

RESTRICTED SPEED

Definition

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

RULE 455, ORAL AUTHORIZATION BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT

When using Track Bulletin Form B, the following words will be used when granting verbal authority and acknowledging such authority:

"Foreman _____ (name) _____ (of Gang No. _____) using track bulletin No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision".

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

" (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping".

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

" (train) _____ may proceed through the limits at _____ MPH (or at "maximum authorized speed.")

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) To require train or engine to move at a speed less than restricted speed, the following will be added:

" (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____").

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These restrictions must be repeated by the engineer and "OK" received from employe giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

SPEED TABLE

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



SANTA FE SAFETY FIRST



The
Atchison, Topeka and
Santa Fe
Railway Co.

WESTERN LINES

PLAINS DIVISION

TIME TABLE No.

1

IN EFFECT

Sunday, Oct. 27, 1985

At 12:01 A.M.
Central Time

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

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



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

ASSISTANT SUPERINTENDENT

G. A. HARVILLE Amarillo, Tex.

TRAINMASTERS

J. L. RAINEY Amarillo, Tex.
J. H. DAVIDSON Wellington, Kan.
B. H. SLAUGHTER Amarillo, Tex.

TRAINMASTER—ROAD FOREMAN OF ENGINES

G. D. CASSIDY Lubbock, Tex.

ASST. TRAINMASTERS

G. D. BUSBOOM Amarillo, Tex.
J. T. AVANT Amarillo, Tex.
S. P. MOUNTAIN Borger, Tex.

DIVISION RULES EXAMINER

A. C. WESTBROOK Amarillo, Tex.

SUPERVISOR OF AIR BRAKES GENERAL ROAD FOREMAN OF ENGINES

M. B. SPEARS Amarillo, Tex.

ROAD FOREMAN OF ENGINES

J. L. WILES Amarillo, Tex.
D. L. WHITE Wellington, Kan.

SAFETY SUPERVISORS

J. D. WILDE Amarillo, Tex.

CHIEF DISPATCHER

B. L. BRANT Amarillo, Tex.

ASST. CHIEF DISPATCHERS—AMARILLO

A. B. CAUDLE T. L. BRADLEY B. BLACK
O. A. HARRELSON H. C. WHITE G. P. FOWLER

DISPATCHERS—AMARILLO

R. R. WOOD J. W. MARSHALL J. L. BEWLEY
G. C. BRUNSON E. S. ABBOTT L. D. COLE
W. D. PARKER D. L. HOWARD L. S. PARK
J. W. OLSON J. E. WILLBURN L. W. STALLINGS
L. A. STEWART D. W. BALLEW J. C. PEARCEY
J. M. STANDIFER L. G. GILLESPIE D. C. MCKINNEY
K. D. GRUBB D. L. WALKER S. K. NIX
R. L. WARREN B. A. BRIDGES C. A. TALBOT

Hall 10-85—10M 3425

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SPECIAL INSTRUCTIONS

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EXPLANATION OF CHARACTERS

A	—Automatic Interlocking
B	—General Orders/Bulletins
C	—Office of Communication
g	—Gate, normally lined against conflicting route.
G	—Gate, normally lined against this subdivision.
g	—Gate, left lined in position last used.
M	—Manual Interlocking
P	—Telephone
Q	—Radio Communication
R	—Register Station
S	—Crossing protected by stop sign
X	—Crossover (DT)
T	—Turning facility
MT	—Main Tracks

ROADWAY SIGNS

Temporary Restrictions:	Red, Yellow and Green flags or metal disc.
Permanent Speed Sign:	Square or rectangular in shape, yellow with black numerals or green.
Permanent Stop Sign:	Rectangular in shape, red color.
Whistle Sign:	Square in shape, white with black letter "W".

WEST-WARD ↓		FIRST SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
2194	3550	WELLINGTON	BPQT		238.9
	12500	ROLAND			242.1
2202	7800	MAYFIELD			247.0
2209	8450	MILAN			254.1
2214	7300	ARGONIA			259.2
		M. P. Crossing	M		259.6
2221	13010	DANVILLE			266.5
2229	19477	HARPER	PQT		273.8
2235	7300	EULA			280.3
2240	S6650 N7700	ATTICA	PT		285.6
2247	10500	CRISFIELD			292.2
2255	11282	HAZELTON			299.8
2261	17800	KIOWA	PT		306.9
		M. P. Crossing	M		307.8
2266	10178	LODER			313.2
2271		CAPRON			316.4
	11400	BRINK			319.5
2279		ALVA			324.7
2284	18966	NOEL			328.9
2290	7531	AVARD			335.7
					342.4
2300		WAYNOKA	BPQT	CTC 2MT	345.5
		(106.6)			

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

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

First Subdivision	MPH	
	Psg.	Fr.
First Subdivision	70	55*

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

- Train does not contain empty cars (10-Pack cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- Train does not exceed 5,500 tons.
- Train does not exceed 8,500 feet.
- Train does not average more than 80 tons per car.
- Locomotive can control speed to 70 MPH without use of air brakes.

FIRST SUBDIVISION—SPECIAL INSTRUCTIONS

(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	40
RR Crossing, M.P. 307.8	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 345.8	30

*City ordinance, speed restriction applies over street or highway crossings 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 dual control.

"D"—Dual Control Switch				
Station	Type	Location	MPH	
Wellington	D	Turnout end DT	40	
	D	Turnouts to leads, M.P. 236.9 - M.P. 237.1	20	
	D	Turnout to Eastern Division	20	
	D	East end siding	15	
	D	H. & S. Subdiv. junction switch	15	
	D	Turnout west lead, west end freight yard	30	
	D	Turnout east lead, west end freight yard	15	
	D	Crossover, M.P. 238.6	30	
	Harper	D	Crossover, M.P. 273.1	40
		D	Crossover, M.P. 274.4	15
D		Crossover, siding to No. 1 track	15	
D		Turnout to H. & S. Subdiv.	15	
D		Both ends No. 1 yard track	10	
Kiowa	D	Crossover, M.P. 306.6	40	
	D	Crossover, M.P. 307.2	40	
	D	Turnout to Enid Subdiv., M.P. 307.2	15	
	D	Crossover, M.P. 308.0	40	
Noel	D	Turnout from siding to Track 2105	20	
	D	Both ends of siding	30	
Avard	D	Turnout to BN Ry.	35	
Waynoka	D	East end extension track	40	
	D	Turnout east end Two Tracks, M.P. 342.4	40	
	D	South Track to yard, M.P. 342.5	15	
	D	East Crossover, M.P. 345.1	30	
	D	West Crossover, M.P. 345.1	15	
	D	South Track to yard, M.P. 345.2	15	
	D	Turnout west end Two Tracks, M.P. 346.9	40	

FIRST SUBDIVISION—SPECIAL INSTRUCTIONS

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Mayfield Cooperative Elevator	249.2	1215

3. TRACK SIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 269.9	Hot Box	Eastward—M.P. 267.8 Westward—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	Eastward—M.P. 294.0 Westward—M.P. 299.4
M.P. 316.1	Hot Box	Eastward—M.P. 314.3 Westward—M.P. 318.3
M.P. 320.8	Dragging Equipment	Westward—M.P. 322.7
M.P. 329.5	Dragging Equipment	Eastward—M.P. 327.2
M.P. 339.3	Hot Box & Drg. Equip.	Eastward—M.P. 337.0 Westward—M.P. 340.9

WEST- WARD ↓	SECOND SUBDIVISION			↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
2300		WAYNOKA BPQT	CTC 2MT	345.0
2305	8225	HEMAN ^{5.6}		351.8
2311	11804	BELVA ^{4.5}		356.3
2316	10329	QUINLAN ^{5.3}		361.6
2322	7103	CURTIS ^{5.5}		367.1
2326	7924	MOORELAND ^{3.9}		371.0
2336	14649	WOODWARD ^{10.3} P		382.8
		N.W.O. Crossing ^{0.2} M		383.0
2340	7267	GERLACH ^{3.3}		386.3
2346	8164	TANGIER ^{6.3}		392.6
2352	7785	FARGO ^{5.7}		398.3
2360	7683	GAGE ^{8.4}		406.7
2368	N7637 S5703	SHATTUCK ^{7.7} BPT		414.4
2374	10978	GOODWIN ^{6.5}		421.0
16001	11170	HIGGINS ^{7.7}		428.7
16009	11803	COBURN ^{8.6}		437.3
16017	10910	GLAZIER ^{6.8}		444.1
	20609	CLEAR CREEK ^{5.3}		449.4
16028	19620	CANADIAN ^{5.7} PT		455.1
16038	11017	MENDOTA ^{8.4}		463.5
16043	11532	LORA ^{7.7}		471.2
16049	11723	MIAMI ^{5.7}		476.9
16056	11104	CODMAN ^{6.9}		483.8
16064	10788	HOOVER ^{7.4}		491.2
16072	S8743 N6470	PAMPA ^{7.6} PT	CTC 2MT	498.8
16078		KINGS MILL ^{7.1} X		505.9
16085	S5402 N7610	WHITE DEER ^{6.9} X		512.8
16091		CUYLER ^{5.8} X		518.6
16099	S 5368 N13507	PANHANDLE ^{7.4} XT		526.0
16106		LEE ^{7.2} X		533.2
16114		ST. FRANCIS ^{7.8} X		541.0
16119		FOLSOM ^{5.1}		546.1
		B.N. Crossing ^{6.1} M		552.2
		EAST TOWER ^{0.1} MPQT	CTC 2MT	552.3
		B.N. Crossing ^{2.0} M		
16126		AMARILLO BPQTX	ABS DT	554.3
		(206.5)		

SECOND SUBDIVISION

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.

CTC 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, except on south siding Shattuck.

TWC IN EFFECT: Between Pampa, M.P. 500.8 and M.P. 550.5 and between East Tower and M.P. 555.8.

RULE 94 IN EFFECT: At Amarillo between East Tower and M.P. 555.8, Third Subdiv.

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) 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 East Tower — Rule 315(A), when crank operated power switches are used in hand position (cranked over); switches must not be returned to power or motor position until movement is clear of switches.

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

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Second Subdivision	MPH	
	Psg.	Fr.
Second Subdivision	70	55*
Against current of traffic on double track between East Tower and Pampa	59	49
(Celanese Corp. Coal Track): To Spring Switch On Loop		15 10
(Pantex Ordnance Spur)		20
(Pampa Industrial Spur, M.P. 0.0 to 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 chassis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 8,500 feet.
- (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 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

(Cont'd.)

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

(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	40
3 Curves,	M.P. 385.5 to 388.9	55
Curve,	M.P. 389.6 to 389.9	65
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
*Track,	M.P. 476.3 to 477.8	60
5 Curves,	M.P. 477.8 to 480.9	65
5 Curves,	M.P. 552.0 to 553.7	20
RR Crossings,	M.P. 552.3	20

*City ordinance, speed restriction applies over street or highway crossings 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 CTC limits, except those listed below, 40 MPH, other main track switches, except those listed below, 15 MPH.

Within CTC limits switches at each end of sidings are dual control.

"D"—Dual Control Switch
 "S"—Spring Switch

Station	Type	Location	MPH
Waynoka	D	East end extension track	40
	D	Turnout east end Two Tracks, M.P. 342.4	40
	D	South Track to Yard, M.P. 342.5	15
	D	East Crossover, M.P. 345.1	30
	D	West Crossover, M.P. 345.1	15
	D	South Track to Yard, M.P. 345.2	15
	D	Turnout west end Two Tracks, M.P. 346.9	40
Curtis	D	Both ends siding	30
Woodward	D	Double crossover, M.P. 381.3	40
Shattuck	D	Crossover, M.P. 414.7	10
	D	Turnout to Shattuck Dist.	10
Higgins	D	Crossover, M.P. 428.0	40
Coburn	D	Crossover, M.P. 437.0	40
Clear Creek	D	Double crossover, M.P. 450.3	40
Canadian	D	Double crossover, M.P. 455.4	30
	D	Double crossover, M.P. 456.8	40
Miami	D	Crossover M.P. 476.8	40
Pampa	D	Turnout to North Track, M.P. 497.3	50
	D	Both ends South siding	40
	D	Both ends North siding	30
	D	Double crossover, M.P. 500.8	40
Kings Mill	D	Turnout to Celanese Corp. Coal Track	15
	S	On Loop Celanese Corp. Coal Track	10
Panhandle	S	West end North siding	15
East Tower	D	Crossover, M.P. 550.5	30
	D	Turnouts to East leg of wye	20
	D	Turnout to Dumas Subdiv., M.P. 552.3	10
	D	Turnout to Western stock yards, M.P. 552.3	10
	D	Crossover, M.P. 552.3	10
	D	Turnouts to main tracks and freight leads, M.P. 552.4	20
	D	Dumas Subdiv. to B.N.	10

SECOND SUBDIVISION—SPECIAL INSTRUCTIONS

2. 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

3. TRACKSIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 367.3	Dragging Equipment	Westward—M.P. 368.9
M.P. 369.0	Hot Box	Eastward—M.P. 367.3* Westward—M.P. 370.7*
Bridge 376.4 and Bridge 376.8	High Water	Eastward—Signal 3782 Westward—Signal 3761
M.P. 385.8	Dragging Equipment	Eastward—M.P. 384.0
M.P. 396.1	Hot Box	Eastward—M.P. 394.2 and M.P. 392.6* Westward—M.P. 398.0 and M.P. 399.6*
Bridge 398.0	High Water	Eastward—Controlled signals east end siding Fargo Westward—Signal 3961
Bridge 403.5	High Water	Eastward—Signal 4032 Westward—Signal 4011
Bridge 404.5 and Bridge 405.0	High Water	Eastward—Controlled signals east end siding Gage Westward—Signal 4031
Bridge 409.6	High Water	Eastward—Signal 4112 Westward—Signal 4091
M.P. 424.0	Hot Box	Eastward—M.P. 421.5* Westward—M.P. 426.1*
M.P. 449.0	Hot Box and Dragging Equipment	Eastward—M.P. 447.0 and M.P. 445.2* Westward—M.P. 450.7 and M.P. 452.5*
M.P. 461.2	Dragging Equipment	Eastward—M.P. 459.8
Bridge 461.2 and Bridge 462.3	High Water	Eastward—Controlled signals east end siding Mendota Westward—Signal 4611
Bridge 465.0	High Water	Eastward—Signal 4662 Westward—Controlled signals west end siding Mendota
Bridge 468.7	High Water	Eastward—Controlled signals east end siding Lora Westward—Signal 4681
Bridge 470.5	High Water	Eastward main track—controlled signal west end siding Lora Eastward on siding—Signal 4714 Westward—Controlled signals east end siding Lora
Bridge 472.7	High Water	Eastward—Signal 4742 Westward—Controlled signals west end siding Lora

(Cont'd.)

SECOND SUBDIVISION—SPECIAL INSTRUCTIONS

3. TRACKSIDE WARNING DEVICES (Cont'd.)

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 474.3	Hot Box	Eastward—M.P. 472.4 and M.P. 470.0* Westward—M.P. 476.1 and M.P. 478.0*
Bridge 481.0	High Water	Eastward—Signal 4812 Westward—Signal 4791
Bridge 482.0 and Bridge 483.2	High Water	Eastward—Controlled signals east end siding Codman Westward—Signal 4811
Bridge 486.3	High Water	Eastward—Signal 4872 Westward—Controlled signals west end siding Codman
Bridge 488.1	High Water	Eastward—Controlled signals east end siding Hoover Westward—Signal 4871
M.P. 493.8	Hot Box & Dragging Equipment	Eastward—M.P. 492.0* Westward—M.P. 495.0*
M.P. 522.9	Hot Box	Eastward—M.P. 520.9 and M.P. 519.2* Westward—M.P. 525.1 and M.P. 527.2*

* Location of Hot Box Locator

WEST- WARD ↓		THIRD SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
16126		AMARILLO	BPQT	DTS ABS	554.3
16131		ZITA			558.8
16136		HANEY		CTC 2MT	563.0
16143	5436	CANYON	PT		570.4
16153	23460	UMBARGER		C T C	580.5
16159	10827	DAWN			586.5
16166	11006	JOEL			593.3
16172	S5641 N7824	HEREFORD	BPQ		599.5
16180	10806	SUMMERFIELD			607.8
16187	11953	BLACK			614.7
16194	8276	FRIONA			621.8
16201	19337	PARMERTON			628.3
16207	8179	BOVINA			634.1
16214	11959	WILSEY			641.0
16220	6903	TEXICO	PT	CTC 2MT	647.4
16229		CLOVIS	BPQT		656.7
		(102.4)			

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.

RULE 94 IN EFFECT: At Amarillo, between East Tower, and M.P. 555.8.

CTC 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.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
Third Subdivision	70	55*
(Canyon siding)	40	40

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

- Train does not contain empty cars (10-Pack cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- Train does not exceed 5,500 tons.
- Train does not exceed 8,500 feet.
- Train does not average more than 80 tons per car.
- 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.

THIRD SUBDIVISION—SPECIAL INSTRUCTIONS

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
5 Curves, M.P. 552.0 to 553.7 (Second Subdiv.)	20
*Crossings, M.P. 569.5 to 571.0	55
Curve, Plainview Subdiv. main track, M.P. 570.9 to 571.2	30
*Crossings, M.P. 597.8 to 599.7	45
2 Curves, M.P. 647.2 to 647.6 (South Track)	30
2 Curves, M.P. 647.0 to 647.6 (North Track)	30

*City ordinance, speed restriction applies over street or highway crossings 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 Subdivision are dual control.

"D"—Dual Control Switch

Station	Type	Location	MPH
Amarillo	D	Turnouts to yard, M.P. 555.8	10
	D	Crossover, M.P. 555.8	40
Zita	D	Crossover, M.P. 558.3	40
	D	Turnout to east end storage track	15
Haney	D	Crossover, M.P. 561.2	40
Canyon	D	Crossover, M.P. 569.4	40
	D	East end siding	40
	D	West end siding	15
	D	Crossover, M.P. 570.8	40
	D	Crossover, M.P. 570.9	30
	D	Crossover between South Track and Plainview Subdiv., M.P. 570.9	30
	D	Turnouts to or from North or South Tracks at end of Two Tracks, M.P. 572.2	60
Umbarger	D	Crossover, M.P. 578.9	40
Hereford	D	Both ends North Siding	30
Parmerton	D	Crossover, M.P. 628.3	40
Texico	D	Turnout to or from South Track at end of Two Tracks, M.P. 646.0	40
	D	Both ends siding	20
	D	Turnout to Fourth Subdiv., M.P. 647.3	20
	D	Double Crossover, M.P. 649.1	40
	D	Turnouts to East Leg of Wye	10
	D	Turnout from South Track, west of Hull Street, to 199 lead	15
Clovis	D	Turnout from North Track to industry lead	15
	D	Turnouts from South Track to yard	30
	D	Crossovers between North and South Tracks	40
	D	Turnouts from South Track to Track 0103	40
	D	Turnout from South Track, west of Hull Street, to 199 lead	15

2. 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

(Cont'd.)

THIRD SUBDIVISION—SPECIAL INSTRUCTIONS

2. TRACKS BETWEEN STATIONS (Cont'd.)

Location	Mile Post	Track Capacity In Feet
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

3. TRACK SIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 574.3	Hot Box	Eastward—M.P. 572.2 Westward—M.P. 576.4
M.P. 595.7	Hot Box	Eastward—M.P. 594.0 Westward—M.P. 597.5
M.P. 618.7	Hot Box	Eastward—M.P. 616.6 Westward—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	Eastward—M.P. 635.3 Westward M.P. 639.7

WEST-WARD ↓ FOURTH SUBDIVISION ↑ EAST-WARD

Station Numbers	Siding Feet	STATIONS		Mile Post
16620		SLATON	BPQT	690.0
16609	4916	BURRIS		679.8
		B.N. Crossing	M	676.6
16604		LUBBOCK	BPOX	674.6
		LUBBOCK JCT.	TX	88.6
16722	5326	SHALLOWATER		78.1
15064	5292	ANTON		65.6
15053	7341	LITTLEFIELD		53.0
15038	4757	SUDAN		38.1
15030	5416	MILL		30.1
15022	11630	MULESHOE		22.2
15009	11721	LARIAT		9.8
16220	6903	TEXICO	PT	0.0
		(105.1)		

DOUBLE TRACK: Lubbock, between Lubbock Jct. and B.N. crossing.

CTC IN EFFECT: On main track between Slaton and B.N. crossing; between Lubbock Jct. and Texico; on Plainview Subdivision 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.

RULE 94 IN EFFECT: At Lubbock, on Double Track.

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Fourth Subdivision	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 23.0	45
*Crossing, M.P. 50.4 to 51.8	45
*Crossings, M.P. 51.8 to 53.9	30
*Crossings, M.P. 53.9 to 55.6	45
*Crossings, M.P. 86.5 to 88.6	30
RR Crossing, M.P. 676.6	40
Track, M.P. 689.5 to 690.2	30

*City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

FOURTH SUBDIVISION—SPECIAL INSTRUCTIONS

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings Fourth Subdivision, except those listed below, 30 MPH; other main track switches, except those listed below, 15 MPH.

Switches at each end of sidings on Fourth Subdivision are dual control.

"D"—Dual Control Switch

Station	Type	Location	MPH
Slaton	D	Turnouts to yard	30
	D	Turnout to Track 4315	15
Burris	D	Both ends siding	15
Lubbock	D	East end Double Track	40
	D	Turnout from North Track to east end lower yard	10
Lubbock Jct.	D	West end Double Track	40
	D	Turnout to west leg of wye	15
	D	Crossover between North and South Tracks	30
	D	Turnout from North Track to Plainview Subdivision	30
	D	Turnout to Seagraves Subdivision	15
	D	Turnout from North Track to yard	15
	D	Wye switch on Plainview Subdivision	15
M.P. 27.1	D	Southwestern Public Service Industrial Spur	20

2. 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
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

3. TRACKSIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 26.1	Hot Box & Dragging Equip.	Radio Readout
Bridge M.P. 34.5	High Water	Eastward—Signal 341 Westward—Controlled signals at West end of siding Sudan
M.P. 56.7	Hot Box & Dragging Equip.	Radio Readout

WEST-WARD ↓		FIFTH SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
16813		SWEETWATER	BPQT	CTC	793.7
		ORIENT JCT.			792.6
	12253	GANNON			787.3
16705	7106	PYRON			775.3
16698	4878	HERMLEIGH			768.6
16686	5701	SNYDER			756.9
16676	4754	DERMOTT			746.8
16670	7543	FULLERVILLE			740.6
16658	5154	JUSTICEBURG			729.0
16650	5482	AUGUSTUS			720.3
16643	6911	POST			713.8
16633	5400	BUENOS			703.6
16627	9497	SOUTHLAND			697.3
16620		SLATON	BPQT		690.0
		(103.7)			

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

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Fifth Subdivision	55
(Snyder Industrial Spur, M.P. 751.9)	10

(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

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

*City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

FIFTH SUBDIVISION—SPECIAL INSTRUCTIONS

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings Fifth Subdivision, except those listed below, 30 MPH; other main track switches, except those listed below, 15 MPH.

Switches at each end of sidings on Fifth Subdivision are dual control.

"D"—Dual Control Switch

Station	Type	Location	MPH
Sweetwater	D	Tail Track	10
	D	East end Track 0201	20
	D	Turn out from Main Track to west end Track 0201	20
	D	East and West legs of Wye	10
	D	Orient Jct.	10
Hermleigh	D	Both ends siding	15
Dermott	D	Both ends siding	15
Slaton	D	Turnout to yard	30
	D	Turnout to Lamesa Subdiv.	15

2. 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

3. TRACKSIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 709.0	Hot Box & Dragging Equipment	Eastward—M.P. 710.0
		Westward—M.P. 708.0
M.P. 743.4	Hot Box & Dragging Equipment	Radio Readout
M.P. 766.1	Hot Box	Eastward—M.P. 768.0
		Westward—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.

WEST-WARD ↓		ALTUS SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
6697		CHEROKEE	R		299.9
		6.2			
20097	3150	YEWED			306.1
		8.4			
20106	2900	CARMEN			314.5
		0.3			
		B.N. Crossing	G		314.8
		4.5			
20110		ALINE			319.3
		10.6			
20121	1500	ORIENTA			329.8
		6.2			
20127		FAIRVIEW	P		336.0
		11.6			
20139	2400	LONGDALE			347.6
		6.4			
20145	2050	CANTON			354.0
		11.0			
20156	2050	OAKWOOD			365.0
		13.8			
20170	2050	THOMAS			378.8
		7.2			
		FOLEY		B.N. Ry. Co.	T W C
		2.2			
20179		CUSTER CITY			
		10.6			
		EWING			398.8
		2.2			
15739		CLINTON	BPT		401.0
		17.3			
20209		BURNS JCT.	T		418.3
		1.6			
20211	1900	DILL CITY			419.9
		8.8			
20220	2100	SENTINEL			428.7
		6.1			
20226		CAMBRIDGE			434.8
		5.8			
		Co-op Crossing			440.6
		0.3			
20232	1750	LONE WOLF			440.9
		6.7			
20239		LUGERT			447.6
		9.9			
20249	2550	BLAIR			457.5
		9.8			
20258		ALTUS	P		467.3
		(167.4)			

TWC IN EFFECT: On Altus Subdivision, under the direction of Santa Fe dispatcher between Altus and Ewing and Ewing and Foley and Cherokee and B.N. dispatcher between Ewing and Foley. B.N. track warrants must be copied on B.N. Track Warrant forms.

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

Crews going on duty Wellington enroute Altus Subdivision must secure Track Warrant at Wellington.

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

At Foley and Ewing, the Junction Switches are spring switches, normally lined for B.N.

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.

YARD LIMITS ALTUS SUBDIVISION

Cherokee, M.P. 299.9 to 301.2
Fairview, M.P. 334.6 to 337.4
Altus, M.P. 466.1 to 468.6

ALTUS SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Altus Subdivision	20
(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	20
*Crossing, M.P. 336.6	10
RR Crossing, M.P. 440.6 Stop. Rule 98	20
*Crossing, M.P. 467.4	10
RR Crossing, M.P. 467.6 Stop. Rule 98	10
RR Crossing, M.P. 468.1, Auto Interlocking	20
RR Crossing, M.P. 134.6 (Clinton Ind. Spur) Stop. Rule 98	10

*City Ordinance, speed restriction applies over street or highway crossings 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. 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

WEST-WARD ↓		ANTHONY SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
		End Of Track		42.8	
5583		METCALF ^{0.3}		43.1	
5589		BLUFF CITY ^{5.1}		48.2	
		M. P. Crossing ^{10.4} G		58.6	
4470		ANTHONY ^{0.5}		59.1	
		(16.3)			

Trains and engines must secure Track Warrant before leaving Anthony, unless authorized by train dispatcher.

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Anthony Subdivision	10

(C) SPEED RESTRICTIONS - VARIOUS

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

(D) SPEED RESTRICTIONS - SWITCHES

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

WEST-WARD ↓		ALPINE SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
20673		FORT STOCKTON	PT	TWC	881.7
20684	2180	BELDING			892.9
20695	1825	CHANCELLOR			904.3
20708	2270	HOVEY			917.2
20725		TITLEY			934.4
20735	2576	ALPINE	P		944.3
		ALPINE JCT.	} 2 } 3	CIC	945.6
		PAISANO JCT.			956.7
20748	1626	PAISANO		TWC	956.9
20760	1656	TINAJA			969.3
20776	1376	PERDIZ			984.5
20785	1662	PLATA			993.7
20794	1674	CASA-PIEDRA			1002.9
20818		PRESIDIO	BPQT		1026.7
		International Bridge			1029.1
		End Of Track			(147.4)

TWC IN EFFECT: Between Fort Stockton and Alpine Jct.; Paisano Jct. and Presidio.

RULE 94 IN EFFECT: Between Alpine, M.P. 941.0 and Alpine Jct., M.P. 945.6.

YARD LIMITS

ALPINE SUBDIVISION

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

SPECIAL INSTRUCTIONS

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 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 1010.2	10

*City ordinance, speed restriction applies over street or highway crossings 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 MPH.

WEST-WARD ↓		BORGER SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
		End Of Track		TWC	31.2
18229		BORGER	BPQ		27.8
18217	3787	McBRIDE			15.8
18207	3695	ABELL			5.5
16099		PANHANDLE			0.0
		(32.5)			

TWC IN EFFECT: On Borger Subdivision.

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

At Panhandle, trains will be governed by Second Subdivision Timetable rules.

YARD LIMITS

BORGER SUBDIVISION

Borger, M.P. 22.9 to 31.2
Panhandle, M.P. 1.5 to 0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Borger Subdivision	49
(Borger, West Leg Lead Track 0401)	20

(D) SPEED RESTRICTIONS - SWITCHES

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

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Phillips Petroleum Co.	15.4	15099

WEST-WARD ↓		CROSBYTON SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
16604		LUBBOCK	BPQX	TWC	
		8.7 B.N. Crossing			8.0
15112		3.3 IDALOU			11.3
15120		8.3 LORENZO			19.6
15129		8.8 RALLS			28.4
15138		9.4 CROSBYTON			37.8
		0.7 End Of Track			38.5
		(39.2)			

TWC IN EFFECT: On Crosbyton Subdivision.

At Lubbock, trains will be governed by Fourth Subdivision timetable rules.

YARD LIMITS
CROSBYTON SUBDIVISION
Lubbock, M.P. 0.0 to 3.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Crosbyton Subdivision	20

(C) SPEED RESTRICTIONS - VARIOUS

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

*City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

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

WEST-WARD ↓		DUMAS SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
16126		AMARILLO	BPQTX	TWC	554.3
		2.0 B.N. Crossing	PQM		552.3
		0.1 EAST TOWER	M		0.1
		0.9 B.N. Crossing	T		1.0
		7.2 DUMAS JCT.			8.2
18510	8300	10.6 JUILLIARD			18.8
18520	3241	8.4 PUENTE			27.2
18529	3547	7.4 MARSH			34.6
18536	3160	6.7 EXELL			41.3
18543		10.8 BAUTISTA			52.1
18553	2862	6.2 DUMAS			58.3
		5.3 MACHOVEC	g		63.6
		0.4 T.N.W. Crossing	T		64.0
18565	3291	11.1 ETTER			75.1
18576		10.4 LAUTZ	A		85.5
		0.2 S.S.W. Crossing		85.7	
18587	3168	14.4 STRATFORD		100.1	
18601	8200	10.9 KERRICK		111.0	
18612	3140	11.6 CONRAD		122.6	
7859		BOISE CITY	BPQT		
		(125.2)			

TWC IN EFFECT: On Dumas Subdivision.

At East Tower, and between East Tower and Amarillo trains will be governed by Second Subdivision timetable rules.

RULE 94 IN EFFECT: Between M.P. 0.1 and M.P. 4.5.

Eastward trains must secure authority from Supervisor Operations, Amarillo, to enter yard, before fouling ASARCO Industry lead, M.P. 2.5.

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

YARD LIMITS
DUMAS SUBDIVISION
Boise City, M.P. 120.7 to 122.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Dumas Subdivision	49
(ASARCO-SWPS Industrial Spur):	
M.P. 0.0 to 4.0	10
Beyond M.P. 4.0	5
(Machovec Industrial Spur):	
M.P. 0.0 to 2.3	10
M.P. 2.3 to 5.7	20

(B) SPEED RESTRICTIONS - TONNAGE

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

DUMAS SUBDIVISION SPECIAL INSTRUCTIONS

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
B.N. Crossing, East leg of wye, East Tower	20
8 Curves, M.P. 553.7, Second Subdiv. to M.P. 1.0, Dumas Subdiv.	20
RR Crossing, M.P. 552.3	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	30
*Crossings, M.P. 85.2 to 86.6	35
RR Crossing, M.P. 85.5	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

*City ordinance, speed restriction applies over street or highway crossings 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. 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	10337
Triangle Grain Co.	61.9	649
James R. Lovell	82.8	1358

3. TRACKSIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
Bridge 111.5	High Water	*Eastward—M.P. 112.9 *Westward—M.P. 110.6

*Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

WEST-WARD ↓		ENGLEWOOD SUBDIVISION		↑ EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
		SOUTH JCT. 2.7		TWC	208.8	
		WICHITA JCT. 0.9			211.5	
		M.P. Crossing 2.7			G	212.4
20006		PROSPECT 2.5				215.1
20009		SCHULTE 6.2				217.6
20015		CLONMEL 0.3				223.8
		End Of Track			224.1	
		End Of Track 0.7		TWC	26.4	
4727		ANNESS 6.8				27.1
4734		NORWICH 0.8				33.9
		M.P. Crossing 12.1			g	34.7
4448		RAGO A.T. & S.F. Crossing 4.5			T	46.8
4752		SPIVEY 6.7				51.3
4758		ZENDA 7.7				58.0
4766	1700	NASHVILLE 7.3				65.7
4773		ISABEL 7.5				73.0
4781		SAWYER 8.0				80.5
4789	2200	COATS 6.6				88.5
4795		SPRINGVALE 2.9				95.1
4798		CROFTS 5.3				98.0
		O. B. JCT. 1.1				103.3
4805		BELVIDERE 12.1			T	104.4
4817		WILMORE 8.5				116.5
4825		COLDWATER 9.7			125.0	
4835	3150	PROTECTION 9.8			134.7	
4845		SITKA 6.3			144.5	
4851		ASHLAND 8.0			150.8	
4859		ACRES 7.3			158.8	
4866		ENGLEWOOD 0.3		T	166.1	
		End Of Track			166.4	
		(155.1)				

TWC IN EFFECT: On Englewood Subdivision.

Between North Wichita and South Jct., trains will be governed by Middle Division timetable rules.

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

All sidings are equipped with derails.

(Cont'd.)

ENGLEWOOD SUBDIVISION (Cont'd.)

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

YARD LIMITS

ENGLEWOOD SUBDIVISION

Wichita Jct.-Prospect, M.P. 208.8 to 215.6
Rago, M.P. 45.9 to 47.7
Coldwater, M.P. 123.0 to 126.2

SPECIAL INSTRUCTIONS

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. 212.4	10
*Crossings, M.P. 214.7 to 215.0	10
*Crossing, M.P. 217.5	10
RR Crossing, M.P. 34.7	10
RR Crossing, M.P. 46.8 Stop. Rule 98.	10
*Crossing, M.P. 80.6	10
*Crossing, M.P. 125.1	10

*City ordinance, speed restrictions applies over street or highway crossings 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.

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Valley Feed Co.	211.6	298
Butler Paper Co.	211.6	239
Industry Spur	211.7	3279
Metal Fab Industries	211.9	298
Diamond Engineering Co. Spur	212.3	765
Run Around Track	213.2	718
Cessna Spur	214.4	568

WEST-WARD ↓		FLOYDADA SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
		End Of Track		TWC	27.0
16926		FLOYDADA T			26.6
16920		MUNCY			20.2
16916	2400	LOCKNEY			15.4
		B.N. Crossing			14.5
16910		AIKEN			10.2
		B.N. Crossing			2.2
		PLAINVIEW JCT. T			0.0
		(26.9)			

TWC IN EFFECT: On Floydada Subdivision.

YARD LIMITS

FLOYDADA SUBDIVISION

Plainview Jct., M.P. 4.4 to 0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Floydada Subdivision	30

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
RR Crossing, M.P. 2.2 Stop. Rule 98	20
RR Crossing, M.P. 14.5 Stop. Rule 98	20
4 Curves, M.P. 26.5 to 26.7	10
*Crossings, Floydada, Hwy 70 (Stop and flag).	5

*City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

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

WEST-WARD ↓		FORT STOCKTON SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
9227		SAN ANGELO	BPQT		714.5
20524	2308	TANKERSLEY			732.4
20537	2332	MERTZON			745.7
20547	2246	NOELKE			756.1
20563	2492	BARNHART			771.6
20582	3882	BIG LAKE	P	TWC	790.6
20601	2150	BENEDUM	T		809.2
20611	800	RANKIN			819.9
20630	2850	McCAMEY			838.6
20641	2152	GIRVIN			849.6
20655	2100	BALDRIDGE			863.8
20661		SULPHUR JCT.	T		869.4
20673		FORT STOCKTON	PT		881.7
					(167.9)

TWC IN EFFECT: On Fort Stockton Subdivision.

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

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

YARD LIMITS

FORT STOCKTON SUBDIVISION
 San Angelo, M.P. 709.7 to 722.0
 Fort Stockton, M.P. 880.2 to 884.7

SPECIAL INSTRUCTIONS

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 721.6	15
**Crossing, M.P. 790.7	30
*Crossings, M.P. 881.8 to 882.5	10

*City ordinance.

**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.

2. 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

WEST-WARD ↓		H. & S. SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
		S.S.W. JCT.	P		0.6
		S.S.W. Crossing			0.7
4414		CASTLETON			13.0
4421		PRETTY PRAIRIE			19.8
4425		VARNER			24.1
		East Kingman Jct.			31.6
4433		KINGMAN	PT		31.8
		West Kingman Jct.			32.5
		M.P. Crossing	g		32.8
4440		CARVEL			38.9
4445		BASIL			43.5
4448		RAGO			48.2
		A.T. & S.F. Crossing	T		48.2
4454		DUQUOIN			52.8
2229		HARPER	BPQT	TWC	59.7
4470		ANTHONY			69.4
		M.P. Crossing			70.0
4482		MANCHESTER			80.7
4487		GIBBON			85.7
4492		WAKITA			90.7
4498		CLYDE			96.9
4503		MEDFORD			102.2
		O.K.K.T. Crossing	M		102.5
4511		NUMA			109.5
4515		DEER CREEK			114.3
4519		NARDIN			118.3
		A.T. & S.F. Crossing		127.2	
4529		BLACKWELL	PQT	X34.3	
		A.T. & S.F. Crossing		X34.0	
4968		SUMPTER		X28.7	
4965		BRAMAN		X25.2	
4957		HUNNEWELL		X17.9	
4954		SOUTH HAVEN		X14.6	
4946		ROME		X 6.9	
2194		WELLINGTON	BPQT	X 0.0	
				(161.0)	

TWC IN EFFECT: On H. & S. Subdivision.

Between S.S.W. Jct. and Way, trains will be governed by Middle Division timetable rules.

At Harper and Wellington, trains will be governed by First Subdivision timetable rules.

(Cont'd.)

H. & S. SUBDIVISION (Cont'd.)

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

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

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

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

YARD LIMITS

H. & S. SUBDIVISION

S.S.W. 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 X33.5
Wellington, M.P. X1.1 to X0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
RR Crossing, (Aux. Track) M.P. 0.7 Stop. Rule 98	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	10
RR Crossing, M.P. 48.2 Stop. Rule 98	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	10
RR Crossing, M.P. 102.5 Stop and be governed by instructions in control box	10
RR Crossing, M.P. 127.2 Stop. Rule 98	10
*Crossings, M.P. 127.3 to 127.6 M.P. X33.8 to X34.4 Train and engine movements must be protected by Flagman	10
RR Crossing, M.P. X34.0 Stop. Rule 98	10
*Crossings, M.P. X0.0 to X0.7	15

*City ordinance, speed restriction applies over street or highway crossings 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. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓		HAMLIN SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
20258		ALTUS	P	TWC	467.3
		M.K.T. Crossing			467.6
		B.N. Crossing	A		468.1
20269	2650	ELMER			478.3
20279	2020	ODELL			488.3
		B.N. Crossing	M		497.3
20289	1800	CHILLICOTHE	P		497.5
20295	2700	MEDICINE MOUND			504.3
20306	2300	MARGARET			514.6
20312	3800	CROWELL			521.3
20320	1600	FOARD CITY			529.1
20330	2250	TRUSCOTT			538.4
20342	2400	BENJAMIN			551.1
20354	1150	KNOX CITY			563.1
20357	1600	O'BRIEN			565.7
20362	2050	ROCHESTER			570.5
20371	1650	RULE			580.1
20380	3650	SAGERTON			588.4
20397		HAMLIN	P		605.8
		(138.5)			

TWC IN EFFECT: On Hamlin Subdivision

YARD LIMITS

HAMLIN SUBDIVISION

Altus, M.P. 466.1 to 468.6
Hamlin, M.P. 603.8 to 606.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Hamlin Subdivision	30

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
*Crossing, M.P. 467.4	10
RR Crossing, M.P. 467.6 Stop. Rule 98	10
RR Crossing, M.P. 468.1	20
Bridge, M.P. 479.7 to 480.2	20
RR Crossing, M.P. 497.3 Interlocking controlled by B.N. dispatcher	20
*Crossing, M.P. 605.9	20

*City ordinance, speed restriction applies over street or highway crossings 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. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓		LAMESA SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
16620		SLATON	BPQT	TWC	0.0
16835	1650	WILSON			10.0
16847	1700	TAHOKA			21.3
16861	2800	O'DONNELL			36.1
16873		ARVANA			47.8
16879		LAMESA	T		53.7
		End Of Track			54.1
		(54.2)			

TWC IN EFFECT: On Lamesa Subdivision.

At Slaton, trains will be governed by Fifth Subdivision timetable rules.

YARD LIMITS

LAMESA SUBDIVISION

Slaton, M.P. 0.0 to 0.9
Lamesa, M.P. 50.7 to 54.1

SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Lamesa Subdivision	20

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
*Crossing, M.P. 21.2	10

*City ordinance, speed restriction applies over street or highway crossings 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. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓		LEHMAN SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
15207		DOUD	T	TWC	0.0
15406		HURLWOOD			6.0
15413	1850	SMYER			13.2
15426	1050	LEVELLAND			25.7
15433		COBLE			33.0
15439	1750	WHITEFACE			39.2
		End Of Track			39.8
		(39.8)			

TWC IN EFFECT: On Lehman Subdivision.

YARD LIMITS

LEHMAN SUBDIVISION

Doud, M.P. 0.0 to 0.9
Levelland, M.P. 24.6 to 28.3

SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(D) SPEED RESTRICTIONS - SWITCHES

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

2. 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 Co.	28.4	1950
Pan American Petroleum Corp.	28.5	2700
Pan American Spur (9.3 miles)	36.3	10500

WEST- WARD ↓		MEDICINE LODGE SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
2240		ATTICA	PT	TWC	0.0
5811		SHARON			10.5
5816		PIXLEY			15.6
5821		MEDICINE LODGE	BPO		20.6
6751		LAKE CITY			33.6
6757		SUN CITY			39.3
		O.B. JCT.			49.4
		(50.6)			

TWC IN EFFECT: On Medicine Lodge Subdivision.

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

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

YARD LIMITS

MEDICINE LODGE SUBDIVISION

Attica, M.P. 0.0 to 0.8

Medicine Lodge, M.P. 19.6 to 21.0

Sun City, M.P. 39.0 to 41.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Attica to Medicine Lodge	35
Medicine Lodge to M.P. 41.0	25
M.P. 41.0 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

*City ordinance, speed restriction applies over street or high-way crossings 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. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Gyp Spur (2.2 miles)	40.3	2400

WEST- WARD ↓		PONCA CITY SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
1712		PONCA CITY			141.9
		BLACKWELL JCT.	T		127.3
		(14.7)			

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

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 operator 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. Subdivision timetable rules.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Ponca City Subdivision	20

(D) SPEED RESTRICTIONS - SWITCHES

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

2. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓		PLAINVIEW SUBDIVISION		↑ EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
16143		CANYON	PT		570.4	
16505	5450	CLETA			575.5	
16511	5150	OGG			582.1	
16518	5150	HAPPY			588.4	
16526	5150	KAFFIR			596.4	
16533	5200	TULIA			603.3	
16545	5200	KRESS			615.3	
16551	11500	FINNEY			621.8	
16557	9700	PLAINVIEW	BPQT	TWC	627.6	
		PLAINVIEW JCT.				
		B.N. Crossing	A			628.4
16564	5200	FURGUSON				634.0
16571	5150	HALE CENTER			640.9	
16576	5050	UNDERWOOD			646.5	
16581	5100	ALLEY			651.4	
16584	5200	ABERNATHY			657.0	
16593	5514	MONROE			663.3	
	6200	MARNELS			671.9	
		LUBBOCK JCT.	T	CTC	673.5	
16604		LUBBOCK	BPQX	DT ABS	674.6	
		(104.2)				

TWC IN EFFECT: Between Canyon and Marnels.

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

Between Lubbock Jct. and Lubbock, trains will be governed by Fourth Subdivision timetable rules.

At Canyon, trains and engines will be governed by Third Subdivision timetable rules.

YARD LIMITS
PLAINVIEW SUBDIVISION
Marnels, M.P. 670.6 to 673.1

PLAINVIEW SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Plainview Subdivision	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

Location	MPH
Curve, M.P. 570.9 to 571.2	30
Curves and Crossings, M.P. 626.6 to 628.8	20
RR Crossing, M.P. 628.4	20
Curve and Crossing, M.P. 629.5 to 630.1	45
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.

"D" Dual Control Switch

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

2. 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

WEST- WARD ↓		SAYARD SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
20397		HAMLIN	P	TWC	605.8
20410	2650	SYLVESTER			619.1
20418		LONGWORTH			626.5
		ORIENT JCT.			637.3
16813		SWEETWATER	BPQT		638.0
20436	2250	SHAUFLER			645.4
20448	5000	MARYNEAL	T		657.3
		End Of Track			658.6
(52.8)					

TWC IN EFFECT: On Sayard Subdivision.

At Sweetwater, trains will be governed by Fifth Subdivision timetable rules.

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

YARD LIMITS

SAYARD SUBDIVISION

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

SPECIAL INSTRUCTIONS

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 Subdiv.)	10

*City Ordinance, speed restriction applies over street or highway crossings 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.

"D"—Dual Control Switch

Station	Type	Location	MPH
Sweetwater	D	Tail Track	10
	D	East end Track 0201	20
	D	Turn out from Main Track to west end Track 0201	20
	D	East and West legs of Wye	10
	D	Orient Jct.	10

2. TRACKS BETWEEN STATIONS

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

WEST- WARD ↓		SHATTUCK SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
2368		SHATTUCK	BPT	TWC	0.0
18011	2150	MAGOUN			11.3
18019	2150	FOLLETT			18.5
18023	4500	SHERLOCK			23.1
18030	2100	DARROUZETT			29.7
18037		GAYLORD			36.7
18042	4600	BOOKER			42.2
18048		HUNTOON			47.6
18053		TWICHELL			52.8
18058	1907	PERRYTON	PQ		57.8
18064		LORD			63.5
18069		FARNSWORTH			68.7
18074		WAKA			73.7
18084	2100	SPEARMAN	T		83.8
18093		McKIBBEN			93.2
18102		MORSE			102.1
(102.1)					

TWC IN EFFECT: On Shattuck Subdivision.

At Shattuck, trains will be governed by Second Subdivision timetable rules.

Track out of service west of M.P. 94.0.

YARD LIMITS

SHATTUCK SUBDIVISION

Shattuck, M.P. 0.0 to 1.0
Perryton, M.P. 56.2 to 59.4
Spearman-McKibben, M.P. 82.9 to 94.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Shattuck to Spearman	30
Spearman to M.P. 94.0	10

(D) SPEED RESTRICTIONS - SWITCHES

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

WEST-WARD ↓		SEAGRAVES SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
16604		LUBBOCK	BPQX	DT ABS	674.6
		LUBBOCK JCT	T		0.0
15207		DOUD	T	TWC	5.9
15212		WOLFFORTH			11.3
15223		ROPES			22.1
15229		MEADOW			27.9
15241		BROWNFIELD			39.7
15254		WELLMAN			52.3
15264		SEAGRAVES	T		62.9
		End of Track			63.9
		(65.0)			

TWC IN EFFECT: Between Lubbock Jct. and Seagraves.

At Lubbock, and between Lubbock and Lubbock Jct., trains will be governed by Fourth Subdivision timetable rules.

YARD LIMITS

SEAGRAVES SUBDIVISION

Lubbock Jct.-Doud, M.P. 0.0 to 6.0
Seagraves, M.P. 59.3 to 63.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Seagraves Subdivision	30

(D) SPEED RESTRICTIONS - SWITCHES

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

2. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓		WICHITA SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
		WICHITA JCT.		TWC	2.1
		M.P. Crossing	G		2.7
		TYLER			6.6
4614		GODDARD			13.9
4620		GARDEN PLAIN			19.8
4626		CHENEY			25.7
4635		MURDOCK			34.0
		East Kingman Jct.			44.1
4433		KINGMAN	PT		44.3
		West Kingman Jct.			45.0
		M.P. Crossing	G		46.1
4654		CALISTA			54.1
4663		CUNNINGHAM			62.3
4669		CAIRO			69.0
4673		WALDECK			72.1
4680		PRATT			79.4
		End Of Track		79.7	
		(77.6)			

TWC IN EFFECT: On Wichita Subdivision.

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

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

YARD LIMITS

WICHITA SUBDIVISION

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

WICHITA SUBDIVISION

SPECIAL INSTRUCTIONS

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	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	20
*Crossing, M.P. 53.9 (westward movement only)	10
*Crossing, M.P. 78.4	10

*City ordinance, speed restriction applies over street or highway crossings 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. TRACKS BETWEEN STATIONS

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

ALL SUBDIVISIONS

4. The General Code of Operating Rules, effective October 28, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employees governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing extension 600, Topeka.

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(l) and 15(n).

Rule 24 amended to read: Trains will be identified by engine number. The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used.

Rule S-71 supplemented by adding: Eastward regular trains are superior to Westward regular trains of the same class. (Eastern Lines only).

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 Mile
36 MPH to 49 MPH	1-1/2 Miles
50 MPH or over	2 Miles

Rule 102(2) amended to read: The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brakepipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 104(Q) new rule added to read: VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

Rule 104(R) new rule added to read: SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the North track, and the track to the left is the South track.
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.

(Cont'd.)

ALL SUBDIVISIONS

Rule 153 (Cont'd.)

3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

Rules 230 through 242 modified as shown on pages 48 and 49.

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 supplemented by adding: Prescribed form for track warrant is shown below. Pre-printed pads of this form will be in the same format as shown. The form for mechanical transmission is revised as depicted below, with items (5) and (14) omitted intentionally.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items 16 and 18, if none show "No". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in item 19.

TRACK WARRANT

NO. _____ AT _____ 19

TO _____

1. TRACK WARRANT NO. _____ IS VOID.

2. PROCEED FROM _____ TO _____ ON _____ TRACK

3. PROCEED FROM _____ TO _____ ON _____ TRACK

4. WORK BETWEEN _____ AND _____ ON _____ TRACK

6. THIS AUTHORITY EXPIRES AT _____ M.

7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____

8. HOLD MAIN TRACK AT LAST NAMED POINT.

9. DO NOT FOUL LIMITS AHEAD OF _____

10. CLEAR MAIN TRACK AT LAST NAMED POINT.

11. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.

12. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.

13. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____

15. PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.

16. TRACK BULLETINS IN EFFECT _____

17. OTHER SPECIFIC INSTRUCTIONS _____

18. TRACK CONDITION MESSAGES IN EFFECT _____

19. ITEMS CHECKED
 OK _____ M _____ DISPATCHER _____

ALL SUBDIVISIONS

Rule 450 second paragraph amended to read: When track bulletins are authorized, trains must receive a track warrant or a clearance at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant or clearance. The conductor and engineer must have copies of all track bulletins listed.

Rule 450 is also supplemented by adding: Prescribed form for track bulletins, Forms A and B, are shown below. Pre-printed pads of these forms will be, and the forms for mechanical transmission are, revised as depicted below.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employees receiving copies must assure that the lines used corresponds with number indicated.

TRACK BULLETIN FORM A

NO. _____ ON _____ SUBDIV. _____ 19

TO _____ AT _____

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN; USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE	LINE NO.	LIMITS	SPEED	TRACK(S)	FLAGS AT M. P.
1	1				
2	2				
3	3				
4	4				
5	5				
6	6				
7	7				
8	8				
9	9				
10	10				
11	OTHER CONDITIONS:				

TOTAL LINES USED _____

OK _____ M _____ COPIED BY _____ DISPATCHER _____

RELAYED TO _____

TRACK BULLETIN FORM B

NO. _____ ON _____ SUBDIV. _____ 19

TO _____ AT _____

ON _____ (DATE) _____ BE GOVERNED BY RULE 455 WITHIN FOLLOWING LIMITS:

USE COLUMN WITH ASTERISK (*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

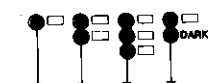
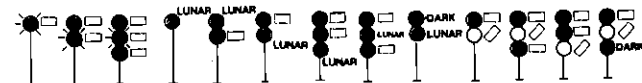
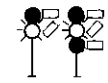
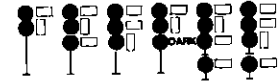
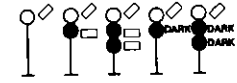
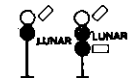
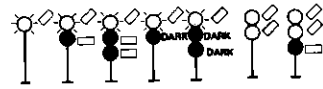
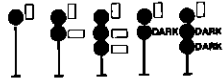
LINE	LINE NO.	LIMITS	FROM	UNTIL	TRACK(S)	FOREMAN	STOP
1	1						
2	2						
3	3						
4	4						
5	5						
6	6						
7	7						
8	8						
9	9						
10	10						

TOTAL LINES USED _____

OK _____ M _____ COPIED BY _____ DISPATCHER _____

RELAYED TO _____

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop

ALL SUBDIVISIONS

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 thru 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

5. (a) Trains or engines using auxillary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1 (A).

6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dean In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
511-649##	50	
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.

##May be used as trailing units only.

7. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Engines	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	3	5
Amtrak	2	2

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

(Cont'd)

ALL SUBDIVISIONS

8. (Cont'd)

Subdivision	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 AT-199465 and Jordan Spreaders (MPH)	Pile Driver AT-199453	Locomotive Cranes AT-199600 AT-199720 Other Machines (MPH)
First, Second, Third, Fourth, Fifth, and Plainview	40			30
Borger and Dumas	30			30
Fort Stockton, Floydada, Sayard, Seagraves and Shattuck	25	25		25
Alpine, Crosbyton, Hamlin, H.&S., Lamesa, Lehman and Ponca City	20			20
Altus, Anthony, Englewood and Wichita	10	10		10
Medicine Lodge:				
Attica to M.P. 41.0	20	20		20
M.P. 41.0 to O.B. Jct.	10	10		10

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

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.

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

9. Rule 109 Track side Warning Devices:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

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 (Read-out) TYPE

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

If counters fail to show location of defective equipment, 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.

RADIO READ-OUT (Reporter Type)

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

"SANTA FE RAILROAD, (Site Identification), North or South Track, 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 South Track it will be a slow beep.

(Cont'd.)

Rule 109 (Cont'd.)

If two trains are passing detector at same time and defect(s) are noted 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 front 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 what transmissions crews can expect to hear:

- (1) "Santa Fe Railroad (Site Identification) North or South Track, First Hotbox Right Side, one seven eight."
- (2) "....., Second Hotbox Left Side, one four three."
- (3) "....., First Defective Car,* Axle one two five."
- (4) "....., First Dragging Equipment near Axle zero six eight."

* Defective Car alarm indicates there is more than 2 defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and on 3 cars (or units) on either side of indicated equipment.

Anytime a train receives (4) defective car alarms (3) or more hot-box alarms, or (2) or more dragging equipment alarms, 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 message or audible tone 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) North or South Track, System Failure", crew must be alert for the possible transmission of a message or an audible tone 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, no defects were noted, the following message will be transmitted via radio: "Santa Fe Railroad (Site Identification) North or South Track, 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 HOTBOX AND DRAGGING EQUIPMENT DETECTORS

Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. 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 rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. 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 hotbox 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 of 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.

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (a) it is snowing or sleeting; or
- (b) there is snow on ground which can be agitated by a moving train.

10. Joint Track Facilities. Rule N.

Hutchinson—AT&SF trains and engines may use SSW main track between SSW Jct. M.P. 0.6, H&S Subdivision and Click Track No. 03-51, located by SSW M.P. 243.56.

Alpine Jct.-Paisano Jct.—AT&SF trains will use Southern Pacific tracks between Alpine Jct. and Paisano Jct.

Foley and Ewing—AT&SF trains use Burlington Northern tracks and be governed by current Plains Division Time Table and Instructions and General Code of Operating Rules except as indicated below:

Rule 403. Copying. The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employe each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employes who must make record on Track Warrant form.

SPECIFIC INSTRUCTIONS

When Track Warrants indicates the following Specific Instructions are in effect, they must be complied with as follows:

- a. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____

Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.

- b. NOT IN EFFECT UNTIL AFTER DEPARTURE OF _____ AT _____

Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.

- c. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____

Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

RESTRICTED TRACK CONDITIONS

Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employe. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 403 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employe must then repeat "Correct" and the time.

ALL SUBDIVISIONS

Rule 403 (Cont'd.)

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employe delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employee receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employe delivers RTC to employes, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

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 equaling hours (00-23), the third and fourth digits equaling 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.

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. Speed of train must not be increased until entire train has passed a green flag displayed to the right of track.

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.

11. Rule 104(L): All sidings have hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

12. Rule 82(A): Clearances not required on Plains Division.

13. Rule 405: On Plains Division Track Warrants and Track Bulletins may be transmitted mechanically.

14. Rule 450: Track Bulletins will be used on Plains Division.

15. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle totaling not more than 157,600 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

Class	Make	Type	Weight	Tractive Effort	Horse-Power
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP40F	396,000	57,300	3000
1215	EMD	SSB1200	246,000	36,000	1200
1242	ALCO	SW12	246,000	47,000	1200
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GPD30	262,900	51,400	2500
2800	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3500	EMD	GP38	262,500	46,720	2000

(Continued next page)

ALL SUBDIVISIONS

(Continued from previous page)

Class	Make	Type	Weight	Tractive Effort	Horse-Power
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,000	62,500	3500
3810	EMD	GP50	264,000	64,200	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	82,100	3000
5020	EMD	SD40-2	391,500	83,100	3000
5071	EMD	SD40-2	390,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5250	EMD	SDF40-2	388,000	83,100	3000
5300	EMD	SD45	391,500	72,286	3600
5426	EMD	SD45	391,500	72,286	3500
5490	EMD	SD45	391,886	72,286	3600
5500	EMD	SD45	391,500	72,286	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5950	EMD	SDF45	395,000	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	61,000	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7400	GE	B39-8	285,940	68,100	3900
7484	GE	B36-7	274,500	64,600	3600
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8700	GE	U36C	391,500	90,600	3600

*Amtrack passenger units.

16. Rule 350(B) HAND-THROW SWITCHES NOT ELECTRICALLY LOCKED

FIRST SUBDIVISION

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 SUBDIVISION

MP 356.3 Run Around Track
 MP 371.7 Western Farmers Electric Corp.
 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 SUBDIVISION

MP 556.4 (North Track) Sutherland Lumber Co.
 MP 556.6 (South Track) Abrasion Corrosion Engineering Co.
 MP 558.1 (South Track) Farmland Industries
 MP 586.1 Holly Sugar Co.
 MP 586.5 Both elevator tracks connected to siding
 MP 586.6 Holly Sugar Co.
 MP 601.8 Tide Products Corp.
 MP 607.3 Old Beet Track
 MP 607.6 Summerfield Fertilizer
 MP 607.8 Petroleum Chemical, Incorporated
 MP 610.0 Plains Farmers Grain Co.
 MP 620.9 Monsanto Chemical Co.
 MP 621.0 Hi-Pro Feeds, Inc.
 MP 623.6 West Friona Grain Co.
 MP 626.1 Missouri Beef Packing Spur
 MP 634.1 House Track and Holly Beet Track
 MP 635.4 American Cyanamid Co.
 MP 646.8 Tide Products Corp.
 MP 652.6 (North Track) Holly Sugar Co.
 MP 652.9 (North Track) Holly Sugar Co.
 Texico Loomix Spur (off East Leg of Wye)

(Cont'd.)

ALL SUBDIVISIONS

Rule 350(B) (Cont'd.)

FOURTH SUBDIVISION

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

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Rail communications fail or is not available, call long distance collect—(806) 379-3363.
Tell party:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent.
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist to determine what cars and commodities may be involved and where they are located in the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE THE Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (4) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (5) Location of nearby stream, river, pond, lake or other body of water.
 - (6) Location of access roads.
 - (7) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train mass profile graph including hazardous consist and hazardous commodities printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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 applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.



RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

	Loaded cars placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
	X	X		X			
Engine, occupied caboose or passenger car	X	X	X	X	X		
Car occupied by guard or escort	X	X		X			
Loaded plain flat car	X	X		X			
Loaded bulkhead flat car	X	X		X			
Loaded TOFC/COFC flat car	X	X		X			
Flat Car loaded with vehicles	X	X		X			
Open top car with shiftable load	X	X		X			
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
Car placarded EXPLOSIVES A		X	X	X		X	
Car placarded POISON GAS	X		X	X		X	
Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				

NO RESTRICTIONS

MUST NOT BE NEXT TO:

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS

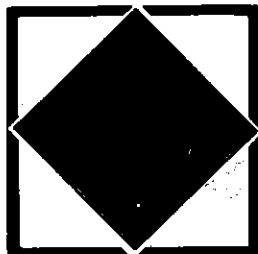
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY



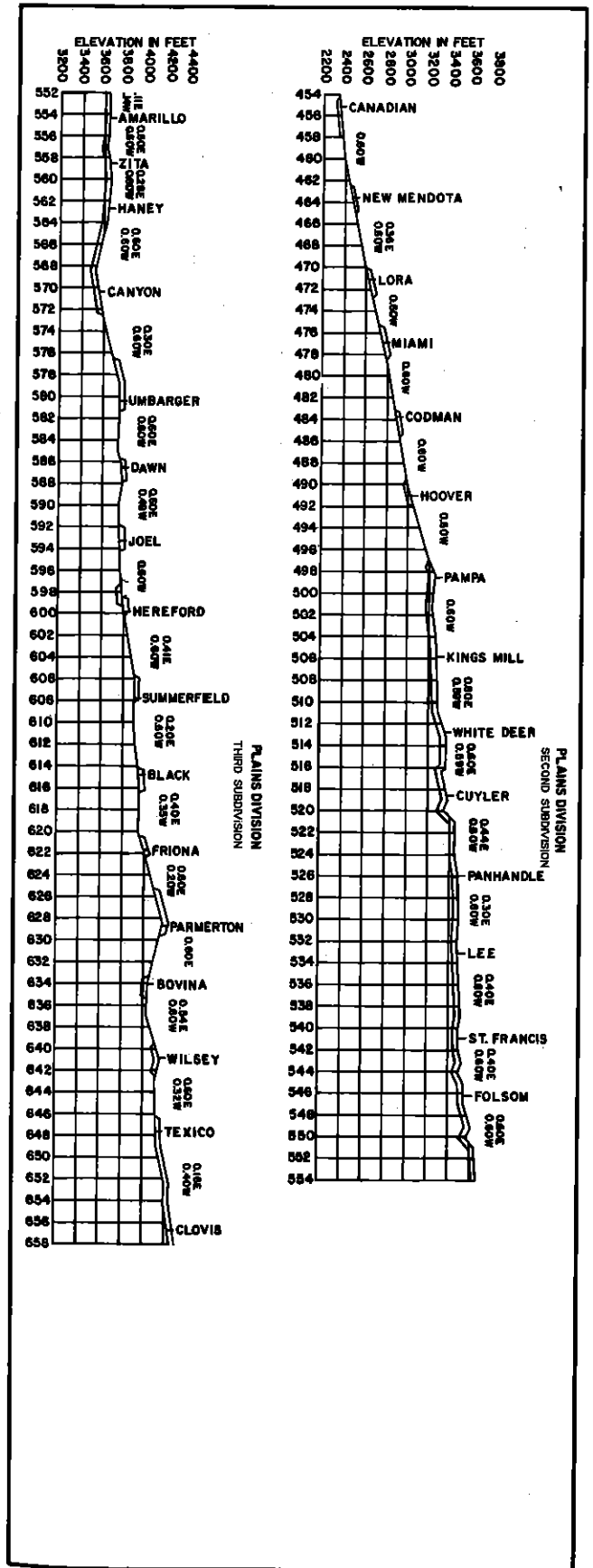
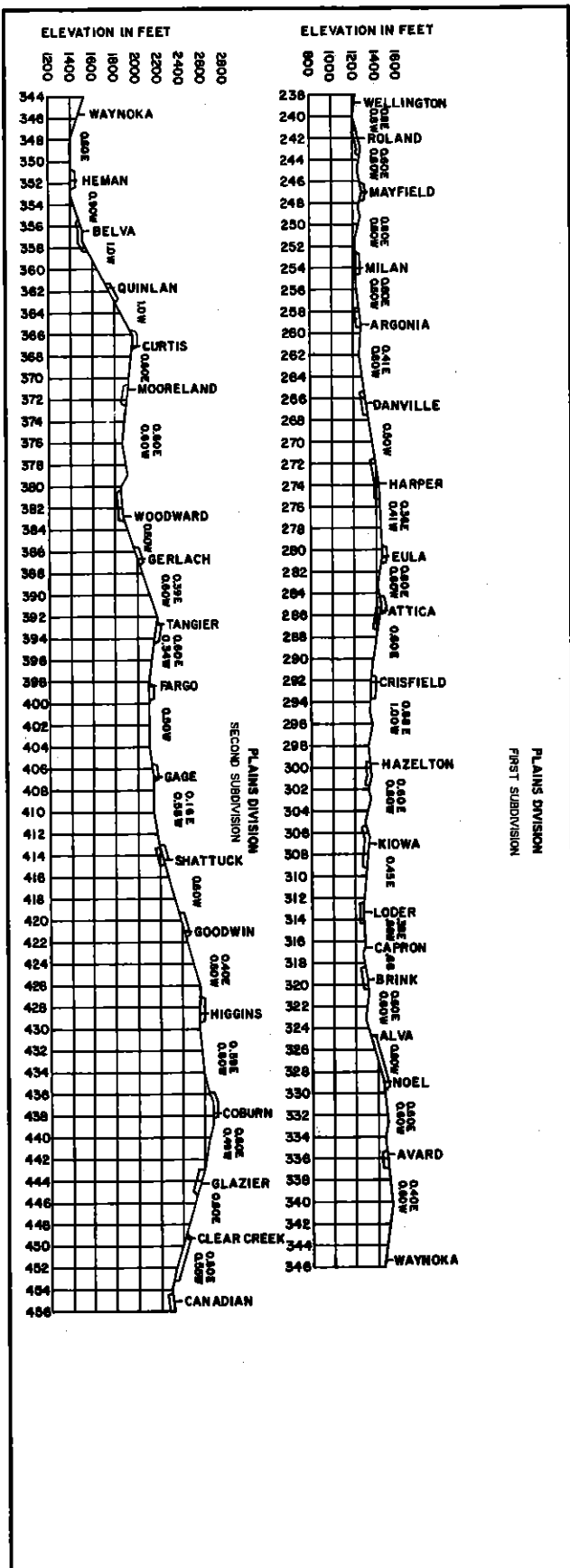
SPECIAL CAR HANDLING INSTRUCTIONS

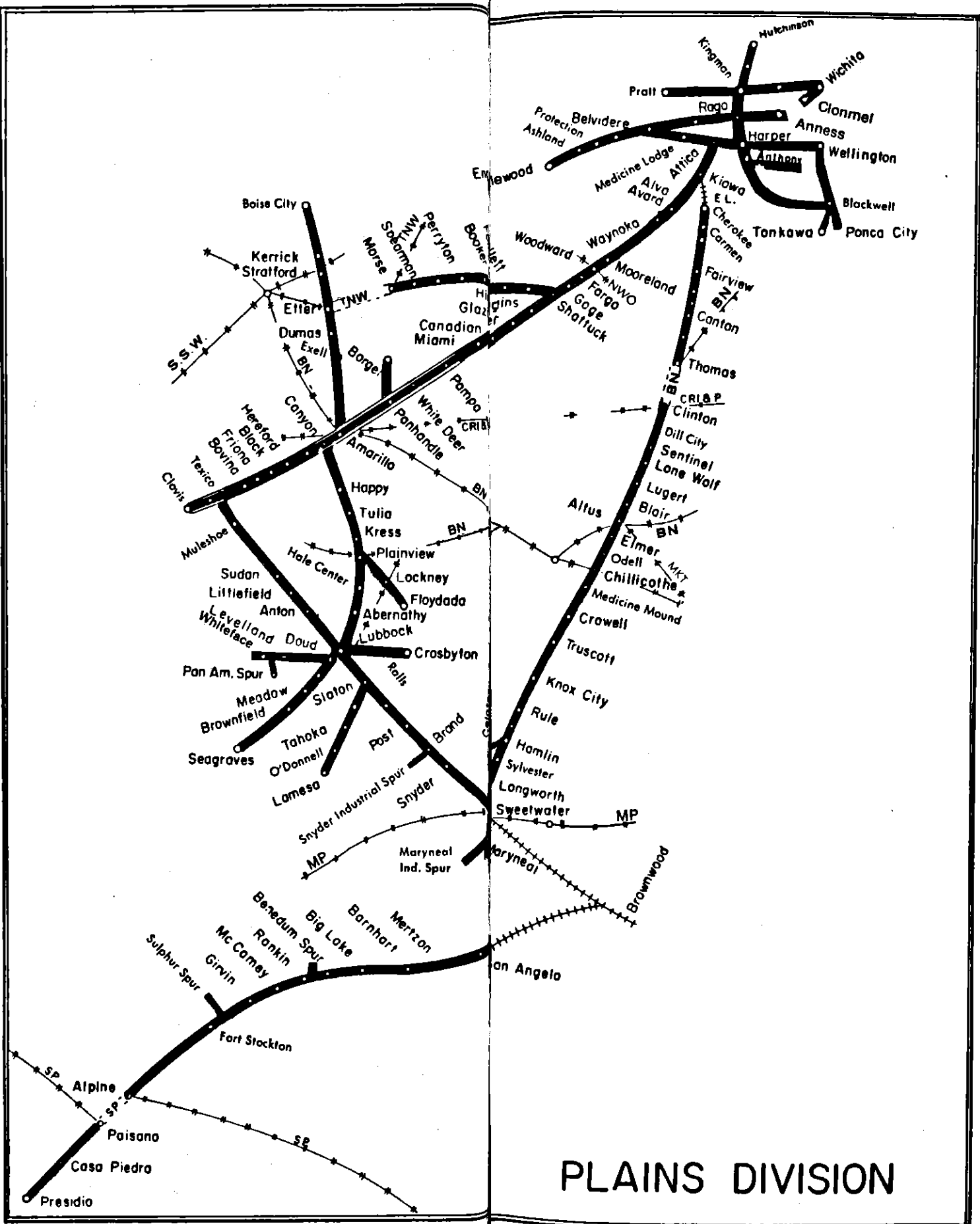
- AI Shipment Consigned AGRI Industries Houston
- BA Blasting Agents
- CA Shipment Consigned to Cargill Elevator, Houston
- CB Combustible
- CD Condemned
- CL Chlorine
- CM Corrosive
- DG Dangerous
- DH Do Not Hump
- DU Do Not Uncouple
- FG Flammable Gas
- FH Flammable Gas
- FL Flammable
- FS Flammable 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
- RP Leased Car
- UE Shipment Consigned to Union Equity Elevator or Equity Export Houston
- WH Weigh Heavy
- WI Waive 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.





PLAINS DIVISION