

K. C. MAY, Trainmaster..... Slaton, Texas.
 L. R. MITCHELL, Trainmaster..... San Angelo, Texas.
 H. L. MARSH, Chief Dispatcher..... Slaton, Texas.
 J. C. NEWTON, Asst. Chief Dispatcher..... Slaton, Texas.

TRAIN DISPATCHERS—SLATON, TEXAS

R. C. SANNER. A. C. BURK. W. T. WYATT.
 W. H. FARSCHEON. M. L. GERMAN. J. C. HUTCHINS.
 W. L. ROCHE. T. V. ELLIS. A. DEATON, Jr.
 C. D. BERRY. L. M. COLE. J. E. SMITH.
 C. B. KAYSER. J. E. McMEEKAN.

SURGEONS OF THE A.T.&S.F. HOSPITAL ASSOCIATION.

DR. G. S. HOPKINS, Chief Surgeon..... Topeka.

SLATON DIVISION—SAN ANGELO HOSPITAL.

DR. M. D. KNIGHT, Surgeon. DR. C. F. ENGLEKING, Ear, Nose, and Throat. DR. H. N. RICCI, Eye Specialist. DR. P. L. WHIFFEN, Consulting Dentist. DR. W. H. BRAUNS, Internist. DR. D. D. WALL, DR. R. M. FINKS, DR. R. E. MOON, DR. R. A. MORSE, Local Surgeons.

LOCAL SURGEONS.

DR. J. E. WRIGHT..... Alpine.
 DR. JOHN L. WRIGHT..... Big Lake.
 DR. J. D. LEONARD..... Bronte.
 DR. W. C. HILL..... Brownfield.
 DR. CHARLES R. NESTER..... Canyon.
 DR. R. A. NEBLETT..... Canyon.
 DR. RAYMOND SITTA..... Chillicothe.
 DR. L. H. THOMAS..... Clovis.
 DR. V. SCOTT JOHNSON..... Clovis.
 DR. JOEL ZEIGLER..... Clovis.
 DR. MICHELE DE MAIO..... Clovis.
 DR. CHARLES L. SAUNDERS..... Crowell.
 DR. DONALD H. PITTS..... Floydada.
 DR. J. F. GIPSON..... Fort Stockton.
 DR. C. E. OSWALT, JR..... Fort Stockton.
 DR. E. J. HAWKINS..... Hamlin.
 DR. T. S. EDWARDS..... Knox City.
 DR. NOBLE H. PRICE..... Lamesa.
 DR. D. B. BLACK..... Lamesa.
 DR. C. M. PHILLIPS..... Levelland.
 DR. F. W. JAMES..... Littlefield.
 DR. KENNETH O. CRUM..... Lockney.
 DR. SAM G. DUNN..... Lubbock.
 DR. C. B. BATSON..... Lubbock.
 DR. BOYD NIBLING..... McCamey.
 DR. E. O. DEAL..... Mertzon.
 DR. J. M. LEHMAN..... O'Donnell.
 DR. E. O. NICHOLS, JR..... Plainview.
 DR. E. O. NICHOLS, SR..... Plainview.
 DR. A. C. SURMAN..... Post.
 DR. WM. D. PETIT..... Presidio.
 DR. E. L. HANEY..... Ralls.
 DR. JAMES D. GOSSETT..... Rankin.
 DR. R. E. COLBERT..... Rule.
 DR. M. D. KNIGHT..... San Angelo.
 DR. W. H. BRAUNS..... San Angelo.
 DR. JAMES C. H. SIMMONS..... Seagraves.
 DR. WESLEY G. PLINKE..... Slaton.
 DR. G. B. PAYNE..... Slaton.
 DR. W. E. PAYNE..... Slaton.
 DR. S. H. JAYNES..... Slaton.
 DR. M. J. MCSWEEN, JR..... Slaton.
 DR. T. L. TALBERT..... Slaton.
 DR. J. Y. BATTENFIELD - Dr. W. N. JONES..... Snyder.
 DR. J. F. HOWELL..... Sonora.
 DR. EMIL PROHL..... Tahoka.
 DR. E. PAUL STEWART..... Tulia.

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. R. L. CURRY..... Clovis.
 DR. BEN HUTCHINSON (Eye only)..... Lubbock.
 DR. M. D. WATKINS (Eye only)..... Lubbock.
 DR. ERNEST NALLE (Ear, Nose, Throat)..... Lubbock.
 DR. WM. F. ANDERSON (Eye Only)..... Lubbock.

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

Panhandle and Santa Fe Railway Co.

**WESTERN LINES
 Southern District
 SLATON DIVISION**

TIME TABLE No.

84



IN EFFECT

Sunday, June 6, 1954

At 12:01 A. M.

Central Standard Time

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

**G. R. BUCHANAN,
 Vice-President and
 General Manager,
 Amarillo, Texas.**

**E. P. DUDLEY,
 Asst. General Manager,
 Amarillo, Texas.**

**H. O. WAGNER,
 Superintendent,
 Slaton, Texas.**

Hall 4 54 5500 7640

*Timetable 83 eff 27 Sept 53
 85 20 Feb 55*

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
 The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Canadian Pampa Hereford Vaughn	North of Barstow		13-130	La Junta to Denver		Beyond La Junta
				17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
2	Vaughn Hereford Pampa Canadian		North of Barstow	141-14	Denver to La Junta	Beyond La Junta	
				21	Hutchinson	La Junta and beyond	Kansas City and beyond
3	Black	Clovis and beyond	Amarillo and beyond	22	Trinidad	Raton and beyond	Dodge City and beyond
4	Encino Yeso Taiban	Clovis and east	Belen and beyond		Lamy	Gallup and beyond	Trinidad and beyond
	Black	Amarillo and beyond	Clovis and beyond		Lamy	Trinidad and beyond	Gallup and beyond
123	Newton to Lamar	La Junta and beyond	Newton and beyond	Trinidad	Dodge City and beyond	Any scheduled station stop	
	Thatcher	Trinidad and beyond	La Junta and beyond	Hutchinson	Kansas City and beyond	La Junta and beyond	
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	19	Hutchinson Kinsley St. John Stafford	Albuquerque, Pueblo and beyond	Kansas City and beyond, Emporia and South of Newton
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Garden City Lamar	Albuquerque and beyond	Kansas City and beyond
1-102	La Junta to Pueblo		Beyond Las Animas	Valmora Glorieta	Barstow and beyond	Kansas City and beyond	
	Pueblo to Denver		Beyond La Junta	20	Glorieta Valmora Lamar Garden City	Kansas City and beyond	Albuquerque and beyond
101-2	Denver to Pueblo	Las Animas and beyond			Kinsley St. John Stafford	Emporia, Kansas City and beyond and South of Newton	Albuquerque, Pueblo and beyond
	Littleton	Colorado Springs, Pueblo and beyond			23	Ft. Sumner Vaughn Mountainair	
124	Pueblo to La Junta	Beyond Las Animas		24	Mountainair Vaughn Ft. Sumner	Beyond Clovis	Belen and beyond
	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond		Palmer Lake	Any station	Any station
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond		28-(C&S)	Palmer Lake	Any station
	Thatcher	La Junta and beyond	Trinidad and beyond				
	La Junta to Hutchinson	Newton and beyond	La Junta and beyond				

Attendants accompanying live-stock or other shipments, may be carried on the train
 handling shipment of which they are in charge, when provided with proper transportation

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL TIME INSPECTORS—SLATON DIVISION.

BRYANT MADDOX.....Amarillo.
 L. N. PITTMAN.....Amarillo.
 FRED W. HINDS.....Amarillo.
 R. J. LOCKHART.....Altus.
 JESSE A. MAY.....Clovis.
 H. C. EDWARDS.....Clovis.
 L. F. SLAUGHTER.....Ft. Stockton.
 MRS. RUBY J. MCMAHON.....Hamlin.
 I. R. WITT.....Hamlin.
 W. L.

J. C. ANDERSON.....Lubbock.
 L. T. KENNEDY.....Lubbock.
 C. W. VANDERPOEL.....Plainview.
 J. C. CHAMPION.....Slaton.
 PAUL TERRELL.....Sweetwater.
 I. J. C. HOLLAND.....San Angelo.
 M. F. LEFFEL.....San Angelo.
 L. M. SANFORD.....San Angelo.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 93 West Texas Express.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 94 Eastern Express.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
	Yard	AM 10.20	570.4	79.2	CANYON. 5.1	73.9	W Y	C	PM 4.59
	109	10.30	575.5	31.7	CLETA. 6.6	31.7		B	4.50
32	103	f10.38	582.1	21.1	OGG. 6.3	31.7		B	f 4.43
138	66	s10.47	588.4	31.7	HAPPY. 8.0	31.7	W	C	s 4.35
9	103	f10.55	596.4	42.2	KAFFIR. 6.9	79.2		B	f 4.24
210	104	s11.02	603.3	73.9	TULIA. 4.5	79.2		C	s 4.16
8	103	f11.12	607.8	33.3	EUNICE. 7.5	52.8			f 4.07
73	104	s11.21	615.3	26.4	KRESS. 6.5	42.2		C	s 3.59
7	104	f11.29	621.8	0	FINNEY. 5.8	31.7			f 3.49
Yard	194	s11.42	627.6	40.2	PLAINVIEW. YL 0.8	21.2	WY	C	s 3.42
			628.4	42.2	F.W.& D.S.P. Crossing. 5.6	42.2			
8	104	f11.50	634.0	42.2	FURGUSON. 6.9	31.7		B	f 3.29
135	103	s11.59 PM	640.9	21.1	HALE CENTER. 5.6	37.0		C	s 3.21
	101	f12.06	646.5	42.2	UNDERWOOD. 4.9	42.2		B	f 3.12
15	102	12.11	651.4	37.0	ALLEY. 5.6	37.0		B	3.07
86	84	s12.20	657.0	26.4	ABERNATHY. 6.3	37.0		C	s 3.00
63	69	f12.27	663.3	26.4	MONROE. 8.6	42.2		B	f 2.51
	113	12.37	671.9	42.2	MARNELS. 1.6	42.2			2.42
		12.39	673.5	0	LUBBOCK JCT. 1.1	15.8		Y	2.39
	Yard	s12.45 PM	674.6		LUBBOCK. YL		F W	C	2.35 PM
		Arrive Daily.			(104.2)				Leave Daily.
		43.1			Average speed per hour.				43.4

Centralized Traffic Control (C.T.C.) on all main tracks and sidings Canyon, including home signals on Slaton Division at M.P. 571.6.

Signal System Two in effect Plainview District.

Two main tracks Lubbock between Lubbock Jct. and F.W.& D.S.P. crossing, M.P. 676.6, on which trains will operate as per Rule 251.

Between signal 6742 and Avenue A on both main tracks Lubbock there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main tracks may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving Canyon and Lubbock.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 75 California Special.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 76 California Special.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.			Arrive Daily.	
	Yard	AM 6.55	690.0	21.1	SLATON. 10.2	13.2	FW TY	C s PM 7.35	
7	100	7.05	679.8	15.8	BURRIS. 3.2	2.7		B 7.22	
		7.07	676.6	15.8	F.W.&D.S.P. Crossing. 2.0	0		B 7.18	
	Yard	7.15 7.30	674.6	15.8	LUBBOCK. YL 1.1	0	FW	C 7.15 7.00	
		7.35	88.6	15.8	LUBBOCK JCT. 5.0	0	Y	6.50	
	83	7.44	83.6	21.1	BROADVIEW. 5.5	10.6		B 6.40	
22	112 s	7.55	78.1	21.1	SHALLOWATER. 8.2	21.1		C s 6.33	
21	83	8.05	69.9	10.6	ROUNDUP. 4.3	10.6		B 6.22	
55	113 s	8.14	65.6	21.1	ANTON. 6.1	5.9		C s 6.14	
12	83	8.23	59.5	21.1	BAINER. 6.5	0		B 6.07	
279	106 s	8.39	53.0	21.1	LITTLEFIELD. YL 7.5	21.1	W	C s 6.00	
69	83 s	8.53	45.5	21.1	AMHERST. 7.4	10.6		C s 5.42	
170	96 s	9.07	38.1	21.1	SUDAN. 8.0	21.1		C s 5.32	
	113	9.17	30.1	21.1	MILL. 7.9	21.1		B 5.20	
219	223 s	9.32	22.2	21.1	MULESHOE. 12.4	0	W	C s 5.11	
48	138 f	9.50	9.8	21.1	LARIAT. 9.6	0		B f 4.52	
	Yard	10.10 AM	0.2		TEXICO.		WY	C 4.40 PM	
		Arrive Daily.			(104.9)			Leave Daily.	
		34.9			Average speed per hour.			39.3	

Centralized Traffic Control (C.T.C.) on all main tracks and sidings between home signals at East end two main tracks Lubbock and Slaton, except siding Burriss not signalled and trains moving in siding must comply with Rule 105.

Two main tracks Lubbock between Lubbock Jet. and F.W.&D.S.P. crossing, M.P. 676.6 on which trains will operate as per Rule 251.

Signal System Two in effect First District.

Between Signal 6742 and Avenue A on both main tracks Lubbock, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main tracks may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving Texico and Slaton. Westward trains must get numbered clearance card before leaving Lubbock.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 75 California Special.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 76 California Special.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS. ▯				Arrive Daily.
	Yard	AM 4.45	793.7	15.8	SWEETWATER.YL		FW TY	C	PM 9.40
		4.48	792.6	31.7	1.1 ORIENT JCT.	7.4		B	9.33
	98	4.56	787.3	31.7	5.3 GANNON.	0		B	9.28
11	98	5.08	775.3	31.7	12.0 PYRON.	31.7		B	9.16
27	101	5.14	768.6	31.7	6.7 HERMLEIGH.	31.7		B	9.10
207	125 s	5.32	756.9	31.7	11.7 SNYDER.	31.7	W	C s	8.55
41	96	5.42	746.8	31.7	10.1 DERMOTT.	31.7		B	8.41
74	99	5.47	740.6	31.7	6.2 FULLERVILLE.	31.7		B	8.35
23	103	5.57	729.0	31.7	11.6 JUSTICEBURG.	13.2		B	8.23
7	109	6.05	720.3	31.7	8.7 AUGUSTUS.	31.7		B	8.15
133	146 s	6.18	713.8	31.7	6.5 POST.	0		C s	8.07
9	110	6.30	703.6	31.7	10.2 BUENOS.	0		B	7.55
33	99	6.37	697.3	15.8	6.3 SOUTHLAND.	2.6		B	7.50
	Yard	s 6.50 AM	690.0		7.3 SLATON.		FW TY	C	7.40 PM
		Arrive Daily.			(103.7)				Leave Daily.
		49.8			Average speed per hour.				51.9

Centralized Traffic Control (C.T.C.) on all main tracks and sidings between Slaton and Orient Jct., except sidings are not signalled and trains moving in sidings must comply with Rule 105.

Signal System Two between Slaton and Orient Jct.

Slaton Division trains between Orient Jct. and Sweetwater will be governed by Southern Division Time Table.

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

Water tank at M.P. 708.7.

5 SLATON DIVISION.

Floydada District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		81						82	
		Mixed.						Mixed.	
Other Tracks	Sid- ings.	Leave Daily.	Mile Post.	STATIONS.			Arrive Daily.		
	Yard	AM 2.01		22.7	PLAINVIEW. YL 2.7	31.7	WY	C s	AM 5.45
			2.2	31.7	F.W.& D.S.P. Crossing. 8.0	31.7			
13	47	f 2.20	10.2	31.7	AIKEN. YL 4.3	42.2		f	5.15
			14.5	31.7	F.W.& D.S.P. Crossing. 0.9	26.4			
108	48	s 2.30	15.4	18.5	LOCKNEY. YL 4.8	31.7		C s	5.05
17		f 2.40	20.2	21.1	MUNCY. 6.4	31.7		f	4.45
	Yard	3.01 AM	26.6		FLOYDADA. YL		Y	C	4.30 AM
		Arrive Daily.			(27.1)				Leave Daily.
		27.1		Average speed per hour.					21.6

No. 81 is superior to No. 82.

Trains must get numbered clearance card before leaving Plainview and Floydada.

No switch lights on Floydada District.

Crosbyton District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		89						90	
		Mixed.						Mixed.	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.	STATIONS.			Arrive Daily Ex. Sun.		
	Yard	AM 9.30		31.7	LUBBOCK. YL 8.7	31.7	FW Y	C s	PM 1.00
			8.0	31.7	F.W.& D.S.P. Crossing. 3.3	31.7			
25	23	s 10.05	11.3	26.4	IDALOU. YL 8.3	30.6		C	12.24
83	21	s 10.25	19.6	15.8	LORENZO. YL 8.8	26.4		C	12.04 PM
116	45	s 10.45	28.4	13.2	RALLS. YL 9.4	26.4		C	11.42
	Yard	11.05 AM	37.8		CROSBYTON. YL		Y	C	11.15 AM
		Arrive Daily Ex. Sun.			(38.5)				Leave Daily Ex. Sun.
		24.3		Average speed per hour.					22.0

No. 89 is superior to No. 90.

Trains must get numbered clearance card before leaving Lubbock and Crosbyton.

Crosbyton District trains using main track between Lubbock and Crosbyton District crossover will be governed by First District time table.

No switch lights on Crosbyton District.

Lamesa District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		83						84	
		Mixed.						Mixed.	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.	STATIONS.			Arrive Daily Ex. Sun.		
	Yard	AM 8.00		31.7	SLATON. YL 11.0	15.8	Y WFT	C s	PM 1.00
35	33	s 8.30	11.0	31.7	WILSON. YL 11.3	31.7		C	12.30
91	34	s 9.00	22.3	31.7	TAHOKA. YL 7.2	79.2		C	12.05 PM
	34	f 9.15	29.5	31.7	SKEEN. 7.6	26.4		f	11.50
85	56	s 9.45	37.1	31.7	O'DONNELL. YL 6.0	31.7		C	11.40
21		f 9.55	43.1	31.7	HINDMAN. 5.7	31.7		f	11.25
21		f 10.05	48.8	31.7	ARVANA. 5.9	31.7		f	11.15
	Yard	10.15 AM	54.7		LAMESA. YL		Y	C	11.01 AM
		Arrive Daily Ex. Sun.			(54.7)				Leave Daily Ex. Sun.
		24.3		Average speed per hour.					27.4

No. 83 is superior to No. 84.

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

No switch lights on Lamesa District.

SLATON DIVISION.

SEAGRAVES DISTRICT. 6

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.		Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		79	77							78	80
		Mixed.	Mixed.							Mixed.	Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	Yard	AM 9.00	AM 9.15		15.8	LUBBOCK. YL 1.1	0	FW	C	s PM 3.00	s PM 3.10
		9.05	9.17		31.7	LUBBOCK JCT. 5.9		Y	B	2.30	2.40
	46	f 9.19 AM	f 9.34	5.9	31.6	DOUD. YL 5.4	21.2	Y	B	f 2.18	2.28 PM
21	46		f 9.45	11.8	27.4	WOLFFORTH. 10.8	29.0			f 2.05	
59			s10.05	22.1	16.9	ROPES. YL 5.8	23.7		C	s 1.40	
22		Via Lehman District.	s10.17	27.9	31.6	MEADOW. YL 11.3	24.2		C	s 1.25	Via Lehman District.
182	70		s10.41	39.7	31.6	BROWNFIELD. YL 12.6	31.6		C	s12.58	
27			f11.06	52.8	29.0	WELLMAN. 10.6	31.6			f12.20	
	Yard		11.30 AM	62.9		SEAGRAVES. YL		Y	C	12.01 PM	
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(64.0)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		22.1	28.4			Average speed per hour.				21.5	10.0

Between Signal 6742 and Avenue A on both main tracks Lubbock there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

No. 77 is superior to No. 78.

No. 79 is superior to No. 80.

Trains must get numbered clearance card before leaving Lubbock and Seagraves.

Normal position of main track switch at Doud is lined for Seagraves District.

No switch lights on Seagraves District.

Lehman District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.		Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		79								80	
		Mixed.								Mixed.	
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.	Leave Daily Ex. Sun.
		AM 9.19		.0	15.8	DOUD. YL 6.0	10.6	Y	B	f PM 2.28	
196		f 9.33	6.0	52.8	52.8	HURLWOOD. 7.2	5.3			f 2.14	
33	37	f 9.49	13.2	40.1	40.1	SMYER. 6.7	27.4			f 1.57	
7		f10.04	19.9	44.9	44.9	OPDYKE. 5.8	10.6			f 1.41	
166	21	s10.15	25.7	52.8	52.8	LEVLLAND. YL 7.3	23.2		C	s 1.28	
19		f10.29	33.0	52.8	52.8	COBLE. 6.2	23.2			f 1.08	
57	35	s10.43	39.2	52.8	52.8	WHITEFACE. YL 11.3	40.0		C	s12.57	
40		s11.05	50.5	52.8	52.8	LEHMAN. 12.3	10.6		C	s12.30	
	Yard	11.30 AM	62.8			BLEDSoE. YL		Y	C	12.01 PM	
		Arrive Daily Ex. Sun.				(62.8)				Leave Daily Ex. Sun.	
		28.8				Average speed per hour.				25.6	

No. 79 is superior to No. 80.

Trains must get numbered clearance card before leaving Bledsoe.

No switch lights on Lehman District.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 45		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 46
Other Tracks.	Sidings.	Motor Passenger.	Leave Daily.						Mile Post.
	Yard	PM 3.50	467.3	0	ALTUS. YL 0.3	0	F TY	C	s AM m 10.20
			467.6	0	M.K.T. Crossing. 0.5	0			
			468.1	52.8	St.L.S.F. Crossing. 10.2	52.8			
15	53	s 4.10	478.3	26.4	ELMER. 4.8	73.9			s 10.01
	13	f 4.18	483.1	50.5	RANCLAND. 5.2	34.3			f 9.53
85	47	s 4.28	488.3	52.8	ODELL. 9.0	47.0			s 9.43
			497.3	0	F.W.& D.C. Crossing. 0.2	0			
120	38	s 4.45	497.5	52.8	CHILlicothe. YL 6.8	36.4	Y	C	s 9.25
42	54	s 4.53	504.3	62.3	MEDICINE MOUND. 10.3	52.8			s 9.11
36	46	s 5.20	514.6	42.8	MARGARET. 6.7	29.7			s 8.51
138	76	s 5.35	521.3	52.8	CROWELL. YL 7.8	52.8		C	s 8.38
	32	s 5.50	529.1	52.8	FOARD CITY. 9.3	52.8			s 8.23
36	45	s 6.05	538.4	52.8	TRUSCOTT. 12.7	42.2		C	s 8.06
63	48	s 6.25	551.1	52.8	BENJAMIN. 12.0	19.2		C	s 7.44
23	41	s 6.45	563.1	37.0	KNOX CITY. YL 2.6	5.3		C	s 7.25
	32	s 6.51	565.7	26.4	O'BRIEN. 4.8	21.1			s 7.19
45	41	s 6.59	570.5	37.0	ROCHESTER. 9.6	27.0		C	s 7.09
97	33	s 7.15	580.1	10.6	RULE. YL 8.3	39.6		C	s 6.52
47	73	s 7.30	588.4	23.7	SAGERTON. 0.5	0		C	s 6.37
			588.9	0	W.V. Crossing. 8.5	0			
	46	f 7.45	597.4	41.1	PASTURA. 7.0	31.7			f 6.20
			604.4	0	M.K.& T. Crossing. 1.4	0			
	Yard	s 8.05 PM	605.8		HAMLIN. YL		FT	C	6.05 AM
		Arrive Daily.			(138.5)				Leave Daily.
		32.6			Average speed per hour.				32.6

Signal System Two in effect at F.W.& D.C. crossing M.P. 497.3 Chillicothe.

Within yard limits at Altus there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

Slaton Division trains and engines in Altus Yard will be governed by Panhandle Division Time Table.

Track Capacity 50 ft. Per Car.		WESTWARD.		Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		First Class.								First Class.	
		45	77							46	78
Other Tracks.	Sidings.	Motor. Passenger.	The Angelo.			STATIONS.				Motor Passenger.	The Angelo.
		Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.
	Yard	PM 8.10		605.8	52.8	HAMLIN. YL 8.5	0	FT	C	s 6.00	
	33	s 8.28		614.3	26.4	MCCAULLEY. 4.8	52.8			s 5.43	
27	53	s 8.40		619.1	73.9	SYLVESTER. 7.4	26.4		C	s 5.35	
50		s 8.55		626.5	66.0	LONGWORTH. 10.8	52.8			s 5.21	
		9.15		637.3	66.0	ORIENT JCT. YL 0.7	52.8		B	5.05	
	Yard	9.20 9.50		638.0	63.4	SWEETWATER. YL 2.2	0	F W T Y	C	5.00 4.20	
		10.02		640.2	52.8	SOUTH JCT. YL 5.2	52.8			4.08	
	45	f 10.10		645.4	52.8	SHAUFLER. 5.1	45.9			f 3.58	
	37	f 10.19		650.5	52.8	EDLEONA. 6.8	16.8			f 3.50	
48	45	s 10.30		657.3	52.8	MARYNEAL. YL 13.7	52.8		C	s 3.41	
44	42	s 10.53		671.0	52.8	BLACKWELL. 6.5	52.8			s 3.18	
	40	f 11.03		677.5	0	FORT CHADBOURNE 7.8	37.0			f 3.05	
53	45	s 11.16	Via Southern Division.	685.3	52.8	BRONTE 10.2	52.8		C	s 2.55	Via Southern Division.
	41	s 11.33		695.5	52.8	TENNYSON. 6.6	26.4		B	s 2.38	
	37	s 11.44 AM		702.1	66.0	WOOLAND. 12.4	52.8			s 2.28	
	Yard	12.03		714.5	0	SAYARD. YL 0.8	0		C	2.10	
		12.05	AM 5.55	715.3	26.4	ALVEY JCT. YL 2.1	31.7		Y	2.08	PM 9.05
	Yard	12.15 AM	6.10 AM	717.4		SAN ANGELO. YL		F W T Y	C	2.00 AM	8.50 PM
		Arrive Daily.	Arrive Daily.			(111.6)				Leave Daily.	Leave Daily.
		31.1	12.6			Average speed per hour				33.5	12.6

Between station sign Sayard and San Angelo there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Slaton Division trains between Orient Jct. and South Jct. will be governed by Southern Division time table.

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

Trains originating San Angelo and Sayard must get numbered clearance card at either San Angelo or Sayard.

Nos. 45 and 46 will not register at Sayard.

At Sayard west heading in main track switch normally lined and locked for yard movement. STOP board 200 feet east of switch governs westward movement on main track.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 129 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 130 Mixed.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
	Yard	AM 8.00	717.4	26.4	SAN ANGELO. YL 2.8	26.4	FW TY	C	PM 12.01 PM
		8.10	720.2	37.0	S.N. JCT. YL 12.2	37.0			10.50
33	46	f 8.30	732.4	36.0	TANKERSLY. 13.3	0		B	f 10.30
103	46	f 9.15	745.7	37.0	MERTZON. 10.4	26.4		C	f 10.05
	45	f ¹³⁰ 9.35	756.1	37.0	NOELKE. 9.8	36.0			f ¹²⁹ 9.35
	36	f 9.50	765.9	26.4	SUGGS. 5.7	0			f 9.00
84	40	s 10.20	771.6	52.8	BARNHART. YL 12.4	52.8		C	s 8.45
	34	f 11.01	784.0	37.0	JOHN LANE. 6.6	37.0			f 7.30
115	80	s 11.30	790.6	37.0	BIG LAKE. YL 10.1	13.2		C	s 7.10
49	45	f 11.50	800.7	15.8	BEST. 2.1	26.4			f 6.10
12		f 11.55 PM	802.8	8.8	RITA SANTA. 2.0	22.4			f 6.05
42	54	f 12.10	804.8	26.4	TEXON. 4.4	52.8		C	f 6.00
271	43	f 12.40	809.2	15.5	BENEDUM YL 5.1	52.8	Y	B	f 5.35
	38	f 12.50	814.3	42.2	FLAT ROCK. 5.6	52.8			f 5.05
111	45	s 1.30	819.9	10.0	RANKIN. YL 6.6	42.2		C	s 4.45
	42	f 1.45	826.5	52.8	CLEARY. 12.1	52.8			f 3.50
511	45	s 3.15	838.6	52.8	McCAMEY. YL 11.0	52.8	Y	C	s 3.15
43	42	f 3.35	849.6	37.0	GIRVIN. 7.3	26.4		B	f 2.15
	38	f 3.50	856.9	29.5	OWEGO. 6.9	9.5			f 2.00
	42	f 4.05	863.8	37.0	BALDRIDGE. 11.1	0			f 1.45
	53	f 4.25	874.9	37.0	HODGINS. 6.8	0			f 1.20
	Yard	5.00 PM	881.7		FORT STOCKTON. YL		FY	C	1.00 AM
		Arrive Daily.			(164.3)				Leave Daily.
		18.2			Average speed per hour.				14.9

Between San Angelo and S.N. Jct. there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains originating San Angelo or Sayard must get numbered clearance card at either San Angelo or Sayard, and will register where clearance card is received.

Trains must get numbered clearance card before leaving Fort Stockton.

Eastward trains will register at San Angelo by Form 903.

No switch lights on Fort Stockton District except at San Angelo.

Alpine District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		129							130
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Tues., Thurs. and Sun.	Mile Post.		STATIONS.				Arrive Mon., Wed., Fri.
	Yard	PM 5.30	881.7		FORT STOCKTON. YL				PM 6.15
	44 f	5.59	892.9	52.8	11.2 BELDING.	52.8	FY	C	f 5.57
	34 f	6.25	904.3	52.8	11.4 CHANCELLOR.	35.9			f 5.40
	45 f	6.55	917.2	43.8	12.9 HOVEY.	47.5		B	f 5.23
	47 f	7.35	934.4	52.8	17.2 TITLEY.	52.8			f 4.58
	Yard	s 8.45	944.3	52.8	9.9 ALPINE. YL	0			s 4.40
					5.1 TORONTO.				
	32 f	9.25	956.9	0	7.5 PAISANO.	52.8		B	f 4.20
	33 f	9.54	969.3	0	12.4 TINAJA.	52.8		B	f 4.00
	27 f	10.23	984.5	0	15.2 PERDIZ.	52.8		B	f 3.38
	33 f	10.46	993.7	0	9.2 PLATA. YL	52.8		B	f 3.23
5	33 f	11.15 AM	1002.9	0	9.2 CASA-PIEDRA. YL	52.8		B	f 3.08
	Yard	12.15 AM	1026.7	0	23.8 PRESIDIO. YL		Y	C	2.30 PM
					2.2 International Bridge. End of Track.				
		Arrive Mon., Wed. and Fri.			(147.2)				Leave Mon., Wed. and Fri.
		21.8			Average speed per hour.				38.7

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

Trains must approach cuts and curves between Tinaja and Presidio prepared to stop short of obstruction account danger of dirt or rock slides.

Trains using T. & N. O. tracks between Alpine and Paisano will be governed by time table and rules of T. & N. O.

No switch lights on Alpine District.

Sonora District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 84, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		127							128
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 8.20			SAN ANGELO. YL				PM 2.00
		8.30	0.0	26.4	2.8	26.4	FW TY	C	s 2.00
	12 f	8.45	7.3	31.7	7.3 S.N. JCT. YL	0			1.50
	45 f	9.05	16.0	31.7	8.7 BYRNE.	0			f 1.38
	43 f	9.40	29.2	37.0	13.2 CHRISTOVAL. YL	0		B	f 1.20
	86	19 s	41.9	37.0	12.7 HULLDALE.	0		B	f 12.50
	Yard	10.40 AM	63.6	0	21.7 ELDORADO. YL	37.0		C	s 12.30 PM
		Arrive Daily Ex. Sun.			SONORA. YL		Y	C	11.30 AM
		28.4			(66.4)				Leave Daily Ex. Sun.
					Average speed per hour.				26.5

Between San Angelo and S.N. Jct. there is no superiority of trains. Trains and engines within these limits must move prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

No. 127 is superior to No. 128.

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

Sonora District trains between San Angelo and S.N. Jct. will be governed by Fort Stockton District time table.

No switch lights on Sonora District.

11 SPECIAL RULES.

SLATON DIVISION.

1. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e) : Canceled.

(l) : ———— When standing — apply or release air brakes.

(m) : ———— When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

2. YARD LIMITS.

Aiken.	Hamlin.	Ralls.
Alpine.	Idalou.	Ropes.
Altus.	Knox City.	Rule.
Barnhart.	Lamesa.	San Angelo (Includes
Benedum.	Levelland.	Sayard and S.N.
Big Lake.	Littlefield.	Jct.)
Bledsoe.	Lockney.	Seagraves.
Brownfield.	Lorenzo.	Slaton (Lamesa Dist.
Casa Piedra.	Lubbock.	Only)
Chillicothe.	Maryneal.	Sonora.
Christoval.	McCamey.	Sweetwater (Includes
Crosbyton.	Meadow.	Orient Jct. and
Crowell.	O'Donnell.	South Jct.)
Doud.	Plainview.	Tahoka.
Eldorado.	Plata.	Whiteface.
Floydada.	Presidio.	Wilson.
Fort Stockton	Rankin.	

3. SPEED REGULATIONS.

(A). Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Texico to Lubbock	59	49
Lubbock to Slaton	79	55
PLAINVIEW DISTRICT	59	40
SECOND DISTRICT	79	55
FLOYDADA DISTRICT	40	40
LAMESA DISTRICT	40	40
CROSBYTON DISTRICT	40	35
SEAGRAVES DISTRICT	50	45
LEHMAN DISTRICT	50	45
HAMLIN DISTRICT (Steam)	40	40
HAMLIN DISTRICT (Motor)	50	40
SAYARD DISTRICT (Steam)	40	40
SAYARD DISTRICT (Motor)	50	40
Ft. STOCKTON DIST. (Steam)	40	40
Ft. STOCKTON DIST. (Motor)	50	40
ALINE DISTRICT		
Ft. Stockton to Paisano	50	40
Paisano to Presidio	50	45
SONORA DISTRICT	50	40
FIRST DISTRICT		
Curve, M.P. 0.1 to 0.7	30	30
SECOND DISTRICT		
2 Curves, M.P. 699.5 to 700.4	70	55
Curve, M.P. 700.7 to 700.9	55	50
Curve, M.P. 701.0 to 701.5	60	55
Curve, M.P. 701.7 to 702.0	55	50
Curve, M.P. 702.5 to 702.6	60	55
Curve, M.P. 703.0 to 703.3	50	45

3. SPEED REGULATIONS—(Cont'd).

(B) Maximum Authorized Speed for Trains—(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT—(Cont'd)		
Curve, M.P. 703.5 to 703.9	60	55
Curve, M.P. 704.1 to 704.4	50	45
Curve, M.P. 704.9 to 705.1	60	55
Curve, M.P. 705.3 to 705.6	50	45
2 Curves, M.P. 706.9 to 707.8	70	55
Curve, M.P. 713.2 to 713.6	60	50
Curve, M.P. 714.8 to 715.0	70	55
Curve, M.P. 716.0 to 716.3	75	55
Curve, M.P. 716.5 to 717.0	70	55
Curve, M.P. 723.7 to 723.9	60	55
Curve, M.P. 724.4 to 725.1	70	55
Curve, M.P. 725.6 to 726.0	60	55
Curve, M.P. 726.3 to 726.6	70	55
Curve, M.P. 736.2 to 736.6	60	55
Curve, M.P. 741.2 to 741.6	70	55
Curve, M.P. 743.7 to 744.1	60	55
Curve, M.P. 748.8 to 749.1	75	55
Lion Oil Co. Spur, MP 751.9	25	25
Curve, M.P. 756.5 to 756.9	60	55
Curve, M.P. 764.2 to 764.5	70	55
Curve, M.P. 775.8 to 776.1	60	55
3 Curves, M.P. 776.7 to 778.0	50	50
2 Curves, M.P. 780.6 to 782.7	70	55
2 Curves, M.P. 785.3 to 786.1	60	55
PLAINVIEW DISTRICT		
Curve, M.P. 571.0 to 571.2	30	25
Curve, M.P. 627.3 to 627.5	25	20
Curve, M.P. 628.2 to 628.4	25	20
Curve, M.P. 668.6 to 668.8	50	35
Curve, M.P. 673.3 to 673.4	25	20
HAMLIN DISTRICT		
Bridge, M.P. 479.7 to 480.2	25	20
M.P. 485.2 to M.P. 488.0	45	35
M.P. 571.7 to M.P. 575.0	45	35
SAYARD DISTRICT		
2 Curves, M.P. 652.4 to 653.1	30	25
4 Curves, M.P. 653.9 to 655.7	30	25
2 Curves, M.P. 658.8 to 659.3	30	25
8 Curves, M.P. 660.3 to 663.1	30	25
FORT STOCKTON DISTRICT		
Concho Spur M.P. 725.6	15	15
Bridge, M.P. 0.8 Concho Spur	5	5
Benedum Spur, M.P. 809	30	30
ALPINE DISTRICT		
2 Bridges, M.P. 1009.1 to 1009.2	10	10

(C) While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:

Station	Streets	M.P.H.
Amherst.....	Through City Limits.....	45
San Angelo.....	Within City Limits.....	15
Snyder.....	Avenue "S" to 26th St.....	20
Sudan.....	Main Street.....	45
Bronte.....	Through City Limits.....	20
Fort Stockton....	2nd, 3rd, 4th, Nelson and Stockton..	10

3. SPEED REGULATIONS—(Cont'd)

(D) Spring Switches, Turnouts and Crossovers.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Gannon.	Interlock East and west ends of siding.....		15	15
Pyron.	Interlock East and west ends of siding.....		15	15
Hermleigh.	Interlock East and west ends of siding.....		15	15
Snyder.	Interlock East end of siding.....		25	25
Snyder.	Interlock West end of siding.....		15	15
Dermott.	Interlock East and west ends of siding.....		15	15
Fullerville.	Interlock East and west ends of siding.....		30	30
Justiceburg.	Interlock East and west ends of siding.....		30	30
Augustus.	Interlock East and west ends of siding.....		30	30
Post.	Interlock East and west ends of siding.....		30	30
Buenos.	Interlock East and west ends of siding.....		30	30
Southland.	Interlock East and west ends of siding.....		15	15
Slaton.	Interlock East end of yard.....		25	25
Slaton.	Interlock West end of yard.....		15	15
Burris.	Interlock East and west ends of siding.....		15	15
Lubbock.	Interlock East and west ends of two main tracks.....		40	40
Lubbock.	Interlock Crossover from Eastward to Westward main track at Lubbock Jct.....		30	30
Lubbock.	Interlock Turnout from Westward main track to Plainview District.....		30	30
Lubbock.	Interlock Crossover from main track to Seagraves District at Lubbock Jct.....		25	25
Lubbock.	Interlock Turnout from Westward main track to switching lead at Lubbock Jct.....		25	25
Lubbock.	Interlock Turnout from Westward main track to switching lead east end lower yard.....		25	25
Texico.	Interlock Turnout at Wheeler Ave. from Plains Division Eastward main track to Slaton Division..		30	30

(E) Steam Derrick, Cranes, Etc.

Trains handling steam derrick, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed speed of thirty (30) miles per hour on Plainview, First, Second, Floydada, Seagraves, Lehman and Lamesa District, and must not exceed speed of eighteen (18) miles per hour on Crosbyton, Hamlin, Sayard, Fort Stockton, Alpine and Sonora Districts.

(F) Locomotives Handled Dead in Trains.

Locomotives handled dead in trains with side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail, fifteen (15) miles per hour.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour.

3. SPEED REGULATIONS—(Cont'd).

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Mountain Type Includes	Locomotives Except Mountain Type Include
0-4-0	2-6-2	2-10-0	4-8-2	4-4-0
0-6-0	2-8-0	2-10-2	4-8-4	4-4-2
0-8-0	2-8-2	2-10-4		4-6-0
2-6-0	2-8-4			4-6-2
				4-6-4

(G) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
777, 856, 900-984, 1600-1698, 1902-1977, 2542-2568	35	35	25	
3113-3154	45	35	25	
1001-1133, 1801-1882, 3168-3236, 4013-4114, 5000-5035	60	40	25	
3516, 3751-3775	90	40	25	
2900-2929, 3403-3435, 3450-3465, 3776-3785	100	40	25	
2508-2522	55	40	25	
3715-3744	70	40	25	
3828-3933	50	40	25	

13 SPECIAL RULES.

SLATON DIVISION.

3. SPEED REGULATIONS—(Cont'd).

(H) Movements Over Submerged Track.

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 -			
2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 -			
2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 300 -			
325 - 500 - 501 - 503 - 625 -			
1500 - 2201 - 2207 - 2260 -			
2303 - 2322 - 2394 - 2403 -			
2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

4. DANGEROUS OBSTRUCTIONS (See Rule 761).

Mile Posts	Name
SAYARD DISTRICT.	
626.0	Gypsum Chutes Over Spur.
640.4	T. & P. Bridge Over Main Track.
643.3	Sand Trap Over Spur.

5. RAILROAD CROSSINGS.

(A) LOCATION OF INTERLOCKINGS.

Name	Type	Speed	
		Passenger	Freight
Altus.....	Automatic.....	20	20
Chillicothe.....	Automatic.....	20	20
Plainview.....	Automatic.....	20	20

(B) GATE PROTECTED RAILROAD CROSSINGS.

Location	Railroad	M.P. Location	Normally Against	Speed Limit M.P.H.
Crosbyton District....	F.W. & D.S.P.	8.0	F.W. & D.S.P.	15
Floydada District....	F.W. & D.S.P.	2.2	F.W. & D.S.P.	15
Floydada District....	F.W. & D.S.P.	14.5	F.W. & D.S.P.	15
Hamlin District.....	M.K. & T.	604.4	Either	15

(C) RAILROAD CROSSINGS AT GRADE PROTECTED BY STOP BOARDS.

Location	Railroad	M.P. Location	Remarks
Hamlin District...	M.K. & T.	467.6	Stop. See Rule 98A, B, C, D.
Hamlin District...	W.V.	588.9	Stop. See Rule 98A, B, C, D.
Hamlin District...	M.K. & T.	604.4	Stop. See Rule 98A, B, C, D.

6. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGES OF TIME TABLE.

LOCATION	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
PLAINVIEW DIST:				
Tuco.....	654.3	23	West	Freight only
FIRST DISTRICT:				
Progress.....	15.6	20	East-West	Freight only
Sudan Livestock Co....	39.3	8	East-West	Freight only
Keeton Cattle Co.....	682.1	56	East-West	Freight only
SECOND DISTRICT:				
Cow Spur.....	729.9	27	East-West	Freight only
Brand.....	751.4	105	East-West	Freight only
Standard Oil Co.....	751.0	40	East-West	Freight only
Lion Oil Co. Spur 11.2 miles.....	751.9	111	East	Freight only
Gas Products Development Corp'n. Lion Oil Co. Spur...	2.2	10	East-West	Freight only
Haliburton Co.....	752.2	17	East-West	Freight only
Sunray Oil Co.....	752.8	186	East-West	Freight only
Bernecker.....	781.9	20	East-West	Freight only
SAYARD DISTRICT:				
Celotex Spur 1.5 miles.	609.6	195	East	Freight only
Lone Star Cement.....	620.6	91	East-West	Freight only
Hillsdale Pit.....	643.3	65	East	Freight only
Lone Star Cement.....	656.1	290	East-West	Freight only
Lone Star Producing Co.....	675.8	67	East-West	Freight only
Shawville.....	687.8	16	East-West	Freight only
FT. STOCKTON DIST:				
Humble Oil Co.....	795.3	1	East-West	Freight only
Concho Spur 2.3 miles.	725.6	290	West	Freight only
Rio Pecos Spur.....	847.5	38	East	Freight only
Witco Carbon Black Spur.....	781.6	16	East	Freight only
Witco Gasoline.....	782.8	49	East-West	Freight only
Texas Natural Gasoline, (Plymouth Oil Co- Phillips Oil Co) Spur 9.7 miles.....	809.2	271	East-West	Freight only
SEAGRAVES DIST:				
Farm Center Gin and Grain Co.....	17.1	10	East	Freight only
Columbian Carbon Spur.....	59.4	34	East	Freight only
LEHMAN DISTRICT:				
Stanolind Spur 9.3 miles.....	36.2	210	East-West	Freight only
Stanolind Oil & Gas Co.	28.5	54	East-West	Freight only

7. BULLETIN BOOKS.

Slaton Division	Plains Division	G.C. & S.F.	T. & N.O.
Altus. Amarillo. Clovis. Fort Stockton. Hamlin. Lubbock. Plainview. San Angelo. Sayard. Slaton. Sweetwater.	Lubbock. Slaton.	Hamlin. San Angelo. Sayard. Slaton.	Ft. Stockton. San Angelo.

8. STANDARD CLOCKS.

Altus.	San Angelo.
Fort Stockton.	Sayard.
Hamlin.	Slaton.
Lubbock.	Sweetwater.

9. STANDARD THERMOMETERS.

Alpine.	Plainview.
Chillicothe.	San Angelo.
Fort Stockton.	Sayard.
Hamlin.	Slaton.
Lubbock.	Snyder.
McCamey.	

10. STATUTORY REGULATIONS.

In Texas a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.

In Oklahoma a passenger who refuses to pay his fare or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger a carrier has no right to require the payment of any part of his fare.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	WESTWARD.									
	85	CWT	ALS	119	GCF	TDF	31	35	83	87
	Way Freight.	Way Freight.	Amarillo Lubbock Sweetwater	California Freight.	Gulf California Freight.	Texas Denver Freight.	G.C.& S.F. Freight.	G.C.& S.F. Way Freight.	G.C.& S.F. Mixed.	Way Freight.
STATIONS.	Arrive Mon., Wed., and Fri.	Leave Daily.	Leave Daily.	Leave Daily Ex. Mon.	Arrive Daily.	Arrive Daily.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Mon., Wed., and Sat.	Leave Tues., Thurs., and Sat.
CANYON.		PM 11.15	PM 1.45							AM 7.00
PLAINVIEW.		AM 1.30								11.00
TEXICO.	PM 4.10				AM 2.30	PM 3.15				
LUBBOCK.	PM 9.00	4.00	7.00		AM 11.15	PM 11.55				PM 3.00
SLATON.	8.00 AM	5.00 PM	8.00 AM 2.00		10.30 AM 8.30	11.15 AM 10.30				4.00 PM
ALTUS.				AM 1.30						
CHILICOTHE.				4.15						
HAMLIN.				10.30 AM 11.30 PM						
SWEETWATER.		12.30 PM	7.00 AM	2.15	4.00 PM	7.30 AM				
ALVEY JCT.							AM 6.50	PM 4.15		
SAN ANGELO.				8.00 PM			7.00 AM	4.30 PM		PM 5.30
ALVEY JCT.										5.44 PM
FORT STOCKTON.										
	Leave Mon., Wed., and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Mon., Wed., and Fri.	Arrive Mon., Wed., and Sat.	Arrive Tues., Thurs., and Sat.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.									
	BTX	120	CTX	WTC	SLA	32	36	84	88	86
	California Texas Freight.	California Freight.	California Texas Freight.	Way Freight.	Sweetwater Lubbock Amarillo	G.C.& S.F. Freight.	G.C.& S.F. Way Freight.	G.C.& S.F. Mixed.	Way Freight.	Way Freight.
STATIONS.	Leave Daily.	Arrive Daily Ex. Sun.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sun., Tues., and Thurs.	Arrive Sun., Tues., and Thurs.	Arrive Mon., Wed., and Fri.	Leave Tues., Thurs., and Sat.
CANYON.				AM 4.15	PM 1.15				PM 7.00	
PLAINVIEW.	AM			1.30 AM	PM				3.15 PM	AM 8.00
TEXICO.	5.00		AM 8.00	AM	PM					PM 3.00
LUBBOCK.			10.30	10.45	8.30				11.55	
SLATON.	8.00 AM 9.30		11.30 PM 12.30	9.45 PM	7.30 AM 6.00				11.00 AM	4.00 PM
ALTUS.		PM 12.30								
CHILICOTHE.		PM 11.00								
HAMLIN.		1.00 AM 12.01								
SWEETWATER.	PM 2.00	10.00	5.00 PM		1.00 AM	PM 4.45	PM 5.15			
ALVEY JCT.	PM							PM 4.00		
SAN ANGELO.		6.00 PM				4.30 PM	5.00 PM			
ALVEY JCT.								3.47 PM		
FORT STOCKTON.										
	Arrive Daily.	Leave Daily Ex. Sat.	Arrive Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sun., Tues., and Thurs.	Leave Sun., Tues., and Thurs.	Leave Mon., Wed., and Fri.	Arrive Tues., Thurs., and Sat.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.



SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E and F, Book of Rules.)

