



SANTA FE
SAFETY FIRST



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

TRAINMASTERS

C. T. HERZOG Wellington, Kans.
P. R. BUCHANAN Slaton, Tex.
W. K. FRY San Angelo, Tex.
J. E. GILL Amarillo, Tex.
J. D. McPHERSON Amarillo, Tex.

ASST. TRAINMASTERS

H. E. DeREMER Amarillo, Tex.
B. J. LAWRENCE Amarillo, Tex.

**SUPERVISORS OF AIR BRAKES
GENERAL ROAD FOREMEN OF ENGINES**

E. E. REYNOLDS Amarillo, Tex.
R. E. KING Amarillo, Tex.

ROAD FOREMEN OF ENGINES

W. W. GENTRY Amarillo, Tex.
F. L. SPARKS Slaton, Tex.
C. A. JOHNSON Wellington, Kans.

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 D. L. HODGES R. L. WARREN
M. J. TRAFFAS J. W. OLSON J. W. MARSHALL
L. M. COLE L. A. STEWART E. S. ABBOTT
L. W. HELLMAN J. M. STANDIFER J. J. JELINEK
R. R. WOOD A. B. CAUDLE D. L. HOWARD
W. R. DAUNER K. G. LITTON H. H. LAWRENCE
J. E. SMITH K. D. GRUBB D. W. JEFFERS
W. H. MORGAN W. A. FARRELL L. G. GILLESPIE
F. E. YOCK H. C. WHITE T. N. WARREN
G. C. BRUNSON V. L. COLBERT
W. D. PARKER O. A. HARRELSON

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

WESTERN LINES

PLAINS DIVISION

TIME TABLE NO.

1

IN EFFECT

Sunday, January 5, 1975

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

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

**J. R. FITZGERALD,
General Manager,
Amarillo, Texas.**

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

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

WEST- WARD ↓	Capacity of Siding in Feet	Rating Grade Ascending	TIME TABLE No. 1 January 5, 1975		Mile Post	Communications Turo Tables and Wyss	EAST- WARD ↑
			Feet Per Mile	STATIONS			
	8550	31.7		WELLINGTON 3.2	238.9	TY CR	
	12500	31.7		ROLAND 4.9	242.1		
	7800	31.7		MAYFIELD 7.1	247.0		
	8450	31.7		MILAN 5.1	254.1		
	7300	0		ARGONIA 0.4	259.2		
		31.7		M. P. Crossing 6.9	259.6		
	13010	26.4		DANVILLE 7.3	266.5		
	19477	21.1		HARPER 6.5	273.8	Y CR	
	7300	31.7		EULA 5.3	280.3		
	8650 N 7700	0		ATTICA 6.6	285.6	Y CR	
	10500	31.7		CRISFIELD 7.6	292.2		
	11282	31.7		HAZELTON 7.1	299.8		
	17800	0		KIOWA 0.9	306.9	Y CR	
		0		M. P. Crossing 5.4	307.8		
	10178	31.7		LODER 3.2	313.2		
		33.6		CAPRON 3.1	316.4	C	
	11400	31.7		BRINK 5.2	319.5		
	5425	31.7		ALVA 4.2	324.7	CR	
	18966	31.7		NOEL 6.8	328.9		
	7531	31.7		AVARD 9.8	335.7		
					342.4		
				WAYNOKA	345.5	Y CR	
				(106.6)			

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

First District	MPH	
	Psg.	Fr.
	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

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

EXCEPTIONS

Maximum authorized speed:

- (a) For freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH
- (b) For Trains 198 and 891 79 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
Curve, M.P. 237.7 to 237.8	50
Curve, M.P. 239.6 to 239.7	60
RR Crossing, M.P. 259.6 Interlocking	79
2 Curves, M.P. 307.6 to 307.9	70
RR Crossing, M.P. 307.8 Interlocking	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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings between Wellington and Waynoka, except those listed below, 40 MPH; other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Switches at each end of sidings between Wellington and Waynoka are interlocked.

"I"—Interlocked 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

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

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

Trains must get clearance card before leaving Wellington and Waynoka.

Between Waynoka and Avard, SL-SF Railroad Company trains use ATSF tracks and are governed by SL-SF Railroad Company Rules of the Transportation Department, Timetable and Special Instructions.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS —(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
Avard	I	Turnout to SL-SF Ry.	35
Waynoka	I	East end extension track	40
	I	East end Two Tracks M.P. 342.4	40
	I	South Track to Yard M.P. 342.5	15
	I	East Crossover M.P. 345.1	30
	I	West Crossover M.P. 345.1	15
	I	South Track to Yard M.P. 345.2	15
	I	West end Two Tracks M.P. 346.9	40

(D) SPEED RESTRICTIONS - 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. 239.2	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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	249.2	1215

4 SECOND DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	0		WAYNOKA (T. Tracks on T. Table)		345.5	Y CR	
	8225		5.6 HEMAN	31.7	351.8		
	11804	47.5	4.5 BELVA	0	356.3		
	10329	52.8	5.3 QUINLAN	0	361.6		
	7103	52.8	5.5 CURTIS	26.4	367.1		
	7924	0	3.9 MOORELAND	31.7	371.0	C	
		31.7	10.3	31.7			
	14649		WOODWARD		382.8	CR	
		28.5	0.2 N.W.O. Crossing	0	383.0		
		31.7	3.3 GERLACH	0	386.3		
	7267		6.3 TANGIER	20.6	392.6		
	8164	17.9	5.7 FARGO	31.7	398.3	C	
	7785	26.4	8.4 GAGE	0	406.7	C	
	7683		7.7 SHATTUCK	8.4	414.4	Y CR	
	N7637 S 5412	30.5	6.5 GOODWIN	0	421.0		
		31.7	7.7	21.2			
	10978		HIGGINS		428.7	C	
		31.7	8.6 COBURN	31.2	437.3		
	11170	26.9	6.8 GLAZIER	31.7	444.1		
	11803	0	5.3 CLEAR CREEK	31.7	449.4		
	10910	29.2	5.7 CANADIAN	31.7	455.1	Y CR	
	20609		8.4 MENDOTA	0	463.5		
		31.7	7.7 LORA	18.8	471.2		
	19620		5.7 MIAMI	0	476.9	C	
		31.7	6.9 CODMAN	0	483.8		
	11104		7.4 HOOVER	0	491.2		
	10788		7.6 PAMPA	0	498.8	Y CR	
	S 6743 N 6470	31.7	7.1 KINGS MILL	0	505.9	C	
		31.4	6.9 WHITE DEER	31.7	512.8	C Y	
	S 5402 N 7610	31.1	5.8 CUYLER	31.7	518.6	B	
		31.7	7.4 PANHANDLE	28.2		Y CR	
	S 5368 N 7629	31.7	7.2 LEE	15.8	526.0	B	
		31.7	7.8 ST. FRANCIS	21.1	533.2	B	
		31.7	5.1 FOLSOM	21.1	541.0	B	
		31.7	6.1 C.R.I. & P. Crossing	31.7	546.1	B	
		3.7	0.1 EAST TOWER	0	552.2		
		10.6	F.W. & D. Crossing 2.0 AMARILLO	6.3	552.3	CR	
					554.3	T Y C R	
			(206.5)				

TWO TRACKS: At Waynoka, between M.P. 342.4 and M.P. 346.9; at Pampa, between M.P. 497.3 and M.P. 500.8.

DOUBLE TRACK: Between Pampa, M.P. 500.8 and Amarillo, M.P. 555.8.

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

RULE 251 IN EFFECT: Between Pampa, M.P. 500.8 and Amarillo, M.P. 555.8.

RULE 94 IN EFFECT: At Amarillo between M.P. 552.0, Second District, and M.P. 555.8, Third District.

Trains must get clearance card before leaving Waynoka and Amarillo.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains 70 MPH provided:

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

EXCEPTIONS

Maximum authorized speed:

- (a) For freight trains averaging 85 tons or over per car, or total consist exceeds 5,000 tons... 45 MPH
- (b) For eastward trains between Curtis and Belva consisting of 6,500 tons or over... 35 MPH
- (c) For Trains 198 and 891... 79 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

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
RR Crossing, M.P. 383.0 Interlocking	50
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	50
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
RR Crossing, M.P. 552.3 Interlocking	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings within TCS limits, except those listed below, 40 MPH, other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Skellytown Industrial Spur, 30 MPH; Pantex Ordnance Spur, 20 MPH.

Within TCS limits switches at each end of sidings are interlocked.

"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	South Track to Yard M.P. 342.5	15
	I	East Crossover M.P. 345.1	30
	I	West Crossover M.P. 345.1	15
	I	South Track to Yard M.P. 345.2	15
	I	West end Two Tracks M.P. 346.9	40
	Curtis	I	Both ends siding
Woodward	I	Double crossover, 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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (Cont'd)

Station	Type	Location	MPH
Coburn	I	Crossover M.P. 437.0	40
Clear Creek	I	Double crossover, M.P. 450.3	40
Canadian	I	Double crossover, M.P. 455.4	30
	I	Double crossover, 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 crossover, 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

(D) SPEED RESTRICTIONS - 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. 383.4	50
Shattuck	Main Street M.P. 414.3	55

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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
Iowa Beef	542.1	Yard
Amarillo Air Base (T.S.T.I.)	543.4	Yard
Massey-Harris	546.9	360
Whitmore Mfg. Co.	548.2	614

WEST- WARD ↓	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Rolling Grade Ascending	Mile Post	Communications Turi Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				AMARILLO				
		31.7	4.5		31.7	554.3	TY CR	
		10.6	4.2	ZITA	14.8	558.8		
		31.7	7.4	HANEY	31.7	563.0		
	5436	31.7	10.1	CANYON	15.8	570.4	Y CR	
	23460	31.7	6.0	UMBARGER	31.7	580.5		
	10827	31.7	6.8	DAWN	31.7	586.5		
	11006	25.9	6.2	JOEL	31.7	593.3		
	55641 N7894	31.7	8.3	HEREFORD	21.6	599.5	CR	
	10806	31.7	6.9	SUMMERFIELD	10.6	607.8		
	11953	18.2	7.1	BLACK	21.1	614.7		
	8276	31.7	6.5	FRIONA	0	621.8	CR	
	19337	10.6	5.8	PARMERTON	31.7	628.3		
	8179	31.7	6.9	BOVINA	28.5	634.1	C	
	11959	17.0	6.4	WILSEY	31.7	641.0		
	86903	21.1	9.3	TEXICO	8.7	647.4	CY	
				CLOVIS		656.7	TY CR	
				(102.4)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
Third District	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

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

EXCEPTIONS

Maximum authorized speed:

- (a) For freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH
- (b) For Trains 198 and 891 79 MPH

DOUBLE TRACK: At Amarillo, between M.P. 552.0 and M.P. 555.8.

TWO TRACKS: Between Amarillo, M.P. 555.8 and Canyon, M.P. 572.2, and between Texico, M.P. 646.0, and Clovis.

RULES 251 and 94 IN EFFECT: At Amarillo, between M.P. 552.0, Second District, and M.P. 555.8, Third District.

TCS IN EFFECT: On main tracks and sidings between Amarillo, M.P. 555.8 and Clovis, except on siding at Texico, and on Track 0103 at Clovis.

Between Haney and Canyon, block signals 5632 and 5662 governing eastward movements on North Track are located on field side of track. Block signals 5633 and 5663 governing westward movements on South Track are located on field side of track.

At Clovis, speed limit 20 MPH on main tracks and Track 0103 between M.P. 656.0, east end of Clovis yard, and Hull Street overpass, M.P. 657.4. Speed applies only until head of train has cleared restricted area.

Trains must get clearance card before leaving Amarillo and Clovis.

PLAINS DIVISION

(B) SPEED RESTRICTIONS - 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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings between Amarillo and Clovis, except those listed below, 40 MPH, other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track except maximum speed permitted on siding Canyon, 40 MPH.

Switches at each end of sidings on Third District are interlocked.

"I"—Interlocked Switch

Station	Type	Location	MPH
Amarillo	I	Turnouts to yard 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
Haney	I	Crossover M.P. 561.2	40
Canyon	I	Crossover M.P. 569.4	40
	I	East end siding	40
	I	West end siding	15
	I	Crossover M.P. 570.8	40
	I	Crossover M.P. 570.9	30
	I	Crossover between South Track and Plainview Dist. M.P. 570.9	30
	I	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	End two tracks M.P. 646	40
	I	Both ends siding	30
	I	Turnout to Fourth District, M.P. 647.3	30
	I	Crossovers M.P. 649.1	40

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS—(Cont'd)

Station	Type	Location	MPH
Clovis	I	Turnout from North Track to industry lead	15
	I	Turnouts from South Track to yard	30
	I	Crossovers between North and South Tracks	40
	I	Turnouts from South Track to Track 0103	40
	I	Turnout from South Track, West of Hull Street, to 199 lead	15

(D) SPEED RESTRICTIONS - 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 and trains 198 and 891)	55
Hereford	Dairy Road Crossing M.P. 598.6	45
	Three crossings, M.P. 599.2 to 599.7	30

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Sutherland Lumber Co.	556.4	1300
Hereford Feed Yards	595.9	1950
Spencer Chemical Co.	596.7	450
Chemical Co. of Texas	597.1	450
A. & P.	601.6	4700
Reinauer & Sons	604.3	1152
TOFC Ramp	604.5	2350
Armour & Co.	604.7	1000
Plains Farmers Grain Co.	610.0	1182
Holly Sugar Corp.	623.6	2000
West Friona Grain Co.	623.6	1000
Riverside Chemical Co.	635.4	605
Holly Sugar Corp.	652.6	2004

8 FOURTH DISTRICT

PLAINS DIVISION

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Feet	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		21.1	} SLATON 10.2	13.2	690.0	Y CR	
	4916	15.8					
		15.8	F.W.& D. Crossing 2.0	0	676.6		
		15.8	} LUBBOCK 1.1	0	674.6	CR	
		15.8					
	5326	21.1	SHALLOWATER 12.5	10.6	78.1	C	
	5292	21.1	ANTON 12.6	21.1	65.6	CR	
	7341	21.1	LITTLEFIELD 7.5	21.1	53.0	CR	
		21.1	AMHERST 7.4	10.6	45.5		
	4757	21.1	SUDAN 8.0	21.1	38.1	C	
	5416	21.1	MILL 7.9	21.1	30.1		
	11630	21.1	MULESHOE 12.4	0	22.2	CR	
	6422	21.1	LARIAT 9.8	0	9.8		
	8 6903	21.1	TEXICO		0.0	CY	
			(104.9)				

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings Fourth District, except those listed below, 30 MPH, other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlock Switch.

Station	Type	Location	MPH
Slaton	I	Both ends of yard	30
Burris	I	Both ends siding	15
Lubbock	I	East end Double Track	40
	I	Turnout from North Track to east end lower yard	10
Lubbock Jct.	I	West end Double Track	40
	I	West wye switch on Fourth District	15
	I	Crossover between North and South Tracks	30
	I	Turnout from North Track to Plainview District	30
	I	Turnout to Seagraves District	15
	I	Turnout from North Track to yard	15
	I	East wye switch on Plainview District	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Except at Littlefield, restriction applies only while head of train is passing crossing 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
Littlefield	M.P. 50.4 to M.P. 55.6	30
Lubbock	M.P. 87.5 to 88.6	30

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-Blackwater	18.9	370
Baker Fertilizer Co.	20.9	436
Protein Processors	26.0	900
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.	681.7	2125
Indian Head Grain Co.	682.2	2544
Great Plains Distributors	682.4	603
Godbold Inc.	683.5	654
Southwestern Public Service	684.8	395
Mike Mitchell Distributor	685.1	414

DOUBLE TRACK: At Lubbock, between Lubbock Jct. and F.W.& D. crossing.

TCS IN EFFECT: On main track between Slaton and F.W.& D. crossing; between Lubbock Jct. and Texico, and on both legs of wye at Lubbock Jct.

RULES 251 AND 94 IN EFFECT: at Lubbock, on Double Track.

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

Trains must get clearance card before leaving Slaton and Clovis.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Fourth District	60

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSING

Location	MPH
Curve, M.P. 0.1 to 0.7	30
RR Crossing, M.P. 676.6 Interlocking	40

PLAINS DIVISION

FIFTH DISTRICT 9

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				Feet Per Mile
	Sidings							
		15.8	SWEETWATER	7.4	793.7	T Y C R		
		31.7	1.1 ORIENT JCT. 5.3	0	792.6			
	5012	31.7	GANNON	31.7	787.3			
	7106	31.7	12.0 PYRON	31.7	775.3			
	4878	31.7	6.7 HERMLEIGH	31.7	768.6			
	5701	31.7	11.7 SNYDER	31.7	756.9	C R		
	4754	31.7	10.1 DERMOTT	31.7	746.8			
	7543	31.7	6.2 FULLERVILLE	31.7	740.6			
	5154	31.7	11.6 JUSTICEBURG	13.2	729.0			
	5482	31.7	8.7 AUGUSTUS	31.7	720.3			
	6911	31.7	6.5 POST	0	713.8	C R		
	5400	31.7	10.2 BUENOS	0	703.6			
	4951	31.7	6.3 SOUTHLAND	0	697.3			
		15.8	7.3 SLATON	2.6	690.0	Y C R		
			(103.7)					

(B) SPEED RESTRICTIONS - CURVES

Location	MPH
9 Curves, M.P. 700.7 to 705.6	45
3 Curves, M.P. 705.9 to 707.7	55
3 Curves, M.P. 723.7 to 726.0	55
Curve, M.P. 736.2 to 736.5	55
Curve, M.P. 743.7 to 744.0	55
3 Curves, M.P. 775.8 to 777.2	55
Curve, M.P. 777.9 to 778.0	45
Curve, M.P. 460.4 to 460.6 (Sweetwater District, Northern Division)	45

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings Fifth District, except those listed below, 30 MPH, other main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Snyder Industrial Spur, 20 MPH.

Switches at each end of sidings on Fifth District are interlocked.

"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	Both ends of yard	30

(D) SPEED RESTRICTIONS - 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
Sun Oil Co.	752.8	9241

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

Trains must get clearance card before leaving Sweetwater and Slaton.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

EXCEPTION

Maximum authorized speed for freight trains when averaging 60 tons or over per car, or total consist exceed 5,000 tons 45 MPH

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			CHEROKEE YL		299.9	C	
	31.7		6.2 YEWED	5.3	306.1		
	31.7		8.4 CARMEN	26.4	314.5	C	
			0.3 SL-SF Crossing		314.8		
	0		4.5 ALINE	21.1	319.3		
	21.1		10.5 ORIENTA	26.4	329.8		
	31.7		6.2 FAIRVIEW	39.6	336.0	C	
	66.0		11.6 LONGDALE	52.8	347.6		
	31.7		6.4 CANTON	52.8	354.0	C	
	65.7		11.0 OAKWOOD	52.8	365.0	B	
	0		13.8 THOMAS	52.8	378.8	C	
	52.8		7.2 FOLEY	52.8	386.0	B	
			2.2 CUSTER CITY		388.2		
			7.3 ARAPAHO		395.5		
			3.3 EWING		398.8		
	66.0		2.2 CLINTON	26.4	401.0	CY	
	79.2		17.3 BURNS JCT.	66.0	418.3	BY	
	0		1.6 DILL CITY	19.8	419.9		
	52.8		8.8 SENTINEL	52.8	428.7	C	
	52.8		6.1 CAMBRIDGE	52.8	434.8		
	52.8		5.8 C.R.I. & P. Crossing	52.8	440.6		
			0.3 LONE WOLF		440.9	B	
	26.4		6.7 LUGERT	31.7	447.6		
	66.0		9.9 BLAIR	52.8	457.5	B	
	31.7		9.8 ALTUS	31.7	467.3	C	
			(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 clearance card before leaving Kiowa and Cherokee.

Trains must get clearance card before leaving Fairview, Clinton and Altus. Trains must get SL-SF clearance card at Thomas or Clinton before movement made on SL-SF track between Foley and Ewing.

Between Foley and Ewing, trains use tracks of SL-SF Ry. Co., and will be governed by time table, rules and special instructions of the SL-SF Ry. Co.

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

At Foley, spring switch normally lined for SL-SF.

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

(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 RESTRICTIONS - CURVES, ROCK CUTS, BRIDGES, AND RR CROSSINGS

Location	MPH
RR Crossing, M.P. 314.8 Gate normally lined against A.T.& S.F. Stop. Rule 98 (B)	30
Bridge, M.P. 328.0 to 328.5	20
RR Crossing, M.P. 440.6 Stop. Rule 98 (B)	20
Curves, M.P. 341.9 to 342.6	20
Rock Cut, M.P. 449.5 to 449.9	20
RR Crossing, M.P. 467.6 Stop. Rule 98 (B)	20
RR Crossing, M.P. 468.1, Auto. Interlocking	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except maximum authorized speed on Burns Flat Industrial Spur, 20 MPH.

(D) SPEED RESTRICTIONS - 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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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 ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	35.1		METCALF YL 5.1	50.6	43.1		
	52.8		BLUFF CITY YL 10.4	0	48.2		
	42.2		M. P. Crossing 0.5	0	58.6		
			ANTHONY YL 0.5	0	59.1	CY	
(16.0)							

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			FORT STOCKTON YL 11.2	52.8	881.7	CR	
	2180		BELDING 11.4	52.8	892.9		
	1825		CHANCELLOR 12.9	43.8	904.3		
	2270		HOVEY 17.2	52.8	917.2	B	
			TITLEY 9.9	52.8	934.4		
	2576		ALPINE YL 1.3		944.3	C	
			ALPINE JCT. YL } S.P. Co. 11.3		945.6		
	1626		PAISANO 12.4	0	956.9	B	
	1656		TINAJA 15.2	0	969.3	B	
	1376		PERDIZ 9.2	0	984.5	B	
	1662		PLATA 9.2	0	993.7	B	
	1674		CASA-PIEDRA 23.8	0	1002.9	B	
			PRESIDIO YL 2.2		1026.7	CY	
			International Bridge End of Track		1028.9		
(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
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(B) SPEED RESTRICTIONS - RR CROSSING

Location
RR Crossing, M.P. 58.6 Stop. Rule 98 (B)

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

Trains must get 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

(A) MAXIMUM AUTHORIZED SPEED

Alpine District	30 MPH
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(B) SPEED RESTRICTIONS - ROCK CUTS

Note: Trains must approach rock cuts listed below prepared to stop short of dirt or rock slides.

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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - 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 ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		52.8	END OF TRACK 3.4	0	31.2		
		52.8	BORGER YL	42.8	27.8	Y C R	
	3787	52.8	12.0 McBRIDE	42.2	15.8	B	
	3695	52.8	10.3 ABELL	42.2	5.5	B	
		31.7	6.8 PANHANDLE YL	31.7	0.0	Y C R	
			(32.5)				

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		87.6	WAYNOKA YL	81.8	0.0	Y C R	
	2295	52.8	20.0 FREEDOM YL	52.8	19.9		
	1705	52.8	23.9 SELMAN YL	37.0	48.8		
	1838	52.8	8.3 BUFFALO YL	37.0	52.1	Y	
			(52.2)				

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

Trains must get clearance card before leaving Borger.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Borger District	40 MPH
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(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

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

Trains and engines must get 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

(A) MAXIMUM AUTHORIZED SPEED

Buffalo District	20 MPH
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(B) SPEED RESTRICTIONS - 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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

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 ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			STATIONS	Feet Per Mile				
			PAMPA YL	31.7			Y	
	1597	31.7	8.6 HEATON YL	31.7		8.4		
		52.8	10.2 LAKETON	52.8		18.6	B	
		0.0	11.7 MOBETTIE YL	0.0		30.3		
		52.8	9.1 BRISCOE	52.8		39.4	B	
		52.8	10.9 ALLISON	52.8		50.3	B	
		52.8	11.5 REYDON	52.8		61.8	B	
		9.5	19.1 CHEYENNE YL	9.5		80.9	C	
		52.8	24.5 HAMMON	52.8		105.4	B	
	1322	55.4	11.2 BUTLER	55.4		116.6	C	
		52.8	9.8 STAFFORD	52.8		126.4	B	
		55.8	8.2 C.R.I. & P. Crossing	55.8		134.6		
		52.8	1.8 CLINTON YL	52.8		136.4	CY	
			(136.6)					

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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 ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			STATIONS	Feet Per Mile				
			LUBBOCK YL				CR	
			8.7 F.W. & D. Crossing	31.7		8.0		
			3.3 IDALOU	31.7		11.3		
			8.3 LORENZO	30.6		19.6		
			8.8 RALLS	26.4		28.4	C	
			9.4 CROSBYTON YL	26.4		37.8	Y	
			(38.5)					

Trains originating Pampa, Cheyenne and Clinton must get clearance card before leaving.

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Pampa and Clinton	20

(B) SPEED RESTRICTIONS - RR CROSSINGS

Location	MPH
RR Crossing, M.P. 134.6 Stop. Rule 98(B)	15

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

Trains must get 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

(A) MAXIMUM AUTHORIZED SPEED

Crosbyton District	MPH
	20

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Curve,	Location	MPH
	M.P. 0.0 to M.P. 0.2	10
RR Crossing,	M.P. 8.0 Stop. Rule 98(B)	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED REGULATIONS - STREET CROSSINGS

Station	Streets	MPH
Crosbyton	Highway 82, M.P. 38.9	10

14 DUMAS DISTRICT

PLAINS DIVISION

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			AMARILLO 2.0 F.W. & D. Crossing EAST TOWER YL 0.1 C.R.I. & P. Crossing 8.7		554.3 552.3	Y C R	
		0.0		0.0			
		7.4		52.8	0.1		
	3055	26.4	JULLIARD 3.6	52.8	8.2		
		43.3	GLUCK 7.0	52.8	11.8	B	
	3241	52.8	PUENTE 8.4	39.6	18.8	B	
	3547	52.8	MARSH 7.4	0.0	27.2	B	
	3160	33.0	EXELL YL 6.7	52.8	34.6	B	
		52.8	BAUTISTA 10.8	39.6	41.3	B	
	2862	7.4	DUMAS YL 6.2	31.7	52.1	C R	
	3058	13.7	MACHOVEC 5.3 C.R.I. & P. Crossing 0.4	19.6	58.3	B	
		0.0		0.0	63.6		
	3291	30.6	ETTER YL 11.1	30.9	64.0	C Y	
		52.8	LAUTZ 10.4	52.8	75.1		
		12.1	C.R.I. & P. Crossing 0.2	0.0	85.5		
	3168	52.8	STRATFORD YL 14.4	29.0	85.7	C	
		52.8	KERRICK 10.9	52.8	100.1	B	
	3140	52.8	CONRAD 11.6	23.8	111.0		
			BOISE CITY YL (125.2)		122.6	C Y	

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

Trains must get 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.

At Boise City, junction switch to Colorado Division C.V. District normally lined for Boise City District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between	MPH
East Tower and M.P. 10	49*
M.P. 10 and Boise City	40
ASARCO-SWPS Industrial Spur (4.6 miles)	30

EXCEPTION

*Maximum authorized speed for freight train when averaging 85 tons per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, BRIDGES, AND RR CROSSINGS

Location	MPH
8 Curves, M.P. 553.7, Second Dist., to M.P. 1.0, Dumas Dist.	20
RR Crossing, M.P. 552.3, Interlocking	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
3 Curves, M.P. 22.2 to 23.5	30
Curve, M.P. 51.6 to 51.9	35
RR Crossing, M.P. 63.6, Gate, normally lined against C.R.I. & P. Approach prepared to stop. If crossing clear and gate properly lined, proceed without stopping at restricted speed until engine over crossing.	
RR Crossing, M.P. 85.5 Auto. Interlocking	30
Curve & Bridge, M.P. 111.3 to 111.6	25

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except maximum authorized speed on ASARCO-SWPS Industrial Spur, 30 MPH.

(D) SPEED RESTRICTIONS - 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

3. TRACKS BETWEEN STATIONS

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		0	SOUTH JCT. 1.2	0	208.8		
	14.1		M.V. Crossing 1.5	0	210.0		
	5.8		WICHITA JCT. YL 0.9	5.2	211.5		
	22.7		M. P. Crossing 2.7	5.2	212.4	B	
	30.4		PROSPECT YL 2.5	42.2	215.1		
	37.0		SCHULTE 6.2	26.4	217.6		
	37.0		CLONMEL 7.4	37.0	223.8		
	32.7		VIOLA 4.6	25.3	231.2		
	32.1		ANNES 6.8	31.7	27.1		
	26.4		NORWICH 0.8	23.8	33.9	C	
	31.7		M. P. Crossing 12.1	31.7	34.7		
	29.0		RAGO YL A.T. & S.F. Crossing 4.5	15.8	46.8	B Y	
	52.8		SPIVEY 6.7	19.8	51.3		
	52.8		ZENDA 7.7	52.8	58.0		
	47.5		NASHVILLE 7.3	52.8	65.7		
	52.8		ISABEL 7.5	52.8	73.0		
	52.8		SAWYER 8.0	52.8	80.5	C	
	52.8		COATS 6.6	52.8	88.5	C	
	52.8		SPRINGVALE 2.9	52.8	95.1		
	44.9		CROFTS 5.3	52.8	98.0		
	52.8		O B JCT. YL 1.1	0	103.3		
	52.8		BELVIDERE YL 12.1	52.8	104.4	B Y	
	52.8		WILMORE 8.5	52.8	116.5		
	43.8		COLDWATER YL 9.7	52.8	125.0	C	
	52.8		PROTECTION YL 9.8	52.8	134.7		
	52.8		SITKA 6.3	52.8	144.5		
	52.8		ASHLAND YL 8.0	52.8	150.8	C	
	52.8		ACRES YL 7.3	52.8	158.8		
			ENGLEWOOD YL	52.8	166.1	Y	

(166.0)

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 Ashland and North Wichita must get clearance card before leaving.

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
South Jct. and Wichita Jct.	10
Wichita Jct. and Rago	20
Rago and Coldwater	30
Coldwater and Englewood	20

(B) SPEED RESTRICTIONS - CURVES AND RAILROAD CROSSINGS

Location	MPH
RR Crossing, M.P. 210.0 Gate normally against Midland Valley. Approach prepared to stop. If gate properly lined against Midland Valley. Proceed at restricted speed until engine over crossing.	10
RR Crossing, M.P. 212.4 Gate normally against A.T. & S.F. Stop. Rule 98(B).	10
RR Crossing, M.P. 34.7 Gate normally against Missouri Pacific. Approach prepared to stop. If gate properly lined against Missouri Pacific. Proceed at restricted speed.	20
RR Crossing, M.P. 46.8 Gate normally against Englewood District. Stop. Rule 98(B).	10
6 Curves, M.P. 99.0 to 100.8	20
10 Curves, M.P. 107.0 to 110.6	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - 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

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Valley Feed Co.	211.6	298
Butler Paper Co.	211.6	239
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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 1	January 5, 1975				
		Feet Per Mile	STATIONS		Feet Per Mile			
		26.4	SAN ANGELO YL 6.4		26.4	714.5	C R	
		37.0	S.N. JCT. YL 12.2		37.0	720.9		
2308		36.0	TANKERSLEY 13.3		0	732.4	B	
2382		37.0	MERTZON 10.4		26.4	745.7	B	
2246		37.0	NOELKE 9.8		36.0	756.1		
1808		26.4	SUGGS 5.7		0	766.9		
2492		52.8	BARNHART YL 19.0		52.8	771.6	B	
3882		37.0	BIG LAKE YL 18.6		52.8	790.6	B	
2150		42.2	BENEDUM YL 10.7		52.8	809.2	B Y	
800		52.8	RANKIN YL 18.7		52.8	819.9	B	
2850		52.8	McCAMEY YL 11.0		52.8	838.6	C Y	
2152		37.0	GIRVIN 7.3		26.4	849.6	B	
1900		29.5	OWEGO 6.9		9.5	856.9		
2100		37.0	BALDRIDGE 5.6		0	863.8		
		37.0	SULPHUR JCT. YL 12.3		0	869.4	B Y	
			FORT STOCKTON YL			881.7	C R	
			(167.4)					

1. SPEED REGULATIONS

(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 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
San Angelo	All crossings M.P. 714.0 to 720.9	15
Big Lake	Depot Ave. and Highway 33 M.P. 790.7	20
Fort Stockton	All crossings M.P. 881.8 to 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 (7.0 miles)	869.4	9700
(Arco Sulphur Tracks)	5.2	2400

Trains must get 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 ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE NO. 1 January 5, 1975	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	FLOYDADA YL 6.4	21.1	26.6	C Y	
		31.7	MUNCY 4.8	18.5	20.2		
	2400	26.4	LOCKNEY 0.9	31.7	15.4	C	
		42.2	F.W.& D. Crossing 4.3	31.7	14.5		
		31.7	AIKEN 8.0	31.7	10.2		
		31.7	F.W.& D. Crossing 2.1	22.7	2.2		
			YL PLAINVIEW JCT.			Y	
			(26.5)				

I. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Floydada District	30 MPH
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(B) SPEED RESTRICTIONS - RR CROSSINGS

Location	MPH
R.R. Crossing, M.P. 2.2 Auto Interlocking	30
R.R. Crossing, M.P. 14.5 Auto Interlocking	30'

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

Trains must get clearance card before leaving Floydada.

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

Between Floydada and Plainview, FW&D trains will use A.T.& S.F. tracks and will be governed by A.T.& S.F., Plains Division Time Table and Consolidated Code of Operating Rules, except as modified by FW&D General Orders.

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		ND JCT. YL 0.7	16.7		B	
	24.3		C.R.I. & P. Crossings Main Track - Aux. Track 12.3	52.8	0.7		
	52.8		CASTLETON 6.8	52.8	13.0		
	39.6		PRETTY PRAIRIE 4.3	42.2	19.8	C	
	52.8		VARNER 7.5	52.8	24.1		
	0		East Kingman Jct. YL 0.2	0	31.6		
	19.0		KINGMAN YL 0.7	0	31.8	Y C R	
	2.6		West Kingman Jct. YL 0.3	0	32.5		
	52.8		M. P. Crossing 6.1	52.8	32.8		
	41.2		CARVEL 4.6	52.8	38.9		
	21.1		BASIL 4.7	52.8	43.5		
	52.8		RAGO YL A.T. & S.F. Crossing 4.6	52.8	48.2	B Y	
	52.8		DUQUOIN 6.9	52.8	52.8		
	35.4		HARPER YL 9.7	39.6	59.7	Y C R	
	0		ANTHONY YL 0.6	58.1	69.4	Y C	
	52.8		M. P. Crossing 10.7	52.8	70.0		
	52.8		MANCHESTER 5.0	52.8	80.7		
	37.0		GIBBON 5.0	52.8	85.7		
	52.8		WAKITA 6.2	52.8	90.7		
	52.8		CLYDE 5.3	52.8	96.9		
	0		MEDFORD 0.3	41.0	102.2	C	
	52.8		C.R.I. & P. Crossing 7.0	52.8	102.5		
	52.8		NUMA 4.8	52.8	109.5		
	52.8		DEER CREEK 4.0	52.8	114.3		
	52.8		NARDIN 8.7	52.8	118.3		
	21.1		SL-SF Crossing 0.1	3.3	127.1		
	0		A.T. & S.F. Crossing 0.3		127.2		
	0		BLACKWELL YL 0.3	0	X34.3	Y C R	
	42.2		SL-SF Crossing 5.3	42.2	X34.0		
	39.6		SUMPTER 3.5	42.2	X28.7		
	39.6		BRAMAN 7.2	47.5	X25.2	C	
	52.8		HUNNEWELL 3.3	52.8	X17.9		
	46.0		SOUTH HAVEN YL 7.7	47.0	X14.6	C	
	53.3		ROME 6.9	42.2	X 6.9		
			WELLINGTON YL			T Y C R	
			(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 clearance card before leaving Wellington, Blackwell, Harper, and Hutchinson.

At Blackwell, trains and engines must secure clearance card when going on duty.

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

(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
RR Crossing, (Main Track)	M.P. 0.7 Electrically locked gate normally lined against AT&SF. Be governed by instructions posted in box at crossing.
	10
RR Crossing, (Aux. Track)	M.P. 0.7. Stop. Rule 98(B)
Curve,	M.P. 31.5 to 31.6
	10
Curve,	M.P. 32.5 to 32.6
	10
RR Crossing,	M.P. 32.8 Gate normally lined against Missouri Pacific. Approach prepared to stop. If gate lined normal proceed at authorized speed.
	10
RR Crossing,	M.P. 48.2 Gate. Normally lined against Englewood District. Stop. Rule 98(B).
	10
Curve,	M.P. 48.2 to 48.7
2 Curves,	M.P. 59.6 to 60.1
3 Curves,	M.P. 69.1 to 69.9
RR Crossing,	M.P. 70.0. Stop. Rule 98(B)
RR Crossing,	M.P. 102.5 Interlocking controlled by CRI&P Dispatcher.
	10
RR Crossing,	M.P. 127.1. Stop. Rule 98(B)
RR Crossing,	M.P. 127.2. Gate left lined as last used. Stop. Rule 98(B)
	10
RR Crossing,	M.P. X34.0. Gate normally lined against AT&SF. Stop. Rule 98(B).
	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except maximum speed on Tonkawa Industrial Spur, 20 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Wellington ..	All crossings X0.0 - X0.7	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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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
Tonkawa Industrial Spur (8.5 miles)	34.6	Yard
Spring	76.5	900

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Turn Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		ALTUS YL	0	467.3	C	
			0.3				
	0		M.K.T. Crossing	0	467.6		
			0.5				
	52.8		SL-SF Crossing	52.8	468.1		
			10.2				
2650			ELMER	73.9	478.3		
			10.0				
2020			ODELL	47.0	488.3	B	
			9.0				
	0		F.W.&D. Crossing	0	497.3		
			0.2				
1800			CHILLICOTHE	36.4	497.5	C	
			6.8				
2700			MEDICINE MOUND	52.8	504.3		
			10.3				
2300			MARGARET	29.7	514.6		
			6.7				
3800			CROWELL YL	52.8	521.3	C	
			7.8				
1600			FOARD CITY	52.8	529.1		
			9.3				
2250			TRUSCOTT	42.2	538.4	B	
			12.7				
2400			BENJAMIN	19.2	551.1	B	
			12.0				
1150			KNOX CITY	5.3	563.1	C	
			2.6				
1600			O'BRIEN	21.1	565.7		
			4.8				
2050			ROCHESTER	27.0	570.5		
			9.6				
1650			RULE	39.6	580.1	C	
			8.3				
3650			SAGERTON	31.7	588.4		
			16.0				
	41.1		B.N. Crossing	0	604.4		
			1.4				
			HAMLIN YL		605.8	C T	
			(138.5)				

Trains must get clearance card before leaving Altus and Hamlin.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Hamlin District	30 MPH
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(B) SPEED RESTRICTIONS - BRIDGE AND RR CROSSINGS

Location	MPH
RR Crossing, M.P. 467.6 Stop. Rule 98(B).	30
RR Crossing, M.P. 468.1 Auto. Interlocking	20
Bridge, M.P. 479.7 to 480.2	20
RR Crossing, M.P. 497.3 Interlocking controlled by FW&D dispatcher	20
RR Crossing, M.P. 604.4 Gate lined and locked as last used. Stop. Rule 98(B)	15

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - 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

2. OVERHEAD AND SIDE OBSTRUCTIONS (See Rule 759)

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 ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Ruling Grade Ascending	Feet Per Mile			
			STATIONS	Feet Per Mile			
			SLATON YL			Y C R	
	1650	31.7	10.0 WILSON	15.8	10.0		
	1700	31.7	11.3 TAHOKA	31.7	21.3	C	
	2800	31.7	14.3 O'DONNELL	79.2	36.1	C	
		31.7	11.7 ARVANA	31.7	47.8		
		31.7	5.9 LAMESA YL	31.7	53.7	C Y	
			(53.7)				

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

Trains must get clearance card before leaving Slaton.

No switch lights on Lamesa District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lamesa District 30 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - 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

LEHMAN DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Ruling Grade Ascending	Feet Per Mile			
			STATIONS	Feet Per Mile			
			DOUD YL			B Y	
		15.8	6.0	10.6			
		52.8	7.2 HURLWOOD	5.3			
	1850	44.9	12.5 SMYER	27.4	13.2		
	1050	52.8	7.3 LEVELLAND YL	23.2	25.7	C	
		52.8	6.2 COBLE	23.2	33.0		
	1750	52.8	11.3 WHITEFACE	40.0	39.2	C	
		52.8	12.3 LEHMAN	10.6	50.6	C	
		52.8	BLED SOE YL	62.8			
			(62.8)				

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

No switch lights on Lehman District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except maximum authorized speed on Pan American Spur, 20 MPH.

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			CANYON 11.7	73.9	570.4	Y C R	
5150	21.1		OGG 6.3	31.7	582.1	B	
5150	31.7		HAPPY 8.0	31.7	588.4	C	
5150	42.2		KAFFIR 6.9	79.2	596.4	B	
5200	73.9		TULIA 12.0	79.2	603.3	C R	
5200	26.4		KRESS 6.5	42.2	615.3	C	
5200	0		FINNEY 5.8	31.7	621.8	B	
	9700		PLAINVIEW YL 0.6	21.2	627.6	Y C R	
			PLAINVIEW JCT. YL F.W. & D. Crossing 5.6	42.2	628.4		
5200	42.2		FURGUSON 6.9	31.7	634.0	B	
5150	42.2		HALE CENTER 10.5	42.2	640.9	C	
5100	37.0		ALLEY 5.6	37.0	651.4		
5200	26.4		ABERNATHY 6.3	37.0	657.0	C	
3450	26.4		MONROE 8.6	42.2	663.3	B	
6200	42.2		MARNELS YL 1.6	42.2	671.9	B	
			LUBBOCK JCT. YL		673.5	B Y	
			(103.1)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Plainview District 49 MPH

EXCEPTION

Maximum authorized speed for freight train when averaging 85 tons per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSING

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
RR Crossing, M.P. 628.4 Auto. Interlocking	20
Curve, M.P. 629.5 to 630.1	45
Curve, M.P. 668.6 to 668.8	45
Curve, M.P. 673.3 to 673.4	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except as listed below.

"I"—Interlocking.

Station	Type	Location	MPH
Lubbock Jct.	I	Turnout from North Track to Plainview District	30
	I	West wye switch Fourth District	15
	I	Crossover between North and South Tracks	30
	I	East wye switch on Plainview District	15

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Cleta	575.5	5450
Eunice	607.8	5800
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
Underwood	645.5	8000
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.

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 clearance card before leaving 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.

At Plainview trains and engines must secure clearance card when going on duty.

SAYARD DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			HAMLIN YL	52.8	605.8	C T		
	2650	52.8	13.3 SYLVESTER	52.8	619.1	B		
		73.9	7.4 LONGWORTH	26.4	626.5			
		66.0	10.8 ORIENT JCT. YL	52.8	637.3			
		66.0	0.7 SWEETWATER YL	52.8	638.0	T Y C R		
	2250	52.8	7.4 SHAUFLER	52.8	645.4			
		52.8	11.9 MARYNEAL YL	45.9	657.3	C Y		
	5000	52.8	13.7 BLACKWELL	52.8	671.0	B		
		52.8	14.3 BRONTE	52.8	685.3	B		
	2250	66.0	29.2 SAN ANGELO YL	52.8	714.5	Y C R		
			(108.7)					

Trains must get 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

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Hamlin and Maryneal	30
Maryneal and San Angelo	20
(Celotex Industrial Spur, M.P. 609.6)	10
(Maryneal Industrial Spur, M.P. 657.3)	20

(B) SPEED RESTRICTIONS - ROCK CUT

Location	MPH
M.P. 659.5 to 659.9	5

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except as listed below and maximum speed authorized on Maryneal Industrial Spur, 20 MPH.

"P"—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 RESTRICTIONS - 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
Orient Jct.	M.P. 637.3 to M.P. 641.6 (Sayard Dist.)	18

2. OVERHEAD AND SIDE OBSTRUCTIONS (See Rule 759)

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 (12.1 miles) .	657.8	7450
(Lone Star Sand)	11.9	1850
West Texas Utilities Spur	674.3	300

SONORA DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			S.N. JCT. YL	0.0				
		37.0	7.3 BYRNE	0	7.3			
		31.7	8.7 CHRISTOVAL	19.0	16.0	B		
		37.0	13.2 HULLDALE	0	29.2	B		
		37.0	13.7 ELDORADO	0	41.9	B		
		0	21.7 SONORA YL	37.0	63.6	C Y		
			(63.6)					

Trains must get 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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

SHATTUCK DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	2150	42.2	SHATTUCK YL	26.4	0.0	Y CR	
			11.2 MAGOUN		11.3		
	2150	42.2	7.2 FOLLETT YL	29.0	18.5	B	
	4500	42.2	4.6 SHERLOCK	29.0	23.1		
	2100	42.2	6.6 DARROUZETT	42.2	29.7	B	
			7.0 GAYLORD	0.0	36.7		
	4600	37.0	5.5 BOOKER YL	42.2	42.2	B	
			5.4 HUNTON	15.8	47.6		
		15.8	5.2 TWICHELL	2.6	52.8		
		18.5	5.0	15.8			
	4600		PERRYTON YL		57.8	CR	
		15.8	5.7 LORD	26.4	63.5		
		18.5	5.2 FARNSWORTH	0.0	68.7		
		21.1	5.0 WAKA	5.3	73.7		
		39.6	10.1	7.9			
	2100		SPEARMAN YL		83.8	CY	
		52.8	9.4 McKIBBEN YL	39.6	93.2		
		48.6	8.9 MORSE YL	52.8	102.1		
		36.4	1.2	0.0			
			R.I. JCT. } C.R.I.&P. 30.3	52.8	103.3	Y	
		52.8	ETTER JCT. } 0.5	0.0	133.6		
		0.0	ETTER YL		134.1	CY	
			(134.0)				

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN SPEARMAN AND MORSE.
Trains must get clearance card before leaving Shattuck and Spearman.
At Shattuck, trains will be governed by Second District time table rules.
At Etter, trains will be governed by Dumas District time table rules.
Between R.I. Jct. and Etter Jct. trains will be governed by time table and rules of the C.R.I.&P. Ry.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Shattuck and Spearman	30
Spearman and R.I. Jct.	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

SEAGRAVES DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			LUBBOCK				
	15.8		1.1 LUBBOCK JCT. YL	0		CR	
	31.7		5.9	0		Y	
			DOUD YL		5.9	BY	
	31.6		5.4 WOLFFORTH	21.2	11.3		
	27.4		10.8 ROPES	29.0	22.1		
	16.9		5.8 MEADOW	23.7	27.9		
	31.6		11.8 BROWNFIELD YL	24.2	39.7	C	
	31.6		12.6 WELLMAN	31.6	52.3		
	29.0		10.6 SEAGRAVES YL	31.6	62.9	CY	
			(64.0)				

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

Trains must get clearance card before leaving Lubbock.

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

No switch lights on Seagraves District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Seagraves District	30 MPH
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(B) SPEED RESTRICTIONS - CURVES

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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Farm Center Gin and Grain Co.	17.1	900
Riverside Chemical	20.4	450
Columbian Carbon Spur	59.4	1900

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			WICHITA JCT. YL 0.6			2.1		
			M. P. Crossing 3.9			2.7	B	
	32.1		TYLER YL 7.3	20.7		6.6		
	31.7		GODDARD 5.9	32.3		13.9		
	31.5		GARDEN PLAIN 5.9	31.7		19.8	C	
	31.7		CHENEY 8.3	15.8		25.7	C	
	28.8		MURDOCK 10.1	31.7		34.0		
	0		East Kingman Jct. YL 0.2	0		44.1		
	19.0		KINGMAN YL 0.7	0		44.3	Y C R	
	31.7		West Kingman Jct. YL 1.1	31.7		45.0		
	31.7		M. P. Crossing 8.0	31.7		46.1		
	31.7		CALISTA 8.2	31.7		54.1		
	31.7		CUNNINGHAM 6.7	31.7		62.3	C	
	31.7		CAIRO 3.1	9.9		69.0		
	31.7		WALDECK 7.3	12.1		72.1		
			PRATT YL			79.4	C T	
			(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 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

(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
RR Crossing, M.P. 2.7 Gate normally lined against AT&SF. Stop. Rule 98 (B)	10
Curves, M.P. 19.8 to 20.1	10
RR Crossing, M.P. 46.1 Gate normally lined against AT&SF. Stop. Rule 98(B)	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

STATION	STREETS	MPH
Pratt	Public road M.P. 78.4	10
Calista	Public road M.P. 54.1 (westward movement only)	10
Kingman	Main Street M.P. 44.4	5
Garden Plain	Public road M.P. 19.8 (westward movement only)	10
Goddard	Main Street M.P. 13.9	10
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

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
Wagon Sales, Inc.	6.3	600
Simpson Building & Supply	6.5	744
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
Western Electric Co.	14.9	1650

4. 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 556.4 (North Track) Sutherland Lumber Co.
- 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 18.9 Shamrock-Blackwater
- MP 19.0 Shamrock-Blackwater
- MP 20.9 Baker Fertilizer Co.
- MP 26.0 Protein Processors
- MP 39.3 Sudan Livestock and Feeding Co.
- MP 39.5 Sudan Livestock and Feeding Co.
- MP 50.2 Tide Products Co.
- MP 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 683.5 Godbold Inc.
- MP 684.8 Southwestern Public Service Co.
- MP 685.1 Mike Mitchell Distributor

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	Backing or when not controlled from leading unit MPH
AMTRAK 100-539, 5637-5714, 5930-5939*, 5940-5948	90**	45
1150, 1218, 1260, 1418-1419, 1420-1438, 1439-1441, 500-1537, 2322-2394	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when engine handling train is on the head end being controlled from lead unit of G.P. type turned in backing position.

*Units 5930, 5935 and 5933 RESTRICTED TO 70 MPH until Gear Ratio changed to 59:18.

**Engines without cars must not exceed 70 MPH.

6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
All Classes	4	5	5

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

District	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 and MPH	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 MPH
First, Second, Third, Fourth, Fifth, and Plainview.	40	45		30
Borger, Dumas, Floydada, and Seagraves	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. 84	20	20		20
M.P. 84 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

Derrick AT 199720 and 199775, and pile drivers must be handled in trains next to engine.

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

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

8. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT:		
M.P. 269.9	Hot Box	Rotating white light—Eastward M.P. 269.9 and M.P. 267.8 * Westward M.P. 269.9 and M.P. 271.8 *
Bridge 273.0	High Water	Eastward—controlled signals east crossover Harper Westward—controlled signals east end siding Harper
M.P. 296.5	Hot Box	Rotating white light—Eastward M.P. 296.5 and M.P. 294.0 * Westward M.P. 296.5 and M.P. 299.4 *
M.P. 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
M.P. 339.3	Hot Box	Rotating white light—Eastward M.P. 339.3 and M.P. 338.3* Westward M.P. 339.3 and M.P. 340.2*
SECOND DISTRICT:		
M.P. 367.3	Dragging Equipment	Westward—Signal 3681 displays letter "E" in bottom unit
M.P. 369.0	Hot Box	Rotating white light—Eastward M.P. 369.0 and M.P. 367.3 * Westward M.P. 369.0 and M.P. 370.7 *
Bridge 376.4 and Bridge 376.8	High Water	Eastward—Signal 3782 Westward—Signal 3761
M.P. 385.8	Dragging Equipment	Eastward—Signal 3842 displays letter "E" in bottom unit
M.P. 396.1	Hot Box	Rotating white light—Eastward M.P. 396.1-M.P. 394.2 and M.P. 392.6 * Westward M.P. 396.1-M.P. 398.0 and M.P. 399.6 *
Bridge 398.0	High Water	Eastward—Controlled signals east end siding Fargo Westward—Signal 3961
Bridge 403.5	High Water	Eastward—Signal 4032 Westward—Signal 4011
Bridge 404.5 and Bridge 405.0	High Water	Eastward—Controlled signals east end siding Gage Westward—Signal 4031
Bridge 409.6	High Water	Eastward—Signal 4112 Westward—Signal 4091
M.P. 424.0	Hot Box	Rotating white light—Eastward M.P. 424.0 and M.P. 421.5 * Westward M.P. 424.0 and M.P. 426.1 *
M.P. 449.0	Hot Box and Dragging Equipment (Dual Purpose Locator)	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. 493.8	Hot Box	Rotating white light—Eastward M.P. 493.8 and M.P. 492.8* Westward M.P. 493.8 and M.P. 495.0*
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 *

8. TRACK SIDE WARNING DEVICES (Cont'd)

Location	Type	Signals or Indicators Affected
THIRD DISTRICT:		
M.P. 574.3	Hot Box	Rotating white light—Eastward M.P. 574.3 and M.P. 572.2 * Westward M.P. 574.3 and M.P. 576.4 *
M.P. 595.7	Hot Box	Rotating white light—Eastward M.P. 595.7 and M.P. 594.0 * Westward M.P. 595.7 and M.P. 597.5 *
M.P. 618.7	Hot Box	Rotating white light—Eastward M.P. 618.7-M.P. 616.6 and M.P. 614.2 * Westward M.P. 618.7-M.P. 620.4 and M.P. 622.2 *
Bridge 636.6	High Water	Eastward—Signal 6372 Westward—Controlled signals west end siding Bovina
M.P. 637.6	Hot Box	Rotating white light—Eastward M.P. 637.6 and M.P. 635.3 * Westward M.P. 637.6 and M.P. 639.7 *
FOURTH DISTRICT:		
Bridge M.P. 34.5	High Water	Eastward—Signal 341 Westward—Controlled signals at west switch of siding Sudan
FIFTH DISTRICT:		
M.P. 709.0	Hot Box and Dragging Equipment (Dual Purpose Locator)	Rotating white light—Eastward M.P. 709.0 and M.P. 710.0 Westward M.P. 709.0 and M.P. 708.0
M.P. 766.1	Hot Box	Rotating white light—Eastward M.P. 766.1 and M.P. 768.0* Westward M.P. 766.1 and M.P. 763.0*
Bridge 785.9	High Water	Eastward—Controlled signals east end siding Pyron and Signal 7851. Westward—Controlled signals west end siding Gannon.
*Location of Hot Box Locator		
DUMAS DISTRICT:		
Bridge 111.5	High Water	Eastward—Signal M.P. 112.9 Westward—Signal M.P. 110.6

RULE 105 (A)—HOT BOX DETECTORS

When hot box detector is actuated, train must stop immediately. If stopped short of locator, inspect all units of engine and if no overheated axle, traction motor or suspension bearings found on engine, engine may be cut off and proceed to locator to obtain reading.

If overheated journal is not found on unit, car or cars indicated by locator, make close inspection of the ten cars on each side of designated car or cars. If unable to locate overheated journals within this location of train, make close inspection of entire train. Train may then proceed at normal speed, but must make two stops within next 60 miles at approximately 30 mile intervals for thorough inspection of train unless passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. If crews are changed without mechanical inspection, inbound crew must notify outbound crew where next stop for inspection must be made.

When suspected abnormal journal on freight equipment, indicated by locator, is a roller bearing journal, the car must be set out unless cause is found to be sticking brakes and condition corrected.

If hot box indicator (rotating white light) at scanner is illuminated before train reaches the scanner, or if notified of a detector malfunction by the dispatcher, stop for detector is not required and train must be watched closely to detect overheated journals or dragging equipment.

Trains must not exceed 30 MPH while passing over hot box detectors (the scanner) when it is snowing or sleeting or when there is snow on ground which can be agitated by moving train.

HIGH WATER DETECTORS

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train.

DRAGGING EQUIPMENT DETECTORS

When actuated, rotating white light type indicators will be illuminated; letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

9. YARD LIMITS

Alpine (Extends to and includes Alpine Jct.)	Levelland
Altus	Lubbock (Crosbyton Dist.)
Amarillo (Dumas District)	Lubbock Jct. (Seagraves and Plainview Districts, extends to and includes Doud and Marnels)
Anthony (On Anthony District, extends to and includes Metcalf)	Maryneal
Ashland (Extends to and includes Englewood)	McCamey
Attica (Medicine Lodge District)	Medicine Lodge
Barnhart	Mobeetie
Belvidere (Includes O B Jct.)	ND Jct. (extends to M.P. 6.0)
Benedum	Orient Jct. (Sayard District)
Big Lake	Pampa (Clinton District)
Blackwell, Okla.	Panhandle (Borger District)
Bledsoe	Perryton
Borger	Plainview
Boise City	Plainview Jct.
Booker	Ponca City (Ponca City District, extends to and includes Blackwell)
Brownfield	Pratt
Cherokee	Presidio
Cheyenne	Prospect
Clinton (Extends to and includes Ewing)	Protection
Coldwater	Rago
Crosbyton	Rankin
Crowell	San Angelo (Extends to and includes S.N. Jct.)
Dill City (Extends to and includes Burns Jct.)	Seagraves
Doud	Slaton (Lamesa Dist.)
Dumas	Sonora
East Tower	South Haven
Etter	Spearman (Extends to and includes Morse)
Exell	Stratford
Fairview	Shattuck (Shattuck District)
Floydada	Sun City
Follett	Sulphur Jct.
Fort Stockton	Sweetwater (Sayard Dist.)
Hamlin	Thomas
Harper (H. & S. District)	Tyler
Heaton	Waynoka (Buffalo Dist. extends to and includes Buffalo)
Hammon	Wellington (H.&S. Dist. and Eastern Div.)
Kingman (Includes East Kingman Jct. and West Kingman Jct.)	Wichita Jct. (extends to M.P. 9.0 Wichita District)
Kiowa (Middle Division)	Wichita Jct. (extends to M.P. 216.0 Englewood District)
Lake City	
Lamesa	

10. 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	Woodward		
	North Wichita		

11. 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. T. SPEED, Medical Director Temple

DR. D. J. LYNCH, Medical Director Temple

LOCAL SURGEONS

DR. A. R. PONTON, JR.	Alpine
DR. E. J. ALLGOOD	Altus
DR. M. MOLLISON	Altus
DR. J. F. SIMON	Alva
DR. R. K. ARCHER	Amarillo
DR. L. E. EAST	Amarillo
DR. R. G. BUDD	Amarillo
DR. ROY DAUGHERTY	Amarillo
DR. L. R. DEVANNEY	Amarillo
DR. D. L. FONG	Amarillo
DR. W. J. HEGEDUS	Amarillo
DR. J. F. ROBERSON	Amarillo
DR. W. RUSSELL	Amarillo
DR. W. H. WHEIR	Amarillo
DR. E. M. WINSETT	Amarillo
DR. C. WOLFSON	Amarillo
DR. E. SMITH	Amarillo
DR. P. J. ANTRIM	Anthony
DR. G. C. STONE	Attica
DR. D. E. BECKER, JR.	Blackwell, Okla.
DR. L. W. GHORMLEY	Blackwell, Okla.
DR. J. L. WRIGHT	Big Lake
DR. W. M. STEPHENS	Borger
DR. HARVEY HAYS	Borger
DR. C. B. KNOX	Brownfield
DR. W. C. HILL	Brownfield
DR. W. F. HUDSON	Buffalo
DR. E. H. MORRIS	Canadian
DR. R. A. SNYDER	Canadian
DR. E. H. SNYDER	Canadian
DR. L. N. BOSWELL	Canyon
DR. J. M. BRYAN	Canyon
DR. J. E. LOW	Canyon
DR. C. R. NESTER	Canyon
DR. G. D. MOORE, JR.	Canyon
DR. F. K. BUSTER	Cheyenne
DR. R. SIMON	Clinton
DR. F. SIMON	Clinton
DR. E. PRUE	Coldwater
DR. S. D. GOODWIN	Clovis
DR. J. ZEIGLER	Clovis
DR. D. R. RHOADES	Crosbyton
DR. W. H. STAPP	Crowell
DR. R. G. PUELMA	Dumas
DR. L. C. BELTER	Fairview
DR. A. E. GUTHRIE	Floydada
DR. J. C. HUNDLEY	Ft. Stockton
DR. J. D. LANCASTER	Ft. Stockton
DR. C. E. OSWALT	Ft. Stockton
DR. P. L. SPRING	Friona
DR. A. H. BIEMAN	Garden Plain
DR. M. L. SMITH	Hamlin
DR. C. E. RUSH	Hereford
DR. A. T. MIMS	Hereford
DR. H. R. JOHNSON	Hereford
DR. C. E. HICKS	Hereford
DR. R. E. BOYER	Hereford
DR. L. W. PATZOKOWSKY	Kingman
DR. R. G. HOWELL	Kiowa
DR. D. B. BLACK	Knox City
DR. N. W. STAKER	Lamesa
DR. B. J. GUESTA	Lamesa
DR. I. T. SHOTWELL, JR.	Levelland
DR. R. E. MAURER	Littlefield
DR. W. J. MANGOLD	Littlefield
DR. C. G. GOLIGHTLY	Lockney
DR. E. P. STEWART	Lubbock
DR. E. L. HUNT	Lubbock
DR. J. G. HOFFER	Lubbock
DR. S. J. MONTGOMERY	Medicine Lodge
DR. R. R. BOONE, JR.	Miami
DR. H. ALLGOOD	Mooreland
DR. B. O. MCDANIEL	Muleshoe
DR. T. L. WAYLAN	Muleshoe
DR. C. H. ASHLY	Nashville
	Pampa

LOCAL SURGEONS—(Continued)

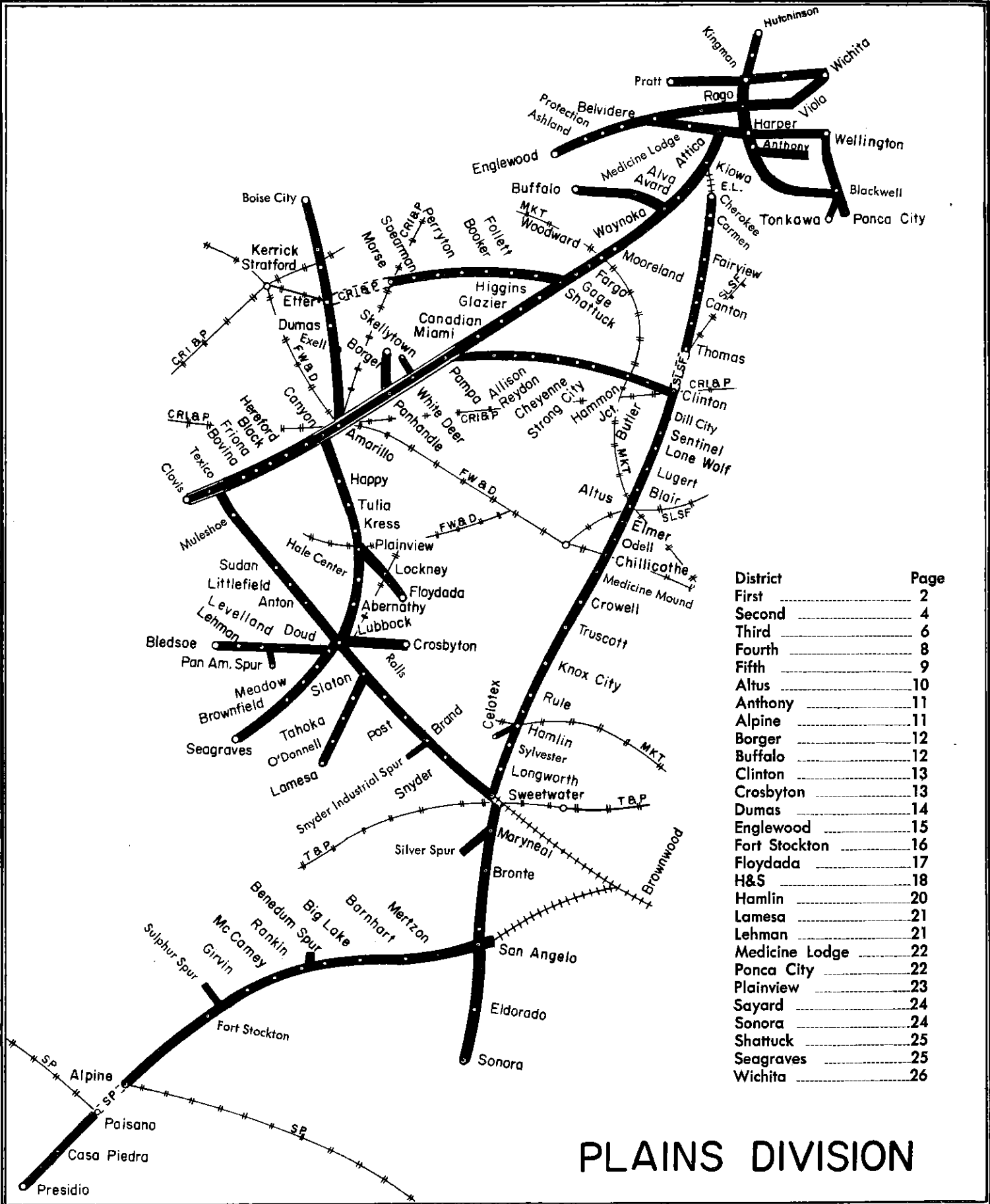
DR. J. W. GATES	Pampa
DR. R. K. SANFORD	Perryton
DR. J. B. JOHNSON	Perryton
DR. E. O. NICHOLS, SR.	Plainview
DR. C. L. BUSBY	Plainview
DR. J. V. CAMPBELL	Plainview
DR. H. J. JARVOS	Plainview
DR. H. A. TUBBS	Post
DR. J. W. JACKS	Pratt
DR. V. W. FILLEY	Pratt
DR. L. G. GLENN	Protection
DR. J. D. GOSSETT	Rankin
DR. W. H. BRAUNS	San Angelo
DR. T. R. HUNTER, JR.	San Angelo
DR. M. D. KNIGHT	San Angelo
DR. R. A. MORSE	San Angelo
DR. W. L. SMITH	San Angelo
DR. S. H. GAINER	San Angelo
DR. A. G. DIETRICH	San Angelo
DR. G. E. ROGERS	Sentinel
DR. W. DERWICH	Shattuck
DR. M. H. NEWMAN	Shattuck
DR. H. B. KEITH	Shattuck
DR. J. J. SMITH	Shattuck
DR. R. H. BURGTOFF	Shattuck
DR. S. H. JAYNES	Slaton
DR. G. B. PAYNE	Slaton
DR. E. M. MALDIA	Slaton
DR. W. N. JONES	Snyder
DR. J. W. OBANION, JR.	Snyder
DR. R. B. PIERCE	Snyder
DR. R. L. KLEEBERGER	Spearman
DR. C. A. HARLOW	Stratford
DR. R. F. WRIGHT	Tahoka
DR. E. R. FLOCK	Thomas
DR. W. A. RYAN	Thomas
DR. W. B. CHILDRRESS	Tulia
DR. F. V. RICHARDS	Tulia
DR. A. R. PARMAR	Waynoka
DR. W. M. COLE	Wellington
DR. J. L. DIACON	Wellington
DR. J. L. MCGOVERN	Wellington
DR. E. C. MCCORMICK	Wellington
DR. M. K. BRALY	Woodward

EYE, EAR, NOSE AND THROAT SPECIALIST

DR. T. D. BENJEGARDES	Alva
DR. J. J. ALPAR (Eyes Only)	Amarillo
DR. G. R. CHASE (Ears Only)	Amarillo
DR. W. P. HALE	Amarillo
DR. W. E. HOUGHTON (Eyes Only)	Amarillo
DR. D. W. HOUGHTON (Eyes Only)	Amarillo
DR. J. F. HOWELL, JR. (Eyes Only)	Amarillo
DR. H. B. CURRIE (Ophthalmologist)	Amarillo
DR. R. B. PAYNE	Amarillo
DR. W. A. SANSING (Eyes Only)	Amarillo
DR. C. TAYLOR (Eyes Only)	Amarillo
DR. J. R. VANDERLAAN (Eyes Only)	Amarillo
DR. J. H. CAMERON	Clovis
DR. C. E. WORRELL	Clovis
DR. I. D. WORRELL	Clovis
DR. R. L. CURREY (Eyes Only)	Clovis
DR. W. M. SEALDS (Eyes Only)	Hutchinson
DR. W. R. MOORMAN	Hutchinson
DR. G. E. STONE	Hutchinson
DR. C. T. MCCOY (Ophthalmologist)	Hutchinson
DR. E. P. CHILD (Optometrist)	Kingman
DR. M. D. WATKINS (Eyes Only)	Lubbock
DR. ERNEST NALLE (Ears Nose Throat)	Lubbock
DR. M. G. ELLSASSER (Eyes Only)	Lubbock
DR. J. D. JONES (Ophthalmologist)	Lubbock
DR. R. T. CANON	Lubbock
DR. W. W. MALL	Ponca City
DR. C. F. ENGLEKING	San Angelo
DR. D. W. HAYTER (Ophthalmologist)	San Angelo
DR. J. W. RILEY (Optometrist)	Wellington
DR. K. W. MOBERG (Optometrist)	Wellington
DR. E. W. TIPPEN	Wichita
DR. E. M. HARMS	Wichita
DR. C. E. WILLIAMS	Woodward
DR. T. 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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PLAINS DIVISION