



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

TRAINMASTER

P. R. Buchanan Slaton, Texas

TRAINMASTER-ROAD FOREMAN OF ENGINES

W. K. Fry San Angelo, Texas

ROAD FOREMAN OF ENGINES

G. T. Johnson Slaton, Texas

CHIEF DISPATCHER

J. C. Newton Slaton, Texas

ASST. CHIEF DISPATCHERS

A. C. Burk Slaton, Texas

A. Deaton Slaton, Texas

DISPATCHERS - SLATON

R. C. Sanner

J. E. Smith

W. H. Farschon

J. E. McMeekan

W. L. Roche

G. C. Brunson

C. D. Berry

A. C. Westbrook

T. V. Ellis

W. A. Farrell

L. M. Cole

L. A. Stewart

The
Atchison, Topeka and Santa Fe
Railway Co.

WESTERN LINES

SLATON DIVISION

TIME TABLE
No. 2

IN EFFECT

Sunday, April 24, 1966

At 12:01 A. M.
Central Standard Time

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

F. N. STUPPI,
General Manager,
Amarillo, Texas.

J. H. BLAKE,
Asst. General Manager,
Amarillo, Texas.

J. P. SPEARS,
Superintendent,
Slaton, Texas.

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

DR. O. L. HANSON, Chief Surgeon.....Topeka

SLATON DIVISION—SAN ANGELO HOSPITAL.

DR. M. D. KNIGHT, Surgeon. DR. C. F. ENGLEKING,
Ear, Nose and Throat. DR. W. H. BRAUNS, Internist.
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. ARVEL R. PONTON, JR.	Alpine.
DR. JOHN L. WRIGHT	Big Lake.
DR. JOHN R. HARRIS	Bronte.
DR. W. C. HILL	Brownfield.
DR. CECIL B. KNOX	Brownfield.
DR. WADE NICOLAS	Chillicothe.
DR. WALTER H. STAPP	Crowell.
DR. A. E. GUTHRIE	Floydada.
DR. J. C. HUNDLEY	Fort Stockton.
DR. C. E. OSWALT, JR.	Fort Stockton.
DR. J. D. LANCASTER	Fort Stockton.
DR. E. J. HAWKINS	Hamlin.
DR. ROBERT G. HOWELL	Knox City
DR. D. B. BLACK	Lamesa.
DR. N. W. STAKER	Lamesa.
DR. PAUL S. RUSSELL	Levelland.
DR. OSCAR W. STILL	Littlefield.
DR. DELMAN J. STAFFORD	Littlefield.
DR. WILLIAM J. MANGOLD	Lockney
DR. SAM G. DUNN	Lubbock.
DR. C. B. BATSON	Lubbock.
DR. J. P. SEARLS	Marfa.
DR. WM. F. BIRDSONG	Muleshoe.
DR. BERNIE O. MCDANIEL	Muleshoe.
DR. N. H. PRICE	O'Donnell.
DR. KENNETH O. CRUM	Plainview.
DR. E. O. NICHOLS, JR.	Plainview
DR. E. O. NICHOLS, SR.	Plainview.
DR. LEONARD C. VIRIL	Plainview
DR. HARRY A. TUBBS	Post
DR. A. GALLEGOS	Presidio.
DR. LOWELL W. SPIKES	Ralls.
DR. JAMES D. GOSSETT	Rankin.
DR. R. R. JONES	San Angelo.
DR. W. L. SMITH	San Angelo.
DR. S. H. GAINER	San Angelo.
DR. A. G. POWERS	Seagraves.
DR. G. B. PAYNE	Slaton.
DR. S. H. JAYNES	Slaton.
DR. M. J. MCSWEEN, JR.	Slaton.
DR. W. N. JONES	Snyder.
DR. JOHN W. O'BANION, JR.	Snyder.
DR. J. F. HOWELL	Sonora.
DR. TOM D. YOUNG	Sweetwater.
DR. J. K. RICHARDSON	Sweetwater.
DR. EMIL PROHL	Tahoka.
DR. FRED V. RICHARDS	Tulia

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. MICHAEL G. ELLSASSER (Eye Only).....Lubbock.
DR. H. N. RICCI (Eye Only).....San Angelo.

**SLATON DIVISION
FLOYDADA DISTRICT**

3

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending.	TIME TABLE No. 2 April 24, 1966	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard			26.6	31.7	FLOYDADA YL 6.4	21.1	C Y	
17			20.2	31.7	MUNCY 4.8	18.6		
144	48		15.4	26.4	LOCKNEY 0.9	31.7	C	
			14.5	42.2	F.W.& D. Crossing 4.3	31.7		
60			10.2	31.7	AIKEN 8.0	31.7		
			2.2	31.7	F.W.& D. Crossing 2.1	22.7		
Yard					PLAINVIEW JCT. YL		Y	
(26.5)								

At Plainview, trains will be governed by Plainview District time table and rules.

Trains must get numbered clearance card before leaving Floydada.

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

**SLATON DIVISION
FIRST DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD First Class 75 California Special		Ruling Grade Ascending.	TIME TABLE No. 2 April 24, 1966	
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	
Yard		AM 6.55	690.0	21.1	SLATON	
85	100	7.05	679.8	15.8	10.2 BURRIS	
			676.6	15.8	3.2 F. W. & D. Crossing	
Yard		7.15 7.30	674.6	15.8	2.0 F. W. & D. Crossing	
		7.35	88.6	21.1	LUBBOCK YL	
26	106	7.55	78.1	21.1	1.1 LUBBOCK JCT. YL	
123	108	8.14	65.6	21.1	10.5 SHALLOWATER	
341	93	8.39	53.0	21.1	12.5 ANTON	
152		8.53	45.6	21.1	12.6 LITTLEFIELD	
170	100	9.07	38.1	21.1	7.5 AMHERST	
	108	9.17	30.1	21.1	7.4 SUDAN	
325	232	9.32	22.2	21.1	8.0 MILL	
72	129	9.50	9.8	21.1	7.9 MULESHOE	
Yard	132	10.10 AM	0.2	21.1	12.4 LARIAT	
		Arrive Daily			9.6 TEXICO	
		32.3			(104.9)	
					Average speed per hour	

TWO TRACKS: Between Lubbock Jct. and F.W.&D. Crossing; signalled for movement with the current of traffic only.

RULE 261 IN EFFECT: On main tracks only, between signs indicating "Begin T.C.S." and "End T.C.S." at Lubbock Jct., and Texico, between similar signs at F.W.&D. Crossing and Slaton, and on both legs of wye Lubbock Jct. Trains using sidings must comply with Rule 105.

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

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

**SLATON DIVISION
FIRST DISTRICT EASTWARD**

TIME TABLE No. 2 April 24, 1966		Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD First Class 76 California Special
STATIONS		Feet Per Mile		Arrive Daily
SLATON			RC TY	PM 7.45
10.2 BURRIS		13.2	B	7.34
3.2 F. W. & D. Crossing		2.7	B	
2.0 F. W. & D. Crossing		0	B	
LUBBOCK YL		0	CR	7.25 7.00
1.1 LUBBOCK JCT. YL		0	Y	8.55
10.5 SHALLOWATER		10.6	C	6.43
12.5 ANTON		21.1	CR	6.25
12.6 LITTLEFIELD		5.9	CR	6.11
7.5 AMHERST		21.1	C	5.54
7.4 SUDAN		10.6	C	5.44
8.0 MILL		21.1	B	5.33
7.9 MULESHOE		21.1	CR	5.24
12.4 LARIAT		0	B	5.06
9.6 TEXICO		0	C Y	4.55 PM
(104.9)				Leave Daily
Average speed per hour				37.1

Between Lubbock Jct. and F.W.&D. Crossing, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains and engines.

At Texico, trains will be governed by Plains Division time table and rules.

Trains must get numbered clearance card before leaving Slaton. Slaton Division trains must get numbered clearance card from both Plains and Slaton Divisions before leaving Clovis.

**SLATON DIVISION
SECOND DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending.	TIME TABLE No. 2 April 24, 1966
		First Class			
		75			
		California Special			
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS
Yard		AM 4.45	793.7	15.8	SWEETWATER
		4.47	792.6	31.7	1.1 ORIENT JCT.
	98	4.52	787.3	31.7	5.3 GANNON
11	142	5.03	775.3	31.7	12.0 PYRON
27	101	5.09	768.6	31.7	6.7 HERMLEIGH
207	125	5.32	758.9	31.7	11.7 SNYDER
41	96	5.42	746.8	31.7	10.1 DERMOTT
74	150	5.47	740.6	31.7	6.2 FULLERVILLE
23	103	5.57	729.0	31.7	11.6 JUSTICEBURG
7	109	6.05	720.3	31.7	8.7 AUGUSTUS
133	146	6.18	713.8	31.7	6.5 POST
9	110	6.30	708.0	31.7	10.2 BUENOS
33	99	6.37	697.3	31.7	6.3 SOUTHLAND
Yard		6.50 AM	690.0	15.8	7.3 SLATON
		Arrive Daily			(103.7)
		49.8			Average speed per hour

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

**SLATON DIVISION
SECOND DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending.	TIME TABLE No. 2 April 24, 1966
		First Class			
		76			
		California Special			
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS
Yard		AM 4.45	793.7	15.8	SWEETWATER
		4.47	792.6	31.7	1.1 ORIENT JCT.
	98	4.52	787.3	31.7	5.3 GANNON
11	142	5.03	775.3	31.7	12.0 PYRON
27	101	5.09	768.6	31.7	6.7 HERMLEIGH
207	125	5.32	758.9	31.7	11.7 SNYDER
41	96	5.42	746.8	31.7	10.1 DERMOTT
74	150	5.47	740.6	31.7	6.2 FULLERVILLE
23	103	5.57	729.0	31.7	11.6 JUSTICEBURG
7	109	6.05	720.3	31.7	8.7 AUGUSTUS
133	146	6.18	713.8	31.7	6.5 POST
9	110	6.30	708.0	31.7	10.2 BUENOS
33	99	6.37	697.3	31.7	6.3 SOUTHLAND
Yard		6.50 AM	690.0	15.8	7.3 SLATON
		Arrive Daily			(103.7)
		49.8			Average speed per hour

Between Orient Jct. and Sweetwater, trains will be governed by Northern Division time table rules.

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

**SLATON DIVISION
SEAGRAVES DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending.	TIME TABLE No. 2	
		79	77				April 24, 1966	
Other Tracks	Sidings	Freight	Freight				STATIONS	
		Leave Mon. Wed. and Fri.	Leave Daily Ex.Sun.				LUBBOCK YL	
		AM 10.15	AM 10.30		15.8		1.1	
		10.20	10.35		31.7	Two Tracks ABS	LUBBOCK JCT. YL	
							5.9	
66		10.45	11.01	5.9	31.6		DOUD YL	
67		AM			27.4		5.4	
			11.10	11.3	18.9		WOLFFORTH	
			11.30	22.1	31.6		10.8	
40		Via Lehman District	11.40	27.9	31.6		5.8	
328		PM	12.10	39.7	31.6		MEADOW	
					29.0		11.8	
27			12.30	52.3	29.0		BROWNFIELD YL	
							12.6	
		12.50		62.9			WELLMAN	
		PM					10.6	
		Arrive Mon. Wed. and Fri.	Arrive Daily Ex.Sun.				SEAGRAVES YL	
		14.0	27.8				(64.0)	
Average speed per hour								

Between Lubbock Jct. and Lubbock, trains will be governed by First District time table and rules.

TWO TRACKS: Between Lubbock Jct. and Lubbock; signalled for movement with the current of traffic only.

LEHMAN DISTRICT WESTWARD

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending.	TIME TABLE No. 2	
		79	Freight				April 24, 1966	
Other Tracks	Sidings	Leave Mon. Wed. and Fri.	Leave Daily Ex.Sun.				STATIONS	
		AM 10.45		0	15.8		DOUD YL	
196		10.59		6.0	52.8		6.0	
33	37	11.10	13.2		44.9		7.2	
214	21	PM 12.05	25.7		52.8		12.5	
19		12.10	33.0		52.8		7.3	
57	35	12.35	39.2		52.8		COBLE	
60		12.55	50.5		52.8		6.2	
		1.15		62.8	52.8		11.3	
		PM					WHITEFACE	
		Arrive Mon. Wed. and Fri.					11.3	
		25.1					LEHMAN	
							12.3	
							BLED SOE YL	
Average speed per hour								

At Doud, Seagraves District junction switch normally lined for Seagraves District.

**SLATON DIVISION
SEAGRAVES DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		EASTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending.	TIME TABLE No. 2	
		78	80				April 24, 1966	
Other Tracks	Sidings	Freight	Freight				STATIONS	
		Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri.				LUBBOCK YL	
		PM 5.01	PM 5.30		0		1.1	
		4.55	5.25		0	Two Tracks ABS	LUBBOCK JCT. YL	
							5.9	
		4.40	5.00		21.2		DOUD YL	
					29.0		5.4	
		4.30			23.7		WOLFFORTH	
					23.7		10.8	
		4.05			24.2		ROPE	
					31.6		5.8	
		3.50	Via Lehman District.		31.6		MEADOW	
					31.6		11.8	
		3.30					BROWNFIELD YL	
							12.6	
		2.20					WELLMAN	
							10.6	
		2.00					SEAGRAVES YL	
							(64.0)	
Average speed per hour								

Nos. 77, 78, 79 and 80 have no time table authority. Trains must get numbered clearance card before leaving Lubbock and Seagraves.

At Doud, Lehman District junction switch normally lined for Seagraves District.

No switch lights on Seagraves District.

LEHMAN DISTRICT EASTWARD

Track Capacity 50 ft. Per Car		EASTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending.	TIME TABLE No. 2	
		80	Freight				April 24, 1966	
Other Tracks	Sidings	Leave Mon. Wed. and Fri.	Leave Daily Ex.Sun.				STATIONS	
		PM 5.00			10.6		DOUD YL	
					5.3		6.0	
		4.45			27.4		HURLWOOD	
					23.2		7.2	
		4.30			23.2		SMYER	
					23.2		12.5	
		4.05			40.0		LEVELLAND YL	
					10.6		7.3	
		2.15					COBLE	
							6.2	
		2.01					WHITEFACE	
							11.3	
		1.40					LEHMAN	
							12.3	
		1.20					BLED SOE YL	
		PM					(62.8)	
		Leave Mon. Wed. and Fri.						
Average speed per hour								

Nos. 79 and 80 have no time table authority. No switch lights on Lehman District.

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**SLATON DIVISION
CROSBYTON DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending.	TIME TABLE No. 2 April 24, 1966	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard				31.7	LUBBOCK YL 8.7	31.7	CR Y	
			8.0	31.7	F.W. & D. Crossing 3.3	31.7		
48			11.3	26.4	IDALOU 8.3	30.6	C	
109			19.6	15.8	LORENZO 8.8	26.4	C	
116	45		28.4	13.2	RALLS 9.4	26.4	C	
Yard			37.8		CROSBYTON YL		C Y	
					(38.5)			

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

No switch lights on Crosbyton District.

LAMESA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending.	TIME TABLE No. 2 April 24, 1966	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard			0	31.7	SLATON YL 10.0	15.8	CR YT	
35	38		10.0	31.7	WILSON 11.3	31.7		
91	34		21.3	31.7	TAHOKA 14.8	79.2	C	
105	56		36.1	31.7	O'DONNELL 6.0	31.7	C	
21			42.1	31.7	HINDMAN 5.7	31.7		
21			47.8	31.7	ARVANA 5.9	31.7		
Yard			53.7		LAMESA YL		C Y	
					(53.7)			

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

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

No switch lights on Lamesa District.

**SLATON DIVISION
HAMLIN DISTRICT**

13

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending.	TIME TABLE No. 2 April 24, 1966	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard				0	ALTUS YL 0.3	0	C	Arrive Mon. Wed. and Fri. PM 12.01
				0	M.K.T. Crossing 0.5	0		PM
				52.8	S.L.S.F. Crossing 10.2	52.8		
15	53		2.55	478.3	ELMER 4.8	26.4	C	11.35
			13	3.05	RANCHLAND 5.2	50.5	C	11.20
27	40		3.15	488.3	ODELL 9.0	52.8	C	11.10
				0	F.W. & D. Crossing 0.2	0		
118	36		3.45	497.5	CHILLICOTHE 5.8	52.8	C	10.45
42	54		4.01	504.3	MEDICINE MOUND 10.3	62.3	C	10.15
36	46		4.25	514.6	MARGARET 6.7	42.8	C	9.55
138	76		4.50	521.3	CROWELL YL 7.8	52.8	C	9.40
			32	5.10	FOARD CITY 9.3	52.8	C	9.10
36	45		5.30	538.4	TRUSCOTT 12.7	52.8	C	8.45
63	48		6.01	551.1	BENJAMIN 12.0	52.8	C	8.10
23	41		6.40	563.1	KNOX CITY 2.6	37.0	C	7.40
			32	6.55	O'BRIEN 4.8	26.4	C	7.20
45	41		7.15	570.5	ROCHESTER 9.6	37.0	C	7.05
90	33		8.01	580.1	RULE 8.3	10.6	C	6.40
47	73		8.30	588.4	SAGERTON 0.5	23.7	C	6.10
				0	W.V. Crossing 8.5	0		
35			8.50	597.4	PASTURA 7.0	41.1	C	5.50
				0	M.K.T. Crossing 1.4	0		
Yard			9.10 AM	605.8	HAMLIN YL		C T	5.30 AM
					(138.5)			
					20.7	Average speed per hour		

Nos. 119 and 120 have no time table authority.

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

At Altus, trains will be governed by Plains Division time table rules.

At F. W. & D. Crossing, Chillicothe, T.C.S. on F. W. & D. When train is stopped by "stop" signal communicate with F. W. & D. control station and be governed by instructions. If unable to communicate with control station be governed by Rule 321(C), following instructions outlined in control box.

**SLATON DIVISION
SAYARD DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD ↓		TIME TABLE No. 2 April 24, 1966		Ruling Grade, Ascending		EAST- WARD ↑	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Communications Turn Tables and Wyes			
Yard		605.8	52.8	HAMLIN YL	52.8	C	T		
27	53	619.1	73.9	13.3 SYLVESTER	26.4	B			
50		626.5	66.0	7.4 LONGWORTH	52.8				
		637.3	66.0	10.8 ORIENT JCT. YL	52.8	B			
Yard		638.0	52.8	0.7 SWEETWATER	10.5	CR	TY		
		639.4	52.8	1.4 NORTH JCT.	10.5				
		640.2	52.8	0.8 SOUTH JCT. YL	52.8				
	45	645.4	52.8	5.2 SHAUFLER	45.9				
			52.8	11.9					
48	103	657.3	52.8	MARYNEAL YL	52.8	C	Y		
			52.8	13.7					
44	42	671.0	52.8	BLACKWELL	52.8				
			0	6.5 FORT CHADBOURNE	37.0				
53	45	685.3	52.8	7.8 BRONTE	52.8	C			
			66.0	10.2 TENNYSON	52.8	B			
	41	695.5	0	19.0 SAYARD YL	0				
Yard		714.5	26.4	0.8	31.7				
				ALVEY JCT. YL					
		715.3		2.2					
Yard		717.4		SAN ANGELO YL		C	TY		
				(111.6)					

Between Orient Jct. and South Jct., trains will be governed by Northern 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.

At Sayard, heading in main track switches at East and West ends normally lined and locked for yard movement. Expect to find main track blocked with cars between these switches.

At Alvey Jct., Northern Division junction switches normally lined for Sayard District.

**SLATON DIVISION
FORT STOCKTON DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD 129		TIME TABLE No. 2 April 24, 1966		Ruling Grade, Ascending		EAST- WARD 130	
Other Tracks	Sid- ings	Freight	Leave Mon. Wed. and Fri.	Mile Post	STATIONS	Feet Per Mile	Communications Turn Tables and Wyes		Freight
Yard			AM 10.30	717.4	SAN ANGELO YL	26.4	C	TY	PM 12.46
			10.40	720.9	3.5 S.N. JCT. YL	37.0			12.35
33	46		10.59	732.4	12.2 TANKERSLEY	0	B		12.15
49	49		11.25	745.7	13.3 MERTZON	26.4	B		11.50
			11.45 PM	756.1	10.4 NOELKE	37.0			11.35
			12.01	765.9	9.8 SUGGS	0			11.20
84			12.15	771.6	5.7 BARNHART	52.8	C		11.10
115	80		12.45	790.6	19.0 BIG LAKE	13.2	C		10.40
			1.01	800.7	10.1 BEST	26.4			10.20
21			1.10	804.8	4.1 TEXON	52.8			10.10
			1.20	809.2	4.4 BENEDUM YL	52.8	B	Y	10.01
111	45		1.40	819.9	10.7 RANKIN	52.8	C		9.45
					18.7	52.8			
292			2.15	838.6	McCAMEY	52.8	C	Y	9.15
43			2.35	849.6	11.0 GIRVIN	26.4	B		8.52
			2.50	856.9	7.3 OWEGO	29.5			8.41
			3.05	863.8	6.9 BALDRIDGE	0			8.30
Yard			3.40 PM	881.7	17.9 FORT STOCKTON		C	Y	8.00 AM
			Arrive Mon. Wed. and Fri.		(164.3)				Leave Tues. Thurs. and Sat.
			29.3		Average speed per hour				34.5

Nos. 129 and 130 have no time table authority.

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.

At S.N. Jct., Sonora District junction switch normally lined for Fort Stockton District.

Trains moving between San Angelo and Sayard will be governed by Sayard District time table and rules.

**SLATON DIVISION
ALPINE DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 2 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Ways	EAST- WARD	
129		Freight						130	
Other Tracks	Sid- ings	Leave Tues. Thurs. and Sun.	Mile Post					Feet Per Mile	STATIONS
Yard		PM 2.00	881.7	52.8	FORT STOCKTON YL	52.8	C		PM 6.15
	44	2.18	892.9	52.8	11.2 BELDING	35.9			5.57
	34	2.36	904.3	43.8	11.4 CHANCELLOR	47.5			5.40
	45	2.55	917.2	52.8	12.9 HOVEY	52.8	B		5.23
	2	3.20	934.4	52.8	17.2 TITLEY	0			4.58
Yard		3.50	944.3		9.9 ALPINE YL		C		4.40
	32	4.20	956.9	0	12.6 PAISANO	52.8	B		4.20
	33	4.40	969.3	0	12.4 TINAJA	52.8	B		4.00
	27	5.05	984.5	0	15.2 PERDIZ	52.8	B		3.38
	33	5.20	993.7	0	9.2 PLATA	52.8	B		3.23
	533	5.35	1002.9	0	9.2 CASA-PIEDRA	52.8	B		3.08
Yard		s 6.15 PM	1026.7		23.8 PRESIDIO YL		C		2.30 PM
			1028.9		2.2 International Bridge End of Track				
		Arrive Tues. Thurs. and Sun.			(147.2)				Leave Mon., Wed and Fri.
		33.4			Average speed per hour				39.2

Nos. 129 and 130 have no time table authority.

Trains must get numbered clearance card before leaving Fort 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.

Between Alpine and Paisano, trains use tracks of Southern Pacific Co. and will be governed by time table, rules and special instructions of Southern Pacific Co.

**SLATON DIVISION
SONORA DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 2 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Ways	EAST- WARD	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile					STATIONS	Feet Per Mile
		0.	37.0		S.N. JCT. YL				
	12	7.3	31.7	0	7.3 BYRNE			0	
	45	16.0	37.0	19.0	8.7 CHRISTOVAL			B	
	75	29.2	37.0	0	13.2 HULLDALE			B	
	86	41.9	37.0	0	12.7 ELDORADO			C	
Yard		63.6	0	37.0	21.7 SONORA YL			C	
					(63.6)			Y	

Between San Angelo and S.N. Jct., trains will be governed by Fort Stockton District time table and rules.

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

No switch lights on Sonora District.

At S.N. Jct., Fort Stockton District junction switch normally lined for Fort Stockton District.

SPECIAL RULES

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

2. Within Traffic Control System limits, a train, or engine, must not clear the main track through a hand thrown switch not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine.

3. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

**(A) MAXIMUM AUTHORIZED SPEED FOR
TRAINS**

LOCATION	* PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	79	60
PLAINVIEW DISTRICT	59	49
SECOND DISTRICT		
Main Track	79	60
Sidings Pyron and Fullerville where Rule 261 is in effect	30	30
Snyder Industrial Spur, M.P. 751.9	25	25
FLOYDADA DISTRICT	49	49

3. SPEED REGULATIONS—(Cont'd)

(C) MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

MILES PER HOUR

Diesel Locomotives and Motor Cars	Forward	Light	Backing Or When Controlled From Rear Unit	Dead In Train
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
350-359	95	95	45	95
325-344. (Except as listed below).	80	80	45	80
325LAB, 326LAB, 328LAB, 329LAB, 330LAB, 331LAB, 332L, 333AB, 334 LAB, 335LAB, 336A, 337LAB	90	90	45	90
200-289	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 1800-1829	75	75	45	75
RDC 191, 192	85	85	50	85
M160, M190	80	65	25	75

(D) MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

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:			
11-15, 80-87, 350-359, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1829, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5

3. SPEED REGULATIONS—(Cont'd)

(D) MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION—(Cont'd)

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-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICTS	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First and Second	40	45	30
Plainview, Floydada, Seagraves, Lehman and Lamesa	30	30	30
Crosbyton, Hamlin, Sayard, Fort Stockton, Alpine and Sonora	18	18	18

Pile drivers must be handled in train next to engine.

Trains handling Jordan Spreaders will not exceed speed of forty-five (45) miles per hour.

(F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following spring switches, turnout 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.

"I"—Interlocking.

"S"—Spring.

"R"—Rigid.

STATION	TYPE	LOCATION	MILES PER HOUR
SECOND DISTRICT			
Orient Jct.	I	Junction switch	15
Gannon	I	Both ends siding	15
Pyron	I	Both ends siding	30
Hermleigh	I	Both ends siding	15

**SLATON DIVISION
SPECIAL RULES**
**3. SPEED REGULATIONS—(Cont'd)
(F) SPRING SWITCHES, TURNOUTS AND
CROSSOVERS—(Cont'd)**

STATION	TYPE	LOCATION	MILES PER HOUR
"I"—Interlocked Switch.			
"S"—Spring Switch.			
"R"—Rigid.			
Snyder	I	Both ends siding	30
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	30
FIRST DISTRICT			
Slaton	I	West end of yard	30
Burris	I	Both ends siding	15
F.W.&D. Crossing	I	East end Two Tracks	40
Lubbock	I	Turnout from Westward main track to switching lead east end lower yard	15
Lubbock Jct.	I	West end Two Tracks	40
	I	West leg Wye	15
	I	Crossover from Eastward to Westward main track	30
	I	Turnout from Westward main track to Plainview District	30
	I	Crossover from main track to Seagraves District	15
	I	Turnout from Westward main track to switching lead	15
Lubbock Jct.	I	East Wye Switch on Plain- view Dist.	15
	I	Both ends siding	30
Shallowater	I	Both ends siding	30
Anton	I	Both ends siding	30
Littlefield	I	Both ends siding	30
Sudan	I	Both ends siding	30
Mill	I	Both ends siding	30
Muleshoe	I	Both ends siding	30
Lariat	I	Both ends siding	30
PLAINVIEW DISTRICT			
Plainview Jct.	S	Connecting switch with Floydada District lined for movement on Plainview District	10
Plainview	R	East end connecting track between Plainview and Floydada Districts	10

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

Mile Post	Name
478.3	HAMLIN DISTRICT
	Sand Loading Ramp on Siding.
626.0 640.4 648.3	SAYARD DISTRICT
	Gypsum Chutes Over Spur.
	T.&P. Bridge Over Main Track. Sand Trap Over Spur.

**SLATON DIVISION
SPECIAL RULES**
**5. RAILROAD CROSSINGS
(A) LOCATION OF INTERLOCKINGS**

Name	Type	Speed	
		Passenger	Freight
Altus.....	Automatic.....	20	20
Chillicothe.....	Interlocking.....	20	20
Plainview.....	Automatic.....	20	20
Plainview (M.P. 2.2 Floydada District).....	Automatic.....	49	49
Lockney.....	Automatic.....	49	49

(B) GATE PROTECTED RAILROAD CROSSINGS

Location	Railroad	M.P. Loca- tion	Normally Against	Speed
				Limit M.P.H.
Crosbyton District..	F.W.&D.	8.0	F.W.&D.	15
Hamlin District....	M.K.T.	604.4	Lined and locked as last used.	15

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

Location	Railroad	M.P. Loca- tion	Remarks
Hamlin District..	M.K.T.	467.6	Stop Rule 98 (A).
Hamlin District..	W.V.	588.9	Stop Rule 98 (A).

6. TRACKS BETWEEN STATIONS

LOCATION	Mile Post	Car Capacity
PLAINVIEW DISTRICT		
Houston Elevator, Inc.....	609.9	45
American Cyanamid.....	613.9	8
Burson & Wilson.....	616.3	38
BFW Grain Co.....	617.0	24
Monsanto Chemical (2 tracks) ..	619.7	15
Six Point Grain Co.....	637.9	25
Tuco Grain Co.....	653.7	24
Tuco.....	654.3	23
Western Warehouse Co.....	655.0	23
FIRST DISTRICT		
Progress.....	15.6	20
Sudan Livestock Co.....	39.3	20
Tide Products Co.....	50.2	10
Bainer.....	59.5	95
Roundup.....	69.9	104
Broadview.....	83.6	119
Bonus Chemical Co.....	84.5	6
Caprock Paint Co.....	84.8	3
Stauffer Chemical Co.....	85.0	9
Keeton Cattle Co.....	682.1	56
Indian Head Grain Co.....	682.2	65
Great Plains Distributors.....	682.4	12
Posey.....	685.0	8
SECOND DISTRICT		
Cow Spur.....	729.9	27
Standard Oil Co.....	751.0	40
Brand.....	751.4	105
Snyder Industrial Spur 11.2 Miles	751.9	111
Haliburton Co.....	752.2	17
Sunray Oil Co.....	752.3	186
Bernecker.....	781.9	20

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity
HAMLIN DISTRICT		
Stonewall Gas Products Co.	567.3	21
Wood Chemical Co.	564.1	5
SAYARD DISTRICT		
Lone Star Cement	620.6	91
Lone Star Cement	656.1	290
Maryneal Industrial Spur 18.4 miles	657.8	131
(Lone Star Sand)	11.9	37
West Texas Utilities Spur	674.3	6
Lone Star Producing Co.	675.8	67
FORT STOCKTON DISTRICT		
West Texas Utilities Co.	721.6	4
Witco Gasoline	782.8	49
Benedum Industrial Spur 9.7 miles	809.2	331
Rio Pecos Spur	847.5	38
SEAGRAVES DISTRICT		
Farm Center Gin and Grain Co... ..	17.1	18
American Cyanamid	20.4	9
Columbian Carbon Spur	59.4	34
LEHMAN DISTRICT		
Carlisle Grain Co.	2.1	22
Robinson-Gentry Grain Co.	23.3	12
Levelland Vegetable Oil Co., Inc.	23.3	9
Pan American Petroleum Corp... ..	28.5	54
Pan American Spur 9.3 miles... ..	36.2	210
FLOYDADA DISTRICT		
Plainview Wheat Growers	2.6	25
Southern Farm Supply	3.7	22
Plainsman Elevator	3.9	22
LAMESA DISTRICT		
Farm Grain & Warehouse Company	51.1	21

7. SPECIAL RULES AND FACILITIES

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. 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. YARD LIMITS

Alpine.	Lamesa	Plainview
Altus.	Levelland.	Plainview Jct.
Benedum.	Lubbock.	Presidio
Bledsoe.	Lubbock Jct.	San Angelo (Includes Sayard and S.N. Jct.)
Brownfield.	(extends to and includes	Seagraves.
Crosbyton.	Doud and	Slaton (Lamesa Dist. Only.)
Crowell.	Marnels.)	Sonora.
Doud.	Marnels.	South Jct.
Floydada.	Maryneal.	
Fort Stockton.	Orient Jct.	
Hamlin.		

9. BULLETIN BOOKS

Slaton Division	Plains Division	Northern Division	S.P.Co.
Altus. Amarillo. Clovis. Fort Stockton. Hamlin. Lubbock. Plainview. San Angelo. Sayard. Slaton. Sweetwater.	Altus. Lubbock. Slaton.	Hamlin. San Angelo. Sayard. Slaton.	Fort Stockton. San Angelo.

10. STANDARD CLOCKS

Altus. Fort Stockton. Hamlin. Lubbock.	Sayard. Slaton. Sweetwater.
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11. STANDARD THERMOMETERS

Fort Stockton. Lubbock. Plainview.	San Angelo. Slaton. Snyder.
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TIME SERVICE

A. J. STROBEL, General Watch Inspector.....Topeka.
R. W. GOOCH, Assistant General Watch Inspector..Topeka.

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
1	Umbarger Black	Clovis and beyond	Beyond Amarillo
	Melrose Fort Sumner	Belen and beyond	Beyond Clovis
TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
2	Encino Yeso Taiban Fort Sumner Melrose	Clovis and beyond	Belen and beyond
	Black Umbarger	Beyond Amarillo	Clovis and beyond

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

SPEED TABLE

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	5 ..	13.3
.. 56	64.2	1 36	37.5	6 ..	12.0
.. 57	63.2	1 38	36.8	12 ..	5.0

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

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!