



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

E. O. Chaddock Slaton, Texas

TRAINMASTER-ROAD FOREMAN OF ENGINES

W. K. Ludden San Angelo, Texas

ROAD FOREMAN OF ENGINES

W. K. Fry Slaton, Texas

CHIEF DISPATCHER

J. C. Newton Slaton, Texas

ASST. CHIEF DISPATCHERS

C. B. Kayser Slaton, Texas

A. Deaton Slaton, Texas

DISPATCHERS - SLATON

R. C. Sanner

T. V. Ellis

W. H. Farschon

L. M. Cole

W. L. Roche

J. E. Smith

C. D. Berry

J. E. McMeekan

A. C. Burk

G. C. Brunson

The
Atchison, Topeka and Santa Fe
Railway Co.

Panhandle and Santa Fe Railway Co.

WESTERN LINES
Southern District

SLATON DIVISION

TIME TABLE
No. 1

IN EFFECT

Sunday, April 26, 1964

At 12:01 A. M.
Central Standard Time

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

F. N. STUPPI,
Vice-President and
General Manager,
Amarillo, Texas.

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

G. A. ALEXANDER,
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. D. D. WALL, DR. R. M. FINKS, DR. R. E. MOON,
DR. R. A. MORSE, DR. T. R. HUNTER, JR., Local Sur-
geons, 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. M. M. KRALICKE	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. T. S. EDWARDS	Knox City
DR. D. B. BLACK	Lamesa.
DR. N. W. STAKER	Lamesa.
DR. R. A. REID	Levelland.
DR. OSCAR W. STILL	Littlefield.
DR. DELMAN J. STAFFORD	Littlefield.
DR. KENNETH O. CRUM	Lockney.
DR. SAM G. DUNN	Lubbock.
DR. C. B. BATSON	Lubbock.
DR. J. P. SEARLS	Marfa.
DR. BOYD NIBLING	McCarney.
DR. WM. F. BIRDSONG	Muleshoe.
DR. BERNIE O. MCDANIEL	Muleshoe.
DR. N. H. PRICE	O'Donnell.
DR. E. O. NICHOLS, JR.	Plainview.
DR. E. O. NICHOLS, SR.	Plainview.
DR. RUSSELL K. WILLIAMS	Plainview.
DR. A. C. SURMAN	Post.
DR. A. CALLEGOS	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. J. W. RAINES	Snyder.
DR. J. F. HOWELL	Sonora.
DR. TOM D. YOUNG	Sweetwater.
DR. J. K. RICHARDSON	Sweetwater.
DR. EMIL PROHL	Tahoka.
DR. E. PAUL STEWART	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. E. M. BLAKE (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. 1 April 26, 1964	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
			26.6	31.7	FLOYDADA YL 6.4	21.1	C Y	
	17		20.2	31.7	MUNCY 4.8	18.5		
	139	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 2.7	22.7		
Yard					PLAINVIEW YL		C Y	
					(27.1)			

SIGNAL SYSTEM TWO IN EFFECT: At FW&D Crossing MP 2.2 and at FW&D Crossing MP 14.5.

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

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

At Plainview, normal position of connecting track switch on Floydada District lined for connecting track to Plainview District.

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

**SLATON DIVISION
PLAINVIEW DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD First Class 93 West Texas Express			Rolling Grade Ascending	TIME TABLE NO. 1 April 26, 1964
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile		
Yard		AM 10.55	570.4	79.2	CANYON 5.1	
	109	11.01	575.5	31.7	CLETA 6.6	
32	103	11.08	582.1	21.1	OGG 6.3	
110	103	11.15	588.4	31.7	HAPPY 8.0	
25	103	11.24	596.4	42.2	KAFFIR 6.9	
450	104	11.31	603.3	73.9	TULIA 4.5	
13	103	11.37	607.8	33.3	EUNICE 7.5	
115	104	11.45	616.3	26.4	KRESS 6.5	
7	104	11.52 PM	621.8	0	FINNEY 5.8	
Yard	194	12.01	627.6	40.2	PLAINVIEW YL 0.8	
			628.4	42.2	F.W. & D. Crossing 5.6	
8	104	12.09	634.0	42.2	FURGUSON 6.9	
166	103	12.17	640.9	21.1	HALE CENTER 5.6	
59	101	12.23	646.5	42.2	UNDERWOOD 4.9	
15	102	12.28	651.4	37.0	ALLEY 5.6	
130	104	12.34	657.0	26.4	ABERNATHY 6.3	
63	89	12.41	663.3	26.4	MONROE 8.6	
595	124	12.51	671.9	42.2	MARNELS YL 1.6	
		12.53	673.5	0	LUBBOCK JCT. YL 1.1	
Yard		1.00 PM	674.6		LUBBOCK YL	
		Arrive Daily			(104.2)	
		50.0			Average speed per hour	

SIGNAL SYSTEM TWO IN EFFECT: Between MP 573.2 and Canyon; between MP 671.4 and Lubbock; and at FW&D Crossing MP 628.4.

T.C.S. with Rule 261 in effect on Plainview District Main Track between Lubbock Jct. and East switch of wye; and on West leg of wye between Plainview District and First District connections.

At Lubbock Jct., on Plainview District main track between East wye switch and Lubbock Jct., and on West leg of wye between First and Plainview District connections, trains must proceed at restricted speed.

**SLATON DIVISION
PLAINVIEW DISTRICT EASTWARD**

TIME TABLE NO. 1 April 26, 1964		Rolling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD First Class 94 Eastern Express
STATIONS				Feet Per Mile
CANYON	5.1	73.9	C Y s	PM 5.00
CLETA	6.6	31.7	B	4.53
OGG	6.3	31.7	B	4.46
HAPPY	8.0	31.7	C f	4.39
KAFFIR	6.9	31.7	B	4.30
TULIA	4.5	79.2	C s	4.23
EUNICE	7.5	52.8	B	4.18
KRESS	6.5	42.2	C f	4.10
FINNEY	5.8	31.7	B	4.03
PLAINVIEW YL	0.8	21.2	C Y s	3.57
F.W. & D. Crossing	5.6	42.2		
FURGUSON	6.9	31.7	B	3.50
HALE CENTER	5.6	37.0	C f	3.43
UNDERWOOD	4.9	42.2	B	3.37
ALLEY	5.6	37.0	B	3.32
ABERNATHY	6.3	37.0	C f	3.26
MONROE	8.6	42.2	B	3.19
MARNELS YL	1.6	42.2	B	3.10
LUBBOCK JCT. YL	1.1	15.8	B Y	3.08
LUBBOCK YL			C	3.05 PM
(104.2)				Leave Daily
Average speed per hour				54.4

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

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

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

Westward trains must get numbered clearance card before leaving Canyon and Eastward trains before leaving Lubbock or Lubbock Jct.

At Plainview, Floydada 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. 1 April 26, 1964
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS
Yard		AM 6.55	690.0	21.1	SLATON 10.2
85	100	7.05	679.8	15.8	
			676.6	15.8	F.W.&D. Crossing 2.0
Yard		s 7.15 7.30	674.6	15.8	Two Tracks T.C.S. ABS LUBBOCK YL 1.1 LUBBOCK JCT. YL 10.5
		7.35	88.6	21.1	
26	108	s 7.55	78.1	21.1	ANTON 12.6
123	108	s 8.14	65.6	21.1	LITTLEFIELD 7.5
326	93	s 8.39	53.0	21.1	AMHERST 7.4
152		s 8.53	45.5	21.1	SUDAN 8.0
170	100	s 9.07	38.1	21.1	MILL 7.9
	108	9.17	30.1	21.1	MULESHOE 12.4
219	232	s 9.32	22.2	21.1	LARIAT 9.6
72	128	f 9.50	0.8	21.1	TEXICO
Yard	132	s 10.10 AM	0.2		(104.9)
		Arrive Daily			
		32.3			Average speed per hour

SIGNAL SYSTEM TWO IN EFFECT.

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**

Track Capacity 50 ft. Per Car		EAST- WARD First Class 76 California Special		Ruling Grade Ascending.	Communications Turn Tables and Wyes	TIME TABLE NO. 1 April 26, 1964
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Arrive Daily
Yard		PM 7.30		13.2	SLATON 10.2	C TY s
85	100	7.05	679.8	2.7		BURRIS 3.2
			676.6	0	F.W.&D. Crossing 2.0	B s
Yard		s 7.15 7.30	674.6	0	Two Tracks T.C.S. ABS LUBBOCK YL 1.1 LUBBOCK JCT. YL 10.5	C s
		7.35	88.6	10.6		SHALLOWATER 12.5
26	108	s 7.55	78.1	21.1	ANTON 12.6	C s
123	108	s 8.14	65.6	21.1	LITTLEFIELD 7.5	C s
326	93	s 8.39	53.0	21.1	AMHERST 7.4	C s
152		s 8.53	45.5	21.1	SUDAN 8.0	C s
170	100	s 9.07	38.1	21.1	MILL 7.9	B s
	108	9.17	30.1	21.1	MULESHOE 12.4	C s
219	232	s 9.32	22.2	21.1	LARIAT 9.6	B f
72	128	f 9.50	0.8	21.1	TEXICO	C Y
Yard	132	s 10.10 AM	0.2		(104.9)	PM 4.40
		Arrive Daily				Leave Daily
		32.3			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 regular and extra 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. 1 April 26, 1964	
		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 } G.C.S.F.W.	
		4.48	792.6	31.7	1.1 ORIENT JCT. } A.P.D.	
	98	4.56	787.3	31.7	5.3 GANNON	
11	142	5.08	775.3	31.7	12.0 PYRON	
27	101	5.14	768.6	31.7	6.7 HERMLEIGH	
207	126	s 5.32	756.9	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	s 6.18	713.8	31.7	6.5 POST	
9	110	6.30	703.6	31.7	10.2 BUENOS	
33	99	6.37	697.3	31.7	6.3 SOUTHLAND	
Yard		s 6.50 AM	690.0	16.8	SLATON	
		Arrive Daily			(103.7)	
		49.8			Average speed per hour	

SIGNAL SYSTEM TWO IN EFFECT.

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

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
SECOND DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		EAST- WARD		Ruling Grade Ascending.	TIME TABLE No. 1 April 26, 1964	
		First Class	76			
		California Special				
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	
Yard		PM 9.35		7.4	SWEETWATER } G.C.S.F.W.	
		9.28		0	1.1 ORIENT JCT. } A.P.D.	
	98	9.23		31.7	5.3 GANNON	
11	142	9.11		31.7	12.0 PYRON	
27	101	9.05		31.7	6.7 HERMLEIGH	
207	126	s 8.50		31.7	11.7 SNYDER	
41	96	8.36		31.7	10.1 DERMOTT	
74	150	8.30		31.7	6.2 FULLERVILLE	
23	103	f 8.18		31.7	11.6 JUSTICEBURG	
7	109	8.10		13.2	8.7 AUGUSTUS	
133	146	s 8.02		31.7	6.5 POST	
9	110	7.50		0	10.2 BUENOS	
33	99	7.45		0	6.3 SOUTHLAND	
Yard		7.35 PM		2.6	SLATON	
		Leave Daily			(103.7)	
		51.9			Average speed per hour	

**SLATON DIVISION
SEAGRAVES DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending.	TIME TABLE NO. 1 April 26, 1964
Other Tracks	Sidings	79 Freight	77 Freight				
Other Tracks	Sidings	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	Ruling Grade Ascending.	STATIONS
Yard		AM 9.00	AM 9.15		15.8		LUBBOCK YL 1.1
		9.05	9.19		31.7		LUBBOCK JCT. YL 5.9
68		9.19 AM	9.34	5.9	31.6		DOUD YL 5.4
67			9.45	11.3	27.4		WOLFFORTH 10.8
65			10.05	22.1	16.9		ROPES 5.8
40		Via Lehman District	10.17	27.9	31.6		MEADOW 11.8
328			10.41	39.7	31.6		BROWNFIELD YL 12.6
27			11.07	52.3	29.0		WELLMAN 10.6
Yard		11.30 AM		62.9			SEAGRAVES YL
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				(64.0)
		22.1	28.4				Average speed per hour

SIGNAL SYSTEM TWO IN EFFECT: Between MP 1.1 and Lubbock.

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. 1 April 26, 1964
Other Tracks	Sidings	79 Freight				
Other Tracks	Sidings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	Ruling Grade Ascending.	STATIONS
196		AM 9.19	0	15.8		DOUD YL 6.0
33	37	9.33	6.0	52.8		HURLWOOD 7.2
214	21	9.49	13.2	44.9		SMYER 12.5
19		10.15	25.7	52.8		LEVELLAND YL 7.3
57	35	10.29	33.0	52.8		COBLE 6.2
60		10.43	39.2	52.8		WHITEFACE 11.3
		11.05	50.5	52.8		LEHMAN 12.3
Yard		11.30 AM	62.8			BLED SOE YL
		Arrive Daily Ex. Sun.				(62.8)
		28.8				Average speed per hour

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

**SLATON DIVISION
SEAGRAVES DISTRICT EASTWARD**

TIME TABLE NO. 1 April 26, 1964		Ruling Grade Ascending.	Communications Turn Tables and Turn Ways	EASTWARD	
STATIONS				78 Freight	80 Freight
STATIONS		Feet Per Mile	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
Two Tracks ABS	LUBBOCK YL 1.1	0	C PM 3.00	PM 3.10	
	LUBBOCK JCT. YL 5.9	0	Y 2.30	2.40	
	DOUD YL 5.4	21.2	B Y 2.18	2.28 PM	
	WOLFFORTH 10.8	29.0		2.05	
	ROPES 5.8	23.7	C 1.40		
	MEADOW 11.8	24.2	C 1.25	Via Lehman District.	
	BROWNFIELD YL 12.6	31.6	C 12.58		
	WELLMAN 10.6	31.6		12.23	
	SEAGRAVES YL		C Y 12.01 PM		
	(64.0)			Leave Daily Ex. Sun.	
				Leave Daily Ex. Sun.	
			21.5	10.0	
			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

TIME TABLE NO. 1 April 26, 1964		Ruling Grade Ascending.	Communications Turn Tables and Turn Ways	EASTWARD
STATIONS				80 Freight
STATIONS		Feet Per Mile	Arrive Daily Ex. Sun.	
	DOUD YL 6.0	10.6	B Y 2.28	2.14
	HURLWOOD 7.2	5.3		1.57
	SMYER 12.5	27.4	C 1.28	
	LEVELLAND YL 7.3	23.2		1.08
	COBLE 6.2	23.2	C 12.57	
	WHITEFACE 11.3	40.0	C 12.30	
	LEHMAN 12.3	10.6	C Y 12.01 PM	
	BLED SOE YL		B Y 12.01 PM	
	(62.8)			Leave Daily Ex. Sun.
				25.6
			Average speed per hour	

Nos. 79 and 80 have no time table authority.

No switch lights on Lehman District.

**SLATON DIVISION
CROSBYTON DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending.	TIME TABLE NO. 1 April 26, 1964	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile					Feet Per Mile	
Yard					LUBBOCK YL		C Y		
		8.0	31.7		8.7 F.W.& D. Crossing	31.7			
48		11.3	31.7		3.3 IDALOU	31.7	C		
109		19.6	26.4		8.3 LORENZO	30.6	C		
116	45	28.4	15.8		8.8 RALLS	26.4	C		
Yard		37.8	13.2		9.4 CROSBYTON YL	26.4	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. 1 April 26, 1964	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile					Feet Per Mile	
Yard		0			SLATON YL	15.8	C YT		
35	33	10.0	31.7		10.0 WILSON	31.7	C		
91	34	21.3	31.7		11.3 TAHOKA	31.7	C		
34		28.5	31.7		7.2 SKEEN	79.2			
105	56	36.1	31.7		7.6 O'DONNELL	26.4	C		
21		42.1	31.7		6.0 HINDMAN	31.7			
21		47.8	31.7		5.7 ARVANA	31.7			
Yard		53.7	31.7		5.9 LAMESA YL	31.7	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**

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending.	TIME TABLE NO. 1 April 26, 1964	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile					Feet Per Mile	
Yard		467.3			ALTUS YL		C		
		467.6	0		0.3 M.K.T. Crossing	0			
		468.1	0		0.5 S.L.S.F. Crossing	0			
15	53	478.3	52.8		10.2 ELMER	52.8			
	13	483.1	26.4		4.8 RANCHLAND	73.9			
35	47	488.3	50.5		5.2 ODELL	34.3			
		497.3	52.8		9.0 F.W.& D. Crossing	47.0			
128	36	497.5	0		0.2 CHILICOTHE	0		C	
42	54	504.3	52.8		5.8 MEDICINE MOUND	36.4			
36	46	514.6	62.3		10.3 MARGARET	52.8			
138	76	521.3	42.8		6.7 CROWELL YL	29.7		C	
	32	529.1	52.8		7.8 FOARD CITY	52.8			
36	45	538.4	52.8		9.3 TRUSCOTT	52.8		C	
63	48	551.1	52.8		12.7 BENJAMIN	42.2		C	
23	41	563.1	52.8		12.0 KNOX CITY	19.2		C	
	32	565.7	37.0		2.6 O'BRIEN	5.3			
45	41	570.5	26.4		4.8 ROCHESTER	21.1		C	
97	33	580.1	37.0		9.6 RULE	27.0		C	
47	73	588.4	10.6		8.3 SAGERTON	39.6			
		588.9	23.7		0.5 W.V. Crossing	0			
35		597.4	0		8.5 PASTURA	0			
		604.4	41.1		7.0 M.K.T. Crossing	31.7			
Yard		605.8	0		1.4 HAMLIN YL	0		C T	
					(138.5)				

SIGNAL SYSTEM TWO IN EFFECT at S. L. S. F. Crossing MP 468.1; and F. W. & D. Crossing MP 497.3.

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		Ruling Grade Ascending.	TIME TABLE NO. 1 April 26, 1964	Ruling Grade Ascending	EAST- WARD	
Other Tracks	Sid- ings	First Class	Arrive Daily				First Class	
		77					78	
		The Angelo					The Angelo	
Yard								
27	53	605.8	52.8	HAMLIN YL	C			
		619.1	73.9	13.3 SYLVESTER	B			
		626.5	66.0	7.4 LONGWORTH				
		637.3	66.0	10.8 ORIENT JCT. YL	B			
Yard		638.0	52.8	0.7 SWEETWATER	C			
		639.4	52.8	1.4 NORTH JCT.	TY			
		640.2	52.8	0.8 SOUTH JCT. YL				
	45	645.4	52.8	5.2 SHAUFLER				
			52.8	11.9				
48	103	657.3	52.8	MARYNEAL YL	C			
44	42	671.0	52.8	13.7 BLACKWELL	Y			
		677.5	0	6.5 FORT CHADBOURNE				
53	45	685.3	52.8	7.8 BRONTE	C			
		695.5	52.8	10.2 TENNYSON	B			
Yard		714.5	66.0	19.0 SAYARD YL	C			
			0	0.8				
		AM 5.25	715.3	26.4	ALVEY JCT. YL	Y		PM 9.03
Yard		5.40 AM	717.4	31.7	SAN ANGELO YL	C		8.50 PM
		Arrive Daily						Leave Daily
		8.4		(111.6)				
				Average speed per hour				9.7

SIGNAL SYSTEM TWO IN EFFECT: At Orient Jct. and Sweetwater.

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.

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		Ruling Grade Ascending	TIME TABLE NO. 1 April 26, 1964	Ruling Grade Ascending	EAST- WARD	
Other Tracks	Sid- ings	129	Arrive Daily				130	
		Freight					Freight	
		Leave Mon. Wed. and Fri.					Arrive Tues. Thurs. and Sat.	
Yard								
		AM 8.00	717.4	26.4	SAN ANGELO YL	C		PM 12.01
		8.10	720.9	37.0	3.5 S.N. JCT. YL	TY		PM 10.50
33	46	8.30	732.4	36.0	12.2 TANKERSLEY	B		10.30
66	46	9.15	745.7	37.0	13.3 MERTZON	B		10.05
		9.35	756.1	37.0	10.4 NOELKE			9.35
		9.50	765.9	37.0	9.8 SUGGS			9.00
84	40	10.20	771.6	26.4	5.7 BARNHART			8.45
115	80	11.30	790.6	52.8	19.0 BIG LAKE	C		7.10
49	45	11.50 PM	800.7	37.0	10.1 BEST			6.10
21	54	12.10	804.8	15.8	4.1 TEXON			6.00
				26.4	4.4			
27	143	12.40	809.2	42.2	BENEDUM YL	B		5.35
11	146	1.30	819.9	52.8	10.7 RANKIN	C		4.45
44	45	3.15	838.6	52.8	18.7			
		3.35	849.6	52.8	McCAMEY	C		3.15
43		3.50	856.9	37.0	11.0 GIRVIN	B		2.15
		4.05	863.8	29.5	7.3 OWEGO			2.00
		5.00 PM	881.7	37.0	6.9 BALDRIDGE			1.45
Yard		Arrive Mon. Wed. and Fri.			17.9 FORT STOCKTON YL	C		1.00 AM
		18.2			(164.3)	Y		Leave Tues. Thurs. and Sat.
					Average speed per hour			14.9

Nos. 129 and 130 have no time table authority.

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.

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. 1	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	
Freight		129						130	
Other Tracks	Sid- ings	Leave Tues. Thurs. and Sun	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Mon. Wed and Fri.	Freight
Yard		PM 5.30	881.7	52.8	FORT STOCKTON YL 11.2	52.8	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	B	5.40	
	45	6.55	917.2	52.8	HOVEY 17.2	52.8		5.23	
	47	7.35	934.4	52.8	TITLEY 9.9	0		4.58	
Yard		8.45	944.3		ALPINE YL } S.P. Co. 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 15.2	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 9.2	52.8	B	3.23	
5	33	11.15	1002.9	0	CASA-PIEDRA 23.8	52.8	B	3.08	
Yard		AM 12.15 AM	1026.7		PRESIDIO YL 2.2		C Y	2.30 PM	
			1028.9		International Bridge End of Track				
		Arrive Mon., Wed and Fri.			(147.2)			Leave Mon., Wed and Fri.	
		21.8			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. 1	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	
Freight		129						130	
Other Tracks	Sid- ings	Leave Tues. Thurs. and Sun	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Mon. Wed and Fri.	Freight
			0.		S.N. JCT. YL 7.3	37.0			
12			7.3	31.7	BYRNE 8.7	19.0			B
45			16.0	37.0	CHRISTOVAL 13.2	0			B
75			29.2	37.0	HULLDALE 12.7	0			C
86	19		41.9	0	ELDORADO 21.7	37.0			C Y
Yard			63.6		SONORA YL				
					(63.6)				

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. (A) 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.

(B) Employees are prohibited from riding, or walking, on the roof of any moving car except where it is not practicable to do otherwise.

(C) Rule 19, Rules Operating Department, 1959, is amended as follows:

19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

2(C) (Cont'd)

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Note:—The single red light of prescribed type, referred to in above two paragraphs, is the constantly illuminated standard issue tail light in use on most passenger trains and should not be confused with the gyrating tail light used on certain business cars which is automatically extinguished at certain speeds.

(D) Rule 813, Rules Operating Department, 1959, is supplemented as follows:

When radio communication is being used in lieu of hand signals to direct a train or yard movement, proper identification must be made, and continuous contact must be maintained. Should radio contact be lost with the employe directing the movement, immediate stop must be made until communication is restored or other signals used to complete the movement.

3. SPEED REGULATIONS

(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
LAMESA DISTRICT	40	40
CROSBYTON DISTRICT	35	35
SEAGRAVES DISTRICT		
Doud to Brownfield	40	40
Brownfield to Seagraves	30	30
LEHMAN DISTRICT	45	45
Pan American Spur, M.P. 36.2	30	30
HAMLIN DISTRICT	40	40
SAYARD DISTRICT	40	40
Celotex Spur, M.P. 609.6	20	20
Maryneal Industrial Spur, M.P. 657.3	30	30
FORT STOCKTON DISTRICT	40	40
Benedum Industrial Spur, M.P. 809.2	30	30

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	* PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
ALPINE DISTRICT	40	40
SONORA DISTRICT	40	40

*When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less, maximum authorized passenger train speed.

26 to 45 per cent 80 MPH

46 to 75 per cent 70 MPH

76 per cent, or more, freight train speed.

FIRST DISTRICT		
Curve, M.P. 0.1 to 0.7	30	30
M.P. 87.5 to M.P. 88.6	30	30
SECOND DISTRICT		
2 Curves, M.P. 699.5 to 700.4	65	60
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	45
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	60
Curve, M.P. 713.2 to 713.6	60	50
Curve, M.P. 714.8 to 715.0	65	60
2 Curves, M.P. 716.0 to 717.0	65	60
Curve, M.P. 723.7 to 723.9	60	55
Curve, M.P. 724.4 to 725.1	65	60
Curve, M.P. 725.6 to 726.0	60	55
Curve, M.P. 726.3 to 726.6	65	60
Curve, M.P. 736.2 to 736.6	60	55
Curve, M.P. 741.2 to 741.6	65	60
Curve, M.P. 743.7 to 744.1	60	55
Curve, M.P. 748.8 to 749.1	65	60
Curve, M.P. 756.5 to 756.9	60	60
Curve, M.P. 764.2 to 764.5	65	60
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	45
Curve, M.P. 780.6 to 781.4	65	60
Curve, M.P. 782.3 to 782.7	65	60
2 Curves, M.P. 785.3 to 786.1	65	60
PLAINVIEW DISTRICT		
Curve, M.P. 570.9 to 571.2	30	30
Curve, M.P. 627.3 to 627.5	25	20
Curve, M.P. 628.2 to 628.4	25	20
Connecting Track between Plainview and Floydada Districts M.P. 628.4	10	10

**SLATON DIVISION
SPECIAL RULES**
**3. SPEED REGULATIONS—(Cont'd)
(A) MAXIMUM AUTHORIZED SPEED FOR
TRAINS—(Cont'd)**

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
Curve, M.P. 668.6 to 668.8	50	35
Curve, M.P. 673.3 to 673.4	25	20
SEAGRAVES DISTRICT		
Curve, M.P. 0.4 to M.P. 0.7	25	25
CROSBYTON DISTRICT		
Curve, M.P. 0.0 to M.P. 0.2	10	10
LEHMAN DISTRICT		
2 Curves, Pan American Spur M.P. 2	20	20
HAMLIN DISTRICT		
Bridge, M.P. 479.7 to 480.2	25	20
M.P. 485.2 to M.P. 488.0	40	35
M.P. 571.7 to M.P. 575.0	40	35
SAYARD DISTRICT		
2 Curves and Bridge M.P. 652.2 to 653.1	40	30
4 Curves, M.P. 653.9 to 655.7	40	30
2 Curves, M.P. 658.8 to 659.3	30	25
8 Curves, M.P. 660.3 to 663.1	30	25
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

(B) 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.
Mulshoe	Between Siding Switches	40
Amherst	Through City Limits	45
Snyder	Through City Limits	50
Tahoka	U. S. Highway No. 380	10
Crowell	Through City Limits	30
Hamlin	Central Ave.	20
Bronte	Through City Limits	20
San Angelo	Within City Limits	15
Big Lake	Depot Ave. and Highway 33	20
Fort Stockton	2nd, 3rd, 4th, Nelson and Stockton	10

(C) MAXIMUM SPEED OF ENGINES
MILES PER HOUR

Diesel and Gas- Electric	Forward	Light Forward	Backing Or When not Con- trolled From Leading Unit	Dead In Train
			45	90
11-15, 80-87,	100	80	45	90
16-78, 300-314	100	80	45	90
325-344 (except units shown below)	80	80	45	80
325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB, 337LAB	90	90	45	90

**SLATON DIVISION
SPECIAL RULES**
3. SPEED REGULATIONS—(Cont'd)
(C) MAXIMUM SPEED OF ENGINES—(Cont'd)

Diesel and Gas- Electric	Forward	Light Forward	Backing Or When not Con- trolled From Leading Unit	Dead In Train
			45	70
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000- 3019	70	70	*45	70
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200- 2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200- 1284, 1300-1349, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60
M160	80	65	25	75
M190	80	65	25	75

*Note: Forward speed applies when backing handling train.

**(D) MOVEMENTS OVER SUBMERGED TRACK
—(Rule 817)**

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	Maxi- mum 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, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625- 633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

3. SPEED REGULATIONS—(Cont'd)

(E) DERRICKS, CRANES, ETC.

Derricks, power 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 be handled in trains except on instructions of Trainmaster. Pile drivers must be handled in trains next to engine. Trains handling such equipment must not exceed the following speeds:

DISTRICTS	SPEED MPH
First and Second	30
Plainview, Floydada, Seagraves, Lehman and Lamesa	30
Crosbyton, Hamlin, Sayard, Fort Stockton, Alpine and Sonora	18

Exception: Wrecking derricks may be moved on First and Second Districts at a maximum speed of 40 MPH;

Pile Drivers AT 199452, 199453, 199454 and 199455 may be moved on First and Second Districts at a maximum speed of 45 MPH.

(F) 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.

"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
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

3. SPEED REGULATIONS—(Cont'd)

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

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
	I	East Wye Switch on Plain- view Dist.	15
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	S	West end Connecting Track Between Plainview and Floydada Districts	10
	R	East end Connecting Track between Plainview and Floydada Districts	10

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

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

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

5. RAILROAD CROSSINGS—(Cont'd)
(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
Burson & Wilson	616.3	38
BFW Grain Co.....	617.0	24
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
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.	752.8	186
Bernecker	781.9	20
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 Sand Siding	630.0	14
Spur		35
Lone Star Cement	656.1	290
Maryneal Industrial Spur 18.4 miles	657.8	181
West Texas Utilities Spur	674.3	6
Lone Star Producing Co.	675.8	67
Shawville	687.8	16
FORT STOCKTON DISTRICT		
Witco Gasoline	782.8	49
Humble Oil Co.	795.3	1
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
Columbian Carbon Spur	59.4	34

6. TRACKS BETWEEN STATIONS—(Cont'd)

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

9. BULLETIN BOOKS

Slaton Division	Plains Division	G.C. & S.F.	S.P.Co.
Altus.	Altus.	Hamlin.	Fort Stockton.
Amarillo.	Lubbock.	San Angelo.	San Angelo.
Clovis.	Slaton.	Sayard.	
Fort Stockton.		Slaton.	
Hamlin.			
Lubbock.			
Plainview.			
San Angelo.			
Sayard.			
Slaton.			
Sweetwater.			

**SLATON DIVISION
SPECIAL RULES**

10. STANDARD CLOCKS

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

11. STANDARD THERMOMETERS

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

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

LOCAL TIME INSPECTORS—SLATON DIVISION.

JOHN H. FURBACH	Amarillo.
BRYANT MADDOX	Amarillo.
L. N. PITTMAN	Amarillo.
R. J. LOCKHART	Altus.
WAYNE PERKINS	Clovis.
H. C. EDWARDS	Clovis.
EDWARD F. HAVINS	Fort Stockton.
I. R. WITT	Hamlin.
J. CARROLL ANDERSON	Lubbock.
C. D. BLAIR	Lubbock.
C. W. VANERPOEL	Plainview.
J. C. CHAMPION	Slaton.
PAUL TERRELL	Sweetwater.
CHASE HOLLAND, JR.	San Angelo.
L. M. SANFORD	San Angelo.
R. M. ERWIN	Snyder.

**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

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"/>	2¼ 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

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	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
				12 ..	5.0