



# SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his supervisor.

### TRAINMASTERS

P. R. BUCHANAN	Slaton, Tex.
W. K. FRY	San Angelo, Tex.
J. E. GILL	Amarillo, Tex.
J. L. RAINEY	Amarillo, Tex.
J. H. DAVIDSON	Wellington, Kans.

### ASST. TRAINMASTERS

B. J. LAWRENCE	Amarillo, Tex.
G. B. DENNING	Amarillo, Tex.
T. W. JONES	Borger, Tex.

### DIVISION RULES EXAMINER

A. C. WESTBROOK	Amarillo, Tex.
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### SUPERVISOR OF AIR BRAKES GENERAL ROAD FOREMAN OF ENGINES

E. E. REYNOLDS	Amarillo, Tex.
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### ROAD FOREMEN OF ENGINES

B. Y. STEELE	Amarillo, Tex.
G. T. JOHNSON	Slaton, Tex.
C. A. JOHNSON	Wellington, Kans.

### SAFETY SUPERVISORS

V. L. COLBERT	Amarillo, Tex.
G. R. SLIDER	Lubbock, Tex.

### CHIEF DISPATCHER

D. H. HOLDAWAY	Amarillo, Tex.
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### ASST. CHIEF DISPATCHERS—AMARILLO

B. L. BRANT	H. E. COWLES	A. DEATON, JR.
L. W. HELLMANN		D. L. HODGES

### DISPATCHERS—AMARILLO

R. R. WOOD	A. B. CAUDLE	J. J. JELINEK
W. R. DAUNER	K. G. LITTON	D. L. HOWARD
J. E. SMITH	K. D. GRUBB	H. H. LAWRENCE
W. H. MORGAN	W. A. FARRELL	J. E. WILLBURN
F. E. YOCK	H. C. WHITE	D. W. BALLEW
G. C. BRUNSON	O. A. HARRELSON	L. G. GILLESPIE
W. D. PARKER	R. L. WARREN	T. N. WARREN
L. A. STEWART	J. W. MARSHALL	D. L. WALKER
J. M. STANDIFERE	S. ABBOTT	B. BLACK
		T. L. BRADLY

# The Atchison, Topeka and Santa Fe Railway Co.

## WESTERN LINES

## PLAINS DIVISION

# TIME TABLE NO.

# 2

IN EFFECT

## Saturday, January 1, 1977

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	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977		Mile Post	Communications Tables and Wyes Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS			
	3550	31.7	WELLINGTON 3.2	31.7	238.9	F Y C R	
	12500	31.7	ROLAND 4.9	31.7	242.1		
	7800	31.7	MAYFIELD 7.1	31.7	247.0		
	8450	31.7	MILAN 5.1	31.7	254.1		
	7300	0	ARGONIA 0.4	15.8	259.2		
	13010	31.7	M. P. Crossing 6.9	21.6	259.6		
	19477	26.4	DANVILLE 7.3	0	266.5		
	7300	21.1	HARPER 6.5	19.2	273.8	Y C R	
	8650 N 7700	31.7	EULA 5.3	31.7	280.3		
	10500	0	ATTICA 6.6	31.7	285.6	Y C R	
	11282	31.7	CRISFIELD 7.6	31.7	292.2		
	17800	31.7	HAZELTON 7.1	31.7	299.8		
		0	KIOWA 0.9	21.1	306.9	Y C R	
		0	M. P. Crossing 5.4	31.7	307.8		
	10178	31.7	LODER 3.2	19.8	313.2		
	11400	33.6	CAPRON 3.1	0	316.4	C	
	5425	31.7	BRINK 5.2	31.7	319.5		
	18966	31.7	ALVA 4.2	0	324.7	C R	
	7531	31.7	NOEL 6.8	31.7	328.9		
		31.7	AVARD 9.8	21.1	335.7		
			WAYNOKA (106.6)		342.4	Y C R	
					345.5		

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.

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

First District	MPH	
	Psg.	Fr.
	79	60*

\*Maximum authorized speed for freight trains.

## (a) 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 75 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes;
- (b) 55 MPH when handling one or more empty cars: (Cabooses and cars loaded with empty trailers or empty containers are considered loads).
- (c) 45 MPH when averaging 85 tons or over per car, or total consist exceeds 5,000 tons.

## (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
3 Curves, M.P. 345.2 to 345.7	55

## (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	20
	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

**(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	10
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 Mo.Pac. RR Crossing	40
Alva	I	Crossover M.P. 325.6	40
Avard	I	Turnout to SL-SF Ry.	35
Waynoka	I	East end extension track	40
	I	Turnout 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	Turnout 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. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			<b>WAYNOKA</b> 5.6		345.6	Y CR	
	8225	0	HEMAN 4.5	31.7	351.8		
	11804	47.5	BELVA 5.3	0	356.3		
	10329	52.8	QUINLAN 5.5	0	361.6		
	7103	52.8	CURTIS 3.9	26.4	367.1		
	7924	0	MOORELAND 10.3	31.7	371.0	C	
	14649	31.7	WOODWARD 0.2	31.7	382.8	CR	
		28.5	N.W.O. Crossing 3.3	0	383.0		
	7267	31.7	GERLACH 6.3	0	386.3		
	8164	31.7	TANGIER 5.7	20.6	392.6		
	7786	17.9	FARGO 8.4	31.7	398.3	C	
		26.4	GAGE 7.7	0	406.7	C	
	7688		SHATTUCK 6.5	8.4	414.4	Y CR	
	N 7637 S 5412	30.5	GOODWIN 7.7	0	421.0		
	10978	31.7	HIGGINS 8.6	21.2	428.7		
	11170	31.7	COBURN 6.8	31.2	437.3		
	11803	25.9	GLAZIER 5.3	31.7	444.1		
	10910	0	CLEAR CREEK 5.7	31.7	449.4		
	20609	29.2	CANADIAN 8.4	31.7	455.1	Y CR	
	19620	31.7	MENDOTA 7.7	0	463.5		
	11017	31.7	LORA 5.7	18.8	471.2		
	11532	31.7	MIAMI 6.9	0	476.9	C	
	11723	31.7	CODMAN 7.4	0	483.8		
	11104	31.7	HOOVER 7.6	0	491.2		
	10788	31.7	PAMPA 7.1	0	498.8	Y CR	
	S 6743 N 6470	31.7	KINGS MILL 6.9	0	505.9	C	
	85402 N 7610	31.4	WHITE DEER 5.8	31.7	512.8	CY	
		31.1	CUYLER 7.4	31.7	518.6	B	
	S 5368 N 7829	31.7	PANHANDLE 7.2	23.2	526.0	Y CR	
		31.7	LEE 7.8	15.8	533.2	B	
		31.7	ST. FRANCIS 5.1	21.1	541.0	B	
		31.7	FOLSOM 6.1	21.1	546.1	B	
		3.7	C.R.I. & P. Crossing 0.1	31.7	552.2		
		10.6	EAST TOWER F.W. & D. Crossing 2.0	0	552.3	CR	
			AMARILLO	6.3	554.3	TY CR	

(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 Pampa, trains and engines originating must get clearance card when going on duty.

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

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
Second District	79	60*
(Skellytown Industrial Spur) M.P. 0 to M.P. 6		30
M.P. 6 to Skellytown		20
(Pantex Ordnance Spur)		20

\*Maximum authorized speed for freight trains:

(a) 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 75 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes;

(b) 55 MPH when handling one or more empty cars; (Cabooses and cars loaded with empty trailers or empty containers are considered loads).

(c) 45 MPH when averaging 85 tons or over per car, or total consist exceeds 5,000 tons;

(d) 35 MPH when moving eastward between Curtis and Belva with total consist of 6,500 tons or over.

**PLAINS DIVISION**

**(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
<b>RR</b>	
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
<b>RR</b>	
Crossings, 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, M.P. 0 to M.P. 6, 30 MPH and M.P. 6 to Skellytown, 20 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	Turnout 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	Turnout west end Two Tracks		
	M.P. 346.9	40	
Curtis	I	Both ends siding	30
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
Panhandle	I	Double crossover, M.P. 500.8	40
	S	West end North siding	15
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
	I	Dumas District to F.W.&D.	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
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	
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	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	ABS } AMARILLO } DJ 4.5 } Two Tracks } J	31.7	554.3	F Y C R	
		10.6	ZITA 4.2	14.8	558.8		
		31.7	HANEY 7.4	31.7	563.0		
	5436	31.7	CANYON 10.1	15.8	570.4	Y C R	
	23460	31.7	UMBARGER 6.0	31.7	580.5		
	10827	31.7	DAWN 6.8	31.7	586.6		
	11006	25.9	JOEL 6.2	0	593.3		
	5641 N7894	31.7	HEREFORD 8.3	21.6	599.5	C R	
	10806	31.7	TCS } SUMMERFIELD } 6.9 } 7.1 } BLACK } 7.1 } FRIONA } 6.5 } PARMERTON } 5.8 } BOVINA } 6.9 } WILSEY } 6.4 } TEXICO } 9.3 } CLOVIS } Two Tracks }	10.5	607.8		
	11953	18.2		21.1	614.7		
	8276	31.7		0	621.8	C R	
	19337	10.6		31.7	628.3		
	8179	31.7		28.5	634.1	C	
	11959	17.0		31.7	641.0		
	6903	21.1		8.7	647.4	C Y	
					656.7	T Y C R	
			(102.4)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
Third District	79	60*

\*Maximum authorized speed for freight trains:

(a) 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 75 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes;

(b) 55 MPH when handling one or more empty cars: (Cabooses and cars loaded with empty trailers or empty containers are considered loads).

(c) 45 MPH when averaging 85 tons or over per car, or total consist exceeds 5,000 tons.

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: At Clovis on main tracks and on fourth track south of Division Office Building, designated as Track 0103; on main tracks and sidings between Clovis and Amarillo, M.P. 555.8, except on siding at Texico.

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.

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

# PLAINS DIVISION

# THIRD DISTRICT 7

## (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 (South Track)	30
2 Curves, M.P. 647.0 to 647.6 (North Track)	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 of Two Tracks M.P. 646	40
	I	Both ends siding	30
	I	Turnout to Fourth District, M.P. 647.3	20
	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	55
Hereford	Dairy Road Crossing M.P. 598.6	45
	Three crossings, M.P. 599.2 to 599.7	45

## 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

WEST-WARD ↓	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 2 January 1, 1977	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			<b>SLATON</b>		690.0	Y C R	
	4916	21.1	10.2	13.2			
		15.8	<b>BURRIS</b>	2.7	679.8		
			3.2				
		15.8	F.W.& D. Crossing	0	676.6		
			2.0				
			<b>LUBBOCK</b>	0	674.6	C R	
		15.8	1.1				
			<b>LUBBOCK JCT</b>	0	88.6	Y	
	5326	21.1	10.5	10.6			
			<b>SHALLOWATER</b>		78.1	C	
	5292	21.1	12.5	21.1			
			<b>ANTON</b>		65.6	CR	
	7341	21.1	12.6	5.9			
			<b>LITTLEFIELD</b>		53.0	CR	
		21.1	7.5	21.1			
			<b>AMHERST</b>		45.5		
	4757	21.1	7.4	10.6			
			<b>SUDAN</b>		38.1	C	
	5416	21.1	8.0	21.1			
			<b>MILL</b>		30.1		
	11630	21.1	7.9	21.1			
			<b>MULESHOE</b>		22.2	CR	
	6422	21.1	12.4	0			
			<b>LARIAT</b>		9.8		
		21.1	9.8	0			
	6903		<b>TEXICO</b>		0.0	C Y	
			(105.1)				

(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
	I	West end Lamesa main track	15
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	Turnout to west leg of wye	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	Wye switch on Plainview District	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Except at Littlefield, 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. 20.6 to M.P. 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
American Cotton Growers	55.1	2347
Littlefield Industrial Foundation	55.2	659
Bainer	59.5	4775
Roundup	69.9	5204
White's Stores	79.2	700
Broadview	83.6	5504
Helena Chemical Co.	84.5	606
Caprock Paint Co.	84.8	98
Stauffer Chemical Co.	85.0	368
Keeton Cattle Co.	681.7	2125
Indian Head Grain Co.	682.2	2544
Great Plains Distributors	682.4	503
Godbold Inc.	683.5	654
Posey Beer Track	684.8	1277

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 Plainview District main track between Lubbock Jct. and wye switch, M.P. 673.1, and on west leg of wye, Lubbock Jct.

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

Trains will be governed by Third District time table rules at Texico, to and including Clovis.

Trains must get clearance card before leaving Slaton.

At FW&D Crossing Lubbock, if controlled signal governing movement over railroad crossing is in stop position, communicate with Control Station. If authorized to pass stop signal, before proceeding a member of crew must go to control box at crossing and follow instructions therein.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Fourth District	MPH
	60*

\*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars; (Caboose and cars loaded with empty trailers or empty containers are considered loads)
- (b) 45 MPH when averaging 85 tons or over per car, or total consist exceeds 5,000 tons.

(B) SPEED RESTRICTIONS, TRACK, CURVES AND RR CROSSING

Location	MPH
Curve, M.P. 0.1 to 0.7	30
RR Crossing, M.P. 676.6 Interlocking	40
Track, M.P. 689.5 to 690.2	30



# PLAINS DIVISION

# FIFTH DISTRICT 9

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	<b>TIME TABLE</b> No. 2 January 1, 1977		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	↑ EAST- WARD
			Sidings	Feet Per Mile				STATIONS
				<b>SWEETWATER</b>				
		15.8		1.1 ORIENT JCT.	7.4	793.7	T Y C R	
		31.7		5.3	0	792.6		
	5012	31.7		<b>GANNON</b>	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	15.8		6.3 SOUTHLAND	2.6	697.3		
				7.3 <b>SLATON</b>		690.0	Y C R	
				(103.7)				

## (B) SPEED RESTRICTIONS - CURVES AND TRACK

Location	MPH
Track, M.P. 689.5 to 690.2	30
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)	50

## (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
	I	West end Lamesa main track	

## (D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	Streets	MPH
Post	Between Siding Switches (M.P. 712.7 to 714.3)	50
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	7456
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

\*Maximum authorized speed for freight trains:

(a) 55 MPH when handling one or more empty cars;  
(Cabooses and cars loaded with empty trailers or empty containers are considered loads).

(b) 45 MPH when averaging 85 tons or over per car, or total consist exceeds 5,000 tons.

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	31.7		<b>CHEROKEE</b> YL 6.2	5.3	299.9	C	
	31.7		YEWEED 8.4	26.4	306.1		
	0		CARMEN 0.3		314.5	C	
	21.1		SL-SF Crossing 4.5	21.1	314.8		
	31.7		ALINE 10.5	26.4	319.3		
	31.7		ORIENTA 6.2	39.6	329.8		
	66.0		<b>FAIRVIEW</b> YL 11.6	52.8	336.0	C	
	31.7		LONGDALE 6.4	52.8	347.6		
	65.7		CANTON 11.0	52.8	354.0	C	
	0		OAKWOOD 13.8	52.8	365.0	B	
	52.8		THOMAS YL 7.2	52.8	378.8	C	
			FOLEY 2.2		386.0	B	
			CUSTER CITY 7.3		388.2		
			ARAPAHO 3.3		395.5		
	66.0		EWING YL 2.2	26.4	398.8		
	79.2		CLINTON YL 17.3	66.0	401.0	CY	
	0		BURNS JCT. YL 1.6	19.8	418.3	BY	
	52.8		DILL CITY YL 8.8	52.8	419.9		
	52.8		SENTINEL YL 6.1	52.8	428.7	C	
	52.8		CAMBRIDGE 5.8	52.8	434.8		
			C.R.I. & P. Crossing 0.3		440.6		
	26.4		LONE WOLF 6.7	31.7	440.9	B	
	66.0		LUGERT 9.9	52.8	447.6		
	31.7		BLAIR 9.8	31.7	457.5	B	
			<b>ALTUS</b> YL (167.4)		467.3	C	

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 Clinton. 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. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			End of Track 0.3		42.8		
			METCALF YL 5.1	50.6	43.1		
	35.1		BLUFF CITY YL 10.4	0	48.2		
	52.8		M. P. Crossing 0.5	0	58.6		
	42.2		ANTHONY YL (16.3)		59.1	CY	

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	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	YCR	
	2180	52.8	BELDING 11.4	52.8	892.9		
	1825	52.8	CHANCELLOR 12.9	35.9	904.3		
	2270	43.8	HOVEY 17.2	47.5	917.2	B	
		52.8	TITLEY 9.9	52.8	934.4		
	2576	52.8	ALPINE 1.3	0	944.3	C	
			ALPINE JCT. 11.1		945.6		
	1626	0	PAISANO JCT. } S.P. Co. 12.6	52.8	956.7	B	
	1656	0	TINAJA 15.3	52.8	969.3	B	
	1376	0	PERDIZ 9.2	52.8	984.5	B	
	1662	0	PLATA 9.2	52.8	993.7	B	
	1674	0	CASA-PIEDRA 23.8	52.8	1002.9	B	
			PRESIDIO YL 2.4		1026.7	CY	
			International Bridge End of Track		1029.1		
			(147.4)				

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

At Anthony, trains and engines must get clearance card when going on duty.

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.

RULE 94 IN EFFECT:

Between Alpine, MP 941.9 and Alpine Jct. MP 945.6  
Between Alpine Jct. and Paisano Jct. 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

Between	MPH
Ft. Stockton and Alpine Jct.	30
Paisano Jct. and End of Track, M.P. 1029.1	30

(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. 2 January 1, 1977				Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑	WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977				Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile									STATIONS	Feet Per Mile					
		52.8	End of Track 3.4	0	31.2						87.6	WAYNOKA YL 20.0	81.8	0.0	Y C R				
		52.8	BORGER YL 12.0	42.8	27.8	Y C R				2295	52.8	FREEDOM YL 23.9	52.8	19.9					
	3787	52.8	McBRIDE 10.3	42.2	15.8	B				1708	52.8	SELMAN YL 8.3	37.0	43.8					
	3695	31.7	ABELL 6.8	31.7	5.5	B				1838	52.8	BUFFALO YL 0.4	52.1	C Y					
			PANHANDLE YL 5.8		0.0	Y C R						End of Track	52.5						
			(32.5)									(52.6)							

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.

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

Borger District	40 MPH
Phillips Industrial Lead-West Leg (3.4 miles)	20 MPH

## (C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

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

Buffalo District 20 MPH

## (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

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

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

CLINTON DISTRICT

CROSBYTON DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	<b>PAMPA YL</b>	31.7		Y CR	
	1597	52.8	8.6 <b>HEATON YL</b>	52.8	8.4		
		0.0	10.2 <b>LAKETON</b>	0.0	18.6	B	
		52.8	11.7 <b>MOBETTIE YL</b>	52.8	30.3		
		52.8	9.1 <b>BRISCOE</b>	52.8	39.4	B	
		52.8	10.9 <b>ALLISON</b>	52.8	50.3		
		52.8	11.5 <b>REYDON</b>	52.8	61.8	B	
		9.5	19.1 <b>CHEYENNE YL</b>	9.5	80.9	C	
		52.8	24.5 <b>HAMMON</b>	52.8	105.4	B	
	1322	55.4	11.2 <b>BUTLER</b>	55.4	116.6	C	
		52.8	9.8 <b>STAFFORD</b>	52.8	126.4	B	
		55.8	8.2 <b>C.R.I. &amp; P. Crossing</b>	55.8	134.6		
		52.8	1.8 <b>CLINTON YL</b>	52.8	136.4	CY	
			(136.6)				

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	<b>LUBBOCK YL</b>	31.7		CR	
		31.7	8.7 <b>F.W. &amp; D. Crossing</b>	31.7	8.0		
		26.4	3.3 <b>IDALOU</b>	30.6	11.3		
		15.8	8.3 <b>LORENZO</b>	26.4	19.6		
		13.2	8.8 <b>RALLS</b>	26.4	28.4	C	
			9.4 <b>CROSBYTON YL</b>	26.4	37.8	Y	
			0.7 <b>End of Track</b>		38.5		
			(39.2)				

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Crosbyton District	20

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
Curve, 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

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
M.P. 0 to M.P. 20	30
M.P. 20 to 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.

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS			
				<b>AMARILLO</b>	554.3	Y	
				F.W. & D. Crossing EAST TOWER	552.3	CR	
		0.0		C.R.I. & P. Crossing	0.1		
		7.4		<b>JUILLIARD</b>	8.2		
	3055	43.3		PUEENTE	18.8	B	
	3241	52.8		MARSH	27.2	B	
	3547	52.8		EXELL	34.6	B	
	3160	33.0		BAUTISTA	41.3	B	
	2862	52.8		DUMAS	52.1	CR	
	3058	7.4		MACHOVEC	58.3	B	
		13.7		C.R.I. & P. Crossing	63.6		
		0.0		ETTER	64.0	CY	
	3291	30.6		LAUTZ	75.1		
		52.8		C.R.I. & P. Crossing	85.5		
		12.1		STRATFORD	85.7	C	
	3168	52.8		KERRICK	100.1	B	
		52.8		CONRAD	111.0		
	3140	52.8		<b>BOISE CITY</b>	122.6	CY	
				(125.2)			

At East Tower, and between East Tower and Amarillo trains will be governed by Second District time table rules.

**RULE 94 IN EFFECT:** Between M.P. 0.1 and M.P. 3.0.

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)	20

\*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 cross- ing clear and gate properly lined, proceed without stop- ping 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, 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
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

**PLAINS DIVISION**

**ENGLEWOOD DISTRICT 15**

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS				
		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	ANNESS 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 0.3		166.1	Y	
			End of Track		166.4		
			(166.3)				

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 Ashland	30
Ashland 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 Sawyer	McArthur Road, at station M.P. 217.5 Main Street, U.S. Highway 281	10
Coldwater	M.P. 80.6 Main Street, U.S. Highway 160 M.P. 125.1	10

**(E) HIGHWATER RESTRICTION:**

Permanent stop signs are placed at M.P. 126.0 governing westward movements and at M.P. 126.6 governing eastward movements. Trains and engines must stop at these signs and not proceed until it is known that the creek at Bridge 126.3 is within its bank. If creek is outside of its bank and water is observed flowing against the roadbed fill, movement beyond stop sign must not be made until authorized by Division Engineer or his representative.

**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

**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 must get clearance card before leaving North Wichita.

Trains and engines must get clearance card before leaving Ashland.

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		26.4	<b>SAN ANGELO YL</b> 6.4	26.4	714.5	Y C R	
		37.0	<b>S.N. JCT. YL</b> 12.2	37.0	720.9		
	2308	36.0	<b>TANKERSLEY</b> 13.3	0	732.4	B	
	2332	37.0	<b>MERTZON</b> 10.4	26.4	745.7	B	
	2246	37.0	<b>NOELKE</b> 15.5	36.0	756.1		
	2492	52.8	<b>BARNHART YL</b> 19.0	52.8	771.6	B	
	3882	37.0	<b>BIG LAKE YL</b> 18.6	52.8	790.6	B	
	2150	42.2	<b>BENEDUM YL</b> 10.7	52.8	809.2	B Y	
	800	52.8	<b>RANKIN YL</b> 18.7	52.8	819.9	B	
	2850	52.8	<b>McCAMEY YL</b> 11.0	52.8	838.6	C Y	
	2152	37.0	<b>GIRVIN</b> 14.2	26.4	849.6	B	
	2100	37.0	<b>BALDRIDGE</b> 5.6	0	863.8		
		37.0	<b>SULPHUR JCT. YL</b> 12.3	0	869.4	B Y	
			<b>FORT STOCKTON</b>		881.7	Y 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

\*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 .....	Main Street and Highway 33	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 (8.4 miles)	809.2	12034
Rio Pecos Spur	847.5	1900
Texasgulf Sulphur Track	867.7	5424
Sulphur Industrial Spur (7.0 miles)	869.4	9700
(Arco Sulphur Tracks)	5.2	2400

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.	<b>TIME TABLE</b> <b>No. 2</b> <b>January 1, 1977</b>	Ruling Grade Ascending.	Mile Feet	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			End of Track 0.6		27.2		
			<b>FLOYDADA YL</b> 6.4	21.1	26.6	C Y	
			<b>MUNCY</b> 4.8	18.5	20.2		
	2400		<b>LOCKNEY</b> 0.9	31.7	15.4	C	
			F.W.& D. Crossing 4.3	31.7	14.5		
			<b>AIKEN</b> 8.0	31.7	10.2		
			F.W.& D. Crossing 2.1	22.7	2.2		
			<b>PLAINVIEW JCT. YL</b>			Y	
			(27.1)				

**1. 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.

"S" Spring			
Station	Type	Location	MPH
Plainview Jct.	S	Plainview Dist. Jct. switch	10

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

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	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	0.7	B	
	24.3		C.R.I. & P. Crossings Main Track - Aux. Track 12.3	52.8			
	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 CR	
	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	BY	
	52.8		DUQUOIN 6.9	52.8	52.8		
	35.4		HARPER YL 9.7	39.6	59.7	Y CR	
	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		
	42.2		BLACKWELL YL 0.3	0	X34.3	Y CR	
	39.6		SL-SF Crossing 5.3	42.2	X34.0		
	39.6		SUMPTER 3.5	42.2	X28.7		
	52.8		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			Y CR	
			(161.6)				

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	20
2 Curves,	M.P. 59.6 to 60.1	20
3 Curves,	M.P. 69.1 to 69.9	10
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 crossings between M.P. 68.8 and M.P. 70.0	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)	X34.6	Yard
Spring	76.5	900

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending.	TIME TABLE No. 2 January 1, 1977	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			<b>ALTUS YL</b>		467.3	C	
	0		0.3	0			
	0		M.K.T. Crossing	0	467.6		
	0		0.5				
	52.8		SL-SF Crossing	52.8	468.1		
	2650		10.2		478.3		
	2020		ELMER	73.9			
	52.8		10.0		488.3	B	
	0		ODELL	47.0			
	1800		9.0		497.3		
	52.8		F.W.&D. Crossing	0	497.5	C	
	2700		0.2		504.3		
	2300		6.8		514.6		
	3800		CHILICOTHE	52.8			
	1600		10.3		521.3		
	52.8		MEDICINE MOUND	52.8	529.1		
	2250		10.3		538.4	B	
	2400		MARGARET	42.2	551.1	B	
	1150		5.7		563.1	C	
	1600		CROWELL YL	19.2	565.7		
	2050		7.8		570.5		
	1650		FOARD CITY	27.0	580.1	C	
	3650		12.0		588.4		
	0		TRUSCOTT	31.7	604.4		
			12.7				
			BENJAMIN	0	605.8	CT	
			12.0				
			KNOX CITY				
			2.6				
			O'BRIEN				
			4.8				
			ROCHESTER				
			9.6				
			RULE				
			8.3				
			SAGERTON				
			16.0				
			B.N. Crossing				
			1.4				
			<b>HAMLIN YL</b>				
			(138.5)				

## 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).	
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
Custom Farm Services Inc.	564.1	250
Cities Service Oil Co.	567.3	1050

LAMESA DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	Feet Per Mile			
			STATIONS				
			<b>SLATON YL</b>			Y C R	
	1650	31.7	10.0	15.8	10.0		
			WILSON				
	1700	31.7	11.3	31.7			
			TAHOKA		21.3	C	
	2800	31.7	14.8	79.2			
			O'DONNELL		36.1		
		31.7	11.7	31.7	47.8		
			ARVANA				
		31.7	5.9	31.7			
			LAMESA YL		53.7	C Y	
			0.4		54.1		
			End of Track				
			(54.1)				

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

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
Texas P&B	50.8	599
Farm Grain & Warehouse Company	51.1	1050

LEHMAN DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	Feet Per Mile			
			STATIONS				
			<b>DOUD YL</b>			Y	
		16.8	6.0	10.6			
			HURLWOOD		6.0		
	1850	52.8	7.2	5.3			
			SMYER		13.2		
	1050	44.9	12.5	27.4			
			LEVELLAND YL		25.7	C	
		52.8	7.3	23.2			
			COBLE		33.0		
	1750	52.8	6.2	23.2			
			WHITEFACE		39.2	C	
		52.8	11.3	40.0			
			LEHMAN		50.5	C	
		52.8	12.3	10.6			
			<b>BLEDSOE YL</b>		62.8		
			0.6		63.4		
			End of Track				
			(63.4)				

At Doud, Seagraves District junction switch normally lined for Seagraves 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

## MEDICINE LODGE DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			ATTICA YL	31.7			Y	
			10.5 SHARON	31.7	10.5		CR	
			5.1 PIXLEY	17.4	15.6			
			5.0 MEDICINE LODGE YL	31.7	20.6	CR		
			14.2 LAKE CITY YL	24.8	33.6			
			5.7 SUN CITY YL	0	39.3	C		
			10.1 O B JCT. YL	18.0	49.4			
			(50.6)					

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, wye switches will be left lined as last used.  
Booth telephone at Gyp Spur, M.P. 40.3.

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Attica and M.P. 41	35
M.P. 41 and O.B. Jct.	10
(Gyp Spur, M.P. 40.3)	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
Medicine Lodge	Fowler Street, Highway 160, M.P. 20.0	10
	Hiff Street, Highway 281 M.P. 20.5	10

## 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

## PONCA CITY DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			PONCA CITY YL	52.8	52.8	141.9	Y	
			14.7 BLACKWELL JCT. YL			127.3	CR	
			(14.7)				Y	

## 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 must secure permission from control station before fouling Middle Division main track or, entering yard at Ponca City.

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

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

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

Ponca City District	30 MPH
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## (B) SPEED RESTRICTIONS - CURVES

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

## (C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

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

## 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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 ↓	Capacity of Siding in Feet	Ruling Grade Ascending	<b>TIME TABLE No. 2</b>  January 1, 1977	Ruling Grade Ascending.	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			CANYON		570.4	Y CR	
	6150	79.2	11.7 OGG	73.9	582.1	B	
	6150	21.1	6.3 HAPPY	31.7	588.4	C	
	6150	31.7	8.0 KAFFIR	31.7	596.4	B	
	6200	42.2	6.9 TULIA	79.2	603.3	CR	
	6200	73.9	12.0 KRESS	79.2	615.3	C	
	6200	26.4	6.5 FINNEY	42.2	621.8	B	
	9700	0	5.8 PLAINVIEW YL	31.7	627.6	Y CR	
		40.2	0.6 PLAINVIEW JCT. YL	21.2			
			F.W. & D. Crossing		628.4		
	5200	42.2	5.6 FURGUSON	42.2	634.0	B	
	5150	42.2	6.9 HALE CENTER	31.7	640.9	C	
	6100	42.2	10.5 ALLEY	42.2	651.4		
	5200	37.0	5.6 ABERNATHY	37.0	657.0	C	
	5513	26.4	6.3 MONROE	37.0	663.3	B	
	6200	26.4	8.6 MARNELS YL	42.2	671.9	B	
		42.2	1.6 LUBBOCK JCT. YL	42.2	673.5	B Y	
			(103.1)				

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH
Plainview District	49 *

\*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	40
Curve, M.P. 668.6 to 668.8	45
Curve, M.P. 673.1 to 673.5	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	Turnout to West leg of wye, Fourth District	15
	I	Crossover between North and South Tracks	30
	I	Turnout to West leg of wye, Plainview District	15
Plainview Jct.	S	Floydada District Jct. Switch	10

**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.	654.8	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 wye switch, M.P. 673.1, and on west leg of wye 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.

At storage tracks Cleta, Eunice and Underwood, train order waiting time applies at station sign.

## SAYARD DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			<b>HAMLIN YL</b>	52.8		605.8	CT	
			13.3 SYLVESTER	52.8		619.1	B	
	2650		7.4 LONGWORTH	26.4		626.5		
			10.8 ORIENT JCT. YL	52.8		637.3		
			0.7 SWEETWATER YL	52.8		638.0	TY CR	
	2250		7.4 SHAUFLER	52.8		645.4		
			11.9 MARYNEAL YL	52.8		657.3	CY	
	5000		13.7 BLACKWELL	52.8		671.0	B	
			14.3 BRONTE	52.8		685.3	B	
	2250		29.2 <b>SAN ANGELO YL</b>	52.8		714.5	Y CR	
			(108.7)					

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.

"T"—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

At Sweetwater, speed limit 10 MPH on all auxiliary tracks and on the Plains Division, Sayard District, main track within yard limits.

## (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.)	10

## 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	3080
Lone Star Cement . . . . .	620.6	4400
Celotex Rock Loading . . . . .	626.4	1590
Lone Star Cement . . . . .	656.1	14500
Maryneal Industrial Spur (12.1 miles) .	657.7	7450
(Lone Star Sand) . . . . .	11.9	1850
West Texas Utilities Spur . . . . .	674.3	300

## SONORA DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			S.N. JCT. YL			0.0		
			7.3 BYRNE	0		7.3		
		37.0	8.7 CHRISTOVAL	19.0		16.0	B	
		37.0	13.2 HULLDALE	0		29.2	B	
		37.0	12.7 ELDORADO	0		41.9	B	
		0	21.7 SONORA YL	37.0		63.6	CY	
			1.2 End of Track			64.8		
			(64.8)					

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. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			<b>SHATTUCK YL</b>		0.0	Y CR	
	2150	42.2	11.2 MAGOUN	26.4	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	
		42.2	7.0 GAYLORD	42.2	36.7		
	4800	37.0	5.5 BOOKER YL	42.2	42.2	B	
		31.6	5.4 HUNTOON	15.8	47.6		
		15.8	5.2 TWICHELL	2.6	52.8		
		18.5	5.0	15.8			
	1907		<b>PERRYTON YL</b>		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		<b>SPEARMAN YL</b>		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			
		52.8	R.I. JCT. } C.R.I.&P.M. 30.3	52.8	103.3	Y	
		0.0	ETTER JCT. } 0.5	0.0	133.6		
			<b>ETTER YL</b>		134.1	CY	
			(134.0)				

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

Trains and engines must get clearance card before leaving 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. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			<b>LUBBOCK</b>			CR	
	15.8		1.1 LUBBOCK	0		Y	
	31.7		5.9 JCT. YL	0			
			<b>DOUD YL</b>		5.9	Y	
			5.4	21.2			
			<b>WOLFFORTH</b>		11.3		
			10.8	29.0			
			<b>ROPES</b>		22.1		
			5.8	23.7			
			<b>MEADOW</b>		27.9		
			11.8	24.2			
			<b>BROWNFIELD YL</b>		39.7	C	
			12.6	31.6			
			<b>WELLMAN</b>		52.3		
			10.6	31.6			
			<b>SEAGRAVES YL</b>		62.9	CY	
			1.0				
			End of Track		63.9		
			(65.0)				

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

At Doud, Lehman District junction switch normally lined for 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. ....	16.9	900
Riverside Chemical .....	20.4	450
Brownfield Co-Op .....	40.9	281
California Chemical .....	41.0	386
Goodpasture Grain Co. ....	42.0	921
Columbian Carbon Spur .....	59.4	1900

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 January 1, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		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 0.3		79.4	C T	
			End of Track		79.7		
			(77.6)				

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. 53.9 (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
Western Electric Co.	14.9	1650

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 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.

4. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine.

Such switches are located as follows:

**FIRST DISTRICT**

At Wellington maximum authorized speed on siding 20 MPH while head end of train is passing over hand operated switches 0502 and 0503 and the switch of the crossover leading to the siding.

**SECOND DISTRICT**

- MP 356.3 Run Around Track
- MP 368.3 Amoco Production Company
- MP 371.7 Western Farmers Electric Corporation
- MP 491.2 Elevator Track
- MP 498.2 North Storage Track 0260

**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 586.5 New Elevator Track
- MP 586.6 Holly Sugar Company

At Hereford maximum authorized speed on North Siding 20 MPH while head end of train is passing over hand operated switches to East Storage Tracks.

- MP 601.8 Tide Products Corporation
- MP 607.3 Old Beet Track
- 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 626.1 Missouri Beef Packing Spur
- MP 634.1 House Track and Holly Beet Track
- 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 Posey Beer Track
- MP 685.1 Posey Beer Track

**5. MAXIMUM SPEED OF ENGINES**

Engines	Forward or dead in train MPH	Backing or when not controlled from leading unit MPH
AMTRAK 100-799 5940-5948	90*	45
1153, 1160, 1215-1260 1416-1441, 1500-1536 2326-2390	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position.  
EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

\*Engine without cars must not exceed 70 MPH.

**6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.**

Engines	Maximum Depth Above Top of Rail Inches	Maximum Speed MPH
All Classes	4	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 Derrick MPH	Pile Drivers AT-199454, AT-199455, AT-199457, AT-199458, AT-199459, Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second, Third, Fourth, Fifth, and Plainview	40	45	30
Borger, Dumas, Floydada, and Seagraves	30	30	30
Fort Stockton, Sayard and Shattcck	25	25	25
Alpine, Altus, Clinton, Crosbyton, Hamlin, H&S, Lamesa, Lehman, Ponca City, Wichita, and Sonora	20	20	20
Anthony, Buffalo and Englewood	10	10	10
Medicine Lodge: Attica to M.P. 41 M.P. 41 to O B Jct.	30 30	30 30	30 30

Locomotive Crane AT-199720 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.

## 8. 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
M.P. 339.3	Hot Box and Dragging Equipment (Dual Purpose Locator)	Rotating white light—Eastward M.P. 339.3 and M.P. 338.3* Westward M.P. 339.3 and M.P. 340.2*
<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 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 and Dragging Equipment (Dual Purpose Locator)	Rotating white light—Eastward M.P. 493.8 and *controlled signal West end Siding Hoover 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
<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>FOURTH DISTRICT:</b>		
Bridge M.P. 34.5	High Water	Eastward—Signal 341 Westward—Controlled signals at west switch of siding Sudan
<b>FIFTH DISTRICT:</b>		
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		
<b>DUMAS DISTRICT:</b>		
Bridge 111.5	High Water	Eastward—Signal M.P. 112.9 Westward—Signal M.P. 110.6

**Rule 105 (A)—HOT BOX DETECTORS**

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamps or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

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

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) It is snowing or sleeting, or
- (b) There is snow on ground which can be agitated by a moving train.

**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, unless otherwise instructed by train dispatcher.

**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.

In connection with the foregoing, dispatcher will take up second signal ahead of train (instead of first signal) when train actuates hot box detector, making sure to call attention to trains that they have actuated hot box detector.

9. YARD LIMITS

Altus	Lubbock Jct. (Seagraves District extends to and includes Doud; Plainview District extends from End TCS, M.P. 673.1 to and includes 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.
Big Lake	(Sayard District)
Blackwell, Okla.	Pampa (Clinton District)
Blackwell, Jct.	Panhandle (Borger District)
Bledsoe	Perryton
Borger	Plainview
Boise City	Plainview Jct.
Booker	Ponca City
Brownfield	(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	Sentinel
East Tower	Slaton (Lamesa Dist.)
Etter	Sonora
Exell	South Haven
Fairview	Spearman (Extends to and includes Morse)
Floydada	Stratford
Follett	Shattuck
Fort Stockton	(Shattuck District)
Hamlin	Sun City
Harper (H. & S. District)	Sulphur Jct.
Heaton	Sweetwater (Sayard Dist.)
Hammon	Thomas
Kingman (Includes East Kingman Jct. and West Kingman Jct.)	Tyler
Kiowa (Middle Division)	Waynoka
Lake City	(Buffalo Dist. extends to and includes Buffalo)
Lamesa	Wellington (H. & S. Dist. and Eastern Div.)
Levelland	Wichita Jct. (extends to M.P. 9.0 Wichita District)
Lubbock (Crosbyton Dist.)	Wichita Jct. (extends to M.P. 216.0 Englewood District)

10. BULLETIN BOOKS

Plains Division		Northern Division
Altus	Harper	Hamlin
Amarillo	Hereford	San Angelo
Ashland	Lubbock	Slaton
Attica	Pampa	
Blackwell, Okla.	Plainview	
Boise City	San Angelo	Southern Pacific Co.
Borger	Shattuck	Fort Stockton
Canadian	Slaton	San Angelo
Clinton	Sweetwater	
Clovis	Waynoka	
Fairview	Wellington	
Fort Stockton	Woodward	
Hamlin	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. F. H. HAROLD ..... Doctor in Charge

SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION

DR. D. J. LYNCH, Medical Director ..... Temple

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DR. M. MOLLISON	Altus
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DR. E. H. SNYDER	Canadian
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DR. J. E. LOW	Canyon
DR. C. R. NESTER	Canyon
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DR. A. E. GUTHRIE	Floydada
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DR. C. E. RUSH	Ft. Stockton
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DR. E. P. STEWART	Ft. Stockton
DR. E. L. HUNT	Ft. Stockton
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DR. J. V. CAMPBELL	Plainview
DR. H. J. HARVIS	Plainview
DR. T. C. BRANCH	Plainview
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DR. M. D. KNIGHT	San Angelo
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DR. A. G. DIETRICH	San Angelo
DR. S. H. GAINER	San Angelo
DR. G. E. ROGERS	Sentinel
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DR. M. H. NEWMAN	Shattuck
DR. H. B. KEITH	Shattuck
DR. J. J. SMITH	Shattuck
DR. R. H. BURGTORF	Shattuck
DR. S. H. JAYNES	Slaton
DR. G. E. PAYNE	Slaton
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DR. B. L. WEINBERGER (Eyes Only)	Amarillo
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DR. ERNEST NALLE (Ears Nose Throat)	Lubbock

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DR. E. M. HARMS	Wichita
DR. T. A. DUGGIN, O.D. (Optometrist)	Woodward

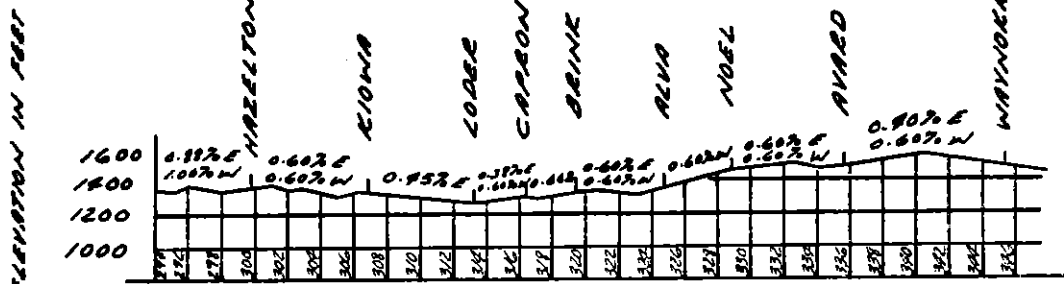
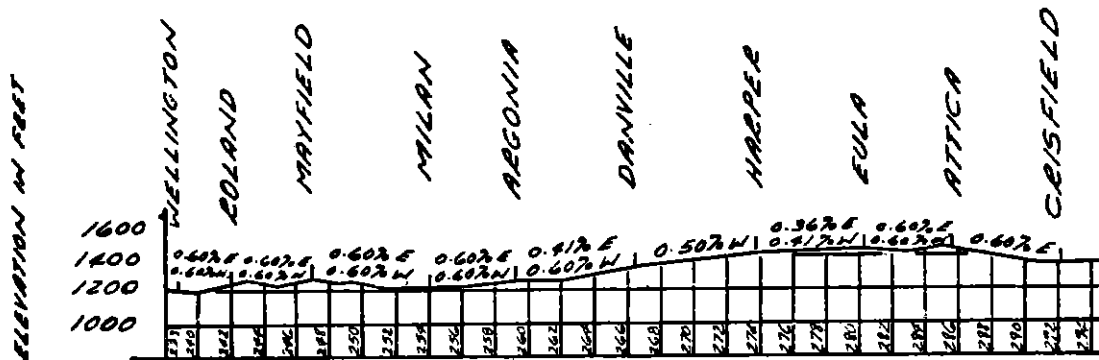
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DR. D. E. EPLEY (Radiology)	Amarillo
DR. R. F. WERTZ (Radiology)	Amarillo
DR. K. D. KARTCHNER (Radiology)	Amarillo
DR. W. E. LAUR (Dermatology)	Amarillo
DR. R. E. POSEY (Dermatology)	Amarillo
DR. J. D. WALLER (Dermatology)	Amarillo
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DR. D. M. LEHMAN (Dermatologist)	Lubbock
DR. J. E. LOVELESS (Orthopedic)	Lubbock
DR. C. E. RATCLIFF (Orthopedic)	Lubbock
DR. E. SHANNON (Orthopedic)	Lubbock
DR. F. W. SBYMOUR (Radiologist)	Lubbock
DR. J. M. WORD (Radiology)	Lubbock
DR. T. B. WILLIAMS (Radiology)	Lubbock
DR. M. K. ARMSTRONG (Radiology)	Lubbock

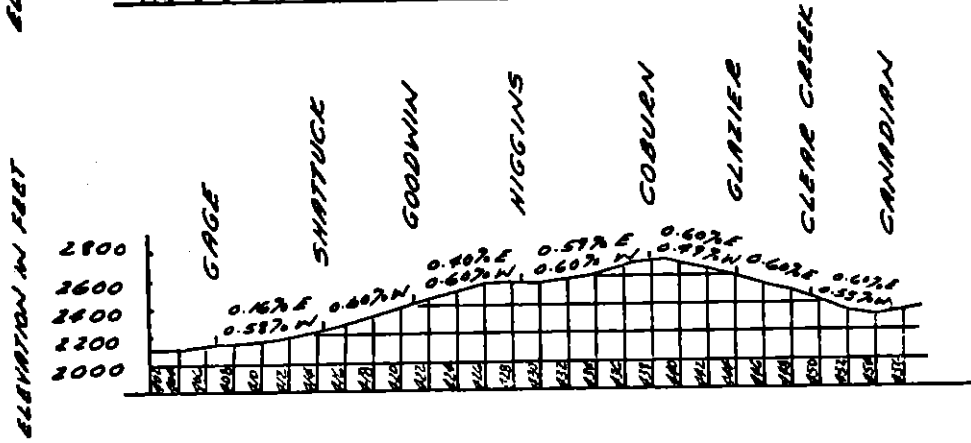
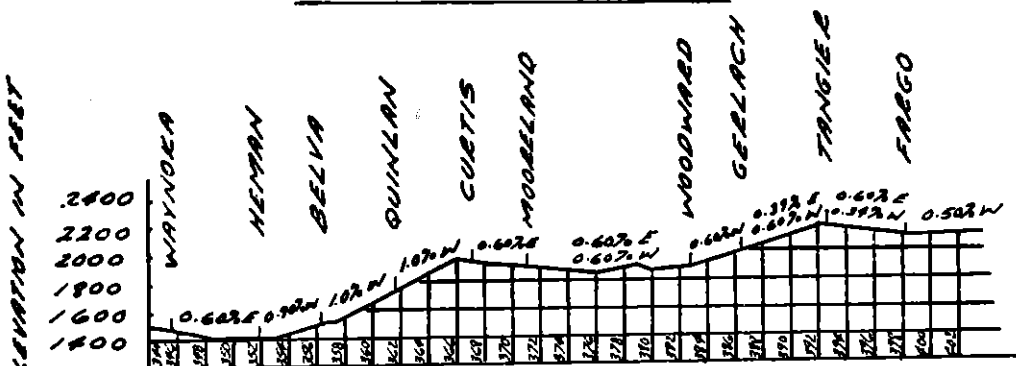
SPEED TABLE

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

FIRST DISTRICT



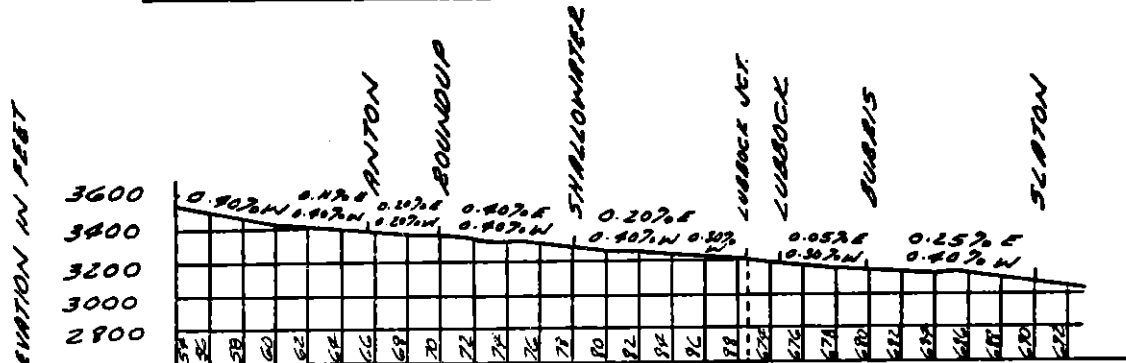
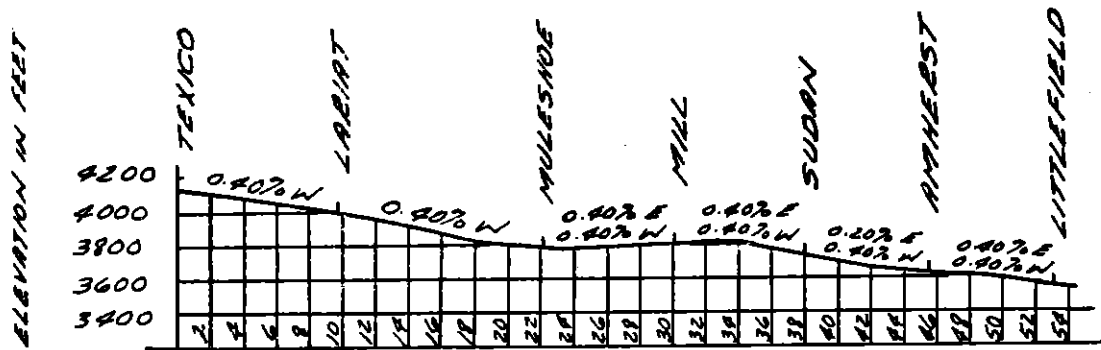
SECOND DISTRICT



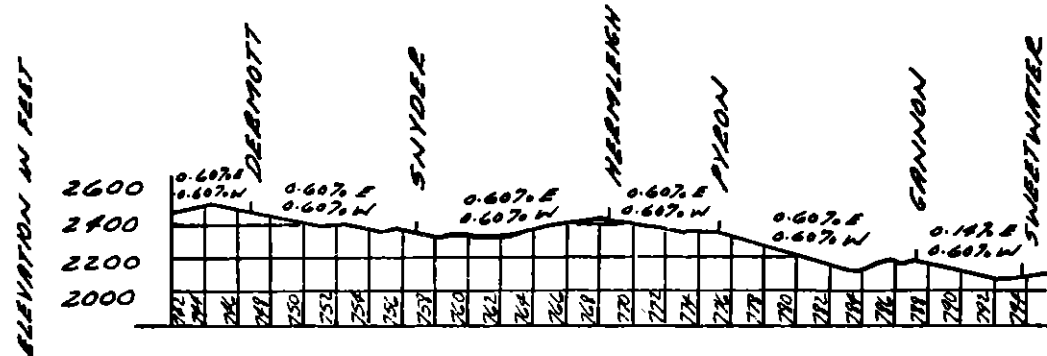
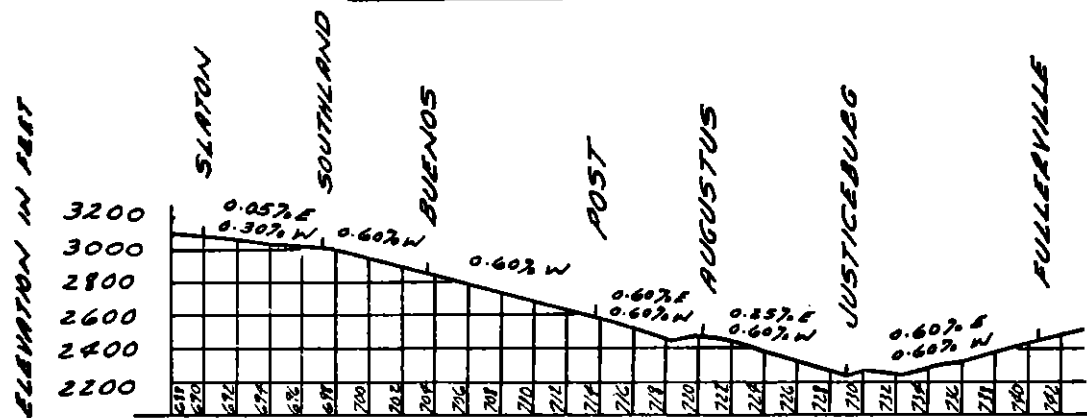




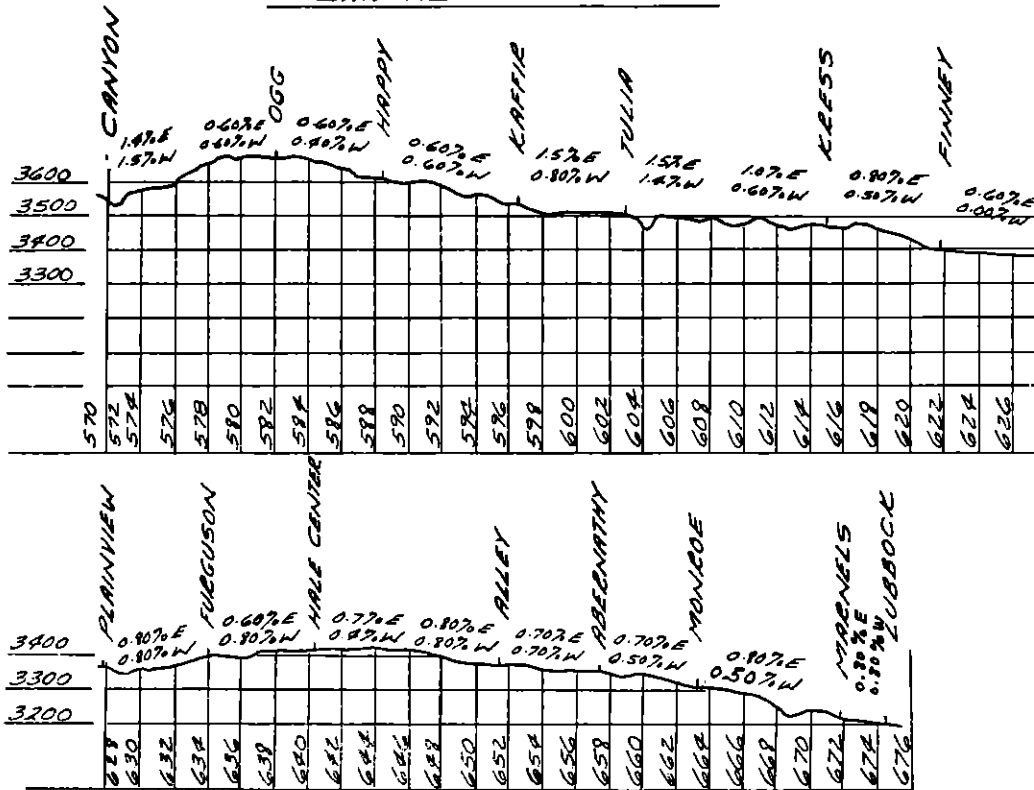
## FOURTH DISTRICT



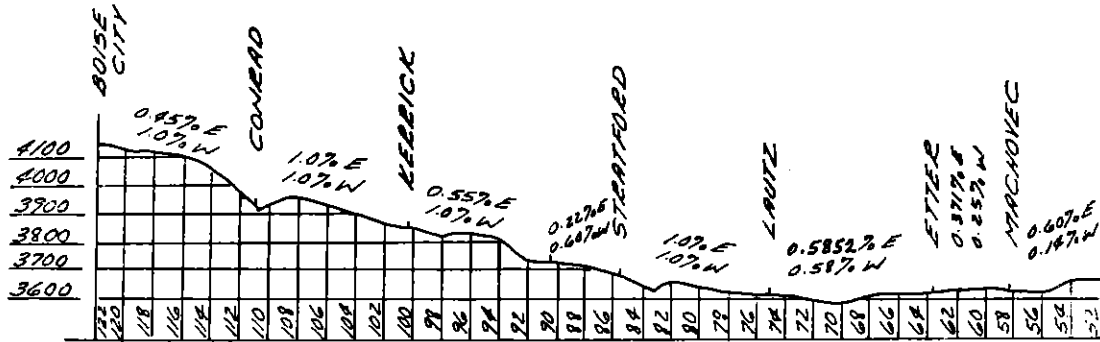
## FIFTH DISTRICT

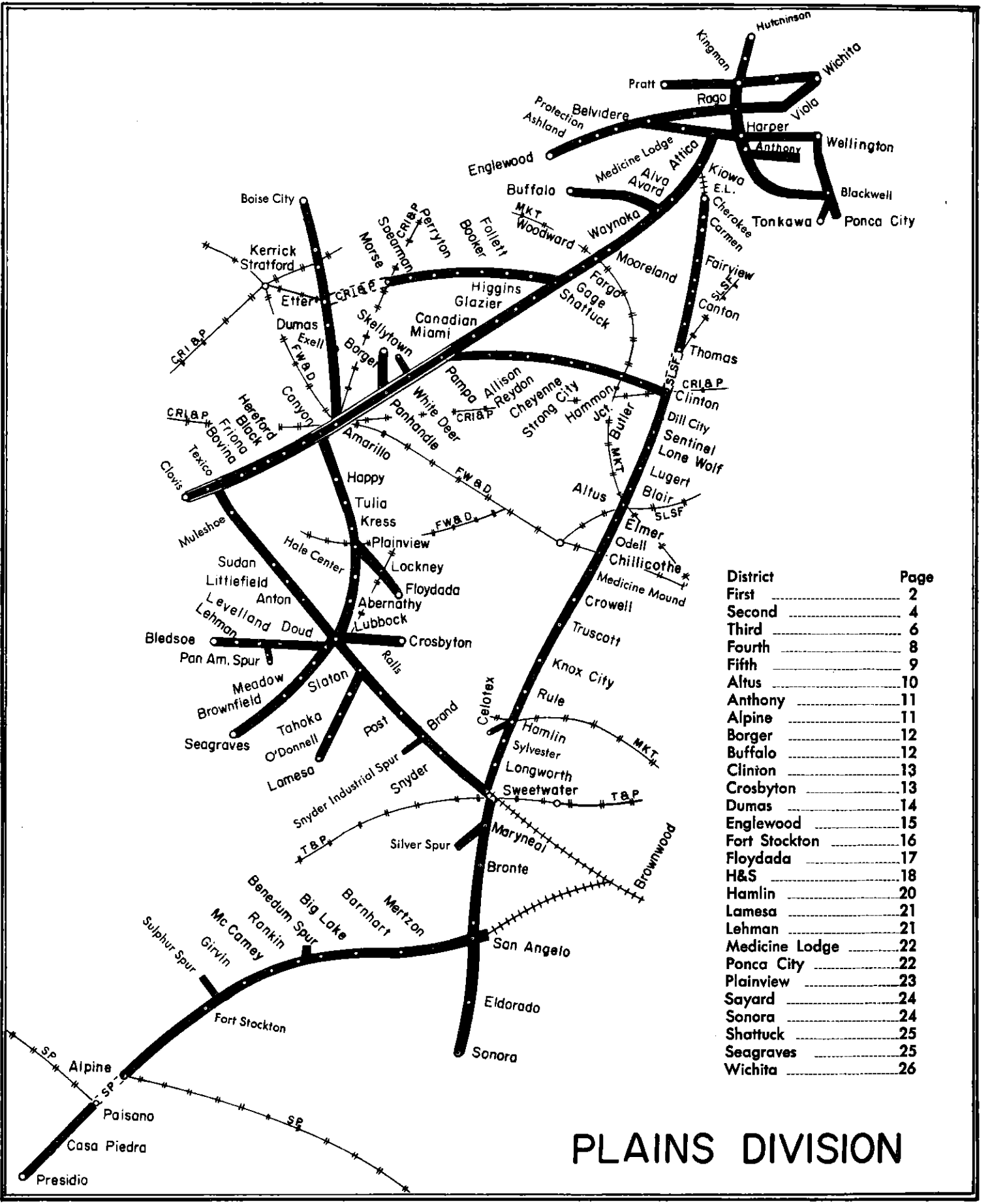


PLAINVIEW DISTRICT



DUMAS DISTRICT





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# PLAINS DIVISION