



**SANTA FE**  
**SAFETY FIRST**



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

(See General Rules E, F, M and N, Rules Operating Department)

**TRAINMASTERS**

C. T. HERZOG ..... Wellington, Kan.  
D. R. WARREN ..... Amarillo, Tex.  
J. D. McPHERSON ..... 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.  
F. L. SPARKS ..... Slaton, Tex.  
C. A. JOHNSON ..... Wellington, Kans.

**SAFETY SUPERVISORS**

J. F. WAGNER ..... Amarillo, Tex.  
J. H. DAVIDSON ..... Amarillo, Tex.

**CHIEF DISPATCHER**

D. H. HOLDAWAY ..... Amarillo, Tex.

**ASST. CHIEF DISPATCHERS—AMARILLO**

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

**DISPATCHERS—AMARILLO**

E. R. BOYER	J. E. SMITH	J. M. STANDIFER
W. L. ROCHE	W. H. MORGAN	A. B. CAUDLE
O. F. CARDER	F. E. YOCK	K. G. LITTON
M. J. TRAFFAS	G. C. BRUNSON	K. D. GRUBB
L. M. COLE	W. D. PARKER	W. A. FARRELL
L. W. HELLMAN	D. L. HODGES	H. C. WHITE
R. R. WOOD	J. W. OLSON	V. L. COLBERT
C. L. ANDERSON	A. C. WESTBROOK	O. A. HARRELSON
W. R. DAUNER	L. A. STEWART	

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

**WESTERN LINES**

**PLAINS DIVISION**

**TIME TABLE**

**No. 8**

**IN EFFECT**

**Sunday, March 11, 1973**

**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.

**T. W. GOOLSBY,**  
Asst. General Manager,  
Amarillo, Texas.

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

**2 FIRST DISTRICT**

**PLAINS DIVISION**

WEST- WARD ↓	Communications Turn Tables and Wyan	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
	TY CR	238.9	31.7	WELLINGTON	31.7	3650	Yard		
		242.1	31.7	3.2 ROLAND	31.7	12500			
		247.0	31.7	4.9 MAYFIELD	31.7	7800	4366		
		254.1	31.7	7.1 MILAN	31.7	8450	915		
		259.2	31.7	5.1 ARGONIA	31.7	7300	1244		
		259.6	0	0.4 M. P. Crossing	15.8				
		266.5	31.7	6.9 DANVILLE	21.6	13010	2783		
		266.5	26.4	7.3 HARPER	0	19477	26739		
	Y CR	273.8	21.1	6.5 EULA	19.2	7300	2170		
		280.3	31.7	5.3 ATTICA	31.7	86650 N 7700	13900		
	Y CR	285.6	0	6.6 CRISFIELD	31.7	10500	1600		
		292.2	31.7	7.6 HAZELTON	31.7	11282	1466		
		299.8	31.7	7.1 KIOWA	31.7	17800	27450		
	Y CR	306.9	0	0.9 M. P. Crossing	21.1				
		307.8	0	0.5 (State Line)	31.7				
		308.2	0	4.9 LODER	31.7	10178			
	C	313.2	31.7	3.2 CAPRON	19.8		5738		
		316.4	33.6	3.1 BRINK	0	11400			
	CR	319.5	31.7	5.2 ALVA	31.7	5425	17000		
		324.7	31.7	4.2 NOEL	0	18966	1250		
		328.9	31.7	6.8 AVARD	31.7	7631	2202		
		335.7	31.7	9.8 WAYNOKA	21.1				
	Y CR	342.4					Yard		
		345.5							

TRAFFIC CONTROL SYSTEM

Two Tracks

**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.

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH	
	Psg.	Fr.
First District	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

Trains 198 and 891 are authorized to operate at passenger train speed.

**(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, 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 otherwise indicated.

"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 - M.P. 237.1	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

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

"I"—Interlocked Switch

Station	Type	Location	MPH
Harper	I	Crossover 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	Eastward main track to east yard lead, M.P. 342.5	30
	I	Turnout to West yard, M.P. 343.6	30
	I	Crossover M.P. 345.1	30
	I	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 crossings M.P. 238.5 - M.P. 239.5	40

**(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE**

STATION	M.P.		MPH
Argonia	259.6	Manual Interlocking	79
Kiowa	307.8	Manual Interlocking	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	Track Capacity In Feet
Mayfield Cooperative Elevator	249.3	1215

**4 SECOND DISTRICT**

**PLAINS DIVISION**

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Alchibon	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				STATIONS	Feet Per Mile		Sidings	Other Tracks	
	Y CR	345.5	0	<b>WAYNOKA</b> 5.6	31.7			Yard	
		351.8		HEMAN 4.5	0	8225	533		
		356.3	47.5	BELVA 5.3	0	11804	412		
		361.6	52.8	QUINLAN 5.5	26.4	10329	616		
		367.1	52.8	CURTIS 3.9	31.7	7103	1656		
	C	371.0	0	MOORELAND 10.3	31.7	7924	5063		
	CR	382.8	31.7	WOODWARD 0.2	0	14649	16572		
		383.0	28.5	M.K.T. Crossing 3.3	0				
		386.3	31.7	GERLACH 6.3	20.6	7267	452		
		392.6	31.7	TANGIER 5.7	31.7	8164	981		
	C	398.3	17.9	FARGO 8.4	0	7785	1766		
		406.7	26.4	GAGE 7.7	8.4	7683	3429		
	Y CR	414.4	30.5	SHATTUCK 6.5	0	N 7637 S 5412	18150		
		421.0	31.7	GOODWIN 6.2	21.2	10978	283		
		427.2	31.7	(State Line) 1.5	21.2				
	C	428.7	31.7	HIGGINS 8.6	31.2	11170	4637		
		437.3	25.9	COBURN 6.8	31.7	11803	176		
		444.1	0	GLAZIER 5.3	31.7	10910	2777		
		449.4	29.2	CLEAR CREEK 5.7	31.7	20609			
	Y CR	455.1	31.7	CANADIAN 8.4	0	19620	24033		
		463.5	31.7	MENDOTA 7.7	18.8	11017			
		471.2	31.7	LORA 5.7	0	11532			
	C	476.9	31.7	MIAMI 6.9	0	11723	3259		
		483.8	31.7	CODMAN 7.4	0	11104	823		
		491.2	31.7	HOOVER 7.6	0	10788	2444		
	Y CR	498.8	31.7	PAMPA 7.1	0	S 6743 N 6470	Yard		
	C	505.9	31.4	KINGS MILL 6.9	31.7		13047		
	C Y	512.8	31.1	WHITE DEER 5.8	31.7	S 5402 N 7610	6955		
	B	518.6	31.7	CUYLER 7.4	23.2		2755		
	Y CR	526.0	31.7	PANHANDLE 7.2	15.8	S 5368 N 7629	23808		
	B	533.2	31.7	LEE 7.8	21.1		5218		
	B	541.0	31.7	ST. FRANCIS 5.1	21.1		11161		
	B	546.1	31.7	FOLSOM 6.1	31.7		6923		
		552.2	3.7	C.R.I. & P. Crossing 0.1	0				
	CR	552.3	10.6	EAST TOWER YL F.W. & D. Crossing 2.0	6.3				
	T Y CR	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.

RULE 93(A) IN EFFECT: At Amarillo between yard limit sign, M.P. 552.0, Second District and yard limit sign M.P. 555.8 Third District.

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**

	MPH	
	Psgr.	Frt.
Second District	79	*60
(Skellytown Industrial Spur)		30
(Pantex Ordnance Spur)		20

\*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.
- (3) Trains 198 and 891 are authorized to operate at passenger train speed.

# PLAINS DIVISION

# SECOND DISTRICT 5

## (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, 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 otherwise indicated.

"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	Eastward main track to east yard lead, M.P. 342.5	30
	I	Turnout to West yard, M.P. 343.6	30
	I	Crossover M.P. 345.1	30
	I	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	10
	I	Crossover M.P. 414.7	10
	I	Turnout to Shattuck Dist.	10
Higgins	I	Crossover M.P. 428.0	40

## (C) SPEED REGULATIONS - SIDINGS, 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	10
East Tower	I	Turnout to Dumas District	10
	I	Turnout to Western stock yards, M.P. 552.3	10
	I	Crossover M.P. 552.3	10
	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	All crossings between Sixth Street M.P. 382.5, and Seventeenth Street M.P. 393.4	50
Shattuck	Main Street M.P. 414.3	55

## (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.		MPH
Woodward	383.0	Manual Interlocking	50
East Tower	552.3	Manual 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	Track Capacity In Feet
Amoco Production Co.	368.3	650
Union Underwear	391.2	4350
Cities Service Oil Co.	501.9	5762
Cabot Carbon Pampa Plant	502.6	2250
Cabot Machine Corporation	503.6	2750
Celanese Corp. of America	504.3	9800
Skellytown Industrial Spur (10.1 miles)	512.8	2825
Pantex Ordnance Plant	539.1	Yard
Amarillo Air Base (T.S.T.I.)	543.4	Yard
Massey-Harris	546.9	360

**6 THIRD DISTRICT**

**PLAINS DIVISION**

WEST- WARD ↓	Communications Tun, Tables and Wyes	Distance From Albion	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet	EAST- WARD ↑
				STATIONS	Feet Per Mile			
		Mile Post	Feet Per Mile					
	TCR	554.3	31.7	AMARILLO YL 4.5	31.7		Yard	
		558.8	10.6	ZITA 4.2	14.8		19711	
		563.0	31.7	HANEY 7.4	31.7		12071	
	YCR	570.4	31.7	CANYON 10.1	15.8	5436	5416	
		580.5	31.7	UMBARGER 6.0	31.7	23460	1564	
		586.5	25.9	DAWN 6.8	31.7	10827	6252	
		593.3	31.7	JOEL 6.2	0	11006	344	
	CR	599.5	31.7	HEREFORD 8.3	21.6	85641 N7894	81100	
		607.8	31.7	SUMMERFIELD 6.9	10.6	10806	4100	
		614.7	18.2	BLACK 7.1	21.1	11953	3450	
	CR	621.8	31.7	FRIONA 6.5	0	8276	10767	
		628.3	10.6	PARMERTON 5.8	31.7	19337	6400	
	C	634.1	31.7	BOVINA 6.9	28.6	8179	9650	
		641.0	17.0	WILSEY 6.2	31.7	11959	271	
		647.2	17.0	(State Line) 0.2	31.7			
	CY	647.4	21.1	TEXICO 9.3	8.7	86903 N8937	13302	
	TYCR	656.7		CLOVIS			Yard	
				(102.4)				

At Clovis, speed limit 20 MPH on main tracks and Track 0103 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**

	MPH	
	Psgr.	Frts.
Third District	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

Trains 198 and 891 are authorized to operate at passenger train speed.

**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 between Amarillo, M.P. 555.8 and Zita, M.P. 558.3; on main tracks and sidings, except on south siding at Texico, between Canyon, M.P. 569.4, and Clovis, including controlled signals located on Fourth District at M.P. 1.2, Texico, and on Plainview District at M.P. 571.6, Canyon; on Track 0103 at Clovis.

**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.

**RULE 93 (A) IN EFFECT:** At Amarillo, between yard limit sign M.P. 552.0, Second District, and yard limit sign M.P. 555.8, Third District.

# 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, 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 otherwise indicated.

"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
Umbarger	I	Crossover M.P. 578.9	40
Parmerton	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		EAST END YARD	
	I	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, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Clovis— (Cont'd)	I	Turnout from South Track to Track 0103	40
Clovis		WEST END YARD	
	I	Crossovers between North Track and South Track	40
	I	Turnout from South Track to Track 0103	40
	I	Turnout from South Track to long tail	10
	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. 571.0 (Except trains authorized passenger train speed)	55
Hereford	Dairy Road Crossing M.P. 598.6 Three crossings, M.P. 599.2 to 599.7	45 30
Bovina	Two crossings, M.P. 634.1 to 634.4	40

## 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Hereford Feed Yards	595.9	1950
Heard Spur	596.7	450
Chemical Co. of Texas	597.1	450
A. & P.	601.6	4700
Reinauer & Sons	604.3	1152
TOFC Ramp	604.5	2350
Armour & Co.	604.7	1000
Big Tex. Grain Co.	610.0	1182
Holly Sugar Corp.	623.6	2000
West Friona Grain Co.	623.6	1000
Riverside Chemical Co.	635.4	605
Holly Sugar Corp.	652.6	2004

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Arlington and Texico	Ruling Grade Ascending	TIME TABLE NO. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑	
				Feet Per Mile	STATIONS		Feet Per Mile	Sidings		Other Tracks
		Mile Post								
	TY CR	690.0	21.1	Two Tracks T.C.S. ABS LUBBOCK YL LUBBOCK JCT. YL SHALLOWATER ANTON LITTLEFIELD AMHERST SUDAN MILL MULESHOE LARIAT TEXICO						
		679.8	15.8		SLATON 10.2	13.2		Yard		
		676.6	15.8		BURRIS 3.2	2.7	4916	4967		
					F.W.& D. Crossing 2.0	0				
	CR	674.6	15.8		LUBBOCK YL 1.1	0		Yard		
	Y	88.6	21.1		LUBBOCK JCT. YL 10.5	10.6				
	C	78.1	21.1		SHALLOWATER 12.5	21.1	5326	1060		
	CR	66.6	21.1		ANTON 12.6	5.9	5292	5815		
	CR	53.0	21.1		LITTLEFIELD 7.5	21.1	7341	16798		
		45.5	21.1		AMHERST 7.4	10.6		7582		
	C	38.1	21.1	SUDAN 8.0	21.1	4757	6939			
		30.1	21.1	MILL 7.9	21.1	5418				
	CR	22.2	21.1	MULESHOE 12.4	0	11630	15674			
		9.8	21.1	LARIAT 9.8	0	6422	3331			
	CY	0.0		TEXICO		S 6903 N 8937	Yard			
				(104.9)						

(C) SPEED REGULATIONS - SIDINGS, 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 otherwise indicated.  
 "I"—Interlock Switch.

Station	Type	Location	MPH
Slaton	I	West end of yard	30
Burriss	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	10
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
Shallowater	I	Both ends siding	10
Anton	I	Both ends siding	10
Lariat	I	Both ends siding	10

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.

RULE 93(A) IN EFFECT: Between Lubbock Junction, M.P. 88.6, and F.W.& D. Crossing, M.P. 676.6.

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

Fourth District	MPH
	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

(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 M.P. 21.0 - 23.0	40
Amherst	M.P. 45.4	45
Lubbock	M.P. 87.5 to 88.6	30

E. SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	MPH
Lubbock	676.6	Manual Interlocking 40

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Monsanto Chemical	2.9	311
Progress	15.6	919
Custom Farm Service, Inc.	18.5	495
Shamrock Oil Co.	18.8	297
Baker Fertilizer Co.	20.9	436
Sudan Livestock Co.	39.3	986
Tide Products Co.	50.2	558
Littlefield Industrial Foundation	55.2	659
Bainer	59.5	4775
Roundup	69.9	5204
White's Stores	79.2	700
Broadview	83.6	5504
Helena Chemical Co.	84.5	606
Caprock Paint Co.	84.8	98
Stauffer Chemical Co.	85.0	368
Keeton Cattle Co.	682.1	2125
Indian Head Grain Co.	682.2	2544
Great Plains Distributors	682.4	603
Southwestern Public Service	684.8	395
Mike Mitchell Distributor	685.1	414



# PLAINS DIVISION

# FIFTH DISTRICT 9

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet	EAST- WARD ↑
				Mile Post	Feet Per Mile			
	TY CR	793.7	15.8	<b>SWEETWATER</b>	7.4			
		792.6	31.7	1.1 ORIENT JCT.	0			
		787.3	31.7	GANNON	31.7	5012		
		775.3	31.7	12.0 PYRON	31.7	7106	500	
		768.6	31.7	6.7 HERMLEIGH	31.7	4878	1287	
	CR	756.9	31.7	11.7 SNYDER	31.7	5701	10354	
		746.8	31.7	10.1 DERMOTT	31.7	4754		
		740.6	31.7	6.2 FULLERVILLE	31.7	7543	3410	
		729.0	31.7	11.6 JUSTICEBURG	13.2	5154	1071	
		720.3	31.7	8.7 AUGUSTUS	31.7	5482	347	
	CR	713.8	31.7	6.5 POST	0	6911	4169	
		703.6	31.7	10.2 BUENOS	0	5400	356	
		697.3	15.8	6.3 SOUTHLAND	2.6	4951		
	TY CR	690.0		<b>SLATON</b>				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, 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 main track turnouts and crossovers 10 MPH; except as otherwise indicated.

"I"—Interlocked Switch.

Station	Type	Location	MPH
Sweetwater	I	Both ends	20
	I	Track No. 1 East and west legs of wye	
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	Track Capacity In Feet
Chevron Oil Co.	751.0	1682
Brand	751.4	5280
Snyder Industrial Spur (11.2 Miles)	751.9	8571
Halliburton Co.	752.2	792
Son Oil Co.	752.8	9241

**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

	MPH
Fifth District	60
(Snyder Industrial Spur, M.P. 751.9)	20

#### 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. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				STATIONS	Feet Per Mile		Sid- ings	Other Tracks	
		Mile Post	Feet Per Mile						
	C	299.9		<b>CHEROKEE YL</b>			Yard		
		306.1	31.7	6.2 YEWED	5.3		6748		
	C	314.5	31.7	8.4 CARMEN	26.4		2257		
		314.8		0.3 S.L. & S.F. Crossing					
		319.3	0	4.5 ALINE	21.1		2321		
		329.8	21.1	10.5 ORIENTA	26.4		3235		
			31.7	6.2	39.6				
	C	336.0		<b>FAIRVIEW YL</b>			Yard		
			66.0	11.6	52.8				
		347.6		<b>LONGDALE</b>			1270		
			31.7	6.4	52.8		6142		
	C	354.0		<b>CANTON</b>					
			65.7	11.0	52.8		525		
	B	365.0		<b>OAKWOOD</b>					
			0	13.8	52.8		4660		
	C	378.8		<b>THOMAS YL</b>					
			52.8	7.2	52.8				
	B	386.0		<b>FOLEY</b>					
				2.2 CUSTER CITY					
		388.2		7.3 ARAPAHO					
				3.3					
		395.5		<b>EWING YL</b>					
			66.0	2.2	26.4				
	C Y	401.0		<b>CLINTON YL</b>			Yard		
			79.2	17.3	66.0				
	B Y	418.3		<b>BURNS JCT. YL</b>			Yard		
			0	1.6	19.8				
		419.9		<b>DILL CITY YL</b>			2641		
			52.8	8.8	52.8		4290		
	C	428.7		<b>SENTINEL</b>					
			52.8	6.1	52.8		1010		
		434.8		<b>CAMBRIDGE</b>					
			52.8	5.8	52.8				
		440.6		C.R.I. & P. Crossing					
				0.3					
	B	440.9		<b>LONE WOLF</b>			3489		
			26.4	6.7	31.7		1826		
		447.6		<b>LUGERT</b>					
			66.0	9.9	52.8		2230		
	B	457.5		<b>BLAIR</b>					
			31.7	9.8	31.7				
	C	467.3		<b>ALTUS YL</b>			Yard		
				(167.4)					

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 instructions 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 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

Between:	MPH
Cherokee and Foley	30
Ewing and Altus	30
(Burns Flat Industrial Spur M.P. 418.3)	20

(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—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

(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	Highway 60, M.P. 336.6. All movements over this crossing must be protected by a flagman.	10
Altus	Highway 62 (Broadway) M.P. 467.4	10

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.		MPH
Carmen	314.8	Gate normally against S.L. & S.F. track. Approach prepared to stop. If gate properly lined against S.L. & S.F. track, observe authorized speed.	20
Lone Wolf	440.6	Stop. Rules 98, 98(A), 98(B), 98(D).	
Altus	467.6	Stop. Rules 98, 98(A), 98(B), 98(D).	
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	Track Capacity In Feet
Burns Flat Industrial Spur (6.3 miles)	418.3	1455

ANTHONY DISTRICT

ALPINE DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Arkansas City	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973			Ruling Grade Ascending	Track Capacity In Feet	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS			
		43.1		METCALF YL				701	
		48.2	35.1	5.1 BLUFF CITY YL	50.6			3578	
		58.6	52.8	10.4 M. P. Crossing	0				
	C Y	59.1	42.2	0.5 ANTHONY YL	0			Yard	
(16.0)									

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973			Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Sidings	
	C Y	881.7	52.8	FORT STOCKTON YL			52.8		Yard	
		892.9	52.8	11.2 BELDING			35.9	2180		
		904.3	43.8	11.4 CHANCELLOR			47.5	1825		
	B	917.2	52.8	12.9 HOVEY			52.8	2270		
		934.4	52.8	17.2 TITLEY			0		1000	
	C	944.3		ALPINE YL				2578	5946	
		946.6		1.3 ALPINE JCT YL						
	B	956.9	0	11.3 PAISANO			52.8	1628		
	B	969.3	0	12.4 TINAJA			52.8	1656		
	B	984.5	0	15.2 PERDIZ			52.8	1376		
	B	993.7	0	9.2 PLATA			52.8	1662		
	B	1002.9	0	9.2 CASA-PIEDRA			52.8	1674		
	C Y	1026.7		23.8 PRESIDIO YL					Yard	
		1028.9		2.2 International Bridge End of Track						
(147.2)										

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Anthony District 10 MPH

(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	MPH
Anthony	58.6	Stop. Rules 98, 98(A), 98(B), 98(D).

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

Alpine District 30 MPH

(B) SPEED REGULATIONS - ROCK CUTS

Between:	MPH
M.P. 924.5 and M.P. 925.0	10
M.P. 987.4 and M.P. 990.1	10
M.P. 991.8 and M.P. 992.1	10
M.P. 1008.1 and M.P. 1010.2	10

(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

(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	All crossings M.P. 881.8 - 882.6	10

**BORGER DISTRICT**

**BUFFALO DISTRICT**

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Panhandle	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973			Track Capacity In Feet	EAST- WARD ↑
				STATIONS	Feet Per Mile	Sid- ings		
		Mile Post	Feet Per Mile					
		31.2	52.8	END OF TRACK 3.4	0			
	Y C R	27.8	52.8	<b>BORGER</b> YL 12.0	42.8		Yard	
	B	15.8	52.8	<b>McBRIDE</b> 10.3	42.2	3787	1921	
	B	5.5	31.7	<b>ABELL</b> 6.8	31.7	3895	770	
	Y C R	0.0		<b>PANHANDLE</b> YL			Yard	
				(32.5)				

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Waynoka	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973			Track Capacity In Feet	EAST- WARD ↑
				STATIONS	Feet Per Mile	Sid- ings		
		Mile Post	Feet Per Mile					
	Y C R		87.6	<b>WAYNOKA</b> YL 20.0	81.8		Yard	
		19.9	52.8	<b>FREEDOM</b> YL 23.9	52.8	2295	1493	
		43.8	52.8	<b>SELMAN</b> YL 8.3	52.8	1705	2792	
	Y	52.1		<b>BUFFALO</b> YL 8.3	37.0	1838	5015	
				(52.2)				

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**

Borger District	49 MPH
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**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—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS**

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**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**

Buffalo District	20 MPH
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**(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—SWITCHES, CROSSOVERS AND AUXILIARY TRACKS**

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**3. TRACKS BETWEEN STATIONS**

Location	Mile Post	Track Capacity In Feet
Blackmon Salt Spur	28.2	329
Selman Stock Spur	39.0	637

CLINTON DISTRICT

WEST-WARD ↓	Communications Turn Tables and Wyes	Distance From Pampa	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST-WARD ↑
				Mile Post	Feet Per Mile		Stations	Feet Per Mile	
	Y CR			<b>PAMPA YL</b>				Yard	
		8.4	31.7	8.6 <b>HEATON YL</b>	31.7		1597	742	
	B	18.6	52.8	10.2 <b>LAKETON</b>	52.8			1866	
		30.3	0.0	11.7 <b>MOBEETIE YL</b>	52.8			1857	
	B	39.4	52.8	9.1 <b>BRISCOE</b>	52.8			2084	
	B	50.3	52.8	10.9 <b>ALLISON</b>	52.8			3424	
		56.6	52.8	6.3 (State Line)	52.8				
	C	61.8	52.8	5.2 <b>REYDON</b>	52.8			2482	
	C	80.9	9.5	19.1 <b>CHEYENNE YL</b>	52.8			3109	
		105.2	52.8	24.3 M.K.T. Crossing	52.8				
	B	105.4	0.0	0.2 <b>HAMMOND JCT.</b>	26.4			1405	
	C	116.6	55.4	11.2 <b>BUTLER</b>	52.8	1322		1046	
	B	126.4	52.8	9.8 <b>STAFFORD</b>	54.0			1184	
		134.6	55.8	8.2 C.R.I. & P. Crossing	52.8				
	C Y	136.4	52.8	1.8 <b>CLINTON YL</b>	52.8			Yard	
				(136.6)					

Trains must get numbered clearance card before leaving Pampa and Cheyenne.  
 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
Clinton District	20

(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.		MPH
Hammond Jct.	105.2	Gate normally against AT&SF	15
Clinton	134.6	Gate normally against AT&SF	15

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	Track Capacity In Feet
Moody Compress & Whse. Co. of Texas	11.2	2745
J. N. Philpot Elevator Co.	13.3	304
Acme Brick Co.	135.6	1403

CROSBYTON DISTRICT

WEST-WARD ↓	Communications Turn Tables and Wyes	Distance From Lubbock	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST-WARD ↑
				Mile Post	Feet Per Mile		Stations	Feet Per Mile	
	CR			<b>LUBBOCK YL</b>				Yard	
		8.0	31.7	8.7 F.W.& D. Crossing	31.7				
		11.3	31.7	3.3 <b>IDALOU</b>	31.7			2588	
		19.6	26.4	8.3 <b>LORENZO</b>	30.6			6188	
	C	28.4	15.8	8.8 <b>RALLS</b>	26.4			2066	5278
	Y	37.8	13.2	9.4 <b>CROSBYTON YL</b>	26.4			Yard	
				(38.5)					

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
Crosbyton District	30

(B) SPEED REGULATIONS - CURVES

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

(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

(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.		MPH
F.W.& D. Crossing	8.0	Stop. Rules 98, 98(A), 98(B), 98(D).	10

WEST- WARD		Communications Turn Tables and Wyes	Distance From East Tower	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet	EAST- WARD	
↓					↑					
			Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Sidings	Other Tracks		
	Y CR		554.3		AMARILLO YL 2.0					
	CR		552.3		F.W. & D. Crossing EAST TOWER YL 0.1	0.0				
			0.1	7.4	C.R.I. & P. Crossing 0.7	52.8				
			8.2	26.4	JUILLIARD 3.6	52.8	3055			
	B		11.8	43.3	GLUCK 7.0	52.8		1593		
	B		18.8	52.8	PUENTE 8.4	39.6	3241			
	B		27.2	52.8	MARSH 7.4	0.0	3547	723		
	B		34.6	33.0	EXELL YL 6.7	52.8	3160	6073		
	B		41.3	52.8	BAUTISTA 10.8	39.6		3067		
	CR		52.1	7.4	DUMAS YL 6.2	31.7	2862	10996		
	B		58.3	13.7	MACHOVEC YL 5.3	19.6	3058	436		
			63.6	0.0	C.R.I. & P. Crossing 0.4	0.0				
	C Y		64.0	30.6	ETTER YL 11.1	30.9	3291	10601		
	B		75.1	52.8	LAUTZ 10.4	52.8		3074		
			85.5	12.1	C.R.I. & P. Crossing 0.2	0.0				
	C		85.7	52.8	STRATFORD YL 14.4	29.0	3168	3276		
	B		100.1	52.8	KERRICK 0.4	52.8		4733		
			100.5	52.8	(State Line) 10.5	52.8				
	B		111.0	52.8	CONRAD 11.6	23.8	3140			
	C Y		122.6		BOISE CITY YL			Yard		
					(125.2)					

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.

Between East Tower and east leg of wye, Etter, C.R.I. & P. trains will use A.T. & S.F. tracks and will be governed by time table, rules and special instructions of the A.T. & S.F. Ry. 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

Dumas District 49 MPH

### 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—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS.

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

### (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 M.P. 0.6	20
Amarillo	Amarillo Blvd. M.P. 1.1	15

### (E) SPEED REGULATIONS - RAILROAD CROSS- INGS AT GRADE

STATION	M.P.	MPH
East Tower	552.3	Manual Interlocking 20
Etter	63.6	Gate normally against C.R.I. & P. track. Approach prepared to stop. If gate properly lined against C.R.I. & P. track observe authorized speed. 30
Stratford	85.5	Automatic Interlocking 30

### 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
N.E. 24th Street Team	2.3	630
Texas Sulphur Prod.	48.6	582
Dumas Cattle Feeders	56.1	538
Farmers Grain Co.	57.5	604
Potash Co. of America (2.4 miles)	57.8	2866
Triangle Grain Co.	61.9	649

# PLAINS DIVISION

# ENGLEWOOD DISTRICT 15

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City and Wichita	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
		207.9	0	WICHITA U. S.	0				
		208.8	0	SOUTH JCT.	0				
		210.0	14.1	M.V. Crossing	0				
		211.5	5.8	WICHITA JCT. YL	5.2				
	B	212.4	22.7	M. P. Crossing	5.2				
		215.1	30.4	PROSPECT YL	42.2		755		
		217.6	37.0	SCHULTE	26.4		3585		
		223.8	37.0	CLONMEL	37.0		987		
		231.2	32.7	VIOLA	25.3		1133		
		27.1	32.1	ANNES	31.7		2269		
	C	33.9	26.4	NORWICH	23.8		2505		
		34.7	31.7	M. P. Crossing	31.7				
	B Y	46.8	29.0	RAGO YL	15.8		Yard		
		51.3	52.8	A.T. & S.F. Crossing	15.8		1008		
		58.0	52.8	SPIVEY	19.8		1825		
		65.7	52.8	ZENDA	52.8		1825		
		65.7	47.5	NASHVILLE	52.8		3478		
		73.0	52.8	ISABEL	52.8		1863		
	C	80.5	52.8	SAWYER	52.8		2904		
	C	88.5	52.8	COATS	52.8		2075		
		95.1	52.8	SPRINGVALE	52.8		1557		
		98.0	44.9	CROFTS	52.8		1311		
		103.3	52.8	O B JCT. YL	0				
	B	104.4	52.8	BELVIDERE YL	52.8		Yard		
		116.5	52.8	WILMORE	52.8		2351		
	C	125.0	52.8	COLDWATER YL	52.8		5421		
		134.7	43.8	PROTECTION YL	52.8		6632		
		144.5	52.8	SITKA	52.8		3193		
	C	150.8	52.8	ASHLAND YL	52.8		4549		
		158.8	52.8	ACRES YL	52.8		1841		
	Y	166.1	52.8	ENGLEWOOD YL	52.8		Yard		

(166.9)

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

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.

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

At O B Jct., Medicine Lodge District junction switch must be left lined for Englewood 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

Between:	MPH
Wichita U.S. and Wichita Jct.	30
Wichita Jct. and Englewood	20

#### (C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

#### (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	
	M.P. 214.7 - 215.0	10
Schulte	McArthur Road, at station M.P. 217.5	10
Sawyer	Main Street, U.S. Highway 281 M.P. 80.6	10
Coldwater	Main Street, U.S. Highway 160 M.P. 125.1	10

#### (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.	MPH
Wichita	210.0	20
		Gate normally against Midland Valley track. Approach prepared to stop. If gate properly lined against Midland Valley track observe authorized speed.
Wichita Jct.	212.4	20
		Gate normally against A.T. & S.F.
Norwich	34.7	20
		Gate normally against Missouri Pacific track. Approach prepared to stop. If gate properly lined against Missouri Pacific track observe authorized speed.
Rago	46.8	20
		Gate normally against Englewood District

### 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Valley Feed Co.	211.6	298
Industrial Spur	211.7	3279
Metal Fab Industries	211.9	298
Diamond Engineering Co. Spur	212.3	765
Run Around Track	213.2	718
Cessna Spur	214.4	568
Robbins Spur	101.6	266

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973			Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				STATIONS	Feet Per Mile	Sid- ings		Other Tracks		
		Mile Post	Feet Per Mile							
	Y C R	714.5	26.4	<b>SAN ANGELO YL</b> 6.4	26.4			Yard		
		720.9	37.0	<b>S.N. JCT. YL</b> 12.2	37.0					
	B	732.4	36.0	<b>TANKERSLEY</b> 13.3	0	2308	1689			
	B	745.7	37.0	<b>MERTZON</b> 10.4	26.4	2332	2400			
		756.1	37.0	<b>NOELKE</b> 9.8	36.0	2246				
		765.9	26.4	<b>SUGGS</b> 5.7	0	1808				
	C	771.6	52.8	<b>BARNHART YL</b> 19.0	52.8	2492	1714			
	C	790.6	37.0	<b>BIG LAKE YL</b> 18.6	52.8	3882	6019			
	B Y	809.2	42.2	<b>BENEDUM YL</b> 10.7	52.8	2150				
	C	819.9	52.8	<b>RANKIN YL</b> 18.7	52.8	800	3800			
	C Y	838.6	52.8	<b>McCAMEY YL</b> 11.0	52.8	2850	12300			
	B	849.6	37.0	<b>GIRVIN</b> 7.3	26.4		2150			
		856.9	29.5	<b>OWEGO</b> 6.9	9.5	1900				
		863.8	37.0	<b>BALDRIDGE</b> 5.6	0	2100				
	B Y	869.4	37.0	<b>SULPHUR JCT. YL</b> 12.3	0					
	Y C R	881.7		<b>FORT STOCKTON</b>				Yard		
				(167.4)						

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

Between:	MPH
San Angelo and S.N. Jct.	15
S.N. Jct. and M.P. 738	49
M.P. 738 and M.P. 815	30
M.P. 815 and Girvin	49
Girvin and 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—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

(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	M.P. 790.7	10
	All crossings M.P. 881.8 - 882.5	10

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
West Texas Utilities Co.	721.6	200
Trans-South Hydrocarbons	753.7	250
Witco Gasoline	782.8	2450
Benedum Industrial Spur (9.7 miles)	809.2	15761
Shell Oil Co.	840.6	550
Rio Pecos Spur	847.5	1900
Sulphur Industrial Spur (9.9 miles)	869.4	9700
(Arco Sulphur Tracks)	5.2	2400

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.



WEST- WARD ↓	Communications Turn Tables and Wyes	Distance from Plainview	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				No. 8 March 11, 1973	STATIONS		Feet Per Mile	Sid- ings	
		Mile Post	Feet Per Mile						
	C Y	26.6	31.7	FLOYDADA YL 6.4	21.1			Yard	
		20.2	31.7	MUNCY 4.8	18.5			1650	
	C	15.4	26.4	LOCKNEY 0.9	31.7	2400		7200	
		14.5	42.2	F.W.& D. Crossing 4.3	31.7				
		10.2	31.7	AIKEN 8.0	31.7			3000	
		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 is a spring switch and is to left 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**

Floydada District 49 MPH

**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—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS**

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE**

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

**2. TRACKS BETWEEN STATIONS**

Location	Mile Post	Track Capacity In Feet
Plainview Wheat Growers .....	2.6	2450
Farm Land Industries Inc. ....	3.7	1100
Plainsman Elevator .....	3.9	1100

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Hutchinson and Wellington	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				STATIONS	Feet Per Mile		Sid- ings	Other Tracks	
		Mile Post	Feet Per Mile						
	B	0		ND JCT. YL 0.7	16.7				
		0.7		C.R.I. & P. Crossings Main Track - Aux. Track 12.3	52.8				
		13.0	24.3	CASTLETON 6.8	52.8		1750		
	C	19.8	52.8	PRETTY PRAIRIE 4.3	42.2		7150		
		24.1	39.6	VARNER 7.5	52.8		600		
		31.6	52.8	East Kingman Jct. YL 0.2	0				
	Y CR	31.8	0	KINGMAN YL 0.7	0		Yard		
		32.5	19.0	West Kingman Jct. YL 0.3	0				
		32.8	2.6	M. P. Crossing 6.1	52.8				
		38.9	52.8	CARVEL 4.6	52.8		1200		
		48.5	41.2	BASIL 4.7	52.8		750		
	B Y	48.2	52.8	RAGO YL A.T. & S.F. Crossing 4.6	52.8		Yard		
		52.8	52.8	DUQUOIN 6.9	52.8		1400		
	Y CR	59.7	52.8	HARPER YL 9.7	39.6		Yard		
	Y C	69.4	0	ANTHONY YL 0.6	58.1		Yard		
		70.0	52.8	M. P. Crossing 10.5	52.8				
		80.5	52.8	(State Line) 0.2	52.8				
		80.7	52.8	MANCHESTER 5.0	52.8		1792		
		85.7	52.8	GIBBON 5.0	52.8		1100		
		90.7	37.0	WAKITA 6.2	52.8		2800		
		96.9	52.8	CLYDE 5.3	52.8		950		
	C	102.2	52.8	MEDFORD 0.3	41.0		6450		
		102.5	0	C.R.I. & P. Crossing 7.0	52.8				
		109.5	52.8	NUMA 4.8	52.8		1100		
		114.3	52.8	DEER CREEK 4.0	52.8		1450		
		118.3	52.8	NARDIN 8.7	52.8		1750		
		127.1	52.8	S.L. & S.F. Crossing 0.1	3.3				
		127.2	21.1	A.T. & S.F. Crossing 0.3					
	Y CR	X34.3	0	BLACKWELL YL 0.3	0		Yard		
		X34.0	42.2	S. L. & S. F. Crossing 5.3	42.2				
		X28.7	39.6	SUMPTER 3.5	42.2		650		
	C	X25.2	39.6	BRAMAN 6.8	47.5		2750		
		X18.3	39.6	(State Line) 0.4	47.5				
		X17.9	52.8	HUNNEWELL 2.6	52.8		3950		
		X15.3	52.8	A. T. & S. F. Crossing 0.7	52.8				
	C	X14.6	46.0	SOUTH HAVEN YL 7.7	47.0		4765		
		X 6.9	53.3	ROME 6.9	42.2		2250		
	T Y C R			WELLINGTON YL			Yard		

(161.5)

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, Harper, 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

H. & S. District	30 MPH
(Tonkawa Industrial Spur)	20 MPH

(B) SPEED REGULATIONS - CURVES

Location	MPH
Curve, M.P. 31.5 to 31.6	10
Curve, M.P. 32.5 to 32.6	10
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—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**(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 crossings M.P. 238.5 - 239.5	15
Blackwell	All crossings M.P. X33.8 - X34.4 All crossings M.P. 127.3 - 127.6 Train and engine movements must be protected by flagman at Blackwell Ave., Dewey Ave., Florence, A Street and Third Street	10 10
Anthony	All streets between Garfield and Walnut M.P. 68.9	10
Harper	State Highway 14, M.P. 59.1	10
Kingman	Main Street M.P. 31.9	5

**(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE**

STATION	M.P.		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.	10
CRI&P Auxiliary Track	0.7	Stop. Rule 98, 98(A), 98(B), 98(D).	
Kingman	32.8	Gate normally against Missouri Pacific track. Approach prepared to stop. If gate properly lined against Missouri Pacific track observe authorized speed.	10

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

STATION	M.P.		MPH
Rago	48.2	Gate normally against Englewood Dist.	10
Anthony	70.0	Stop. Rules 98, 98(A), 98(B), 98(D).	
Medford	102.5	Manual Interlocking, controlled by C.R.I.&P. dispatcher.	10
Blackwell	127.1	Stop. Rules 98, 98(A), 98(B), 98(D).	
Blackwell	127.2	Gate left lined as last used.	10
Blackwell	X 34.0	Gate normally against A.T.&S.F.	10
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	Track Capacity In Feet
Western Foods Spur	1.3	1007
Gano Horace Grain Co.	1.9	2100
Run Around Track	5.7	1000
Tuloma Gas Products Co.	5.9	850
Sinclair Oil & Gas Co.	5.9	1150
Tonkawa Industrial Spur (8.5 miles)	34.6	Yard
Spring	76.5	900

**20 HAMLIN DISTRICT**

**PLAINS DIVISION**

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance from Kansas City	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Track Capacity In Feet		EAST- WARD ↑
				No. 8	March 11, 1973		Sidings	Other Tracks	
		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile				
	C	467.3		<b>ALTUS YL</b>			Yard		
		467.6	0	0.3	0				
		468.1	0	M.K.T. Crossing	0				
		478.3	52.8	0.5	52.8				
		480.1	26.4	S.L.S.F. Crossing	73.9	2650	750		
		488.3	50.6	10.2	73.9				
	B	497.3	52.8	1.8	47.0				
		497.5	0	(State Line)	0				
	C	504.3	52.8	8.2	36.4	1800	6100		
		514.6	62.3	9.0	52.8	2700	2100		
		521.3	42.8	F.W. & D. Crossing	29.7	2300	1800		
	C	529.1	52.8	0.2	52.8	3800	6900		
	B	538.4	52.8	CHIULICOTHE	52.8	1600			
	B	551.1	52.8	6.8	42.2	2250	1800		
	C	563.1	37.0	MEDICINE MOUND	19.2	2400	3150		
		565.7	26.4	10.3	5.3	1150	2050		
		570.6	37.0	MARGARET	21.1	1600			
	C	580.1	10.6	6.7	27.0	2050	2250		
		588.4	23.7	CROWELL YL	39.6	1650	2564		
		597.4	41.1	7.8	0	3650	2350		
		604.4	0	9.3	31.7		1750		
	CT	605.8		12.7	0				
				12.0					
				12.0					
				2.6					
				4.8					
				9.6					
				8.3					
				9.0					
				7.0					
				1.4					
				<b>HAMLIN YL</b>			Yard		
				(138.5)					

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**

Hamlin District 30 MPH

**(B) SPEED REGULATIONS - BRIDGE.**

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

**(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS**

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**(D) SPEED REGULATIONS - STREET CROSSINGS**

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

Station	Streets	MPH
Altus	Highway 62 (Broadway) M.P. 467.4	10
Hamlin	Central Avenue M.P. 605.9	20

**(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE**

Station	M.P.		MPH
Altus	467.6	Stop. Rule 98, 98(A), 98(B), 98(D).	
Altus	468.1	Automatic Interlocking	20
Chillicothe	497.3	Manual interlocking controlled by FW&D dispatcher.	20
Hamlin	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	Track Capacity In Feet
Cities Service Oil Co.	567.3	1050
Custom Farm Services Inc.	564.1	250

**LAMESA DISTRICT**

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Slaton	TIME TABLE No. 8 March 11, 1973				Track Capacity In Feet	EAST- WARD ↑
			Ruling Grade Ascending	Mile Post	Feet Per Mile	STATIONS		
	T Y C R			<b>SLATON YL</b>	15.8		Yard	
		10.0	31.7	10.0 WILSON		1650	1750	
	C	21.3	31.7	11.3 TAHOKA		1700	3800	
	C	36.1	31.7	14.8 O'DONNELL		2800	5250	
		42.1	31.7	6.0 HINDMAN			1050	
		47.8	31.7	5.7 ARVANA			1050	
	C Y	53.7	31.7	5.9 LAMESA YL			Yard	
				(53.7)				

**LEHMAN DISTRICT**

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Doud	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973				Track Capacity In Feet	EAST- WARD ↑
				Feet Per Mile	STATIONS	Feet Per Mile	Sid- ings		
	B Y		15.8		<b>DOUD YL</b>			2000	
		6.0	52.8	6.0 HURLWOOD				10350	
		13.2	44.9	7.2 SMYER			1850	1650	
	C	26.7	52.8	12.5 LEVELLAND YL			1050	14200	
		33.0	52.8	7.3 COBLE				639	
	C	39.2	52.8	6.2 WHITEFACE			1750	1588	
	C	50.5	52.8	11.3 LEHMAN				3350	
		62.8	52.8	12.3 BLEDSOE YL				Yard	
				(62.8)					

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**

Lamesa District	30 MPH
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**(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS**

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**(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	Track Capacity In Feet
Farm Grain & Warehouse Company	51.1	1050

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**

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

**(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS**

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**3. TRACKS BETWEEN STATIONS**

Location	Mile Post	Track Capacity In Feet
Carlisle Grain Co.	2.1	1100
Levelland Vegetable Oil Co., Inc.	23.3	1050
Pan American Petroleum Corp.	28.5	2700
Pan American Spur (9.3 miles)	36.3	10500

## MEDICINE LODGE DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Attica	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				STATIONS	Feet Per Mile		Sid- ings	Other Tracks	
		Mile Post	Feet Per Mile						
	Y C R			<b>ATTICA YL</b>			Yard		
		10.5	31.7	10.5 SHARON	31.7		1250		
		15.6	31.7	5.1 PIXLEY	17.4		550		
	C	20.6	31.7	5.0 MEDICINE LODGE YL	31.7		Yard		
		33.6	31.7	14.2 LAKE CITY YL	24.8		3050		
	C	39.3	31.7	5.7 SUN CITY YL	0		2650		
		49.4	42.2	10.1 O B JCT. YL	18.0				
		50.5	52.8	1.1 BELVIDERE YL	0		Yard		
				(51.7)					

## PONCA CITY DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Hutchinson	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				STATIONS	Feet Per Mile		Sid- ings	Other Tracks	
		Mile Post	Feet Per Mile						
	Y C R	141.9		<b>PONCA CITY YL</b>			Yard		
			52.8	14.7	52.8				
	Y C R	127.3		<b>BLACKWELL YL</b>			Yard		
				(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.

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 must be left lined for the Englewood District.  
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**

Between:	MPH
Attica and M.P. 41	35
M.P. 41 and O.B. Jct.	10
O.B. Jct. and Belvidere	20
(Gyp Spur, M.P. 40.3)	10

**(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS**

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**(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	Iliff Street, Highway 281 M.P. 20.5	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	Mile Post	Track Capacity In Feet
Skelly Oil Spur	18.6	500
Gyp Spur (2.2 miles)	40.3	2400

**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**

Ponca City District	30 MPH
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**(B) SPEED REGULATIONS - CURVES**

Location	MPH
Curve, M.P. 133.8 to 134.3	25

**(C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS**

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)**

MILE POST	NAME
132.9	Truss bridge Chikaskia River

**3. TRACKS BETWEEN STATIONS**

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

# PLAINS DIVISION

# PLAINVIEW DISTRICT 23

WEST- WARD ↓	Communications Tables and Wyes	Distance From Atchison	TIME TABLE No. 8 March 11, 1973				Rolling Grade Ascending.	Track Capacity In Feet		EAST- WARD ↑
			Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Sidings	Other Tracks	
	Y C R	570.4	79.2	CANYON 5.1	73.9			Yard		
	B	575.5	31.7	CLETA 6.6	31.7			5450		
	B	582.1	21.1	OGG 6.3	31.7	5150	1600			
	C	588.4	31.7	HAPPY 8.0	31.7	5150	5500			
	B	596.4	42.2	KAFFIR 6.9	79.2	5150	1600			
	C R	603.3	73.9	TULIA 4.5	79.2	5200	23398			
	B	607.8	33.3	EUNICE 7.5	52.8		5800			
	C	615.3	26.4	KRESS 6.5	42.2	5200	5750			
	B	621.8	0	FINNEY 5.8	31.7	5200	350			
	Y C R	627.6	40.2	PLAINVIEW YL 0.6	21.2	9700	Yard			
		628.4	42.2	PLAINVIEW JCT. YL F.W. & D. Crossing 5.6	42.2					
	B	634.0	42.2	FURGUSON 6.9	31.7	5200	400			
	C	640.9	21.1	HALE CENTER 5.6	37.0	5150	8300			
	B	646.5	42.2	UNDERWOOD 4.9	42.2		8000			
		651.4	37.0	ALLEY 5.6	37.0	5100	750			
	C	657.0	26.4	ABERNATHY 6.3	37.0	5200	5700			
	B	663.3	26.4	MONROE 8.6	42.2	3450	4450			
	B	671.9	42.2	MARNELS YL 1.6	42.2	6200	28629			
	B Y	673.5		LUBBOCK JCT. YL (103.1)						

## (A) MAXIMUM AUTHORIZED SPEED

Plainview District 49 MPH

### 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—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

"I"—Interlocking.

"S"—Spring.

Station	Type	Location	MPH
Plainview Jct.	S	Floydada District junction switch	10
Lubbock Jct.	I	Turnout from Westward main track to Plainview District	30
	I	West wye switch Fourth District	10
	I	Crossover from Eastward to Westward main track	30
	I	East wye switch on Plain- view Dist.	10

## (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	MPH
Plainview	628.4	Automatic Interlocking 20

## 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Houston Elevator, Inc.	609.9	2250
Riverside Chemical	613.9	400
Burson & Wilson	616.3	1900
BFW Grain Co.	617.0	1200
Six Point Grain Co.	637.9	1250
Tuco Grain Co.	653.7	1400
Western Warehouse Co.	655.0	1150

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

**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.

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 and switchers 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.

## SAYARD DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Kansas City	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				No. 8	March 11, 1973		Sid-ings	Other Tracks	
		Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Sid-ings	Other Tracks	
				<b>HAMLIN YL</b>				Yard	
	C T	605.8	52.8	13.3 SYLVESTER	52.8	2650	1350		
	B	619.1	73.9	7.4 LONGWORTH	26.4		2500		
		626.5	66.0	10.8 ORIENT JCT. YL	52.8				
		637.3	66.0	0.7 SWEETWATER YL	52.8			Yard	
	T Y C R	638.0	52.8	7.4 SHAUFLER	52.8	2250			
		645.4	52.8	11.9 MARYNEAL YL	52.8	5000	4300		
	C Y	657.3	52.8	13.7 BLACKWELL	52.8		1300		
	B	671.0	52.8	14.3 BRONTE	52.8	2250	1500		
	B	685.3	66.0	29.2 SAN ANGELO YL	52.8			Yard	
	Y C R	714.6							
				(108.7)					

Trains must get numbered clearance card before leaving Hamlin 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

Sayard District	30 MPH
(Celotex Industrial Spur, M.P. 609.6)	10 MPH
(Maryneal Industrial Spur. M.P. 657.3)	20 MPH

## (B) SPEED REGULATIONS - ROCK CUT

Location	MPH
M.P. 659.5 to 659.9	5

## (C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

"I"—Interlocking

Station	Type	Location	MPH
Orient Jct.	I	Junction Switch	10
Sweetwater	I	Both ends Track No. 1	20
	I	East and west legs of wye	10

## (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	M.P. 684.7 to 686.0	20
M.P. 659	FM Road	5
Sweetwater	M.P. 638.0 to M.P. 641.6 (Sayard Dist.)	18

## 2. DANGEROUS OBSTRUCTIONS (See Rule 761)

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

## 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Celotex Industrial Spur (1.6 miles)	609.6	4690
Lone Star Cement	620.6	4400
Lone Star Cement	656.1	14500
Maryneal Industrial Spur (12.4 miles)	657.8	7450
(Lone Star Sand)	11.9	1850
West Texas Utilities Spur	674.3	300

## SONORA DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From S.N. Jct.	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				No. 8	March 11, 1973		Feet Per Mile	Sid-ings	
		Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Sid-ings	Other Tracks	
		0.0	37.0	S.N. JCT. YL		0		600	
		7.3	31.7	7.3 BYRNE		19.0		2250	
	B	16.0	37.0	8.7 CHRISTOVAL		0		3750	
	B	29.2	37.0	13.2 HULLDALE		0		6250	
	B	41.9	0	12.7 ELDORADO		37.0			
	C Y	63.6		21.7 SONORA YL				Yard	
				(63.6)					

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

Sonora District	20 MPH
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## (C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.





WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Wichita	Ruling Grade Ascending	TIME TABLE No. 8 March 11, 1973		Ruling Grade Ascending	Track Capacity In Feet		EAST- WARD ↑
				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 YL 7.3	20.7	800		
		13.9	31.7		GODDARD 5.9	32.3	3050		
	C	19.8	31.6		GARDEN PLAIN 5.9	31.7	2400		
	C	25.7	31.7		CHENEY 8.3	15.8	4200		
		34.0	28.8		MURDOCK 10.1	31.7	1550		
		44.1	0		East Kingman Jct. YL 0.2	0			
	Y CR	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	1200		
	C	62.3	31.7		CUNNINGHAM 6.7	31.7	1400		
		69.0	31.7		CAIRO 3.1	9.9	1300		
		72.1	31.7		WALDECK 7.3	12.1	800		
	CT	79.4			PRATT YL		4550		
					(77.3)				

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

Wichita Jct. to M.P. 3.6	10 MPH
M.P. 3.6 - to Pratt	30 MPH

### (B) SPEED REGULATIONS - CURVES

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

### (C) SPEED REGULATIONS—TURNOUTS, CROSSOVERS AND AUXILIARY TRACKS

Maximum speed permitted through turnouts, crossovers and on all auxiliary tracks 10 MPH, except as otherwise indicated.

### (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 M.P. 54.1 (westward movement only)	10
Garden Plain	Public road M.P. 14.6 (westward movement only)	10
Goddard	Main Street M.P. 13.9	10
Kingman	Main Street M.P. 44.4	5
Tyler	Tyler Road M.P. 6.5	10
Wichita	All streets between Meridian Street and West St., Wichita Dist. M.P. 2.1 - 3.5	10

### (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

STATION	M.P.		MPH
Wichita Jct.	2.7	Gate normally against A.T. & S.F.	10
Kingman	46.1	Gate normally against A.T. & S.F.	20

### 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Team Track	3.2	400
Team Track	3.2	1000
The A. C. Houston Lbr. Co.	3.7	550
S. Rickes & Sons	3.8	250
U. S. Plywood	3.9	300
Mesker Spur	5.3	1000
Midwest Plastic Spur	5.4	782
Associated Grocers Corp.		
Track A	5.7	450
Track B	5.8	700
Run around track	5.8	400
Star Lumber Co.	5.8	500
Midland Industries, Inc.	6.0	650
Wagnon Sales, Inc.	6.3	600
Pawnee Plastics, Inc.	6.5	300
The Walt Keeler Co., Inc.	6.8	1200
Horton Furniture	7.9	350
Wickes Lumber & Building Supply	8.1	427
Hughes Lumber Co.	8.5	492

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 Amoco Production 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 620.9 Monsanto Chemical Company
- MP 621.0 Hi-Pro Feeds, Inc.
- 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 Mike Mitchell Distributor

**6. MAXIMUM SPEED OF ENGINES**

Engines	Forward or Dead In Train (MPH)	Backing or When Not Controlled From Leading Unit (MPH)
300LABC Thru 315LAB	90	45
316AB Thru 321AB	90	45
5590-5614	90	45
5906, 5907, 5914	90	45
5920-5948	90	45
5687-5704	79	45
200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5686, 5900-5905, 5908-5913, 5915-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8734, 9800-9849	70	45
503-564, 653, 1500-1537, 2323-2399, 2416, 2418-2441, 2450	45	45

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	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 derrick AT-199720 and Jordan Spreaders	Other Machines Including Derrick AT-199775 and	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482
District	MPH	MPH	MPH	
First, Second, Third, Fourth, Fifth, and Plainview.	40	45	30	
Borger, Dumas, Floydada, and Segraves	30	30	30	
Fort Stockton, Sayard, and Shattuck	25	25	25	
Alpine, Altus, Crosbyton, Hamlin, H & S, Lamesa, Lehman, Ponca City, Wichita, and Sonora	20	20	20	
Clinton:				
M.P. 0 to M.P. 85	20	20	20	
M.P. 85 to Clinton	10	10	10	
Anthony, Buffalo and Englewood	10	10	10	
Medicine Lodge:				
Attica to M.P. 40.8	30	30	30	
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
<b>FIRST DISTRICT:</b>		
M.P. 269.9	Hot Box	Rotating white light—Eastward M.P. 269.9 and M.P. 267.8 * Westward M.P. 269.9 and M.P. 271.8 *
Bridge 273.0	High Water	Eastward—controlled signals east crossover Harper Westward—controlled signals east end siding Harper
M.P. 296.5	Hot Box	Rotating white light—Eastward M.P. 296.5 and M.P. 294.0 * Westward M.P. 296.5 and M.P. 299.4 *
M.P. 316.1	Hot Box	Rotating white light—Eastward M.P. 314.3 and M.P. 316.1 Westward M.P. 318.3 and M.P. 316.1
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
<b>SECOND DISTRICT:</b>		
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
<b>THIRD DISTRICT:</b>		
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 *
<b>FIFTH DISTRICT:</b>		
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		
<b>DUMAS DISTRICT:</b>		
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 indicates normal conditions. Semaphore arm in horizontal position or a red light indicates 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" is 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 is 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 eastward trains, 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.)	Lubbock
Altus	Lubbock Jct.
Amarillo	(extends to and includes Doud and Marnels.)
Anthony (On Anthony District, extends to and includes Metcalf)	Machovec
Ashland (Extends to and includes Englewood)	Maryneal
Attica (Applies only on Medicine Lodge District)	McCamey
Barnhart	Medicine Lodge
Belvidere (Includes O B Jct.)	Mobeetie
Benedum	ND Jct.
Big Lake	Orient Jct. (Applies only on Sayard District)
Blackwell, Okla.	Pampa (Applies only on Clinton District)
Bledsoe	Panhandle (Applies only on Borger District)
Borger	Perryton
Boise City	Plainview
Booker	Plainview Jct.
Brownfield	Ponca City (Applies only on Ponca City District, extends to and includes Blackwell)
Cherokee	Pratt
Cheyenne	Presidio
Clinton (Extends to and includes Ewing)	Prospect
Coldwater	Protection
Crosbyton	Rago
Crowell	Rankin
Dill City (Extends to and includes Burns Jct.)	San Angelo (Extends to and includes S.N. Jct.)
Doud	Seagraves
Dumas	Slaton (Lamesa Dist. only)
East Tower	Sonora
Etter	South Haven
Exell	Spearman (Extends to and includes Morse)
Fairview	Stratford
Floydada	Shattuck (Applies only on Shattuck District)
Follett	Sun City
Fort Stockton	Sulphur Jct.
Hamlin	Sweetwater (Sayard Dist. only.)
Harper (Applies only on H. & S. District)	Thomas
Heaton	Tyler
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. to MP 9 on Wichita District
Lake City	
Lamesa	
Levelland	

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	
Canadian	Slaton		
Clovis	Sweetwater		
Fairview	Waynoka		
Fort Stockton	Wellington		
Hamlin	North Wichita		

12. STANDARD CLOCKS

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

TIME SERVICE

R. W. WELLS, General Watch Inspector ..... Topeka

SURGEONS OF

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

DR. R. M. BROOKER, Chief Surgeon ..... Topeka

ALBUQUERQUE HOSPITAL

DR. A. C. MCGEE ..... Doctor in Charge

SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION

DR. G. P. BAIN, Chief Physician ..... Temple  
 DR. T. SPEED, Chief Surgeon ..... Temple  
 DR. E. R. VEIRS, Chief Oculist ..... Temple

LOCAL SURGEONS

DR. E. J. ALLGOOD	Altus
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. BUDD	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. 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.
DR. G. E. MERKLEY, JR.	Boise City
DR. J. L. WHEELER	Boise City
DR. W. M. STEPHENS	Borger
DR. W. G. STEPHANS	Borger
DR. HARVEY HAYS	Borger
DR. WILLIAM F. HUDSON	Buffalo
DR. JOHN L. WRIGHT	Big Lake
DR. JOHN R. HARRIS	Bronte
DR. W. C. HILL	Brownfield.
DR. CECIL B. KNOX	Brownfield.
DR. L. F. KINNAN	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. STAFF	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. BULLER	Harper
DR. B. L. GARDNER	Harper
DR. N. L. MORGAN	Haysville
DR. CLYDE E. RUSH	Hereford
DR. ARTHUR T. MIMS	Hereford

**SPECIAL RULES**

**LOCAL SURGEONS—(Continued)**

DR. H. R. JOHNSON	Hereford
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. MARSHALL L. SMITH	Hamlin
DR. G. E. BURKET	Kingman
DR. S. N. ZWEIFEL	Kingman
DR. L. PATZKOWSKY	Kiowa
DR. ROBERT G. HOWELL	Knox City
DR. D. B. BLACK	Lamesa
DR. N. W. STAKER	Lamesa
DR. BRAULO J. CUESTA	Lewelland
DR. I. T. SHOTWELL, JR.	Littlefield
DR. R. E. MAURER	Littlefield
DR. WILLIAM J. MANGOLD	Lockney
DR. E. L. HUNT	Lubbock
DR. JAMES C. MORRIS	Lubbock
DR. JOB M. LEHMAN	Lubbock
DR. ROBERT LEHMAN	Lubbock
DR. EVERETT P. STEWART	Lubbock
DR. CHESTER C. GOLIGHTLY	Lubbock
DR. J. A. BRALEY, D.O.	Medford
DR. R. R. BOONE, JR.	Mooreland
DR. S. J. MONTGOMERY	Miami
DR. J. P. SBARLS	Marfa
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. E. GIBSON	Ponca City
DR. R. W. GIBSON	Ponca City
DR. P. T. POWELL	Ponca City
DR. V. W. FILLEY	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 DERSCH	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. EUGENE R. FLOCK	Thomas
DR. W. A. RYAN	Thomas
DR. EMIL PROHL	Tahoka
DR. FRED V. RICHARDS	Tulia
DR. W. B. CHILDRRESS	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. EMBRY	Wichita
DR. E. B. WINCHESTER	Wichita

**LOCAL SURGEONS—(Continued)**

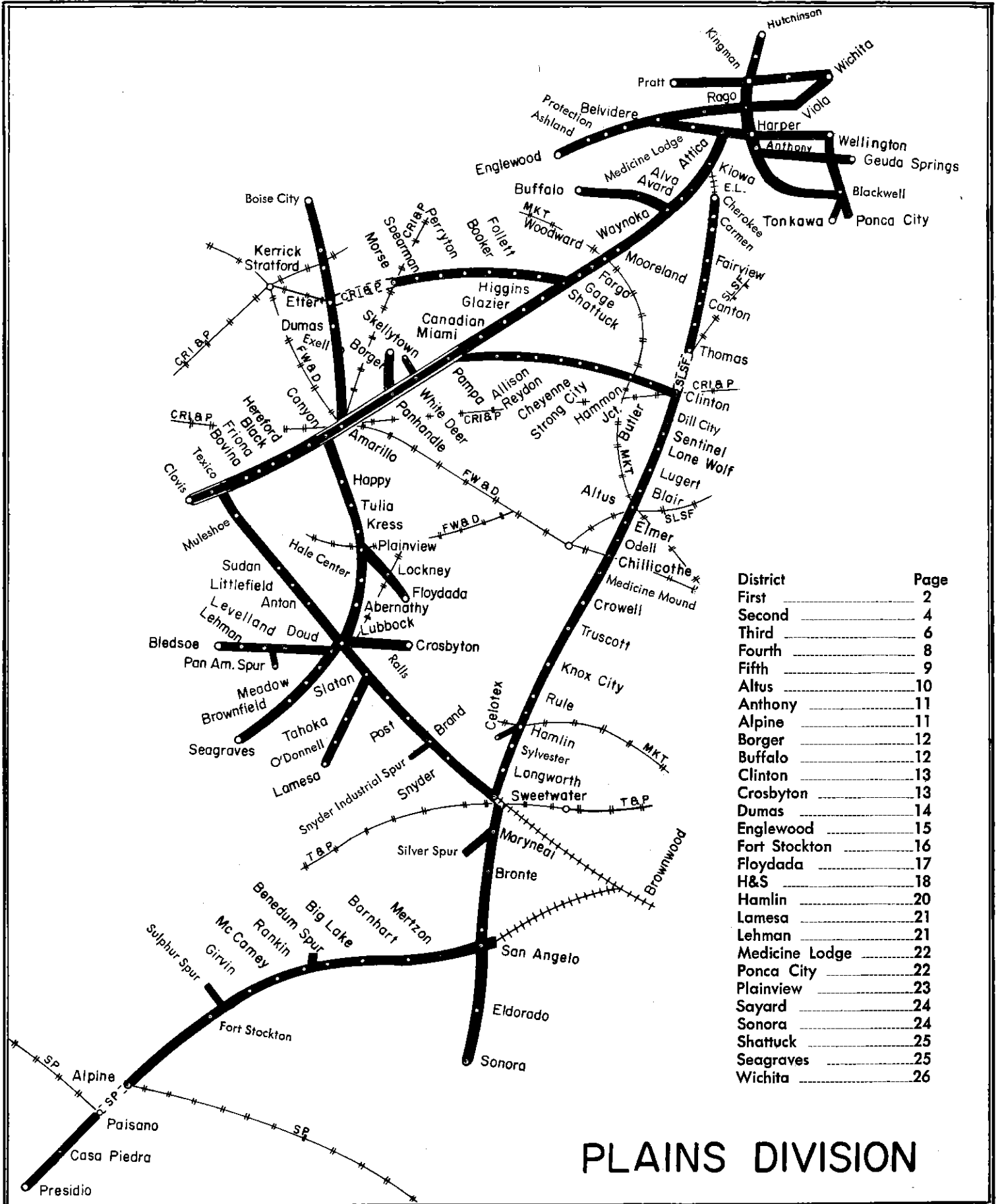
DR. H. T. HIDAKA	Wichita
DR. D. M. THOMPSON	Wichita
DR. F. D. EVANS	Wichita
DR. A. J. WRAY	Wichita
DR. W. H. FRITZMEIER (Dermatologist)	Wichita
DR. M. K. BRALY	Woodward
DR. JACK FETZER	Woodward

**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 E. 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. 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	Woodward
DR. THOMAS A. DUGGIN, O.D. (Optometrist)	Woodward

**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



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