	GAGE 7.7	8.4	406.7		
	N 7637 S 6412	30.5	SHATTUCK 6.5	0	414.4	Y CR	
	10978	31.7	GOODWIN 7.7	21.1	421.0		
	11170	31.7	HIGGINS 8.6	31.2	428.7		
	11803	25.9	COBURN 6.8	31.7	437.3		
	10910	0	GLAZIER 5.3	31.7	444.1		
	20809	29.2	CLEAR CREEK 5.7	31.7	449.4		
	19820	31.7	CANADIAN 8.4	0	455.1	Y	
	11017	31.7	MENDOTA 7.7	19.0	463.5		
	11532	31.7	LORA 5.7	0	471.2		
	11723	31.7	MIAMI 6.9	0	476.9		
	11104	31.7	CODMAN 7.4	0	483.8		
	10788	31.7	HOOVER 7.5	0	491.2		
	S 6743 N 6470	31.7	PAMPA 7.1	4.0	498.8	Y CR	
	S 5402 N 7610	31.4	KINGS MILL VL 6.9	31.7	505.9		
	S 5368 N 13507	31.1	WHITE DEER 5.8	31.7	512.8		
		31.7	CUYLER 7.4	23.2	518.6		
		31.7	PANHANDLE 7.2	15.8	526.0	Y	
		31.7	LEE 7.8	21.1	533.2		
		31.7	ST. FRANCIS 5.1	21.1	541.0		
		31.7	FOLSOM 6.1	31.7	546.1		
		3.7	BN Crossing 0.1	0	552.2		
		10.6	EAST TOWER BN Crossing 2.0	6.3	552.3	CR	
			AMARILLO		554.3	T 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 or track warrants;
- (2) Verbal authority of the train dispatcher, or;
- (3) A proceed signal indication governing movements from Celanese Corp. coal track to South Track.

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

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

**YARD LIMITS
SECOND DISTRICT**
Kings Mill, M.P. 505.5 to 507.4
(South Track Only)

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
Second District	70	55*
(Celanese Corp. Coal Track): To Spring Switch On Loop		15 10
(Pantex Ordnance Spur)		20
(Pampa Industrial Spur, M.P. 0 to M.P. 4.7)		20

*Maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty cars (10-Pack cars, cabooses and flat cars loaded with empty trailers, containers or container chasis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - TONNAGE

- (1) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.
- (2) 35 MPH when moving eastward between Curtis and Belva with total consist of 6,500 tons or over.

(C) SPEED RESTRICTIONS - VARIOUS

	Location	MPH
3 Curves,	M.P. 345.2 to 345.7 (South Track)	55
Crossings,	M.P. 345.3 and M.P. 345.8	30
Curve,	M.P. 345.9 to 346.3 (South Track)	65
5 Curves,	M.P. 345.2 to 346.8 (North Track)	55
Curve,	M.P. 379.0 to 379.3	65

(C) SPEED RESTRICTIONS - VARIOUS (Cont'd)

Location	MPH
Crossings, M.P. 382.5 to 384.7	50
3 Curves, M.P. 382.9 to 384.1	50
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
Crossing, M.P. 414.3	55
5 Curves, M.P. 422.3 to 425.4	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

Speed restriction over street or highway crossings applies only while head end of train is passing over crossings.

(D) SPEED RESTRICTIONS - SWITCHES

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.

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

(D) SPEED RESTRICTIONS - SWITCHES (Cont'd)

Station	Type	Location	MPH
Canadian	I	Double crossover, M.P. 455.4	30
	I	Double crossover, M.P. 456.8	40
Miami	I	Crossover M.P. 476.8	40
Pampa	I	Turnout to North Track, M.P. 497.3	50
	I	Both ends South siding	40
	I	Both ends North siding	30
	I	Double crossover, M.P. 500.8	40
Kings Mill	I	Turnout to Celanese Corp. Coal Track	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 BN.	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

MILE POST	NAME
386.9	Overhead highway bridge
390.5	Overhead highway bridge
391.3	Overhead highway bridge
392.5	Overhead highway bridge
425.7	Overhead highway bridge

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Dow Chemical	385.3	1450
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	
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

4. TRACKSIDE WARNING DEVICES

Location	Type	Location or Indicators Affected
SECOND DISTRICT		
M.P. 367.3 M.P. 369.0	Dragging Equipment Hot Box	Westward—Rotating white lights - M.P. 367.3 and M.P. 368.9 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 M.P. 385.8 M.P. 396.1	High Water Dragging Equipment Hot Box	Eastward—Signal 3782 Westward—Signal 3761 Eastward—Rotating white lights - M.P. 385.8 and M.P. 384.0 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 High Water	Eastward—Controlled signals east end siding Gage Westward—Signal 4031 Eastward—Signal 4112 Westward—Signal 4091

4. TRACKSIDE WARNING DEVICES (Cont'd)

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 Bridge 461.2 and Bridge 462.3 Bridge 465.0	Dragging Equipment High Water	Eastward—Rotating white lights - M.P. 461.2 and M.P. 459.8 Eastward—Controlled signals east end siding Mendota Westward—Signal 4611
	High Water	
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 M.P. 492.0* 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*

* Location of hot box locator

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			AMARILLO	DT		554.3	TY CR	
		31.7	4.5		31.7	554.3		
		10.6	ZITA		14.8	558.8		
			4.2					
		31.7	HANEY		31.7	563.0		
			7.4					
	5438	31.7	CANYON		15.8	570.4	BY	
			10.1					
	23460	31.7	UMBARGER		31.7	580.5		
			6.0					
	10827	31.7	DAWN		31.7	586.5		
			6.8					
	11006	25.9	JOEL		31.7	593.3		
			6.2		0			
	85641 N7894	31.7	HEREFORD		21.6	599.5	CR	
			8.3					
	10806	31.7	SUMMERFIELD		10.5	607.8		
			6.9					
	11953	31.7	BLACK		21.1	614.7		
			7.1					
	8276	18.2	FRIONA		0	621.8		
			6.5					
	19337	31.7	PARMERTON		31.7	628.3		
			5.8					
	8179	10.6	BOVINA		28.5	634.1		
			6.9					
	11959	31.7	WILSEY		31.7	641.0		
			6.4					
	6903	21.1	TEXICO		8.7	647.4	CY	
			9.3				TY CR	
			CLOVIS			656.7		
			(102.4)					

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Third District (Canyon siding)	MPH	
	Psgr.	Frts.
	70	55*
	40	40

*Maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty cars (10-Pack cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
5 Curves, M.P. 552.0 to 553.7 (Second District)	20
Crossings, M.P. 569.5 to 571.0	55
Curve, Plainview District main track, M.P. 570.9 to 571.2	30
Crossing, M.P. 598.6	45
Crossings, M.P. 599.2 to 599.7	45
Crossings, M.P. 634.0 to 635.0	55
2 Curves, M.P. 647.2 to 647.6 (South Track)	30
2 Curves, M.P. 647.0 to 647.6 (North Track)	30

Speed restriction over street or highway crossings applies only while head end of train is passing over crossings.

(D) SPEED RESTRICTIONS - SWITCHES

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.

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
	I	Crossover, M.P. 578.9	40
Hereford	I	Both ends North Siding	30
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	20
	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

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.

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.

(D) SPEED RESTRICTIONS - SWITCHES (Cont'd)

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

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

4. TRACK SIDE WARNING DEVICES

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*
* Location of hot box locator		

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	4916	21.1	TCS } SLATON 10.2 BURRIS 3.2 BN Crossing 2.0	13.2	690.0	Y C R	
		15.8			2.7	679.8	
		15.8	ABS } LUBBOCK 1.1 LUBBOCK JCT } JCT	0	676.6		
		15.8			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 12.5	5.9	65.6		
	4757	21.1	SUDAN 14.9	21.1	53.0		
	5416	21.1	MILL 8.0	21.1	38.1		
	11630	21.1	MULESHOE 7.9	21.1	30.1		
	11721	21.1	LARIAT 12.4	0	22.2		
	6903	21.1	TEXICO 9.8	0	9.8		
			(105.1)		0.0	C Y	

Except at Littlefield, speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

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; other main track switches, except those listed below, 15 MPH.

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
Burriss	I	Both ends siding	15
Lubbock	I	East end Double Track	40
	I	Turnout from North Track to east end lower yard	10
Lubbock Jct.	I	West end Double Track	40
	I	Turnout to west leg of wye	15
	I	Crossover between North and South Tracks	30
	I	Turnout from North Track to Plainview District	30
	I	Turnout to Seagraves District	15
	I	Turnout from North Track to yard	15
	I	Wye switch on Plainview District	15
M.P. 27.1	I	Southwestern Public Service Industrial Spur	20

DOUBLE TRACK: Lubbock, between Lubbock Jct. and BN crossing.
 TCS IN EFFECT: On main track between Slaton and BN 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 BN Crossing Lubbock, if controlled signal governing movement over railroad crossing indicates stop, communicate with Control Station.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Fourth District	MPH
(Southwestern Public Service Industrial Spur, M.P. 27.1):	
M.P. 27.1 to gate	20
On Loop	10
Through Dumper	2

(B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Curve, M.P. 0.1 to 0.7	30
Crossings, M.P. 20.6 to M.P. 23.0	30
Crossing, M.P. 45.4	45
Crossings, M.P. 50.4 to M.P. 55.6	30
Crossings, M.P. 86.5 to 88.6	30
RR	
Crossing, M.P. 676.6 Interlocking	40
Track, M.P. 689.5 to 690.2	30

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FOURTH DISTRICT:		
Bridge M.P. 34.5	High Water	Eastward—Signal 341 Westward—Controlled signals at west switch of siding Sudan

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		15.8	SWEETWATER 1.1	7.4	793.7	T Y C R	
		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	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		
		15.8	SLATON		690.0	Y C R	
			(103.7)				

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.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Fifth District	55
(Snyder Industrial Spur, M.P. 751.9)	20

(B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

4. TRACKSIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIFTH DISTRICT:		
M.P. 709.0	Hot Box 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. 743.4	Hot Box and Dragging Equipment (Dual Purpose Locator Radio Readout Reporter)	Radio readout and rotating white light.
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

(C) SPEED RESTRICTIONS - VARIOUS

Track,	Location	MPH
M.P. 689.5 to 690.2		30
M.P. 700.7 to 705.6		45
M.P. 712.7 to 714.3		50
M.P. 755.7 to 759.2		50
M.P. 777.9 to 778.0		45
M.P. 460.4 to 460.6	(Sweetwater District, Northern Division)	40

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

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.

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

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

PLAINS DIVISION

ALTUS DISTRICT

WEST- WARD ↓	Track Capacity In Feet		Rolling Grade Ascending	TIME TABLE No. 6 July 1, 1984		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		STATIONS	Feet Per Mile				
	Yard			CHEROKEE YL			299.9	C	
	3150	3950	31.7	6.2 YEWED	5.3		306.1		
	2150	2900	31.7	8.4 CARMEN	26.4		314.5		
			0	0.3 BN Crossing	15.8		314.8		
	2050		0	4.5 ALINE	21.1		319.3		
	1700	1500	21.1	10.5 ORIENTA	26.4		329.8		
			31.7	6.2 FAIRVIEW YL			336.0	C	
	Yard		66.0	11.6 LONGDALE	52.8		347.6		
	1800	2400	31.7	6.4 CANTON	52.8		354.0		
	4200	2050	65.7	11.0 OAKWOOD	52.8		365.0		
	2000	2050	0	13.8 THOMAS YL	52.8		378.8		
	2600	2050	52.8	7.2 FOLEY	52.8		386.0		
				2.2 CUSTER CITY					
				10.6 EWING YL			398.8		
	Yard		66.0	2.2 CLINTON YL	26.4		401.0	C Y	
	Yard		79.2	17.3 BURNS JCT. YL	66.0		418.3	Y	
	1600	1900	0	1.6 DILL CITY YL	19.8		419.9		
	2500	2100	52.8	8.8 SENTINEL YL	52.8		428.7		
	1000		52.8	6.1 CAMBRIDGE	52.8		434.8		
			52.8	5.8 C.R.I. & P. Crossing	52.8		440.6		
	2000	1750	0	0.3 LONE WOLF	15.8		440.9		
	1850		26.4	6.7 LUGERT	31.7		447.6		
	2150	2550	66.0	9.9 BLAIR	52.8		457.6		
	Yard		31.7	9.8 ALTUS YL	31.7		467.8	C	
				(167.4)					

**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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Altus District	MPH
(Burns Flat Industrial Spur, M.P. 418.3)	20
(Clinton Industrial Spur, M.P. 401.3)	10

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
RR Crossing, M.P. 314.8 Gate normally lined against AT&SF, Stop. Rule 98(B)	20
Crossing, M.P. 336.6	10
RR Crossing, M.P. 440.6 Stop. Rule 98(B)	20
Crossing, M.P. 467.4	10
RR Crossing, M.P. 467.6	10
RR Crossing, M.P. 468.1, Auto Interlocking	20
RR Crossing, M.P. 134.6 (Clinton Ind. Spur) Stop. Rule 98(B)	10

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

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)	401.3	9163

4. TRACKSIDE WARNING DEVICES

None

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 Fairview and Clinton, and must get BN clearance card at Fairview 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 BN.

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.

All sidings equipped with derails.

ANTHONY DISTRICT

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings							Feet Per Mile	STATIONS	Feet Per Mile
				End of Track 0.3		42.8		
	650		11.6	METCALF YL	44.4	43.1		
	2650		35.1	5.1 BLUFF CITY YL	50.6	48.2		
			52.8	10.4 M. P. Crossing	0	58.6		
	Yard		42.2	0.5 ANTHONY YL	0	59.1		
				(16.3)				

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

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

YARD LIMITS
ANTHONY DISTRICT
(Entire District)

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Anthony District	10

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
RR Crossing, M.P. 58.6 Stop. Rule 98(B)	10

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

4. TRACKSIDE WARNING DEVICES

None

ALPINE DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			FORT STOCKTON YL				
			11.2 BELDING	52.8	881.7	Y C R	
	2180	52.8	11.4 CHANCELLOR	52.8	892.9		
	1825	52.8	12.9 HOVEY	43.8	904.3		
	2270	52.8	17.2 TITLEY	43.8	917.2		
		52.8	9.9 ALPINE	52.8	934.4		
	2576	52.8	1.3 ALPINE JCT. } S.P. Co.		944.3	B	
			11.1 PAISANO JCT. }		945.6		
			0.2 PAISANO	48.0	956.7		
	1626	0	12.4 TINAJA	52.8	956.9		
	1656	0	15.2 PERDIZ	52.8	969.3		
	1376	0	9.2 PLATA	52.8	984.5		
	1662	0	9.2 CASA-PIEDRA	52.8	993.7		
	1674	0	23.8 PRESIDIO YL	52.8	1002.9		
			2.4 International Bridge		1026.7	R C Y	
			End of Track		1029.1		
			(147.4)				

RULE 94 IN EFFECT:

Between Alpine, M.P. 941.0 and Alpine Jct., M.P. 945.6.

YARD LIMITS
ALPINE DISTRICT

Fort Stockton, M.P. 880.2 to 884.7
Presidio, M.P. 1025.0 to 1029.1

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Ft. Stockton to Alpine Jct.	25
Paisano Jct. to Presidio	30
Presidio to End of Track, M.P. 1029.1	10

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossings, M.P. 881.8 to 882.6	10
Rock Cuts, M.P. 924.5 to M.P. 925.0	10
Rock Cuts, M.P. 987.4 to 990.1	10
Rock Cuts, M.P. 991.8 to 992.1	10
Rock Cuts, M.P. 1008.1 to M.P. 1010.2	10

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, including S.P. Co. turnouts at Alpine Jct. and Paisano Jct., 10 M.P.H.

4. TRACKSIDE WARNING DEVICES

None

BORGER DISTRICT

CROSBYTON DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	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		
		52.8	BORGER YL 12.0	42.8	27.8	Y CR	
	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	
			(32.5)				

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	LUBBOCK YL 8.7	31.7		CR	
		31.7	BN Crossing 3.3	31.7	8.0		
		26.4	IDALOU 8.3	30.6	11.3		
		15.8	LORENZO 8.8	26.4	19.6		
		13.2	RALLS 9.4	26.4	28.4		
			CROSBYTON YL 0.7		37.8	Y	
			End of Track		38.5		
			(39.2)				

At Borger, split-point derail located in main track M.P. 27.6.
At Panhandle, trains will be governed by Second District time table rules.

**YARD LIMITS
BORGER DISTRICT**
Borger, M.P. 22.9 to 31.2
Panhandle, M.P. 1.5 to 0.0

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Borger District	40
(Borger, West Leg Lead Track 0401)	20

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

None

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

**YARD LIMITS
CROSBYTON DISTRICT**
Lubbock, M.P. 0.0 to 3.5
Crosbyton, M.P. 37.0 to 38.5

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Crosbyton District	20

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Curve, M.P. 0.0 to M.P. 0.2	10
RR Crossing, M.P. 8.0 Stop. Rule 98(B)	10
Crossing, M.P. 38.9	10

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

4. TRACKSIDE WARNING DEVICES

None

WEST- WARD		Track Capacity In Feet		Rolling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD	
↓		Other Tracks	Sidings						Feet Per Mile	STATIONS	Feet Per Mile	Y	↑
				10.6	ABS AMARILLO 2.0 BN Crossing EAST TOWER 0.1	6.3	554.3	Y CR		
				3.7		0.0	552.3	CR		
				7.4	BN Crossing 0.9 DUMAS JCT. 7.8	52.8	0.1			
				7.4		52.8	1.0			
		8300		43.3	JUILLIARD 10.6	52.8	8.2			
		3241		52.8	PUENTE 8.4	39.6	18.8	B		
		3647		52.8	MARSH 7.4	0.0	27.2	B		
		3160		52.8	EXELL YL 6.7	52.8	34.6	B		
	3160			33.0	BAUTISTA 10.8	39.6	41.3			
		2862		52.8	DUMAS YL 6.2	31.7	52.1	CR		
		3058		7.4	MACHOVEC YL 5.3	19.6	58.3	B		
				13.7	TNW Crossing 0.4	0.0	63.6			
		3291		0.0	ETTER YL 11.1	30.9	64.0	B Y		
	3165			30.6	LAUTZ 10.4	52.8	75.1			
				52.8	S.S.W. Crossing 0.2	0.0	85.5			
		3168		12.1	STRATFORD 14.4	29.0	85.7	B		
		8200		52.8	KERRICK 10.9	52.8	100.1	B		
		3140		52.8	CONRAD 11.6	23.8	111.0	B		
				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.

YARD LIMITS

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Dumas District	MPH
(ASARCO-SWPS Industrial Spur): M.P. 0 to M.P. 4 Beyond M.P. 4	49 10 5
(Machovec Industrial Spur): M.P. 0.0 to M.P. 2.3 M.P. 2.3 to M.P. 5.7	10 20

(B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
BN Crossing, East leg of wye, 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
Crossing, M.P. 0.6	20
Crossing, M.P. 1.1	15
Curve, M.P. 3.1 to 3.2	20
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	20
RR Crossing M.P. 63.6, Gate normally lined against TNW. Approach prepared to stop. If crossing clear and gate properly lined, proceed without stopping at restricted speed until engine over crossing	
Crossings, M.P. 85.2 to 86.6	35
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

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

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

4. TRACKSIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
DUMAS DISTRICT:		
Bridge 111.5	High Water	Eastward—Semaphore type indicator M.P. 112.9 Westward—Semaphore type indicator M.P. 110.6

PLAINS DIVISION

ENGLEWOOD DISTRICT

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		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			
			0.0	CLONMEL 0.3	37.6	223.8			
				End of Track		224.1			
			32.9	End of Track 0.7	31.7	26.4			
			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			
				RAGO YL A.T. & S.F. Crossing 4.5	15.8	46.8	B Y		
	Yard		29.0	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			
	1800		52.8	ACRES YL 7.3	52.8	158.8			
	Yard		0	ENGLEWOOD YL 0.3	12.7	166.1	Y		
				End of Track		166.4			
				(155.1)					

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.

YARD LIMITS

ENGLEWOOD DISTRICT

Wichita Jct.-Prospect, M.P. 208.8 to 215.6

Rago, M.P. 45.9 to 47.7

O. B. 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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
South Jct. to Wichita Jct.	10
Wichita Jct. to End of Track, M.P. 224.1	10
End of Track, M.P. 26.4 to Rago	10
Rago to Englewood	20

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
RR Crossing, M.P. 210.0 Gate normally against Midland Valley. Approach prepared to stop. If gate properly lined against Midland Valley, proceed at restricted speed until engine over crossing.	10
RR Crossing, M.P. 212.4 Gate normally against A.T. & S.F. Stop. Rule 98(B).	10
Crossings, M.P. 214.7 to 215.0.	10
Crossing, M.P. 217.5	10
RR Crossing, M.P. 34.7 Gate normally against Missouri Pacific. Approach prepared to stop. If gate properly lined against Missouri Pacific, proceed at restricted speed.	10
RR Crossing, M.P. 46.8 Stop. Rule 98(B).	10
Crossing, M.P. 80.6	10
Crossing, M.P. 125.1	10

Speed restrictions over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

(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

4. TRACKSIDE WARNING DEVICES

None

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.

Eastward trains must secure permission from the Supervisor-Operations, Wichita, before proceeding east of Wichita Jct.

All sidings are equipped with derails.

WEST- WARD ↓	Capacity of Siding in Feet	Rating Grade Ascending.	TIME TABLE No. 6 July 1, 1984	Rating Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		15.8	End of Track 0.4	0	27.0		
		31.7	FLOYDADA YL 6.4	21.1	26.6	Y	
		31.7	MUNCY 4.8	18.5	20.2		
	2400	26.4	LOCKNEY 0.9	31.7	15.4		
		42.2	BN Crossing 4.3	31.7	14.5		
		31.7	AIKEN 8.0	31.7	10.2		
		31.7	BN Crossing 2.1	22.7	2.2		
			YL PLAINVIEW JCT.			Y	
			(26.9)				

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

YARD LIMITS

FLOYDADA DISTRICT

Floydada, M.P. 27.0 to 24.7

Plainview Jct., M.P. 4.4 to 0.0

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Floydada District	30

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
RR Crossing, M.P. 2.2 Auto Interlocking	20
RR Crossing, M.P. 14.5 Auto Interlocking	20
4 Curves, M.P. 26.5 to 26.7	10
Crossings, Floydada, Hwy 70 (Stop and flag)	5

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

4. TRACKSIDE WARNING DEVICES

None

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 8 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			SAN ANGELO YL				
		37.0	18.6	37.0	714.5	Y	
	2308	36.0	TANKERSLEY 13.3	0	732.4	CR	
	2332	37.0	MERTZON 10.4	26.4	745.7		
	2246	37.0	NOELKE 15.5	36.0	756.1		
	2492	52.8	BARNHART 19.0	52.8	771.6		
	3882	37.0	BIG LAKE 18.6	52.8	790.6	B	
	2150	42.2	BENEDUM YL 10.7	52.8	809.2	Y	
	800	52.8	RANKIN 18.7	52.8	819.9		
	2850	52.8	McCAMEY 11.0	52.8	838.6		
	2152	37.0	GIRVIN 14.2	26.4	849.6		
	2100	37.0	BALDRIDGE 5.6	0	863.8		
		37.0	SULPHUR JCT. YL 12.3	0	869.4	Y	
			FORT STOCKTON YL		881.7	Y CR	
			(167.9)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
San Angelo to M.P. 869.4	49
M.P. 869.4 to Fort Stockton	25
(Benedum Industrial Spur, M.P. 809.2)	20
(Sulphur Industrial Spur, M.P. 869.4)	30

(B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossings, M.P. 714.0 to 720.9	15
Crossing, M.P. 790.7	20
Crossing, M.P. 820.0	30
Crossing, M.P. 838.6	30
Crossings, M.P. 881.8 to 882.5	10

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

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
Texasgulf Sulphur Track	867.7	5424
Sulphur Industrial Spur (7.0 miles)	869.4	9700
(Co-Op Tracks)	5.2	2400

4. TRACKSIDE WARNING DEVICES

None

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.

At San Angelo, train order waiting time applies at main track switch, Track 7101, lead to west end yard.

YARD LIMITS

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

WEST- WARD ↓	Track Capacity In Feet		Rolling Grade Ascending	TIME TABLE No. 6 July 1, 1984		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS					Feet Per Mile
				S.S.W. JCT. YL 12.4	52.8		0.6	B	
	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	KINGMAN YL 0.7	0		31.8	Y	
	Yard		19.0	West Kingman Jct. YL 0.3	0		32.5		
			2.6	M. P. Crossing 6.1	52.8		32.8		
	950		52.8	CARVEL 4.6	52.8		38.9		
	750		41.2	BASIL 4.7	52.8		43.5		
			21.1	RAGO YL A.T. & S.F. Crossing 4.6	52.8		48.2	BY	
	1400		52.8	DUQUOIN 6.9	52.8		52.8		
			52.8	HARPER YL 9.7	39.6		59.7	Y CR	
	Yard		35.4	ANTHONY YL 0.6	58.1		69.4		
	Yard		0	M. P. Crossing 10.7	52.8		70.0		
			52.8	MANCHESTER 5.0	52.8		80.7		
	1850		52.8	GIBBON 5.0	52.8		85.7		
	1700		37.0	WAKITA 6.2	52.8		90.7		
	2800		52.8	CLYDE 5.3	52.8		96.9		
	950		52.8	MEDFORD 0.3	41.0		102.2		
	5450		0	OKKT Crossing 7.0	52.8		102.5		
			52.8	NUMA 4.8	52.8		109.5		
	1100		52.8	DEER CREEK 4.0	52.8		114.3		
	1200		52.8	NARDIN 8.8	52.8		118.3		
	1750		52.8	A.T. & S.F. Crossing 0.3	3.3		127.2		
			21.1	BLACKWELL YL 0.3	0		X34.3	Y CR	
	Yard		0	BN Crossing 5.3	42.2		X34.0		
	650		42.2	SUMPTER 3.5	42.2		X28.7		
			39.6	BRAMAN 7.2	42.2		X25.2		
	2750		39.6	HUNNEWELL 3.3	47.5		X17.9		
	3950		52.8	SOUTH HAVEN YL 7.7	52.8		X14.6		
			46.0	ROME 6.9	47.0		X 6.9		
	2250		53.3	WELLINGTON YL	42.2			TY CR	
	Yard			(161.0)					

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

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

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

At Blackwell, wye switches will be left lined as last used.

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

YARD LIMITS H & S DISTRICT

SSW Jct., M.P. 0.6 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 60.9
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

I. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(C) SPEED RESTRICTIONS - VARIOUS

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)	10
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
Crossing, M.P. 59.1	10
2 Curves, M.P. 59.6 to 60.1	20
Crossings, M.P. 68.8 to 70.0	10
3 Curves, M.P. 69.1 to 69.9	10
RR Crossing, M.P. 70.0 Stop. Rule 98(B)	10
RR Crossing, M.P. 102.5 Stop. Rule 321(C)	10
RR Crossing, M.P. 127.2 Stop. Rule 98(B)	10
Crossings, M.P. 127.3 to 127.6 Train and engine movements must be protected by flagman.	10
Crossings, M.P. X33.8 to X34.4	10
RR Crossing, M.P. X34.0 Stop. Rule 98(B)	10
Crossings, M.P. X0.0 to X0.7	15

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

Between SSW 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.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

3. TRACKS BETWEEN STATIONS

MILE POST	NAME
X32.8	Truss Bridge Chikaskia River.

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

4. TRACKSIDE WARNING DEVICES

None

HAMLIN DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	0		ALTUS YL	0	467.3	C	
	0		0.3 M.K.T. Crossing	0	467.6		
	52.8		0.5 BN Crossing	52.8	468.1		
2650	50.5		10.2 ELMER	73.9	478.3		
2020	52.8		10.0 ODELL	47.0	488.3		
	0		9.0 BN Crossing	0	497.3		
1800	52.8		0.2 CHILLICOTHE YL	36.4	497.6	B	
	2700		6.8 YL		504.3		
	2300		10.3 MEDICINE MOUND	52.8	514.6		
	3800		6.7 MARGARET	29.7	521.3		
1600	52.8		7.8 CROWELL YL	52.8	529.1		
2250	52.8		9.3 FOARD CITY YL	52.8	538.4		
2400	52.8		12.7 TRUSCOTT YL	42.2	551.1		
1150	37.0		12.0 BENJAMIN YL	19.2	563.1		
1800	26.4		2.6 KNOX CITY YL	5.3	566.7		
2050	37.0		4.8 O'BRIEN	21.1	570.6		
1650	10.6		9.6 ROCHESTER YL	39.6	580.1		
3650	41.1		8.3 RULE YL	31.7	588.4		
			17.4 SAGERTON YL		605.8	B	
			HAMLIN YL				
			(138.5)				

YARD LIMITS

HAMLIN DISTRICT

- Altus, M.P. 466.1 to 468.6
- Chillicothe, M.P. 496.4 to 498.9
- Medicine Mound, M.P. 503.0 to 505.0
- Crowell, M.P. 520.6 to 522.6
- Foard City, M.P. 528.0 to 530.0
- Truscott, M.P. 537.0 to 539.0
- 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 606.9

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Hamlin District	MPH
	30

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossing, M.P. 467.4	10
RR Crossing, M.P. 467.6 Stop. Rule 98(B)	10
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 BN dispatcher	20
Crossing, M.P. 605.9	20

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches. 10 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (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

4. TRACKSIDE WARNING DEVICES

None

LAMESA DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	SLATON YL 10.0	15.8		Y C R	
	1650	31.7	WILSON 11.3	31.7	10.0		
	1700	31.7	TAHOKA 14.8	79.2	21.3		
	2800	31.7	O'DONNELL 11.7	31.7	36.1		
		31.7	ARVANA 5.9	31.7	47.8		
		26.4	LAMESA YL 0.4	0	53.7	Y	
			End of Track		54.1		
			(54.1)				

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

YARD LIMITS

LAMESA DISTRICT

Slaton, M.P. 0.0 to 0.9

Lamesa, M.P. 50.7 to 54.1

1 SPEED RESTRICTIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Lamesa District	30

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossing, M.P. 21.2	10

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

None

LEHMAN DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		15.8	DOUD YL 6.0	10.6		Y	
		52.8	HURLWOOD 7.2	5.3	6.0		
	1850	44.9	SMYER 12.5	27.4	13.2		
	1050	52.8	LEVELLAND YL 7.3	23.2	25.7		
		52.8	COBLE 6.2	23.2	33.0		
	1750	23.2	WHITEFACE 0.6	0.0	39.2		
			End of Track		39.8		
			(39.8)				

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

YARD LIMITS

LEHMAN DISTRICT

Doud, M.P. 0.0 to 0.9

Levelland, M.P. 24.6 to 28.3

1. SPEED RESTRICTIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Lehman District	30
(Pan American Spur, M.P. 36.2)	20

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 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

4. TRACKSIDE WARNING DEVICES

None

MEDICINE LODGE DISTRICT

WEST-WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Other Tracks	Sidings							Feet Per Mile	STATIONS	Feet Per Mile
	Yard		31.7	ATTICA YL			BY	
	2500		31.7	10.5 SHARON	31.7	10.5		
	550		31.7	5.1 PIXLEY	17.4	15.6		
	Yard		31.7	5.0 MEDICINE LODGE YL	31.7	20.6	CR	
	3050		31.7	14.2 LAKE CITY YL	24.8	33.6		
	2650		31.7	5.7 SUN CITY YL	0	39.3		
			42.2	10.1 O. B. JCT. YL	18.0	49.4		
				(50.6)				

Trains and engines originating must get clearance card before leaving Medicine Lodge.
 At Attica, trains will be governed by First District time table rules.
 At Attica, wye switches will be left lined as last used.
 At O. B. Jct., Englewood District junction switch must be left lined for the Englewood District.

YARD LIMITS

MEDICINE LODGE DISTRICT

- Attica, M.P. 0.0 to 0.8
- Medicine Lodge, M.P. 19.6 to 21.0
- Lake City, M.P. 33.0 to 34.2
- Sun City, M.P. 39.0 to 41.0
- O. B. Jct.-Belvidere, M.P. 49.2 to 49.4

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossing, M.P. 20.0	10
Crossing, M.P. 20.5	10

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

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

4. TRACKSIDE WARNING DEVICES

None

PONCA CITY 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 ↑
			PONCA CITY YL				
		52.8	14.7	52.8	141.9	Y	CR
			BLACKWELL JCT. YL		127.3	Y	
			(14.7)				

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.

Eastward trains and engines arriving Ponca City must secure permission from control station before fouling Middle Division main track.

At Blackwell, wye switches will be left lined as last used.

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

YARD LIMITS

PONCA CITY DISTRICT (Entire District)

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Ponca City District	20

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 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

4. TRACKSIDE WARNING DEVICES

None

WEST- WARD ↓	Capacity of Siding in Feet	Rating Grade Ascending	TIME TABLE No. 6 July 1, 1984		Rating Grade Ascending	Mile Post	Communications Tables and Turn Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile					Feet Per Mile	Mile Post
	5450	79.2	CANYON 5.1		73.9	570.4	B Y	
	5150	31.7	CLETA 6.6		31.7	575.5		
	5150	21.1	OGG 6.3		31.7	582.1		
	5150	31.7	HAPPY 8.0		31.7	588.4		
	5200	42.2	KAFFIR 6.9		79.2	596.4		
	5200	73.9	TULIA YL 12.0		79.2	603.3		
	11500	26.4	KRESS 6.5		42.2	615.3		
	0	0	FINNEY 5.8		31.7	621.8		
	9700	40.2	PLAINVIEW YL 0.6		21.2	627.6	Y C R	
			PLAINVIEW JCT. YL 0.2					
			BN Crossing 5.6		42.2	628.4		
	5200	42.2	FURGUSON 6.9		31.7	634.0		
	5150	42.2	HALE CENTER 5.6		37.0	640.9		
	5050	21.1	UNDERWOOD 4.9		42.2	646.5		
	5100	42.2	ALLEY 5.6		37.0	651.4		
	5200	37.0	ABERNATHY 6.3		37.0	657.0		
	5514	26.4	MONROE 8.6		42.2	663.3		
	6200	26.4	MARNELS YL 1.6		42.2	671.9		
	0	0	LUBBOCK JCT. 1.1		15.8	673.5	Y	
			LUBBOCK (104.2)			674.6	C R	

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Plainview District	MPH
	49

(B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Curve,	Location	MPH
	M.P. 570.9 to 571.2	30
	M.P. 627.3 to 627.5	20
	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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 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
Eunice	607.8	5900
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

4. TRACKSIDE WARNING DEVICES

None

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

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

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

YARD LIMITS

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 6 July 1, 1984	Ruling Grade. Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			HAMLIN YL		605.8	B	
2650	52.8	13.3	SYLVESTER	52.8	619.1		
	73.9	7.4	LONGWORTH	26.4	628.5		
	66.0	10.8	ORIENT JCT. YL	52.8	637.3		
	66.0	0.7		52.8			
			SWEETWATER YL		638.0	Y C R	
2250	52.8	7.4	SHAUFLER	52.8	645.4		
	52.8	11.9		46.9			
6000			MARYNEAL YL		657.3	B Y	
	21.1	1.3	End of Track		658.6		
			(52.8)				

At Sweetwater, train order waiting time for Sayard District trains applies at the clearance point of switch Yard Track No. 0115 where the opposing train clears.

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

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

YARD LIMITS:

SAYARD DISTRICT

- Hamlin, M.P. 603.8 to 606.9
- 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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Hamlin to M.P. 657.7	30
M.P. 657.7 to End of Track, M.P. 658.6	10
(Celotex Industrial Spur, M.P. 609.6)	10
(Maryneal Industrial Spur, M.P. 657.7)	20

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossings, M.P. 637.3 to 641.6 (Sayard Dist.)	10

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTION - SWITCHES

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

"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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

None

SHATTUCK DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			SHATTUCK YL		0.0	Y CR	
	2150	42.2	11.2 MAGOUN	26.4	11.3		
	2150	42.2	7.2 FOLLETT	29.0	18.5		
	4500	42.2	4.6 SHERLOCK	29.0	23.1		
	2100	42.2	6.6 DARROUZETT	42.2	29.7		
		42.2	7.0 GAYLORD	0.0	36.7		
	4600	37.0	5.5 BOOKER	42.2	42.2		
		31.6	5.4 HUNTOON	15.8	47.6		
		15.8	5.2 TWICHELL	2.6	52.8		
		18.5	5.0 PERRYTON	15.8	57.8	CR	
	1907	15.8	5.7 LORD	26.4	63.5		
		18.5	5.2 FARNSWORTH	0.0	68.7		
		21.1	5.0 WAKA	5.3	73.7		
		39.6	10.1 SPEARMAN	7.9	83.8	Y	
	2100	52.8	9.4 McKIBBEN	39.6	93.2		
		48.6	8.9 MORSE	52.8	102.1		
		36.4	1.2 TNW JCT.	0.0	103.3	Y	
		52.8	30.3 ETTER JCT.	52.8	133.6		
		0.0	0.5 ETTER	0.0	134.1	BY	
			(134.0)				

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

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 TNW Jct. Permanent red board placed at M.P. 94 governing westward traffic.

YARD LIMITS SHATTUCK DISTRICT

- Shattuck, M.P. 0.0 to 1.0
- Follett, M.P. 17.1 to 19.8
- Booker, M.P. 40.8 to 43.8
- Perryton, M.P. 56.2 to 59.4
- Spearman-McKibben, M.P. 82.9 to M.P. 94.0

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Shattuck to Spearman	30
Spearman to TNW Jct.	10

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

4. TRACKSIDE WARNING DEVICES

None

SEAGRAVES DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 6 July 1, 1984	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			LUBBOCK			CR	
		15.8	1.1 LUBBOCK	0			
		31.7	5.9 JCT.	0		Y	
			DOUD		5.0	Y	
		31.6	5.4 WOLFFORTH	21.2	11.3		
		27.4	10.8 ROPES	29.0	22.1		
		16.9	5.8 MEADOW	23.7	27.9		
		31.6	11.8 BROWNFIELD	24.2	39.7		
		31.6	12.6 WELLMAN	31.6	52.3		
		29.0	10.6 SEAGRAVES	31.6	62.9	Y	
		0	1.0 End of Track	10.6	63.9		
			(65.0)				

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

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

YARD LIMITS

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Seagraves District	30

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 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

4. TRACKSIDE WARNING DEVICES

None

PLAINS DIVISION

WICHITA DISTRICT

WEST- WARD ↓		Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 6 July 1, 1984		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑	
Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile						
		0	WICHITA JCT. YL 0.6	2.9	2.1						
		20.7	M. P. Crossing 3.9	27.4	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	15.8	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					
		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		0	PRATT YL 0.3	21.2	79.4						
			End of Track (77.6)		79.7						

**1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED**

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

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossings, M.P. 2.1 to 3.5	10
RR Crossing, M.P. 2.7 Gate normally lined against A.T. & S.F. Stop. Rule 98(B)	10
Crossing, M.P. 6.5	10
Crossing, M.P. 13.9	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
Crossing, M.P. 53.9 (westward movement only)	10
Crossing, M.P. 78.4	10

Speed restriction over street or highway crossings applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

None

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.

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.

YARD LIMITS

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

5. 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 428.5 Elevator Track 3164
MP 491.2 Elevator Track
MP 498.2 North Storage Track 4260
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
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 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 53.8 Oil Mill Spur
MP 54.1 Littlefield Farmers Coop. Elevator
MP 54.2 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 682.4 Great Plains Distributors
MP 683.5 Godbold Inc.
MP 684.8 Posey Beer Track
MP 685.1 Posey Beer Track

6. SPEED - AUXILIARY TRACKS

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Time Table Special Rule 1(A).

7. 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, 5990-5998	90*	45
1215-1245#, 1453#, 1460# and Slug Units 120-121	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.

#When used as controlling unit, maximum authorized speed is 20 MPH.

8. 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

9. 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 AT-199464 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 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, 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.

10. TRACK SIDE WARNING DEVICES

Rule 105(A) - HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track-side indicators. Dragging equipment will also actuate track-side indicators at locations so equipped.

Locator (Readout) Type:

When actuated by a condition on a train, a rotating white light will be illuminated at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

If counters fail to show location of defective equipment, or it indicates a defect on rear car of train and no defect found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

Monitor Display Board Type:

The monitor display board is equipped with hot box and dragging equipment indicator lights. The display board will be dark as train approaches detector and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board.

When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.

All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When rotating white light is actuated by train and a numerical readout is *not* displayed on the display board, train must be stopped and entire train must be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is displayed before train reaches detector, unless otherwise instructed by train dispatcher, be governed as follows:

- (1) Train must be stopped and thoroughly inspected, if numerical readout is displayed or indicator light(s) are illuminated *as train passes* the detector.
- (2) Train may proceed at prescribed speed and be observed closely en route if:
 - (a) numerical readout is displayed or indicator light(s) are illuminated *before train reaches* the detector, or
 - (b) *no* numerical readout is displayed or indicator light(s) are illuminated *after train passes* the detector.

Radio Readout (Reporter) Type:

As train approaches the detector location, to alert crew that system is operational, the following message will be transmitted via radio:

"Santa Fe Railroad (*Site Identification*), System Working."

As train passes the detector location, if defect(s) in the train are detected, a rotating white light will be illuminated. In addition, a message stating "You Have a Defect", or an audible beeping tone will be transmitted via radio. If detector is on North Track the audible tone will be a fast beep; if on Middle or South Track it will be a slow beep. If two trains are passing detector at same time and defect(s) detected in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear end at least 300 feet beyond the detector, then identification of defect(s) noted, by type and location in the train will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and reference to "Left" or "Right" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions crews can expect to hear:

- (1) "Santa Fe Railroad, (*Site Identification*), First Hotbox Right Side, one seven eight."
- (2) "....., Second Hotbox Left Side, one four three."
- (3) "....., First Dragging Equipment near Axle, zero six eight."
- (4) "....., Wide Load near Axle, two ninety six."

Anytime a train receives (3) hotbox alarms or (2) dragging equipment alarms or one wide load alarm, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated but no audible tone or message is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, and/or the following message is transmitted via radio: "Santa Fe Railroad (*Site Identification*), System Failures", crew must be alert for the possible transmission of an audible tone or message should an alarm occur during passage of the train. If no such tone or message is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector location, no defects were noted, the following message will be transmitted via radio: "Santa Fe Railroad (*Site Identification*), No Defects."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

Instructions Applicable to All Types Hot Box and Dragging Equipment Detectors:

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hot box detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed on existing conditions.

If abnormal heat is detected on same unit or car by intervening detector, or during a stop for inspection, unit or car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

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

Trains must not exceed 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.

11. BULLETIN BOOKS

Plains Division		Northern Division
Altus	Medicine Lodge	San Angelo
Amarillo	Pampa	Slaton
Blackwell	Plainview	Sweetwater
Boise City	Presidio	
Borger	San Angelo	Southern Pacific Co.
Clinton	Shattuck	Fort Stockton
Clovis	Slaton	San Angelo
Fairview	Sweetwater	
Fort Stockton	Waynoka	Burlington Northern
Harper	Wellington	Wellington
Hereford	North Wichita	Clinton
Lubbock		Fairview
		St. Louis Southwestern
		Harper
		Hutchinson
		Wellington

13. HAZARDOUS MATERIAL.

I. It is the conductors 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.

12. STANDARD CLOCKS

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

TIME SERVICE

R. N. CROW, General Watch Inspector Topeka

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.

14. JOINT TRACK OPERATIONS

AT&SF—BN

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 and Ewing 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 time table, from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any subdivision. When a schedule of the preceding time table corresponds in

number,
class,
direction,
initial station and
terminal station

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

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 time table 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.(A)(Cont'd)

- 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, 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 time table 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 time table.
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 time table 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 time table 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) Eng 20, 25 and 99 run as First, Second and Third 1 A to Z.
 - (5) Eng 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.

AT&SF—SP

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, time table 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



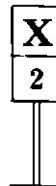
Fig. 2

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 time table, 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.

AT&SF—SSW

At Hutchinson, new connecting track between Plains Division, H&S District main track at M.P. 0.6 and St. Louis Southwestern Railway Co. (SSW) main track, just west of SSW Arkansas River bridge, S.S.W. M.P. 246.43, in service. Maximum speed permitted through turnouts and on new connecting track 10 MPH.

AT&SF trains, engines and track cars may use SSW main track between new connecting track, M.P. 0.6, H&S District and Click Track No. 03-51, located S.S.W. M.P. 243.56.

Trains, engines and track cars using joint track will be governed by St. Louis Southwestern Railway Company current time table, special instructions and General Orders and AT&SF Rules Operating Department except as modified by the following:

- (1) General Orders supersede any rule or special instruction with which they conflict.

Train and engine crews must familiarize themselves with General Orders before commencement of each trip or day's work.

- (2) Temporary Speed Restrictions Signs - Unless otherwise provided by train order or general order, temporary speed restriction signs (yellow flags, lights or reflectorized signs) and resume speed signs (green flags, lights or reflectorized signs) will be placed in both directions when it is necessary to require trains and engines temporarily to reduce speed over any structure or portion of track.

Unless special instructions provide otherwise, temporary restriction signs must be placed to right of main track in direction of approach two miles from point where restricted track begins. They will not apply when displayed to left.

When so displayed, unless otherwise directed by train order or general order, trains and engines must not exceed 10 miles per hour, prepared to stop short of a red flag or red light which may be displayed two miles beyond restriction sign.

The speed prescribed must be maintained until rear of train has passed resume speed sign. Resume speed sign will be placed to right of main track in direction of approach at end of restricted track.

When restricted track is near a terminal or junction point, and distance does not permit temporary speed restriction sign to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order or general order. Temporary speed restriction sign will be displayed as far from restriction as possible, but not farther than the first switch through which train leaves the terminal, and not beyond clearance at junction point. The location of such signs so placed will be stated in the train order or general order.

- (3) Unattended Red Flag or Light - When an unattended red flag or red light is displayed near the track and there is no one there to explain, train or engine, after stopping, must be preceded for a distance of one mile from point where signal is displayed, by a flagman, who must carefully examine track and structures for defects.

A signal so displayed will not apply to the track on which train or engine is running if displayed beyond the first rail of an adjoining track or to left of a main track in direction of approach.

When an unattended red flag or red light is found between the rails of any track other than main track, train or engines must stop, and not proceed until flag or light has been removed by an employe of the class that placed it there.

- (4) Automatic Interlockings - When a train or engine is stopped by a Stop indication of an automatic interlocking signal and no immediate conflicting movement is evident, a member of the crew must operate the time release. If signal does not change its indication at expiration of time release interval, and there is no train or engine on conflicting route and signals on conflicting route indicate stop, train or engine may then proceed on hand signal from a member of crew located at the crossing.

When indicator lights are provided in release boxes, and such lights are illuminated, they will denote that signals on conflicting routes indicate Stop, but indicator light illuminated does not relieve crew from operating time release.

If a train or engine is on conflicting routes, hand proceed signal must not be given until such movement is stopped, and if signals on conflicting routes do not indicate Stop, flag protection per Rule 99 must be provided on conflicting routes.

The joint track is a single track, Automatic Block System, within yard limits. Before lining switch to enter SSW main track, a member of crew or track car operator must obtain permission from SSW train dispatcher. Telephones are located near switches. When permission granted, SSW main track switch must be opened and after expiration of 5 minutes, train or engine may proceed at restricted speed to next governing signal. Employe attending switch must remain at switch during the 5 minute period. A crew member or track car operator must also notify the SSW train dispatcher when train, engine or track car has cleared the SSW main track.

Books containing SSW General Orders will be maintained at Hutchinson, Harper and Wellington.

- (5) Block and Interlocking Singals:

<u>ASPECT</u>	<u>NAME</u>	<u>INDICATION</u>
Yellow-over-Red	Approach	Proceed, immediately reducing to 40 MPH or less if necessary, prepared to stop before reaching next signal.
Red-over-Lunar	Low	Proceed at restricted speed to the next signal governing in same direction.
Red-over-Red	Stop	Stop

- (6) Train order signal at SSW Depot, Hutchinson, does not apply to AT&SF trains.

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	17.1
.....	54	66.6	1	32	39.1	4	.....	15.0
.....	55	65.5	1	34	38.3	4	30	13.3
.....	56	64.2	1	36	37.5	5	.....	12.0
.....	57	63.2	1	38	36.8	6	.....	10.0
						12	.....	5.0

AVERAGE NUMBER OF COMMUNICATION POLES PER MILE

DISTRICT

Second:		
(Waynoka to Canadian)	41	129' per pole
(Canadian to Amarillo)	45	117'
Third	35	151'
Fourth	35	151'
Fifth	35	151'
Dumas	35	151'
Shattuck	30	176'
Plainview	35	151'
Sayard	30	151'
Ft. Stockton	30	151'
Alpine	30	151'

SPECIAL CAR HANDLING INSTRUCTIONS

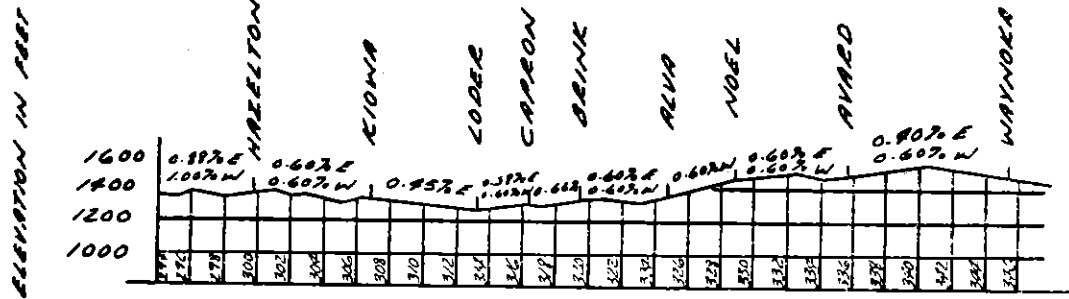
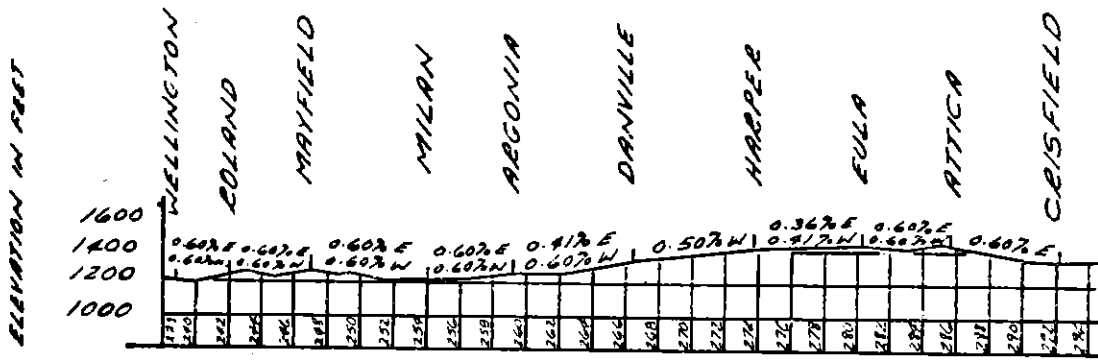
AI	Shipment Consigned AGRI Industries Houston
BA	Blasting Agents
CA	Shipment Consigned to Cargill Elevator, Houston
CB	Combustible
CD	Condemned
CL	Chlorine
CM	Corrosive
DG	Dangerous
DH	Do Not Hump
DU	Do Not Uncouple
FG	Flammable Gas
FH	Flammable Gas
FL	Flammable
FS	Flammable Solid
FW	Flammable Solid W (Dangerous when Wet)
HE	Head End Only
HL	High Wide Load
HV	High Value
IP	Interchange Prohibited
MCNR	Mechanical Refrigerator - Not Running
MR	Mechanical Refrigerator
NG	Nonflammable Gas
NP	No Placard Required (#)
OM	Oxidizer
OP	Organic Peroxide
OR	Other Regulated Materials
OX	Oxygen
PA	Poison Gas
PB	Poison
PE	Shipment Consigned to Houston Public Elevator, Houston
RE	Rear End Only
RM	Radioactive Material
UE	Shipment Consigned to Union Equity Elevator or Equity Export Houston
WH	Weigh Heavy
WI	Weigh Inspection - Set Direct
WL	Weigh Light
XA	Explosive "A"
XB	Explosive "B"
XX	Do Not Move This Car
25	25 MPH Speed Restriction*

(*) Numeric MPH speed restriction, e.g., 25 for a car restricted to 25 MPH.

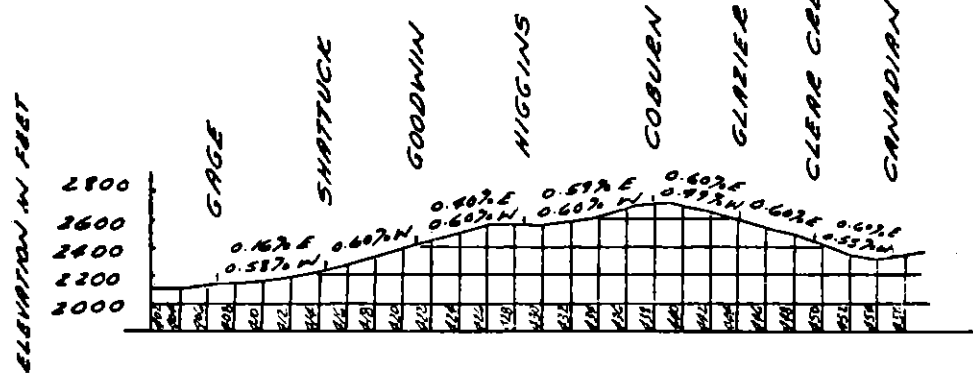
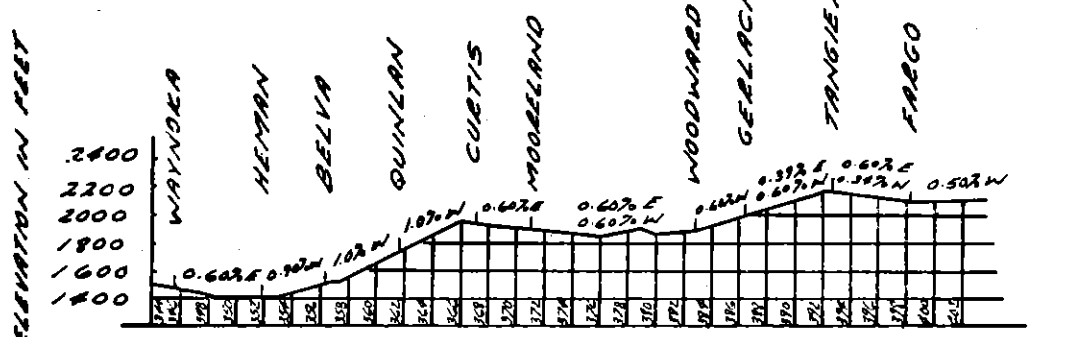
(#) Applies only to loaded or empty tank cars.

Codes will appear in the SCHI Field of a wheel report
or PPSI Field of a waybill data report.

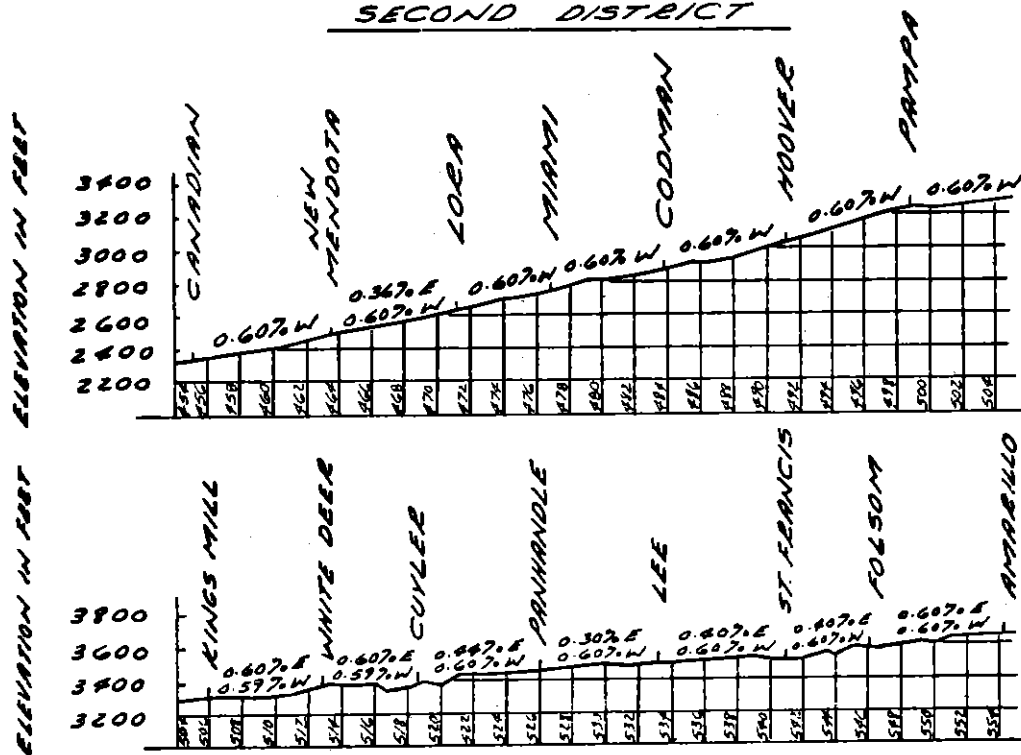
FIRST DISTRICT



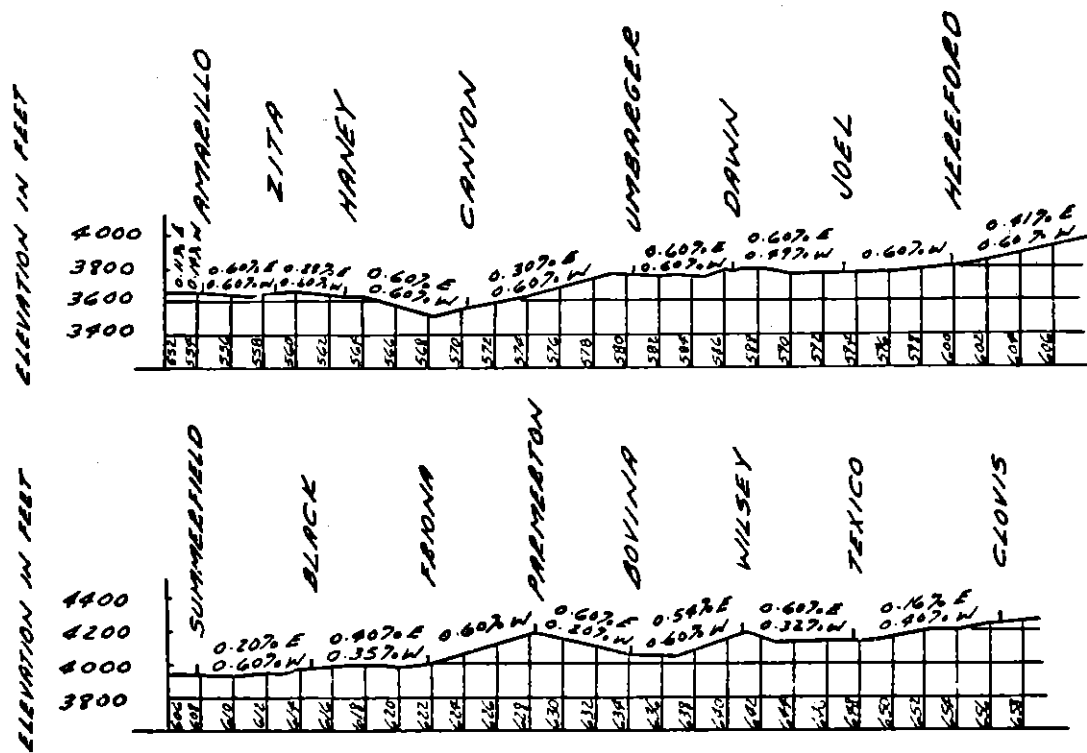
SECOND DISTRICT



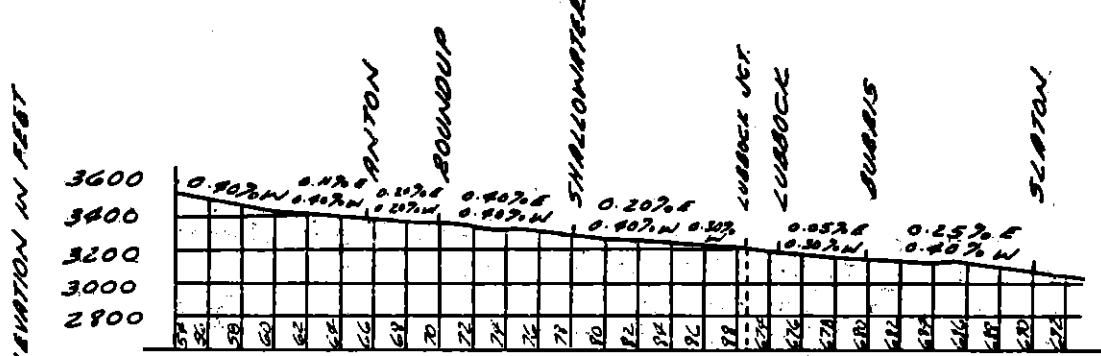
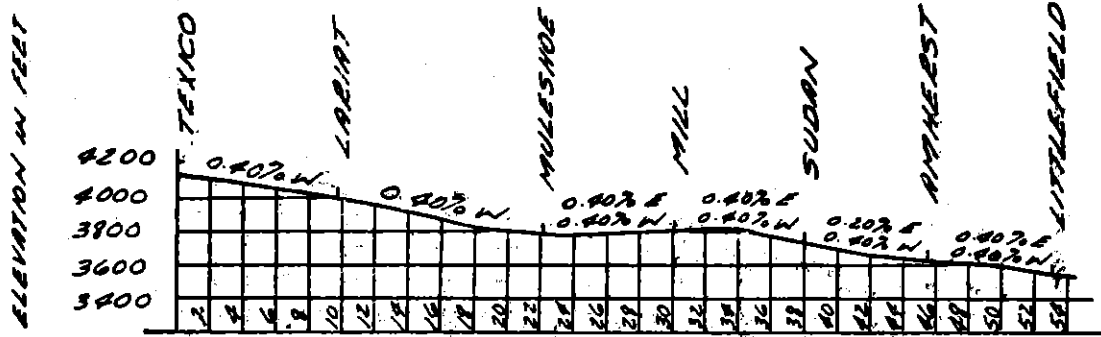
SECOND DISTRICT



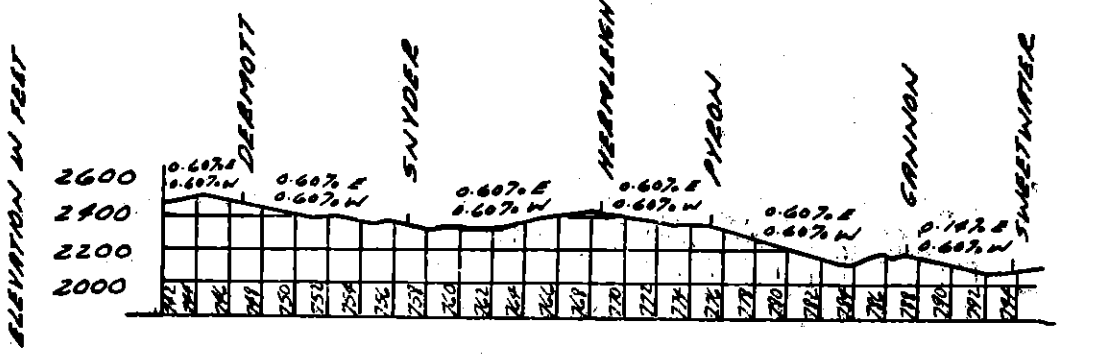
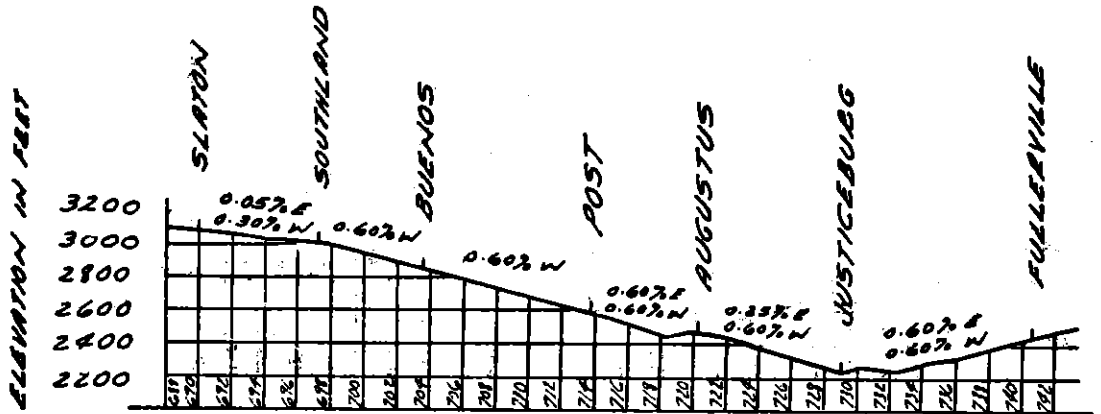
THIRD DISTRICT



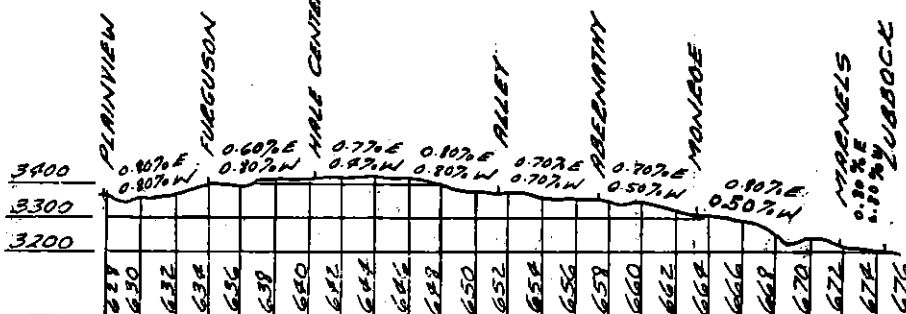
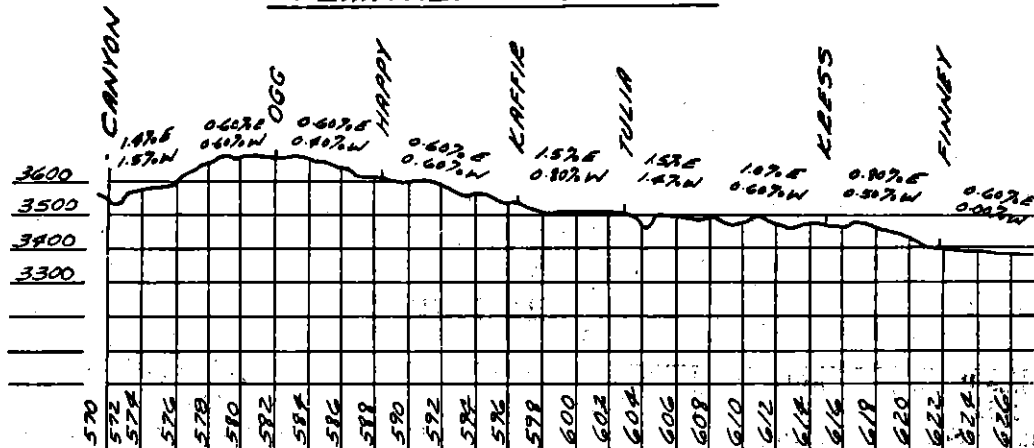
FOURTH DISTRICT



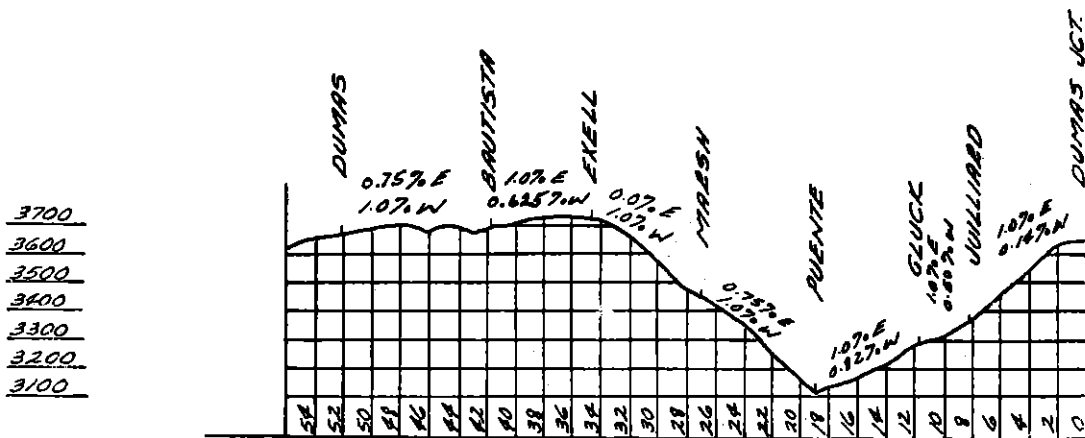
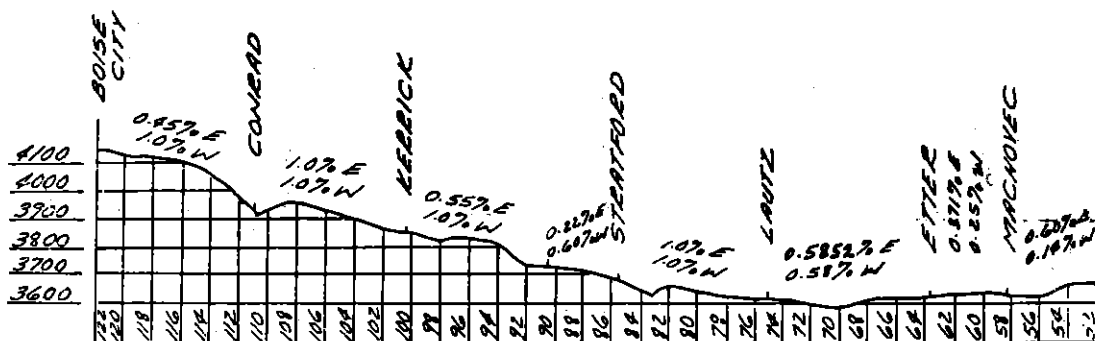
FIFTH DISTRICT



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.

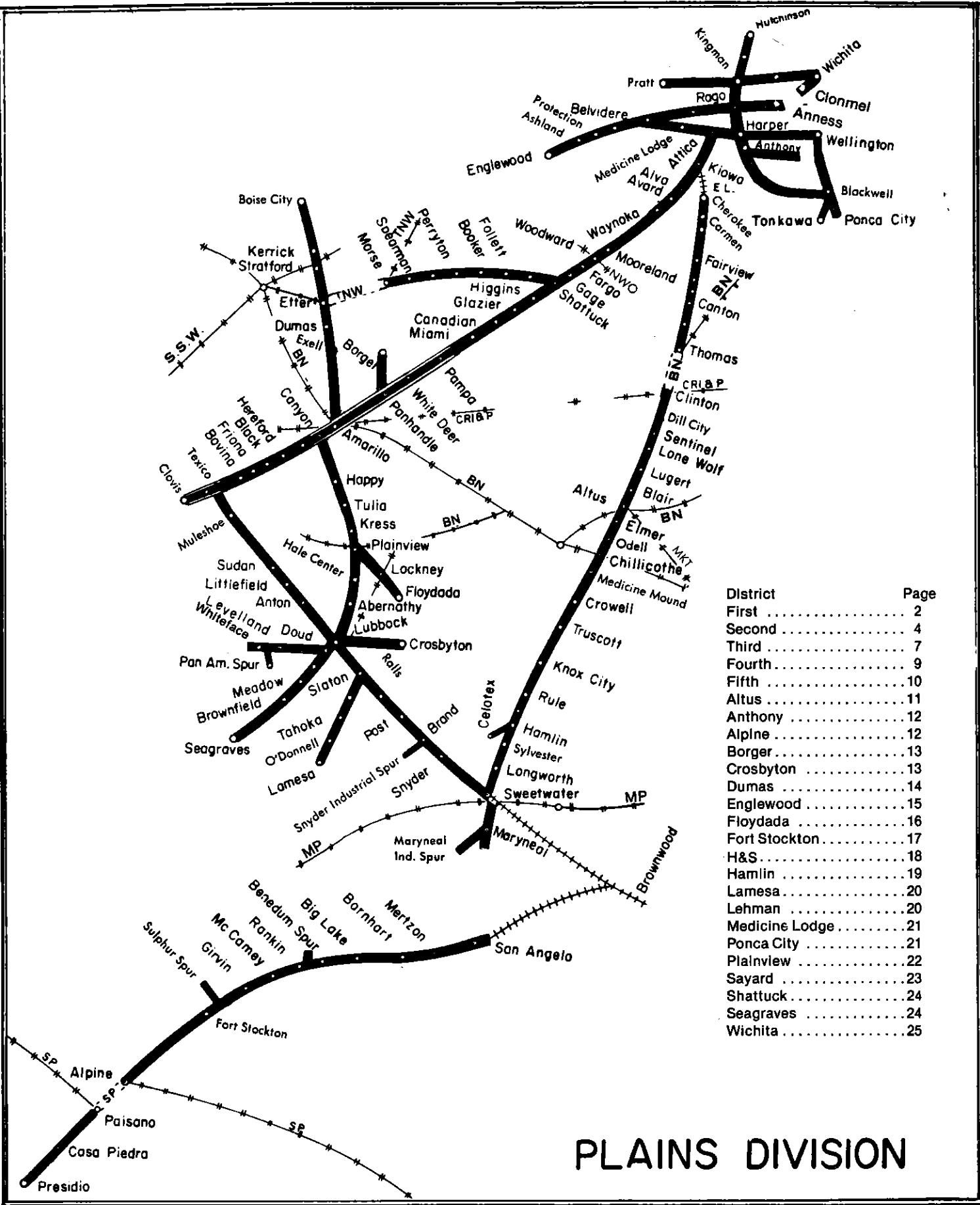
POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

PLACARD APPLIED ON CAR		PLACARD APPLIED ON CAR							
		EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
TYPE OF CAR	RESTRICTIONS	TYPE OF CAR							
		ANY CARS (except for occupying trailing end positions)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
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 FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓		✓ ^②			
7	AS 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	CAR PLACARDED POISON GAS	✓			✓	✓	✓		
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓				
18	CAR PLACARDED RADIOACTIVE	✓	✓	✓		✓	✓		

MUST NOT BE PLACED NEXT TO CAR PLACARDED

FOOTNOTES

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② Restricts the placement of loaded placarded tank cars, other than combustible, next to loaded flat cars - including loads on chain tiedown flats. Bi-levels, tri-levels and TOFC/COFC (other than those placarded "Explosives A", "Radioactive" or "Poison Gas") are not restricted under this rule.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87



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PLAINS DIVISION