

E. O. CHADDOCK, Trainmaster.....Slaton, Texas.
 J. R. FITZGERALD, Trainmaster.....San Angelo, Texas.
 H. L. MARSH, Chief Dispatcher.....Slaton, Texas.
 J. C. NEWTON, Asst. Chief Dispatcher.....Slaton, Texas.

TRAIN DISPATCHERS—SLATON, TEXAS

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

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

LOCAL TIME INSPECTORS—SLATON DIVISION.

JOHN H. FURBACH.....Amarillo.	J. C. ANDERSON.....Lubbock.
BRYANT MADDOX.....Amarillo.	C. D. BLAIR.....Lubbock.
L. N. PITTMAN.....Amarillo.	C. W. VANDERPOEL.....Plainview.
LUCILE A. HINDS.....Amarillo.	J. C. CHAMPION.....Slaton.
R. J. LOCKHART.....Altus.	PAUL TERRELL.....Sweetwater.
JESSE A. MAY.....Clovis.	I. J. C. HOLLAND.....San Angelo.
H. C. EDWARDS.....Clovis.	M. F. LIEFFEL.....San Angelo.
L. F. SLAUGHTER.....Ft. Stockton.	L. M. SANFORD.....San Angelo.
RUBY J. McMAHON.....Hamlin.	R. M. ERWIN.....Snyder.
I. R. WITT.....Hamlin.	

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY
 OVERSPEED Couplings are DAMAGING - Here's what happens:**

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR—A BRISK WALK.

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE.

SPEED TABLE.

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

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

Panhandle and Santa Fe Railway Co.

**WESTERN LINES
 Southern District
 SLATON DIVISION**

TIME TABLE No.

87

IN EFFECT

Sunday, January 12, 1958

**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.**

**T. J. ANDERSON,
 Asst. General Manager,
 Amarillo, Texas.**

**W. A. J. CARTER,
 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.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	
1	Alva Woodward Canadian Hereford Fort Sumner Vaughn	North of Barstow	Kansas City and beyond	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	
					Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond	
2	Vaughn Fort Sumner Hereford Canadian Woodward Alva Kiowa	Kansas City and beyond	North of Barstow		Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond	
					Thatcher	La Junta and beyond	Trinidad and beyond	
					La Junta to Hutchinson	Newton and beyond	La Junta and beyond	
23	Hazelton	Waynoka and beyond	Wellington and beyond		191-190	La Junta to Denver		Beyond La Junta
						201-200	Denver to La Junta	Beyond La Junta
24	Encino Yeso Taiban	Clovis and beyond	Belen and beyond		17	Littleton	Colorado Springs, Pueblo and beyond	
						Hutchinson	Albuquerque and beyond	Kansas City and beyond
					18	Hutchinson	Wellington and beyond	Waynoka and beyond
El Capitan	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton					
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	El Capitan	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond	
					Thatcher	Trinidad and beyond	La Junta and beyond	
					Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	
					Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond	
On days El Capitan is consolidated with Super Chief trains 17-18 will make conditional stops shown for El Capitan.								
				19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton	
					Trinidad		North of La Junta	
				20	Trinidad	North of La Junta		
					Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque 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	

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

SLATON DIVISION

PLAINVIEW DISTRICT 2

Track Capacity 80 ft. Per Car		WEST- WARD First Class 93		Ruling Grade Ascending	TIME TABLE No. 87 January 12, 1958	Ruling Grade Ascending	Fuel, Water Turn Tables and Wyes	Communications	EAST- WARD First Class 94
Other Tracks	Sidings	Leave Daily	Mile Post		STATIONS				Arrive Daily
Yard		AM 10.55	570.4	79.2	CANYON 5.1	78.9	W Y	C	PM 5.01
	109	11.01	575.5	31.7	CLETA 6.6	31.7		B	4.53
32	103	11.08	582.1	21.1	OGG 6.3	31.7		B	4.46
110	103	11.15	588.4	31.7	HAPPY 8.0	31.7		C	4.39
9	103	11.24	596.4	42.2	KAFFIR 6.9	79.2		B	4.30
210	104	11.31	603.3	78.9	TULIA 4.5	79.2		C	4.23
8	103	11.37	607.8	38.3	EUNICE 7.5	52.8			4.18
78	104	11.45	615.3	26.4	KRESS 6.5	42.2		C	4.10
7	104	11.52 PM	621.8	0	FINNEY 5.8	31.7			4.03
Yard	194	12.01	627.6	40.2	PLAINVIEW YL 0.8	21.2	WY	C	3.57
			628.4	42.2	F.W.& D. Crossing 5.6	42.2			
8	104	12.09	634.0	42.2	FURGUSON 6.9	31.7		B	3.49
135	103	12.17	640.9	21.1	HALE CENTER 5.6	37.0		C	3.42
	101	12.23	646.5	42.2	UNDERWOOD 4.9	42.2		B	3.36
15	102	12.28	651.4	37.0	ALLEY 5.6	37.0		B	3.31
86	104	12.34	657.0	26.4	ABERNATHY 6.3	37.0		C	3.25
63	69	12.41	663.3	26.4	MONROE 8.6	42.2		B	3.18
	113	12.51	671.9	42.2	MARNELS YL 1.6	42.2		B	3.09
		12.53	673.5	0	LUBBOCK JCT. YL 1.1	15.8		Y	3.07
Yard		12.59 PM	674.6		LUBBOCK YL		F W	C	3.05 PM
		Arrive Daily			(104.2)				Leave Daily
		50.4			Average speed per hour				53.9

TWO TRACKS: Between Lubbock Jct. and F.W.& D. crossing, MP 676.6.

SIGNAL SYSTEM TWO IN EFFECT: Plainview District.

RULE 261 IN EFFECT: On main track and sidings at Canyon, between Home Signals, MP 571.6 and MP 569.4.

RULE 251 IN EFFECT: Between Lubbock Jct. and F.W.& D. Crossing, MP 676.6.

Trains entering territory where Rule 251 is effective at Lubbock Jct. or F.W.& D. Crossing, MP 676.6, will continue the display of signals previously authorized.

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

Between Lubbock Jct. and F.W.& D. Crossing 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.

Track Capacity 50 ft. Per Car		WEST- WARD				TIME TABLE No. 87 January 12, 1958			EAST- WARD	
Other Tracks	Sidings	First Class 75		Rolling Grade Ascending			Rolling Grade Ascending	Roll. Water, Turn Tables and Wyes	Communications	
		California Special							First Class 76	
		Leave Daily	Mile Post			STATIONS			California Special	
		AM							Arrive Daily	
		6.55	690.0	21.1	Two Tracks - C.T.C.	SLATON 10.2	13.2	FW TY	C s	PM 7.35
7	100	7.05	679.8	15.8		BURRIS 3.2	2.7		B	7.22
			676.6	15.8		F.W.&D. Crossing 2.0	0		B	
Yard		7.15 7.30	674.6	15.8		LUBBOCK YL 1.1	0	FW	C	7.15 7.00
		7.35	88.6	15.8		LUBBOCK JCT. YL 5.0	0		Y	6.50
	88	7.44	83.6	21.1		BROADVIEW 5.5	10.6		B	6.40
22	112 s	7.55	78.1	21.1		SHALLOWATER 8.2	21.1		C s	6.33
21	83	8.05	69.9	10.6		ROUNDUP 4.3	10.6		B	6.22
55	113 s	8.14	65.6	21.1		ANTON 6.1	5.9		C s	6.14
12	83	8.23	59.5	21.1		BAINER 6.5	0		B	6.07
279	106 s	8.39	53.0	21.1		LITTLEFIELD YL 7.5	21.1		W C s	6.00
69	83 s	8.53	45.5	21.1		AMHERST 7.4	10.6		C s	5.42
170	96 s	9.07	38.1	21.1		SUDAN 8.0	21.1		C s	5.32
	113	9.17	30.1	21.1		MILL 7.9	21.1		B	5.20
219	223 s	9.32	22.2	21.1		MULESHOE 12.4	0		C s	5.11
48	138 f	9.50	9.8	21.1		LARIAT 9.6	0		B f	4.52
Yard	132	10.10 AM	0.2			TEXICO			WY C	4.40 PM
		Arrive Daily				(104.9)				Leave Daily
		34.9			Average speed per hour				39.3	

TWO TRACKS: Between Lubbock Jct. and F.W.&D. Crossing, MP 676.6.

SIGNAL SYSTEM TWO IN EFFECT: On First District.

RULE 261 IN EFFECT: On Main Tracks only, between Home Signal at East end Two Tracks F.W.&D. Crossing and Slaton. Trains using siding Burris must comply with Rule 105.

RULE 251 IN EFFECT: Between Lubbock Jct. and F.W.&D. Crossing, MP 676.6

Trains entering territory where Rule 251 is effective at Lubbock Jct. or F.W.&D. Crossing, MP 676.6, will continue the display of signals previously authorized.

Between Lubbock Jct. and F.W.&D. Crossing 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.

SLATON DIVISION

SECOND DISTRICT

4

Track Capacity 50 ft. Per Car		WEST- WARD			TIME TABLE No. 87 January 12, 1958				EAST- WARD
Other Tracks	Sidings	First Class		Rolling Grade Ascending		Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	First Class
		75							76
		California Special							California Special
Leave Daily	Mile Post	STATIONS		Arrive Daily					
AM 4.45	793.7	SWEETWATER YL	15.8	PM 9.40					
		1.1							
4.48	792.6	ORIENT JCT.	31.7	9.33					
		5.3							
98 4.56	787.3	GANNON	31.7	9.28					
		12.0							
11 142 5.08	775.3	PYRON	31.7	9.16					
		6.7							
27 101 5.14	768.6	HERMLEIGH	31.7	9.10					
		11.7							
207 125 s 5.32	756.9	SNYDER	31.7	8.55					
		10.1							
41 98 5.42	746.9	DERMOTT	31.7	8.41					
		6.2							
74 99 5.47	740.6	FULLERVILLE	31.7	8.35					
		11.6							
23 103 5.57	729.0	JUSTICEBURG	31.7	8.23					
		8.7							
7 109 6.05	720.3	AUGUSTUS	31.7	8.15					
		6.5							
133 146 s 6.18	713.8	POST	31.7	8.07					
		10.2							
9 110 6.30	703.6	BURNOS	31.7	7.55					
		6.3							
33 99 6.37	697.3	SOUTHLAND	15.8	7.50					
		7.3							
Yard s 6.50	690.0	SLATON		7.40 PM					
Arrive Daily		(103.7)		Leave Daily					
49.8		Average speed per hour		51.9					

SIGNAL SYSTEM TWO IN EFFECT: On Second District.

RULE 261 IN EFFECT: On Main Track between Slaton and Orient Jct., and on siding Pyron. Trains using sidings, except siding Pyron, must comply with Rule 105.

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

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

5 SLATON DIVISION

FLOYDADA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending.	TIME TABLE No. 87 January 12, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD	
Other Tracks	Sidings	81							82	
		Leave Daily	Mile Post						Arrive Daily	Freight
		AM 2.01			STATIONS					
Yard				22.7	PLAINVIEW YL 2.7	31.7	WY	C	AM 5.45	
			2.2	31.7	F.W.& D. Crossing 8.0	31.7				
13	47	2.20	10.2	31.7	AIKEN YL 4.3	42.2			5.15	
			14.5	31.7	F.W.& D. Crossing 0.9	26.4				
108	48	2.30	15.4	18.5	LOCKNEY YL 4.8	31.7		C	5.05	
17		2.40	20.2	21.1	MUNCY 6.4	31.7			4.45	
Yard		3.01 AM	26.6		FLOYDADA YL		Y	C	4.30 AM	
		Arrive Daily			(27.1)				Leave Daily	
		37.1			Average speed per hour				21.6	

Nos. 81 and 82 have no time table authority. Schedules shown for information only.

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		Ruling Grade Ascending.	TIME TABLE No. 87 January 12, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD	
Other Tracks	Sidings	89							90	
		Leave Daily Ex. Sun.	Mile Post						Arrive Daily Ex. Sun.	Freight
		AM 9.30			STATIONS					
Yard				31.7	LUBBOCK YL 8.7	31.7	FW Y	C	PM 1.00	
			8.0	31.7	F.W.& D. Crossing 3.3	31.7				
25	23	10.05	11.3	26.4	IDALOU YL 8.3	30.6		C	12.24	
33	21	10.25	19.6	15.8	LORENZO YL 8.8	26.4		C	12.04 PM	
116	45	10.45	28.4	13.2	RALLS YL 9.4	26.4		C	11.42	
Yard		11.05 AM	37.8		CROSBYTON YL		Y	C	11.15 AM	
		Arrive Daily Ex. Sun.			(38.5)				Leave Daily Ex. Sun.	
		24.3			Average speed per hour				22.0	

Nos. 89 and 90 have no time table authority. Schedules shown for information only.

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

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

No switch lights on Crosbyton District.

LAMESA DISTRICT

Track Capacity 50 ft. Per Car.		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 87 January 12, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD	
Other Tracks	Sidings	83							84	
		Leave Daily Ex. Sun.	Mile Post						Arrive Daily Ex. Sun.	Freight
		AM 8.00			STATIONS					
Yard				31.7	SLATON YL 10.0	15.8	Y WFT	C	PM 1.00	
35	33	8.30	10.0	31.7	WILSON YL 11.3	31.7		C	12.30	
91	34	9.00	21.3	31.7	TAHOKA YL 7.2	79.2		C	12.05 PM	
	34	9.15	28.5	31.7	SKERN 7.6	26.4			11.50	
85	56	9.45	36.1	31.7	O'DONNELL YL 6.0	31.7		C	11.40	
21		9.55	42.1	31.7	HINDMAN 5.7	31.7			11.25	
21		10.05	47.8	31.7	ARVANA 5.9	31.7			11.15	
Yard		10.15 AM	53.7		LAMESA YL		Y	C	11.01 AM	
		Arrive Daily Ex. Sun.			(53.7)				Leave Daily Ex. Sun.	
		24.3			Average speed per hour				27.4	

Nos. 83 and 84 have no time table authority. Schedules shown for information only.

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		Mile Post	Ruling Grade Ascending	TIME TABLE No. 87 January 12, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EASTWARD	
		79	Second Class							78	80
			Freight								
Other Tracks	Sidings	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
		AM 9.00	AM 9.15		15.8	LUBBOCK YL 1.1	0			PM 3.00	PM 3.10
		9.05	9.17		31.7	LUBBOCK JCT. YL 5.9				2.30	2.40
	46	9.19 AM	9.34	5.9	31.6	DOUD YL 5.4	21.2	Y	B	2.18	2.28 PM
21	46		9.45	11.3	27.4	WOLFFORTH 10.8	29.0			2.05	
59			10.05	22.1	16.9	ROPES YL 5.8	23.7		C	1.40	
22		Via Lehman District	10.17	27.9	31.6	MEADOW YL 11.8	24.2		C	1.25	Via Lehman District.
182	70		10.41	39.7	31.6	BROWNFIELD YL 12.6	31.6		C	12.58	
27			11.06	52.3	29.0	WELLMAN 10.6	31.6			12.20	
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 Lubbock Jct. and F.W.&D, Crossing 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.

Nos. 79 and 80 have no time table authority. Schedules shown for information only.

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

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

No switch lights on Seagraves District.

LEHMAN DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Ruling Grade Ascending	TIME TABLE No. 87 January 12, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EASTWARD	
		79	Freight							80	Freight
Other Tracks	Sidings	Leave Daily Ex. Sun.				STATIONS				Arrive Daily Ex. Sun.	
		AM 9.19	.0	15.8		DOUD YL 6.0	10.6	Y	B	PM 2.28	
196		9.33	6.0	52.8		HURLWOOD 7.2	5.3			2.14	
83	37	9.49	13.2	44.9		SMYER 12.5	27.4			1.57	
166	21	10.15	25.7	52.8		LEVELLAND YL 7.3	23.2		C	1.28	
19		10.29	33.0	52.8		COBLE 6.2	23.2			1.08	
57	35	10.43	39.2	52.8		WHITEFACE YL 11.3	40.0		C	12.57	
40		11.05	50.5	52.8		LEHMAN 12.3	10.6		C	12.30	
Yard		11.30 AM	62.8			BLED SOE YL		Y	C	12.01 PM	
		Arrive Daily Ex. Sun.				(62.8)				Leave Daily Ex. Sun.	
		28.8				Average speed per hour				25.6	

Nos. 79 and 80 have no time table authority. Schedules shown for information only.

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		Rolling Grade Ascending	TIME TABLE No. 87 January 12, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD First Class 46
Other Tracks	Sidings	Motor Passenger	Leave Daily	Mile Post	STATIONS				Motor Passenger
Yard		PM 3.50	467.9	0	ALTUS YL 0.5	0	FT	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			s10.01
	13	4.18	483.1	50.5	RANCLAND 5.2	34.8			9.53
35	47	s 4.28	488.3	52.8	ODELL 9.0	47.0			s 9.43
			497.3	0	F.W.& D. Crossing 0.2	0			
120	38	s 4.45	497.5	52.8	CHILLICOTHE 6.8	36.4		C	s 9.25
42	54	s 4.53	504.3	62.3	MEDICINE MOUND 10.3	52.8			s 9.11
36	46	f 5.20	514.6	42.8	MARGARET 6.7	29.7			f 8.51
138	76	s 5.35	521.3	52.8	CROWELL YL 7.8	52.8		C	s 8.38
	32	5.50	529.1	52.8	FOARD CITY 9.3	52.8			8.23
36	45	s 6.05	538.4	52.8	TRUSCOTT 12.7	42.2		C	s 8.06
63	48	s 6.25	551.1	52.8	BENJAMIN 12.0	19.2		C	s 7.44
23	41	s 6.45	563.1	37.0	KNOX CITY 2.6	5.8		C	s 7.25
	32	s 6.51	565.7	26.4	O'BRIEN 4.8	21.1			s 7.19
45	41	s 6.59	570.5	37.0	ROCHESTER 9.6	27.0		C	s 7.09
97	33	s 7.15	580.1	10.6	RULE 8.3	39.6		C	s 6.52
47	73	s 7.30	588.4	23.7	SAGERTON 0.5	0			s 6.37
			588.9	0	W.V. Crossing 8.5	0			
	46	7.45	597.4	41.1	PASTURA 7.0	31.7			6.20
			604.4	0	M.K.&T. Crossing 1.4	0			
Yard		s 8.05 PM	605.8		HAMLIN YL		FT	C	6.05 AM
		Arrive Daily			(138.5)				Leave Daily
		32.6			Average speed per hour				32.6

SIGNAL SYSTEM TWO IN EFFECT: At F.W.&D. Crossing, MP 497.3. When train or engine is stopped by stop signal and communications cannot be established with Control Station be governed by instructions in P.&S.F. Railway emergency box.

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 exceed-

ing 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

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

SLATON DIVISION

SAYARD DISTRICT

8

Track Capacity 50 Ft. Per Car		WESTWARD		Mile Post	Ruling Grade Ascending	TIME TABLE No. 87 January 12, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communication	EASTWARD	
		First Class								First Class	
		45	77							46	78
Other Tracks	Sidings	Motor. Passenger.	The Angelo							Motor Passenger	The Angelo
		Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily
	Yard	PM 8.10		605.8	52.8	HAMLIN YL 8.5	0	FT	C	AM 6.00	
		8.26		614.3	26.4	MCCAULLEY 4.8	52.8			5.43	
	27	8.36		619.1	73.9	SYLVESTER 7.4	26.4			5.35	
	50	8.50		626.5	66.0	LONGWORTH 10.8	52.8			5.21	
		9.05		637.3	66.0	ORIENT JCT. YL 0.7	52.8		B	5.05	
	Yard	9.20 9.50		638.0	63.4	SWEETWATER YL 2.2	0	FW TY	C	5.00 4.20	
		10.02		640.2	52.8	SOUTH JCT. YL 5.2	52.8			4.08	
		10.10		645.4	52.8	SHAUFLER 5.1	45.9			3.58	
		10.19		650.5	52.8	EDLEONA 6.8	16.8			3.50	
	48	10.30		657.8	52.8	MARYNEAL YL 13.7	52.8	Y	C	3.41	
	44	10.53		671.0	52.8	BLACKWELL 6.5	52.8			3.18	
		11.03		677.5	0	FORT CHADBOURNE 7.8	37.0			3.05	
	53	11.16	Via Southern Division	685.3	52.8	BRONTE 10.2	52.8		C	2.55	Via Southern Division
		11.33		695.5	52.8	TENNYSON 6.5	26.4		B	2.38	
		11.44 -AM-		702.1	66.0	WOOLAND 12.4	52.8			2.28	
	Yard	12.03		714.5	0	SAYARD YL 0.8	0		C	2.10	
		12.05	AM 5.55	715.3	26.4	ALVEY JCT. YL 2.1	31.7	Y		2.08	PM 3.58
	Yard	12.15 AM	6.10 AM	717.4		SAN ANGELO YL		FW TY	C	2.00 AM	8.50 PM
		Arrive Daily	Arrive Daily			(111.6)				Leave Daily	Leave Daily
		31.1	12.6			Average speed per hour				33.5	12.6

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

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

Trains must get numbered clearance card before leaving Hamlin

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

Nos. 45 and 46 will not register at Sayard.

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

Normal position of switches at Alvey Jct. is lined for Sayard District.

9 FORT STOCKTON DISTRICT

SLATON DIVISION

Track Capacity 50 ft. Per Car		WEST- WARD		Rolling Grade Ascending	TIME TABLE No. 87 January 12, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD
		129							130
		Freight							Freight
Other Tracks	Sidings	Leave Daily	Mile Post		STATIONS				Arrive Daily
Yard		AM 8.00	717.4	26.4	SAN ANGELO YL 2.8	26.4	FW TY	C	PM 12.01 PM
		8.10	720.2	37.0	S.N. JCT. YL 12.2	37.0			10.50
33	46	8.30	732.4	36.0	TANKERSLY 13.3	0		B	10.30
103	46	9.15	745.7	37.0	MERTZON 10.4	26.4		C	10.05
	45	9.35	756.1	37.0	NOELKE 9.8	36.0			9.35
	36	9.50	765.9	26.4	SUGGS 5.7	0			9.00
84	40	10.20	771.6	52.8	BARNHART YL 12.4	52.8		C	8.45
	34	11.01	784.0	37.0	JOHN LANE 6.6	37.0			7.30
115	80	11.30	790.6	37.0	BIG LAKE YL 10.1	13.2		C	7.10
49	45	11.50 PM	800.7	15.8	BEST 4.1	26.4			6.10
42	54	12.10	804.8	26.4	TEXON 4.4	52.8			6.00
271	43	12.40	809.2	15.5	BENEDUM YL 5.1	52.8	Y	B	5.35
	38	12.50	814.3	42.2	FLAT ROCK 5.6	52.8			5.05
111	45	1.30	819.9	10.0	RANKIN YL 6.6	42.2		C	4.45
	42	1.45	826.5	52.8	CLEARY 12.1	52.8			3.50
511	45	3.15	838.6	52.8	McCAMEY YL 11.0	52.8	Y	C	3.15
43	42	3.35	849.6	37.0	GIRVIN 7.3	26.4		B	2.15
	38	3.50	856.9	29.5	OWEGO 6.9	9.5			2.00
	42	4.05	863.8	37.0	BALDRIDGE 11.1	0			1.45
	53	4.25	874.9	37.0	HODGINS 6.8	0			1.20
Yard		5.00 PM	881.7		FORT STOCKTON YL		FY	C	1.00 AM
		Arrive Daily			(164.3)				Leave Daily
		18.2			Average speed per hour				14.9

Nos. 129 and 130 have no time table authority. Schedules shown for information only.

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.

Normal position of main track switch at S.N. Jct. is lined for Fort Stockton District.

ALPINE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 129		Rating Grade Ascending	TIME TABLE No. 87 January 12, 1958	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class 130
Other Tracks	Sidings	Leave Tues., Thurs. and Sun.	Mile Post		STATIONS.				Arrive Mon., Wed., Fri.
		Mixed.							Mixed
Yard		PM 5.30	881.7	52.8	FORT STOCKTON YL 11.2	52.8	FY	C	PM 6.15
	44	5.59	892.9	52.8	BELDING 11.4	35.9			5.57
	34	6.25	904.3	43.8	CHANCELLOR 12.9	47.5			5.40
	45	6.55	917.2	52.8	HOVEY 17.2	52.8		B	5.23
	47	7.35	934.4	52.8	TITLEY 9.9	0			4.58
Yard		8.45	944.3		ALPINE YL 5.1			C	4.40
					TORONTO 7.5				
	32	9.25	956.9	0	PAISANO 12.4	52.8		B	4.20
	33	9.54	969.3	0	TINAJA 15.7	52.8		B	4.00
	27	10.23	984.5	0	PERDIZ 9.2	52.8		B	3.38
	33	10.46	993.7	0	PLATA 9.4	52.8		B	3.23
5	33	11.15	1002.9	0	CASA-PIEDRA 23.8	52.8		B	3.08
Yard		12.15 AM	1026.7		PRESIDIO YL 2.2		Y	C	2.30 PM
					International Bridge End of Track				
		Arrive Mon., Wed. and Fri.			(147.2)				Leave Mon., Wed. and Fri.
		21.8			Average speed per hour				38.7

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

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

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

SONORA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD 127		Rating Grade Ascending	TIME TABLE No. 87 January 12, 1958	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD 128
Other Tracks	Sidings	Leave Daily Ex. Sun.	Mile Post		STATIONS				Arrive Daily Ex. Sun.
		Freight							Freight
Yard		AM 8.20		26.4	SAN ANGELO YL 2.8	26.4	FW TY	C	PM 2.00
		8.30	0.0	31.7	S.N. JCT. YL 7.3	0			1.50
12		8.45	7.3	31.7	BYRNE 8.7	0			1.38
45		9.05	16.0	37.0	CHRISTOVAL 13.2	0		B	1.20
75		9.40	29.2	37.0	HULLDALE 12.7	0		B	12.50
86	19	10.10	41.9	0	ELDORADO 21.7	37.0		C	12.30 PM
Yard		10.40 AM	63.6		SONORA YL		Y	C	11.30 AM
		Arrive Daily Ex. Sun.			(66.4)				Leave Daily Ex. Sun.
		28.4			Average speed per hour				26.5

Nos. 127 and 128 have no time table authority. Schedules shown for information only.

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.

Trains must get numbered clearance card before leaving Sayard and Sonora.

No switch lights on Sonora District.

Normal position of main track switch at S.N. Jct. is lined for Fort Stockton District.

11 SPECIAL RULES

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

Rule 104(A) of the rules, Operating Department, revised 1953, is amended as follows:

104(A). When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

2. YARD LIMITS

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

3. SPEED REGULATIONS

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Texico to Lubbock	59	49
Lubbock to Slaton	79	55
PLAINVIEW DISTRICT		
Plainview	59	45
SECOND DISTRICT:		
Main Track	79	55
Siding Pyron where Rule 261 is in effect	30	30
FLOYDADA DISTRICT		
Floydada	40	40
LAMESA DISTRICT		
Lamesa	40	40
CROSBYTON DISTRICT		
Crosbyton	40	35
SEAGRAVES DISTRICT		
Seagraves	50	45
LEHMAN DISTRICT		
Lehman	50	45
HAMLIN DISTRICT (Steam)		
Hamlin	40	40
HAMLIN DISTRICT (Motor)		
Hamlin	50	40
SAYARD DISTRICT (Steam)		
Sayard	40	40
SAYARD DISTRICT (Motor)		
Sayard	50	40
Ft. STOCKTON DIST. (Steam)		
Ft. Stockton	40	40
Ft. STOCKTON DIST. (Motor)		
Ft. Stockton	50	40

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
ALPINE DISTRICT		
Ft. Stockton to Paisano	50	40
Paisano to Presidio	50	45
SONORA DISTRICT		
FIRST DISTRICT		
Curve, M.P. 0.1 to 0.7	30	30
SECOND DISTRICT		
2 Curves, M.P. 699.5 to 700.4	65	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	65	55
Curve, M.P. 713.2 to 713.6	60	50
Curve, M.P. 714.8 to 715.0	65	55
Curve, M.P. 716.0 to 716.3	70	55
Curve, M.P. 716.5 to 717.0	65	55
Curve, M.P. 723.7 to 723.9	60	55
Curve, M.P. 724.4 to 725.1	65	55
Curve, M.P. 725.6 to 726.0	60	55
Curve, M.P. 726.3 to 726.6	65	55
Curve, M.P. 736.2 to 736.6	60	55
Curve, M.P. 741.2 to 741.6	65	55
Curve, M.P. 743.7 to 744.1	60	55
Curve, M.P. 748.8 to 749.1	70	55
Lion Oil Co. Spur, MP 751.9	25	25
Curve, M.P. 756.5 to 756.9	60	55
Curve, M.P. 764.2 to 764.5	65	55
Curve, M.P. 775.8 to 776.1	60	55
2 Curves, M.P. 776.7 to 777.3	60	55
Curve, M.P. 777.8 to 778.1	50	50
2 Curves, M.P. 780.6 to 782.7	65	55
2 Curves, M.P. 785.3 to 786.1	65	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
Bridge, M.P. 672.9	30	30
Curve, M.P. 673.3 to 673.4	25	20
HAMLIN DISTRICT		
Bridge, M.P. 479.7 to 480.2	25	20
M.P. 485.2 to M.P. 488.0	45	35
M.P. 571.7 to M.P. 575.0	45	35
SAYARD DISTRICT		
2 Curves, M.P. 652.4 to 653.1	30	25
4 Curves, M.P. 653.9 to 655.7	30	25
2 Curves, M.P. 658.8 to 659.3	30	25
8 Curves, M.P. 660.3 to 663.1	30	25
Bridge, M.P. 673.2 to 674.1	25	25
M.P. 696 to M.P. 697	35	30
Maryneal-Silver Spur	30	30

SLATON DIVISION

SPECIAL RULES 12

3. SPEED REGULATIONS—(Cont'd)

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FORT STOCKTON DISTRICT		
Benedum Spur, M.P. 809	30	30
ALPINE DISTRICT		
Curve and Rock Cut, M.P. 1009.0 to 1009.3	10	10
M.P. 1027.3 to M.P. 1028.9	10	10

(C) WHILE HEAD OF TRAIN IS PASSING THE STREET CROSSINGS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED:

Station	Streets	M.P.H.
Amherst.....	Through City Limits.....	45
San Angelo.....	Within City Limits.....	15
Snyder.....	Avenue "S".....	20
Snyder.....	Avenue "R" to 26th St.....	30
Sudan.....	Main Street.....	45
Bronte.....	Through City Limits.....	20
Fort Stockton....	2nd, 3rd, 4th, Nelson and Stockton..	10
Hamlin.....	Central Ave.....	20
Tahoka.....	U. S. Highway No. 380.....	10
Big Lake.....	Depot Ave. and Highway 33.....	20

(D) MAXIMUM SPEED OF ENGINES

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

3. SPEED REGULATIONS—(Cont'd)

(E) MOVEMENTS OVER SUBMERGED TRACK

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019..	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....			
Passenger Cars	3	5	5
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(F) STEAM DERRICK, CRANES, ETC.

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

(G) ENGINES HANDLED DEAD IN TRAINS

Steam engines will only be handled dead in train on, and in accordance with, special instructions from the Trainmaster.

(H) 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.

"T"—Interlocking.
"S"—Spring.
"R"—Rigid.

STATION	TYPE	LOCATION	MILES PER HOUR
SECOND DISTRICT.			
Orient Jct.	S	Function from Sayard District to Second District	15
Gannon	I	Both ends siding	15
Pyron	I	Both ends siding	30
Hermleigh	I	Both ends siding	15
Snyder	I	East end siding	25
Snyder	I	West end siding	15
Dermott	I	Both ends siding	15
Fullerville	I	Both ends siding	30
Justiceburg	I	Both ends siding	30
Augustus	I	Both ends siding	30
Post	I	Both ends siding	30
Buenos	I	Both ends siding	30
Southland	I	Both ends siding	15
Slaton	I	East end of yard	25

13 SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

"I"—Interlocking.
"S"—Spring.
"R"—Rigid.

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT.			
Slaton	I	West end of yard	15
Burris	I	Both ends siding	15
Lubbock	I	Both ends of two main tracks	30
Lubbock	I	Crossover from Eastward to Westward main track at Lubbock Jct.	30
Lubbock	I	Turnout from Westward main track to Plainview District	30
Lubbock	I	Crossover from main track to Seagraves District at Lubbock Jct.	15
Lubbock	I	Turnout from Westward main track to switching lead at Lubbock Jct.	15
Lubbock	I	Turnout from Westward main track to switching lead east end lower yard	15
Broadview	R	Both ends siding	30
Shallowater	R	Both ends siding	30
Roundup	R	Both ends siding	30
Anton	R	Both ends siding	30
Bainer	R	Both ends siding	30
Littlefield	R	East end siding	30
Amherst	R	Both ends siding	30
Sudan	R	Both ends siding	30
Mill	R	Both ends siding	30
Mulshoe	R	Both ends siding	30
Lariat	R	Both ends siding	30
Texico	I	Turnout at Wheeler Ave. from Plains Division Eastward main track to Slaton Division	30

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

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

5. RAILROAD CROSSINGS

(A) LOCATION OF INTERLOCKINGS

Name	Type	Speed	
		Passenger	Freight
Altus.....	Automatic.....	20	20
Chillicothe.....	Interlocking.....	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.	8.0	F.W. & D.	15
Floydada District....	F.W. & D.	2.2	F.W. & D.	15
Floydada District....	F.W. & D.	14.5	F.W. & D.	15
Hamlin District.....	M.K. & T.	604.4	Either	15

SLATON DIVISION

3. SPEED REGULATIONS—(Cont'd)

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

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

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
PLAINVIEW DISTRICT			
Tuco.....	654.3	23	West
FIRST DISTRICT			
Progress.....	15.6	20	East & West
Sudan Livestock Co.....	39.3	8	East & West
Keeton Cattle Co.....	682.1	56	East & West
SECOND DISTRICT			
Cow Spur.....	729.9	27	East & West
Brand.....	751.4	105	East & West
Standard Oil Co.....	751.0	40	East & West
Lion Oil Co. Spur 11.2 miles	751.9	111	East
Gas Products Development Corpn.			
Lion Oil Co. Spur.....	2.2	10	East & West
Haliburton Co.....	752.2	17	East & West
Sunray Oil Co.....	752.8	186	East & West
Bernecker.....	781.9	20	East & West
HAMLIN DISTRICT			
Stonewall Gas Products Co..	567.3	21	East & West
SAYARD DISTRICT			
Celotex Spur 1.5 miles.....	609.6	195	East
Lone Star Cement.....	620.6	91	East & West
Lone Star Sand Siding.....	630.0	20	East & West
Spur.....		38	West
Hillsdale Pit.....	643.3	65	East
Lone Star Cement.....	656.1	290	East & West
Lone Star Producing Co....	675.8	67	East & West
Shawville.....	687.8	16	East & West
FT. STOCKTON DISTRICT			
Humble Oil Co.....	795.3	1	East & West
Rio Pecos Spur.....	847.5	38	East
Witco Gasoline.....	782.8	49	East & West
Texas Natural Gasoline, El Paso Natural Gas Co., Phillips Oil Co. Spur 9.7 miles.....	809.2	331	East & West
Continental.....	802.8	12	East
SEAGRAVES DISTRICT			
Farm Center Gin and Grain Co.....	17.1	9	West
Columbian Carbon Spur....	59.4	34	East
LEHMAN DISTRICT			
Stanolind Spur 9.3 miles....	36.2	210	East & West
Stanolind Oil & Gas Co.....	28.5	54	East & West

7. SPECIAL RULES AND FACILITIES

High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent automatic block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:
Bridge 785.9 — Near Gannon

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

10. STANDARD THERMOMETERS

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

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 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.

SURGEONS OF THE A.T. & S.F. HOSPITAL ASSOCIATION.
DR. G. S. HOPKINS, Chief Surgeon.....Topeka.

SLATON DIVISION—SAN ANGELO HOSPITAL.
DR. M. D. KNIGHT, Surgeon. DR. C. F. ENGLEKING, Ear, Nose and Throat. DR. H. N. RICCI, Eye Specialist. DR. W. H. BRAUNS, Internist. DR. D. D. WALL, DR. R. M. FINKS, DR. R. E. MOON, DR. R. A. MORSE, DR. T. R. HUNTER, JR., Local Surgeons, DR. DALE W. HAYTER, (Ophthalmologist).

LOCAL SURGEONS.

DR. J. E. WRIGHT.....Alpine.	DR. THEODORE M. SLEMMONS.....Muleshoe.
DR. JOHN L. WRIGHT...Big Lake.	DR. BERNIE O. MCDANIEL.....Muleshoe.
DR. JOHN R. HARRIS...Bronte.	DR. WM. F. BIRDSONG...Muleshoe.
DR. W. C. HILL.....Brownfield.	DR. N. L. RUMBO.....O'Donnell.
DR. CECIL B. KNOX....Brownfield.	DR. E. O. NICHOLS, JR..Plainview.
DR. C. R. NESTER.....Canyon.	DR. E. O. NICHOLS, SR..Plainview.
DR. LETA N. BOSWELL..Canyon.	DR. A. C. SURMAN.....Post.
DR. R. A. NEBLETT....Canyon.	DR. E. L. HANEY.....Ralls.
DR. RAYMOND SITTA...Chillicothe.	DR. JAMES D. GOSSETT. Rankin.
DR. B. E. POWELL.....Chillicothe.	DR. R. E. COLBERT....Rule.
DR. M. M. KRALICKE...Crowell.	DR. L. B. BARNES, JR...Seagraves.
DR. DONALD H. PITTS..Floydada.	DR. G. B. PAYNE.....Slaton.
DR. J. C. HUNDLEY....Ft. Stockton.	DR. J. C. LOCKE.....Slaton.
DR. C. E. OSWALT, JR...Ft. Stockton.	DR. S. H. JAYNES.....Slaton.
DR. E. J. HAWKINS....Hamlin.	DR. M. J. MCSWEEN, JR.....Slaton.
DR. T. S. EDWARDS....Knox City.	DR. T. L. TALBERT....Slaton.
DR. D. E. BLACK.....Lamesa.	DR. W. N. JONES.....Snyder.
DR. C. M. PHILLIPS....Levelland.	DR. J. F. HOWELL.....Sonora.
DR. F. W. JAMES.....Littlefield.	DR. TOM D. YOUNG....Sweetwater.
DR. KENNETH O. CRUM. Lockney.	DR. J. K. RICHARDSON. Sweetwater.
DR. SAM G. DUNN.....Lubbock.	DR. EMIL PROHL.....Tahoka.
DR. C. B. BATSON.....Lubbock.	DR. E. PAUL STEWART. Tulla.
DR. J. P. SEARLS.....Marfa.	
DR. BOYD NIBLING....McCamey.	
DR. E. O. DEAL.....Mertzton.	

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. BEN HUTCHINSON (Eye only).....Lubbock.
DR. M. D. WATKINS (Eye only).....Lubbock.
DR. ERNEST NALLE (Ear, Nose, Throat).....Lubbock.
DR. WM. F. ANDERSON (Eye Only).....Lubbock.
DR. E. M. BLAKE (Eye Only).....Lubbock.



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.)

