

| WEST- WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Ways | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|---------------------------|--------------|--|--------------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | 3550 | | WELLINGTON 3.2 | 31.7 | 238.9 | T 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 | | |
| | | 31.7 | M. P. Crossing 6.9 | 21.6 | 259.6 | | |
| | 13010 | 26.4 | DANVILLE 7.3 | 0 | 266.5 | | |
| | 19477 | 21.1 | HARPER 6.5 | 19.2 | 273.8 | Y C R | |
| | 7300 | 31.7 | EULA 5.3 | 31.7 | 280.3 | | |
| | 86650 N 7700 | 0 | ATTICA 6.6 | 31.7 | 285.6 | Y C R | |
| | 10500 | 31.7 | CRISFIELD 7.6 | 31.7 | 292.2 | | |
| | 11282 | 31.7 | HAZELTON 7.1 | 31.7 | 299.8 | | |
| | 17800 | 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 | | |
| | 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 | | 342.4 | | |
| | | | (106.6) | | 345.5 | Y C R | |

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| First District | MPH | |
|----------------|-------|-------|
| | Psgr. | Frts. |
| | 70 | 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, empty containers and flatcars containing generator sets are considered loads).

(c) 45 MPH when averaging 90 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 | 45 |
| Curve, M.P. 239.6 to 239.7 | 60 |
| RR Crossing, M.P. 259.6 Interlocking | 70 |
| RR Crossing, M.P. 307.8 Interlocking | 70 |
| Curve, M.P. 323.5 to 324.0 | 60 |
| Curve, M.P. 324.2 to 324.9 | 45 |
| 4 Curves, M.P. 325.3 to 328.0 | 60 |
| 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 |

TWO TRACKS: At Waynoka, between M.P. 342.4 and M.P. 346.9.

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.

At Avard, Yard limits on SL-SF Railway Co. track. All movements on SL-SF tracks must be made at restricted speed.

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

"I"—Interlocked Switch

| Station | Type | Location | MPH |
|---------|------|--|-----|
| Harper | I | Crossover, M.P. 273.1 | 40 |
| | I | Crossover, M.P. 274.4 | 15 |
| | I | Crossover, siding to No. 1 track | 15 |
| | I | Turnout to H. & S. Dist. | 15 |
| | I | Both ends No. 1 yard track | 10 |
| Kiowa | I | Crossover M.P. 306.6 | 40 |
| | I | Crossover M.P. 307.2 | 40 |
| | I | Turnout to Enid Dist. M.P. 307.2 | 15 |
| | I | Crossover M.P. 308.0 | 40 |
| Alva | I | Double 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 |
| Waynoka | Broadway and Ash Streets | 30 |

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. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|--|---------------------------|--------------|--|--------------------|
| | Feet Per Mile | | STATIONS | Feet Per Mile | | | |
| | 0 | | WAYNOKA } Track to T | | 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 | |
| | 14649 | 31.7 | 10.3 | 31.7 | | | |
| | | 28.5 | WOODWARD | | 382.8 | CR | |
| | | 31.7 | 0.2 N.W.O. Crossing | 0 | 383.0 | | |
| | 7267 | 31.7 | 3.3 GERLACH | 0 | 386.3 | | |
| | 8164 | 31.7 | 6.3 TANGIER | 20.6 | 392.6 | | |
| | 7785 | 17.9 | 5.7 FARGO | 31.7 | 398.3 | C | |
| | 7683 | 26.4 | 8.4 GAGE | 0 | 406.7 | C | |
| | N7637 S 5412 | 30.5 | 7.7 | 8.4 | | | |
| | 10978 | 31.7 | SHATTUCK | | 414.4 | Y CR | |
| | | 31.7 | 6.5 GOODWIN | 0 | 421.0 | | |
| | 11170 | 31.7 | 7.7 | 21.2 | 428.7 | | |
| | 11803 | 31.7 | 8.6 HIGGINS | 31.2 | 437.3 | | |
| | 10910 | 25.9 | 6.8 COBURN | 31.7 | 444.1 | | |
| | 20609 | 0 | 5.3 GLAZIER | 31.7 | 449.4 | | |
| | 19620 | 29.2 | 5.7 CLEAR CREEK | 31.7 | | | |
| | 11017 | 31.7 | CANADIAN | | 455.1 | Y CR | |
| | 11532 | 31.7 | 8.4 MENDOTA | 0 | 463.5 | | |
| | 11723 | 31.7 | 7.7 LORA | 18.8 | 471.2 | | |
| | 11104 | 31.7 | 5.7 MIAMI | 0 | 476.9 | C | |
| | 10788 | 31.7 | 6.9 CODMAN | 0 | 483.8 | | |
| | S 6743 N 6470 | 31.7 | 7.4 HOOVER | 0 | 491.2 | | |
| | | 31.7 | PAMPA | | 498.8 | Y CR | |
| | | 31.4 | 7.1 KINGS MILL | 0 | 505.9 | C | |
| | S 5402 N 7610 | 31.1 | 6.9 WHITE DEER | 31.7 | 512.8 | CY | |
| | | 31.7 | 5.8 CUYLER | 31.7 | 518.6 | B | |
| | S 5388 N 13507 | 31.7 | 7.4 PANHANDLE | 23.2 | 526.0 | Y CR | |
| | | 31.7 | 7.2 LEE | 15.8 | 533.2 | B | |
| | | 31.7 | 7.8 ST. FRANCIS | 21.1 | 541.0 | B | |
| | | 31.7 | 5.1 FOLSOM | 21.1 | 546.1 | B | |
| | | 3.7 | 6.1 C.R.I. & P. Crossing | 31.7 | 552.2 | | |
| | | 10.6 | 0.1 EAST TOWER | 0 | 552.3 | CR | |
| | | | 2.0 F.W. & D. Crossing | | | | |
| | | | 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 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 | |
|------------------------------|-------|-------|
| | Psgr. | Frts. |
| Second District | 70 | 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, empty containers and flat cars containing generator sets are considered loads.)

(c) 45 MPH when averaging 90 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

SECOND DISTRICT 5

(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 |
| 3 Curves, M.P. 382.9 to 384.1 | 60 |
| RR Crossing, M.P. 383.0 Interlocking | 50 |
| 3 Curves, M.P. 385.5 to 388.9 | 55 |
| Curve, M.P. 389.6 to 389.9 | 65 |
| 2 Curves, M.P. 422.3 to 423.3 | 65 |
| Curve, M.P. 452.4 to 453.4 | 50 |
| Curve, M.P. 454.2 to 454.5 | 60 |
| Curve, M.P. 464.8 to 465.0 | 65 |
| 7 Curves, M.P. 477.1 to 480.9 | 65 |
| 5 Curves, M.P. 552.0 to 553.7 | 20 |
| RR 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 |
| 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 | 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 |
|----------|--|-----|
| Waynoka | Broadway and Ash Streets | 30 |
| 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 |
| Celanese Corp. coal track (2.4 miles) | 505.6 | |
| 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. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|---------------------------|--------------|--|--------------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | | | ABS } AMARILLO } DT | | 554.3 | T Y C R | |
| | | 31.7 | 4.5 | 31.7 | | | |
| | | 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 | 25.9 | DAWN 6.8 | 31.7 | 586.5 | | |
| | 11006 | 31.7 | JOEL 6.2 | 0 | 593.3 | | |
| | 56641 N7894 | 31.7 | HEREFORD 8.3 | 21.6 | 599.5 | C R | |
| | 10806 | 31.7 | SUMMERFIELD 6.9 | 10.5 | 607.8 | | |
| | 11953 | 18.2 | BLACK 7.1 | 21.1 | 614.7 | | |
| | 8276 | 31.7 | FRIONA 6.5 | 0 | 621.8 | C R | |
| | 19337 | 10.6 | PARMERTON 5.8 | 31.7 | 628.3 | | |
| | 8179 | 31.7 | BOVINA 6.9 | 28.5 | 634.1 | C | |
| | 11959 | 17.0 | WILSEY 6.4 | 31.7 | 641.0 | | |
| | 6903 | 21.1 | TEXICO 9.3 | 8.7 | 647.4 | C Y | |
| | | | CLOVIS } TCS } Two Tracks | | 656.7 | T Y C R | |
| | | | (102.4) | | | | |

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| | MPH | |
|----------------|------|-----|
| | Psg. | Fr. |
| Third District | 70 | 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, empty containers and flat cars containing generator sets are considered loads).

(c) 45 MPH when averaging 90 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 Hanev 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 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 |
| Curve, Plainview District main track M.P. 570.9 to 571.2 | 30 |
| 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. 646.0 | 40 |
| | I | Both ends siding | 30 |
| | I | Turnout to Fourth District, M.P. 647.3 | 20 |
| | I | Double Crossover 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 |

8 FOURTH DISTRICT

PLAINS DIVISION

| WEST-WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Tables and Types | EAST-WARD ↑ |
|----------------|----------------------------|------------------------|------------------------------------|------------------------|-----------|---------------------------------|----------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | | | SLATON 10.2 | 13.2 | 890.0 | Y CR | |
| | 4916 | 21.1 | TCS } BURRIS 3.2 | 2.7 | 879.8 | | |
| | | 15.8 | F.W.& D. Crossing 2.0 | 0 | 876.6 | | |
| | | 15.8 | DT } LUBBOCK 1.1 | 0 | 874.6 | CR | |
| | | 15.8 | ABS } LUBBOCK JCT 10.5 | 10.6 | 88.6 | Y | |
| | 5326 | 21.1 | SHALLOWATER 12.5 | 21.1 | 78.1 | C | |
| | 5292 | 21.1 | ANTON 12.6 | 5.9 | 85.6 | CR | |
| | 7341 | 21.1 | LITTLEFIELD 7.5 | 21.1 | 53.0 | CR | |
| | | 21.1 | AMHERST 7.4 | 10.6 | 45.5 | | |
| | 4757 | 21.1 | TCS } 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 | | |
| | 6903 | 21.1 | TEXICO | | 0.0 | CY | |
| | | | (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.

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

"I"—Interlock Switch.

| Station | Type | Location | MPH |
|--------------|------|---|-----|
| Slaton | I | Turnouts to yard | 30 |
| | I | Turnout to Lamesa Dist. | 15 |
| Burriss | 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. | 881.7 | 2125 |
| Indian Head Grain Co. | 882.2 | 2544 |
| Great Plains Distributors | 882.4 | 503 |
| Godbold Inc. | 883.5 | 654 |
| Posey Beer Track | 884.8 | 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; 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; (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).

(b) 45 MPH when averaging 90 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 | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|--|---------------------------|--------------|---|--------------------|
| Sidings | Feet Per Mile | STATIONS | Feet Per Mile | T Y C R | | | |
| | 15.8 | SWEETWATER | 7.4 | 793.7 | | | |
| | 31.7 | 1.1 ORIENT JCT. 5.3 | 0 | 792.6 | | | |
| | 5012 | GANNON 12.0 | 31.7 | 787.3 | | | |
| | 7106 | PYRON 6.7 | 31.7 | 775.3 | | | |
| | 4878 | HERMLEIGH 11.7 | 31.7 | 768.6 | | | |
| | 5701 | SNYDER 10.1 | 31.7 | 758.9 | CR | | |
| | 4754 | DERMOTT 6.2 | 31.7 | 746.8 | | | |
| | 7543 | FULLERVILLE 11.6 | 31.7 | 740.6 | | | |
| | 5154 | JUSTICEBURG 8.7 | 13.2 | 729.0 | | | |
| | 5482 | AUGUSTUS 6.5 | 31.7 | 720.3 | | | |
| | 6911 | POST 10.2 | 0 | 713.8 | CR | | |
| | 5400 | BUENOS 6.3 | 0 | 703.6 | | | |
| | 4951 | SOUTHLAND 7.3 | 2.6 | 697.3 | | | |
| | | SLATON | | 690.0 | Y CR | | |
| | | (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 | Turnout to yard | 30 |
| | I | Turnout to Lamesa Dist. | |

(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

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

*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars; (Cabooses and cars loaded with empty trailers, empty containers and flat cars containing generator sets are considered loads).
- (b) 45 MPH when averaging 90 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. 3 May 7, 1978 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wye | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|---------------------|---------------------------|--------------|---------------------------------------|--------------------|
| | | | STATIONS | Feet Per Mile | | | | |
| | | | CHEROKEE YL | | | 299.9 | C | |
| | 31.7 | 6.2 | YEWEDE | 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 | | 39.6 | | | | |
| | | | FAIRVIEW YL | | | 336.0 | C | |
| | 66.0 | 11.6 | | 52.8 | | | | |
| | | | LONGDALE | | | 347.6 | | |
| | 31.7 | 6.4 | CANTON | 52.8 | | 354.0 | C | |
| | 66.7 | 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) | | | | | |

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) | |
| 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) | |
| 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 |

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 and 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.

ANTHONY DISTRICT

| WEST-WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | 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 | | |
| | 35.1 | | METCALF YL | 50.6 | 43.1 | | |
| | | | BLUFF CITY YL | 0 | 48.2 | | |
| | 52.8 | | M. P. Crossing 10.4 | 0 | 58.6 | | |
| | | | ANTHONY YL | 0 | 59.1 | CY | |
| | | | (16.3) | | | | |

ALPINE DISTRICT

| WEST-WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|----------------|----------------------------|------------------------|------------------------------------|------------------------|-----------|-------------------------------------|----------------|
| | | | STATIONS | Feet Per Mile | | | |
| | | | FORT STOCKTON YL | | 881.7 | YCR | |
| | 2180 | 52.8 | BELDING 11.2 | 52.8 | 892.9 | | |
| | | 52.8 | CHANCELLOR 11.4 | 35.9 | 904.3 | | |
| | 1825 | 43.8 | HOVEY 12.9 | 47.5 | 917.2 | B | |
| | | 52.8 | TITLEY 17.2 | 52.8 | 934.4 | | |
| | | 52.8 | ALPINE 1.3 | 0 | 944.3 | C | |
| | 2576 | | ALPINE JCT. 11.1 | | 945.6 | | |
| | | 0 | PAISANO JCT. 12.6 | 52.8 | 956.7 | B | |
| | 1626 | 0 | TINAJA 15.2 | 52.8 | 969.3 | B | |
| | | 0 | PERDIZ 9.2 | 52.8 | 984.5 | B | |
| | 1656 | 0 | PLATA 9.2 | 52.8 | 993.7 | B | |
| | | 0 | CASA-PIEDRA 23.8 | 52.8 | 1002.9 | B | |
| | 1376 | 0 | PRESIDIO YL 2.4 | | 1026.7 | CY | |
| | | 0 | International Bridge End of Track | | 1029.1 | | |
| | 1662 | | (147.4) | | | | |
| | 1674 | | | | | | |

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 |
|------------------|--------|

(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. 3 May 7, 1978 | 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 12.0 | 42.8 | 27.8 | Y CR | |
| | 3787 | 52.8 | McBRIDE 10.3 | 42.2 | 15.8 | B | |
| | 3695 | 52.8 | ABELL 6.8 | 31.7 | 5.5 | B | |
| | | 31.7 | PANHANDLE YL 6.8 | 31.7 | 0.0 | Y CR | |
| | | | (32.5) | | | | |

| WEST- WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|---------------------------|--------------|--|--------------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | | 87.6 | WAYNOKA YL 20.0 | 81.8 | 0.0 | Y CR | |
| | 2295 | 52.8 | FREEDOM YL 23.9 | 52.8 | 19.9 | | |
| | 1705 | 52.8 | SELMAN YL 8.3 | 37.0 | 43.8 | | |
| | 1838 | 52.8 | BUFFALO YL 0.4 | 37.0 | 52.1 | Y | |
| | | | End of Track | | 52.5 | | |
| | | | (52.6) | | | | |

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.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Borger District 40 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of all switches and on all auxiliary tracks, 10 MPH, except at Borger, maximum authorized speed 20 MPH on West leg lead track 0401.

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

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 |

CLINTON DISTRICT

| WEST-WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|----------------|----------------------------|------------------------|--|------------------------|-----------|-------------------------------------|----------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | 1697 | 31.7 | PAMPA YL 8.6 | 31.7 | 8.4 | Y CR | |
| | | 52.8 | HEATON YL 10.2 | 52.8 | 18.6 | B | |
| | | 0.0 | LAKETON 11.7 | 0.0 | 30.3 | | |
| | | 52.8 | MOBEETIE YL 9.1 | 52.8 | 39.4 | B | |
| | | 52.8 | BRISCOE 10.9 | 52.8 | 50.3 | B | |
| | | 52.8 | ALLISON 11.5 | 52.8 | 61.8 | B | |
| | | 9.5 | REYDON 19.1 | 9.5 | 80.9 | C | |
| | | 52.8 | CHEYENNE YL 24.5 | 52.8 | 105.4 | B | |
| | 1822 | 55.4 | HAMMON 11.2 | 55.4 | 116.6 | C | |
| | | 52.8 | BUTLER 9.8 | 52.8 | 126.4 | B | |
| | | 55.8 | STAFFORD 8.2 | 55.8 | 134.6 | | |
| | | 52.8 | C.R.I. & P. Crossing 1.8 | 52.8 | | | |
| | | | CLINTON YL | | 136.4 | C Y | |
| | | | (136.6) | | | | |

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 |

CROSBYTON DISTRICT

| WEST-WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|----------------|----------------------------|------------------------|--------------------------------------|------------------------|-----------|-------------------------------------|----------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | | 31.7 | LUBBOCK YL 8.7 | 31.7 | | CR | |
| | | 31.7 | F.W. & D. Crossing 3.3 | 31.7 | 8.0 | | |
| | | 26.4 | IDALOU 8.3 | 30.6 | 11.3 | | |
| | | 15.8 | LORENZO 8.8 | 26.4 | 19.6 | | |
| | | 13.2 | RALLS 9.4 | 26.4 | 28.4 | C | |
| | | | CROSBYTON YL 0.7 | | 37.8 | Y | |
| | | | End of Track | | 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

| Curve, | Location | MPH |
|--------------|----------------------------|-----|
| RR Crossing, | M.P. 0.0 to M.P. 0.2 | 10 |
| | 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. 3 May 7, 1978 | 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 0.1 C.R.I. & P. Crossing 8.7 | | 554.3 | Y | |
| | 0.0 | | | 0.0 | 552.3 | CR | |
| | 7.4 | | | 52.8 | 0.1 | | |
| 3055 | 43.3 | | JUILLIARD 10.6 | 52.8 | 8.2 | | |
| 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 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 | CR | |
| 3058 | 13.7 | | MACHOVEC 5.3 | 19.6 | 58.3 | B | |
| | 0.0 | | C.R.I. & P. Crossing 0.4 | 0.0 | 63.6 | | |
| 3291 | 30.6 | | ETTER YL 11.1 | 30.9 | 64.0 | CY | |
| | 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 | | 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. 63.0 | | 49* |
| M.P. 63.0 and Boise City | | 40 |
| ASARCO-SWPS Industrial Spur (4.6 miles) | | 20 |

*Maximum authorized speed for freight train when averaging 90 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 |
| 2 Curves, M.P. 10.6 to 11.2 | 40 |
| Curve, M.P. 17.6 to 17.9 | 40 |
| Bridge, M.P. 19.1 to 19.5 | 30 |
| Curve, M.P. 19.8 to 20.1 | 40 |
| Curve, M.P. 20.8 to 21.1 | 40 |
| 3 Curves, M.P. 22.2 to 23.5 | 30 |
| Curve, M.P. 27.2 to 27.5 | 45 |
| Curve, M.P. 30.8 to 31.1 | 45 |
| 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 |
| Curve, M.P. 121.3 to 121.6 | 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 ASARCO-SWPS Industrial Spur, 20 MPH.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

| STATION | STREETS | MPH |
|-----------|-------------------------------|-----|
| Amarillo | Grand Avenue M.P. 0.6 | 20 |
| Amarillo | Amarillo Blvd. M.P. 1.1 | 15 |
| Stratford | City Limits M.P. 85.2 to 86.6 | 35 |

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. 3 May 7, 1978 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Ways | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|--|---------------------------|--------------|--|--------------------|
| | | | Feet Per Mile | 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 | | | 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 0.3 | | 166.1 | Y | |
| | | | | End of Track | | 166.4 | | |

(166.3)

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.

Eastward trains must secure permission from the yard-master Wichita before proceeding east of Wichita Jct.

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

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

(E) 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 |

| WEST- WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|--|---------------------------|--------------|--|--------------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | | | SAN ANGELO YL | | | | |
| | | 37.0 | 18.6 | 37.0 | 714.5 | Y C R | |
| | 2308 | | TANKERSLEY | | 732.4 | B | |
| | 2332 | 36.0 | 13.3 | 0 | 745.7 | B | |
| | 2246 | 37.0 | MERTZON | 26.4 | 756.1 | | |
| | | | 10.4 | | | | |
| | 2492 | 37.0 | NOELKE | 36.0 | 771.6 | B | |
| | | | 15.5 | | | | |
| | 3882 | 52.8 | BARNHART YL | 52.8 | 790.6 | B | |
| | | | 19.0 | | | | |
| | 2150 | 37.0 | BIG LAKE YL | 52.8 | 809.2 | B Y | |
| | | | 18.6 | | | | |
| | 800 | 42.2 | BENEDUM YL | 52.8 | 819.9 | B | |
| | | | 10.7 | | | | |
| | 2850 | 52.8 | RANKIN YL | 52.8 | 838.6 | C Y | |
| | | | 18.7 | | | | |
| | 2152 | 52.8 | McCAMEY YL | 52.8 | 849.6 | B | |
| | | | 11.0 | | | | |
| | 2100 | 37.0 | GIRVIN | 26.4 | 863.8 | | |
| | | | 14.2 | | | | |
| | | 37.0 | BALDRIDGE | 0 | 869.4 | B Y | |
| | | | 5.6 | | | | |
| | | 37.0 | SULPHUR JCT. YL | 0 | 881.7 | Y C R | |
| | | | 12.3 | | | | |
| | | | FORT STOCKTON | | | | |
| | | | (167.4) | | | | |

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| Between: | MPH |
|---------------------------------------|-----|
| San Angelo 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 90 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, except maximum authorized speed on Benedum Industrial Spur, 20 MPH and on Sulphur 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 |
|---------------|---|-----|
| San Angelo | All crossings M.P. 714.0 to 720.9 | 15 |
| Big Lake | Main Street and Highway 137 | 20 |
| Fort Stockton | M.P. 790.7 All crossings M.P. 881.8 to 882.5 | 10 |

Train and engine movements must be protected by flagman at State Highway 67 crossing, Benedum Industrial Spur.

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 |
| (Co-Op Tracks) | 5.2 | 2400 |

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. 3 May 7, 1978 | Ruling Grade Ascending. | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|----------------------------|------------------------------------|----------------------------|--------------|---|--------------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | | | End of Track 0.4 | | 27.0 | | |
| | | 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 | | |
| | | | PLAINVIEW JCT. YL | | | Y | |
| | | | (27.0) | | | | |

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| | |
|-------------------|--------|
| Floydada District | 30 MPH |
|-------------------|--------|

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

| Location | MPH |
|--|-----|
| R.R. Crossing, M.P. 2.2 Auto Interlocking | 30 |
| R.R. Crossing, M.P. 14.5 Auto Interlocking | 20 |
| 4 Curves, M.P. 26.5 to 26.7 | 10 |

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

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

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. 3 May 7, 1978 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|--|---------------------------|--------------|--|--------------------|
| | | | Feet Per Mile | STATIONS | | | | |
| | 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 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 | YC | |
| | 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 | |
| | 46.0 | | | HUNNEWELL 3.3 | 52.8 | X17.9 | | |
| | 53.3 | | | SOUTH HAVEN YL 7.7 | 47.0 | X14.6 | C | |
| | | | | ROME 6.9 | 42.2 | X6.9 | | |
| | | | | WELLINGTON YL | | | TY 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) | 10 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 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

PLAINS DIVISION

H. & S. AND HAMLIN DISTRICTS 19

(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 |

HAMLIN DISTRICT

| WEST-WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending. | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending. | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|----------------|----------------------------|-------------------------|------------------------------------|-------------------------|-----------|-------------------------------------|----------------|
| | Feet Per Mile | | STATIONS | Feet Per Mile | | | |
| | 0 | | ALTUS YL | 0 | 467.3 | C | |
| | 0 | | 0.3 M.K.T. Crossing | 0 | 467.6 | | |
| | 0 | | 0.5 SL-SF Crossing | 0 | 468.1 | | |
| | 52.8 | | 10.2 ELMER | 52.8 | 478.3 | | |
| 2650 | 50.5 | | 10.0 ODELL | 73.9 | 488.3 | B | |
| 2020 | 52.8 | | 9.0 F.W.& D. Crossing | 47.0 | 497.3 | | |
| | 0 | | 0.2 CHILLICOTHE | 0 | 497.5 | C | |
| 1800 | 52.8 | | 6.8 MEDICINE MOUND | 36.4 | 504.3 | | |
| 2700 | 62.3 | | 10.3 MARGARET | 52.8 | 514.6 | | |
| 2300 | 42.8 | | 6.7 CROWELL YL | 29.7 | 521.3 | | |
| 3800 | 52.8 | | 7.8 FOARD CITY | 52.8 | 529.1 | | |
| 1600 | 52.8 | | 9.3 TRUSCOTT | 52.8 | 538.4 | B | |
| 2250 | 52.8 | | 12.7 BENJAMIN | 42.2 | 551.1 | B | |
| 2400 | 52.8 | | 12.0 KNOX CITY | 19.2 | 563.1 | C | |
| 1150 | 37.0 | | 2.6 O'BRIEN | 5.3 | 565.7 | | |
| 1600 | 26.4 | | 4.8 ROCHESTER | 21.1 | 570.5 | | |
| 2050 | 37.0 | | 9.6 RULE | 27.0 | 580.1 | C | |
| 1650 | 10.6 | | 8.3 SAGERTON | 39.6 | 588.4 | | |
| 3650 | 41.1 | | 17.4 HAMLIN YL | 31.7 | 605.8 | CT | |
| | | | (138.5) | | | | |

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| | |
|-----------------|--------|
| Hamlin District | 30 MPH |
|-----------------|--------|

(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 |

(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 |
|------------------------|-----------|------------------------|
| Riverside Chemical Co. | 564.1 | 250 |

LAMESA DISTRICT

LEHMAN DISTRICT

| WEST-WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|----------------|----------------------------|------------------------|------------------------------------|------------------------|-----------|-------------------------------------|----------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | | | SLATON YL | | | Y C R | |
| | | 31.7 | 10.0 WILSON | 15.8 | 10.0 | | |
| | 1650 | 31.7 | 11.3 TAHOKA | 31.7 | 21.3 | C | |
| | 1700 | 31.7 | 14.3 O'DONNELL | 79.2 | 36.1 | | |
| | 2800 | 31.7 | 11.7 ARVANA | 31.7 | 47.8 | | |
| | | 31.7 | 5.9 LAMESA YL | 31.7 | 53.7 | C Y | |
| | | | 0.4 End of Track | | 54.1 | | |
| | | | (54.1) | | | | |

| WEST-WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|----------------|----------------------------|------------------------|------------------------------------|------------------------|-----------|-------------------------------------|----------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | | | DOUD YL | | | Y | |
| | | 15.8 | 6.0 HURLWOOD | 10.6 | 6.0 | | |
| | | 52.8 | 7.2 SMYER | 5.3 | 13.2 | | |
| | 1850 | 44.9 | 12.5 LEVELLAND YL | 27.4 | 25.7 | C | |
| | 1050 | 52.8 | 7.3 COBLE | 23.2 | 33.0 | | |
| | | 52.8 | 6.2 WHITEFACE | 23.2 | 39.2 | C | |
| | 1750 | 52.8 | 11.3 LEHMAN | 40.0 | 50.5 | C | |
| | | 52.8 | 12.3 BLEDSOE YL | 10.6 | 62.8 | | |
| | | | 0.6 End of Track | | 63.4 | | |
| | | | (63.4) | | | | |

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

At Doud, Seagraves District junction switch normally lined for Seagraves 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 |
|--------------------------------|-----------|------------------------|
| Texas P&B | 50.8 | 599 |
| Farm Grain & Warehouse Company | 51.1 | 1050 |

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 |
| AMOCO Production Company | 28.4 | 1950 |
| Pan American Petroleum Corp. | 28.5 | 2700 |
| Pan American Spur (9.3 miles) | 36.3 | 10500 |

MEDICINE LODGE DISTRICT

PONCA CITY DISTRICT

| WEST- WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|---------------------------|--------------|--|--------------------|
| | Feet Per Mile | | STATIONS | Feet Per Mile | | | |
| | 31.7 | | ATTICA YL | 31.7 | | Y CR | |
| | | | 10.5 | | | | |
| | 31.7 | | SHARON | 17.4 | 10.5 | | |
| | | | 5.1 | | | | |
| | 31.7 | | PIXLEY | 31.7 | 15.6 | | |
| | | | 5.0 | | | | |
| | 31.7 | | MEDICINE LODGE YL | 24.8 | 20.6 | CR | |
| | | | 14.2 | | | | |
| | 31.7 | | LAKE CITY YL | 0 | 33.6 | | |
| | | | 5.7 | | | | |
| | 31.7 | | SUN CITY YL | | 39.3 | C | |
| | | | 10.1 | | | | |
| | 42.2 | | O B JCT. YL | 18.0 | 49.4 | | |
| | | | (50.6) | | | | |

| WEST- WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|---------------------------|--------------|--|--------------------|
| | Feet Per Mile | | STATIONS | Feet Per Mile | | | |
| | | 52.8 | PONCA CITY YL | 52.8 | 141.9 | Y CR | |
| | | | 14.7 | | | | |
| | | | BLACKWELL JCT. YL | | 127.3 | Y CR | |
| | | | (14.7) | | | | |

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 |
| | Iliff 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 |

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 | 20 MPH |
|---------------------|--------|

(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 |

22 PLAINVIEW DISTRICT

PLAINS DIVISION

| WEST- WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|---|----------|---------------------------|--------------|---|--------------------|
| | | | Feet Per Mile | STATIONS | | | | |
| | | 79.2 | CANYON | 73.9 | 570.4 | Y C R | | |
| 6150 | | 21.1 | 11.7 OGG | 31.7 | 582.1 | B | | |
| 6150 | | 31.7 | 6.3 HAPPY | 31.7 | 588.4 | C | | |
| 6150 | | 42.2 | 8.0 KAFFIR | 79.2 | 596.4 | B | | |
| 6200 | | 73.9 | 6.9 TULIA | 79.2 | 603.3 | C R | | |
| 6200 | | 26.4 | 12.0 KRESS | 42.2 | 615.3 | C | | |
| 6200 | | 0 | 6.5 FINNEY | 31.7 | 621.8 | B | | |
| | | | 5.8 | | | Y C R | | |
| 9700 | | 40.2 | PLAINVIEW YL 0.6 | 21.2 | 627.6 | | | |
| | | | PLAINVIEW JCT. YL F.W. & D. Crossing | | 628.4 | | | |
| 6200 | | 42.2 | 5.6 FURGUSON | 31.7 | 634.0 | B | | |
| 6150 | | 42.2 | 6.9 HALE CENTER | 42.2 | 640.9 | C | | |
| 6100 | | 37.0 | 10.5 ALLEY | 37.0 | 651.4 | | | |
| 6200 | | 26.4 | 5.6 ABERNATHY | 37.0 | 657.0 | C | | |
| 6513 | | 26.4 | 6.3 MONROE | 42.2 | 663.3 | B | | |
| 6200 | | 42.2 | 8.6 MARNELS YL | 42.2 | 671.9 | B | | |
| | | | 1.6 LUBBOCK JCT. YL | | 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 90 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 |

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 | 646.5 | 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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

"I"—Interlocking

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

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 |

Train and Engine movements must be protected by flagman at crossings:

FM Road 2105, M.P. 711 + 4163 ft.
Highway 158, East of Bronte Depot.

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 |

TIME TABLE

NO. 3

May 7, 1978

STATIONS

HAMLIN YL

13.3 SYLVESTER

7.4 LONGWORTH

10.8 ORIENT JCT. YL

0.7 SWEETWATER YL

7.4 SHAUFLER

11.9 MARYNEAL YL

13.7 BLACKWELL

14.3 BRONTE

29.2 SAN ANGELO YL

(108.7)

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. 3 May 7, 1978 | Ruling Grade Ascending. | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|----------------|----------------------------|-------------------------|---------------------------------|-------------------------|-----------|-------------------------------------|----------------|
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | |
| | 2650 | 52.8 | HAMLIN YL | 52.8 | 606.8 | C T | |
| | | 73.9 | 13.3 SYLVESTER | 26.4 | 619.1 | B | |
| | | 66.0 | 7.4 LONGWORTH | 52.8 | 626.5 | | |
| | | 66.0 | 10.8 ORIENT JCT. YL | 52.8 | 637.3 | | |
| | | | 0.7 SWEETWATER YL | | 638.0 | T Y C R | |
| | 2250 | 52.8 | 7.4 SHAUFLER | 52.8 | 646.4 | | |
| | | 52.8 | 11.9 MARYNEAL YL | 45.9 | 657.3 | C Y | |
| | 6000 | 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) | | | | |

SHATTUCK DISTRICT

| WEST- WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|---------------------------|------------------------------------|---------------------------|---------------------------|--------------|--|--------------------|
| | | | Feet Per Mile | STATIONS | | | | |
| | | | | SHATTUCK YL | | 0.0 | Y C R | |
| | 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 | 0.0 | 36.7 | | |
| | 4600 | 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 | | | PERRYTON YL | | 57.8 | C R | |
| | | 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 | C Y | |
| | | 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. } E.I. & P. Ry. | 52.8 | 103.3 | Y | |
| | | | 30.3 | | | | | |
| | | 0.0 | 0.5 | ETTER JCT. | 0.0 | 133.6 | | |
| | | | | ETTER YL | | 134.1 | C Y | |
| | | | | (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. 3 May 7, 1978 | | Ruling Grade Ascending. | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|-------------------------------|----------------------------|------------------------------------|--------------------|----------------------------|--------------|---|--------------------|
| | | | Feet Per Mile | STATIONS | | | | |
| | | | | LUBBOCK | | | C R | |
| | | 15.8 | 1.1 | LUBBOCK | 0 | | | |
| | | 31.7 | 5.9 | LUBBOCK JCT. YL | 0 | | Y | |
| | | 31.6 | 5.4 | DOUD YL | 21.2 | 5.9 | Y | |
| | | 27.4 | 10.8 | WOLFFORTH | 29.0 | 11.3 | | |
| | | 16.9 | 5.8 | ROPE | 23.7 | 22.1 | | |
| | | 31.6 | 11.8 | MEADOW | 24.2 | 27.9 | | |
| | | 31.6 | 12.6 | BROWNFIELD YL | 31.6 | 39.7 | C | |
| | | 29.0 | 10.6 | WELLMAN | 31.6 | 52.3 | | |
| | | | 1.0 | SEAGRAVES YL | 31.6 | 62.9 | C Y | |
| | | | | 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

(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 |

PLAINS DIVISION

| WEST- WARD ↓ | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE NO. 3 May 7, 1978 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|---------------------|-------------------------------|-----------------------------|------------------------------------|---------------------------|--------------|--|--------------------|
| Feet Per Mile | Feet Per Mile | STATIONS | Feet Per Mile | Feet Per Mile | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
| | | 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 (77.6) | | | 79.7 | | |

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.

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 |
| 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 |

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 386.3 W. R. Grace
- MP 420.9 Team Track
- 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 Both elevator tracks connected to siding
- 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, AT-199460, 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 and Dumas | 30 | 30 | 30 |
| Fort Stockton, Floydada, Sayard, Seagraves and Shattuck | 25 | 25 | 25 |
| Alpine, Altus, Clinton, Crosbyton, Hamlin, H&S, Lamesa, Lehman, Ponca City, and Wichita | 20 | 20 | 20 |
| Anthony, Buffalo and Englewood | 10 | 10 | 10 |
| Medicine Lodge: Attica to M.F. 41 | 20 | 20 | 20 |
| M.P. 41 to O B Jct. | 10 | 10 | 10 |

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 |
|-------------------------------------|---|--|
| 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 and Dragging Equipment (Dual Purpose Locator) | Rotating white light—Eastward M.P. 339.3 and M.P. 337.0* Westward M.P. 339.3 and M.P. 340.9* |
| 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 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 |
|------------------------------|---|---|
| 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 and M.P. 616.6* Westward M.P. 618.7 and M.P. 620.6* |
| 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—Semaphore type indicator M.P. 112.9 Westward—Semaphore type indicator 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 District
 Cherokee, M.P. 299.9 to 301.2
 Fairview, M.P. 334.6 to 337.4
 Thomas, M.P. 377.8 to 379.3
 Ewing-Clinton, M.P. 398.8 to 402.9
 Burns Jct.-Dill City, M.P. 417.7 to 420.8
 Sentinel, M.P. 428.1 to 429.4
 Altus, M.P. 466.1 to 468.6
 Anthony District (Entire District)
 Alpine District
 Fort Stockton, M.P. 880.2 to 884.7
 Presidio, M.P. 1025.1 to 1029.1
 Borger District
 Borger, M.P. 22.9 to 31.2
 Panhandle, M.P. 1.5 to 0.0
 Buffalo District (Entire District)
 Clinton District
 Pampa, M.P. 0.0 to 2.4
 Heaton, M.P. 7.8 to 9.5
 Mobeetie, M.P. 29.4 to 31.3
 Cheyenne, M.P. 79.9 to 81.7
 Clinton, M.P. 133.7 to 136.4
 Crosbyton District
 Lubbock, M.P. 0.0 to 3.5
 Crosbyton, M.P. 37.0 to 38.5
 Dumas District
 Dumas, M.P. 50.9 to 56.5
 Etter, M.P. 62.4 to 65.6
 Stratford, M.P. 84.7 to 87.4
 Boise City, M.P. 120.7 to 122.6
 Englewood District
 Wichita Jct.-Prospect,
 M.P. 208.8 to 216.0

Rago, M.P. 45.9 to 47.7
 OB Jct.-Belvidere, M.P. 101.3 to 105.8
 Coldwater, M.P. 123.0 to 126.2
 Protection, M.P. 134.0 to 136.1
 Ashland-Englewood, M.P. 150.1 to 166.4
 Fort Stockton District
 San Angelo, M.P. 712.7 to 722.0
 Barnhart, M.P. 770.3 to 773.6
 Big Lake, M.P. 789.4 to 792.4
 Benedum, M.P. 808.3 to 810.8
 Rankin, M.P. 818.7 to 821.4
 McCamey, M.P. 836.7 to 840.7
 Sulphur Jct., M.P. 868.3 to 870.8
 Fort Stockton, M.P. 880.2 to 884.7
 Floydada District
 Floydada, M.P. 27.0 to 24.7
 Plainview Jct., M.P. 4.4 to 0.0
 H & S District
 ND Jct., M.P. 0.0 to 6.0
 Kingman, M.P. 30.8 to 33.1
 Rago, M.P. 47.3 to 48.6
 Harper, M.P. 59.3 to 60.1
 Anthony, M.P. 68.9 to 70.1
 Blackwell, M.P. 125.2 to 33.5
 South Haven, M.P. X15.8 to X13.9
 Wellington, M.P. X1.1 to X0.0
 Hamlin District
 Altus, M.P. 466.1 to 468.6
 Crowell, M.P. 520.6 to 522.6
 Hamlin, M.P. 603.8 to 610.2
 Lamesa District
 Slaton, M.P. 0.0 to 0.9
 Lamesa, M.P. 50.7 to 54.1

Lehman District
 Doud, M.P. 0.0 to 0.9
 Levelland, M.P. 24.6 to 28.3
 Bledsoe, M.P. 62.0 to 63.4
 Medicine Lodge District
 Attica, M.P. 0.0 to 0.8
 Medicine Lodge, M.P. 18.5 to 20.6
 Lake City, M.P. 33.0 to 34.2
 Sun City, M.P. 39.0 to 40.4
 OB Jct.-Belvidere, M.P. 49.2 to 49.4
 Ponca City District (Entire District)
 Plainview District
 Plainview, M.P. 623.4 to 632.1
 Marnels, M.P. 670.6 to 673.1
 Sayard District
 Hamlin, M.P. 603.8 to 610.2
 Orient Jct., M.P. 636.3 to 637.3
 Sweetwater, M.P. 637.3 to 642.4
 Maryneal, M.P. 655.4 to 658.6
 San Angelo, M.P. 712.7 to 722.0
 Shattuck District
 Shattuck, M.P. 0.0 to 1.0
 Follett, M.P. 17.1 to 19.8
 Booker, M.P. 40.8 to 43.8
 Perryton, M.P. 56.2 to 59.4
 Spearman-Morse, M.P. 82.9 to 103.3
 Seagraves District
 Lubbock Jct.-Doud, M.P. 0.0 to 6.0
 Brownfield, M.P. 37.7 to 40.7
 Seagraves, M.P. 59.3 to 63.9
 Wichita District
 Wichita Jct.-Tyler, M.P. 0.0 to 9.0
 Kingman, M.P. 43.5 to 45.4
 Pratt, M.P. 78.8 to 79.7

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. N. CROW, General Watch Inspector Topeka

SURGEONS OF

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

DR. R. M. BROOKER, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL

DR. F. H. HANOLD Doctor in Charge

SANTA FE EMPLOYES' HOSPITAL ASSOCIATION

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. W. J. HEGEDUS | Amarillo |
| DR. W. RUSSELL | Amarillo |
| DR. W. H. WHEIR | Amarillo |
| DR. E. M. WINSETT | Amarillo |
| DR. C. WOLFSON | Amarillo |
| DR. E. SMITH | Amarillo |
| DR. R. R. LACY | Amarillo |
| DR. P. J. ANTRIM | Anthony |
| DR. J. D. HALL | Anthony |

| | |
|-----------------------|------------------|
| DR. G. C. STONE | Attica |
| DR. D. E. BECKER, JR. | 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. NASTER | 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. H. J. KRAWCZYK | Clovis |
| DR. D. R. RHOADES | Crosbyton |
| DR. W. H. STAPP | Crowell |
| DR. W. V. COVENTRY | Dumas |
| DR. L. C. BELTER | Fairview |
| DR. A. E. GUTKIEB | Floydada |
| DR. J. C. HUNDLEY | Ft. Stockton |
| DR. J. D. LANCASTER | Ft. Stockton |
| DR. P. L. SPRING | Friona |
| DR. A. H. BIERMAN | Garden Plain |
| DR. M. L. SMITH | Hamlin |
| DR. J. D. HYMER | Hamlin |
| DR. R. H. BELLAR | Harper |
| DR. G. M. HOSTETLER | Harper |

LOCAL SURGEONS—(Continued)

| | |
|-------------------------|----------------|
| DR. C. E. RUSH | Hereford |
| DR. A. T. MIMS | Hereford |
| DR. H. R. JOHNSON | Hereford |
| DR. C. E. HICKS | Hereford |
| DR. N. W. NOBLE | Hereford |
| DR. R. E. BOYER | Hereford |
| DR. M. D. CHRISTENSEN | Kingman |
| DR. R. G. HOWELL | Kiowa |
| DR. W. F. THOMPSON | Knox City |
| DR. D. B. BLACK | Knox City |
| DR. N. W. STAKER | Lamesa |
| DR. E. J. GUESTA | Lamesa |
| DR. I. T. SEOTWELL, JR. | Levelland |
| DR. R. E. MAURER | Littlefield |
| DR. W. J. MANGOLD | Littlefield |
| DR. E. O. CHING | Lockney |
| DR. C. G. GOLIGHTLY | Lubbock |
| DR. E. F. STEWART | Lubbock |
| DR. E. L. HUNT | Lubbock |
| DR. N. M. ATTAYA | Lubbock |
| DR. J. C. JOSHI | Lubbock |
| DR. J. CHUATUAN | Lubbock |
| DR. D. S. KRUG | Medford |
| DR. J. G. HOFFER | Medicine Lodge |
| DR. D. E. STUCKY | Medicine Lodge |
| DR. S. J. MONTGOMERY | Miami |
| DR. R. R. BOONE, JR. | Mooreland |
| DR. H. ALLGOOD | Muleshoe |
| DR. B. O. MCDANIEL | Muleshoe |
| DR. T. L. WAYLAN | Nashville |
| DR. C. H. ASHBY | Pampa |
| DR. R. K. SANFORD | Perryton |
| DR. J. B. JOHNSON | Perryton |
| DR. E. O. NICHOLS, SR. | Plainview |
| DR. C. L. LUSBY | Plainview |
| DR. J. V. CAMPBELL | Plainview |
| DR. H. J. HARVIS | Plainview |
| DR. T. C. BRANCH | Plainview |
| DR. H. E. TUBBS | Post |
| DR. W. C. WILSON | Post |
| DR. J. W. JACKS | Pratt |
| DR. V. W. FILLLEY | Pratt |
| DR. L. G. GLENN | Protection |
| DR. J. D. GOSSETT | Rankin |
| DR. W. H. BRAUNS | San Angelo |
| DR. M. D. KNIGHT | San Angelo |
| DR. A. G. DITTRICH | San Angelo |
| DR. S. H. GAINER | San Angelo |
| DR. RICHARD STOBNER | San Angelo |
| DR. K. E. WHINERY | Sayre |
| DR. L. THERONBOUGH | Sayre |
| DR. G. E. ROGERS | Sentinel |
| DR. W. DERWCH | Shattuck |
| 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. B. PAYNE | Slaton |
| DR. E. M. MALDIA | Slaton |
| DR. N. G. FERRER | Slaton |
| DR. P. N. TRAN | 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. L. E. MCEACHERN | Sweetwater |
| DR. L. R. MOSES, D.O. | Sweetwater |
| DR. R. G. HOLSTON | Sweetwater |
| DR. R. F. WRIGHT | Tahoka |
| DR. G. W. MEEKS | Thomas |
| DR. J. A. YOUNG | Thomas |
| DR. R. A. BUSH | Thomas |
| DR. W. B. CHILDRRESS | Tulla |
| DR. F. V. RICHARDS | Tulla |
| DR. NUR BADSHA | Waynoka |
| DR. ALI MOHAMMAD | Waynoka |
| DR. W. M. COLE | Wellington |
| DR. J. L. DIACON | Wellington |
| DR. J. L. MCGOVERN | Wellington |
| DR. E. C. MCCORMICK | Wellington |
| DR. L. R. ANDERSON | Wellington |
| DR. J. T. WEIGAND | Wellington |
| DR. J. L. HILL, D.O. | 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 (EEN) | 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. H. A. STICKSELL (Eyes Only) | Amarillo |
| DR. W. K. MCCARTY (Eyes Only) | Amarillo |
| DR. J. W. GHORMLEY (Optometrist) | Amarillo |

EYE, EAR, NOSE AND THROAT SPECIALIST—
(Continued)

| | |
|--|------------|
| DR. N. D. LOGAR (Optometrist) | Amarillo |
| DR. A. C. MCKAY (Optometrist) | Amarillo |
| DR. R. D. BDDOW (Optometrist) | Amarillo |
| DR. C. T. CLICK (Optometrist) | Amarillo |
| DR. B. L. WEINBERGER (Ophthalmologist) | Amarillo |
| DR. J. H. CAMERON | Clovis |
| DR. C. E. WORRELL | Clovis |
| DR. I. D. WORRELL | Clovis |
| DR. R. L. CUREBY (Eyes Only) | Clovis |
| DR. E. P. CHILDS (Eyes Only) | Harper |
| DR. W. M. SEALES (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. J. MEHDIABADI (EENT) | Lubbock |
| DR. W. W. MALL | Ponca City |
| DR. D. W. HAYTER (Ophthalmologist) | San Angelo |
| DR. B. D. VAN DORN (Optometrist) | Shattuck |
| DR. J. W. RILEY (Optometrist) | Wellington |
| DR. K. W. MOBERG (Optometrist) | Wellington |
| DR. E. E. TIPPEN | Wichita |
| DR. E. M. HARMS | Wichita |
| DR. T. A. DUGGIN, O.D. (Optometrist) | Woodward |

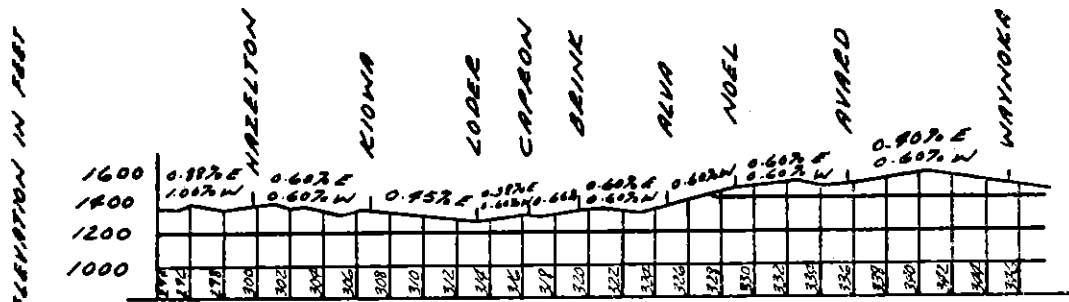
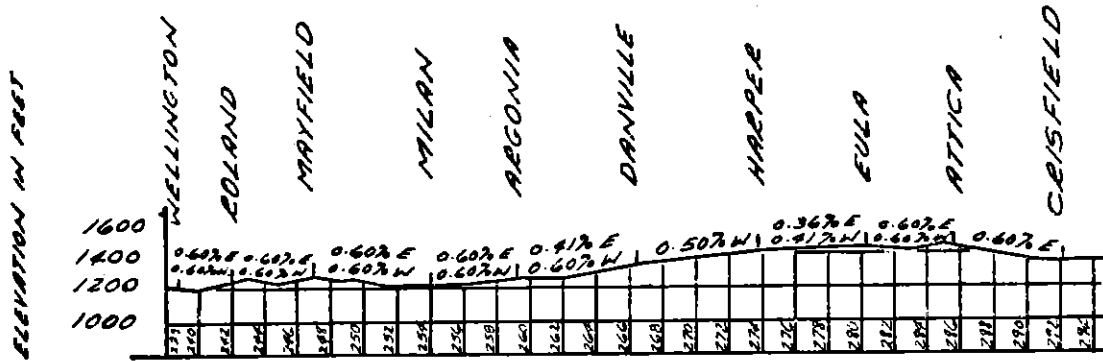
OTHER SPECIALISTS

| | |
|---|----------|
| DR. L. S. NELSON (Radiology) | Amarillo |
| 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 |
| DR. T. C. NEESE (Cardiovascular Medicine) | Amarillo |
| DR. W. ALLISON (Cardiovascular Medicine) | Amarillo |
| DR. D. L. FONG (Orthopedic) | Amarillo |
| DR. J. F. ROBERSON (Orthopedic) | Amarillo |
| DR. R. G. KIBBEY, III (Urology) | Amarillo |
| DR. W. A. ANTHONY (Urology) | Amarillo |
| DR. J. A. DIAZ-ESQUIVEL (Pathology) | Amarillo |
| DR. M. D. GOODWIN (Radiologist) | Clovis |
| DR. J. G. MORRIS (Gynecologist) | Lubbock |
| DR. R. LEHMAN (Dermatologist) | Lubbock |
| 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 |

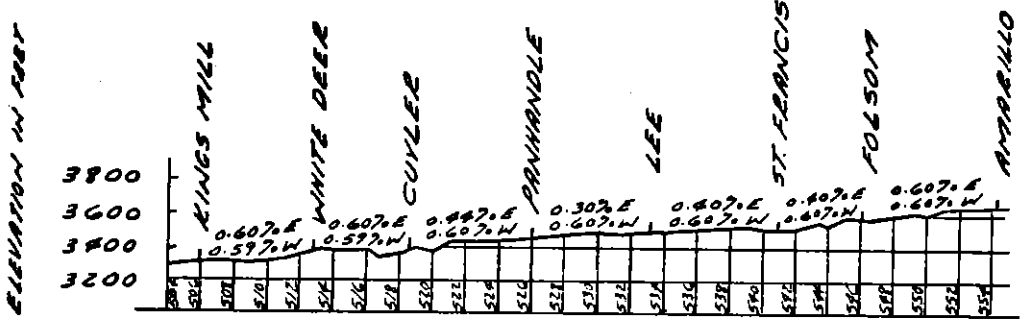
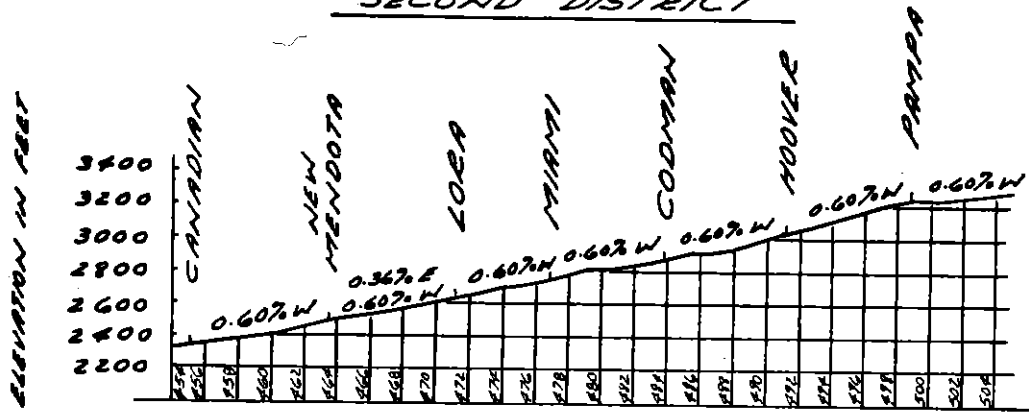
SPEED TABLE

| Time Per Mile Min. Sec. | Miles Per Hour | Time Per Mile Min. Sec. | Miles Per Hour | Time Per Mile Min. Sec. | Miles Per Hour |
|----------------------------|----------------|----------------------------|----------------|----------------------------|----------------|
| .. 36 | 100 | .. 58 | 62.1 | 1 40 | 36.0 |
| .. 37 | 97.3 | .. 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 00 | 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 |
| .. 58 | 62.3 | 1 40 | 36.1 | 7 .. | 9.0 |
| .. 59 | 61.5 | 1 42 | 35.5 | 8 .. | 8.0 |
| .. 60 | 60.0 | 1 44 | 34.0 | 9 .. | 7.0 |
| .. 61 | 58.7 | 1 46 | 32.7 | 10 .. | 6.0 |
| .. 62 | 57.7 | 1 48 | 31.6 | 11 .. | 5.0 |
| .. 63 | 56.8 | 1 50 | 30.0 | 12 .. | 5.0 |

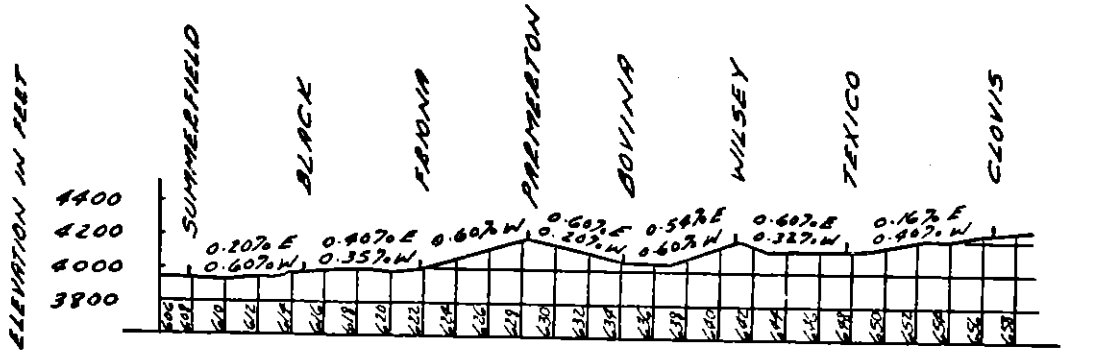
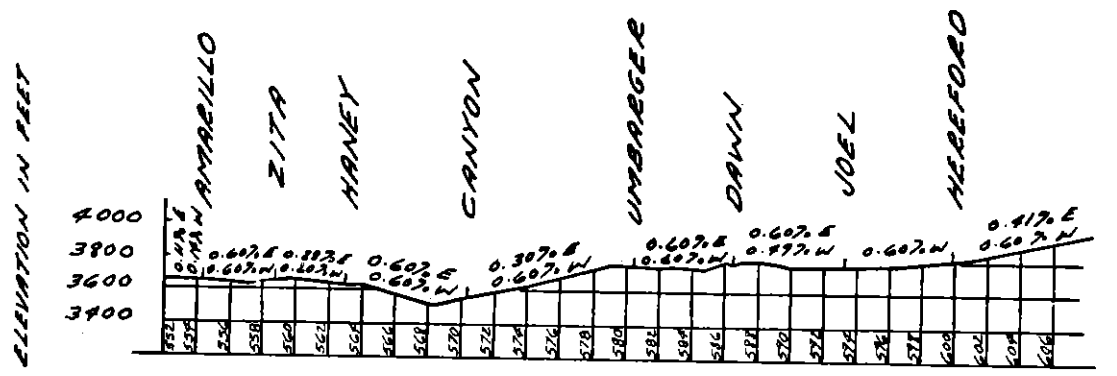
FIRST DISTRICT



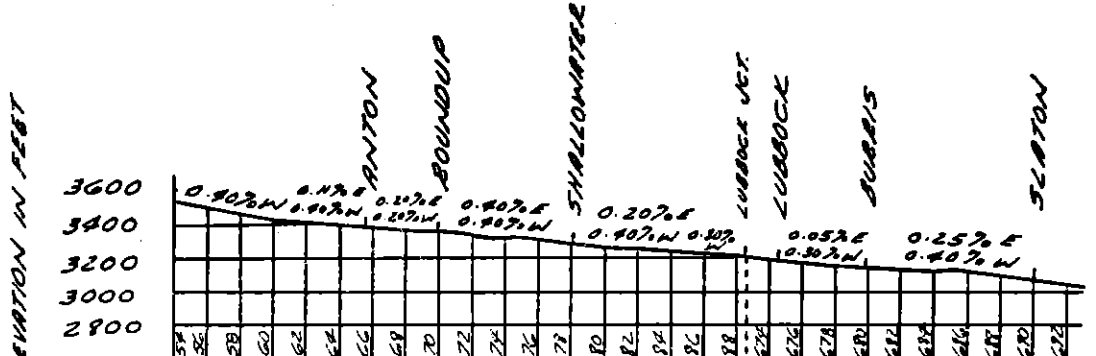
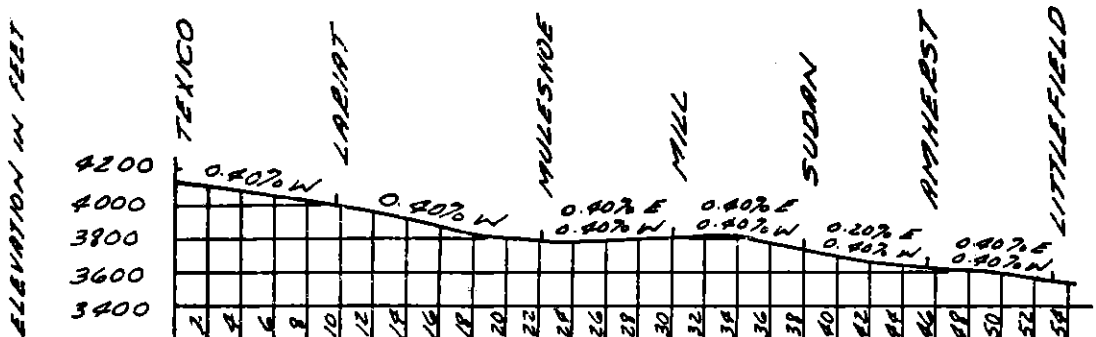
SECOND DISTRICT



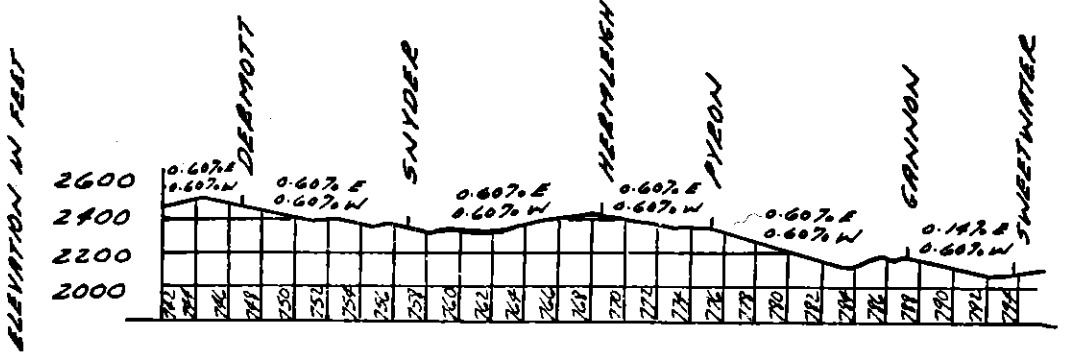
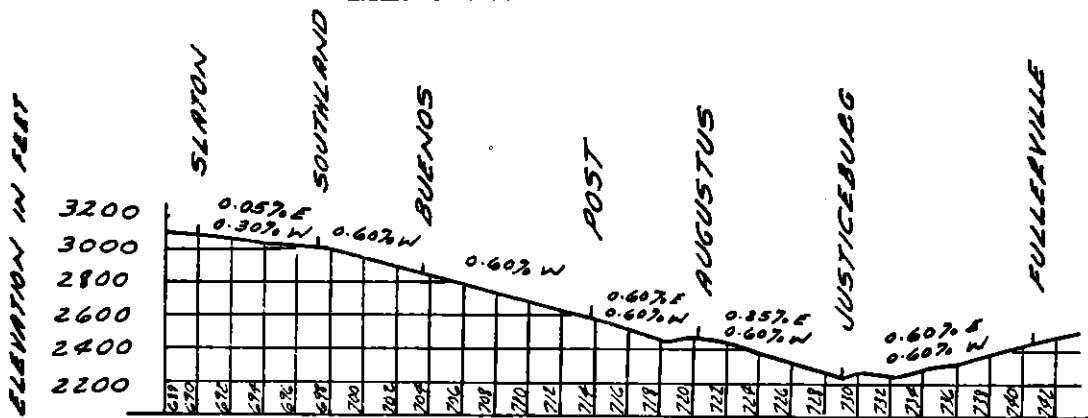
THIRD DISTRICT



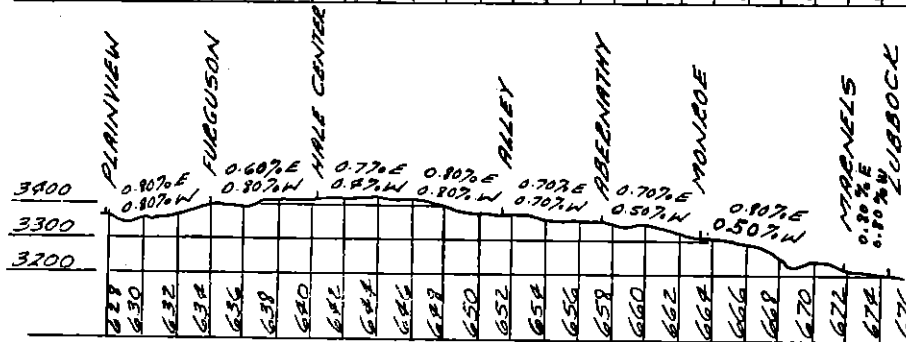
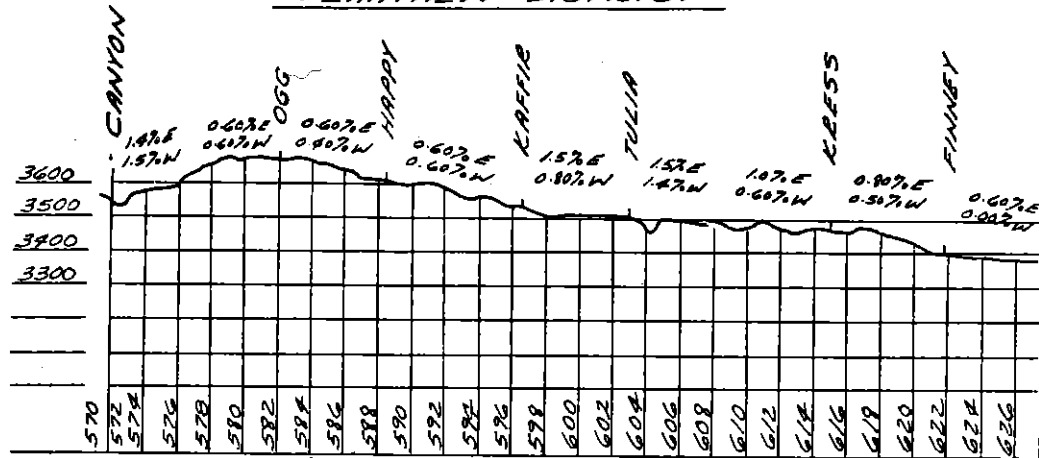
FOURTH DISTRICT



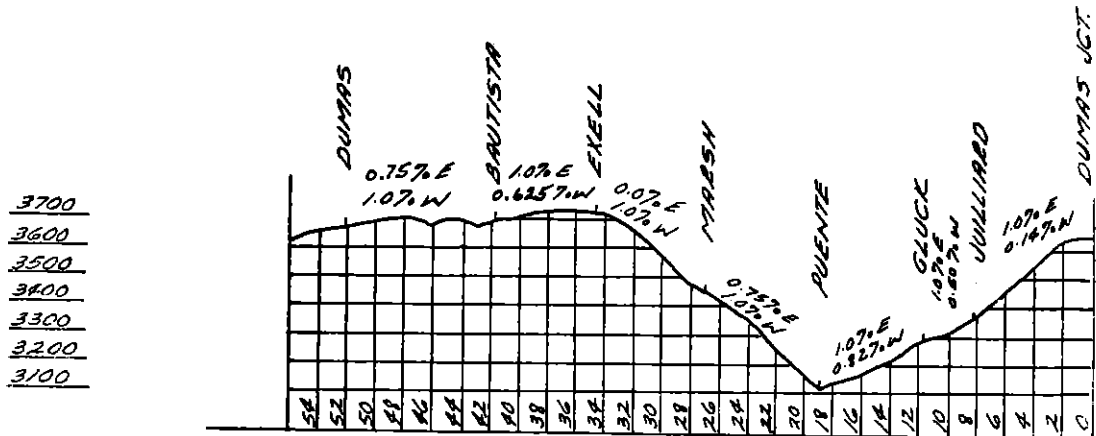
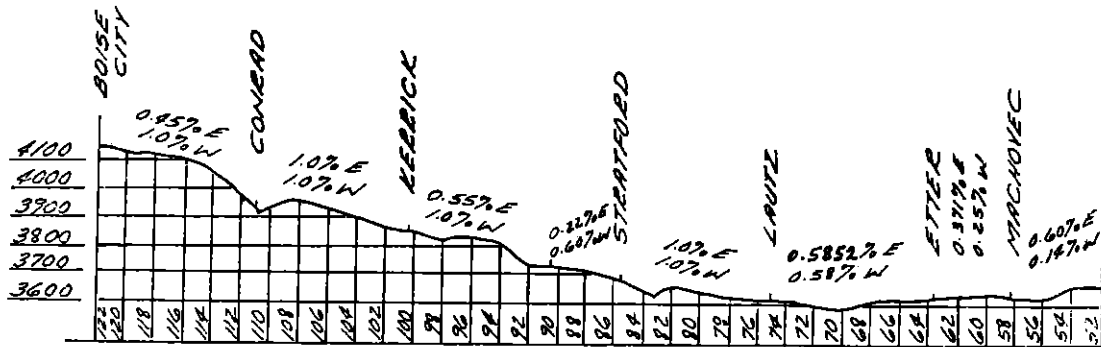
FIFTH DISTRICT



PLAINVIEW DISTRICT



DUMAS DISTRICT



HOW TO USE THIS CHART:

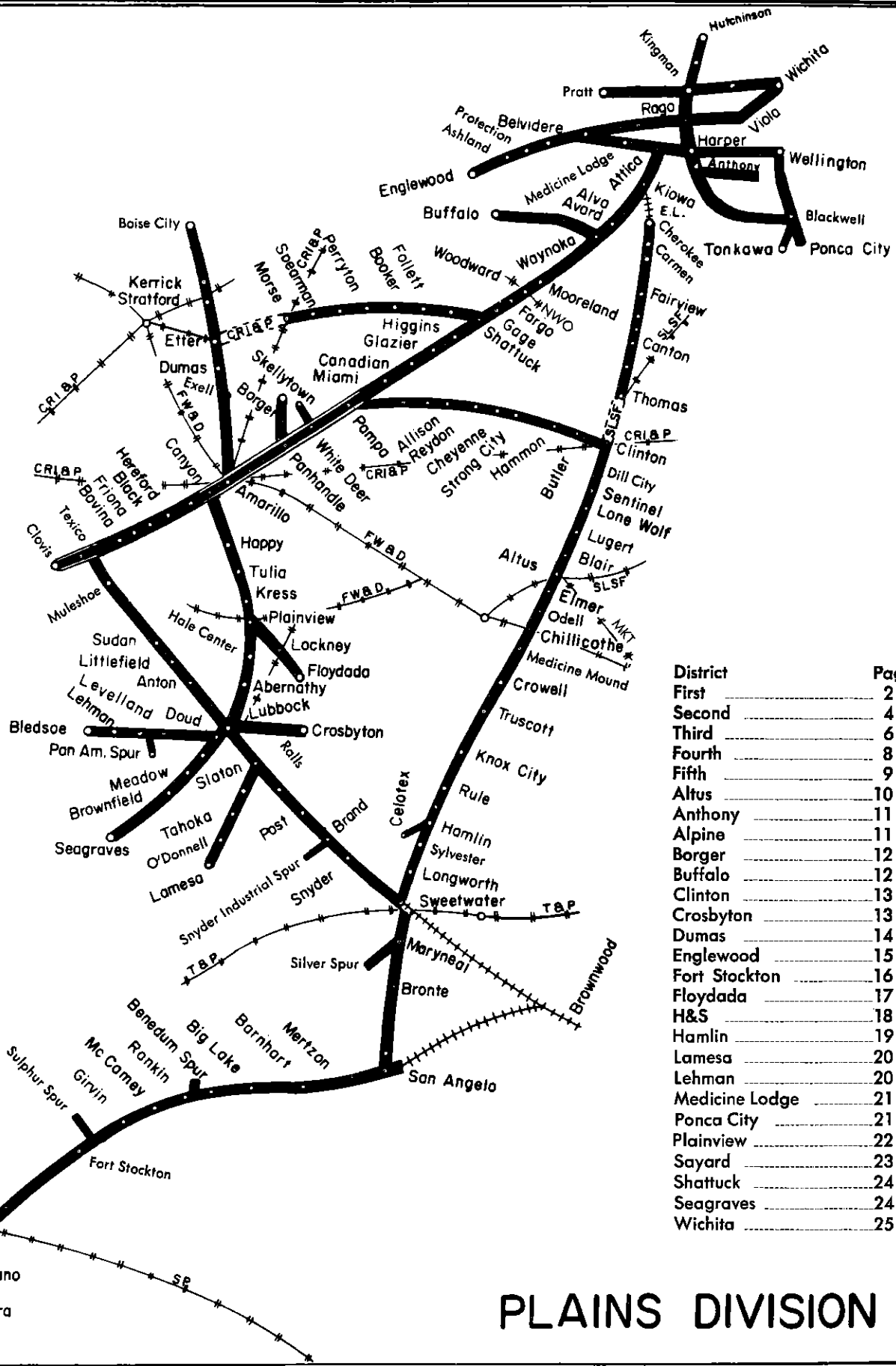
To determine where a placarded car can be placed in a train follow these steps:
 - Determine the type of placard that is applied to the car. From Line 1.
 - Determine the type of car to which the placard is applied from. Line 2.
 - Follow vertically down the chart and note which lines apply.
 - The symbol "X" indicates wording at the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

| 1 PLACARD APPLIED ON CAR | | 2 TYPE OF CAR | | EXPLOSIVES-A | | | | | | | POISON GAS | | POISON GAS | | RADIOACTIVE | | ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS | | OTHER THAN PLACARDED EXPLOSIVES-A, POISON GAS OR COMBUSTIBLE | | PLACARDED EMPTY EXCEPT COMBUSTIBLE | | COMBUSTIBLE | |
|-----------------------------|--|---|---|--|----------------|----------------|---|---------------------|---|---------|----------------|----------------|------------|---------------------|-------------|----------|---|----------|--|----------|------------------------------------|----------|-------------|----------|
| | | | | ANY CARS (Use for one containing flammable or combustible) | | TANK CAR | | OTHER THAN TANK CAR | | ANY CAR | | TANK CAR | | OTHER THAN TANK CAR | | TANK CAR | | TANK CAR | | TANK CAR | | TANK CAR | | TANK CAR |
| 3 RESTRICTIONS | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | WHEN TRAIN LENGTH PERMITS | MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR | | ✓ | ✓ | | | | | | ✓ | | | | | | | | | | | | | |
| 5 | WHEN TRAIN LENGTH DOES NOT PERMIT | MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE. | | ✓ | ✓ | | | | | | ✓ | | | | | | | | | | | | | |
| 6 | MUST NOT BE PLACED NEXT TO | LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR. | | ✓ ^① | ✓ | ✓ | | | | | ✓ ^② | | | | | | | | | | | | | |
| 7 | | AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS. | | ✓ | ✓ | ✓ | | | | | ✓ | | | | | | | | | | | | | |
| 8 | | ENGINE | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | | | | | ✓ | | | |
| 9 | | EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED. | | ✓ ^③ | ✓ ^③ | ✓ ^③ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ ^④ | ✓ | | | | | | | | | | | |
| 10 | | OCCUPIED CABOOSE | | ✓ ^③ | ✓ ^③ | ✓ ^③ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | | | | | | ✓ | | |
| 11 | | OCCUPIED GUARD CAR | | ✓ ^③ | ✓ ^③ | ✓ ^③ | | | | | ✓ | | | | | | | | | | | | | |
| 12 | | UNDEVELOPED FILM | | | | | | | | ✓ | | | | | | | | | | | | | | |
| 13 | | A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION: | | ✓ | ✓ | ✓ | | | | | ✓ | | | | | | | | | | | | | |
| 14 | A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS: | | ✓ | ✓ | ✓ | | | | | | | | | | | | | | | | | | | |
| 15 | CAR PLACARDED | EXPLOSIVES A | | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | | | | | | | | |
| 16 | | POISON GAS | | ✓ | | | | | | ✓ | ✓ | ✓ | | | | | | | | | | | | |
| 17 | | LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD. | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | | | | | | | | | |
| 18 | | RADIOACTIVE | | ✓ | ✓ | ✓ | | | | | ✓ | ✓ | | | | | | | | | | | | |

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87



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PLAINS DIVISION