



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.)

TRAINMASTERS

C. T. HERZOG Wellington, Kan.
D. R. WARREN Amarillo, Tex.
W. C. SPANN Amarillo, Tex.
P. R. BUCHANAN Slaton, Tex.

TRAINMASTER-ROAD FOREMAN OF ENGINES

W. K. FRY San Angelo, Tex.

ASST. TRAINMASTER

H. E. DeREMÉR Amarillo, Tex.

ROAD FOREMEN OF ENGINES

W. W. GENTRY Amarillo, Tex.
R. O. SMITH Wellington, Kans.
B. R. TUCKER Slaton, Tex.

CHIEF DISPATCHER

D. H. HOLDAWAY Amarillo, Tex.

ASST. CHIEF DISPATCHERS—AMARILLO

B. L. BRANT H. E. COWLES A. DEATON, JR.

DISPATCHERS—AMARILLO

W. H. FARSCHEON	C. L. ANDERSON	L. A. STEWART
I. W. LAWSON	W. R. DAUNER	J. M. STANDIFER
E. R. BOYER	J. E. SMITH	A. B. CAUDLE
W. L. ROCHE	W. H. MORGAN	K. G. LITTON
O. F. CARDER	F. E. YOCK	H. L. LOVELADY
A. C. BURK	J. E. McMEEKAN	K. D. GRUBB
M. J. TRAFFAS	G. C. BRUNSON	W. A. FARRELL
R. B. SIDMAN	W. D. PARKER	J. N. ISCH
L. M. COLE	D. L. HODGES	H. C. WHITE
L. W. HELLMAN	J. W. OLSON	V. L. COLBERT
R. R. WOOD	A. C. WESTBROOK	J. D. WILDE

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

WESTERN LINES

PLAINS DIVISION

**TIME TABLE
No. 7**

IN EFFECT

Tuesday, June 1, 1971

At 12:01 A. M.

Central Standard Time

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

F. N. STUPPI,
General Manager,
Amarillo, Texas.

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

K. C. MAY,
Superintendent,
Amarillo, Texas.

2 FIRST DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971	Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
						Sidings	Other Tracks	
		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
	TY CR	238.9		WELLINGTON 3.2	31.7	69	Yard	
		242.1	31.7	ROLAND 4.9	31.7	248		
		247.0	31.7	MAYFIELD 7.1	31.7	154	91	
		254.1		MILAN 5.1	31.7	167	20	
		259.2	31.7	ARGONIA 0.4	15.8	144	29	
		259.6	0	M. P. Crossing 6.9	21.6			
		266.5	31.7	DANVILLE 7.3	0	253	45	
	Y CR	273.8	26.4	HARPER 6.5	19.2	389	550	
		280.3	21.1	EULA 5.3	31.7	144	35	
	Y CR	285.6	31.7	ATTICA 6.6	31.7	S 131 N 152	278	
		292.2	0	CRISFIELD 7.6	31.7	208	32	
		299.8	31.7	HAZELTON 7.1	31.7	223	33	
	Y CR	306.9	31.7	KIOWA 0.9	21.1	354	549	
		307.8	0	M. P. Crossing 0.5	31.7			
		308.2	0	(State Line) 4.9	31.7			
		313.2	0	LODER 3.2	19.8	197		
	C	316.4	31.7	CAPRON 3.1	0		126	
		319.5	33.6	BRINK 5.2	31.7	226		
	CR	324.7	31.7	ALVA 4.2	0	97	340	
		328.9	31.7	NOEL 6.8	31.7	377	23	
		335.7	31.7	AVARD 9.8	21.1	146	39	
		342.4						
	Y CR	345.5		WAYNOKA			Yard	
				(106.6)				

TRAFFIC CONTROL SYSTEM

Two Tracks

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psgr.	Frts.
Wellington to Waynoka	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 237.7 to 237.8	50
2 Curves, M.P. 307.6 to 307.9	70
Curve, M.P. 323.5 to 324.0	65
Curve, M.P. 324.2 to 324.9	55
4 Curves, M.P. 325.3 to 328.0	65
2 Curves, M.P. 343.3 to 343.9	60

**(C) SPEED REGULATIONS - SIDINGS,
SWITCHES, TURNOUTS AND CROSSOVERS**

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS is in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch
"S"—Spring Switch

Station	Type	Location	MPH
Wellington	I	Turnout end Two Tracks	40
	I	Turnouts to leads M.P. 236.9	30
	I	Turnout to Eastern Division	20
	I	East end siding	15
	I	H. & S. Dist. junction switch	15
	I	Turnout West lead west end freight yard	30
	I	Turnout East lead west end freight yard	15
	I	Crossover M.P. 238.6	30
	I	West end siding	40

TWO TRACKS: Between M.P. 342.4 and M.P. 346.9, Waynoka.

RULE 261-TCS IN EFFECT: On main tracks and sidings, Wellington to Waynoka, including extension track, Waynoka.

Trains must get numbered clearance card before leaving Wellington and Waynoka.

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

—(Cont'd)

"I"—Interlocked Switch

Station	Type	Location	MPH
Harper	I	2 Crossovers east of station	40
	I	3 Crossovers west of station	15
	I	Both ends No. 1 yard track	15
Kiowa	I	Crossover east of Main St.	40
	I	Crossover east of east wye switch	40
	I	East switch of wye	15
	I	Crossover west of M.P. crossing	40
Alva	I	Crossovers M.P. 325.6	40
Waynoka	I	East end extension track	40
	I	East end Two Tracks, M.P. 342.4	40
	I	West end extension to track 14, M.P. 342.4	30
	I	Eastward main track to east yard lead, M.P. 342.5	30
	I	Crossover between east yard lead and track 14, M.P. 342.6	30
	I	Turnout to West yard, M.P. 343.6	30
	I	Crossover M.P. 345.1	30
	I	Crossover and turnout to West yard, M.P. 345.2	15
	I	West end Two Tracks, M.P. 346.9	40

Switches at each end of sidings between Wellington and Waynoka where Rule 261-TCS is in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Wellington	All street crossings on First District	40

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Argonia	259.6	Interlocking TCS	79
Kiowa	307.8	Interlocking TCS	70

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
239.6	Truss Bridge over C.R.I.&P
304.8	Bridge—Close side clearance
336.7	Bridge—Close side clearance

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Mayfield Cooperative Elevator	249.3	24

4 SECOND DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Attention	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971		Ruling Grade Ascending	Track Capacity 50 Ft. Per Car		EAST- WARD ↑
				STATIONS	Feet Per Mile		Sidings	Other Tracks	
	Y CR	345.5	0	WAYNOKA 5.6	31.7			Yard	
		351.8	47.5	HEMAN 4.5	0	168	10		
		356.3	52.8	BELVA 5.3	0	229	8		
		361.6	52.8	QUINLAN 5.5	26.4	199	13		
		367.1	0	CURTIS 3.9	31.7	133	35		
	C	371.0	31.7	MOORELAND 10.3	31.7	146	52		
	CR	382.8	28.5	WOODWARD 0.2	0	287	335		
		383.0	31.7	M.K.T. Crossing 3.3	0				
		386.3	31.7	GERLACH 6.3	20.6	138	10		
		392.6	17.9	TANGIER 5.7	31.7	160	22		
	C	398.3	26.4	FARGO 8.4	0	146	37		
	C	406.7	30.5	GAGE 7.7	8.4	153	86		
	Y CR	414.4	31.7	SHATTUCK 6.5	0	N 156 S 103	361		
		421.0	31.7	GOODWIN 6.2	21.2	216	8		
		427.2	31.7	(State Line) 1.5	21.2				
	C	428.7	31.7	HIGGINS 8.6	31.2	221	106		
		437.3	25.9	COBURN 6.8	31.7	232	4		
		444.1	0	GLAZIER 5.3	31.7	215	59		
		449.4	29.2	CLEAR CREEK 5.7	31.7	414			
	Y CR	455.1	31.7	CANADIAN 8.4	0	338	551		
		463.5	31.7	MENDOTA 7	18.8	216			
		471.2	31.7	LORA 5.7	0	224	13		
	C	476.9	31.7	MIAMI 6.9	0	227	72		
		483.8	31.7	CODMAN 7.4	0	217	15		
		491.2	31.7	HOOVER 7.6	0	213	48		
	Y CR	498.8	31.7	PAMPA 7.1	0	S 96 N 128	992		
	C	505.9	31.4	KINGS MILL 6.9	31.7		345		
	CY	512.8	31.1	WHITE DEER 5.8	31.7	S 107 N 158	293		
	B	518.6	31.7	CUYLER 7.4	23.2		133		
	Y CR	526.0	31.7	PANHANDLE 7.2	15.8	S 104 N 143	578		
	B	533.2	31.7	LEE 7.8	21.1		123		
	B	541.0	31.7	ST. FRANCIS 5.1	21.1		257		
	B	546.1	31.7	FOLSOM 6.1	31.7		151		
		552.2	3.7	C.R.I. & P. Crossing 0.1	0				
	CR	552.3	10.6	EAST TOWER YL F.W. & D.C. Crossing 2.0	6.3				
	T Y R C	554.3		AMARILLO YL				Yard	
				(206.5)					

TWO TRACKS: Between M.P. 342.4 and M.P. 346.9, Waynoka, and between M.P. 497.3, Pampa, and Amarillo.

RULE 261-TCS IN EFFECT: On main tracks and sidings between Waynoka and M.P. 500.8, Pampa.

RULE 251 IN EFFECT: Between M.P. 500.8, Pampa, and Amarillo.

Trains must get numbered clearance card before leaving Waynoka and Amarillo.

At Panhandle, colorlight switch point indicator, at west end of north siding, indicates position of spring switch points only.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psgr.	Frt.
Waynoka to Amarillo	79	*60
(Skellytown Industrial Spur)		30
(Pantex Ordnance Plant)		10

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

- (1) Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

- (2) Eastward trains consisting of 6,500 tons or more must not exceed 35 MPH between Curtis and Belva.

(B) SPEED REGULATIONS - CURVES

Location	MPH
3 Curves, M.P. 345.2 to 345.7 South Track	55
Curve, M.P. 345.9 to 346.3 South Track	65
5 Curves, M.P. 345.2 to 346.8 North Track	55
Curve, M.P. 379.0 to 379.3	70
6 Curves, M.P. 382.9 to 388.9	60
Curve, M.P. 389.6 to 389.9	65
5 Curves, M.P. 422.3 to 425.4	70
Curve, M.P. 445.7 to 446.3	70
Curve, M.P. 450.7 to 451.2	70
Curve, M.P. 452.4 to 453.4	65
Curve, M.P. 454.2 to 454.5	65
2 Curves, M.P. 460.1 to 460.9	75
Curve, M.P. 464.8 to 465.0	70
Curve, M.P. 468.8 to 469.3	75
Curve, M.P. 475.3 to 475.6	75
7 Curves, M.P. 477.1 to 480.9	70
4 Curves, M.P. 489.8 to 491.9	75
4 Curves, M.P. 494.2 to 496.4	75
5 Curves, M.P. 552.0 to 553.7	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS is in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch
 "S"—Spring Switch

Station	Type	Location	MPH
Waynoka	I	East end extension track	40
	I	East end Two Tracks, M.P. 342.4	40
	I	West end extension to track 14, M.P. 342.4	30
	I	Eastward main track to east yard lead, M.P. 342.5	30
	I	Crossover between east yard lead and track 14, M.P. 342.6	30
	I	Turnout to West yard, M.P. 343.6	30
	I	Crossover M.P. 345.1	30
	I	Crossover and turnout to West yard, M.P. 345.2	15
	I	West end Two Tracks, M.P. 346.9	40
	Curtis	I	Both ends siding
Woodward	I	Double crossovers M.P. 381.3	40
Shattuck	I	Both ends south siding	15
	I	Crossover M.P. 414.7	15
	I	Turnout to Shattuck Dist.	15
Higgins	I	Crossover M.P. 428.0	40

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Coburn	I	Crossover M.P. 437.0	40
Clear Creek	I	Double crossovers M.P. 450.3	40
Canadian	I	Double crossovers M.P. 455.4	30
	I	Double crossovers M.P. 456.8	40
Miami	I	Crossover M.P. 476.8	40
Pampa	I	Turnout to North Track M.P. 497.3	50
	I	Both ends south siding	40
	I	Both ends north siding	30
	I	Double crossovers M.P. 500.8	40
Panhandle	S	West end north siding	15
East Tower	I	Turnout to Dumas District	15
	I	Turnout to Western stock yards, M.P. 552.3	15
	I	Crossover M.P. 552.3	15
	I	Turnouts to main tracks M.P. 552.4	20

Switches at each end of sidings between Waynoka and Pampa where Rule 261-TCS is in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Woodward	Sixth to Seventeenth	50
Shattuck	Main Street	55

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Woodward	383.0	Interlocking TCS	50
East Tower	552.3	Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
390.5	Overhead highway bridge
392.5	Overhead highway bridge

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Pan American Petroleum Co.	368.3	13
Cities Service Oil Co.	501.9	125
Cabot Pampa Plant	502.6	45
Cabot Carbon Corporation	503.6	55
Celanese Corp. of America	504.3	196
Skellytown Industrial Spur (10.1 miles)	512.8	353
Pantex Ordnance Plant	539.1	Yard
Amarillo Air Base	543.4	Yard
Massey-Harris	546.9	7

6 THIRD DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Atchison		Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971	Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
		Mile Post	Feet Per Mile				Feet Per Mile	Sidings	
					STATIONS				
	Y T C R	554.3	31.7	TCS ABS	AMARILLO YL	31.7			Yard
		558.8	10.6		ZITA		14.8		
		563.0	31.7	ABS	HANEY	31.7			238
	Y C R	570.4	31.7	TRAFFIC CONTROL SYSTEM	CANYON	15.8	113	244	
		580.5	31.7		UMBARGER	31.7	466	32	
		586.5	25.9		DAWN	31.7	214	128	
		593.3	31.7		JOEL	0	217	8	
	C R	599.5	31.7		HEREFORD	21.6	S 111 N 149	1822	
		607.8	31.7		SUMMERFIELD	10.5	214	82	
	C	614.7	18.2		BLACK	21.1	235	89	
	C R	621.8	31.7		FRIONA	0	162	224	
		628.3	10.6		PARMERTON	31.7	384	128	
	C	634.1	31.7		BOVINA	28.5	161	193	
		641.0	17.0	WILSEY	31.7	236	6		
		647.2	17.0	(State Line)	31.7				
	Y C	647.4	21.1	Traces	TEXICO	8.7	S 123 N 167	270	
	T Y C R	656.7			CLOVIS				Yard
					(102.4)				

At Clovis, two main tracks in service. Rule 261-TCS is in effect on the two main tracks at Clovis and on fourth track south of the Division office building Clovis, designated as Track P-3.

At Clovis, speed limit 20 MPH on main tracks and Track P-3 between M.P. 656, east end of Clovis yard, and Hull Street overpass, M.P. 657.4. Speed applies only until head of train has passed permanent resume speed signs at end of restricted area.

Trains entering Third District at Canyon and Texico may proceed on proceed signal indication in lieu of numbered clearance card.

Trains must get numbered clearance card before leaving Amarillo and Clovis.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Fr.
Amarillo to Clovis	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

TWO TRACKS: Between Amarillo and Canyon, M.P. 572.2, and between Texico, M.P. 646, and Clovis.

RULE 261-TCS IN EFFECT: On main tracks and sidings between Amarillo, M.P. 555.8 and Zita, M.P. 558.3, and between Canyon, M.P. 569.4, and Clovis, including home signals on Fourth District at M.P. 1.2, Texico, and on Plainview District at M.P. 571.6, Canyon, except on south siding at Texico.

RULE 251 IN EFFECT: At Amarillo, between M.P. 554.3 and M.P. 555.8, and between Zita, M.P. 558.3, and Canyon, M.P. 569.4.

PLAINS DIVISION

(B) SPEED REGULATIONS - CURVES

Location	MPH
5 Curves, M.P. 552.0 to 553.7 (Second District)	20
5 Curves, M.P. 566.2 to 571.5	70
Curve, Plainview District main track M.P. 570.9 to 571.2	30
Curve, M.P. 599.6 to 600.0	70
2 Curves, M.P. 647.2 to 647.6	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS is in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch

Station	Type	Location	MPH
Amarillo	I	Turnouts to leads M.P. 555.8	30
	I	Crossover M.P. 555.8	40
Zita	I	Crossover M.P. 558.3	40
	I	Turnout to east end storage track	15
Canyon	I	Crossover M.P. 569.4	40
	I	East end siding	40
	I	Crossover to siding M.P. 570.8	15
	I	Crossover M.P. 570.8	40
	I	Crossovers M.P. 570.9	30
	I	Turnout end of Two Tracks M.P. 572.2	70
	I	Crossover M.P. 578.9	40
Umbarger	I	Crossover M.P. 628.3	40
Texico	I	Turnout east end Two Tracks M.P. 646	40
	I	Both ends north siding	30
	I	Both ends south siding	30
	I	Turnout to Fourth District, M.P. 647.3	30
	I	Double crossovers M.P. 649.0	40
Clovis	I	EAST END YARD Turnout from North Track to industry lead	15
	I	Turnouts from South Track to long tail	30
	I	Crossovers between North Track and South Track	40

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS (Cont'd)

Station	Type	Location	MPH
Clovis— (Cont'd)	I	Turnout from South Track to Track P-3	40
Clovis		WEST END YARD	
	I	Crossovers between North Track and South Track	40
	I	Turnout from South Track to Track P-3	40
	I	Turnout from South Track to long tail	15
	I	Turnout from South Track to No. 5 yard lead	40

Switches at each end of sidings between Canyon and Clovis where Rule 261-TCS is in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Canyon	M.P. 569.5 to M.P. 571 (Freight Trains Only)	55
Hereford	All crossings from Lee Avenue to Lawton Avenue	30
	Park Avenue Crossing	45
Bovina	Two crossings, M.P. 634.1 to 634.4	40

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Hereford Feed Yards	595.9	39
Heard Spur	596.7	9
Chemical Co. of Texas	597.1	9
A. & P.	601.6	94
Reinauer & Sons	604.3	22
TOFC Ramp	604.5	47
Wilson & Co.	604.7	55
Big Tex. Grain Co.	610.0	23
Holly Sugar Corp.	623.6	40
West Friona Grain Co.	623.6	20
American Cyanamid Co.	635.4	11
Holly Sugar Corp.	652.6	40

8 FOURTH DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Atchison and Texico	Ruling Grade Ascending.	TIME TABLE No. 7 June 1, 1971		Ruling Grade Ascending.	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile			
	RC TY	690.0		SLATON				
		679.8	21.1	10.2 BURRIS	13.2		Yard	
		676.6	15.8	3.2 F.W.& D. Crossing	2.7	98	98	
			15.8	2.0	0			
	CR	674.6		LUBBOCK YL			Yard	
	Y	88.6	15.8	1.1 LUBBOCK JCT.YL	0			
	C	78.1	21.1	10.5 SHALLOWATER	10.6	106	26	
	CR	65.6	21.1	12.5 ANTON	21.1	108	120	
	CR	53.0	21.1	12.6 LITTLEFIELD	5.9	148	350	
	C	45.5	21.1	7.5 AMHERST	21.1		152	
	C	38.1	21.1	7.4 SUDAN	10.6	100	170	
		30.1	21.1	8.0 MILL	21.1	108		
	CR	22.2	21.1	7.9 MULESHOE	21.1	232	345	
		9.8	21.1	12.4 LARIAT	0	129	68	
	C Y		21.1	9.8 TEXICO	0	S 123 N 167	Yard	
				(104.9)				

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, Fourth District, 30 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlock Switch.

Station	Type	Location	MPH
Slaton	I	West end of yard	30
Burris	I	Both ends siding	15
Lubbock	I	East end Two Tracks	40
	I	Turnout from Westward main track to switching lead east end lower yard	15
Lubbock Jct.	I	West end Two Tracks	40
	I	West wye switch on Fourth District	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

Note: Switches at each end of sidings between Texico and Slaton are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Muleshoe	Between siding switches	40
Amherst	M.P. 45.4 to 45.5	45
Lubbock	M.P. 87.5 to 88.6	30

E. SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Lubbock	676.6	Interlocking TCS	40

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Monsanto Chemical	2.9	6
Progress	15.6	20
Custom Farm Service, Inc.	18.5	10
Shamrock Oil Co.	18.8	6
Baker Fertilizer Co.	20.9	8
Sudan Livestock Co.	39.3	20
Tide Products Co.	50.2	10
Littlefield Industrial Foundation	55.2	15
Bainer	59.5	95
Roundup	69.9	104
Broadview	83.6	119
Helena Chemical Co.	84.5	6
Caprock Paint Co.	84.8	3
Stauffer Chemical Co.	85.0	9
Keeton Cattle Co.	682.1	56
Indian Head Grain Co.	682.2	65
Great Plains Distributors	682.4	12
Southwestern Public Service	684.8	7
Weldon Reichart Distributor	685.1	8

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

RULE 261—TCS IN EFFECT: On main track between Slaton and F.W.& D. Crossing, MP 676.6; between Lubbock Jct. and Texico and on both legs of wye at Lubbock Jct.

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

At Texico, trains will be governed by Third District time table rules.

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

Trains entering Fourth District from Plainview District at Lubbock Jct. may proceed on proceed signal indication in lieu of numbered clearance card.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Frt.
Slaton to M.P. 689.5	30	30
M.P. 689.5 to Texico	79	60

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

85 to 100 tons per car 55 MPH

Over 100 tons per car or
total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 0.1 to 0.7	30

PLAINS DIVISION

FIFTH DISTRICT 9

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Atchison	Ruling Grade Ascending.	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending.	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS			
	CR TY	793.7	15.8	SWEETWATER	7.4			Yard	
		792.6	31.7	1.1 ORIENT JCT.	0				
		787.3	31.7	GANNON	31.7	98			
		775.3	31.7	12.0 PYRON	31.7	142	11		
		768.6	31.7	6.7 HERMLEIGH	31.7	101	27		
	CR	758.9	31.7	11.7 SNYDER	31.7	116	207		
		746.8	31.7	10.1 DERMOTT	31.7	96	41		
		740.6	31.7	6.2 FULLERVILLE	31.7	150	74		
		729.0	31.7	11.6 JUSTICEBURG	31.7	103	23		
		720.3	31.7	8.7 AUGUSTUS	13.2	109	7		
	CR	713.8	31.7	6.5 POST	31.7	146	119		
		703.6	31.7	10.2 BUENOS	0	110	9		
		697.3	31.7	6.3 SOUTHLAND	0	96	33		
	CR TY	690.0	15.8	7.3 SLATON	2.6			Yard	
				(103.7)					

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 690.5 to 690.9	60
3 Curves, M.P. 699.0 to 700.4	60
4 Curves, M.P. 700.7 to 702.6	50
5 Curves, M.P. 703.0 to 705.6	45
26 Curves, M.P. 705.9 to 736.6	60
2 Curves, M.P. 741.3 to 744.1	60
Curve, M.P. 748.8 to 749.1	60
Curve, M.P. 756.5 to 756.9	60
Curve, M.P. 764.2 to 764.5	60
3 Curves, M.P. 775.8 to 777.2	55
Curve, M.P. 777.9 to 778.0	45
5 Curves, M.P. 780.6 to 786.1	60
Curve, M.P. 460.4 to 460.6 (Sweetwater, Northern Div.)	50

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, Fifth District, 30 MPH; all other main track turnouts and crossovers 15 MPH; other than mainmain track tournouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch.

Station	Type	Location	MPH
Sweetwater	I	Both ends Secondary Track No. 1	20
	I	East and west legs of wye	15
Orient Jct.	I	Junction switch	15
Gannon	I	Both ends siding	15
Hermleigh	I	Both ends siding	15
Dermott	I	Both ends siding	15
Southland	I	Both ends siding	15
Slaton	I	East end of yard	30

Note: Switches at each end of sidings between Slaton and Sweetwater are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Snyder	Through city limits (M.P. 755.7 to M.P. 759.2)	50

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Cow Spur	729.9	27
Standard Oil Co.	751.0	40
Brand	751.4	105
Snyder Industrial Spur (11.2 Miles)	751.9	182
Halliburton Co.	752.2	17
Sunray Oil Co.	752.8	186
Bernecker	781.9	20

RULE 261-TCS IN EFFECT: On main track between Slaton and Sweetwater and on sidings Pyron and Fullerville.

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

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Fr.
Slaton to M.P. 690.2	30	30
M.P. 690.2 to Sweetwater	79	60
Snyder Industrial Spur, M.P. 751.9		10

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

60 tons per car or total consist exceeds 6500 tons. 50 MPH
100 tons per car or total consist exceeds 7000 tons. 45 MPH

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				STATIONS	Feet Per Mile			
	C	299.9	31.7	CHEROKEE YL	5.3			
		306.1	31.7	6.2 YEWED	26.4		Yard	
	C	314.5		8.4 CARMEN			134	
		314.8	0	0.3 S.L. & S.F. Crossing			101	
		319.3		4.5 ALINE	21.1			46
		329.8	21.1	10.5 ORIENTA	26.4			64
			31.7	6.2 FAIRVIEW YL	39.6			
	C	336.0	66.0	11.6	52.8		Yard	
		347.6	31.7	LONGDALE			25	
	C	354.0	65.7	6.4 CANTON	52.8		122	
	B	365.0	0	11.0 OAKWOOD	52.8		40	
	C	378.8	52.8	13.8 THOMAS YL	52.8		93	
	B	386.0		7.2 FOLEY	52.8			
		388.2		2.2 CUSTER CITY				
		395.5		7.3 ARAPAHO				
		398.8	66.0	3.3 EWING YL	26.4			
	C Y	401.0	79.2	2.2 CLINTON YL	66.0		Yard	
	B Y	418.3	0	17.3 BURNS JCT. YL	19.8		Yard	
	C	419.9	52.8	1.6 DILL CITY YL	52.8		52	
	C	428.7	52.8	8.8 SENTINEL	52.8		84	
		434.8	52.8	6.1 CAMBRIDGE	52.8		20	
		440.6	26.4	5.8 C.R.I. & P. Crossing	31.7		69	
	B	440.9	66.0	0.3 LONE WOLF	52.8		35	
		447.6	31.7	6.7 LUGERT	31.7		43	
	B	457.5		9.9 BLAIR			Yard	
	C	467.3		9.8 ALTUS YL				

(167.4)

RULE 99(d) IN EFFECT BETWEEN CHEROKEE AND FOLEY AND BETWEEN EWING AND ALTUS.

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

Westward trains enroute Altus District via Middle Division must get Plains Division numbered clearance card before leaving Kiowa and Cherokee.

Trains must get numbered clearance card before leaving Fairview, Clinton and Altus. Trains must get S.L.&S.F. clearance card at Thomas or Clinton before movement made on S.L.&S.F. track between Foley and Ewing.

Between Foley and Ewing, trains use tracks of S.L.&S.F. Ry. Co., and will be governed by time table, rules and special instruction of the S.L.&S.F. Ry. Co.

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

At Foley, spring switch normally lined for S.L.&S.F.

At Ewing, spring switch normally lined for A.T.&S.F.

Trains must approach cut between M.P. 449.5 and 449.9, between Lugert and Blair, prepared to stop short of obstructions account danger of dirt or rock slides.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Cherokee to Foley	30
Ewing to Altus	30

(B) SPEED REGULATIONS - CURVES, TRACK, & BRIDGES

Location	MPH
Bridge, M.P. 328.0 Cimmaron River	20
Curves, M.P. 341.9 to 342.6	20
Track M.P. 449.5 to 449.9	20

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Fairview	Train and engine movements must be protected by flagman at Highway 60 crossing tracks 1, 2, 3, 4, roundhouse lead and stock track	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Carmen	314.8	Gate normally against S.L.&S.F.	20
Lone Wolf	440.6	Stop. Rule 98(A)	
Altus	467.6	Stop. Rule 98(A)	
Altus	468.1	Automatic Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
371.7	Truss Bridge South Canadian River.
399.5	Truss Bridge Washita River.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
AFB Industrial Lead (6.3 miles)	418.3	26

ANTHONY DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Arkansas City	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				STATIONS	Feet Per Mile	Sidings		Other Tracks		
		6.3	52.8	GEUDA SPRINGS YL	46.4		26			
		11.4	52.8	5.1 ASHTON YL	52.8		20			
		15.5	52.8	4.1 PORTLAND YL	52.8		21			
	B	21.3	52.8	5.8 SOUTH HAVEN YL	52.8		Yard			
		21.8	49.6	0.5 A.T. & S.F. Crossing	52.8					
		25.7	27.8	3.9 DRURY YL	52.8		21			
	C	32.5	39.6	6.8 CALDWELL YL	0		82			
		32.6	52.5	0.1 C.R.I. & P. Crossing	52.8					
		43.1	35.1	10.5 METCALF YL	50.6		13			
		48.2	52.8	5.1 BLUFF CITY YL	0		71			
		58.6	42.2	10.4 M. P. Crossing	0					
	Y C	59.1		0.5 ANTHONY YL			Yard			
(52.8)										

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

At Caldwell, office of communication located in C.R.I.&P. depot.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Gueda Springs to Anthony	10

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnouts and crossovers 10 MPH.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Anthony	All streets between Garfield and Walnut	10
Caldwell	Train and engine moves must be protected by flagman at Highway 81 crossing east of station	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
South Haven	21.8	Gate normally against Anthony District.	10
Caldwell	32.6	Interlocking, TCS controlled by C. R. I. & P. dispatcher (Rule 321)	10
Anthony	58.6	Stop. Rule 98(A)	

ALPINE DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				STATIONS	Feet Per Mile	Sidings		Other Tracks		
				FORT STOCKTON YL						
	Y C	881.7		11.2 BELDING	52.8			44		
		892.9	52.8	11.4 CHANCELLOR	52.8			34		
		904.3	52.8	12.9 HOVEY	43.8			45		
	B	917.2	52.8	17.2 TITLEY	52.8			3		
		934.4	52.8	9.9			0			
	C	944.3		ALPINE YL				51	126	
		946.6		1.3 ALPINE JCT YL						
	B	956.9	0	11.3 PAISANO				32		
	B	969.3	0	12.4 TINAJA	52.8			33		
	B	984.5	0	15.2 PERDIZ	52.8			27		
	B	993.7	0	9.2 PLATA	52.8			33		
	B	1002.9	0	9.2 CASA-PIEDRA	52.8			33		
	C Y	1026.7		23.8 PRESIDIO YL					Yard	
		1028.9		2.2 International Bridge End of Track						
(147.2)										

RULE 99(d) IN EFFECT BETWEEN FORT STOCKTON AND ALPINE AND BETWEEN PAISANO AND PRESIDIO.

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

Between Alpine Jct. and Paisano, trains use tracks of Southern Pacific Co. and will be governed by time table, rules and special instructions of Southern Pacific Co.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Fort Stockton to Presidio	40

(B) SPEED REGULATIONS - ROCK CUTS

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

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Fort Stockton	2nd, 3rd, 4th, Nelson and Stockton	10

BORGER DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Panhandle	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS			
		31.2	52.8	END OF TRACK 3.4			0		
	Y C R	27.8	52.8	BORGER YL 12.0			42.8		Yard
	B	15.8	52.8	McBRIDE 5.8			42.2	74	39
	B	10.0	52.8	POMEROY 4.5			28.5		34
	B	5.5	0	ABELL 6.8			31.7	72	16
	Y C R		31.7	PANHANDLE YL 6.8					Yard
				(32.5)					

BUFFALO DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Waynoka	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971				Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
	Y C R		87.6	WAYNOKA YL 20.0			81.8		Yard	
		19.9	39.6	FREEDOM YL 6.2			52.8	45	30	
		26.1	52.8	EDITH YL 17.7			52.8		33	
		43.8	52.8	SELMAN YL 8.3			37.0	33	55	
	Y	52.1		BUFFALO YL 8.3			55	100		
				(52.2)						

RULE 99(d) IN EFFECT ON BORGER DISTRICT.
 At Borger, split-point derail located in main track M.P. 27.6.
 Trains must get numbered clearance card before leaving Borger.
 At Panhandle, trains will be governed by Second District time table rules.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Borger to Panhandle	49

EXCEPTION

Maximum authorized speed for freight trains when averaging:

Over 100 tons per car or total consist exceeds 7,000 tons 45 MPH

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

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

Trains and engines must get numbered clearance card before leaving Waynoka.

At Waynoka, derail on Buffalo District main track 200 feet from junction switch.

At Buffalo, derail on main track at M.P. 52.

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

No switch lights on Buffalo District.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Waynoka to Buffalo	20

(B) SPEED REGULATIONS - CURVES

Location	MPH
2 Curves, M.P. 22.2 to 22.7	10
2 Curves, M.P. 30.3 to 30.9	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Blackmon Salt Spur	28.2	6
Selman Stock Spur	39.0	13

CLINTON DISTRICT

WEST-WARD ↓	Communications Turn, Tables and Wyes	Distance From Pampa	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971				Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST-WARD ↑
				Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
	Y CR			PAMPA YL						
		8.4	31.7	8.6	31.7					
				HEATON YL		31				
	B	18.6	52.8	10.2	52.8					
				LAKETON				38		
		30.3	0.0	11.7	52.8					
	B	39.4	52.8	MOBEETIE YL		46		36		
				9.1	52.8					
	B	50.3	52.8	BRISCOE				40		
				10.9	52.8					
	B	50.3	52.8	ALLISON				68		
				6.3	52.8					
		56.6	52.8	(State Line)	52.8					
	C	61.8	52.8	REYDON				59		
				5.2	52.8					
	C	80.9	9.5	CHEYENNE YL		11		50		
				19.1	52.8					
	B	88.1	31.7	STRONG CITY				9		
				7.2	42.2					
		105.2	52.8	M.K.T. Crossing						
				17.1	52.8					
	B	105.4	0.0	HAMMON YL		17		52		
				0.2	26.4					
	C	116.6	55.4	BUTLER		25		21		
				11.2	52.8					
	B	126.4	52.8	STAFFORD				23		
				9.8	54.0					
		134.6	55.8	C.R.I. & P. Crossing						
				8.2	52.8					
	Y C	136.4	52.8	CLINTON YL				Yard		
				(136.6)						

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
134.0	Bridge, Washita River, side clearance only.

3. TRACKS BETWEEN STATIONS - CLINTON DISTRICT.

Location	Mile Post	Car Capacity
Moody Compress & Whse. Co. of Texas	11.2	55
J. N. Philpot Elevator Co.	13.3	5
Acme Brick Co.	135.6	28

CROSBYTON DISTRICT

WEST-WARD ↓	Communications Turn, Tables and Wyes	Distance From Lubbock	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971				Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST-WARD ↑
				Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
	CR			LUBBOCK YL						
				8.7	31.7			Yard		
		8.0	31.7	F.W.& D. Crossing						
				3.3	31.7					
		11.3	26.4	IDALOU				48		
	C	19.6	30.6	8.3	30.6					
				LORENZO				129		
	C	28.4	26.4	8.8	26.4					
				RALLS				159		
				9.4	26.4			45		
	C Y	37.8	26.4	CROSBYTON YL				Yard		
				(38.5)						

RULE 99(d) IN EFFECT ON CROSBYTON DISTRICT. Trains must get numbered clearance card before leaving Lubbock.

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

No switch lights on Crosbyton District.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Lubbock to Crosbyton	25

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 0.0 to M.P. 0.2	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Station	Streets	MPH
Crosbyton	Highway 82 (M.P. 38.9)	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
F.W.& D. Crossing	8.0	Gate normally against F.W.& D. trains	15

RULE 99(d) IN EFFECT ON CLINTON DISTRICT. Trains must get numbered clearance card before leaving Pampa and Clinton.

At Clinton, trains will be governed by Altus District time table rules.

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

No switch lights on Clinton District.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Pampa to Clinton	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Hammon	105.2	Gate normally against AT&SF	15
Clinton	134.6	Gate normally against AT&SF	15

14 DUMAS DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From East Tower	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
	Y CR	554.3							
				AMARILLO YL 2.0					
	CR	552.3	0.0	F.W. & D. Crossing EAST TOWER YL 0.1	0.0				
			0.0	C.R.I. & P. Crossing 0.6	0.0				
			0.1	C.R.I. & P. Crossing 8.1	52.8				
			7.4	JULLIARD 3.6	52.8	61			
	B	11.8	43.3	GLUCK 7.0	52.8		31		
	B	18.8	52.8	PUENTE 8.4	39.6	63			
	B	27.2	52.8	MARSH 7.4	0.0	69	15		
	B	34.6	33.0	EXELL YL 6.7	52.8	62	137		
	B	41.3	52.8	BAUTISTA 10.8	39.6	61	15		
	R C	52.1	7.4	DUMAS YL 6.2	31.7	57	218		
	B	58.3	13.7	MACHOVEC YL 5.3	19.6	61	36		
			0.0	C.R.I. & P. Crossing 0.4	0.0				
	Y C	64.0	30.6	ETTER YL 11.1	30.9	64	207		
	B	75.1	52.8	LAUTZ 10.4	52.8	61	29		
			12.1	C.R.I. & P. Crossing 0.2	0.0				
	C	85.7	31.7	STRATFORD YL 4.9	11.6	63	76		
	B	90.6	52.8	MALLETT 9.5	29.0	61			
	B	100.1	52.8	KERRICK 0.4	52.8		117		
			52.8	(State Line) 10.5	52.8				
	B	111.0	52.8	CONRAD 11.6	23.8	61	14		
	Y C	122.6		BOISE CITY YL			Yard		
				(125.2)					

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN DUMAS AND MACHOVEC.

Between East Tower and Amarillo trains will be governed by Second District time table rules.

Trains must get numbered clearance card before leaving Amarillo and Boise City.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
East Tower to Boise City	49
American Zinc Co. Industrial spur, M.P. 57.8	10

EXCEPTION

Maximum authorized speed for freight trains when averaging:

Over 100 tons per car or
total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curves, M.P. 553.7, Second Dist., to M.P. 1.0, Dumas Dist.	20
Curve, M.P. 3.1 to 3.2	40
Curve, M.P. 4.0 to 4.2	45
4 Curves, M.P. 7.7 to 10.0	45
2 Curves, M.P. 10.7 to 11.1	40
7 Curves, M.P. 17.6 to 21.8	40
3 Curves, M.P. 22.2 to 23.5	30
9 Curves, M.P. 25.4 to 32.3	40
Curve, M.P. 51.6 to 51.9	35
Curve & Bridge M.P. 111.3 to 111.6	25
Curve, M.P. 113.6 to 113.9	45

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch

Station	Type	Location	MPH
East Tower	I	Turnout to Dumas District	15
	I	Turnout to Western stock yards, M.P. 552.3	15
	I	Crossover M.P. 552.3	15
	I	Turnouts to main tracks M.P. 552.4	20

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Amarillo.....	Grand Avenue	20
Amarillo.....	Amarillo Blvd.	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
East Tower	552.3	Interlocking	20
	0.1	Automatic Interlocking	20
Etter	63.6	Gate left lined and locked as last used	30
Stratford	85.5	Automatic Interlocking	30

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Texas Sulphur Prod.	48.6	12
Farmers Grain Co.	57.5	11
Potash Co. of America	57.8	87
American Zinc Co. of Illinois (3.01 Miles)	57.8	100
Farmers Grain Co.	61.9	11

PLAINS DIVISION

ENGLEWOOD DISTRICT 15

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City and Wichita	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile			
		207.9	0			0		
		208.8	01			0		
		210.0	14.1			0		
		211.5	5.8			5.2		
	B	212.4	22.7			5.2		
		215.1	30.4			42.2	15	
		217.6	37.0			26.4	70	
		223.8	37.0			37.0	18	
		231.2	32.7			25.3	22	
		27.1	32.1			31.7	44	
	C	33.9	26.4			23.8	49	
		34.7	31.7			31.7		
	Y	46.8	29.0			15.8	Yard	
	B	51.3	52.8			19.8	20	
	C	58.0	52.8			52.8	37	
	C	66.7	52.8			52.8	68	
	C	73.0	47.8			52.8	33	
	C	80.5	52.8			52.8	57	
	C	88.5	52.8			52.8	73	
		95.1	52.8			52.8	31	
		98.0	44.9			52.8	26	
		103.3	52.8			0		
	B	104.4	52.8			52.8	Yard	
		116.5	52.8			52.8	59	
	C	125.0	43.8			52.8	108	
	C	134.7	52.8			52.8	156	
		144.5	52.8			52.8	62	
	C	150.8	52.8			52.8	103	
		158.8	52.8			52.8	36	
	C	166.1	52.8			52.8	Yard	
					(166.9)			

Eastward trains must secure permission from the yardmaster Wichita before proceeding east of Wichita Jct.

At O B Jct., Medicine Lodge District junction switch may be left lined as last used.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Wichita U.S. to Englewood	30

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 231.5 to 22.9	20
Curves, M.P. 99.0 to 100.8	20
Curves, M.P. 107.0 to 110.6	20

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Prospect	Two streets leading from State Highway 42 to Cessna Plant	10
Schulte	McArthur Road, at station	10
Sawyer	Main Street, U.S. Highway 281	10
Coldwater	Main Street, U.S. Highway 160	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Wichita	210.0	Gate normally against Midland Valley	20
Wichita Jct.	212.4	Gate normally against A.T.& S.F.	20
Norwich	34.7	Gate normally against M.P.	20
Rago	46.8	Gate normally against Englewood District	20

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Industrial Spur	211.7	52
Diamond Engineering Co. Spur	212.3	14
Run Around Track	213.2	14
Cessna Spur	214.4	11
Robbins Spur	101.6	5

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

RULE 99(d) IN EFFECT BETWEEN WICHITA JCT. AND ASHLAND.

Between North Wichita and Wichita

Jct. trains will be governed by Middle Division time table rules.

Trains and engines originating must get numbered clearance card before leaving Ashland and North Wichita.

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

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				No. 7 June 1, 1971			Feet Per Mile	Sid- ings	
		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile				
	CR Y	714.5	26.4	SAN ANGELO YL 6.4	26.4		Yard		
		720.9	37.0	S.N. JCT. YL 12.2	37.0				
	B	732.4	36.0	TANKERSLEY 13.3	0	46	33		
	B	745.7	37.0	MERTZON 10.4	26.4	46	49		
		756.1	37.0	NOELKE 9.8	36.0	45			
		766.9	26.4	SUGGS 5.7	0	36			
	C	771.6	52.8	BARNHART YL 19.0	52.8	49	35		
	C	790.6	37.0	BIG LAKE YL 18.6	52.8	80	115		
	B Y	809.2	42.2	BENEDUM YL 10.7	52.8	43			
	C	819.9	52.8	RANKIN YL 18.7	52.8	16	76		
	C Y	838.6	52.8	McCAMEY YL 11.0	52.8	57	246		
	B	849.6	37.0	GIRVIN 7.3	26.4		43		
		856.9	29.5	OWEGO 6.9	9.5	38			
		863.8	37.0	BALDRIDGE 5.6	0	42			
	BY	869.4	37.0	SULPHUR JCT. YL 12.3	0				
	R C Y	881.7		FORT STOCKTON (167.4)			Yard		

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
San Angelo to S.N. Jct.	15
S.N. Jct. to M.P. 738	49
M.P. 738 to M.P. 815	30
M.P. 815 to Girvin	49
Girvin to Fort Stockton	30
(Benedum Industrial Spur, M.P. 809.2)	20
(Sulphur Industrial Spur, M.P. 869.4)	30

EXCEPTION

Maximum authorized speed for freight trains when averaging:

Over 100 tons per car or
total consist exceeds 7,000 tons 45 MPH

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
San Angelo	Within City Limits (M.P. 714.0 to 720.9)	15
Big Lake	Depot Ave. and Highway 33	20
Fort Stockton	2nd, 3rd, 4th, Nelson and Stockton	10

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
West Texas Utilities Co.	721.6	4
Trans-South Hydrocarbons	753.7	5
Witco Gasoline	782.8	49
Benedum Industrial Spur (9.7 miles)	809.2	459
Shell Oil Co.	840.6	11
Rio Pecos Spur	847.5	38
Sulphur Industrial Spur (9.9 miles)	869.4	194
(Arco Sulphur Tracks)	5.2	48

RULE 99(d) IN EFFECT ON FORT STOCKTON DISTRICT.

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

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

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

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

PLAINS DIVISION

FLOYDADA DISTRICT 17

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance from Plainview	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				No. 7 June 1, 1971			Feet Per Mile	Sid- ings	
		Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Sid- ings	Other Tracks	
	C	26.6	31.7	FLOYDADA YL 6.4		21.1		Yard	
		20.2	31.7	MUNCY 4.8		18.5		33	
	C	15.4	26.4	LOCKNEY 0.9		31.7	48	144	
		14.5	42.2	F.W.& D. Crossing 4.3		31.7			
		10.2	31.7	AIKEN 8.0		31.7		60	
		2.2	31.7	F.W.& D. Crossing 2.1		22.7			
	Y			PLAINVIEW JCT. YL				Yard	
				(26.5)					

Trains must get numbered clearance card before leaving Floydada.

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

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Plainview Jct. to Floydada	49

EXCEPTION

Maximum authorized speed for freight trains when averaging:

Over 100 tons tons per car or
total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES

Location	MPH
Connecting track between Plainview and Floydada Districts	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

“S”—Spring.

Station	Type	Location	MPH
Plainview Jct.	S	Connecting switch with Plainview District	10

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Plainview	2.2	Automatic Interlocking	49
Lockney	14.5	Automatic Interlocking	49

2. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Plainview Wheat Growers	2.6	49
Farm Land Industries Inc.	3.7	22
Plainsman Elevator	3.9	22

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Hutchinson and Wellington	Rolling Grade Ascending	TIME TABLE No. 7 June 1, 1971		Rolling Grade Ascending	EAST- WARD ↑	
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile
	B	0		ND JCT. YL	16.7			
		0.7		0.7 C.R.I. & P. Crossings Main Track - Aux. Track	52.8			
		13.0	24.3	CASTLETON	52.8		35	
	C	19.8	39.6	6.8 PRETTY PRAIRIE	42.2		143	
		24.1	52.8	4.3 VARNER	52.8		12	
		31.6	0	7.5 East Kingman Jct. YL	0			
	Y R C	31.8	19.0	0.2 KINGMAN YL	0		Yard	
		32.5	2.6	0.7 West Kingman Jct. YL	0			
		32.8	52.8	6.1 M. P. Crossing	52.8			
		38.9	41.2	4.6 CARVEL	52.8		24	
		43.5	21.1	0.7 BASIL	52.8		15	
	B Y	48.2	52.8	0.7 RAGO YL	52.8		Yard	
		52.8	52.8	4.0 A.T. & S.F. Crossing	52.8		28	
	Y R C	59.7	35.4	6.9 DUQUOIN	39.6		Yard	
	Y C	69.4	0	0.7 HARPER YL	58.1		Yard	
		70.0	52.8	0.6 ANTHONY YL	52.8			
		80.5	52.8	10.5 M. P. Crossing (State Line)	52.8			
	C	80.7	52.8	0.2 MANCHESTER	52.8		53	
		85.7	37.0	5.0 GIBBON	52.8		22	
	C	90.7	52.8	5.0 WAKITA	52.8		56	
		98.9	52.8	6.2 CLYDE	52.8		19	
	C	102.2	0	5.3 MEDFORD	41.0		109	
		102.5	52.8	0.3 C.R.I. & P. Crossing	52.8			
		109.5	52.8	7.0 NUMA	52.8		22	
	C	114.3	52.8	4.8 DEER CREEK	52.8		29	
		118.3	52.8	4.0 NARDIN	52.8		35	
		127.1	21.1	8.7 S.L.&S.F. Crossing	3.3			
		127.2	0	0.1 A.T. & S.F. Crossing	0			
	R Y C	X34.3	0	0.3 BLACKWELL YL	0		Yard	
		X34.0	42.2	5.3 S. L. & S. F. Crossing	42.2			
		X28.7	39.6	3.5 SUMPTER	42.2		13	
	C	X25.2	39.6	6.8 BRAMAN	47.5		55	
		X18.3	39.6	0.4 (State Line)	47.5			
		X17.9	52.8	2.6 HUNNEWELL	52.8		79	
		X15.3	52.8	0.7 A. T. & S. F. Crossing	52.8			
	C	X14.6	46.0	7.7 SOUTH HAVEN YL	47.0		37	
		X 6.9	53.3	6.9 ROME	42.2		45	
	Y C R			WELLINGTON YL			Yard	
				(161.5)				

RULE 99(d) IN EFFECT ON H&S DISTRICT.
Between ND Jct. and Way, trains will be governed by Middle Division time table rules.

At Harper and Wellington, trains will be governed by First District time table rules.

Plains Division trains must register at Hutchinson by Form 903.

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

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

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

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

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

At Harper, time of eastward trains applies at switch leading from wye to H. & S. District main track. Time of westward trains applies at station sign.

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

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
ND Jct. to Wellington	30
Tonkawa Industrial Spur	20

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curves, M.P. 29.4 to 30.6	25
Curve, M.P. 31.5 to 31.6	10
Curve, M.P. 32.5 to 32.6	10
Curve, M.P. 38.8 to 39.1	25
Curve, M.P. 41.2 to 41.5	25
Curve, M.P. 48.2 to 48.7	20
Curves, M.P. 59.6 to 60.1	20
Curves, M.P. 69.1 to 69.9	10

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Wellington ..	All street crossings	15
Blackwell ...	Dewey, Florence, Blackwell, Padon and College Avenues; Main, A, B, First, Second and Third Streets	10
	Train and engine movements must be protected by flagman at street crossings at Blackwell Ave., Dewey Ave., Florence, A Street and Third Street	
Anthony	All streets between Garfield and Walnut	10
Harper	State Highway 14, one mile east on H. & S. District	10
Kingman	Main Street	5

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
CRI&P Main Track Crossing	0.7	Electrically locked vertical lift gate, set normally against AT&SF trains, operated by train crews. Be governed by instructions posted in box at crossing.	15
CRI&P Auxilliary Track	0.7	Stop. Rule 98 (A)	
Kingman	32.8	Gate normally against M.P.	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE—(Cont'd).

STATION	M.P.	TYPE	MPH
Rago	48.2	Gate normally against Englewood Dist.	15
Anthony	70.0	Stop. Rule 98(A)	
Medford	105.5	Interlocking, TCS controlled by C.R.I.& P. dispatcher (Rule 321)	15
Blackwell	127.1	Stop. Rule 98(A)	
Blackwell	127.2	Gate left lined as last used.	15
Blackwell	X 34.0	Gate normally against A.T.& S.F.	15
South Haven	X 15.3	Gate normally against Anthony District.	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
134.9	Bridge—Close side clearance.
X32.8	Truss Bridge Chikaskia River.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Gano Horace Grain Co.	1.9	42
Run Around Track	5.7	20
Tuloma Gas Products Co.	5.9	17
Sinclair Oil & Gas Co.	5.9	23
Tonkawa Industrial Spur (8.5 miles)	34.6	Yard
Spring	76.5	18

20 HAMLIN DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance from Kansas City	Ruling Grade Ascending.	TIME TABLE No. 7 June 1, 1971	Ruling Grade Ascending.	Track Capacity 50 ft. Per Car	EAST- WARD ↑
		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Sid- ings	Other Tracks
	C	467.3		ALTUS YL			Yard
		467.6	0	0.3	0		
		468.1	0	M.K.T. Crossing 0.5	0		
		478.3	52.8	S.L.S.F. Crossing 10.2	52.8	53	15
		480.1	26.4	ELMER 1.8	73.9		
		483.1	26.4	(State Line) 3.0	73.9		
		483.1	50.5	RANGLAND 5.2	34.3		13
	B	488.3	52.8	ODELL 9.0	47.0	40	27
		497.3	0	F.W.&D. Crossing 0.2	0		
	C	497.5	52.8	CHILLICOTHE 6.8	36.4	36	122
		504.3	62.3	MEDICINE MOUND 10.3	52.8	54	42
		514.6	42.8	MARGARET 6.7	29.7	46	36
	C	521.3	52.8	CROWELL YL 7.8	52.8	76	138
		529.1	52.8	FOARD CITY 9.3	52.8	32	
	B	538.4	52.8	TRUSCOTT 12.7	42.2	45	36
	B	551.1	52.8	BENJAMIN 12.0	19.2	48	63
	C	563.1	37.0	KNOX CITY 2.6	5.3	23	41
		565.7	26.4	O'BRIEN 4.8	21.1	32	
		570.5	37.0	ROCHESTER 9.6	27.0	41	45
	C	580.1	10.6	RULE 8.3	39.6	33	70
		588.4	23.7	SAGERTON 9.0	0	73	47
		597.4	41.1	PASTURA 7.0	31.7		35
		604.4	0	T.C. Crossing 1.4	0		
	C T	605.8		HAMLIN YL			Yard
				(138.5)			

RULE 99(d) IN EFFECT ON HAMLIN DISTRICT.

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

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Altus to Hamlin	30

(B) SPEED REGULATIONS - BRIDGE.

Location	MPH
Bridge, M.P. 479.7 to M.P. 480.2	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Crowell	Through City Limits (M.P. 520.3 to M.P. 521.6)	30
Hamlin	Central Avenue	20

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Altus	467.6	Stop Rule 98 (A)	
Altus	468.1	Automatic Interlocking	20
Chillicothe	497.3	Interlocking, TCS controlled by FW&D dispatcher (Rule 321)	20
Hamlin Dist.	604.4	Gate lined and locked as last used.	15

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

Mile Post	Name
478.3	Sand Loading Ramp on Siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Cities Service Oil Co.	567.3	21
Custom Farm Services Inc.	564.1	5

LAMESA DISTRICT

WEST-WARD ↓	Communications Turn Tables and Wyes	Distance From Slaton	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending.	Track Capacity 50 ft. Per Car		EAST-WARD ↑
			Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Sid- ings	
	CR YT								
			31.7						
		10.0	31.7						
	C	21.3	31.7						
			31.7						
	C	36.1	31.7						
			31.7						
		42.1	31.7						
			31.7						
		47.8	31.7						
	C Y	53.7							

LEHMAN DISTRICT

WEST-WARD ↓	Communications Turn Tables and Wyes	Distance From Doud	Ruling Grade Ascending.	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending.	Track Capacity 50 ft. Per Car		EAST-WARD ↑
				Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Sid- ings	
	B Y									
		6.0	15.8							
			62.8							
		13.2	52.8							
	C	26.7	44.9							
			52.8							
		33.0	52.8							
	C	39.2	52.8							
			52.8							
	C	50.5	52.8							
			52.8							
	B Y	62.8								

RULE 99(d) IN EFFECT ON LAMESA DISTRICT.

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

Trains must get numbered clearance card before leaving Slaton.

No switch lights on Lamesa District.

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Slaton to Lamesa	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Tahoka	U.S. Highway No. 380 (M.P. 21.2)	10

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Farm Grain & Warehouse Company	51.1	21

RULE 99(d) IN EFFECT ON LEHMAN DISTRICT.

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

No switch lights on Lehman District.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Doud to Bledsoe	30
Pan American Spur, M.P. 36.2	30

(B) SPEED REGULATIONS - CURVES

Location	MPH
2 Curves, M.P. 2 on Pan American Spur	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Carlisle Grain Co.	2.1	22
Levelland Vegetable Oil Co., Inc.	23.3	21
Pan American Petroleum Corp.	28.5	54
Pan American Spur (9.3 miles)	36.3	210

MEDICINE LODGE DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Attica	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↓
				STATIONS	Feet Per Mile		Sid- ings	Other Tracks	
		Mile Post	Feet Per Mile						
	Y C R		31.7	ATTICA YL 10.5	31.7		Yard		
	C	10.5	31.7	SHARON 5.1	17.4		25		
		15.6	31.7	PIXLEY 5.0	31.7		11		
	C	20.6	31.7	MEDICINE LODGE YL 14.2	24.8		Yard		
	C	33.6	31.7	LAKE CITY YL 5.7	0		61		
	C	39.3	42.2	SUN CITY YL 10.1	18.0		53		
		49.4	52.8	O B JCT. YL 1.1	0				
	Y B	50.5		BELVIDERE YL			Yard		
				(51.7)					

RULE 99(d) IN EFFECT ON MEDICINE LODGE DISTRICT.

Trains must get numbered clearance card before leaving Attica.

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

At O B Jct., Englewood District junction switch may be left lined as last used.

At Attica, normal position of wye switch leading from Medicine Lodge Dist., M.P. 0.6, is for the wye track.

Booth telephone at Gyp Spur, M.P. 40.3.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Attica to M.P. 40.8	35
M.P. 40.8 to Belvidere	20

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Medicine Lodge	Hiff Street Highway 281	15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
20.9	National Gypsum Co. dock at Medicine Lodge between north and south dock tracks. Close side clearance.

3. TRACKS BETWEEN STATIONS

Location	Post Mile	Capacity Car
Skelly Oil Spur	18.6	10
Gyp Spur	40.3	48

PONCA CITY DISTRICT

WEST WARD ↓	Communications Turn Tables and Wyes	Distance From Hutchinson	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				STATIONS	Feet Per Mile			
		Mile Post	Feet Per Mile					
	R C Y	141.9	52.8	PONCA CITY YL 14.7	52.8			
	Y R C	127.3		BLACKWELL YL				
				(14.7)				

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

At Ponca City, trains will be governed by Middle Division time table rules.

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

Eastward trains and engines arriving Ponca City will call control station. If not permitted to enter yard, wait until lunar light is displayed. This light will indicate that control station should again be contacted for instructions.

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

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Ponca City to Blackwell	30

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve M.P. 133.8 to 134.3	25

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MILE POST	NAME
132.9	Truss bridge Chikaskia River

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Continental Oil Co.	138.9	2
Pioneer Wholesale Liquor Co.	141.2	8

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
	C YR	570.4		CANYON	73.9			Yard	
	B	575.5	79.2	5.1 CLETA	31.7	109			
	B	582.1	31.7	6.6 OGG	31.7	103	32		
	C	588.4	21.1	6.3 HAPPY	31.7	103	110		
	B	596.4	31.7	8.0 KAFFIR	31.7	103	32		
	CR	603.3	42.2	6.9 TULIA	79.2	104	470		
	B	607.8	73.9	4.5 EUNICE	79.2	103	13		
	C	615.3	33.3	7.5 KRESS	52.8	104	115		
	B	621.8	26.4	6.5 FINNEY	42.2	104	7		
	C YR	627.6	0	5.8 PLAINVIEW YL	31.7	194	Yard		
		628.4	40.2	0.6 PLAINVIEW JCT. YL	21.2				
		628.4	42.2	F.W. & D. Crossing	42.2				
	B	634.0	42.2	5.6 FURGUSON	31.7	104	8		
	C	640.9	21.1	6.9 HALE CENTER	37.0	103	166		
	B	646.5	42.2	5.6 UNDERWOOD	42.2	101	59		
		651.4	37.0	4.9 ALLEY	37.0	102	15		
	C	657.0	26.4	5.6 ABERNATHY	37.0	104	114		
	B	663.3	26.4	6.3 MONROE	42.2	69	89		
	B	671.9	42.2	8.6 MARNELS YL	42.2	124	595		
	B Y	673.5	0	1.6 LUBBOCK JCT. YL	15.8				
	CR	674.6		1.1 LUBBOCK YL			Yard		
				(104.2)					

TWO TRACKS: Between Lubbock Jct. and Lubbock.

RULE 261—TCS 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 Fourth District.

RULE 251 IN EFFECT: Between Lubbock Jct. and F.W.&D. Crossing, M.P. 676.6.

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

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

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

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

Trains or engines originating Plainview must secure numbered clearance card when going on duty.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Canyon to Lubbock	49

EXCEPTION

Maximum authorized speed for freight trains when averaging:

Over 100 tons per car or total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 570.9 to 571.2	30
Curve, M.P. 627.3 to 627.5	20
Curve, M.P. 628.2 to 628.4	20
Curve, M.P. 629.5 to 630.1	45
Connecting track between Plainview and Floydada Districts, M.P. 628.4	10
Curve, M.P. 668.6 to 668.8	45
Curve, M.P. 673.3 to 673.4	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below.

"I"—Interlocking.
"S"—Spring.

Station	Type	Location	MPH
Plainview Jct.	S	Floydada District junction switch	10
Lubbock Jct.	I	West end Two Tracks	40
	1	West wye switch	
	I	Fourth District Crossover from Eastward to Westward main track	15
	I	Turnout from Westward main track to Plainview District	30
	I	Crossover from main track to Seagraves District	30
	I	Turnout from Westward main track to switching lead	15
	I	East wye switch on Plainview Dist.	15
Lubbock	I	East end Two Tracks	40
	I	Turnout from Westward main track to switching lead east end lower yard	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Plainview	628.4	Automatic Interlocking	20

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Houston Elevator, Inc.	609.9	45
American Cyanamid	613.9	8
Burson & Wilson	616.3	38
BFW Grain Co.	617.0	24
Monsanto Chemical (2 tracks)	619.7	15
Six Point Grain Co.	637.9	25
Tuco Grain Co.	653.7	28
Western Warehouse Co.	655.0	23

SAYARD DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City	Ruling Grade Ascending.	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS			
	C T	605.8		HAMLIN YL					
			52.8	13.3 SYLVESTER	52.8		53	27	
	B	619.1	73.9	7.4 LONGWORTH	26.4			50	
		626.5	66.0	10.8 ORIENT JCT. YL	52.8				
		637.3	66.0	0.7	52.8				
	CR TY	638.0		SWEETWATER YL					Yard
			52.8	7.4 SHAUFLE	52.8		45		
		645.4	52.8	11.9	45.9				
	C Y	657.3		MARYNEAL YL		100		86	
			52.8	13.7 BLACKWELL	52.8		42	26	
	B	671.0	52.8	6.5 FORT CHADBOURNE	52.8		40		
		677.5	0	7.8 BRONTE	37.0		45	30	
	B	685.3	52.8	10.2 TENNYSON	52.8		41		
		695.5	66.0	19.0	52.8				
	CR Y	714.5		SAN ANGELO YL					Yard
				(108.7)					

RULE 99(d) IN EFFECT ON SAYARD DISTRICT.

Trains must get numbered clearance card before leaving Hamlin, Sweetwater and San Angelo.

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

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Hamlin to San Angelo	30
(Celotex Industrial Spur, M.P. 609.6)	10
(Maryneal Industrial Spur, M.P. 657.3)	20

(B) SPEED REGULATIONS - ROCK CUT

Location	MPH
Rock cut, M.P. 659.5 to 659.9	5

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking

Station	Type	Location	MPH
Orient Jct.	I	Junction switch	15
Sweetwater	I	Both ends Secondary Track No. 1	20
	I	East and west legs of wye	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Bronte	Through city limits (M.P. 684.7 to 686.0)	20
M.P. 659	FM Road	5
Sweetwater	City limits (Old Harvey House to M.P. 641.6, Sayard Dist.)	18

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

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

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Celotex Industrial Spur (1.6 miles) ...	609.6	102
Lone Star Cement	620.6	88
Lone Star Cement	656.1	290
Maryneal Industrial Spur (18.4 miles) .	657.8	149
(Lone Star Sand)	11.9	37
West Texas Utilities Spur	674.3	6
Lone Star Producing Co.	675.8	67

SONORA DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From S.N. Jct.	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS			
						S.N. JCT. YL			
			37.0	7.3 BYRNE	0			12	
	B	16.0	31.7	8.7 CHRISTOVAL	19.0			45	
	B	29.2	37.0	13.2 HULLDALE	0			75	
	B	41.9	37.0	12.7 ELDORADO	0			105	
	C Y	63.6	0	21.7 SONORA YL	37.0				Yard
				(63.6)					

RULE 99(d) IN EFFECT ON SONORA DISTRICT.

Trains must get numbered clearance card before leaving San Angelo.

No switch lights on Sonora District.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
S.N. Jct. to Sonora	30

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

SHATTUCK DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Shattuck	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
			Mile Post	Feet Per Mile	STATIONS			
	Y C R			SHATTUCK YL		Yard		
		0.3	42.2	9.3 (State Line)	26.4			
		11.3	42.2	1.9 MAGOUN	26.4	43		
		18.5	42.2	7.2 FOLLETT YL	29.0	43	90	
		23.1	42.2	4.6 SHERLOCK	29.0	90		
		29.7	42.2	6.6 DARROUZETT	42.2	42	63	
		36.7	42.2	7.0 GAYLORD	0.0		25	
		42.2	37.0	5.5 BOOKER YL	42.2	92	74	
		47.6	31.6	5.4 HUNTOON	15.8		78	
		52.8	15.8	5.2 TWICHELL	2.6		52	
		57.8	18.5	5.0 PERRYTON YL	15.8			
	R C	63.5	15.8	5.7 LORD	26.4	92	295	
		68.7	18.5	5.2 FARNSWORTH	0.0		10	
		73.7	21.1	5.0 WAKA	5.3		75	
		83.8	39.6	10.1 SPEARMAN YL	7.9		95	
	Y C	93.2	52.8	9.4 McKIBBEN YL	39.6	42	329	
		102.1	48.6	8.9 MORSE YL	52.8	60	41	
		103.3	36.4	1.2 R.I. JCT.	0.0			
	Y	133.6	52.8	30.3 ETTER JCT.	52.8			
		134.1	0.0	0.5 ETTER YL	0.0		64	207
	Y C							

(134.4)

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

RULE 99(d) IN EFFECT BETWEEN SHATTUCK AND SPEARMAN.

Trains must get numbered clearance card before leaving Shattuck and Spearman.

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

At Etter, trains will be governed by Dumas District time table rules. Between R.I. Jct. and Etter Jct. trains will be governed by time table and rules of the C.R.I.&P. Ry.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Shattuck to Spearman	40
Spearman to R.I. Jct.	30

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 0.0 to 0.4	30
Curve, M.P. 31.3 to 31.7	35

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

SEAGRAVES DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Lubbock Jct.	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Sid- ings	
	RC				15.8	Two Tracks AES			Yard	
	Y				31.7		LUBBOCK YL 1.1 LUBBOCK JCT. YL 5.9	0		
	B Y	5.9			31.6	DOUD YL 5.4	21.2		75	
		11.3			27.4	WOLFFORTH 10.8	29.0		67	
	C	22.1			16.9	ROPES 5.8	23.7		65	
		27.9			31.6	MEADOW 11.8	24.2		40	
	C	39.7			31.6	BROWNFIELD YL 12.6	31.6		400	
		52.3			29.0	WELLMAN 10.6	31.6		43	
	C Y	62.9				SEAGRAVES YL			Yard	
						(64.0)				

RULE 99(d) IN EFFECT ON SEAGRAVES DISTRICT.

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

Trains must get numbered clearance card before leaving Lubbock.

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

No switch lights on Seagraves District.

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Lubbock to Seagraves	40

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 0.4 to M.P. 0.7	25

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Farm Center Gin and Grain Co.	17.1	18
American Cyanamid	20.4	9
Columbian Carbon Spur	59.4	38

WEST- WARD ↓	Communications Turn Tables and Ways	Distance From Wichita	Ruling Grade Ascending	TIME TABLE No. 7 June 1, 1971	Ruling Grade Ascending	Track Capacity 50ft. Per Car		EAST- WARD ↑
						Sid- ings	Otehr Tracks	
		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
		2.1		WICHITA JCT. YL 0.6				
	B	2.7		M. P. Crossing 3.9				
		6.6	32.1	TYLER 7.	20.7		16	
		13.9	31.7	GODDARD 5.9	32.3		61	
	C	19.8	31.5	GARDEN PLAIN 5.9	31.7		48	
	C	25.7	31.7	CHENEY 8.3	15.8		84	
		34.0	28.8	MURDOCK 10.1	31.7		31	
		44.1	0	East Kingman Jct. YL 0.2	0			
	R Y C	44.3	19.0	KINGMAN YL 0.7	0		Yard	
		45.0	31.7	West Kingman Jct. YL 1.1	31.7			
		46.1	31.7	M. P. Crossing 8.0	31.7			
		54.1	31.7	CALISTA 8.2	31.7		24	
	C	62.3	31.7	CUNNINGHAM 6.7	31.7		28	
		69.0	31.7	CAIRO 3.1	9.9		26	
		72.1	31.7	WALDECK 7.3	12.1		16	
	T C	79.4		PRATT YL			91	
				(77.3)				

RULE 99(d) IN EFFECT ON WICHITA DISTRICT.

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

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

Trains must get numbered clearance card before leaving Pratt and North Wichita.

Between Wichita Jct. and North Wichita, trains will be governed by Middle Division time table rules.

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

1. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Wichita Jct. to Pratt	30

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curves, M.P. 2.1 to 3.6	10
Curves, M.P. 19.8 to 20.1	10

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Calista	Public road at station, westward movement only	10
Garden Plain	Public road, one mile west of station, westward movement only	10
Goddard	Main Street	10
Kingman	Main Street	5
Tyler	Tyler Road	10
Wichita	All streets between Meridian Street and West St., Wichita Dist.	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	TYPE	MPH
Wichita Jct.	2.7	Gate normally against A.T. & S.F.	20
Kingman	46.1	Gate normally against A.T. & S.F.	20

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Team Track	3.2	8
Team Track	3.2	20
The A. C. Houston Lbr. Co.	3.7	11
S. Rickes & Sons	3.8	5
U. S. Plywood	3.9	6
Mesker Spur	5.3	20
Associated Grocers Corp.		
Track A	5.7	9
Track B	5.8	14
Star Lumber Co.	5.8	8
Run around track	5.8	10
Midland Industries, Inc.	6.0	13
Wagnon Sales, Inc.	6.3	12
Pawnee Plastics, Inc.	6.5	6
The Walt Keeler Co., Inc.	6.8	24
Horton Furniture	7.9	7
Georgia	38.7	9

5. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand thrown switch not electrically locked for any purpose.

Such switches are located as follows:

SECOND DISTRICT

- MP 368.3 Pan American Petroleum Company
- MP 371.7 Western Farmers Electric Corporation

THIRD DISTRICT

- MP 556.6 (South Track) Abrasion Corrosion Engineering Company
- MP 558.1 (South Track) Farmland Industries
- MP 586.1 Holly Sugar Company
- MP 586.6 Holly Sugar Company
- MP 601.8 Tide Products Corporation
- MP 607.6 Summerfield Fertilizer
- MP 607.8 Petroleum Chemical, Incorporated
- MP 610.0 Plains Farmers Grain Company
- MP 623.6 West Friona Grain Company
- MP 635.4 American Cyanamid Company
- MP 646.8 Tide Products Corporation
- MP 652.6 (North Track) Holly Sugar Company
- MP 652.9 (North Track) Holly Sugar Company

FOURTH DISTRICT

- MP 0.9 Gifford-Hill-Western
- MP 0.9 Henderson Grain Company
- MP 2.9 Monsanto Chemical
- MP 18.5 Custom Farm Service Inc.
- MP 20.9 Baker Fertilizer Co.
- 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 54.4 Littlefield Farmers Coop. Elevator
- MP 54.4 Caprock Fertilizer Co.
- MP 54.4 Nipak Inc.
- MP 64.7 Brent Burrow
- MP 65.1 Brent Burrow
- MP 65.6 Hartcamp Grain Co.
- MP 70.5 Goodpasture Grain Co.
- MP 84.5 Bonus Chemical Co.
- MP 84.8 Caprock Paint Co.
- MP 84.9 Stauffer Chemical Co.
- MP 85.1 Stauffer Chemical Co.
- MP 86.3 General Steel Warehouse
- MP 87.1 L.B. Foster Pipe Co.
- MP 87.1 Clovis Road Team Track
- MP 87.3 Clovis Road Team Track
- MP 87.7 L.D. Whitely Spur
- MP 87.8 Kerr Middleton Const. Co.
- MP 87.8 Mosher Steel Co.
- MP 88.1 Kerr Middleton Const. Co.
- MP 88.1 F.W. Groce Warehouse
- MP 88.2 Hensley Spur-Team Spur
- MP 682.2 Indian Head Grain Co.
- MP 682.2 Great Plains Distributors
- MP 684.8 Southwestern Public Service Co.
- MP 685.1 Weldon Reichart Distributor

6. MAXIMUM SPEED OF ENGINES

Engines	Forward MPH	Light Forward MPH	Backing or When Not Controlled From Lead Unit MPH	Dead In Train MPH
16-48, 300-344, 5900-5948, 8000-8005	90	90	45	90
5590-5614, 7900-7909, 8500-8524	90	90	*45	90
200-289	70	70	45	70
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2300-2399, 2404-2441	45	45	45	45

*Forward speed applies when backing handling train controlled from leading unit.

Engines authorized at maximum speed of 90 MPH, when used in freight service, will have Overspeed Control set at 73 MPH, except when all units of the locomotive consist on Trains 198 and 891 (Super C) are 90 MPH engines, the Overspeed Control will be set at 83 MPH to permit Trains 198 and 891 to operate at maximum speed of 79 MPH.

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

District	Wrecking Derricks MPH	Pile Drivers AT-199454, AT-199455, AT-199457, AT-199458 derrick and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 and MPH	Pile Drivers AT-199452, AT-199453, AT-199456, AT-199476, AT-199482 MPH
First, Second, Third, Fourth and Fifth	40	45		30
Alpine, Borger, Dumas, Floydada, Lamesa, Lehman, Plainview, Seagraves, and Sonora	30	30		30
Fort Stockton, Sayard, and Shattuck	25	25		25
Altus, Crosbyton, Englewood, Hamlin, H&S, Ponca City, and Wichita	20	20		20
Clinton:				
M.P. 0 to M.P. 85	20	20		20
M.P. 85 to Clinton	10	10		10
Anthony and Buffalo	10	10		10
Medicine Lodge:				
Attica to M.P. 40.8	20	20		20
M.P. 40.8 to Belvidere	10	10		10

Trains handling scale test cars AT 199913, 199914 or 199915 must not exceed 50 MPH, and such equipment must be handled in train next ahead of caboose.

Pile drivers and derricks AT 199720 and AT 199975 must be handled in train next to engine.

Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 miles per hour.

Maximum authorized speed for trains handling outfit cars stenciled "Rear End Movement Only" 40 miles per hour.

9. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT:		
M.P. 269.9	Hot Box	Rotating white light—Eastward M.P. 269.9 and M.P. 267.8 * Westward M.P. 269.9 and M.P. 271.8 *
Bridge 273.0	High Water	Eastward—controlled signals east crossover Harper Westward—controlled signals east end siding Harper
M.P. 296.5	Hot Box	Rotating white light—Eastward M.P. 296.5 and M.P. 294.0 * Westward M.P. 296.5 and M.P. 299.4 *
M.P. 320.8	Dragging Equipment	Westward—Signal 3221 Displays letter "E" in bottom unit
M.P. 329.5	Dragging Equipment	Eastward—Signals 3272 and 3274 displays letter "E" in bottom unit
SECOND DISTRICT:		
M.P. 367.3	Dragging Equipment	Westward—Signal 3681 displays letter "E" in bottom unit
M.P. 369.0	Hot Box	Rotating white light—Eastward M.P. 369.0 and M.P. 367.3 * Westward M.P. 369.0 and M.P. 370.7 *
Bridge 376.4 and Bridge 376.8	High Water	Eastward—Signal 3782 Westward—Signal 3761
M.P. 385.8	Dragging Equipment	Eastward—Signal 3842 displays letter "E" in bottom unit
M.P. 396.1	Hot Box	Rotating white light—Eastward M.P. 396.1-M.P. 394.2 and M.P. 392.6 * Westward M.P. 396.1-M.P. 398.0 and M.P. 399.6 *
Bridge 398.0	High Water	Eastward—Controlled signals east end siding Fargo Westward—Signal 3961
Bridge 403.5	High Water	Eastward—Signal 4032 Westward—Signal 4011
Bridge 404.5 and Bridge 405.0	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	Rotating white light—Eastward M.P. 424.0 and M.P. 421.5 * Westward M.P. 424.0 and M.P. 426.1 *
M.P. 449.0	Hot Box and Dragging Equipment (Dual Purpose)	Rotating white light—Eastward M.P. 449.0-M.P. 447.0 and M.P. 445.2 * Westward M.P. 449.0-M.P. 450.7 and M.P. 452.5 *
M.P. 461.2	Dragging Equipment	Eastward—Signal 4592 displays letter "E" in bottom unit
Bridge 461.2 and Bridge 462.3	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
M.P. 474.3	Hot Box	Rotating white light—Eastward M.P. 474.3-M.P. 472.4 and M.P. 470.0 * Westward M.P. 474.3-M.P. 476.1 and M.P. 478.0 *
Bridge 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. 522.9	Hot Box	Rotating white light—Eastward M.P. 522.9-M.P. 520.9 and M.P. 519.2 * Westward M.P. 522.9-M.P. 525.1 and M.P. 527.2 *

9. TRACK SIDE WARNING DEVICES (Cont'd)

Location	Type	Signals or Indicators Affected
THIRD DISTRICT:		
M.P. 574.3	Hot Box	Rotating white light—Eastward M.P. 574.3 and M.P. 572.2 * Westward M.P. 574.3 and M.P. 576.4 *
M.P. 595.7	Hot Box	Rotating white light—Eastward M.P. 595.7 and M.P. 594.0 * Westward M.P. 595.7 and M.P. 597.5 *
M.P. 618.7	Hot Box	Rotating white light—Eastward M.P. 618.7—M.P. 616.6 and M.P. 614.2 * Westward M.P. 618.7—M.P. 620.4 and M.P. 622.2 *
Bridge 636.6	High Water	Eastward—Signal 6372 Westward—Controlled signals west end siding Bovina
M.P. 637.6	Hot Box	Rotating white light—Eastward M.P. 637.6 and M.P. 635.3 * Westward M.P. 637.6 and M.P. 639.7 *
FIFTH DISTRICT:		
M.P. 766.1	Hot Box	Rotating white light—Eastward M.P. 766.1 and M.P. 768.0* Westward M.P. 766.1 and M.P. 763.0*
Bridge 785.9	High Water	Eastward—Controlled signals east end siding Pyron and Signal 7851. Westward—Controlled signals west end siding Gannon.
*Location of Hot Box Locator		
DUMAS DISTRICT:		
Bridge 111.5	High Water	Eastward—Signal M.P. 112.9 Westward—Signal M.P. 110.6

(Note: Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions. Semaphore arm in horizontal position or a red light indicate high water)

Dragging Equipment Detectors: Equipment dragging across detectors will cause the letter "E" to be lighted in bottom unit of signals indicated or rotating white light to be lighted. When letter "E" illuminated immediate stop must be made, both sides of train and track inspected and train dispatcher notified. Telephones are located at these signals. Detector located at M.P. 449.0 serves dual purpose of dragging equipment and hot box detector. Check locator to ascertain location and clear locator.

High Water Detectors: When high water detector is actuated signals indicated will display their most restrictive indication. When signals so displayed trains must stop and make thorough inspection to ascertain bridges and track are safe before proceeding and notify train dispatcher at first opportunity.

When hot box detector actuated stop must be made immediately, locator checked and train inspected.

Hot Box Detectors: Detectors will detect and locate as many as four or eight hot boxes; two or four on either side of train. When actuated by an overheated journal, detector will cause an "Indicator" (rotating white light) to be lighted at the detector, at the Hot Box Locator and, at a few locations, at indicators located between the detector and locator. "Hot Box Locator" in signal case, suitably marked, will count the axles passing over the detector behind each overheated journal. To locate hot box, the number registered on the "axle counters" will represent the number of axles between the overheated journal and the rear of the train. The type of hot box locators which register four overheated journals, two on either side of train, detecting more than two overheated journals on either side of the train, will illuminate the large RED LIGHT on locator in signal case. When the RED LIGHT is illuminated entire train must be inspected to locate all overheated journals.

When a hot box indicator is illuminated train must stop immediately for inspection and "Hot Box Locator" observed. If the train is stopped short of the locator, engine may be cut off to proceed to locator to obtain reading on the counter and reset the counter. A thorough inspection must be made of each car designated by the locator. If overheated journal is not found on car, or cars, designated, make a close inspection of the ten cars on each side of the designated car, or cars. In the event crew is unable to locate car, or cars, with overheated journals within this location of train, if the counter has failed to register or if the counter is obviously incorrect, crew will make a close inspection of the engine and a roll-by inspection of the entire train. In case the head end is unable to reset the counter, when train is ready to proceed it will be necessary for member of crew on rear of train to operate reset on counter after train clears detector circuit.

After observing Hot Box Locator, door must be closed and locked. Hot Box Detector Report must be filed at first office of communication and Form 1523 must indicate that the designated car, or locomotive unit actuated the Hot Box Detector.

When it is indicated that an overheated journal is on a locomotive, the engineman in charge must personally inspect all journals on the locomotive in his charge and make decision as to whether or not the unit with overheated journal should be set out. When possible, engineman must contact the Mechanical Foreman at next terminal in advance, advising of condition and report on Form 1226-A Standard that the hot box detector had been actuated and indicate overheated journal on locomotive unit, specifying unit number.

When a train approaches a hot box detector and the rotating white light is lighted prior to reaching the scanner, it will indicate there is a malfunction of the detector.

A train observing the rotating white indicator light, at scanner, lighted before train reaches the scanner, or notified by the train dispatcher of a malfunction of the detector, will not be required to stop for the detector. Train must be watched closely and not depend upon the detector to locate overheated journals.

When Hot Box Detector at Clear Creek stops trains eastbound, rear end of train must be beyond intermediate signal before clearing counter.

ENTIRE CREW MUST OBSERVE SIGNALS AND INDICATORS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

10. YARD LIMITS

Alpine (Extends to and includes Alpine Jct.)	Lake City
Altus	Lamesa
Amarillo	Levelland
Anthony (On Anthony District, extends to and includes Gueda Springs)	Lubbock
Ashland (Extends to and includes Englewood)	Lubbock Jct. (extends to and includes Doud and Marnels.)
Attica (Applies only on Medicine Lodge District)	Maryneal
Barnhart	McCamey
Belvidere (Includes O B Jct.)	Medicine Lodge
Benedum	Mobeetie
Big Lake	ND Jct.
Blackwell, Okla.	Orient Jct. (Applies only on Sayard District)
Bledsoe	Pampa (Applies only on Clinton District)
Borger	Panhandle (Applies only on Borger District)
Boise City	Perryton
Booker	Plainview
Brownfield	Plainview Jct.
Cherokee	Ponca City (Applies only on Ponca City District, extends to and includes Blackwell)
Cheyenne	Pratt
Clinton (Extends to and includes Ewing)	Presidio
Coldwater	Prospect
Crosbyton	Protection
Crowell	Rago
Dill City (Extends to and includes Burns Jct.)	Rankin
Doud	San Angelo (Extends to and includes S.N. Jct.)
Dumas (Extends to and includes Machovec)	Seagraves
East Tower	Slaton (Lamesa Dist. only)
Etter	Sonora
Exell	South Haven
Fairview	Spearman (Extends to and includes Morse)
Floydada	Stratford
Follett	Shattuck (Applies only on Shattuck District)
Fort Stockton	Sun City
Hamlin	Sulphur Jct.
Harper (Applies only on H. & S. District)	Sweetwater (Sayard Dist. only.)
Heaton	Thomas
Hammon	Waynoka (Applies only on Buffalo Dist, extends to and includes Buffalo)
Kingman (Includes East Kingman Jct. and West Kingman Jct.)	Wellington (Applies on H.&S. Dist. and Eastern Div. only)
Kiowa (Applies only on Middle Division)	Wichita Jct.

11. BULLETIN BOOKS

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

12. STANDARD CLOCKS

Amarillo	San Angelo
Boise City	Shattuck
Clovis	Slaton
Fort Stockton	Sweetwater
Hamlin	Way
Lubbock	Waynoka
Ponca City	Wellington

TIME SERVICE

A. J. STROBEL, General Watch Inspector Topeka

SURGEONS OF

THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL

DR. A. C. MCGEE Doctor in Charge

SANTA FE EMPLOYES' HOSPITAL ASSOCIATION

DR. G. P. BAIN, Chief Physician Temple

DR. T. SPEED, Chief Surgeon Temple

DR. E. R. VEIRS, Chief Oculist Temple

LOCAL SURGEONS

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DR. R. S. SRIGLEY	Altus
DR. ARVEL R. PONTON, JR.	Alpine.
DR. J. F. SIMON	Alva
DR. W. H. WHEIR	Amarillo
DR. E. M. WINSETT	Amarillo
DR. L. R. DEVANNNEY	Amarillo
DR. R. G. BUDO	Amarillo
DR. G. T. ROYSE	Amarillo
DR. WOOLWORTH RUSSELL	Amarillo
DR. GEO. H. KOLLMAR	Amarillo
DR. CHARLES WOLFSON	Amarillo
DR. ROY DAUGHERTY	Amarillo
DR. RICHARD K. ARCHER	Amarillo
DR. W. J. HEGEDUS	Amarillo
DR. E. SMITH	Amarillo
DR. W. A. DUNNAGAN (Radiologist)	Amarillo
DR. W. E. LAUR (Dermatology)	Amarillo
DR. R. E. POSEY (Dermatology)	Amarillo
DR. H. L. GALLOWAY	Anthony
DR. P. J. ANTRIM	Anthony
DR. L. K. KIRBY	Anthony
DR. J. H. MCNICKLE	Ashland
DR. G. C. STONE	Attica
DR. M. CLIFT	Blackwell, Okla.
DR. L. W. GHORMLEY	Blackwell, Okla.
DR. D. E. BECKER, JR.	Blackwell, Okla.
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DR. J. L. WHEELER	Boise City
DR. W. M. STEPHENS	Borger
DR. W. G. STEPHANS	Borger
DR. HARVEY HAYS	Borger
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DR. JOHN L. WRIGHT	Big Lake.
DR. JOHN R. HARRIS	Bronte.
DR. W. C. HILL	Brownfield.
DR. CECIL B. KNOX	Brownfield.
DR. L. F. KINMAN	Caldwell
DR. RUSH SNYDER	Canadian
DR. E. H. MORRIS	Canadian
DR. C. R. NESTER	Canyon
DR. LETA N. BOSWELL	Canyon
DR. JOHN M. BRYAN	Canyon
DR. JOE EDWIN LOW	Canyon
DR. C. L. BENSON	Cherokee
DR. R. DEPUTY	Clinton
DR. FLOYD SIMON	Clinton
DR. RALPH SIMON	Clinton
DR. F. K. BUSTER	Cheyenne
DR. V. S. JOHNSON	Clovis
DR. A. L. HAYNES	Clovis
DR. L. H. THOMAS	Clovis
DR. JOEL ZIEGLER	Clovis
DR. L. W. ABSHERE	Clovis
DR. R. R. BOESE	Clovis
DR. J. B. MOSS	Clovis
DR. J. W. MESSER	Clovis
DR. W. F. HUDSON	Coldwater
DR. L. G. LIVINGSTON	Cordell
DR. WADE NICOLAS	Chillicothe.
DR. WALTER H. STAPP	Crowell.
DR. WILLIAM D. HOLT	Dumas
DR. L. C. BELTER	Fairview
DR. C. H. WILLIAMS	Okeene
DR. P. L. SPRING	Friona
DR. A. E. GUTHRIE	Floydada.
DR. J. C. HUNDLEY	Fort Stockton.
DR. J. D. LANCASTER	Fort Stockton.
DR. A. H. BIERMAN	Garden Plain
DR. R. E. BELLER	Harper
DR. B. L. GARDNER	Harper
DR. N. L. MORGAN	Haysville
DR. CLYDE E. RUSH	Hereford
DR. ARTHUR T. MIMS	Hereford

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DR. CLARENCE E. HICKS	Hereford
DR. N. L. BALLARD	Hereford
DR. R. W. FERNIE	Hutchinson
DR. J. S. SPITZER	Hutchinson
DR. C. R. OPENSHAW	Hutchinson
DR. E. J. HAWKINS	Hutchinson
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DR. S. N. ZWEIFEL	Kingman
DR. L. PATZKOWSKY	Kiowa
DR. ROBERT G. HOWELL	Knox City
DR. D. E. BLACK	Lamesa
DR. N. W. STAKER	Lamesa
DR. BRAUILO J. CUESTA	Levelland
DR. I. T. SHOTWELL, JR.	Littlefield
DR. R. E. MAURER	Littlefield
DR. WILLIAM J. MANGOLD	Lockney
DR. C. B. BATSON	Lubbock
DR. E. L. HUNT	Lubbock
DR. JAMES C. MORRIS	Lubbock
DR. W. B. MANTOOTH (Dermatologist)	Lubbock
DR. J. A. BRALEY, D.O.	Medford
DR. R. R. BOONE, JR.	Mooreland
DR. S. J. MONTGOMERY	Miami
DR. J. P. SEARLS	Marietta
DR. HOMER ALLGOOD	Muleshoe
DR. BERNIE O. MCDANIEL	Muleshoe
DR. T. L. WAYLAN	Nashville
DR. C. H. ASHBY	Pampa
DR. JOSEPH GATES	Pampa
DR. J. B. JOHNSON	Perryton
DR. R. K. SANFORD	Perryton
DR. R. B. GIBSON	Ponca City
DR. R. W. GIBSON	Ponca City
DR. P. T. POWELL	Ponca City
DR. V. W. FILLIEY	Pratt
DR. J. W. JACKS	Pratt
DR. L. G. GLENN	Protection
DR. E. O. NICHOLS, JR.	Plainview
DR. E. O. NICHOLS, SR.	Plainview
DR. HARRY A. TUBBS	Post
DR. A. G. LANDEROS	Presidio
DR. LOWELL W. SPIKES	Ralls
DR. JAMES D. GOSSETT	Rankin
DR. G. E. ROGERS, D.O.	Sentinel
DR. WALTER DEBSCH	Shattuck
DR. R. H. BURGTORF	Shattuck
DR. J. J. SMITH	Shattuck
DR. M. H. NEWMAN	Shattuck
DR. HOWARD B. KEITH	Shattuck
DR. F. J. PUIG	Stratford
DR. R. L. KLEBERGER	Spearman
DR. W. A. RYAN	Thomas
DR. EMIL PROHL	Tahoka
DR. FRED V. RICHARDS	Tulia
DR. W. B. CHILDRESS	Tulia
DR. M. D. KNIGHT	San Angelo
DR. W. H. BRAUNS	San Angelo
DR. R. A. MORSE	San Angelo
DR. T. R. HUNTER, JR.	San Angelo
DR. W. L. SMITH	San Angelo
DR. S. H. GAINER	San Angelo
DR. G. B. PAYNE	Slaton
DR. S. H. JAYNES	Slaton
DR. M. J. MCSWEEN, JR.	Slaton
DR. W. N. JONES	Snyder
DR. JOHN W. O'BANION, JR.	Snyder
DR. R. B. PIERCE	Snyder
DR. J. F. HOWELL	Sonora
DR. TOM D. YOUNG	Sweetwater
DR. J. K. RICHARDSON	Sweetwater
DR. D. L. GRAVES	Wakita
DR. P. M. KELLY, D.O.	Waynoka
DR. T. W. COALE	Waynoka
DR. W. M. COLE	Wellington
DR. J. L. DIACON	Wellington
DR. J. L. MCGOVERN	Wellington
DR. E. C. MCCORMICK	Wellington
DR. F. EMERY	Wichita

LOCAL SURGEONS—(Continued)

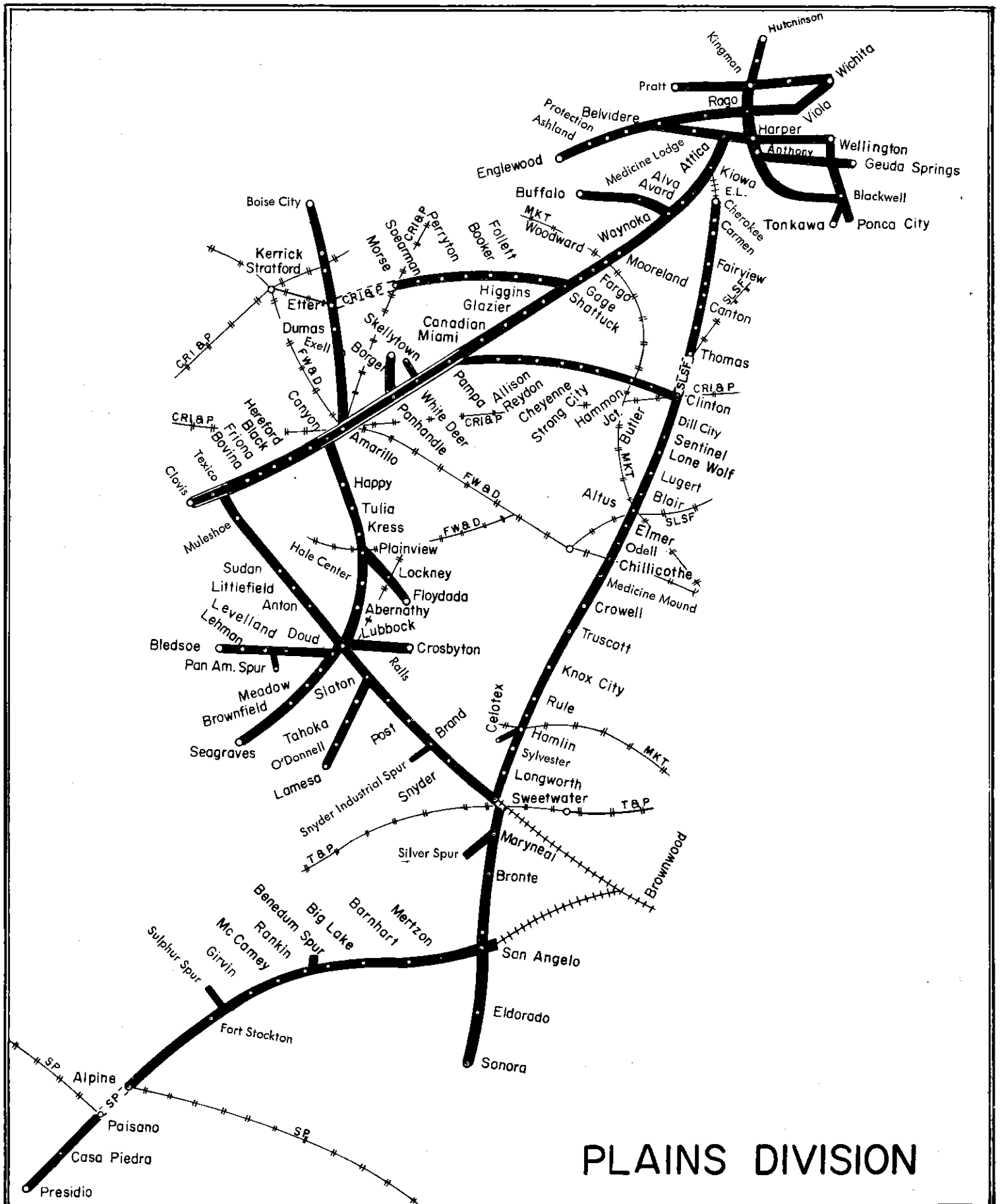
DR. E. B. WINCHESTER	Wichita
DR. H. T. HIDAKA	Wichita
DR. D. M. THOMPSON	Wichita
DR. F. D. EVANS	Wichita
DR. A. J. WRAY	Wichita
DR. W. H. FRITZMEIER (Dermatologist)	Wichita
DR. M. K. BRALY	Woodward
DR. JACK FETZER	Woodward

EYE, EAR, NOSE AND THROAT SPECIALIST

DR. T. E. BENJERGERDES	Alva
DR. G. R. CHASE (Ears only)	Amarillo
DR. JOHN J. ALPAR	Amarillo
DR. RALPH B. PAYNE	Amarillo
DR. WM. P. HALE (Ear, Nose, Throat)	Amarillo
DR. J. F. HOWELL, JR. (Eyes only)	Amarillo
DR. COLEMAN TAYLOR (Eyes only)	Amarillo
DR. H. B. CURRIE (Ophthalmologist)	Amarillo
DR. F. R. VIEREGG	Clinton
DR. J. H. CAMERON	Clovis
DR. R. L. CURRY	Clovis
DR. I. D. WORRELL	Clovis
DR. E. P. CHILD (Optometrist)	Harper
DR. C. T. MCCOY (Ophthalmologist)	Hutchinson
DR. V. R. MOORMAN	Hutchinson
DR. G. E. STONE	Hutchinson
DR. E. P. CHILD (Optometrist)	Kingman
DR. M. D. WATKINS (Eye Only)	Lubbock
DR. ERNEST NALLE (Ear, Nose, Throat)	Lubbock
DR. MICHAEL G. ELLSASSER (Eye Only)	Lubbock
DR. J. D. JONES (Ophthalmologist)	Lubbock
DR. R. T. CANON	Lubbock
DR. W. W. MALL	Ponca City
DR. C. F. ENGLEKING (Ear, Nose, Throat)	San Angelo
DR. D. W. HAYTER (Ophthalmologist)	San Angelo
DR. J. W. RILEY (Optometrist)	Wellington
DR. K. W. MOBERG (Optometrist)	Wellington
DR. E. E. TIPPEN	Wichita
DR. E. W. HARMS	Wichita
DR. C. E. WILLIAMS	Woodard

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	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



PLAINS DIVISION