



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

TRAINMASTER

E. O. Chaddock.....Slaton, Texas

TRAINMASTER-ROAD FOREMAN OF ENGINES

W. K. Ludden.....San Angelo, Texas

ROAD FOREMAN OF ENGINES

W. K. Fry.....Slaton, Texas

CHIEF DISPATCHER

J. C. Newton.....Slaton, Texas

ASST. CHIEF DISPATCHERS

C. B. Kayser.....Slaton, Texas

A. Deaton.....Slaton, Texas

DISPATCHERS - SLATON

R. C. Sanner

T. V. Ellis

W. H. Farschon

L. M. Cole

W. L. Roche

J. E. Smith

C. D. Berry

J. E. McMeckan

A. C. Burk

G. C. Brunson

D. L. Berry

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

Panhandle and Santa Fe Railway Co.

**WESTERN LINES
Southern District
SLATON DIVISION**

TIME TABLE No.

90

IN EFFECT

Sunday, October 28, 1962

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

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

**F. N. STUPPI,
Vice-President and
General Manager,
Amarillo, Texas.**

**J. H. BLAKE,
Asst. General Manager,
Amarillo, Texas.**

**G. A. ALEXANDER,
Superintendent,
Slaton, Texas.**

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
 The term "beyond" refers to regular, flag or conditional stops authorized.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Umbarger Black	Clovis and beyond	Beyond Amarillo	2	Encino Yeso Taiban Ft. Sumner Melrose	Clovis and beyond	Belen and beyond
	Ft. Sumner	Belen and beyond	Beyond Clovis		Black Umbarger	Beyond Amarillo	Clovis and beyond

Attendants accompanying live-stock or other shipments, may be carried on the train
 handling shipment of which they are in charge, when provided with proper transportation

SURGEONS OF THE A.T.&S.F. HOSPITAL ASSOCIATION.

DR. O. L. HANSON, Chief Surgeon.....Topeka

SLATON DIVISION—SAN ANGELO HOSPITAL.

DR. M. D. KNIGHT, Surgeon. DR. C. F. ENGLEKING, Ear,
 Nose and Throat. DR. W. H. BRAUNS, Internist. DR. D. D.
 WALL, DR. R. M. FINKS, DR. R. E. MOON, DR. R. A. MORSE,
 DR. T. R. HUNTER, JR., Local Surgeons, DR. DALE W. HAY-
 TER, (Ophthalmologist).

LOCAL SURGEONS.

DR. ARVEL R. PONTON, JR.Alpine.	DR. WM. F. BIRDSONG.. Muleshoe.
DR. JOHN L. WRIGHT...Big Lake.	DR. BERNIE O. MCDANIEL..... Muleshoe.
DR. JOHN R. HARRIS... Bronte.	DR. N. L. RUMBO..... O'Donnell.
DR. W. C. HILL.....Brownfield.	DR. E. O. NICHOLS, JR.. Plainview.
DR. CECIL B. KNOX.... Brownfield.	DR. E. O. NICHOLS, Sr.. Plainview.
DR. WADE NICOLAS.... Chillicothe.	DR. RUSSELL K. WILLIAMS Plainview.
DR. M. M. KRALICKE... Crowell.	DR. A. C. SURMAN..... Post.
DR. A. E. GUTHRIE... Floydada.	DR. LOWELL W. SPIKES, Ralls.
DR. J. C. HUNDLEY.... Ft. Stockton.	DR. JAMES D. GOSSETT. Rankin.
DR. C. E. OSWALT, JR... Ft. Stockton.	DR. R. R. JONES..... San Angelo.
DR. J. D. LANCASTER...Ft. Stockton.	DR. W. L. SMITH..... San Angelo.
DR. E. J. HAWKINS... Hamlin.	DR. S. H. GAINER..... San Angelo.
DR. T. S. EDWARDS.... Knox City.	DR. A. G. POWERS.....Seagraves.
DR. D. B. BLACK..... Lamesa.	DR. G. B. PAYNE.....Slaton.
DR. NOBLE H. PRICE...Lamesa.	DR. J. C. LOCKE.....Slaton.
DR. N. W. STAKER....Lamesa.	DR. S. H. JAYNES..... Slaton.
DR. R. A. REID.....Levelland.	DR. M. J. MCSWEEN, JR..... Slaton.
DR. OSCAR W. STILL... Littlefield.	DR. W. N. JONES..... Snyder.
DR. DELMAN J. STAFFORD..... Littlefield.	DR. J. W. RAINES..... Snyder.
DR. KENNETH O. CRUM.Lockney.	DR. J. F. HOWELL..... Sonora.
DR. SAM G. DUNN.... Lubbock.	DR. TOM D. YOUNG.... Sweetwater.
DR. C. B. BATSON..... Lubbock.	DR. J. K. RICHARDSON.. Sweetwater.
DR. J. P. SEARLS.....Marfa.	DR. EMIL PROHL..... Tahoka.
DR. BOYD NIBLING.... McCamey.	DR. E. PAUL STEWART..Tulia.
DR. THEODORE M. SLEMMONS..... Muleshoe.	

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. BEN HUTCHINSON (Eye only)..... Lubbock.
 DR. M. D. WATKINS (Eye only)..... Lubbock.
 DR. ERNEST NALLE (Ear, Nose, Throat).....Lubbock.
 DR. WM. F. ANDERSON (Eye Only).....Lubbock.
 DR. E. M. BLAKE (Eye Only).....Lubbock.
 DR. H. N. RICCI (Eye Only).....San Angelo.

SLATON DIVISION

PLAINVIEW DISTRICT

2

Track Capacity 50 ft. Per Car		WEST- WARD First Class 93		Rolling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD First Class 94
Other Tracks	Sidings	West Texas Express	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Eastern Express
		Leave Daily							Arrive Daily
Yard		AM 10.55	670.4	79.2	CANYON 5.1	78.9	Y	C	PM 5.00
	109	11.01	675.5	81.7	CLETA 6.6	81.7		B	4.53
	32	11.08	682.1	21.1	OGG 6.3	31.7		B	4.46
110	103	11.15	688.4	81.7	HAPPY 8.0	81.7		C	4.39
25	103	11.24	696.4	42.2	KAFFIR 6.9	79.2		B	4.30
422	104	11.31	608.3	78.9	TULIA 4.5	79.2		C	4.23
32	103	11.37	607.8	88.8	EUNICE 7.5	62.8		B	4.18
92	104	11.45	615.3	26.4	KRESS 6.5	42.2		C	4.10
7	104	11.52 PM	621.8	0	FINNEY 5.8	31.7		B	4.03
Yard	194	12.01	627.6	40.2	PLAINVIEW YL 0.8	21.2	Y	C	3.57
			628.4	42.2	F.W. & D. Crossing 5.6	42.2			
8	104	12.09	634.0	42.2	FURGUSON 6.9	31.7		B	3.49
166	103	12.17	640.9	21.1	HALE CENTER 5.6	37.0		C	3.42
59	101	12.23	646.5	42.2	UNDERWOOD 4.9	42.2		B	3.36
15	102	12.28	651.4	37.0	ALLEY 5.6	37.0		B	3.31
130	104	12.34	657.0	26.4	ABERNATHY 6.3	37.0		C	3.25
63	69	12.41	663.8	26.4	MONROE 8.6	42.2		B	3.18
595	124	12.51	671.9	42.2	MARNELS YL 1.6	42.2		B	3.09
		12.53	678.5	0	LUBBOCK JCT. YL 1.1	15.8	Y		3.07
Yard		1.00 PM	674.6		LUBBOCK YL			C	3.05 PM
		Arrive Daily			(104.2)				Leave Daily
		50.0			Average speed per hour				51.4

SIGNAL SYSTEM TWO IN EFFECT.

T.C.S. with Rule 261 in effect on Plainview District Main Track between Lubbock Jct. and East switch of wye; and on West leg of wye between Plainview District and First District connections.

At Lubbock Jct., on Plainview District main track between East wye switch and Lubbock Jct., and on West leg of wye between First and Plainview District connections, trains must proceed at restricted speed.

TWO TRACKS: Between Lubbock Jct. and Lubbock.

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

At Canyon, trains will be governed by Plains Division time table and rules.

Westward trains must get numbered clearance card before leaving Canyon and Eastward trains before leaving Lubbock or Lubbock Jct.

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

Track Capacity 50 ft. Per Car		WEST- WARD				TIME TABLE No. 90 October 28, 1962			EAST- WARD	
Other Tracks	Sidings	First Class		Ruling Grade Ascending			Ruling Grade Ascending	Turn Tables and Wyes	Communications	
		75							76	
		California Special							California Special	
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile		STATIONS	Feet Per Mile		Arrive Daily	
Yard		AM 6.55	690.0	21.1	Two Tracks - T. C. S. TRAFFIC CONTROL SYSTEM	SLATON 10.2	13.2	TY	C s PM 7.35	
85	100	7.05	670.8	15.8		BURRIS 3.2	2.7		B	7.22
			676.6	15.8		F.W.&D. Crossing 2.0	0		B	
Yard		7.15 7.30	674.6	15.8		LUBBOCK YL 1.1	0		C	7.15 6.50
		7.35	88.6	21.1		LUBBOCK JCT. YL 10.5	10.6	Y		6.45
26	106	s 7.55	78.1	21.1		SHALLOWATER 12.5	21.1		C	s 6.33
128	108	s 8.14	66.6	21.1		ANTON 12.6	5.9		C	s 6.14
325	93	s 8.39	53.0	21.1		LITTLEFIELD 7.5	21.1		C	s 6.00
152		s 8.53	46.5	21.1		AMHERST 7.4	10.6		C	s 5.42
170	100	s 9.07	38.1	21.1		SUDAN 8.0	21.1		C	s 5.32
	108	9.17	30.1	21.1		MILL 7.9	21.1		B	5.20
219	232	s 9.32	22.2	21.1		MULESHOE 12.4	0		C	s 5.11
72	129	f 9.50	9.8	21.1		LARIAT 9.6	0		B	f 4.52
Yard	132	s 10.10 AM	0.2			TEXICO		Y	C	4.40 PM
		Arrive Daily				(104.9)				Leave Daily
		24.9				Average speed per hour				39.3

SIGNAL SYSTEM TWO IN EFFECT.

TWO TRACKS: Between Lubbock Jct. and F.W. & D. Crossing.

RULE 261 IN EFFECT: On main tracks only, between signs indicating "Begin T.C.S." and "End T.C.S." at Lubbock Jct., and Texico, between similar signs at F.W.&D. Crossing and Slaton, and on both legs of wye Lubbock Jct. Trains using sidings must comply with Rule 105.

RULE 251 IN EFFECT: Between Lubbock Jct. and F.W.&D. Crossing.

Trains entering territory where Rule 251 is in effect at Lubbock Jct., or F.W.&D. Crossing, will continue the display of signals previously authorized.

Between Lubbock Jct. and F.W.&D. Crossing, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against regular and extra trains and engines.

At Texico, trains will be governed by Plains Division time table and rules.

Trains must get numbered clearance card before leaving Slaton. Slaton Division trains must get numbered clearance card from both Plains and Slaton Divisions before leaving Clovis.

SLATON DIVISION

SECOND DISTRICT 4

Track Capacity 50 ft. Per Car		WEST- WARD First Class 75 California Special		Ruling Grade Ascending	TIME TABLE No. 90 October 28, 1962		Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD First Class 76 California Special
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile				Arrive Daily
Yard		AM 4.45	793.7	15.8	SWEETWATER YL 1.1	7.4	TY	C		PM 8.40
		4.48	792.6	31.7	ORIENT JCT. 5.3	0		B		9.33
	98	4.56	787.3	31.7	GANNON 12.0	31.7		B		9.28
11	142	5.08	775.3	31.7	PYRON 6.7	31.7		B		9.16
27	101	5.14	768.6	31.7	HERMLEIGH 11.7	31.7		B		9.10
207	125	5.32	756.9	31.7	SNYDER 10.1	31.7		C		8.55
41	98	5.42	746.8	31.7	DERMOTT 6.2	31.7		B		8.41
74	150	5.47	740.6	31.7	FULLERVILLE 11.6	31.7				8.35
23	103	5.57	729.0	31.7	JUSTICEBURG 8.7	13.2				8.23
7	109	6.05	720.3	31.7	AUGUSTUS 6.5	31.7		B		8.15
133	146	6.18	713.8	31.7	POST 10.2	0		C		8.07
9	110	6.30	703.6	31.7	BUENOS 6.3	0		B		7.55
33	99	6.37	697.3	15.8	SOUTHLAND 7.3	2.6		B		7.50
Yard		6.50 AM	690.0		SLATON		TY	C		7.40 PM
		Arrive Daily			(103.7)					Leave Daily
		49.8			Average speed per hour					51.9

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT: On Main Track between Slaton and Orient Jct., and on sidings Pyron and Fullerville. Trains using sidings except siding Pyron and Fullerville must comply with Rule 105.

Between Orient Jct. and Sweetwater, trains will be governed by Northern Division time table rules.

Trains must get numbered clearance card before leaving Sweetwater and Slaton.

5 SLATON DIVISION

FLOYDADA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			26.6	31.7	FLOYDADA YL 6.4	21.1	Y	C	
17			20.2	31.7	MUNCY 4.8	18.5			
139	48		15.4	26.4	LOCKNEY 0.9	31.7		C	
			14.5	42.2	F.W. & D. Crossing 4.3	31.7			
60			10.2	31.7	AIKEN 8.0	31.7			
			2.2	31.7	F.W. & D. Crossing 2.7	22.7			
Yard					PLAINVIEW YL		Y	C	
					(27.1)				

CROSBYTON DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard				31.7	LUBBOCK YL 8.7	31.7	Y	C	
				8.0	F.W. & D. Crossing 3.3	31.7			
48				11.3	IDALOU 8.3	30.6		C	
109				19.6	LORENZO 8.8	26.4		C	
116	45			28.4	RALLS 9.4	26.4		C	
Yard				37.8	CROSBYTON YL		Y	C	
					(38.5)				

At Plainview, trains will be governed by Plainview District time table and rules.

Trains must get numbered clearance card before leaving Plainview and Floydada.

At Plainview, normal position of connecting track switch on Floydada District lined for connecting track to Plainview District.

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

Trains must get numbered clearance card before leaving Lubbock and Crosbyton.

No switch lights on Crosbyton District.

LAMESA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard				31.7	SLATON YL 10.0	15.8	Y	C	
85	83		10.0	31.7	WILSON 11.3	31.7		C	
91	84		21.3	31.7	TAHOKA 7.2	79.2		C	
84			28.5	31.7	SKREN 7.6	26.4			
105	56		36.1	31.7	O'DONNELL 6.0	31.7		C	
21			42.1	31.7	HINDMAN 5.7	31.7			
21			47.8	31.7	ARVANA 5.9	31.7			
Yard			53.7		LAMESA YL		Y	C	
					(53.7)				

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

Trains must get numbered clearance card before leaving Slaton and Lamesa.

No switch lights on Lamesa District.

SLATON DIVISION
SEAGRAVES DISTRICT
6

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Rolling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Rolling Grade Ascending	Turn Tables and Ways	Communications	EASTWARD	
		79	77								78	80
		Freight	Freight								Freight	Freight
Other Tracks	Sidings	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS		Feet Per Mile			Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
Yard		AM 9.00	AM 9.15		15.8	LUBBOCK YL 1.1		0		C	PM 3.00	PM 3.10
		9.05	9.17		31.7	LUBBOCK JCT. YL 5.9			Y	B	2.30	2.40
66		9.19 AM	9.34	5.9	31.6	DOUD YL 5.4		21.2	Y	B	2.18	2.28 PM
67			9.45	11.3	27.4	WOLFORTH 10.8		29.0			2.05	
65			10.05	22.1	16.9	ROPES 5.8		23.7		C	1.40	
40		Via Lehman District	10.17	27.9	31.6	MEADOW 11.8		24.2		C	1.25	Via Lehman District.
328			10.41	39.7	31.6	BROWNFIELD YL 12.6		31.6		C	12.58	
27			11.07	52.3	29.0	WELLMAN 10.6		31.6			12.23	
Yard			11.30 AM	62.9		SEAGRAVES YL			Y	C	12.01 PM	
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(64.0)					Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		22.1	28.4			Average speed per hour					21.5	10.0

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

TWO TRACKS: Between Lubbock Jct. and Lubbock.

Nos. 77, 78, 79 and 80 have no time table authority.

Trains must get numbered clearance card before leaving Lubbock and Seagraves.

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

No switch lights on Seagraves District.

LEHMAN DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Rolling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Rolling Grade Ascending	Turn Tables and Ways	Communications	EASTWARD	
		79									80	
		Freight									Freight	
Other Tracks	Sidings	Leave Daily Ex. Sun.				STATIONS		Feet Per Mile			Arrive Daily Ex. Sun.	
		AM 9.19			15.8	DOUD YL 6.9		10.6	Y	B	PM 2.23	
196		9.33	6.0		52.8	HURLWOOD 7.2		5.3			2.14	
83	37	9.49	13.2		44.9	SMYER 12.5		27.4			1.57	
214	21	10.15	25.7		52.8	LEVELLAND YL 7.3		23.2		C	1.28	
19		10.29	33.0		52.8	COBLE 6.2		23.2			1.08	
57	35	10.43	39.2		52.8	WHITEFACE 11.3		40.0		C	12.57	
60		11.05	50.5		52.8	LEHMAN 12.3		10.6		C	12.30	
Yard		11.30 AM	62.8			BLEDSON YL			Y	C	12.01 PM	
		Arrive Daily Ex. Sun.				(62.8)					Leave Daily Ex. Sun.	
		28.8				Average speed per hour					23.6	

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

Nos. 79 and 80 have no time table authority.

Trains must get numbered clearance card before leaving Bledsoe.

No switch lights on Lehman District.

7 HAMLIN DISTRICT

SLATON DIVISION

Track Capacity 50 ft. Per Car		WEST- WARD.		Rolling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			467.8	0	ALTUS YL 0.3	0		C	
			467.6	0	M.K.T. Crossing 0.5	0			
			468.1	52.8	St.L.S.F. Crossing 10.2	52.8			
15	53		478.3	26.4	ELMER 4.8	78.9			
	13		483.1	50.5	RANCHLAND 5.2	34.8			
35	47		488.3	52.8	ODELL 9.0	47.0			
			497.3	0	F.W.& D. Crossing 0.2	0			
128	36		497.5	52.8	CHILlicothe 6.8	36.4		C	
42	54		504.3	62.3	MEDICINE MOUND 10.3	52.8			
86	46		514.6	42.8	MARGARET 6.7	29.7			
138	76		521.3	52.8	CROWELL YL 7.8	52.8		C	
	32		529.1	52.8	FOARD CITY 9.3	52.8			
36	45		538.4	52.8	TRUSCOTT 12.7	42.2		C	
63	48		551.1	52.8	BENJAMIN 12.0	19.2		C	
23	41		563.1	37.0	KNOX CITY 2.5	5.8		C	
	32		565.7	26.4	O'BRIEN 4.8	21.1			
45	41		570.5	37.0	ROCHESTER 9.6	27.0		C	
97	33		580.1	10.6	RULE 8.3	36.6		C	
47	73		588.4	23.7	SAGERTON 9.5	0			
			588.9	0	W.V. Crossing 8.5	0			
35			597.4	41.1	PASTURA 7.0	31.7			
			604.4	0	M. K. T. Crossing 1.4	0			
Yard			605.8		HAMLIN YL		T	C	
					(138.5)				

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered clearance card before leaving Altus and Hamlin.

At Altus, trains will be governed by Plains Division time table rules.

At F. W. & D. Crossing, Chillicothe, T.C.S. on F. W. & D. When train is stopped by "stop" signal communicate with F. W. & D. control station and be governed by instructions. If unable to communicate with control station be governed by Rule 321 (C), following instructions outlined in control box.

SLATON DIVISION

SAYARD DISTRICT

8

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Rolling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Rolling Grade Ascending	Turn Tables and Wyes	Communication	EASTWARD	
		First Class								First Class	
			77								78
Other Tracks	Buildings		The Angelo	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	
Yard				605.8	52.8	HAMLIN YL 13.3	52.8	T	C		
27	53			619.1	73.9	SYLVESTER 7.4	26.4		B		
50				626.5	66.0	LONGWORTH 10.8	52.8				
				637.3	66.0	ORIENT JCT. YL 0.7	52.8		B		
Yard				638.0	52.8	SWEETWATER YL 1.4	10.5	TY	C		
				639.4	52.8	NORTH JCT. YL 0.8	10.5				
				640.2	52.8	SOUTH JCT. YL 5.2	52.8				
	45			645.4	52.8	SHAUFLER 11.9	45.9				
48	103			657.3	52.8	MARYNEAL YL 13.7	52.8	Y	C		
44	42			671.0	52.8	BLACKWELL 6.3	52.8				
	40		Via Northern Division	677.5	0	FORT CHADBOURNE 7.8	37.0			Via Northern Division	
53	45			685.3	52.8	BRONTE 10.2	52.8		C		
	41			695.5	66.0	TENNYSON 19.0	52.8		B		
Yard				714.5	0	SAYARD YL 0.8	0		C		
			AM 5.55	715.3	26.4	ALVEY JCT. YL 2.1	31.7	Y		PM 9.03	
Yard			6.10 AM	717.4		SAN ANGELO YL		TY	C	8.50 PM	
			Arrive Daily			(111.6)				Leave Daily	
			8.4			Average speed per hour				9.7	

Between station sign Sayard and San Angelo there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Orient Jct. and South Jct., trains will be governed by Northern Division time table and rules.

Trains must get numbered clearance card before leaving Hamlin and Sweetwater. Trains originating San Angelo and Sayard must get numbered clearance card at either San Angelo or Sayard before leaving.

At Sayard, heading in main track switches at East and West ends normally lined and locked for yard movement. Expect to find main track blocked with cars between these switches.

At Alvey Jct., Northern Division junction switches normally lined for Sayard District.

Track Capacity 80 ft. Per Car		WEST- WARD 129		Ruling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD 130
Other Tracks	Sidings	Freight	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Freight
		Leave Mon. Wed. and Fri.							Arrive Tues. Thurs. and Sat.
Yard		AM 8.00	717.4	26.4	SAN ANGELO YL 3.5	26.4	TY	C	PM 12.01 PM
		8.10	720.9	37.0	S.N. JCT. YL 12.1	37.0			10.50
83	46	8.30	732.4	36.0	TANKERSLY 13.3	0		B	10.30
103	46	9.15	745.7	37.0	MERTZON 10.4	26.4			10.05
	46	9.35	756.1	37.0	NOELKE 9.8	36.0			9.35
	36	9.50	765.9	26.4	SUGGS 5.7	0			9.00
64	40	10.20	771.6	52.8	BARNHART 19.0	52.8		C	8.45
115	80	11.30	790.6	37.0	BIG LAKE 10.1	13.2		C	7.10
49	45	11.50 PM	800.7	15.8	BEST 4.1	26.4			6.10
21	54	12.10	804.8	26.4	TEXON 4.4	52.8			6.00
271	43	12.40	809.2	15.5	BENEDUM YL 5.1	52.8	Y	B	5.35
	38	12.50	814.3	42.2	FLAT ROCK 5.6	52.8			5.05
111	45	1.30	819.9	52.8	RANKIN 18.7	52.8		C	4.45
446	45	3.15	838.6	52.8	McCAMEY 11.0	52.8	Y	C	3.15
43	42	3.35	849.6	37.0	GIRVIN 7.3	26.4		B	2.15
	38	3.50	856.9	29.5	OWEGO 6.9	9.5			2.00
	42	4.05	863.8	37.0	BALDRIDGE 17.9	0			1.45
Yard		5.00 PM	881.7		FORT STOCKTON YL		Y	C	1.00 AM
		Arrive Mon. Wed. and Fri.			(164.3)				Leave Tues. Thurs. and Sat.
		18.2			Average speed per hour				14.9

Nos. 129 and 130 have no time table authority.

Between San Angelo and S.N. Jct. there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains originating San Angelo or Sayard must get numbered clearance card at either San Angelo or Sayard, and will register where clearance card is received. Trains must get numbered clearance card before leaving Fort Stockton.

At S.N. Jct., Sonora District junction switch normally lined for Fort Stockton District.

Trains moving between San Angelo and Sayard will be governed by Sayard District time table and rules.

ALPINE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD
		129							130
		Freight							Freight
Other Tracks	Sidings	Leave Tues., Thurs. and Sun.	Mile Post	Feet Per Mile	STATIONS.	Feet Per Mile			Arrive Mon., Wed. and Fri.
Yard		PM 5.30	881.7	52.8	FORT STOCKTON YL 11.2	52.8	Y	C	PM 6.15
	44	5.59	892.9	52.8	BELDING 11.4	35.9			5.57
	34	6.25	904.3	43.8	CHANCELLOR 17.2	47.5			5.40
	45	6.55	917.2	52.8	HOVEY 17.2	52.8		B	5.23
	47	7.35	934.4	52.8	TITLEY 9.9	0			4.58
Yard		8.45	944.3		ALPINE YL 5.1			C	4.40
					TORONTO 7.4				
	32	9.25	956.9	0	PAISANO 12.9	52.8		B	4.20
	33	9.54	969.3	0	TINAJA 15.3	52.8		B	4.00
	27	10.23	984.5	0	PERDIZ 9.2	52.8		B	3.38
	33	10.46	993.7	0	PLATA 23.8	52.8		B	3.23
5	33	11.15 AM	1002.9	0	CASA-PIEDRA 23.8	52.8		B	3.03
Yard		12.15 AM	1026.7		PRESIDIO YL 2.2		Y	C	2.30 PM
			1028.9		International Bridge End of Track				
		Arrive Mon., Wed. and Fri.			(147.2)				Leave Mon., Wed. and Fri.
		21.8			Average speed per hour				38.7

Nos. 129 and 130 have no time table authority.

Trains must get numbered clearance card before leaving Fort Stockton and Presidio.

Trains must approach cuts and curves between Tinaja and Presidio prepared to stop short of obstruction account danger of dirt or rock slides.

Between Alpine and Paisano, trains use tracks of T. & N. O. R.R. and will be governed by time table, rules and special instructions of T. & N. O. R.R.

SONORA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 90 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD
		↓							↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
12			7.3	37.0	S.N. JCT. YL 7.3	0			
45			16.0	31.7	BYRNE 8.7	19.0			
75			29.2	37.0	CHRISTOVAL 13.2	0		B	
86	19		41.9	37.0	HULLDALE 12.7	0		B	
Yard			63.6	0	ELDORADO 21.7	37.0		C	
					SONORA YL		Y	C	
					(63.6)				

Between San Angelo and S.N. Jct., trains will be governed by Fort Stockton District time table and rules.

Trains must get numbered clearance card before leaving Sayard or San Angelo and Sonora.

No switch lights on Sonora District.

At S.N. Jct., Fort Stockton District junction switch normally lined for Fort Stockton District.

1. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.

2. (A) Within Traffic Control System limits, a train, or engine, must not clear the main track through a hand thrown switch not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine.

(B) Employees are prohibited from riding, or walking, on the roof of any moving car except where it is not practicable to do otherwise.

(C) Rule 19, Rules Operating Department, 1959, is amended as follows:

19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Note:—The single red light of prescribed type, referred to in above two paragraphs, is the constantly illuminated standard issue tail light in use on most passenger trains and should not be confused with the gyrating tail light used on certain business cars which is automatically extinguished at certain speeds.

(D) Rule 813, Rules Operating Department, 1959, is supplemented as follows:

When radio communication is being used in lieu of hand signals to direct a train or yard movement, proper identification must be made, and continuous contact must be maintained. Should radio contact be lost with the employe directing the movement, immediate stop must be made until communication is restored or other signals used to complete the movement.

3. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	* PASSENGER AND MIXED	
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	79	60
PLAINVIEW DISTRICT	59	49
SECOND DISTRICT:		
Main Track	79	60
Sidings Pyron and Fullerville where Rule 261 is in effect	30	30
FLOYDADA DISTRICT	40	40
LAMESA DISTRICT	40	40
CROSBYTON DISTRICT	35	35
SEAGRAVES DISTRICT		
Doud to Brownfield	40	40
Brownfield to Seagraves	30	30
LEHMAN DISTRICT	45	45
HAMLIN DISTRICT	40	40
SAYARD DISTRICT	40	40
FORT STOCKTON DISTRICT	40	40
ALPINE DISTRICT	40	40
SONORA DISTRICT	40	40

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS
—(Cont'd)

*When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less, maximum authorized passenger train speed.
26 to 45 per cent 80 MPH
46 to 75 per cent 70 MPH
76 per cent, or more, freight train speed.

LOCATION	* PASSENGER AND MIXED	
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT		
Curve, M.P. 0.1 to 0.7	30	30
M.P. 87.5 to M.P. 88.6	30	30
SECOND DISTRICT		
2 Curves, M.P. 699.5 to 700.4	65	60
Curve, M.P. 700.7 to 700.9	55	50
Curve, M.P. 701.0 to 701.5	60	55
Curve, M.P. 701.7 to 702.0	55	50
Curve, M.P. 702.5 to 702.6	60	55
Curve, M.P. 703.0 to 703.3	50	45
Curve, M.P. 703.5 to 703.9	60	55
Curve, M.P. 704.1 to 704.4	50	45
Curve, M.P. 704.9 to 705.1	60	55
Curve, M.P. 705.3 to 705.6	50	45
2 Curves, M.P. 706.9 to 707.8	65	60
Curve, M.P. 713.2 to 713.6	60	50
Curve, M.P. 714.8 to 715.0	65	60
2 Curves, M.P. 716.0 to 717.0	65	60
Curve, M.P. 723.7 to 723.9	60	55
Curve, M.P. 724.4 to 725.1	65	60
Curve, M.P. 725.6 to 726.0	60	55
Curve, M.P. 726.3 to 726.6	65	60
Curve, M.P. 736.2 to 736.6	60	55
Curve, M.P. 741.2 to 741.6	65	60
Curve, M.P. 743.7 to 744.1	60	55
Curve, M.P. 748.8 to 749.1	65	60
Snyder Industrial Spur, M.P. 751.9	25	25
Curve, M.P. 756.5 to 756.9	60	60
Curve, M.P. 764.2 to 764.5	65	60
Curve, M.P. 775.8 to 776.1	60	55
2 Curves, M.P. 776.7 to 777.3	60	55
Curve, M.P. 777.8 to 778.1	50	50
Curve, M.P. 780.6 to 781.4	65	60
Curve, M.P. 782.3 to 782.7	65	60
2 Curves, M.P. 785.3 to 786.1	65	60
PLAINVIEW DISTRICT		
Curve, M.P. 570.9 to 571.2	30	30
Curve, M.P. 627.3 to 627.5	25	20
Curve, M.P. 628.2 to 628.4	25	20
Connecting Track between Plainview and Floydada Districts M.P. 628.4		
Curve, M.P. 668.6 to 668.8	50	35
Bridge, M.P. 672.9	30	30
Curve, M.P. 673.3 to 673.4	25	20
SEAGRAVES DISTRICT		
Curve, M.P. 0.4 to M.P. 0.7	25	25
CROSBYTON DISTRICT		
Curve, M.P. 0.0 to M.P. 0.2	10	10
LEHMAN DISTRICT		
Stanolind Spur M.P. 36.2	30	30
2 Curves, Stanolind Spur M.P. 2	20	20

SLATON DIVISION

SPECIAL RULES 12

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS. —(Cont'd)

LOCATION	* FREIGHT AND MIXED	
	Passenger Miles Per Hour	Miles Per Hour
HAMLIN DISTRICT		
Bridge, M.P. 479.7 to 480.2	25	20
M.P. 485.2 to M.P. 488.0	40	35
M.P. 571.7 to M.P. 575.0	40	35
SAYARD DISTRICT		
Celotex Spur M.P. 609.6	20	20
2 Curves and Bridge 652.2 M.P. 652.2 to 653.1	40	30
4 Curves, M.P. 653.9 to 655.7	40	30
Maryneal Industrial Spur M.P. 657.3	30	30
2 Curves, M.P. 658.8 to 659.3	30	25
8 Curves, M.P. 660.3 to 663.1	30	25
FORT STOCKTON DISTRICT		
Benedum Industrial Spur, M.P. 809.2	30	30
ALPINE DISTRICT		
Curve and Rock Cut, M.P. 1009.0 to 1009.3	10	10
M.P. 1027.3 to M.P. 1028.9	10	10

(B) WHILE HEAD OF TRAIN IS PASSING THE STREET CROSSINGS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED:

Station	Streets	M.P.H.
Muleshoe	Between Siding Switches	40
Amherst	Through City Limits	45
Snyder	Through City Limits	50
Tahoka	U. S. Highway No. 380	10
Crowell	Through City Limits	30
Hamlin	Central Ave.	20
Bronte	Through City Limits	20
San Angelo	Within City Limits	15
Big Lake	Depot Ave. and Highway 33	20
Fort Stockton	2nd, 3rd, 4th, Nelson and Stockton	10

(C) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2602-2606	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174, 1200-1234, 1600-1607	75	75	*45	75
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

*Note: Forward speed applies when backing handling train.

3. SPEED REGULATIONS—(Cont'd)

(D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

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:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1607, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2602-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1234, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars			
Passenger Cars	3	5	5
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Derricks, power shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not be handled in trains except on instructions of Trainmaster, and trains handling such equipment must not exceed the following speeds:

DISTRICT	All Except Pile Drivers AT 199452 AT 199453 AT 199454 AT 199455 (MPH)	Pile Drivers AT 199452 AT 199453 AT 199454 AT 199455 (MPH)
First and Second	30	45
Plainview, Floydada, Seagraves, Lehman and Lamesa	30	30
Crosbyton, Hamlin, Sayard, Fort Stockton, Alpine and Sonora	18	18

(F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

"I"—Interlocking.
"S"—Spring.
"R"—Rigid.

STATION	TYPE	LOCATION	MILES PER HOUR
SECOND DISTRICT.			
Orient Jct.	I	Junction from Sayard District to Second District	15
Gannon	I	Both ends siding	15
Pyron	I	Both ends siding	30

13 SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

"I"—Interlocking.
 "S"—Spring.
 "R"—Rigid.

STATION	TYPE	LOCATION	MILES PER HOUR
SECOND DISTRICT—(Cont'd)			
Hermleigh	I	Both ends siding	15
Snyder	I	Both ends siding	30
Dermott	I	Both ends siding	15
Fullerville	I	Both ends siding	30
Justiceburg	I	Both ends siding	30
Augustus	I	Both ends siding	30
Post	I	Both ends siding	30
Buenos	I	Both ends siding	30
Southland	I	Both ends siding	15
Slaton	I	East end of yard	30

FIRST DISTRICT.

Slaton	I	West end of yard	15
Burris	I	Both ends siding	15
F.W. & D. Crossing	I	East end Two Tracks	40
Lubbock	I	Turnout from Westward main track to switching lead east end lower yard	15
Lubbock Jct.	I	West end Two Tracks	30
	I	West leg Wye	15
	I	Crossover from Eastward to Westward main track.	30
	I	Turnout from Westward main track to Plainview District	30
	I	Crossover from main track to Seagraves District.	15
	I	Turnout from Westward main track to switching lead.	15
	I	East Wye Switch on Plainview Dist.	15
Shallowater	I	Both ends siding	30
Anton	I	Both ends siding	30
Littlefield	I	Both ends siding	30
Sudan	I	Both ends siding	30
Mill	I	Both ends siding	30
Muleshoe	I	Both ends siding	30
Lariat	I	Both ends siding	30

PLAINVIEW DISTRICT

Plainview	S	West end Connecting Track Between Plainview and Floydada Districts	10
	R	East end Connecting Track between Plainview and Floydada Districts	10

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

Mile Posts	Name
478.3	HAMLIN DISTRICT Sand Loading Ramp on Siding.
626.0	Gypsum Chutes Over Spur.
640.4	T.&P. Bridge Over Main Track.
643.3	Sand Trap Over Spur.
687.8	Sand Trap Over Track Shawville.

5. RAILROAD CROSSINGS

(A) LOCATION OF INTERLOCKINGS

Name	Type	Speed	
		Passenger	Freight
Altus	Automatic	20	20
Chillicothe	Interlocking	20	20
Plainview	Automatic	20	20

SLATON DIVISION

5. RAILROAD CROSSINGS—(Cont'd)

(A) LOCATION OF INTERLOCKINGS—(Cont'd)

Name	Type	Speed	
		Passenger	Freight
Plainview—(Cont'd)			
(M.P. 2.2	Floydada		
District)	Automatic	40	40
Lockney	Automatic	40	40

(B) GATE PROTECTED RAILROAD CROSSINGS.

Location	Railroad	M.P. Location	Normally Against	Speed Limit M.P.H.
Crosbyton District	F. W. & D.	8.0	F. W. & D.	15
Hamlin District	M.K.T.	604.4	Either	15

(C) RAILROAD CROSSINGS AT GRADE PROTECTED BY STOP BOARDS

Location	Railroad	M.P. Location	Remarks
Hamlin District	M.K.T.	467.6	Stop Rule 98 (A).
Hamlin District	W.V.	588.9	Stop Rule 98 (A).
Hamlin District	M.K.T.	604.4	Stop Rule 98 (A).

6. TRACKS BETWEEN STATIONS

LOCATION	Mile Post	Car Capacity	Switch Connection
PLAINVIEW DISTRICT			
Houston Elevator, Inc.	609.9	45	East & West
Burson & Wilson	616.3	38	East & West
BFW Grain Co.	617.0	24	East & West
Six Point Grain Co.	637.9	25	East & West
Tuco Grain Co.	653.7	24	East
Tuco	664.3	23	West
Western Warehouse Co.	655.0	23	East & West
FIRST DISTRICT			
Progress	15.6	20	East & West
Sudan Livestock Co.	39.3	20	East & West
Bainer	59.5	95	East & West
Roundup	69.9	104	East & West
Broadview	83.6	119	East & West
Keeton Cattle Co.	682.1	56	East & West
McSpadden Grain Co.	682.2	65	West
Posey	685.0	8	East
SECOND DISTRICT			
Cow Spur	729.9	27	East & West
Standard Oil Co.	751.0	40	East & West
Brand	751.4	105	East & West
Snyder Industrial Spur			West
11.2 Miles	751.9	111	West
Haliburton Co.	752.2	17	East & West
Sunray Oil Co.	752.3	186	East & West
Bernecker	781.9	20	East & West
HAMLIN DISTRICT			
Stonewall Gas Products Co.	567.3	21	East & West
Wood Chemical Co.	564.1	5	East
SAYARD DISTRICT			
Lone Star Cement	620.6	91	East & West
Lone Star Sand			
Siding	630.0	14	East & West
Spur		35	West
Lone Star Cement	656.1	290	East & West
Maryneal Industrial Spur			
18.4 miles	657.8	131	East & West
West Texas Utilities Spur	674.3	6	East
Lone Star Producing Co.	675.8	67	East & West
Shawville	687.8	16	East & West

SLATON DIVISION

SPECIAL RULES 14

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
FORT STOCKTON DISTRICT			
Witco Gasoline	782.8	49	East & West
Humble Oil Co.	795.3	1	East & West
Benedum Industrial Spur 9.7 miles	809.2	331	East & West
Rio Pecos Spur	847.5	38	East
SEAGRAVES DISTRICT			
Farm Center Gin and Grain Co.	17.1	18	East & West
Columbian Carbon Spur ...	59.4	34	East
LEHMAN DISTRICT			
Carlisle Grain Co.	2.1	22	East & West
Robinson-Gentry Grain Co..	23.3	12	East
Stanolind Oil & Gas Co.	28.5	54	East & West
Stanolind Spur 9.3 miles...	36.2	210	East & West
FLOYDADA DISTRICT			
Plainview Wheat Growers..	2.6	25	East & West
Plainsman Elevator	3.9	22	East & West
LAMESA DISTRICT			
Farm Grain & Warehouse Company	51.1	21	East & West

7. SPECIAL RULES AND FACILITIES

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 signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the Requirements of Rule 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:
Bridge 785.9 — Near Gannon

8. YARD LIMITS

Alpine.	Lubbock.	San Angelo (Includes Sayard and S.N. Jct.)
Altus.	Lubbock Jct. (extends to and includes Doud and Marnels.)	Seagraves.
Benedum.	Marnels.	Slaton (Lamesa Dist. Only.)
Bledsoe.	Maryneal.	Sonora.
Brownfield.	Plainview.	Sweetwater (Includes Orient Jct. and South Jct.)
Crosbyton.	Presidio.	
Crowell.		
Doud.		
Floydada.		
Fort Stockton.		
Hamlin.		
Lamesa.		
Levelland.		

9. BULLETIN BOOKS

Slaton Division	Plains Division	G.C.&S.F.	T.&N.O.
Altus. Amarillo. Clovis. Fort Stockton. Hamlin. Lubbock Plainview. San Angelo. Sayard. Slaton. Sweetwater.	Altus. Lubbock. Slaton.	Hamlin. San Angelo. Sayard. Slaton.	Fort Stockton. San Angelo.

10. STANDARD CLOCKS

Altus.	San Angelo.
Fort Stockton.	Sayard.
Hamlin.	Slaton.
Lubbock.	Sweetwater.

11. STANDARD THERMOMETERS

Fort Stockton.	San Angelo.
Lubbock.	Slaton.
Plainview.	Snyder

A. J. STROBEL, General Watch Inspector..... Topeka.

LOCAL TIME INSPECTORS—SLATON DIVISION.

JOHN H. FURBACH..... Amarillo.	J. C. ANDERSON..... Lubbock.
BRYANT MADDOX..... Amarillo.	C. D. BLAIR..... Lubbock.
L. N. FITTMAN..... Amarillo.	C. W. VANDERPOEL..... Plainview.
R. J. LOCKHART..... Altus.	J. C. CHAMPION..... Slaton.
WAYNE PERKINS..... Clovis.	PAUL TERRELL..... Sweetwater.
H. C. EDWARDS..... Clovis.	CHASE HOLLAND, JR..... San Angelo.
EDWARD F. HAVINS... Ft. Stockton.	L. M. SANFORD..... San Angelo.
I. R. WITT..... Hamlin.	R. M. ERWIN..... Snyder.

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	97.8	.. 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 20	24.0
.. 51	70.6	1 26	41.9	2 25	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	6 ..	10.0
.. 57	63.2	1 38	36.8	12 ..	5.0

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2 1/4 times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR — A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

