

K. C. MAY, Trainmaster..... Slaton, Texas.
 C. W. HERBERT, Trainmaster..... San Angelo, Texas.
 H. L. MARSH, Chief Dispatcher..... Slaton, Texas.
 J. C. NEWTON, Asst. Chief Dispatcher..... Slaton, Texas.
 C. B. KAYSER, Asst. Chief Dispatcher..... Slaton, Texas.

TRAIN DISPATCHERS—SLATON, TEXAS

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

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

DR. R. G. SMITH, Chief Surgeon.....Topeka

SLATON DIVISION—SAN ANGELO HOSPITAL.

DR. W. E. SCHULKEY, Surgeon. DR. C. F. ENGLEKING, Ear,
 Nose, and Throat. DR. H. N. RICCI, Eye Specialist. DR. M. D.
 KNIGHT, Urologist. DR. P. L. WHIFFEN, Consulting Dentist.
 DR. W. H. BRAUNS, Internist.
 DR. JOHN CONWAY, Specialist Surgery.....Clovis
 DR. I. D. JOHNSON, Dentist.....Clovis

LOCAL SURGEONS.

DR. J. E. WRIGHT.....Alpine.
 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. W. D. DABBS.....Clovis.
 DR. L. H. THOMAS.....Clovis.
 DR. V. SCOTT JOHNSON.....Clovis.
 DR. JOEL ZEIGLER.....Clovis.
 DR. L. M. ALTARAS.....Crowell.
 DR. G. V. SMITH.....Floydada.
 DR. J. F. GIPSON.....Fort Stockton.
 DR. C. E. OSWALT, JR.....Ft. Stockton.
 DR. JOSEPH F. HOCOTT.....Hamlin.
 DR. T. S. EDWARDS.....Knox City.
 DR. NOBLE H. PRICE.....Lamesa.
 DR. L. E. STANDIFER.....Lamesa.
 DR. D. B. BLACK.....Lamesa.
 DR. C. M. PHILLIPS.....Levelland.
 DR. F. W. JAMES.....Littlefield.
 DR. N. E. GREER.....Lockney.
 DR. D. R. FOSTER.....Lockney.
 DR. SAM G. DUNN.....Lubbock.
 DR. C. B. BATSON.....Lubbock.
 DR. J. L. COOPER.....McCamey.
 DR. L. T. GREEN, JR.....Muleshoe.
 DR. E. O. DEAL.....Mertzson.
 DR. E. J. NELSON.....O'Donnell.
 DR. E. O. NICHOLS, JR.....Plainview.
 DR. A. C. SURMAN.....Post.
 DR. WM. D. PETTIT.....Presidio.
 DR. E. L. HANEY.....Ralls.
 DR. R. E. COLBERT.....Rule.
 DR. C. B. KNOX, JR.....Seagraves.
 DR. G. B. PAYNE.....Slaton.
 DR. W. E. PAYNE.....Slaton.
 DR. M. J. MCSWEEN, JR.....Slaton.
 DR. T. L. TALBERT.....Slaton.
 DR. H. E. ROSSER.....Snyder.
 DR. J. F. HOWELL.....Sonora.
 DR. R. R. ALLEN.....Sweetwater.
 DR. J. K. RICHARDSON.....Sweetwater.
 DR. C. A. ROSEBROUGH.....Sweetwater.
 DR. C. W. WILLIAMS.....Sylvester.
 DR. EMIL PROHL.....Tahoka.
 DR. J. E. STOVER.....Truscott.
 DR. E. PAUL STEWART.....Tulia.

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. R. L. CURRY.....Clovis.
 DR. BEN HUTCHINSON.....Lubbock.
 DR. M. D. WATKINS.....Lubbock.

The Atchison, Topeka and Santa Fe Railway Co.

Panhandle and Santa Fe Railway Co.

WESTERN LINES Southern District SLATON DIVISION

TIME TABLE No.

81

IN EFFECT

Sunday, January 6, 1952

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.

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
3	Nickerson to Dodge City	La Junta and beyond	Kansas City and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond
4	Los Cerrillos	La Junta and beyond			Trinidad	Raton and beyond	Dodge City and beyond
	Wagon Mound Springer Thatcher	Beyond La Junta	Albuquerque and beyond	22	Glorieta Lamy	Gallup and beyond	Trinidad and beyond
	Deerfield Holcomb	Dodge City and beyond	Beyond La Junta		Lamy	Trinidad and beyond	Gallup and beyond
	Dodge City to Hutchinson	Kansas City and beyond	La Junta and beyond		Trinidad	Kansas City and beyond	Any station
1-102	Newton to Dodge City	Las Animas and beyond			Hutchinson	Kansas City and beyond	La Junta and beyond
	Las Animas Holly	Pueblo and beyond	Dodge City and beyond	19	Garden City Valmora Glorieta	Albuquerque and beyond Barstow and beyond	Kansas City and beyond Kansas City and beyond
	La Junta to Pueblo		Beyond Las Animas	20	Glorieta Valmora Garden City	Kansas City and beyond Kansas City and beyond	Barstow and beyond Albuquerque and beyond
	Pueblo to Denver		Beyond La Junta				
101-2	Denver to Pueblo	Las Animas and beyond		23	Ft. Sumner Vaughn Mountainair	Belen and beyond	Amarillo and beyond
	Littleton	Colorado Springs, Pueblo and beyond		24	Mountainair Vaughn Ft. Sumner	Amarillo and beyond	Belen and beyond
	Pueblo to La Junta	Beyond Las Animas		27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
	Las Animas Holly	Dodge City and beyond	Pueblo and beyond		Palmer Lake	Any station	Any station
	Dodge City to Newton		Las Animas and beyond	28-(C&S)	Palmer Lake	Any station	Any station
13-130	La Junta to Denver		Beyond La Junta	105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond
141-14	Denver to La Junta	Beyond La Junta		106	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa

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.

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

Track Capacity 80 ft. Per Car.		WEST- WARD. First Class. 93		Ruling Grade Ascending.	TIME TABLE No. 81, January 6, 1952.	Ruling Grade Ascending.	Fuel, Water Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 96
Other Tracks.	Sidings.	West Texas Express.	Mile Post.		STATIONS.				Eastern Express.
	Yard	AM 10.35	570.4	79.2	CANYON. 5.1	73.9	WY	C	PM 4.55
	109	10.45	575.5	31.7	CLETA. 6.6	31.7		B	4.45
32	103	10.53	582.1	21.1	OGG. 6.3	31.7		B	4.38
138	75	11.02	588.4	31.7	HAPPY. 8.0	31.7	W	C	4.30
9	103	11.10	596.4	42.2	KAFFIR. 6.9	79.2			4.20
210	104	11.17	603.3	73.9	TULIA. 4.5	79.2	W	C	4.12
8	103	11.27	607.8	33.3	EUNICE. 7.5	52.8			4.04
73	104	11.36	615.3	26.4	KRESS. 6.5	42.2		C	3.56
7	104	11.44	621.8	0	FINNEY. 5.8	31.7			3.47
Yard	194	11.57 PM	627.6	40.2	PLAINVIEW. YL 0.8	21.2	FWY	C	3.40
			628.4	42.2	F.W.& D.S.P. Crossing. 5.6	42.2			
8	104	12.05	634.0	42.2	FURGUSON. 6.9	31.7		B	3.24
135	103	12.14	640.9	21.1	HALE CENTER. 5.6	37.0		C	3.16
	101	12.21	646.5	42.2	UNDERWOOD. 4.9	42.2		B	3.07
15	102	12.26	651.4	37.0	ALLEY. 5.6	37.0		B	3.02
86	84	12.35	657.0	26.4	ABERNATHY. 6.3	37.0	W	C	2.55
63	69	12.42	663.3	26.4	MONROE. 8.6	42.2		B	2.46
	113	12.52	671.9	42.2	MARNELS. 1.6	42.2			2.37
		12.55	673.5	0	LUBBOCK JCT. 1.1	15.8	Y		2.34
	Yard	1.00 PM	674.6		LUBBOCK. YL		FW	C	2.30 PM
		Arrive Daily.			(104.2)				Leave Daily.
		43.1			Average speed per hour.				43.1

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.				TIME TABLE No. 81, January 6, 1952.				EAST- WARD.
Other Tracks.	Sidings.	First Class.		Rating Grade Ascending.			Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.
		75								76
		California Special.								The Texan.
		Leave Daily.	Mile Post.		STATIONS.					Arrive Daily.
	Yard	AM 7.35	690.0	21.1	SLATON. 10.2	13.2		FW TY	C	PM 7.20
7	100	7.46	679.8	15.8	BURRIS. 3.2	2.7			B	7.07
		7.48	676.6	15.8	(F.W.&D.S.P. Crossing. 2.0	0			B	7.03
	Yard	8.00 8.10	674.6	15.8	LUBBOCK. YL 1.1	0		FW	C	7.00 6.40
		8.15	88.6	15.8	LUBBOCK JCT. 5.0	0		Y		6.30
	83	8.27	83.6	21.1	BROADVIEW. 5.5	10.6			B	6.24
22	112	s 8.40	78.1	21.1	SHALLOWATER. 8.2	21.1			C	s 6.17
21	83	8.54	69.9	10.6	ROUNDUP. 4.3	10.6			B	6.06
55	83	s 9.04	65.6	21.1	ANTON. 6.1	5.9			C	s 5.57
12	83	9.15	59.5	21.1	BAINER. 6.5	0			B	5.48
269	106	s 9.33	53.0	21.1	LITTLEFIELD. YL 7.5	21.1		W	C	s 5.40
69	83	s 9.47	45.5	21.1	AMHERST. 7.4	10.6			C	s 5.20
166	96	s 10.01	38.1	21.1	SUDAN. 8.0	21.1		W	C	s 5.10
	83	10.13	30.1	21.1	MILL. 7.9	21.1				4.57
206	83	s 10.30	22.2	21.1	MULESHOE. 12.4	0		W	C	s 4.47
48	138	f 10.48	9.8	21.1	LARIAT. 9.6	0			B	f 4.27
	Yard	s 11.05 AM	0.2		TEXICO.			WY	C	4.15 PM
		Arrive Daily.			(104.9)					Leave Daily.
		31.5			Average speed per hour.					38.4

Centralized Traffic Control (CTC) on all main tracks and sidings between home signals at F.W.& D.S.P. crossing, M.P. 676.6 and Slaton.

Signal System Two in effect First 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 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. 81, January 6, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 76 The Texan.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		[STATIONS.				Arrive Daily.
	Yard	AM 5.05	796.1	10.6	SWEETWATER. YL 2.8	52.8		B C	PM 9.50
	Yard	5.12	793.3	15.8	P.&S.F. JCT. YL 0.7	7.4	FW TY	C	9.40
		5.14	792.6	31.7	ORIENT JCT. 5.3	0		B	9.32
	98	5.20	787.3	31.7	GANNON. 12.0	31.7		B	9.27
8	98	5.33	775.3	31.7	PYRON. 6.7	31.7		B	9.14
27	101	5.41	768.6	31.7	HERMLEIGH. 11.7	31.7		B	f 9.05
207	125	s 6.03	756.9	31.7	SNYDER. 10.1	31.7	W	C	s 8.50
41	96	6.17	746.8	31.7	DERMOTT. 6.2	31.7		B	f 8.35
74	99	6.24	740.6	31.7	FULLERVILLE. 11.6	31.7		B	8.28
23	103	6.36	729.0	31.7	JUSTICEBURG. 8.7	13.2	W	B	f 8.14
7	109	6.46	720.3	31.7	AUGUSTUS. 6.5	31.7		B	8.04
133	146	s 6.57	713.8	31.7	POST. 10.2	0		C	s 7.53
9	110	7.12	703.6	31.7	BUENOS. 6.3	0		B	7.42
33	99	7.20	697.3	15.8	SOUTHLAND. 7.3	2.6		B	f 7.35
	Yard	s 7.30 AM	690.0		SLATON.		FW TY	C	7.25 PM
		Arrive Daily.			(106.1)				Leave Daily.
		43.9			Average speed per hour.				43.9

Centralized Traffic Control (CTC) on all main tracks and sidings between Slaton and Orient Jct.

Signal System Two between Slaton and Orient Jct.

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

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

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

Water tank at M.P. 708.7.

5 SLATON DIVISION.

Floydada District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.	TIME TABLE No. 81, January 6, 1952.				EAST- WARD. Second Class.	
		81					82	
		Mixed.					Mixed.	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.	STATIONS.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Arrive Daily Ex. Sun.
	Yard	AM 9.30		PLAINVIEW. YL 2.7	31.7	W F Y	C	PM 1.15
			2.2	F.W.& D.S.P. Crossing. 8.0	31.7			
13	47	9.50	10.2	AIKEN. YL 4.3	42.2			12.45
			14.5	F.W.& D.S.P. Crossing. 0.9	26.4			
108	48	10.15	15.4	LOCKNEY. YL 4.8	31.7	W	C	12.30 PM
17		10.25	20.2	MUNCY. 6.4	31.7			11.59
	Yard	10.45 AM	26.6	FLOYDADA. YL		Y	C	11.45 AM
		Arrive Daily Ex. Sun.		(27.1)				Leave Daily Ex. Sun.
		21.7		Average speed per hour.				18.1

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.	TIME TABLE No. 81, January 6, 1952.				EAST- WARD. Second Class.	
		89					90	
		Mixed.					Mixed.	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.	STATIONS.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Arrive Daily Ex. Sun.
	Yard	AM 9.30		LUBBOCK. YL 8.7	31.7	F W	Y C	PM 1.00
			8.0	F.W.& D.S.P. Crossing. 3.3	31.7			
25	23	10.05	11.3	IDALOU. YL 8.3	26.4		C	12.24
83	21	10.25	19.6	LORENZO. YL 8.8	26.4	W	C	12.04 PM
116	45	10.45	28.4	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 60 ft. Per Car.		WEST- WARD. Second Class.	TIME TABLE No. 81, January 6, 1952.				EAST- WARD. Second Class.	
		83					84	
		Mixed.					Mixed.	
Other Tracks	Sid- ings.	Leave Daily Ex. Sun.	Mile Post.	STATIONS.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Arrive Daily Ex. Sun.
	Yard	AM 9.00		SLATON. YL 11.0	31.7	Y	W F T C	PM 3.20
86	88	9.30	11.0	WILSON. YL 11.3	31.7		C	2.50
91	84	10.00	22.3	TAHOKA. YL 7.2	31.7	W	C	2.15
	84	10.15	29.5	SKEEN. 7.6	31.7			1.45
86	66	10.45	37.1	O'DONNELL. YL 6.0	31.7		C	1.30
21		10.55	43.1	HINDMAN. 5.7	31.7			1.05
21		11.05	48.8	ARVANA. 5.9	31.7			12.45
	Yard	11.15 AM	54.7	LAMESA. YL		W Y	C	12.30 PM
		Arrive Daily Ex. Sun.		(54.7)				Leave Daily Ex. Sun.
		24.3		Average speed per hour.				19.3

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. 81, January 6, 1952.	Ruling Grade Ascending.	Fuel, Water Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		79 Mixed.	77 Mixed.							78 Mixed.	80 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	PM 3.00	PM 3.10
		9.05	9.17		31.7	LUBBOCK JCT. 5.9		Y	B	2.42	2.52
	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	11.3	27.4	WOLFFORTH. 10.8	29.0			f 2.05	
59			s10.05	22.1	16.9	ROPES. YL 5.3	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	W	C	s12.58	
27			f11.06	52.3	29.0	WELLMAN. 10.5	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 Lehman 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. 81, January 6, 1952.	Ruling Grade Ascending.	Fuel, Water Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		79 Mixed.	80 Mixed.							80 Mixed.	80 Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
		AM 9.19	.0	15.8		DOUD. YL 6.0	10.6	Y	B	f 2.28	PM 2.28
196		f 9.33	6.0	52.8		HURLWOOD. 7.2	5.3			f 2.14	
83	87	f 9.49	13.2	40.1		SMYER. 6.7	27.4			f 1.57	
7		f10.04	19.9	44.9		OPDYKE. 5.8	10.6			f 1.41	
166	21	s10.15	26.7	52.8		LEVELLAND. YL 7.3	23.2	W	C	s 1.28	
19		f10.29	38.0	52.8		COBLE. 6.1	23.2			f 1.08	
57	35	s10.43	39.2	52.8		WHITEFACE. YL 11.3	40.0		C	s12.57	
40		s11.05	60.5	52.8		LEHMAN. 12.3	10.6		C	s12.30	
	Yard	11.30 AM	62.8			BLED SOE. YL		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 before leaving Bledsoe.

No switch lights on Lehman District.

7 HAMLIN DISTRICT.

SLATON DIVISION.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 45		Railing Grade Ascending.	TIME TABLE No. 81, January 6, 1952.	Railing Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 46
Other Tracks.	Sidings.	Motor Passenger.	Mile Post.		STATIONS.				Motor Passenger.
	Yard	Leave Daily.							Arrive Daily.
		PM 3.50	467.3	0	ALTUS. YL 0.3	0	FW 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	RANCHLAND. 5.2	34.3			f 9.53
85	47	s 4.28	488.3	52.8	ODELL. 9.0	47.0			s 9.44
			497.3	0	F.W.& D.C. Crossing. 0.2	0			
120	38	s 4.45	497.5	52.8	CHILICOTHE. YL 6.8	36.4	WY	C	s 9.27
42	54	s 4.53	504.3	62.3	MEDICINE MOUND. 10.3	52.8			s 9.14
86	46	s 5.20	514.6	42.8	MARGARET. 6.7	29.7			s 8.55
138	76	s 5.35	521.3	52.8	CROWELL. YL 7.8	52.8	W	C	s 8.44
	32	s 5.50	529.1	52.8	FOARD CITY. 9.3	52.8			s 8.30
86	45	s 6.05	538.4	52.8	TRUSCOTT. 12.7	42.2		C	s 8.14
63	48	s 6.25	551.1	52.8	BENJAMIN. 12.0	19.2	W	C	s 7.53
23	41	s 6.45	563.1	37.0	KNOX CITY. YL 2.6	5.3	W	C	s 7.35
	32	s 6.51	565.7	26.4	O'BRIEN. 4.8	21.1			s 7.30
45	41	s 6.59	570.5	37.0	ROCHESTER. 9.6	27.0		C	s 7.21
97	33	s 7.15	580.1	10.6	RULE. YL 8.3	39.6	W	C	s 7.05
47	73	s 7.30	588.4	23.7	SAGERTON. 0.5	0		C	s 6.51
			588.9	0	W.V. Crossing. 8.5	0			
	46	f 7.45	597.4	41.1	PASTURA. 7.0	31.7			f 6.35
			604.4	0	M.K.& T. Crossing. 1.4	0			
	Yard	s 8.05 PM	605.8		HAMLIN. YL		FWT	C	6.20 AM
		Arrive Daily.			(138.5)				Leave Daily.
		32.6			Average speed per hour.				37.5

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 15 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. First Class.			Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 81, January 6, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.	
		45	77	46							78	
		Motor Passenger.	The Angelo.	Motor Passenger.							The Angelo.	
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily.	
	Yard	PM 8.10		605.8	52.8	HAMLIN. YL 8.5	0	FWT	C	AM 6.15		
	33	s 8.28		614.3	26.4	MCCAULEY. 4.8	52.8			s 6.01		
27	53	s 8.40		619.1	73.9	SYLVESTER. 7.4	26.4		C	s 5.53		
50		s 8.55		626.5	66.0	LONGWORTH. 10.8	52.8			s 5.40		
		9.15		637.3	66.0	ORIENT JCT. YL 0.7	52.8		B	5.25		
		9.18		638.0	63.4	P.&S.F. JCT. YL 2.1	0	F W T Y	C	5.23		
	Yard	s 9.30 10.10		640.1	52.8	SWEETWATER. YL 0.1	52.8		C B	s 5.15 4.35		
		10.11		640.2	52.8	SOUTH JCT. YL 5.2	52.8			4.33		
	45	f 10.19		645.4	52.8	SHAUFLER. 5.1	45.9			f 4.23		
	37	f 10.28		650.5	52.8	EDLEONA. 6.8	16.8			f 4.14		
48	45	s 10.40		657.3	52.8	MARYNEAL. 13.7	52.8	W	C	s 4.04		
44	42	s 11.03		671.0	52.8	BLACKWELL. 6.5	52.8			s 3.40		
	40	f 11.13		677.5	0	FORT CHADBOURNE 7.8	37.0			f 3.26		
53	45	s 11.26	Via Southern Division.	685.3	52.8	BRONTE. 10.2	52.8	W	C	s 3.15	Via Southern Division.	
	41	s 11.43		695.5	52.8	TENNYSON. 6.6	26.4		B	s 2.57		
	37	s 11.54		702.1	66.0	WOOLAND. 12.4	52.8			s 2.46		
	Yard	AM 12.13		714.5	0	SAYARD. YL 0.8	0		C	2.27	PM	
		12.15	AM 6.15	715.3	26.4	ALVEY JCT. YL 2.1	31.7	Y		2.25	9.05	
	Yard	s 12.25 AM	s 6.30 AM	717.4		SAN ANGELO. YL		F W T Y	C	2.15 AM	8.50 PM	
		Arrive Daily.	Arrive Daily.			(111.6)				Leave Daily.	Leave Daily.	
		33.9	12.6			Average speed per hour				27.9	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 P&SF Jct.

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

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

Nos. 45 and 46 will not register at Sayard.

Track Capacity 60 ft. Per Car.			Rating Grade Ascending.	TIME TABLE No. 81, January 6, 1952.	Rating Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.	Mile Post.					
	Yard	717.4	26.4	SAN ANGELO. YL 2.8	26.4	FW TY	C
		720.2	37.0	S.N. JCT. YL 12.2	37.0		
33	46	732.4	36.0	TANKERSLY. 13.3	0		B
103	46	745.7	37.0	MERTZON. 10.4	26.4	W	C
	45	756.1	37.0	NOELKE. 9.8	36.0		
	36	765.9	26.4	SUGGS. 5.7	0		
84	40	771.6	52.8	BARNHART. YL 12.4	52.8	W	C
	34	784.0	37.0	JOHN LANE. 6.6	37.0		
115	80	790.6	37.0	BIG LAKE. YL 10.1	13.2	W	C
49	45	800.7	15.8	BEST. 2.1	26.4		
12		802.8	8.8	RITA SANTA. 2.0	22.4		
42	54	804.8	26.4	TEXON. 9.5	52.8		C
	38	814.3	42.2	FLAT ROCK. 5.6	52.8		
99	45	819.9	10.0	RANKIN. YL 6.6	42.2		C
	42	826.5	52.8	CLEARY. 12.1	52.8		
511	45	838.6	52.8	McCAMEY. YL 11.0	52.8	WY	C
43	42	849.6	37.0	GIRVIN 7.3	26.4		C
	38	856.9	29.5	OWEGO. 6.9	9.5		
	42	863.8	37.0	BALDRIDGE. 11.1	0		
	53	874.9	37.0	HODGINS. 6.8	0		
	Yard	881.7		FORT STOCKTON. YL		FWY	C
				(164.3)			

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.

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.		Ruling Grade Ascending.	TIME TABLE No. 81, January 6, 1952.	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 11.00
	44	f 5.59	892.9	52.8	11.2 BELDING.	52.8	FWY	C	10.34
	34	f 6.25	904.3	52.8	11.4 CHANCELLOR.	35.9			10.07
	45	f 6.55	917.2	43.8	12.9 HOVEY.	47.5		B	9.37
	47	f 7.35	934.4	52.8	17.2 TITLEY.	52.8			8.56
	Yard	s 8.45	944.3	52.8	9.9 ALPINE. YL	0		W	8.35 7.50
					5.1 TORONTO.				
	32	f 9.25	956.9	0	7.5 PAISANO.	52.8		B	7.10
	38	f 9.54	969.8	0	12.4 TINAJA.	52.8	W	B	6.40
	27	f 10.23	984.5	0	15.2 PERDIZ.	52.8		B	6.10
	38	f 10.46	993.7	0	9.2 PLATA. YL	52.8	W	B	5.45
5	38	f 11.15 AM	1002.9	0	9.2 CASA-PIEDRA. YL	52.8		B	5.25
	Yard	12.15 AM	1026.7	0	23.8 PRESIDIO. YL	52.8		FWY	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 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.

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.		Ruling Grade Ascending.	TIME TABLE No. 81, January 6, 1952.	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 3.00
		8.30	0.0	26.4	2.8 S.N. JCT. YL	26.4	FW TY	C	2.50
12		f 8.45	7.3	31.7	7.3 BYRNE.	0			2.30
45		f 9.05	16.0	31.7	8.7 CHRISTOVAL. YL	0		B	2.02
43		f 9.40	29.2	37.0	13.2 HULLDALE.	0		B	1.20
86	19	s 10.10	41.9	37.0	12.7 ELDORADO. YL	0	W	C	12.45 PM
	Yard	10.40 AM	63.6	0	21.7 SONORA. YL	37.0	WY	C	11.30 AM
		Arrive Daily Ex. Sun.			(66.4)				Leave Daily Ex. Sun.
		26.4			Average speed per hour.				19.0

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.

Rules Nos. 17, 315, 509, 511, D-514, 619, 660 and 1000 (c) of the Rules, Operating Department are amended as follows:

Rule 17: Amended to read: The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of headlight failure enroute at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The dispatcher should be notified at first opportunity.

Rule 315: Amended to read: A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding twenty miles per hour.

Rule 509: Amended to read: On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

Rule 511: Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514: Amended to read: Where separate signal governing train movements from siding or other track to main track indicates stop and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks. When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal. This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

Rule 619: Amended to read: Sand must not be used between the home signals of an interlocker including interlockers in CTC territory.

Rule 660: Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000(c): Amended to read: In the application of Operating Rule 1000 (c) the Federal Communication Commission has modified its rules to permit an employe, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employe must pass an examination before operating a fixed or base radio station.

The definitions of Medium Speed and Restricted Speed, pages 106, 111, 114 and 115 of the Rules, Operating Department, are amended to read:

Medium Speed—A speed not exceeding 40 MPH.

Restricted Speed—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

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

SLATON DIVISION.

2. YARD LIMITS.

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

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	59	45
PLAINVIEW DISTRICT	59	40
SECOND DISTRICT	79	55
FLOYDADA DISTRICT	40	35
LAMESA DISTRICT	40	35
CROSBYTON DISTRICT	40	30
SEAGRAVES DISTRICT	40	35
LEHMAN DISTRICT	40	35
HAMLIN DISTRICT (Steam)	40	30
HAMLIN DISTRICT (Motor)	50	30
SAYARD DISTRICT (Steam)	40	30
SAYARD DISTRICT (Motor)	50	30
Ft. STOCKTON DIST. (Steam)	35	30
ALPINE DISTRICT (Motor)	50	30
SONORA DISTRICT	40	30
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
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

SLATON DIVISION.

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. 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
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 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		
2 Bridges, 1009-A and 1009-B, 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.....	Spaulding St. to Ave. L.....	15
	Washington Drive.....	5
	S. Chadbourne.....	5
	S. Oakes.....	5
	E. Harris.....	5
	N. Randolph.....	5
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

(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.

SPECIAL RULES. 12

3. SPEED REGULATIONS—(Cont'd)

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

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 siding.....		25	25
Slaton.	Interlock West end of siding.....		15	15
Burriss.	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) MAXIMUM LOCOMOTIVE SPEEDS.

	Miles Per Hour	Miles Per Hour	Backing Or When Controlled From Rear Unit	Miles Per Hour	Dead-In-Train
Diesel and Gas-Electric					
1-90, 300-305	100	45	45	90	
306-316	65	45	45	60	
168	95	45	45	90	
M105-M189	60	60	25	60	
M190	75	60	25	75	
100-268, 169-241, 400-408, 2611	65	45	45	60	
2100-2110, 2650-2697	65	45	45	60	
2800-2809	65	45	45	60	
450-451	30	30	30	20	
460-468	35	35	35	20	

13 SPECIAL RULES.

SLATON DIVISION.

3. SPEED REGULATIONS—(Cont'd)

(E) MAXIMUM LOCOMOTIVE SPEEDS—(Cont'd).

Diesel and Gas-Electric— (Cont'd).	Miles Per Hour	Forward		Backing Or When Controlled From Rear Unit	Dead- In- Train Miles Per Hour
		Miles Per Hour	Miles Per Hour		
500-516, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395- 2399, 2403-2417, 2600-2606	45	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	40	30
1500-1519	45	45	45	45	45
Steam					
6-wheel and 8-wheel switch	20	20	20	20	
9440, 9442	30	30	25		
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804- 820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25		
885-899, 3100-3158	45	35	25		
3800-3940	50	40	25		
2507-2525	55	40	25		
1001-1215, 1799-1886, 3160- 3287, 4000-4115, 4197, 5000-5035	60	40	25		
3700-3750	70	40	25		
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25		
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446- 3448, 3450-3465, 3776-3785	100	40	25		

(F) 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 (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
Passenger.....	3	5	5
Freight.....	5	5	5
44-Ton Yard.....	2	5	5
Other Yard.....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Steam Engines:			
Roller Bearing.....	9	5	5
Passenger Cars:			
Roller Bearing.....	8	5	..
Friction Bearing.....	12	5	..

3. SPEED REGULATIONS—(Cont'd).

(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 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.

(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.

A diesel switch or road type switch locomotive being handled in a freight train, must be placed immediately ahead of the waycar. When more than one of this type locomotive is being handled in the same train, the first one should be immediately ahead of the waycar and at least one car placed between it and each succeeding locomotive. Diesel road locomotives when handled dead in freight or passenger trains are to be placed at head end of train next to the locomotive handling the train.

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 Loco- motives include types:			Passenger Locomotives	All Locomotives
0-4-0	2-6-2	2-10-0	Mountain Type Includes	Except Mountain Type Include
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2
2-6-0	2-8-4			4-6-0
				4-6-2
				4-6-4

(I) Speed Table.

Time Per Mile	Miles Per Hour	Time Per Mile		Miles Per Hour
		Mins.	Sec.	
..	36	1	18	46.1
..	37	1	20	45.0
..	38	1	22	43.9
..	39	1	24	42.9
..	40	1	26	41.9
..	41	1	28	40.9
..	42	1	30	40.0
..	43	1	32	39.1
..	44	1	34	38.3
..	45	1	36	37.5
..	46	1	38	36.8
..	47	1	40	36.0
..	48	1	42	35.3
..	49	1	44	34.6
..	50	1	46	34.0
..	51	1	48	33.3
..	52	1	50	32.7
..	53	1	52	32.1
..	54	1	54	31.6
..	55	1	56	31.0
..	56	1	58	30.5
..	57	2	..	30.0
..	59	2	05	28.8
1	..	2	10	27.7
1	02	2	15	26.7
1	04	2	30	24.0
1	06	2	45	21.8
1	08	3	..	20.0
1	10	3	30	17.1
1	12	4	..	15.0
1	14	5	..	12.0
1	16	6	..	10.0

SLATON DIVISION.

SPECIAL RULES. 14

4. DANGEROUS OBSTRUCTIONS (See Rule 761).

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.

5. SPECIAL RULES AND FACILITIES.

Centralized Traffic Control (Rules 650-661).

(A) Trains originating at other than district terminals may proceed without clearance card on authority of signal indication and will display signals as per Rule 21.

(B) Time of scheduled trains in C.T.C. territory applies at the station sign.

6. RAILROAD CROSSINGS.

(A) LOCATION OF INTERLOCKINGS.

Name	Type	Speed	
		Passenger	Freight
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...	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.
Hamlin District...	M.K. & T.	604.4	Stop. See Rule 98A, B, C, D.

7. 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 Spur.....	15.6	20	East-West	Freight only
Sudan Livestock Co....	39.3	8	West	Freight only
Keaton Cattle Co.....	682.1	21	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	25	East-West	Freight only
Lion Oil Co. Spur 11.2 miles....	751.9	111	East	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

7. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGES OF TIME TABLE—(Cont'd).

LOCATION	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
SAYARD DISTRICT:				
Celotex Spur.....	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
Shawville.....	687.8	16	East-West	Freight only
FT. STOCKTON DIST:				
Humble Oil Co.....	795.3	1	East-West	Freight only
Concho Spur.....	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.....	809.2	260	East-West	Freight only
Plymouth Oil Co.....	809.2	260	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.....	36.2	210	East-West	Freight only
Stanolind Oil & Gas Co.	28.5	54	East-West	Freight only

8. 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.

9. STANDARD CLOCKS.

Altus. Fort Stockton. Hamlin. Lubbock.	San Angelo. Sayard. Slaton. Sweetwater.
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10. STANDARD THERMOMETERS.

Alpine. Chillicothe. Fort Stockton. Hamlin. Lubbock. Littlefield.	Plainview. San Angelo. Sayard. Slaton. Snyder.
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11. 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 employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, 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	71	119	129	GCFT	TDF	31	35	83	87
	Way Freight.	Way Freight.	California Freight.	Way 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.	Leave Mon., Wed., and Fri.	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.
CANYON.		PM 11.15								AM 7.00
PLAINVIEW.		AM 1.30								11.00
TEXICO.	PM 4.10				AM 2.30	PM 4.00				
LUBBOCK.	PM 9.00	4.00			AM 11.15	PM 1.15				PM 3.00
SLATON.	8.00 AM	5.00 6.00 PM			10.30 8.30	12.15 11.30				PM
P.& S.F. JCT.		12.30 PM			4.00 PM	7.30 AM				
ALTUS.			AM 1.30							
CHILLICOTHE.			4.15							
HAMLIN.			10.30 11.30 PM							
SWEETWATER.			2.15							
ALVEY JCT.							AM 6.50	PM 4.15		
SAN ANGELO.			8.00 PM	8.00			7.00 AM	4.30 PM	5.30	
ALVEY JCT.									5.44 PM	
FORT STOCKTON.				PM 5.00						
	Arrive Mon., Wed., and Fri.	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.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.									
	BTX	120	130	CTX	72	32	36	84	88	86
	California Texas Freight.	California Freight.	Way Freight.	California Texas 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.
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.
CANYON.					AM 4.15				PM 7.00	
PLAINVIEW.	AM				1.30 AM				3.15 PM	AM 8.00
TEXICO.	9.30 PM			PM 1.30						PM 3.00
LUBBOCK.				4.00	10.45				11.55 AM	
SLATON.	2.00 3.00			5.00 6.00	9.45 PM					4.00 PM
P.& S.F. JCT.	8.00 PM			10.00 PM						
ALTUS.		PM 12.30								
CHILLICOTHE.		PM 11.00								
HAMLIN.		1.00 12.01 AM								
SWEETWATER.		AM 10.00								
ALVEY JCT.						PM 4.45	PM 5.15			
SAN ANGELO.		6.00 PM	PM 1.00			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.

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.)

