

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 instructions 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
				12 —	5.0



SANTA FE



The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

PLAINS DIVISION

TIME TABLE No.

2

IN EFFECT

Sunday, May 17, 1987

At 12:01 A.M.
Central Time

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

R. L. BANION
General Manager
Topeka, Kansas

B. K. PERRY

C. L. HOLMAN

V. G. NAIL
Assistant General Managers
Topeka, Kansas

R. L. DIXON
Superintendent
Amarillo, Texas

10
9
8
7
6
5
4
3
2
1



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 INSTRUCTOR

J. D. WILDE Amarillo, Tex.

SUPERVISOR OF AIR BRAKES GENERAL ROAD FOREMAN OF ENGINES

B. R. TUCKER Topeka, Kan.

ROAD FOREMAN OF ENGINES

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

SAFETY SUPERVISOR

V. E. MORIN Amarillo, Tex.

CHIEF DISPATCHER

R. D. JACKSON Amarillo, Tex.

ASST. CHIEF DISPATCHERS—AMARILLO

A. B. CAUDLE K. D. GRUBB O. A. HARRELSON
G. C. BRUNSON H. C. WHITE B. A. BRIDGES

DISPATCHERS—AMARILLO

R. R. WOOD D. L. HOWARD L. D. COLE
W. D. PARKER J. E. WILLBURN L. S. PARK
J. W. OLSON D. W. BALLEW L. W. STALLINGS
L. A. STEWART L. G. GILLESPIE J. C. PEARCEY
J. M. STANDIFER D. L. WALKER G. P. FOWLER
R. L. WARREN B. BLACK S. K. NIX
J. W. MARSHALL T. L. BRADLEY C. A. TOLBERT
E. S. ABBOTT J. L. BEWLEY

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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.
Q	— Gate, left lined in position last used.
M	— Manual Interlocking
MT	— Main Tracks
P	— Telephone
Q	— Radio Communication
S	— Crossing protected by stop sign
T	— Turning facility
X	— Crossover (DT)
Y	— Yard Limits

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	
54600	3550	WELLINGTON	BPQT	238.9	
		3.2			
54598	12500	ROLAND		242.1	
		4.9			
54596	7800	MAYFIELD		247.0	
		7.1			
54594	8450	MILAN		254.1	
		5.1			
54592	7300	ARGONIA		259.2	
		0.4			
		M. P. Crossing	M	259.6	
		6.9			
54590	13010	DANVILLE		266.5	
		7.3			
54500	19477	HARPER	PT	273.8	
		6.5			
54490	7300	EULA		280.3	
		5.3			
54200	86650 N7700	ATTICA	PT	285.6	
		6.6			
54160	10500	CRISFIELD		292.2	
		7.6			
54120	11282	HAZELTON		299.8	
		7.1			
54100	17800	KIOWA	PT	306.9	
		0.9			
		M. P. Crossing	M	307.8	
		5.4			
54085	10178	LODER		313.2	
		3.2			
54080		CAPRON		316.4	
		3.1			
	11400	BRINK		319.5	
		5.2			
54070		ALVA		324.7	
		4.2			
54065	18966	NOEL		328.9	
		6.8			
54060	7531	AVARD		335.7	
		9.8			
				342.4	
54000		WAYNOKA	BPQT	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.

RULE 350(B) Hand-throw switches not electrically locked:

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

First Subdivision	MPH	
	Psg.	Fr.
	70	55*

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

- (1) Train does not contain empty cars (10-Pack cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 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.

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
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	Radio Readout
Bridge 273.0	High Water	Eastward—Controlled Signals— East Crossover Harper Westward—Controlled Signals— East End Siding Harper
M.P. 296.5	Hot Box	Radio Readout
M.P. 316.1	Hot Box	Radio Readout
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.	Radio Readout

WEST-WARD ↓		SECOND SUBDIVISION		↑ EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
54000		WAYNOKA	BPQT	CTC 2MT	345.5	
53950	8225	HEMAN		CTC	351.8	
53945	11804	BELVA			356.3	
53935	10329	QUINLAN			361.6	
53925	7103	CURTIS			367.1	
53915	7924	MOORELAND			371.0	
53900	14649	WOODWARD	P		382.8	
		N.W.O. Crossing	M		383.0	
53850	7267	GERLACH			386.3	
53853	8164	TANGIER			392.6	
53825	7785	FARGO			398.3	
53815	7683	GAGE			406.7	
53800	N7637 S5703	SHATTUCK	PT		414.4	
53765	10978	GOODWIN			421.0	
53760	11170	HIGGINS			428.7	
53755	11803	COBURN			437.3	
53750	10910	GLAZIER			444.1	
	20609	CLEAR CREEK			449.4	
53740	19620	CANADIAN	PT		455.1	
53735	11017	MENDOTA			463.5	
53730	11532	LORA			471.2	
53725	11723	MIAMI			476.9	
53720	11104	CODMAN			483.8	
53715	10788	HOOVER			491.2	
53700	S6743 N6470	PAMPA	PT		CTC 2MT	498.8
53690		KINGS MILL	XY		ABS DT	505.9
53680	S5402 N7610	WHITE DEER	X			512.8
53650		CUYLER	X			518.6
53520	S 5368 N13507	PANHANDLE	XT			526.0
53515		LEE	X	533.2		
53510		ST. FRANCIS	X	541.0		
53505		FOLSOM		546.1		
		B.N. Crossing	M	CTC 2MT		552.2
		EAST TOWER	T	ABS DT	552.3	
		B.N. Crossing	M			
53200		AMARILLO	BPQTX		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.

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

At King's 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,
- (3) A proceed signal indication governing movements from Celanese Corp. coal track to South Track.

At Kings Mill, a clear signal indication on controlled signal, M.P. 505.5, governing movements against the current of traffic on the South Track indicates the South Track is clear of trains or engines within yard limits.

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

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

RULE 350(B) Hand-throw switches not electrically locked:

- MP 351.2 Heman Storage Track off siding Trk 3031
- 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

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.	Frt.
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		15
On Loop		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.

**City ordinance, continuous.

(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
Woodward	D	Double crossover, M.P. 381.3	40
Shattuck	D	Crossover, M.P. 414.7	10
	D	Turnout to Shattuck Subdiv.	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
	D	Double crossover, M.P. 456.8	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, M.P. 550.6	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

(Cont'd.)

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. TRACK SIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 368.9	Hot Box & Dragging Equipment	Radio Readout
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	Radio Readout
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	Radio Readout
M.P. 449.0	Hot Box & Dragging Equipment	Radio Readout
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. TRACK SIDE WARNING DEVICES (Cont'd.)

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 474.3	Hot Box	Radio Readout
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	Radio Readout
M.P. 522.9	Hot Box	Radio Readout

WEST-WARD ↓		THIRD SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
53200		AMARILLO	BPQT	ABS DT	554.3
		4.5			
53180		ZITA			558.8
		4.2			
53170		HANEY		CTC 2MT	563.0
		7.4			
53160	5436	CANYON	PT		570.4
		10.1			
53140	23460	UMBARGER			580.5
		6.0			
53130	10827	DAWN			586.5
		6.8			
53120	11006	JOEL			593.3
		6.2			
53100	S5641 N7894	HEREFORD	BPQ		599.5
		8.3			
53090	10806	SUMMERFIELD		CTC	607.8
		6.9			
53080	11953	BLACK			614.7
		7.1			
53070	8276	FRIONA			621.8
		6.5			
53060	19337	PARMERTON			628.3
		5.8			
53050	8179	BOVINA			634.1
		6.9			
53040	11959	WILSEY			641.0
		6.4			
53030	6903	TEXICO	PT	CTC 2MT	647.4
		9.3			
41300		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.

RULE 350(B) Hand-throw switches not electrically locked:

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 607.5	Summerfield Elevator
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)

THIRD SUBDIVISION—SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

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

- (1) Train does not contain empty cars (10-Pack cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 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

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

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
5 Curves,	M.P. 552.0 to 553.7 (Second Subdiv.)	20
*Crossings,	M.P. 569.5 to 571.0	55
Curve,	Plainview Subdiv. main track, M.P. 470.9 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

(Cont'd.)

THIRD SUBDIVISION—SPECIAL INSTRUCTIONS

(D) SPEED RESTRICTIONS—SWITCHES (Cont'd.)

"D"—Dual Control Switch

Station	Type	Location	MPH
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
TOFC Ramp	604.5	2350
Armour & Co.	604.7	1000
Cattleman's Grain	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	Radio Readout
M.P. 595.7	Hot Box	Radio Readout
M.P. 618.7	Hot Box	Radio Readout
Bridge 636.6	High Water	Eastward—Signal 6372 Westward—Controlled signals west end siding Bovina
M.P. 637.6	Hot Box	Radio Readout

WEST-WARD ↓		FOURTH SUBDIVISION		↑ EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
42300		SLATON	BPQT	CTC	690.0	
42280	4916	BURRIS			679.8	
		B.N. Crossing	M		676.6	
42200		LUBBOCK	BPQX	DT	674.6	
		LUBBOCK JCT.	TX		88.6	
41665	5326	SHALLOWATER		CTC	78.1	
41655	5292	ANTON			65.6	
41645	7341	LITTLEFIELD			53.0	
41635	4757	SUDAN			38.1	
41630	5416	MILL			30.1	
41625	11630	MULESHOE			22.2	
41615	11721	LARIAT			9.8	
53030	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 Timetable rules at Texico, to and including Clovis.

RULE 350(B) Hand-throw switches not electrically locked:

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

FOURTH SUBDIVISION—SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Fourth Subdivision	55
(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. 77.8 to 79.3	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.

(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 Dougle 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

FOURTH SUBDIVISION—SPECIAL INSTRUCTIONS

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. TRACK SIDE 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	
42900		SWEETWATER	BPQT	793.7	
		1.1	ORIENT JCT.	792.6	
	12253	5.3	GANNON	787.3	
42415	7106	12.0	PYRON	775.3	
42410	4878	6.7	HERMLEIGH	768.6	
42400	5701	11.7	SNYDER	756.9	
42390	4754	10.1	DERMOTT	746.8	
42380	7543	6.2	FULLERVILLE	740.6	
42370	5154	11.6	JUSTICEBURG	729.0	
42365	5482	8.7	AUGUSTUS	720.3	
42360	6911	6.5	POST	713.8	
42355	5400	10.2	BUENOS	703.6	
42350	9497	6.3	SOUTHLAND	697.3	
42300		7.3	SLATON	690.0	
			BPQT		
		(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

Location	MPH
Track, M.P. 689.5 to 690.2	30
9 Curves, 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	Turnout 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. TRACK SIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 709.0	Hot Box & Dragging Equip.	Radio Readout
M.P. 743.4	Hot Box & Dragging Equip.	Radio Readout
M.P. 766.1	Hot Box	Radio Readout
Bridge 785.9	High Water	Eastward—Controlled signals east end siding Pyron and Signal 7831. Westward—Controlled signals west end siding Gannon.
M.P. 791.7	Hot Box & Dragging Equip.	Radio Readout

WEST-WARD ↓		ALTUS SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
51850		CHEROKEE	Y		299.9
42840	3150	6.2 YEWED			306.1
42830	2900	8.4 CARMEN			314.5
		0.3 B.N. Crossing	G		314.8
42820		4.5 ALINE			319.3
42810	1500	10.5 ORIENTA			329.8
42800		6.2 FAIRVIEW	Y		336.0
42760	2400	11.6 LONGDALE			347.6
42750	2050	6.4 CANTON			354.0
42740	2050	11.0 OAKWOOD			365.0
42730	2050	13.8 THOMAS			378.8
		7.2 FOLEY			386.0
42720		2.2 CUSTER CITY	} B.N. Ry. Co.	TWC	
		10.6 EWING			
42700		2.2 CLINTON	BPT		401.0
42650		17.3 BURNS JCT.	T		418.3
42635	1900	1.6 DILL CITY			419.9
42630	2100	8.8 SENTINEL			428.7
42625		6.1 CAMBRIDGE			434.8
		5.8 Co-op Crossing			440.6
42620	1750	0.3 LONE WOLF			440.9
42615		6.7 LUGERT			447.6
42610	2550	9.9 BLAIR			457.5
42600		9.8 ALTUS	PY		467.3
		(167.4)			

TWC IN EFFECT: On Altus Subdivision, under the direction of Santa Fe dispatcher between Altus 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 Rigid 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

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

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
RR Crossing, M.P. 314.8	20
*Crossings, 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 ↓		ALPINE SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
30424		FORT STOCKTON PTY		TWC	881.7
30420	2180	BELDING			892.9
30416	1825	CHANCELLOR			904.3
30412	2270	HOVEY			917.2
30408		TITLEY			934.4
30406	2576	ALPINE P			944.3
		ALPINE JCT.		CTC	945.6
		PAISANO JCT. S.P. CO			956.7
30250	1626	PAISANO		TWC	956.9
30255	1656	TINAJA			969.3
30260	1376	PERDIZ			984.5
30270	1662	PLATA			993.7
30280	1674	CASA-PIEDRA			1002.9
30300		PRESIDIO BPQTY			1026.7
		International Bridge End Of Track			1029.1
		(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
53600		BORGER BPQY			27.8
53590	3787	McBRIDE			15.8
53580	3695	ABELL			5.5
53520		PANHANDLE Y			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

(B) SPEED RESTRICTIONS—TONNAGE

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

(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
42200		LUBBOCK	BPQXY	TWC	
		8.7 B.N. Crossing			8.0
42215		IDALOU			11.3
42220		8.3 LORENZO			19.6
42225		8.8 RALLS			28.4
42230		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 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, 10 MPH.

WEST-WARD ↓		DUMAS SUBDIVISION		↑ EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
53200		AMARILLO	BPQTX	ABS DT	554.3	
		2.0 B.N. Crossing		CTC 2MT	552.3	
		0.1 EAST TOWER			M	
		0.9 B.N. Crossing		M	552.2	
		7.2 DUMAS JCT.		T	1.0	
53220	8300	10.6 JUILLIARD		TWC	8.2	
53240	3241	8.4 PUENTE			18.8	
53250	3547	7.4 MARSH			27.2	
53260	3160	8.7 EXELL			34.6	
53270		10.8 BAUTISTA			41.3	
53300	2862	6.2 DUMAS			52.1	
53320	3058	5.3 MACHOVEC			58.3	
		0.4 T.N.W. Crossing			g	63.6
53330	3291	11.1 ETTER			T	64.0
53335		10.4 LAUTZ				75.1
		0.2 S.S.W. Crossing			A	85.5
40325	3168	14.4 STRATFORD				85.7
40340	8200	10.9 KERRICK				100.1
40345	3140	11.6 CONRAD				111.0
40400		BOISE CITY			BPQTY	122.6
(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 East Tower and M.P. 4.5.

Eastward trains must secure authority from ATM I, 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.

Sidings at Puente, Marsh, Dumas, Machovec, Etter and Stratford are equipped with derails.

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
**Crossing, M.P. 63.7	20
*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.

**Speed restriction applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

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

"D"—Dual Control Switches

Station	Type	Location	MPH
East Tower	D	Turnout to East Leg of Wye, M.P. 1.0	20

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. TRACK SIDE WARNING DEVICES

Detector Location	Type	Location Locator/Indicator Signals Affected
M.P. 39.2	Hot Box & Dragging Equipment	Radio Readout
M.P. 69.6	Hot Box & Dragging Equipment	Radio Readout
M.P. 93.2	Hot Box & Dragging Equipment	Radio Readout
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. Y	TWC	208.8
		2.7 WICHITA JCT. Y		211.5
		0.9 M.P. Crossing G		212.4
54535		2.7 PROSPECT Y		215.1
54528		2.5 SCHULTE		217.6
54525		6.2 CLONMEL		223.8
		0.3 End Of Track		224.1
		End Of Track		26.4
54519		0.7 ANNES		27.1
54516		6.8 NORWICH		33.9
		0.8 M.P. Crossing g	34.7	
54513		12.1 RAGO A.T. & S.F. Crossing TY	46.8	
54390		4.5 SPIVEY	51.3	
54385		6.7 ZENDA	58.0	
54380	1700	7.7 NASHVILLE	65.7	
54375		7.3 ISABEL	73.0	
54370		7.5 SAWYER	80.5	
54365		8.0 COATS	88.5	
54360		6.6 SPRINGVALE	95.1	
54355		2.9 CROFTS	98.0	
		5.3 O. B. JCT.	103.3	
54320		1.1 BELVIDERE T	104.4	
54323		12.1 WILMORE	116.5	
54326		8.5 COLDWATER Y	125.0	
54329	3150	9.7 PROTECTION	134.7	
54332		9.8 SITKA	144.5	
54334		6.3 ASHLAND	150.8	
54336		8.0 ACRES	158.8	
54340		7.9 ENGLEWOOD T	166.1	
		0.3 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 ATM I, 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 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
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			27.0
41925		FLOYDADA T		TWC	26.6
41920		MUNCY			20.2
41915	2400	LOCKNEY			15.4
		B.N. Crossing			14.5
41910		AIKEN			10.2
		B.N. Crossing			2.2
		PLAINVIEW JCT. TY			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

	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	
30500		SAN ANGELO	BPQTY	714.5	
30496	2308	TANKERSLEY		732.4	
30492	2332	MERTZON		745.7	
30488	2246	NOELKE		756.1	
30480	2492	BARNHART		771.6	
30472	3882	BIG LAKE	P	790.6	
30464	800	RANKIN		819.9	
30460	2850	McCAMEY		838.6	
30452	2152	GIRVIN		849.6	
30444	2100	BALDRIDGE		863.8	
30440		SULPHUR JCT.	T	869.4	
30424		FORT STOCKTON	PTY	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
(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.

(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
West Texas Utilities Co.	721.6	200
Trans-South Hydrocarbons	753.7	250
Witco Gasoline	782.8	2450
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.	PY	0.6	
		S.S.W. Crossing		0.7	
54585		CASTLETON		13.0	
54582		PRETTY PRAIRIE		19.8	
54580		VARNER		24.1	
		East Kingman Jct.		31.6	
54550		KINGMAN	PTY	31.8	
		West Kingman Jct.		32.5	
		M.P. Crossing	g	32.8	
54545		CARVEL		38.9	
54540		BASIL		43.5	
54513		RAGO		48.2	
		A.T. & S.F. Crossing	TY	48.2	
54510		DUQUOIN		52.8	
54500		HARPER	PTY	59.7	
52495		ANTHONY	Y	69.4	
		M.P. Crossing		70.0	
52478		MANCHESTER		80.7	
52474		GIBBON		85.7	
52470		WAKITA		90.7	
52466		CLYDE		96.9	
52462		MEDFORD		102.2	
		O.K.K.T. Crossing	M	102.5	
52458		NUMA		109.5	
52454		DEER CREEK		114.3	
52450		NARDIN		118.3	
		A.T. & S.F. Crossing		127.2	
52400		BLACKWELL	PTY	X34.3	
		A.T. & S.F. Crossing		X34.0	
52505		SUMPTER		X28.7	
52515		BRAMAN		X25.2	
52520		HUNNEWELL		X17.9	
52525		SOUTH HAVEN		X14.6	
52530		ROME		X 6.9	
54600		WELLINGTON	BPQTY	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 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 applies only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

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

2. 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
42600		ALTUS ^{0.3} PY	467.3
		M.K.T. Crossing ^{0.5}	467.6
		B.N. Crossing ^{10.2} A	468.1
42586	2650	ELMER ^{10.0}	478.3
42578	2020	ODELL ^{9.0}	488.3
		B.N. Crossing ^{0.2} M	497.3
42574	1800	CHILLICOTHE ^{6.8} P	497.5
42570	2700	MEDICINE MOUND ^{10.3}	504.3
42566	2300	MARGARET ^{6.7}	514.6
42562	3800	CROWELL ^{7.8}	521.3
42558	1600	FOARD CITY ^{9.3}	529.1
42554	2250	TRUSCOTT ^{12.7}	538.4
42550	2400	BENJAMIN ^{12.0}	551.1
42546	1150	KNOX CITY ^{2.6}	563.1
42542	1600	O'BRIEN ^{4.8}	565.7
42538	2050	ROCHESTER ^{9.6}	570.5
42534	1650	RULE ^{8.3}	580.1
42530	3650	SAGERTON ^{17.4}	588.4
42522		HAMLIN PY	605.8
		(198.5)	

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
42300		SLATON	BPQTY	TWC	0.0
42310	1650	WILSON			10.0
42315	1700	TAHOKA			21.3
42320	2800	O'DONNELL			36.1
42330		ARVANA			47.8
42335		LAMESA	TY		53.7
		End Of Track			54.1
(54.2)					

TWC IN EFFECT: On Lamesa Subdivision.

At Slaton, trains will be governed by Fifth Subdivision time-table 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 REGULATIONS

(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
41675		DOUD	TY	TWC	0.0
41680		HURLWOOD			6.0
41684	1850	SMYER			13.2
41686	1050	LEVELLAND	Y		25.7
41690		COBLE			33.0
41692	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 REGULATIONS

(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	
54200		ATTICA	PTY	0.0	
54222		SHARON		10.5	
54280		PIXLEY		15.6	
54300		MEDICINE LODGE	BPQY	20.6	
54305		LAKE CITY		33.6	
54310		SUN CITY	Y	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 timetable 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 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
Gyp Spur (2.2 miles)	40.3	2400

WEST-WARD ↓		PLAINVIEW SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
53160		CANYON	PT	570.4	
42140	5450	CLETA		575.5	
42130	5150	OGG		582.1	
42120	5150	HAPPY		588.4	
42110	5150	KAFFIR		596.4	
42100	5200	TULIA		603.3	
41935	5200	KRESS		615.3	
41930	11500	FINNEY		621.8	
41900	9700	PLAINVIEW	BPQT	627.6	
		PLAINVIEW JCT.			
		B.N. Crossing	A	628.4	
41880	5200	FURGUSON		634.0	
41875	5150	HALE CENTER		640.9	
41870	5050	UNDERWOOD		646.5	
41865	5100	ALLEY		651.4	
41855	5200	ABERNATHY		657.0	
41850	5280	MONROE		663.3	
	6200	MARNELS	Y	671.9	
		LUBBOCK JCT.	T	CTC	673.5
42200		LUBBOCK	BPQX	DT	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

Plainveiw Subdivision	MPH
Plainveiw 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
42522		HAMLIN PY	605.8
42514	2650	SYLVESTER	619.1
42510		LONGWORTH	626.5
		ORIENT JCT. Y	637.3
42900		SWEETWATER BPQTY	638.0
42915	2250	SHAUFLER	645.4
42920	5000	MARYNEAL TY	657.3
		End Of Track	658.6
		(104.2)	

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

Location	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 RESTRICTIONS—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	Turnout 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
53800		SHATTUCK	PTY		0.0
53445	2150	MAGOUN			11.3
53440	2150	FOLLETT			18.5
53435	4500	SHERLOCK			23.1
53430	2100	DARROUZETT			29.7
53425		GAYLORD			36.7
53420	4600	BOOKER			42.2
53415		HUNTOON			47.6
53410		TWICHELL			52.8
53400	1907	PERRYTON	BPOY		57.8
53395		LORD			63.5
53390		FARNSWORTH			68.7
53385		WAKA			73.7
53380	2100	SPEARMAN	TY		83.8
53375		McKIBBEN	Y		93.2
53370		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
42200		LUBBOCK	BPOX		674.6
		LUBBOCK JCT.	TY	DT	0.0
41675		DOUD	TY		5.9
41705		WOLFFORTH			11.3
41715		ROPE			22.1
41720		MEADOW		TWC	27.9
41725		BROWNFIELD			39.7
41730		WELLMAN			52.3
41735		SEAGRAVES	TY		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	Sliding Feet	STATIONS			Mile Post	
		WICHITA JCT.	Y		2.1	
		0.6 M.P. Crossing	G		2.7	
		3.9 TYLER	Y		6.6	
54565		7.3 GODDARD			13.9	
54562		5.9 GARDEN PLAIN			19.8	
54559		8.3 CHENEY			25.7	
54556		10.1 MURDOCK			34.0	
		0.2 East Kingman Jct.	Y	TWC	44.1	
54550		0.7 KINGMAN	PTY		44.3	
		1.1 West Kingman Jct.	Y		45.0	
		3.0 M.P. Crossing	G		46.1	
41022		8.2 CALISTA			54.1	
41019		6.7 CUNNINGHAM			62.3	
41016		3.1 CAIRO			69.0	
41013		7.3 WALDECK			72.1	
41010		0.3 PRATT	Y		79.4	
		End Of Track			79.7	
		(77.6)				

TWC IN EFFECT: On Wichita Subdivision.

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

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

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

(D) SPEED RESTRICTIONS—SWITCHES

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

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 27, 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 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flag and green flag will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train, condition of marker must be communicated to outbound locomotive engineer.

Rule 26 fourth paragraph amended to read: Testing does not include visual observations made by an employe positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 sixteenth paragraph amended to read: ON A MAIN TRACK—"A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals, the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed."

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 brake-pipe 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.

(Cont'd.)

ALL SUBDIVISIONS

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 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.
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 46 and 47.

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 is supplemented by adding: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on Page 168 and preprinted pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items 5 and 14 omitted, 16 revised, 18 and 19 added.

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.

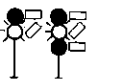
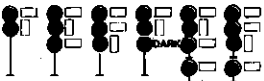
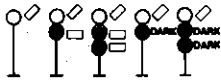
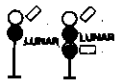
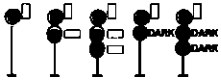
Rule 450 is supplemented by adding: Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in Line 11 of Form A is insufficient.

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

The program has been changed counting lines used in mechanically transmitted track bulletin Form A. Instead of counting line 11 (other conditions) as one, even though more than one actual line within that section is used, the count will be as follows:

"Total numbered lines used _____ total lines in line 11 (Other Conditions) used _____."

**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 employes in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employes whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 thru 926. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

Rule 907 first paragraph, is supplemented by adding to last sentence: With an operative End-of-Train Device, except when performing initial terminal air brake inspection and test, brake pipe pressure displayed on control head console of the engine may be used to determine brake pipe pressure at the rear of train.

Rule 912 second paragraph, amended to read: (2) Determine that brakes on rear car of train apply and release. As indicated by an operative end of train device, at least a 5 psi reduction in brake pipe pressure when brakes are applied and at least a 5 psi increase in brake pipe pressure when brakes are released may be used in lieu of observing that brakes on rear car of train apply and release.

Rule 914 first paragraph, Item 2 amended to read: (2) It must be determined the brakes on each of the cars added, and on rear car of train, apply and release. An operative End-of-Train Device may be used as prescribed by Rule 912 to determine that brakes on rear car of train apply and release.

Rule 923 third paragraph, last sentence amended to read: RCE may be energized and operating, with feed valve cut out.

Rule 926 new rule: At points where End-of-Train Device is installed, it must be tested as follows:

(1) Upon installation of End-of-Train Device, the permanent unique identification code of the End-of-Train Device must be entered into the control head console of the engine.

(2) After air brake system has been charged as prescribed by Rule 907, a person at rear of train must ascertain the brake pipe pressure displayed on the control head console of the engine and compare with the pressure displayed on End-of-Train Device. The End-of-Train Device must not be used if the difference between the two pressure readings exceed 3 psi.

5. Trains or engines using auxiliary 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 Dead 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
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.

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

ALL SUBDIVISIONS

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:

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 AT-199466 and Jordan Spreaders (MPH)	Locomotive Cranes AT-199600 AT-199720 Other Machines (MPH)
First, Second, Third, Fourth, Fifth, and Plainview	40	45	30
Borger and Dumas	30	30	30
Fort Stockton, Floydada, Sayard, Seagraves and Shattuck	25	25	25
Alpine, Crosbyton, Hamlin, H.&S., Lamesa, and Lehman	20	20	20
Altus, Englewood and Wichita	10	10	10
Medicine Lodge: Attica to M.P. 41.0 M.P. 41.0 to O.B. Jct.	20 10	20 10	20 10

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

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. TRACKSIDE WARNING DEVICES—INSTRUCTIONS (A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS Rule 109(C)—Trackside Warning Detectors:

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

INSTRUCTIONS APPLICABLE TO ALL TYPES

1. To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
2. If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be setout. Exception: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.

3. When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, stuffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.

ALL SUBDIVISIONS

9. TRACKSIDE WARNING DEVICES—INSTRUCTIONS (A) HOTBOX AND DRAGGING EQUIPMENT DETECTORS (Cont'd.)

4. When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, or the date and letter "W" above each wheel indicated, found to be defective, or overheated.

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

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

When a train is stopped by detector, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

6. Trains must not exceed 30 MPH while moving over hot box detectors (scanners) when:
 - (a) it is snowing or sleeting; or,
 - (b) there is snow on ground which can be agitated by a moving train.

INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

1. After train passes the detector:
 - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.
2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
 - A. If such message or tone is not received, train may proceed at prescribed speed.
 - B. If such message or tone is received, train must be governed by Item 4.
3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.
4. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
 - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
 - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on a North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

5. If a train received 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

ALL SUBDIVISIONS

9. TRACKSIDE WARNING DEVICES—INSTRUCTIONS (A) HOTBOX AND DRAGGING EQUIPMENT DETECTORS (Cont'd.)

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE

1. When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Trains must immediately reduce speed to not exceed 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective car and rear of train. If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment, and no defect(s) found on that car the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
2. 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 enroute.

(B) SHIFTED LOAD DETECTORS

All members of crew must be alert to observe indicators. When a train actuates indicators, they will display rotating light and train must stop immediately. Inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone result of inspection.

When indicators display rotating white light before engine reaches detector, fixed signals indicate other than stop, and communication is established between head and rear ends of train with understanding indicators were actuated before engine reached indicator, train may without stopping proceed not to exceed 15 MPH until entire train has passed over bridge.

(C) HIGH WATER DETECTORS

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. When adjacent block signals are red trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

(D) SLIDE DETECTOR FENCES

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken. Due precaution for slides must be taken by crews in such areas when observing the requirements of Rule 312 or 313. Train dispatcher must be promptly notified if slide conditions observed.

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:

AT&SF—BN

Between Waynoka and Avard, the Burlington Northern trains use AT&SF tracks and are governed by Burlington Northern, Springfield Region Time Table and by the General Code of Operating Rules, Edition of 1985, 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.

ALL SUBDIVISIONS

11. Rule 104(L): All sidings having 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
2300	EMD	GP38	262,500	55,460	2000
2370	EMD	GP38-2	260,800	55,400	2000
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
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,000	62,500	3500
3810	EMD	GP50	271,663	64,200	3500
3840	EMD	GP50	273,120	64,200	3600
4000	EMD	SD39	391,500	82,284	2300
5000	EMD	SD40	391,500	82,100	3000
5020	EMD	SD40-2	391,500	83,100	3000
5071	EMD	SD40-2	391,500	83,160	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
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
5800	EMD	SD45-2	395,500	83,100	3600
5950	EMD	SDF45	395,000	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2550
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
8736	GE	U36C	391,500	90,600	3600
9500	GE	SF30-C	391,500	91,500	3000

* Amtrak passenger units.

ALL SUBDIVISIONS

16. Maximum authorized speeds, unless further restricted:

- (A) Trains handling continuous welded or jointed rail except 25 MPH on all curves of 6° or more. Locations of such curves to be furnished by train dispatcher 40 MPH
- (B) Trains handling tank cars numbered:
ACFX 17451 thru 17495 and
NATX 10841 thru 10865 45 MPH
- (C) Trains handling gondolas numbered:
PC 598500-598599, CR 598500-598999 or
SP 345000-345699 45 MPH
- (D) Trains handling ATSF tank and work equipment cars numbered:
ATSF 100301 thru 101099
ATSF 189000 thru 189999
ATSF 192770 thru 192875
ATSF 199880 thru 199899
ATSF 202750 thru 202999
ATSF 209000 thru 209999 45 MPH
- (E) Trains handling DVLX or UTLX tank cars numbered:
DVLX 4001 thru DVLX 4190
UTLX 76517
UTLX 76539
UTLX 76556, 76558
UTLX 76568
UTLX 76595
UTLX 76649
UTLX 76656
UTLX 76696
UTLX 76733
UTLX 76736 thru 76738
UTLX 76742 thru 76751 (Except 76746 and 76749)
UTLX 78256 thru 78269
UTLX 78272
UTLX 78274
UTLX 78278
UTLX 78281
UTLX 78285 thru 78293 (Except 78286)
UTLX 78326 thru 78333 (Except 78327)
UTLX 78336 thru 78344 (Except 78341 and 78342)
UTLX 78347 thru 78350 (Except 78349)
UTLX 78353 40 MPH
- (F) Trains handling EMPTY "Schnabel" type cars numbered:
APWX 1004
BBCX 1000
CAPX 1001
CEBX 100, 101
CPOX 820
CWEX 1016
GEX 40010, 80002, 80003
GPWX 100
HEPX 200
KWUX 10
WECX 101, 102, 200-203, 301 40 MPH
All cars listed in (F) must be handled on or near the rear end of trains not exceeding 100 cars in length, must *not* be handled in trains requiring pusher service and must *not* be humped or switched with motive power detached.
- (G) Trains handling LOADED "Schnabel" type cars listed in (F), also CBEX 800 LOADED & EMPTY, must be governed by instructions issued for each individual movement.
- (H) Trains handling solid consist of
Military Equipment 55 MPH
- (I) Trains handling EMPTY KCS gondolas in series:
KCS 801011 through 802930 45 MPH
- (J) Trains RSGV handling loaded cars of sulphur 40 MPH
- (K) Trains GVRS handling empty sulphur cars 40 MPH

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 fusee.
 - (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.

LEFT BLANK INTENTIONALLY

Position in train of placarded cars containing hazardous materials

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

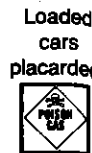
Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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.



Empty tank cars placarded: RESIDUE*

Corrosive

Poison

Chlorine

Organic Peroxide

Oxidizer

Oxygen

Flammable

Flammable Solid

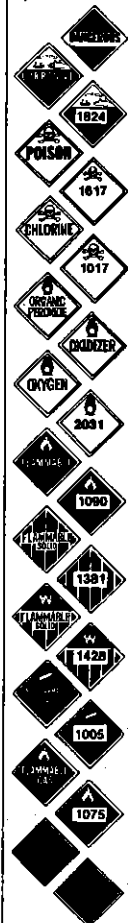
Flammable Solid

Non Flammable Gas

Flammable Gas

Poison Gas

Loaded cars other than tank cars placarded:



Loaded cars placarded:



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.

MUST NOT BE NEXT TO:

Engine, occupied caboose or passenger car	X
Car occupied by guard or escort	X (1)
Loaded plain flat car	X
Loaded bulkhead flat car	X (2)
Loaded TOFC/COFC flat car	X
Flat Car loaded with vehicles	X
Open top car with shiftable load	X (2)
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X
Car placarded EXPLOSIVES A	X
Car placarded POISON GAS	
Car placarded RADIOACTIVE	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X

(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.

X			X		
X	X		X	X	
X (1)			X (1)		
X			X		
X (2)			X (2)		
X (3)			X (4)		
X			X (5)		
X (2)			X (2)		
X			X		
	X		X		X
X	X		X		X
X			X		X
X	X				

NO RESTRICTIONS

(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.

* Examples of Residue Placards are shown on following page.

SWITCHING RESTRICTIONS

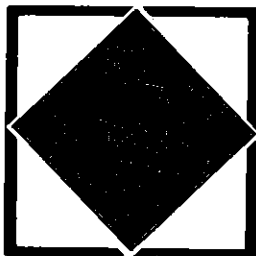
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

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



Examples of Residue Placards

ALL SUBDIVISIONS

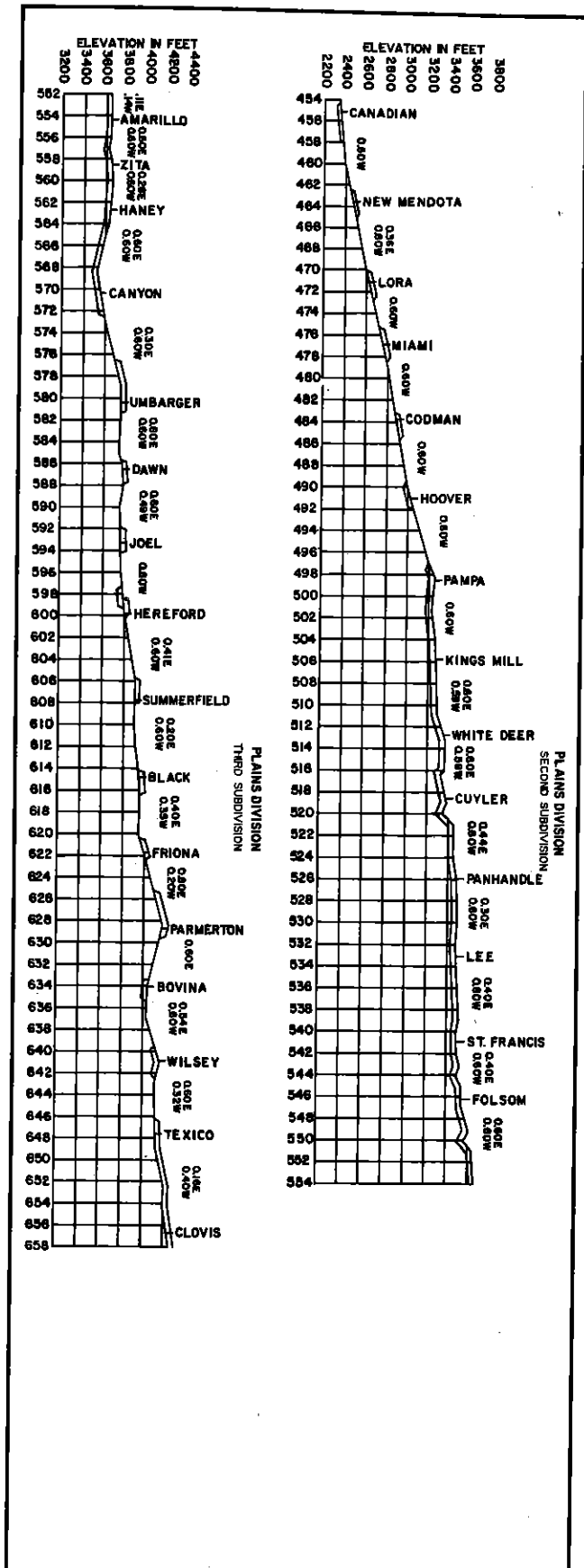
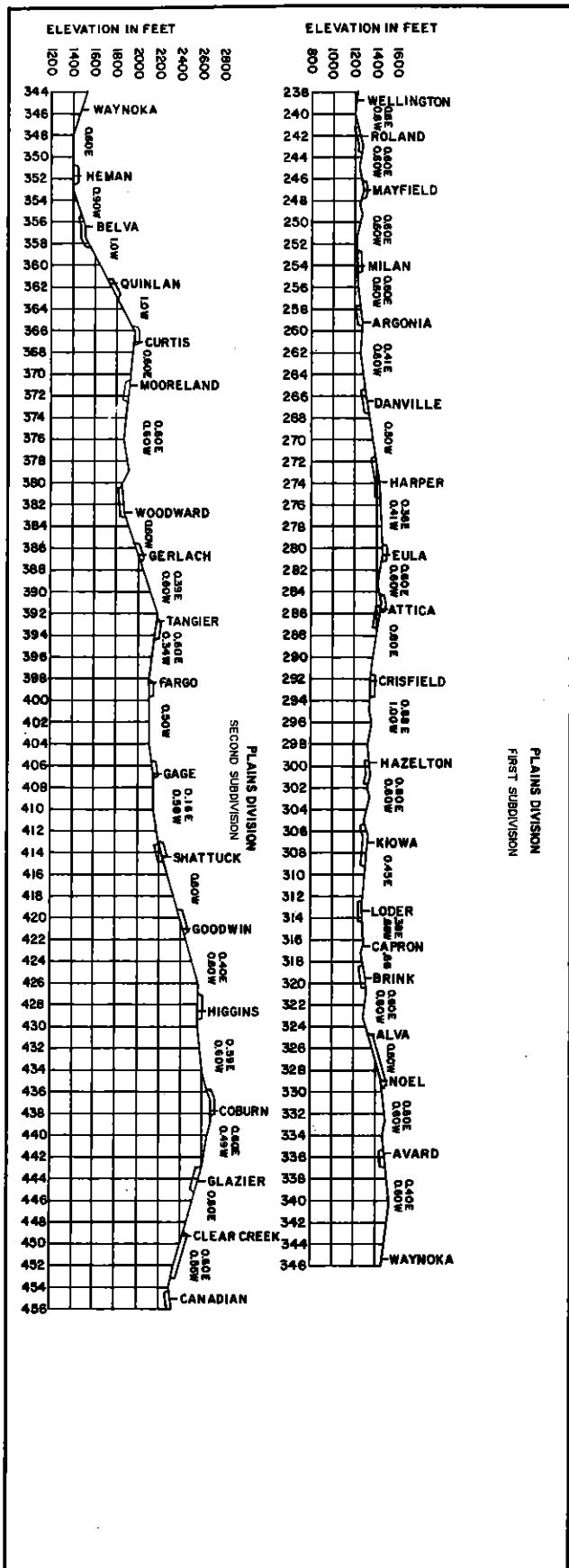
SPECIAL CAR HANDLING INSTRUCTIONS

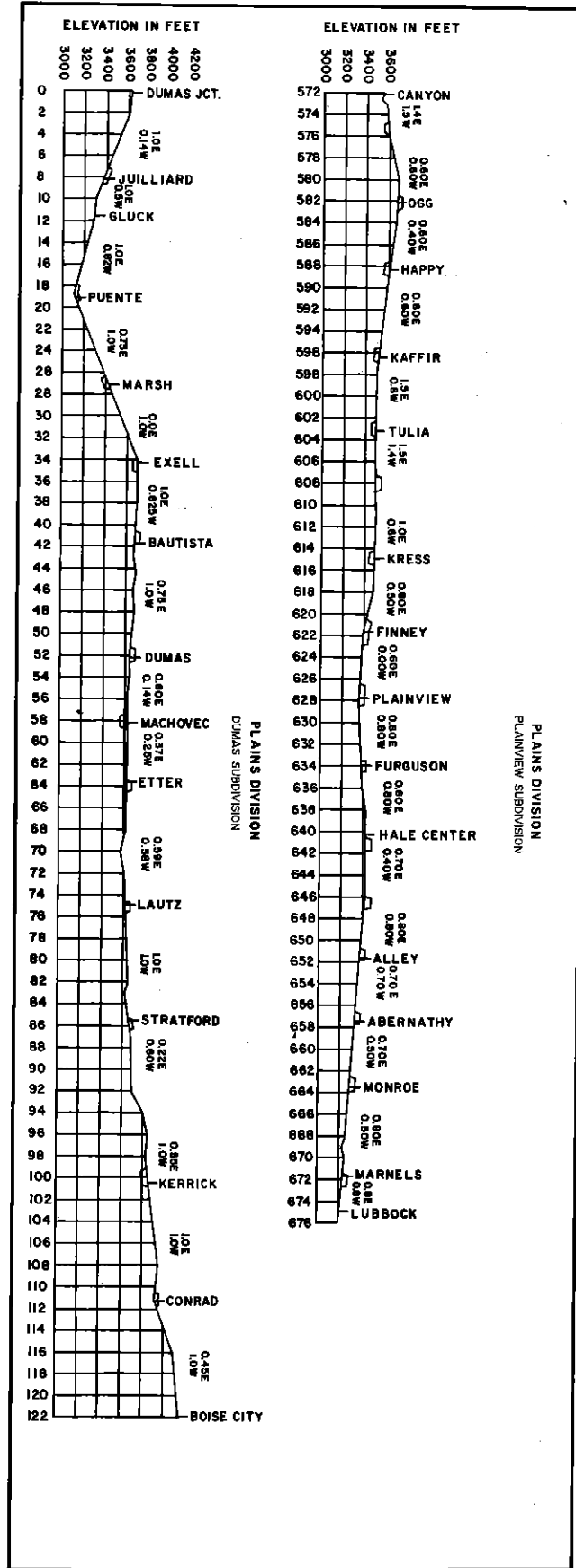
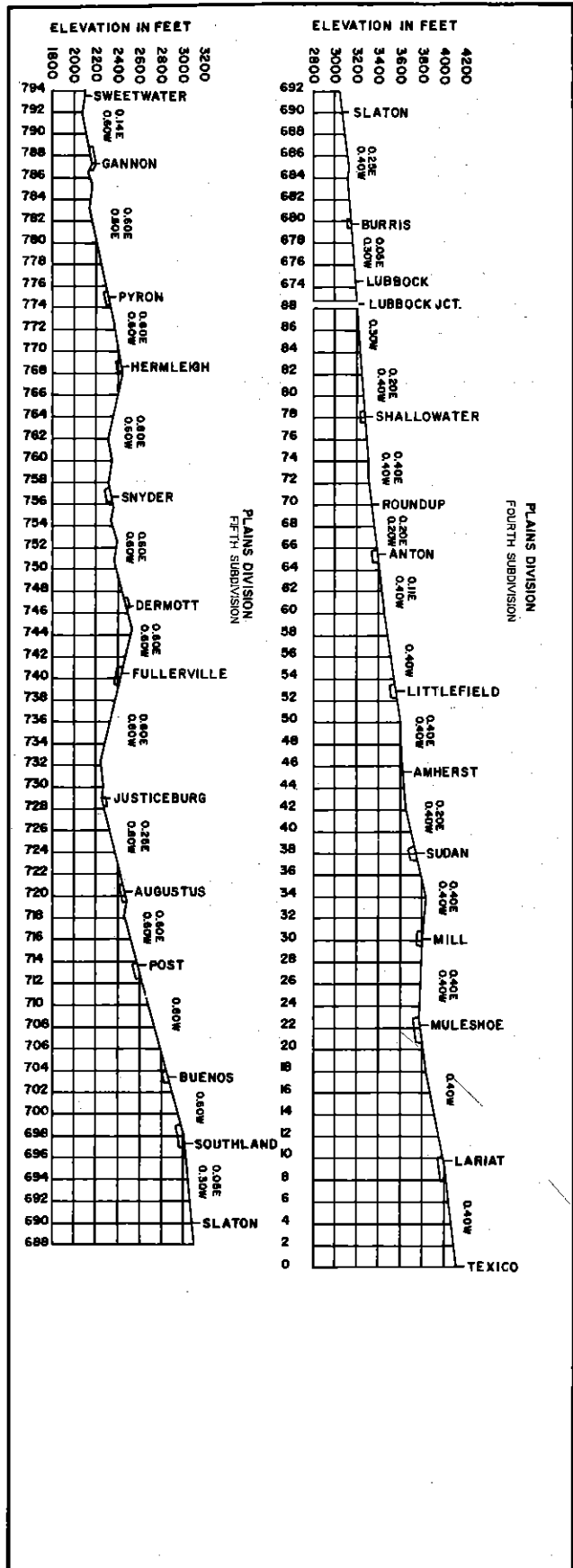
AI	Shipment Consigned AGRI Industries Houston
BA	Blasting Agents
CA	Shipment Consigned to Cargill Elevator, Houston
CB	Combustible
CD	Condemned
CL	Chlorine
CM	Corrosive
DG	Dangerous
DH	Do Not Hump
DU	Do Not Uncouple
FG	Flammable Gas
FH	Flammable Gas
FL	Flammable
FS	Flammable Solid
FW	Flammable Solid 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.



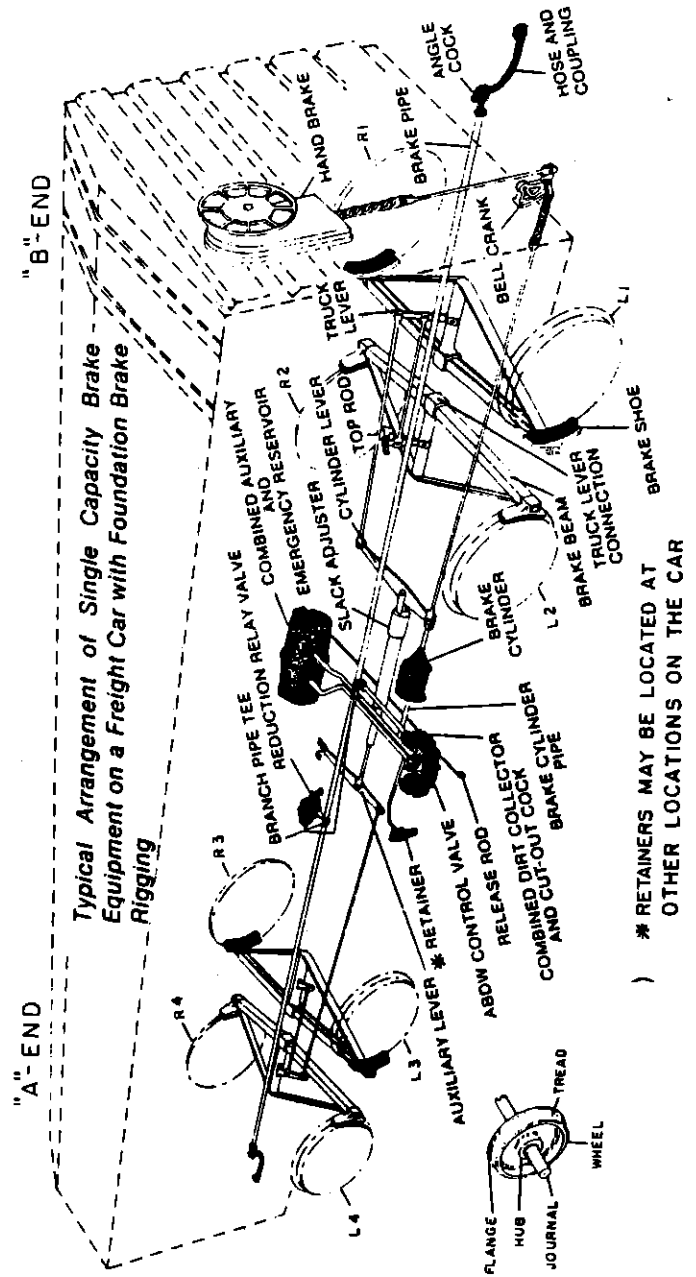


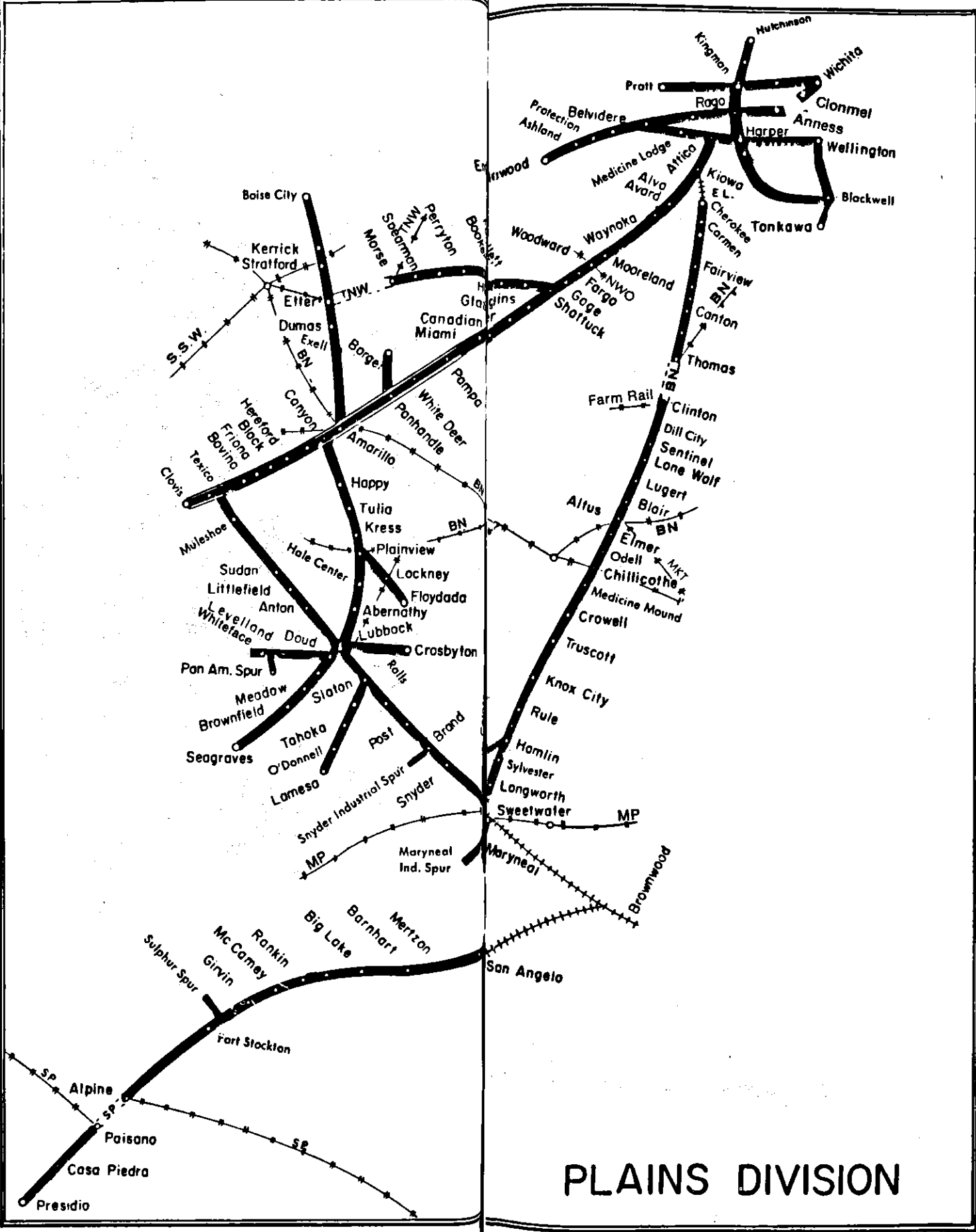
ALL SUBDIVISIONS

FREIGHT CAR AND LOCOMOTIVE INSPECTION CHECK LIST FOLLOWING A TRAIN STOPPED BY ELECTRONIC HOTBOX DETECTOR AND OTHER CAUSES

CARS AND LOCOMOTIVES

- Inspect Journals, Hub and Tread of Wheels for Overheating.
- Write Date and "B" for Bearing or "W" for Wheel on Side of Car after Inspection.
- Inspect Brake Cylinder Piston for Release.
- Inspect Retaining Valve Handle on Car for Proper Downward Position.
- Inspect Cut-Out Cock Handle on Car for Proper Downward Position.
- Inspect Hand Brake for Release.
- Inspect Brake Shoes for Clearance.
- Inspect Car or Locomotive for Obvious Air Leaks.
- Inspect Locomotive Gear Box and T.M. Bearings.





PLAINS DIVISION