T. J. ANDERSON, Trainmaster.....Slaton, Texas.
C. W. HERBERT, Trainmaster.....San Angelo, Texas.
J. P. SPEARS, Chief Dispatcher.....Slaton, Texas.
A. C. BURK, Asst. Chief Dispatcher.....Slaton, Texas.

TRAIN DISPATCHERS—SLATON, TEXAS.

R. G. KIRKPATRICK. W. L. ROCHE. M. L. GERMAN.
R. C. SANNER. C. D. BERRY. T. V. ELLIS.
W. H. FARSCHON. L. M. COLE.

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

LOCAL WATCH INSPECTORS—SLATON DIVISION.

J. C. CHAMPION.....Slaton
ANDERSON BROTHERS.....Lubbock
L. T. KENNEDY.....Lubbock
C. W. VANDERPOEL.....Plainview
L. N. PITTMAN.....Amarillo
MAY BROTHERS.....Clovis
J. M. RUSSELL.....Altus
MRS. RUBY J. MCMAHON.....Hamlin
PAUL TERRELL.....Sweetwater
I. J. C. HOLLAND.....San Angelo
M. L. LEFFEL.....San Angelo
L. F. SLAUGHTER.....Ft. Stockton
FRED W. HINDS.....Amarillo

SURGEONS OF THE
PANHANDLE AND SANTA FE RAILWAY COMPANY
AND THE A.T.&S.F. HOSPITAL ASSOCIATION.

DR. FREDERICK L. FORD, Chief Surgeon.....Topeka.
DR. SCOTT WYSONG, Asst. Chief Surgeon.....Topeka.

SLATON DIVISION—SAN ANGELO HOSPITAL

DR. W. E. SCHULKEY, Surgeon.
DR. R. E. WINDHAM, Eye, Ear, Nose and Throat.
DR. R. M. FINKS, Urologist.
DR. P. L. WHIFFEN, Consulting Dentist.
DR. D. D. WALL, Internist.

SLATON DIVISION—CLOVIS HOSPITAL.

DR. H. A. MILLER, Surgeon in Charge.
DR. I. D. JOHNSON, Consulting Dentist.

LOCAL SURGEONS.

DR. J. E. WRIGHT.....Alpine.
DR. A. HELBING.....Barnhart.
DR. J. F. PATTISON.....Big Lake.
DR. J. W. REYNOLDS.....Blackwell.
DR. J. D. LEONARD.....Bronte.
DR. W. C. HILL.....Brownfield.
DR. R. A. NEBLETT.....Canyon.
DR. J. H. HILL.....Crowell.
DR. G. V. SMITH.....Floydada.
DR. W. D. CRADDOCK.....Fort Stockton.
DR. C. H. CHASTAIN.....Hamlin.
DR. T. S. EDWARDS.....Knox City.
DR. S. Z. FRAZIER.....Lamesa.
DR. C. M. PHILLIPS.....Levelland.
DR. F. W. JANES.....Littlefield.
DR. N. E. GREER.....Lockney.
DR. J. W. ROLLO.....Lubbock.
DR. L. T. GREEN, JR.....Muleshoe.
DR. J. V. MCKAY.....Morton.
DR. E. O. DEAL.....Mertzon.
DR. E. O. NICHOLS.....Plainview.
DR. A. C. SURMAN.....Post.
DR. WM. D. PETTIT.....Presidio.
DR. E. L. HANEY.....Ralls.
DR. A. L. BRADFORD.....Seagraves.
DR. W. E. PAYNE.....Slaton.
DR. M. J. MCSWEEN, JR.....Slaton.
DR. H. E. ROSSER.....Snyder.
DR. J. F. HOWELL.....Sonora.
DR. R. R. ALLEN.....Sweetwater.
DR. C. A. ROSEBROUGH.....Sweetwater.
DR. C. W. WILLIAMS.....Sylvester.
DR. J. E. STOVER.....Truscott.
DR. E. PAUL STEWART.....Tulia.

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS.

DR. R. E. WINDHAM.....San Angelo.
DR. J. T. HUTCHINSON.....Lubbock.

Panhandle and Santa Fe Railway Co.

WESTERN LINES
Southern District

SLATON DIVISION

TIME TABLE No.

76

IN EFFECT

Sunday, June 8, 1947

At 12:01 A. M.
Central Standard Time

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

G. C. JEFFERIS,
Vice-President and General Manager,
Amarillo, Texas.

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

W. H. JONES,
Superintendent,
Slaton, Texas.

Hall 4 47 4000 5174

Timetable 77 eff 16 May 1948

Track Capacity 50 ft. Per Car.		WEST-WARD. First Class. 93 West Texas Express.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water Turn Tables and Wyes.	Communications.	EAST-WARD. First Class. 96 Eastern Express.
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.
	Yard	AM 10.20	570.4	79.2	CANYON.	73.9	W Y	C	PM s 5.25
					5.1				
	109	10.30	575.5	31.7	CLETA.	31.7		B	5.15
					6.6				
32	103	f10.38	582.1	21.1	OGG.	31.7		B	f 5.07
					6.3				
126	75	s10.47	588.4	31.7	HAPPY.	31.7	W	C	s 4.58
					8.0				
9	103	f10.55	596.4	42.2	KAFFIR.	79.2			f 4.47
					6.9				
163	104	s11.05	603.3	73.9	TULIA.	79.2	W	C	s 4.38
					4.5				
	103	f11.12	607.8	33.3	EUNICE.	52.8			f 4.26
					7.5				
70	104	s11.21	615.3	26.4	KRESS.	42.2		C	s 4.18
					6.5				
7	104	f11.29	621.8	0	FINNEY.	31.7			f 4.08
					5.8				
Yard	194	s11.42	627.6	40.2	PLAINVIEW.	21.2	FWY	C	s 4.01
					0.8				
			628.4	42.2	F.W.& D.S.P. Crossing.	42.2			
					5.6				
8	104	f11.50	634.0	42.2	FURGUSON.	31.7		B	f 3.45
					6.9				
116	103	s11.59 PM	640.9	21.1	HALE CENTER.	37.0		C	s 3.37
					5.6				
	101	f12.06	646.5	42.2	UNDERWOOD.	42.2		B	f 3.27
					4.9				
15	102	12.11	651.4	37.0	ALLEY.	37.0		B	3.22
					5.6				
89	82	s12.20	657.0	26.4	ABERNATHY.	37.0	W	C	s 3.15
					6.3				
63	69	f12.27	663.3	26.4	MONROE.	42.2		B	f 3.05
					8.6				
	113	12.37	671.9	42.2	MARNELS.	42.2			2.54
					1.6				
		12.40	673.5	0	LUBBOCK JCT.	15.8	Y		2.50
					1.1				
	Yard	s 12.45 PM	674.6		**LUBBOCK.**		F W	C	2.45 PM
		Arrive Daily.			(104.2)				Leave Daily.
		43.1			Average speed per hour.				39.1

Trains have no time table superiority between Lubbock Jct. and west switch of No. 1 track, Lubbock (located 2100 feet west of passenger station) and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

Trains must get numbered clearance card (Form 902) before leaving Canyon and Lubbock.

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Track Capacity 50 ft. Per Car.		WESTWARD. First Class.		Mile Post Location.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.	
		95	91							94	92
		Central Texas Express.	The Texan.							South Plains Express.	California Special.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily.
	Yard		AM 1.57	0.2	0	TEXICO. 9.6	21.1	W Y	C		s AM 2.18
34	84		f 92 2.05	9.8	0	LARIAT. 12.4	21.1		B		f 91 2.05
149	83		s 2.25	22.2	21.1	MULESHOE. 7.9	21.1	W	C		s 1.45
	83		2.37	30.1	21.1	MILL. 8.0	21.1				1.28
132	83		s 2.50	38.1	10.6	SUDAN. 7.4	21.1	W	C		s 1.16
49	83		s 3.01	45.5	21.1	AMHERST. 7.5	21.1		C		s 1.04
261	106		s 3.15	53.0	0	LITTLEFIELD. 6.5	21.1	W	C		s12.51
	83		3.23	59.5	5.9	BAINER. 6.1	21.1		B		12.35
55	83		s 3.30	65.6	10.6	ANTON. 4.3	10.6		C		s12.25
21	83		f 3.38	69.9	21.1	ROUNDUP. 8.2	21.1		B		f12.15
22	83		s 3.50	78.1	10.6	SHALLOWATER. 5.5	21.1		C		s12.01
	83		3.59	83.6	0	BROADVIEW. 4.7	15.8		B		AM 11.50
			4.05	88.3	0	SEAGRAVES JCT. 0.3	15.8		B		11.42
			4.06	88.6	0	LUBBOCK JCT. 1.1	15.8	Y		AM	11.40
	Yard	PM 9.15	s 4.10 4.20	674.6	0	**LUBBOCK.** 2.0	15.8	F W	C	s 7.30	s11.35 s11.25
				676.6	2.7	F.W.& D.S.P. Crossing. 3.2	15.8				
7	103	9.22	4.27	679.8	13.2	BURRIS. 4.8	7.9			7.20	11.17
7	103	f 9.28	4.32	684.6	5.3	POSEY. 5.4	21.1			f 7.14	11.12
	Yard	s 9.35 PM	s 4.40 AM	690.0		**SLATON.**		F W T Y	C	7.05 AM	11.05 PM
		Arrive Daily.	Arrive Daily.			(104.9)				Leave Daily.	Leave Daily.
		46.2	38.6			Average speed per hour.				36.9	32.1

Trains have no time table superiority between Seagraves Jct. and west switch of No. 1 track, Lubbock (located 2100 feet west of passenger station) and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

Between double track junction east of Texico, M.P. 646.0, and interlocked crossover west end of Texico, M.P. 649.0 trains will operate on signal indication under authority of time table Rule 24-A. Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining specific authority from the operator at Texico at the time the movement is desired to be made.

Trains must get numbered clearance card (Form 902) before leaving Texico, Lubbock and Slaton.

Trains may register by Form 903 at Lubbock.

Mile posts are numbered 0 to 89 between Texico and Lubbock, and 674 to 690 between Lubbock and Slaton.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.			Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.		
		95	45	91							94	46	92
		Central Texas Express.	Motor Passenger.	The Texan.							South Plains Express.	Motor Passenger.	California Special.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.
	Yard	PM 9.40		AM 4.45	690.0	2.6	**SLATON.**	15.8	FW TY	C	s AM 7.00		s PM 11.00
							7.3						
33	103	s 9.51		f 4.55	697.3	0	SOUTHLAND.	31.7		B	s 6.50		10.49
							6.3						
9	113	10.01		5.02	703.6	0	BUENOS.	31.7		B	6.39		10.39
							5.1						
4	103	10.10		5.08	708.7	0	DUGGER.	31.7	W	B	6.33		10.30
							5.1						
133	104	s 10.23 92		s 5.15	713.8	31.7	POST.	31.7		C	s 6.25		s 10.23 95
							6.5						
7	107	10.35		5.25	720.3	13.2	AUGUSTUS.	31.7		B	6.15		10.14
							8.7						
23	103	f 10.45		5.35	729.0	31.7	JUSTICEBURG.	31.7	W	B	f 6.05		10.05
							4.6						
	96	10.50		5.41	733.6	31.7	EPPLER.	19.5		B	5.58		9.59
							7.0						
	103	10.59		5.48 94	740.6	31.7	FULLERVILLE.	31.7		B	5.48 91		9.50
							6.2						
41	103	11.05		f 5.57	746.8	21.1	DERMOTT.	31.7		B	f 5.40		9.44
							4.6						
	105	11.10		6.05	751.4	31.7	BRAND.	31.7			5.34		9.39
							5.5						
95	103	s 11.20		s 6.15	756.9	31.7	SNYDER.	31.7	W	C	s 5.27		s 9.32
							4.8						
	63	11.26		6.22	761.7	31.7	CHORN.	25.3			5.15		9.22
							6.9						
27	105	11.34	Via Sayard District.	s 6.31	768.6	31.7	HERMLEIGH.	31.7		B	s 5.08	Via Sayard District.	9.14
							6.7						
8	103	11.42		f 6.40	775.3	14.3	PYRON.	31.7		B	f 4.58		9.06
							6.6						
20	103	11.49		6.49	781.9	31.7	BERNECKER.	31.7		B	4.51		8.58
							5.4						
	102	11.57		6.55	787.3	0	GANNON.	31.7		B	4.45	— AM —	8.52
		— AM —	— PM —				5.3						
		12.05	8.08	7.03	792.6	7.4	ORIENT JCT.	15.8		B	4.37	7.55	8.45
							0.7						
	Yard	12.08	8.10	7.05	793.3	52.8	P.& S.F. JCT.	10.6	FW TY	C	4.35	7.53	8.43
							2.8 G.C.& S.F.Ry.						
	Yard	s 12.15 AM	s 8.20 PM	s 7.15 AM	796.1		SWEETWATER.			C B	4.30 AM	7.45 AM	8.35 PM
		Arrive Daily	Arrive Daily.	Arrive Daily.			106.1)				Leave Daily.	Leave Daily.	Leave Daily.
		41.1	17.5	42.4			Average speed per hour.				42.4	21.0	43.9

Trains have no time table superiority between P. & S. F. Jct. and Sweetwater and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

Trains between Orient Jct. and P.& S.F. Jct. will be governed by automatic signals whose indications supersede time table superiority.

P. & S. F. Ry. trains and engines will approach and move at restricted speed through P. & S. F. Jct., expecting to find G. C. & S. F. Ry. trains and engines occupying main track. G. C. & S. F. Ry. trains and engines will approach and move at restricted speed through P. & S. F. Jct., expecting to find P. & S. F. Ry. trains and engines occupying main track. These regulations apply equally to each of the three wye switches forming the connection between the Sweetwater District and the Slaton Division Second District.

Slaton Division trains between P.& S.F. Jct. and Sweetwater will be governed by G.C.& S.F. Ry. time table.

First class trains may register by Form 903 at P.& S.F. Jct.

Trains must get numbered clearance card (Form 902) before leaving P.& S.F. Jct. and Slaton.

Floydada District.

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 81 Mixed.	Distance from Plainview Junction.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 82 Mixed.
Other Tracks	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 9.30		22.7	**PLAINVIEW.** — 2.7 —	31.7	WFY	C	s PM 1.15
			2.2	31.7	F.W.& D.S.P. Crossing. — 8.0 —	31.7			
13	47	f 9.50	10.2	31.7	AIKEN. — 4.3 —	42.2			f12.45
			14.5	31.7	F.W.& D.S.P. Crossing. — 0.9 —	26.4			
99	48	s10.15	15.4	18.5	LOCKNEY — 4.8 —	31.7	W	C	s12.30 PM
17		f10.25	20.2	21.1	MUNCY. — 6.4 —	31.7			f11.59
	Yard	10.45 AM	26.6		**FLOYDADA.**		Y	C	11.45 AM
		Arrive Daily Ex. Sun.			(27.1)				Leave Daily Ex. Sun.
		21.7			Average speed per hour.				18.7

No. 81 is superior to No. 82.

Trains must get numbered clearance card (Form 902) before leaving Plainview and Floydada.

No switch lights on Floydada District.

Crosbyton District.

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 89 Mixed.	Distance from Crosbyton Jct.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 90 Mixed.
Other Tracks	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 8.50		31.7	**LUBBOCK.** — 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 9.25	11.3	26.4	IDALOU. — 8.3 —	30.6		C	s12.24
47	21	s 9.47	19.6	15.8	LORENZO. — 8.8 —	26.4	W	C	s12.04 PM
104	45	s10.10	28.4	13.2	RALLS. — 9.4 —	26.4		C	s11.42
	Yard	10.35 AM	37.8		**CROSBYTON.**		Y	C	11.15 AM
		Arrive Daily Ex. Sun.			(38.5)				Leave Daily Ex. Sun.
		22.0			Average speed per hour.				22.0

No. 89 is superior to No. 90.

Trains must get numbered clearance card (Form 902) 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. 83 Mixed.	Distance from Slaton.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 84 Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 9.00		31.7	**SLATON.** — 11.0 —	15.8	Y WFT	C	s PM 3.20
35	33	s 9.30	11.0	31.7	WILSON. — 11.3 —	31.7		C	s 2.50
91	34	s10.00	22.3	31.7	TAHOKA. — 7.2 —	79.2	W	C	s 2.15
	34	f10.15	29.5	31.7	SKEEN. — 7.6 —	26.4			f 1.45
81	56	s10.45	37.1	31.7	O'DONNELL. — 6.0 —	31.7		C	s 1.30
21		f10.55	43.1	31.7	HINDMAN. — 5.7 —	31.7			f 1.05
21		f11.05	48.8	31.7	ARVANA. — 5.9 —	31.7			f12.45
	Yard	11.15 AM	54.7		**LAMESA.**		W Y	C	12.30 PM
		Arrive Daily Ex. Sun.			(54.7)				Leave Daily Ex. Sun.
		24.1			Average speed per hour.				19.3

No. 83 is superior to No. 84.

Trains must get numbered clearance card (Form 902) before leaving Slaton and Lamesa.

No switch lights on Lamesa District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class. 79 Mixed.	WESTWARD. Second Class. 77 Mixed.	Distance from Lubbock Jct.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class. 78 Mixed.	EASTWARD. Second Class. 80 Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	Yard	AM 8.40	AM 8.30			**LUBBOCK.**				PM s 3.00	PM s 3.10
		8.45	8.32		15.8	1.1	0	FW	C	2.42	2.52
		8.46	8.33	0.3	15.8	LUBBOCK JCT. 0.3		Y		2.40	2.50
	46	f 8.59 AM	f 8.49	5.9	31.7	SEAGRAVES JCT. 5.6			B	2.18 PM	2.28
21	46		f 9.02	11.3	31.6	DOUD. 5.4	21.2	Y	B	f 2.05	
59			s 9.24	22.1	27.4	WOLFFORTH. 10.8	29.0			s 1.40	
22		Via Lehman District.	s 9.36	27.9	16.9	ROPES. 5.8	23.7		C	s 1.25	Via Lehman District.
182	67		s10.00	39.7	31.6	MEADOW. 11.8	24.2		C	s12.58	
27			f10.24	52.3	31.6	BROWNFIELD. 12.6	31.6	W	C	f12.20	
	Yard		10.45 AM	62.9	29.0	WELLMAN. 10.6	31.6			12.01 PM	
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			**SEAGRAVES.**		Y	C	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		22.1	28.4			(64.0)				21.5	10.0
						Average speed per hour.					

Trains have no time table superiority between Seagraves Jct. and west switch of No. 1 track, Lubbock (located 2100 feet west of passenger station) and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

No. 77 is superior to No. 78.

No. 79 is superior to No. 80.

Trains must get numbered clearance card (Form 902) before leaving Lubbock and Seagraves.

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

No switch lights on Seagraves District.

Lehman District.

Track Capacity 50 ft. Per Car.		WEST-WARD Second Class. 79 Mixed.	Distance from Doud.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 80 Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
		AM 8.59	.0	15.8	DOUD. 6.0	10.6	Y	B	PM f 2.28
196		f 9.13	6.0	52.8	HURLWOOD. 7.2	5.3			f 2.14
33	37	f 9.29	13.2	40.1	SMYER. 6.7	27.4		B	f 1.57
7		f 9.44	19.9	44.9	OPDYKE. 5.8	10.6			f 1.41
135	21	s 9.55	25.7	52.8	LEVELLAND. 7.3	23.2	W	C	s 1.28
19		f10.09	33.0	52.8	COBLE. 6.2	23.2			f 1.08
57	35	s10.23	39.2	52.8	WHITEFACE. 11.3	40.0		C	s12.57
40		s10.45	50.5	52.8	LEHMAN. 12.3	10.6		C	s12.30
	Yard	11.10 AM	62.8		**BLEDSOE.**		WY	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 (Form 902) before leaving Bledsoe.

No switch lights on Lehman District.

Track Capacity 50 ft. Per Car.		WEST-WARD. First Class. 45 Motor Passenger.	Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. First Class. 46 Motor Passenger.
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.
	Yard	PM 3.05	467.3	0	**ALTUS.**	0	FW TY	C	s PM m 12.40
					0.3				
			467.6	0	M.K.T. Crossing.	0			
					0.5				
			468.1	52.8	St.L.S.F. Crossing.	52.8			
					10.2				
15	53	s 3.25	478.3	26.4	ELMER.	73.9			s12.20
					4.8				
	13	f 3.33	483.1	50.5	RANCHLAND.	34.3			f12.12
					5.2				
35	47	s 3.43	488.3	52.8	ODELL.	47.0			s12.04 PM
					9.0				
			497.3	0	F.W.& D.C. Crossing.	0			
					0.2				
111	40	s 3.59	497.5	52.8	CHILLICOTHE.	36.4	WY	C	s11.48
					6.8				
42	54	s 4.12	504.3	62.3	MEDICINE MOUND.	52.8			s11.36
					10.3				
36	46	s 4.29	514.6	42.8	MARGARET.	29.7			s11.19
					6.7				
123	76	s 4.43	521.3	52.8	CROWELL.	52.8	W	C	s11.08
					7.8				
	32	s 4.57	529.1	52.8	FOARD CITY.	52.8			s10.55
					9.3				
36	45	s 5.12	538.4	52.8	TRUSCOTT.	42.2		C	s10.39
					12.7				
63	48	s 5.33	551.1	52.8	BENJAMIN.	19.2	W	C	s10.18
					12.0				
23	41	s 5.56	563.1	37.0	KNOX CITY.	5.3	W	C	s10.00
					2.6				
	32	s 6.01	565.7	26.4	O'BRIEN.	21.1			s 9.56
					4.8				
45	41	s 6.09	570.5	37.0	ROCHESTER.	27.0		C	s 9.48
					9.6				
97	33	s 6.24	580.1	10.6	RULE.	39.6	W	C	s 9.33
					8.3				
47	73	s 6.38	588.4	23.7	SAGERTON.	0		C	s 9.20
					0.5				
			588.9	0	W.V. Crossing.	0			
					8.5				
	46	f 6.54	597.4	41.1	PASTURA.	31.7			f 9.04
					7.0				
			604.4	0	M.K.& T. Crossing.	0			
					1.4				
	Yard	s 7.10 PM	605.8		**HAMLIN.**		FWT	C	8.50 AM
		Arrive Daily.			(138.5)				Leave Daily.
		33.4			Average speed per hour.				36.1

Trains have no time table superiority within yard limits at Altus and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

Trains must get numbered clearance card (Form 902) before leaving Altus and Hamlin.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class. 45 Motor Passenger.	73 Motor Passenger.	145 Motor Passenger.	77 The Angelo.	Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class. 46 Motor Passenger.	74 Motor Passenger.	146 Motor Passenger.	78 The Angelo.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	Yard	PM 7.15				605.8	52.8	**HAMLIN.**	0	FWT	C	AM s 8.45			
								8.5							
	33	s 7.31				614.3	26.4	McCAULLEY.	52.8			s 8.31			
								4.8							
27	53	s 7.39				619.1	73.9	SYLVESTER.	26.4		C	s 8.23			
								7.4							
14	15	s 7.52				626.5	66.0	LONGWORTH.	52.8			s 8.10			
								10.8							
		8.09				637.3	66.0	ORIENT JCT.	52.8		B	7.54			
								0.7							
		8.10		— AM —		638.0	63.4	P.& S.F. JCT. (G.C.& S.F. Ry.)	0	F W T Y	C	7.53		— PM —	
								2.1							
	Yard	s 8.20 PM		7.30		640.1	52.8	SWEETWATER.	52.8		C B	s 7.45 AM		s 8.15	
								0.1							
				7.31		640.2	52.8	SOUTH JCT.	52.8					8.14	
								5.2							
	45			f 7.39		645.4	52.8	SHAUFLER.	45.9					f 8.04	
								5.1							
	37			f 7.48		650.5	52.8	EDLEONA.	16.8					f 7.56	
								6.8							
48	45			s 8.00		657.3	52.8	MARYNEAL.	52.8	W	B			s 7.46	
								13.7							
44	42			s 8.23		671.0	52.8	BLACKWELL.	52.8		C			s 7.25	
								6.5							
	40			f 8.33		677.5	0	FORT CHADBOURNE	37.0					f 7.11	
								7.8							
53	45		Via Southern Division.	s 8.46	Via Southern Division.	685.3	52.8	BRONTE.	52.8	W	C		Via Southern Division.	s 7.00	Via Southern Division.
								10.2							
	41			s 9.03		695.5	52.8	TENNYSON.	26.4		B			s 6.42	
								6.6							
	37			s 9.14		702.1	66.0	WOOLAND.	52.8					s 6.31	
								12.4							
	Yard		— PM —	9.33	— AM —	714.5	0	**SAYARD.**	0		C		— PM —	6.12	— PM —
								0.8							
			12.10	9.35	7.20	715.3	26.4	ALVEY JCT.	31.7	Y			5.25	6.10	9.55
								2.1							
	Yard		s 12.20 PM	s 9.45 AM	s 7.30 AM	717.4		**SAN ANGELO.**		FW TY	C		5.15 PM	6.00 PM	9.45 PM
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(111.6)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
		31.6	12.6	34.4	12.6			Average speed per hour.				34.3	12.6	34.4	12.6

Trains have no time table superiority between station sign Sayard and San Angelo and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

Trains have no time table superiority between P. & S. F. Jct. and South Jct. and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

P. & S. F. Ry. trains and engines will approach and move at restricted speed through P. & S. F. Jct., expecting to find G. C. & S. F. Ry. trains and engines occupying main track. G. C. & S. F. Ry. trains and engines will approach and move at restricted speed through P. & S. F. Jct., expecting to find P. & S. F. Ry. trains and engines occupying main track. These regulations apply equally to each of the three wye switches forming the connection between the Sweetwater District and the Slaton Division Second District.

Sayard District trains between Orient Jct. and P. & S. F. Jct. will be governed by Second District time table.

Sayard District trains between P. & S. F. Jct. and South Jct. will be governed by G.C.& S.F. Ry. time table.

Trains between Orient Jct. and P.& S.F. Jct. will be governed by automatic signals whose indications supersede time table superiority.

Trains must get numbered clearance card (Form 902) before leaving Hamlin and P.& S.F. Jct.

Trains originating San Angelo or Sayard must get numbered clearance card (Form 902) at either San Angelo or Sayard.

First class trains may register by Form 903 at P.& S.F. Jct.

Nos. 45 and 46 will not register at Sayard.

Track Capacity 50 ft. Per Car.		WEST-WARD. First Class. 145 Motor Passenger.	Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. First Class. 146 Motor Passenger.
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.
	Yard	AM 10.00	717.4		**SAN ANGELO.**		FW TY	C	s PM 5.45
				26.4	2.8	26.4			
		10.11	720.2		DEL RIO JCT.				5.34
				37.0	12.2	37.0			
33	46	s10.32	732.4		TANKERSLY.			B	s 5.15
				36.0	13.3	0			
104	47	s10.52	745.7		MERTZON.		W	C	s 4.56
				37.0	10.4	26.4			
	45	f11.08	756.1		NOELKE.				f 4.39
				37.0	9.8	36.0			
	36	f11.24	765.9		SUGGS.				f 4.23
				26.4	5.7	0			
84	40	s11.32	771.6		BARNHART.		W	C	s 4.13
				52.8	12.4	52.8			
	34	f11.52	784.0		JOHN LANE.				f 3.55
		— PM —		37.0	6.6	37.0			
92	80	s12.03	790.6		BIG LAKE.			C	s 3.43
				37.0	10.1	13.2			
49	45	s12.19	800.7		BEST.				s 3.26
				15.8	2.1	26.4			
12		f12.23	802.8		RITA SANTA.				f 3.21
				8.8	2.0	22.4			
42	54	s12.29	804.8		TEXON.			C	s 3.18
				26.4	9.5	52.8			
	38	f12.44	814.3		FLAT ROCK.				f 3.04
				42.2	5.6	52.8			
78	45	s12.55	819.9		RANKIN.			C	s 2.56
				10.0	6.6	42.2			
	42	f 1.05	826.5		CLEARY.				f 2.44
				52.8	12.1	52.8			
	Yard	s 1.25	838.6		McCAMEY.		Y	C	s 2.25
				52.8	11.0	52.8			
	42	s 1.41	849.6		GIRVIN.			C	s 2.05
				37.0	7.3	26.4			
	38	f 146 1.52	856.9		OWEGO.				f 145 1.52
				29.5	6.9	9.5			
	42	f 2.03	863.8		BALDRIDGE.				f 1.41
				37.0	11.1	0			
	53	f 2.19	874.9		HODGINS.				f 1.25
				37.0	6.8	0			
	Yard	s 2.30 PM	881.7		**FORT STOCKTON.**		FWY	C	1.15 PM
		Arrive Daily.			(164.3)				Leave Daily.
		36.5			Average speed per hour.				36.5

No. 145 is superior to No. 146.

Trains have no time table superiority between San Angelo and Del Rio Jct. and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

Trains originating San Angelo or Sayard must get numbered clearance card (Form 902) at either San Angelo or Sayard, and will register where clearance card is received.

Trains must get numbered clearance card (Form 902) before leaving Fort Stockton.

Water tank at M.P. 815.1.

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

Alpine District.

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 129 Mixed.	Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 130 Mixed.
Other Tracks.	Sidings.	Leave Tues., Thurs. and Sun.	Miles.		STATIONS.				Arrive Mon., Wed., Fri.
	Yard	PM 5.30	881.7		**FORT STOCKTON.**		FWY	C	PM s11.00
				52.8	11.2	52.8			
	44	f 5.59	892.9		BELDING.				f10.34
				52.8	11.4	35.9			
	34	f 6.25	904.3		CHANCELLOR.				f10.07
				43.8	12.9	47.5			
	45	f 6.55	917.2		HOVEY.			B	f 9.37
				52.8	17.2	52.8			
	47	f 7.35	934.4		TITLEY.				f 8.56
				52.8	9.9	0			
	Yard	s 8.45	944.3		ALPINE. (T.&N.O.Ry.)		W	C	8.35 s 7.50
					5.1				
					TORONTO. (T.&N.O.Ry.)				
					7.5				
	32	f 9.25	956.9		PAISANO. (T.&N.O.Ry.)			B	f 7.10
				0	12.4	52.8			
	33	f 9.54	969.3		TINAJA.		W	B	f 6.40
				0	15.2	52.8			
	27	f10.23	984.5		PERDIZ.			B	f 6.10
				0	9.2	52.8			
	33	f10.46	993.7		PLATA.		W	B	f 5.45
				0	9.2	52.8			
5	33	f11.15	1002.9		CASA-PIEDRA.			B	f 5.25
		AM		0	23.8	52.8			
	Yard	12.15 AM	1026.7		**PRESIDIO.**		FWY	C	4.30 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.				22.6

Trains must get numbered clearance card (Form 902) before leaving Ft. Stockton and Presidio.

Trains must approach cuts and curves between Tinaja and Presidio at restricted speed 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.

Water tank at M.P. 913.0.

No switch lights on Alpine District.

Sonora District.

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 127 Mixed.	Distance from Del Rio Jct.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 128 Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 7.30			**SAN ANGELO.**		FW TY	C	PM s 3.00
				26.4	2.8	26.4			
		7.40	0.0		DEL RIO JCT.				2.50
				31.7	7.3	0			
12		f 8.02	7.3		BYRNE.				f 2.30
				31.7	8.7	0			
45		f 8.25	16.0		CHRISTOVAL.			B	f 2.02
				37.0	13.2	0			
43		f 9.03	29.2		HULLDALE.			B	f 1.20
				37.0	12.7	0			
86	19	s 9.40	41.9		ELDORADO.		W	C	s12.45
				0	21.7	37.0			PM
	Yard	10.40 AM	63.6		**SONORA.**		WY	C	11.30 AM
		Arrive Daily Ex. Sun.			(66.4)				Leave Daily Ex. Sun.
		21.0			Average speed per hour.				19.0

Trains have no time table superiority between San Angelo and Del Rio Jct. and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

No. 127 is superior to No. 128.

Trains must get numbered clearance card (Form 902) before leaving San Angelo and Sonora.

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

No switch lights on Sonora District.

WESTWARD.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	71	51	119	129	CTX	943	31	35	83	87	85
	Way Freight.	Way Freight.	California Freight.	Way Freight.	California Texas Freight.	Amarillo Fast Freight.	G.C. & S.F. Freight.	G.C. & S.F. Way Freight.	G.C. & S.F. Mixed.	Way Freight.	Way Freight.
STATIONS.	Leave Wed., Fri., and Sun.	Leave Daily.	Leave Daily Ex. Mon.	Leave Daily Ex. Sat.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., and Fri.	Leave Mon., Wed., and Sat.	Leave Tues., Thurs., and Sat.	Leave Mon., Wed., and Fri.
CANYON.						PM 11.15				AM 7.00	
PLAINVIEW.						— AM — 1.30				11.00	
TEXICO.	— AM — 8.00				— AM — 11.30						
LUBBOCK.	— PM — 3.00				— PM — 3.00	4.00				— PM — 3.00	
SLATON.	4.00 PM	AM 6.00 — PM —			4.00 5.00	5.00 AM				4.00 PM	AM 9.00
P.& S.F. JCT.		12.30 — PM —			10.00 — PM —						
ALTUS.			— AM — 1.30								
CHILLICOTHE.			4.15								
HAMLIN.			10.30 11.30 — PM —								
SWEETWATER.			2.15				— AM — 6.50	— PM — 4.15			5.15 — PM —
ALVEY JCT.				— AM —					— PM —		
SAN ANGELO.			8.00 — PM —	8.00			7.00 — AM —	4.30 — PM —	5.30		
ALVEY JCT.				— PM —					5.44 — PM —		
FORT STOCKTON.				5.00 PM							
	Arrive Wed., Fri., and Sun.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.	Arrive Daily.	Arrive Daily.	Arrive Daily	Arrive Mon., Wed., and Fri.	Arrive Mon., Wed., and Sat.	Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed., and Fri.

EASTWARD.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	TDF	120	130	GCF	944	32	36	84	88	72	86
	Texas Denver Freight.	California Freight.	Way Freight.	Gulf California Freight.	Dallas Ft. Worth Fast Freight.	G.C. & S.F. Freight.	G.C. & S.F. Way Freight.	G.C. & S.F. Mixed.	Way Freight.	Way Freight.	Way Freight.
STATIONS.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sun., Tues., and Thurs.	Arrive Sun., Tues., and Thurs.	Arrive Mon., Wed., and Fri.	Arrive Tues., Thurs., and Sat.	Arrive Tues., Thurs., and Sat.
CANYON.					AM 6.15				PM 7.00		
PLAINVIEW.					3.30				3.15 — PM —	— PM — 4.00	
TEXICO.	— PM — 3.30									— PM —	
LUBBOCK.	12.45 — PM —				12.45 — AM —				11.55	9.00	
SLATON.	11.45 11.00			PM 10.15	11.45 PM				11.00 AM	8.00 AM	PM 5.15
P.& S.F. JCT.	7.00 — AM —	— PM — 12.30 — PM —		6.00 — PM —							
ALTUS.											
CHILLICOTHE.		11.00									
HAMLIN.		1.00 12.01 — AM —									
SWEETWATER.		10.00									9.00 — AM —
ALVEY JCT.			— PM —			— PM — 4.45	— PM — 5.15				
SAN ANGELO.		6.00 — PM —	1.00 — PM —			4.30 — PM —	5.00 — PM —	— PM — 4.00			
ALVEY JCT.								3.47 — PM —			
FORT STOCKTON.			1.00 AM								
	Leave Daily.	Leave Daily Ex. Sat.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sun., Tues., and Thurs.	Leave Sun., Tues., and Thurs.	Leave Mon., Wed., and Fri.	Leave Tues., Thurs., and Sat.	Leave Tues., Thurs., and Sat.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

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

2. YARD LIMITS.

(A) Aiken.
Alpine.
Altus.
Barnhart.
Bledsoe.
Brownfield.
Canyon.
Casa Piedra.
Chillicothe.
Christoval.
Crosbyton.
Crowell.
Doud.
Eldorado.
Floydada.
Fort Stockton.
Hamlin.
Hurlwood.
Idalou.
Knox City.
Lamesa.
Levelland.
Littlefield.
Lockney.
Lorenzo.
Lubbock.
McCamey.
Meadow.
O'Donnell.
Paisano.
Plainview.
Plata.
Presidio.
Rankin.
Ralls.
Ropes.
Rule.
San Angelo (Includes Sayard and Del Rio Jct.)
Seagraves.
Slaton.
Sonora.
Sweetwater (Includes Orient Jct. and South Jct.)
Tahoka.
Texico.
Texon.
Whiteface.
Wilson.

3. Rules M, 5, 10(A), 10(f), 15, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 632, 701, 705, 706, 711 and 872, of the Operating Department Rules are cancelled, superseded, or amended by the following:

4. RULE M. Amended by adding.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

5. RULE 5. First paragraph is amended to read:

Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train enters the siding; where there is no such switch, it applies at the station.

6. RULE 10(A). Amended by adding.

Temporary reduced speed signals (yellow flag, yellow disc, or yellow light) will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light) which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations, where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

7. RULES 10(f) and 701.

Substitute "Red" for "Purple" as the color indication for dwarf signals.

8. RULE 15.

The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

9. ——— ———

10. RULE 86. Amended to read:

Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five (5) minutes, but must be clear at the time a first class train in same direction is due to leave the next station in the rear, where time is shown. Where automatic block signals are continuous, between stations, inferior trains in the same direction will only be required to clear superior trains sufficiently to avoid delay.

11. RULE 95. Amended to read:

Two or more sections may be run on the same schedule. Each section has equal time table authority. A train must not display signals for a following section, except as prescribed by Rule 85, without train orders, except on double track or centralized traffic control territory the dispatcher may authorize sections of a schedule at initial station by clearance card Form 902.

12. RULE 97. Amended to read:

Extra trains must not be run without train orders, except that in CTC territory, or on double track with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card Form 902 and trains so authorized will display signals as prescribed by Rule 21.

13. RULE 103(A). Amended to read:

Cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Passenger cars, either deadhead or in service, and outfit cars in service or occupied must only be moved or switched with air brakes in use.

14. RULE 104(A) First paragraph amended to read:

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

15. RULE 204. Amended to read:

Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Additional copies of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

16. RULE 210. Second paragraph is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

17. RULE 221.

Where a fixed signal is used at a train order office, it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow a train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving clearance card, Form 902.

Train order signals must be fastened at "proceed" when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

18. RULE 360. Amended by adding.

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

19. RULE 632.

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

20. RULES 705 and 706. Amended by adding.

Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or enginemen from protecting their train as provided for by the rules.

21. RULE 872.

When the engine has been coupled on and gauge shows a sufficient pressure in the brakepipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman, will after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

22. SPEED REGULATIONS.

(A). The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM SPEED FOR TRAINS.

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles per Hour	Miles per Hour
FIRST DISTRICT:		
Texico to Lubbock	60	45
Lubbock to Slaton	75	50
PLAINVIEW DISTRICT:	65	50
SECOND DISTRICT:		
Slaton to Dermott	60	45
Dermott to P.& S.F. Jct.	80	50
FLOYDADA DISTRICT	40	35
LAMESA DISTRICT	40	35
CROSBYTON DISTRICT	40	30
SEAGRAVES DISTRICT	40	35
LEHMAN DISTRICT	40	35
HAMLIN DISTRICT (STEAM)	35	30
HAMLIN DISTRICT (MOTOR)	45	30
SAYARD DISTRICT (STEAM)	35	30
SAYARD DISTRICT (MOTOR)	45	30
FT. STOCKTON DIST. (STEAM)	35	30
FT. STOCKTON DIST. (MOTOR)	45	30
ALPINE DISTRICT	35	30
SONORA DISTRICT	35	30
FIRST DISTRICT		
Curve, M.P. 0.1 to 0.7	30	30
SECOND DISTRICT		
4 Curves, M.P. 700.7 to 702.6	60	45
5 Curves, M.P. 703.0 to 705.6	55	40
Curve, M.P. 733.0 to 733.3	50	40
Curve, M.P. 736.2 to 736.6	50	40
Curve, M.P. 756.5 to 756.9	55	50
Curve, M.P. 775.8 to 776.1	60	50
2 Curves, M.P. 776.7 to 777.2	50	40
Curve, M.P. 777.8 to 778.0	50	40
2 Curves, M.P. 785.3 to 786.1	55	45
PLAINVIEW DISTRICT		
Curve, M.P. 571.0 to 571.2	25	20
Curve, M.P. 576.2 to 576.4	55	50
Curve, M.P. 579.3 to 579.6	55	50
2 Curves, M.P. 627.3 to 628.4	25	20
Curve, M.P. 668.6 to 668.8	60	45
Curve, M.P. 673.3 to 673.4	25	20
HAMLIN DISTRICT		
Bridge 479-B, M.P. 479.7 to 480.2	25	20
Bridge 511-A, M.P. 511.4 to 511.8	20	20
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
ALPINE DISTRICT		
Cut, M.P. 987.5 to 987.6	10	10
2 Bridges, 1009-A and 1009-B, M.P. 1009.1 to 1009.2	10	10

22. SPEED REGULATIONS—(Cont'd).

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

Station	Streets	Miles per Hour
San Angelo	Spaulding St. to Ave. L	15
Snyder	Avenue "S" to 26th St.	20
Sudan	Main Street	45

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward: Miles Per Hour	All Engines Backing up: Miles Per Hour
Diesels 1 to 21, Incl., and 50 to 53 Incl., and 159	100	40	40*
Diesels 100 to 157 Incl.	65	40	40*
Diesels 158 and 160 to 168 Incl.	95	40	40*
Gas-Electric M-105, M-189, Incl.	60	60	25
Gas-Electric M-190	75	60	25
(A) Atlantic Type 79 in. Drivers	100	40	25
(B) Atlantic Type 73 in. Drivers	90	40	25
(C) Pacific Type 79-84 in. Drivers	100	40	25
(D) Pacific Type 73-74 in. Drivers	80	40	25
3700-3750, Incl.	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl.	90	40	25
(E) Prairie Type 69 in. Drivers	50	40	25
except 1800-1886	60	40	25
789-825; 870-874; 1790-1797, Incl.	30	30	20
885-999; 1600-1705; 1950-1991	35	35	20
1798-1799	55	40	25
2506; 2531; 2535 to 2553, Incl.	35	35	20
2565 to 2569, Incl.	35	35	20
2507 to 2530, Incl.; 2532	55	40	25
3011 to 3027; 3100-3158	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.	60	40	25
All regularly assigned to switching service	20	20	20
All Other Engines	20	20	20

*Diesels when backing up as second unit, may operate at speed of the lead unit.

ENGINES AND DIAMETER OF DRIVERS

GROUP (A) Atlantic Type 79" Drivers	GROUP (B) Atlantic Type 73" Drivers	GROUP (C) Pacific Type 79-84" Drivers	GROUP (D) Pacific Type 73-74" Drivers	GROUP (E) Prairie Type 69" Drivers
1413	550, 552, 556	1211, 1212	1226 to 1399*	1000 to 1152*
1416	558, 559	1218, 1222	3409, 3411	1207, 1210
1453	1420, 1425	3400 to 3408*	3443 to 3445*	1214, 1215
1468	1431, 1458	3410	3449	1800 to 1886*
1473	1462, 1483	3412 to 3442*	3500 to 3534*	
	1487, 1488	3446 to 3448*		
	1491, 1492	3450 to 3459*		
	1496, 1498	3460 to 3465*		

*Both Inclusive.

22. SPEED REGULATIONS—(Cont'd).

(E) Moving Against Current of Traffic.

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour around curves and where view is obscure, and use whistle freely as warning signal.

(F) Maximum Speed over Submerged Track.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

Type of Engine or Car.	Depth of Water: New Wheels	Depth of Water: Worn Wheels
Passenger Diesels	4 in.	3 in.
Freight Diesels	6 in.	5 in.
44-ton Yard Diesels	3 in.	2 in.
Other Yard Diesels	6 in.	5 in.
Gasoline-Electric Cars	4 in.	3 in.

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail, and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

(G) Steam Wrecking Cranes, Etc.

Trains handling steam wrecking cranes, 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 twenty-four (24) 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.

(H) 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.

Gas and Diesel-Electric motor cars being towed, sixty (60) miles per hour.

Passenger Diesel locomotives ninety (90) miles per hour.

Freight Diesel locomotives sixty (60) miles per hour.

Yard Diesel locomotives thirty (30) miles per hour.

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 Locomotives	
	Mountain Type Includes	All 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

(I) 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.

22. SPEED REGULATIONS—(Cont'd).

(I) Spring Switches, Turnouts and Crossovers—(Cont'd).

Trailing movements through spring switches must not be reversed until switch has been properly lined.

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Southland.	Spring	East and west ends of siding	15	15
Buenos.	Spring	East and west ends of siding	15	15
Dugger.	Spring	East and west ends of siding	15	15
Post.	Spring	East and west ends of siding	15	15
Augustus.	Spring	East and west ends of siding	15	15
Justiceburg.	Spring	East and west ends of siding	15	15
Pyron.	Spring	East and west ends of siding	15	15
Bernecker.	Spring	East and west ends of siding	15	15
Gannon.	Spring	East and west ends of siding	15	15

(J) Speed Table.

Time Per Mile Mins.	Sec.	Miles Per Hour	Time Per Mile Mins.	Sec.	Miles Per Hour
–	36	100	1	18	46.1
–	37	97.3	1	20	45.0
–	38	94.7	1	22	43.9
–	39	92.3	1	24	42.9
–	40	90.0	1	26	41.9
–	41	87.8	1	28	40.9
–	42	85.7	1	30	40.0
–	43	83.7	1	32	39.1
–	44	81.8	1	34	38.3
–	45	80.0	1	36	37.5
–	46	78.3	1	38	36.8
–	47	76.6	1	40	36.0
–	48	75.0	1	42	35.3
–	49	73.5	1	44	34.6
–	50	72.0	1	46	34.0
–	51	70.6	1	48	33.3
–	52	69.2	1	50	32.7
–	53	67.9	1	52	32.1
–	54	66.6	1	54	31.6
–	55	65.5	1	56	31.0
–	56	64.2	1	58	30.5
–	57	63.2	2	—	30.0
–	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

23. OVERHEAD OBSTRUCTIONS (See Rule 310).

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

24. INTERLOCKING PLANTS.

(A) RULE 711.

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

24. INTERLOCKING PLANTS—(Cont'd).

(B) When signals of an interlocking plant cannot be operated and the operator desires a train or engine to be moved through the plant, permission may be given verbally or by proceed signal with yellow flag or light, which will authorize movement as per Rule 830 (a) or (b), but in such cases some member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag any railroad crossings within the limits.

When conditions are such that hand signals cannot be observed, permission may be given by telephone. If unable to communicate with operator, spike switch and proceed, under flag protection, to the next governing signal, leaving the switch lined and spiked in the position found, making report at the first available point of communication.

(C) At automatic interlocking plants, signals are cleared for approaching trains when conflicting routes are unoccupied. When signals fail to clear, follow instructions outlined in detail in box at the crossing. If signals cannot be cleared, after five (5) minutes, train may proceed, protecting against opposing movements and after knowing signals are set against conflicting routes.

(D) Locations:

Name	Type	Speed Passenger	Speed Freight
Chillicothe	Automatic	20	20
Lubbock	Automatic	20	20
Plainview	Automatic	20	20

25. SPECIAL RULES AND FACILITIES.

(A) In single track automatic block signal territory a train or engine on siding or other track must, before fouling the main track, ascertain whether the block to the rear of head-out switch is occupied, through observance of the head-out signal, switch indicator or signal governing opposing movements. If the block to the rear is occupied, the train or engine must not foul main track until train approaching from rear has passed, has been stopped or full protection has been provided as prescribed by Rule 99. This rule not applicable when an opposing train has been met and is still occupying block to rear.

(B) Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track controlled. At certain non-continuous offices signals are changed to track controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop, when a train is ready to leave siding, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

(C) Orient Jct. Automatic signal 4604 governing trains from Sayard District clears automatically one and one-half minutes after switch is lined when opposing route is not occupied. If signals do not clear after five (5) minutes, train may proceed, protecting against opposing movements and after knowing signals are set against conflicting routes.

(D) 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	M.K.& T.	15

(E) 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	St.L.S.F.	468.1	Stop. See Rule 98A, B, C, D.
Hamlin District	W.V.	588.9	Stop. See Rule 98A, B, C, D.

26. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops For Trains
PLAINVIEW DIST:				
Tuco	654.3	23	West	Freight only
SECOND DISTRICT:				
Cap Rock	711.4	21	East-West	Freight only
Cow Spur	729.9	27	East-West	Freight only
SEAGRAVES DIST:				
Columbian Carbon Spur	59.4	27	East	Freight only
SAYARD DISTRICT:				
Celotex Spur	609.6	184	East-West	Freight only
Hillsdale Spur	643.3	53	East	Freight only
Shawville	687.8	7	East-West	Freight only
FT. STOCKTON DIST:				
Concho Spur	725.6	264	West	Freight only
Rio Pecos Spur	847.5	35	East	Freight only

27. BULLETIN BOOKS.

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

28. STANDARD CLOCKS.

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

29. STANDARD THERMOMETERS.

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

30. 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.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

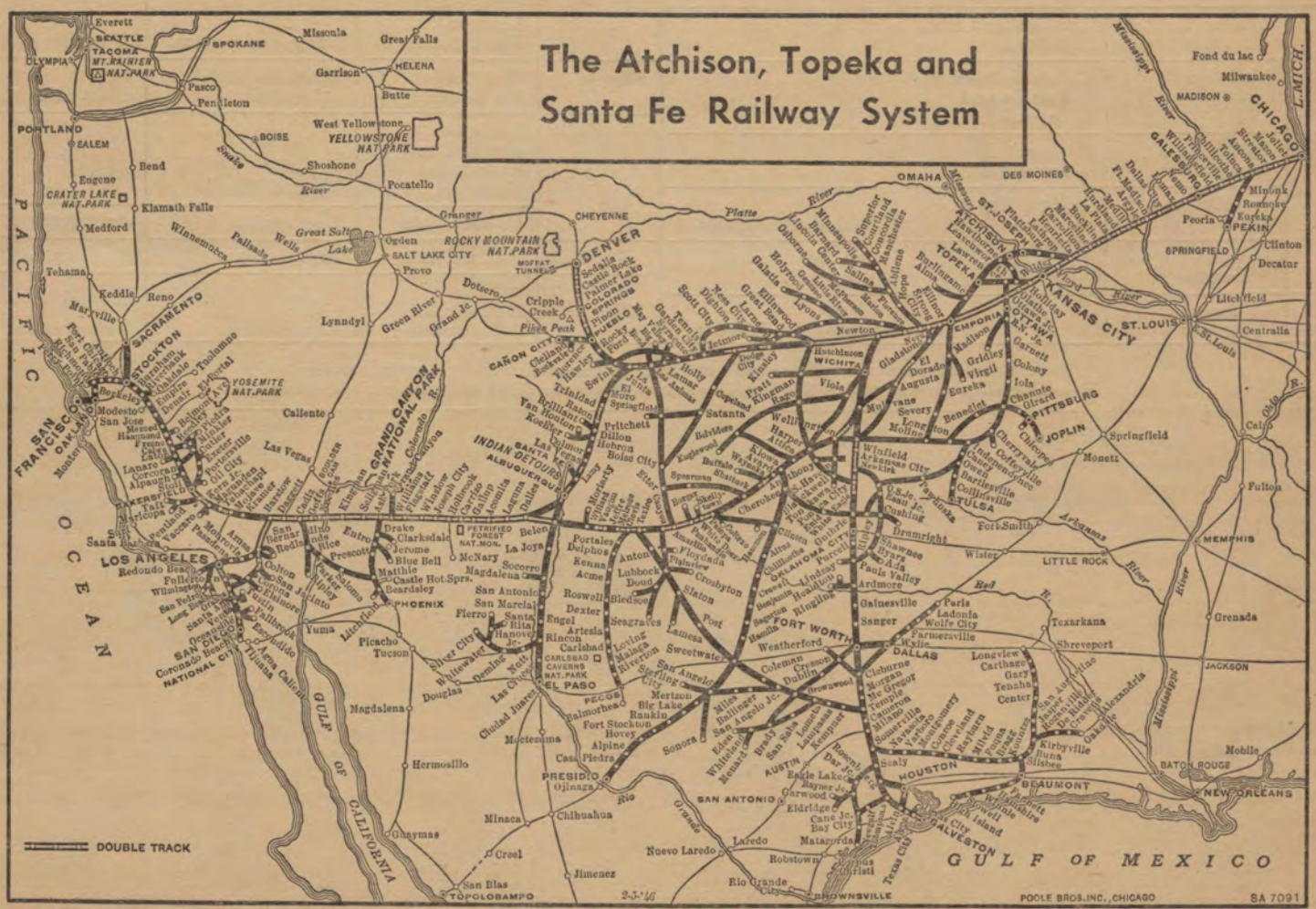
The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Nickerson to Dodge City	La Junta and beyond	Kansas City and beyond
4	Los Cerrillos	La Junta and beyond	
	Wagon Mound	Beyond La Junta	Albuquerque and beyond
	Deerfield, Holcomb	Dodge City and beyond	Beyond La Junta
	Dodge City to Hutchinson	Kansas City and beyond	La Junta and beyond
9-90	Newton to Dodge City	Las Animas and beyond	
	Las Animas, Holly	Pueblo and beyond	Dodge City and beyond
	La Junta to Pueblo		Beyond Las Animas
	Pueblo to Denver		Beyond La Junta
101-10	Denver to Pueblo	Las Animas and beyond	
	Littleton	Colorado Springs, Pueblo and beyond	
	Pueblo to La Junta	Beyond Las Animas	
	Las Animas, Holly	Dodge City and beyond	Pueblo and beyond
	Dodge City to Newton		Las Animas and beyond
13-130	La Junta to Denver		Beyond La Junta
141-14	Denver to La Junta	Beyond La Junta	
17-El Capitan	Hutchinson	La Junta and beyond	Kansas City and beyond
	Trinidad	Raton and beyond	
	Glorieta, Lamy	Gallup and beyond	Trinidad and beyond
18-El Capitan	Lamy	Trinidad and beyond	Gallup and beyond
	Trinidad	Kansas City and beyond	Any station
	Hutchinson	Kansas City and beyond	La Junta and beyond
19	Valmora	Barstow and beyond	Kansas City and beyond
20	Valmora	Kansas City and beyond	Barstow and beyond
23	Ft. Sumner, Vaughn, Mountainair	Belen and beyond	Amarillo and beyond
24	Vaughn, Ft. Sumner	Amarillo and beyond	Belen and beyond
27-(C&S)	Littleton, Castle Rock, Larkspur, Fountain	Beyond Pueblo	
	Palmer Lake	Any station	Any station
28-(C&S)	Palmer Lake	Any station	Any station
127	Newton to La Junta	Any station	Any station

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

W. L.

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.)