



**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**

C. B. Kayser ..... Slaton, Texas

**ASST. CHIEF DISPATCHERS**

A. C. Burk ..... Slaton, Texas

A. Deaton ..... Slaton, Texas

**DISPATCHERS - SLATON**

R. C. Sanner

J. E. McMeekan

W. H. Farschon

G. C. Brunson

W. L. Roche

A. C. Westbrook

T. V. Ellis

L. A. Stewart

L. M. Cole

J. M. Standifer

J. E. Smith

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

**WESTERN LINES**

**SLATON DIVISION**

**TIME TABLE**  
**No. 3**

**IN EFFECT**

**Sunday, August 4, 1968**

**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.**

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance From Atchison and Texico	Ruling Grade Ascending.	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard			690.0	21.1	<b>SLATON</b>	13.2	RC TY	
85	100		679.8	15.8	10.2 BURRIS	2.7		
			676.6	15.8	3.2 F.W.&D. Crossing	0		
Yard			674.6	15.8	2.0 LUBBOCK YL	0	CR	
			88.6	21.1	1.1 LUBBOCK JCT.YL	10.6	Y	
26	108		78.1	21.1	10.5 SHALLOWATER	21.1	C	
123	108		66.6	21.1	12.5 ANTON	5.9	CR	
341	93		53.0	21.1	12.6 LITTLEFIELD	21.1	CR	
152			45.5	21.1	7.5 AMHERST	10.6	C	
170	100		38.1	21.1	7.4 SUDAN	21.1	C	
	108		30.1	21.1	8.0 MILL	21.1		
325	232		22.2	21.1	7.9 MULESHOE	0	CR	
72	129		9.8	21.1	12.4 LARIAT	0		
Yard	132		0.2	21.1	9.6 TEXICO		C Y	
					(104.9)			

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

RULE 261—TCS IN EFFECT: On main track between Slaton and F.W.&D. Crossing, MP 676.6, between Lubbock Jct. and Texico, and on both legs of wye at Lubbock Jct.

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

Trains entering territory where Rule 251 is in effect will continue the display of signals previously authorized.

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.

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

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

# FIRST DISTRICT

## 1. SPEED REGULATIONS

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

### (A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frt.
Slaton to M.P. 689.5	30	30
M.P. 689.5 to Texico	79	60

### (B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frt.
Curve, M.P. 0.1 to 0.7	30	30

### (C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261 - TCS in effect, 30 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlock Switch.  
 "S"—Spring Switch.

Station	Type	Location	MPH
Slaton	I	West end of yard	30
Burriss	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

### (C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Lubbock Jct.	I	Crossover from Eastward to Westward main track	30
—(Cont'd)	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 Plainview Dist.	15

Note: Switches at each end of sidings between Texico and Slaton where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

### (D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Muleshoe	Between Siding Switches	40
Amherst	M.P. 45.4 to 45.5	45
Lubbock	M.P. 87.5 to 88.6	30

### 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Progress	15.6	20
Shamrock Oil Co.	18.8	6
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

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance From Atchison	Ruling Grade Ascending.	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard			793.7	15.8	<b>SWEETWATER</b>		CR TY	
			792.6	31.7	1.1 ORIENT JCT.	7.4		
					5.3	0		
	98		787.3	31.7	GANNON			
11	142		775.3	31.7	12.0 PYRON	31.7		
27	101		768.6	31.7	6.7 HERMLEIGH	31.7		
207	125		756.9	31.7	11.7 SNYDER	31.7	CR	
41	96		746.8	31.7	10.1 DERMOTT	31.7		
74	150		740.6	31.7	6.2 FULLERVILLE	31.7		
23	103		729.0	31.7	11.6 JUSTICEBURG	31.7		
7	109		720.3	31.7	8.7 AUGUSTUS	13.2		
133	146		713.8	31.7	6.5 POST	31.7	CR	
9	110		703.6	31.7	10.2 BUENOS	0		
33	99		697.3	31.7	6.3 SOUTHLAND	0		
Yard			690.0	15.8	7.3 <b>SLATON</b>	2.6	CR TY	
					(103.7)			

RULE 261-TCS IN EFFECT: On Main track between Slaton and Sweetwater, on sidings Pyron and Fullerville, and on Secondary Track No. 1 Sweetwater.

At Sweetwater, speed limit 20 MPH on Secondary Track No. 1.

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

**1. SPEED REGULATIONS**

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

**(A) DISTRICT SPEED**

Location	MPH	
	Psg.	Fr.
Slaton to M.P. 690.2	30	30
M.P. 690.2 to Sweetwater	79	60
Snyder Industrial Spur, M.P. 751.9	25	25

Except where lower speeds prescribed, speed limit 50 MPH for freight trains when average weight exceeds 60 tons per car or total weight of train exceeds 6500 tons.

**(B) SPEED REGULATIONS - CURVES & BRIDGES**

Location	MPH	
	Psg.	Fr.
Curve, M.P. 690.5 to 690.9	60	60
3 Curves, M.P. 699.0 to 700.4	60	60
4 Curves, M.P. 700.7 to 702.6	50	50
5 Curves, M.P. 703.0 to 705.6	45	45
26 Curves, M.P. 705.9 to 736.6	60	60
2 Curves, M.P. 741.3 to 744.1	60	60
Curve, M.P. 748.8 to 749.1	60	60
Curve, M.P. 756.5 to 756.9	60	60
Curve, M.P. 764.2 to 764.5	60	60
3 Curves, M.P. 775.8 to 777.2	55	55
Curve, M.P. 777.9 to 778.0	45	45
5 Curves, M.P. 780.6 to 786.1	60	60
Curve, M.P. 460.4 to 460.6 (Sweetwater, Northern Div.)	60	50

**(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS**

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 30 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

- "I"—Interlocked Switch.
- "S"—Spring Switch.

Station	Type	Location	MPH
Sweetwater	I	Both ends Secondary Track No. 1	30
	I	East and West Legs of Wye	15
Orient Jct.	I	Junction switch	15
Gannon	I	Both ends siding	15
Hermleigh	I	Both ends siding	15
Dermott	I	Both ends siding	15
Southland	I	Both ends siding	15
Slaton	I	East end of yard	30

Note: Switches at each end of sidings between Slaton and Sweetwater where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

**(D) SPEED REGULATIONS - STREET CROSSINGS**

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Snyder	Through City Limits (M.P. 755.7 to M.P. 759.2)	50

**3. TRACKS BETWEEN STATIONS**

Location	Mile Post	Car Capacity
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

**9. TRACK SIDE WARNING DEVICES**

M.P. 766.1—Hot Box Detector—Actuates rotating white light at following locations:  
 Eastward—M.P. 766.1 and M.P. 768.0  
 Westward—M.P. 766.1 and M.P. 763.0  
 Hot Box locator at M.P. 768.0 and M.P. 763.0.

Bridge 785.9—High Water Detector—actuates following signals:  
 Eastward—Controlled signals east end siding Pyron and Signal 7851.  
 Westward—Controlled signals west end siding Gannon.

Note: When high water detector actuated signals indicated will display their most restrictive indication. When signals so displayed trains must stop, notify train dispatcher, and make thorough inspection to ascertain bridges and track are safe before proceeding.

When hot box detector actuated stop must be made immediately, locator checked and train inspected.

**ENTIRE CREW MUST OBSERVE SIGNALS AND INDICATORS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.**

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance From Atchison	Rolling Grade Ascending	TIME TABLE No. 3 August 4, 1968	Rolling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard			570.4	79.2	CANYON 5.1	73.9	C Y R	
	109		575.5	31.7	CLETA 6.6	31.7	B	
32	103		582.1	21.1	OGG 6.3	31.7	B	
110	103		588.4	31.7	HAPPY 8.0	31.7	C	
25	103		596.4	42.2	KAFFIR 6.9	79.2	B	
470	104		603.3	73.9	TULIA 4.5	79.2	CR	
13	103		607.8	33.3	EUNICE 7.5	52.8	B	
115	104		615.3	26.4	KRESS 6.5	42.2	C	
7	104		621.8	0	FINNEY 5.8	31.7	B	
Yard	194		627.6	40.2	PLAINVIEW YL 0.6	21.2	C Y R	
			628.4	42.2	PLAINVIEW JCT. YL 0.01			
8	104		634.0	42.2	F.W. & D. Crossing 5.6	42.2		
166	103		640.9	42.2	FURGUSON 6.9	31.7	B	
59	101		646.5	21.1	HALE CENTER 5.6	37.0	C	
15	102		651.4	42.2	UNDERWOOD 4.9	42.2	B	
130	104		657.0	37.0	ALLEY 5.6	37.0		
63	69		663.3	26.4	ABERNATHY 6.3	37.0	C	
595	124		671.9	26.4	MONROE 8.6	42.2	B	
			673.5	42.2	MARNELS YL 1.6	42.2	B	
			673.5	0	LUBBOCK JCT. YL 1.1	15.8	B Y	
Yard			674.6		LUBBOCK YL (104.2)		CR	

**TWO TRACKS:** Between Lubbock Jct. and Lubbock.

**RULE 261—TCS 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.

Between Lubbock Jct. and Lubbock, trains will be governed by First District 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 Jct., Floydada District junction switch normally lined for Plainview District.

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

Trains entering First District from Plainview District at Lubbock Jct. may proceed on proceed signal indication in lieu of numbered clearance card.

Trains or engines originating Plainview must secure numbered clearance card when going on duty.

# PLAINVIEW DISTRICT

# SLATON DIVISION 7

## 1. SPEED REGULATIONS

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

### (A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Canyon to Lubbock	59	49

### (B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
Curve, M.P. 570.9 to 571.2	30	30
Curve, M.P. 627.3 to 627.5	20	20
Curve, M.P. 628.2 to 628.4	20	20
Curve, M.P. 629.5 to 630.1	45	45
Connecting Track between Plainview and Floydada Districts M.P. 628.4	10	10
Curve, M.P. 668.6 to 668.8	45	45
Curve, M.P. 673.3 to 673.4	20	20

### (C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below.

"I"—Interlocking.  
"S"—Spring.

Station	Type	Location	MPH
Plainview Jct.	S	Connecting switch with Floydada District lined for movement on Plainview District	10
Lubbock Jct.	I	West end Two Tracks	40
	I	West leg Wye	15
	I	Crossover from Eastward to Westward main track	30

### (C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Lubbock Jct. (Cont'd)	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 Plainview Dist.	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

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding.

### (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frts.
Plainview	628.4	Automatic Interlocking	20	20

## 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
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

# 8 SLATON DIVISION

# FLOYDADA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance from Plainview	Rolling Grade Ascending.	TIME TABLE  No. 3 August 4, 1968	Rolling 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	
			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)								

Trains must get numbered clearance card before leaving Floydada.

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

## 1. SPEED REGULATIONS

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

### (A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Plainview Jct. to Floydada	49	49

## (B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
Connecting Track between Plainview and Floydada Districts	10	10

## (C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking.  
"S"—Spring.

Station	Type	Location	MPH
Plainview Jct.	S	Connecting switch with Floydada District lined for movement on Plainview District	10

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding.

## (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frts.
Plainview	2.2	Automatic Interlocking	49	49
Lockney	14.5	Automatic Interlocking	49	49

## 2. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Plainview Wheat Growers	2.6	25
Southern Farm Supply	3.7	22
Plainsman Elevator	3.9	22



# CROSBYTON and LAMESA DISTRICTS

## CROSBYTON DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance From Lubbock	Ruling Grade Ascending.	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard				<b>LUBBOCK YL</b>		CR		
		8.0	31.7	8.7	31.7	Y		
			31.7	F.W.& D. Crossing	31.7			
48		11.3	26.4	3.3	31.7			
			26.4	IDALOU	30.6			
109		19.6	15.8	8.3	30.6	C		
			15.8	LORENZO	26.4	C		
116	45	28.4	13.2	8.8	26.4	C		
				RALLS	26.4	C		
				9.4	26.4	Y		
Yard		37.8		<b>CROSBYTON YL</b>				
				(38.5)				

Trains must get numbered clearance card before leaving Lubbock.

No switch lights on Crosbyton District.

## LAMESA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance From Slaton	Ruling Grade Ascending	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard				<b>SLATON YL</b>	15.8	CR		
35	33	10.0	31.7	10.0	31.7	YT		
			31.7	WILSON	31.7			
91	34	21.3	31.7	11.3	31.7	C		
			31.7	TAHOKA	79.2	C		
105	56	36.1	31.7	14.8	31.7	C		
			31.7	O'DONNELL	31.7			
21		42.1	31.7	6.0	31.7			
			31.7	HINDMAN	31.7			
21		47.8	31.7	5.7	31.7			
			31.7	ARVANA	31.7			
Yard		53.7		5.9	31.7	Y		
				<b>LAMESA YL</b>				
				(53.7)				

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

Trains must get numbered clearance card before leaving Slaton.

No switch lights on Lamesa District.

### 1. SPEED REGULATIONS

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

### (A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Lubbock to Crosbyton	25	25
Slaton to Lamesa	40	40

### (B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
<b>CROSBYTON DISTRICT</b> Curve, M.P. 0.0 to M.P. 0.2	10	10

### (C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

### (D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Tahoka	U. S. Highway No. 380	10

### (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

CROSBYTON DISTRICT			MPH	
Station	M.P.	Type	Psgr.	Frts.
F.W.& D. Crossing	8.0	Gate normally against F.W.& D. trains	15	15

### 3. TRACKS BETWEEN STATIONS

Location	Mile- Post	Car Capacity
<b>LAMESA DISTRICT</b> Farm Grain & Warehouse Company	51.1	21

SEAGRAVES DISTRICT

Track Capacity 50 Ft. Per Car		WESTWARD	Distance From Lubbock Jct.	Ruling Grade Ascending.	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EASTWARD
Other Tracks	Sid- ings	↓	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		↑
Yard				15.8	<b>LUBBOCK YL</b> 1.1	0	RC	
				31.7	<b>ABS LUBBOCK JCT. YL</b> 5.9	0	Y	
				31.6	<b>DOUD YL</b> 5.4	21.2	B Y	
<b>66</b>			<b>5.9</b>	27.4	<b>WOLFFORTH</b> 10.8	29.0		
<b>67</b>			<b>11.3</b>	16.9	<b>ROPES</b> 5.8	23.7	C	
<b>65</b>			<b>22.1</b>	31.6	<b>MEADOW</b> 11.8	24.2		
<b>40</b>			<b>27.9</b>	31.6	<b>BROWNFIELD YL</b> 12.6	31.6	C	
<b>385</b>			<b>39.7</b>	29.0	<b>WELLMAN</b> 10.6	31.6		
<b>27</b>			<b>52.3</b>		<b>SEAGRAVES YL</b>		C Y	
Yard			<b>62.9</b>					
					(64.0)			

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

**TWO TRACKS:** Between Lubbock Jct. and Lubbock.

Trains must get numbered clearance card before leaving Lubbock.

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

No switch lights on Seagraves District.

LEHMAN DISTRICT

Track Capacity 50 Ft. Per Car		WESTWARD	Distance From Doud	Ruling Grade Ascending.	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EASTWARD
Other Tracks	Sid- ings	↓	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		↑
<b>196</b>			<b>6.0</b>	15.8	<b>DOUD YL</b> 6.0	10.6	B Y	
<b>33</b>	<b>37</b>		<b>13.2</b>	52.8	<b>HURLWOOD</b> 7.2	5.3		
<b>220</b>	<b>21</b>		<b>25.7</b>	44.9	<b>SMYER</b> 12.5	27.4		
<b>19</b>			<b>33.0</b>	52.8	<b>LEVELLAND YL</b> 7.3	23.2	C	
<b>57</b>	<b>35</b>		<b>39.2</b>	52.8	<b>COBLE</b> 6.2	23.2		
<b>60</b>			<b>50.5</b>	52.8	<b>WHITEFACE</b> 11.3	40.0	C	
				52.8	<b>LEHMAN</b> 12.3	10.6	C	
Yard			<b>62.8</b>		<b>BLED SOE YL</b>		B Y	
					(62.8)			

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

No switch lights on Lehman District.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Lubbock to Seagraves	40	40
Doud to Bledsoe	45	45
Pan American Spur, M.P. 36.2	30	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
<b>SEAGRAVES DISTRICT</b> Curve, M.P. 0.4 to M.P. 0.7	25	25
<b>LEHMAN DISTRICT</b> 2 Curves, Pan American Spur M.P. 2	20	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
<b>SEAGRAVES DISTRICT</b>		
Farm Center Gin and Grain Co. ....	17.1	18
American Cyanamid .....	20.4	9
Columbian Carbon Spur .....	59.4	34
<b>LEHMAN DISTRICT</b>		
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) .....	36.3	210

# HAMLIN DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance from Kansas City	Ruling Grade Ascending.	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending.	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
			467.3	0	<b>ALTUS YL</b>	0	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		
			480.1	26.4	1.8 (State Line)	73.9		
	13		483.1	26.4	3.0 RANCHLAND	73.9		
27	40		488.3	50.5	5.2 ODELL	34.3	B	
			497.3	52.8	9.0 F.W. & D. Crossing	47.0		
			497.5	0	0.2 CHILICOTHE	0	C	
106	36		504.3	52.8	6.8 MEDICINE MOUND	36.4		
42	54		504.3	62.3	10.3 MARGARET	52.8		
36	46		514.6	42.8	6.7 CROWELL YL	29.7	C	
138	76		521.3	52.8	7.8 FOARD CITY	52.8		
	32		529.1	52.8	9.3 TRUSCOTT	52.8	B	
36	45		538.4	52.8	12.7 BENJAMIN	42.2	B	
63	48		551.1	52.8	12.0 KNOX CITY	19.2	C	
41	23		563.1	37.0	2.6 O'BRIEN	5.3		
	32		565.7	26.4	4.8 ROCHESTER	21.1		
45	41		570.5	37.0	9.6 RULE	27.0	C	
90	33		580.1	10.6	8.3 SAGERTON	39.6		
47	73		588.4	23.7	9.0 PASTURA	0		
35			597.4	41.1	7.0 M.K.T. Crossing	31.7		
			604.4	0	1.4 <b>HAMLIN YL</b>	0	C T	
Yard			605.8					
					(138.5)			

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

At F. W. & D. Crossing, Chillicothe, TCS 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.

## 1. SPEED REGULATIONS

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

### (A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Altus to Hamlin	30	30

## (B) SPEED REGULATIONS - TRACK, CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
Bridge, M.P. 479.7 to M.P. 480.2	20	20

## (C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

## (D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Crowell	Through City Limits (M.P. 520.3 to M.P. 521.6)	30
Hamlin	Central Avenue	20

## (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frts.
Altus	467.6	Stop Rule 98 (A)		
Altus	468.1	Automatic Interlocking	20	20
Chillicothe	497.3	Interlocking	20	20
Hamlin Dist.	604.4	Gate lined and locked as last used.	15	15

## 2. DANGEROUS OBSTRUCTIONS (See Rule 761)

Mile Post	Name
478.3	Sand Loading Ramp on Siding.

## 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Stonewall Gas Products Co. ....	567.3	21
Wood Chemical Co. ....	564.1	5

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance From Kasson City	Ruling Grade Ascending.	TIME TABLE No. 3 August 4, 1968	Ruling Grade. Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard			605.8	52.8	<b>HAMLIN YL</b> 13.3	52.8	C P	
27	53		619.1	73.9	SYLVESTER	26.4	B	
50			626.5	66.0	LONGWORTH 7.4	52.8		
			637.3	66.0	ORIENT JCT. YL 10.8	52.8		
Yard			638.0	52.8	SWEETWATER YL 0.7	52.8	CR TY	
	45		645.4	52.8	SHAUFLE 7.4	45.9		
86	100		657.3	52.8	MARYNEAL YL 13.7	52.8	C Y	
44	42		671.0	52.8	BLACKWELL 6.5	52.8	B	
	40		677.5	0	FORT CHADBOURNE 7.8	37.0	B	
33	45		685.3	52.8	BRONTE 10.2	52.8	B	
	41		695.5	66.0	TENNYSON 19.0	52.8	B	
Yard			714.5		<b>SAN ANGELO YL</b>		CR YB	
					(108.7)			

Trains must get numbered clearance card before leaving Hamlin, Sweetwater and San Angelo.

At San Angelo, heading in main track switches at east and west ends normally lined and locked for yard movement.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Hamlin to San Angelo	40	40
Celotex Spur, M.P. 609.6	20	20
Maryneal Industrial Spur, M.P. 657.3	30	30

(B) SPEED REGULATIONS - CURVES, BRIDGES AND ROCK CUTS

Location	MPH	
	Psg.	Fr.
2 Curves and Bridge, M.P. 652.2 to 653.1	30	30
4 Curves, M.P. 653.9 to 655.7	30	30
2 Curves, M.P. 658.8 to 659.3	25	25
Rock cut, M.P. 659.5 to 659.9	10	10
8 Curves, M.P. 660.3 to 663.1	25	25

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking  
"S"—Spring

Station	Type	Location	MPH
Orient Jct.	I	Junction switch	15
Sweetwater	I	Both ends Secondary Track No. 1	30
	I	East and West legs of wye	15

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Bronte	Through City Limits (M.P. 684.7 to 686.0)	20
Sweetwater	City Limits (Old Harvey House to Sayard Dist. M.P. 641.6)	18

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

Mile Post	Name
626.0	Gypsum Chutes Over Spur.
640.4	T.&P. Bridge Over Main Track.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
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

Track Capacity 50 ft. Per Car		WEST-WARD ↓	Distance From Kansas City	Ruling Grade Ascending	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST-WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
			714.5	26.4	<b>SAN ANGELO YL</b> 6.4	26.4	CR YB	
			720.9	37.0	S.N. JCT. YL 12.2	37.0		
33	46		732.4	36.0	TANKERSLEY 13.3	0	B	
49	46		745.7	37.0	MERTZON 10.4	26.4	B	
	45		756.1	37.0	NOELKE 9.8	36.0		
	36		765.9	26.4	SUGGS 5.7	0		
35	49		771.6	52.8	BARNHART 19.0	52.8	C	
115	80		790.6	37.0	BIG LAKE YL 14.2	26.4	C	
21			804.8	26.4	TEXON 4.4	52.8		
	43		809.2	42.2	BENEDUM YL 10.7	52.8	B Y	
111	16		819.9	52.8	RANKIN YL 18.7	52.8	C	
225	57		838.6	52.8	McCAMEY YL 11.0	52.8	C Y	
43			849.6	37.0	GIRVIN 7.3	26.4	B	
	38		856.9	29.5	OWEGO 6.9	9.5		
	42		863.8	37.0	BALDRIDGE 5.6	0		
			869.4	37.0	SULPHUR SPUR YL 12.3	0	BY	
Yard			881.7		<b>FORT STOCKTON YL</b>		C Y	

(167.4)

Trains must get numbered clearance card before leaving Fort Stockton or San Angelo.

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

At San Angelo, switches on east and west legs of wye, connection to Northern Division, San Angelo District, normally lined for Ft. Stockton District.

## 1. SPEED REGULATIONS

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

### (A) DISTRICT SPEED

Location	MPH	
	Psg.	Frt.
San Angelo to Fort Stockton	40	40
Benedum Industrial Spur (M.P. 809.2)	20	20
Sulphur Spur (M.P. 869.4)	30	30

### (C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

### (D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
San Angelo	Within City Limits (M.P. 714.0 to 720.0)	15
Big Lake	Depot Ave. and Highway 33	20
Fort Stockton	2nd, 3rd, 4th, Nelson and Stockton	10

## 3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
West Texas Utilities Co.	721.6	4
Trans-South Hydrocarbons	753.7	5
Witco Gasoline	782.8	49
Benedum Industrial Spur (9.7 miles)	809.2	459
Rio Pecos Spur	847.5	38
Sulphur Spur (9.9 miles)	869.4	194
(Sinclair Sulphur Tracks)	5.2	48

ALPINE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance From Kansas City	Ruling Grade Ascending	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings	Mile Post	Feet Per Mile	STATIONS		Feet Per Mile		
		881.7			<b>FORT STOCKTON</b> YL		Y C	
	44	892.9	52.8		11.2 BELDING	52.8		
	34	904.3	52.8		11.4 CHANCELLOR	35.9		
	45	917.2	43.8		12.9 HOVEY	47.5	B	
	3	934.4	52.8		17.2 TITLEY	52.8		
			52.8		9.9	0		
126	51	944.3			ALPINE YL		C	
		945.6			1.3 ALPINE JCT. YL			
	32	956.9			11.3 PAISANO		B	
	33	969.3	0		12.4 TINAJA	52.8	B	
	27	984.5	0		15.2 PERDIZ	52.8	B	
	33	993.7	0		9.2 PLATA	52.8	B	
	33	1002.9	0		9.2 CASA-PIEDRA	52.8	B	
			0		23.8			
		1026.7			<b>PRESIDIO</b> YL		C Y	
		1028.9			2.2 International Bridge End of Track			
(147.2)								

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

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

SONORA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Distance From S.N. Jct.	Ruling Grade Ascending	TIME TABLE No. 3 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sid- ings	Mile Post	Feet Per Mile	STATIONS		Feet Per Mile		
		7.3	37.0		S.N. JCT. YL	0		
12					7.3 BYRNE			
45		16.0	31.7		8.7 CHRISTOVAL	19.0	B	
75		29.2	37.0		13.2 HULLDALE	0	B	
86	19	41.9	37.0		12.7 ELDORADO	0	C	
			0		21.7	37.0		
		63.6			SONORA YL		C Y	
(63.6)								

Trains must get numbered clearance card before leaving San Angelo.

No switch lights on Sonora District.

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Fort Stockton to Presidio	40	40
S. N. Jct. to Sonora	30	30

(B) SPEED REGULATIONS - ROCK CUTS

Location	MPH	
	Psg.	Fr.
ALPINE DISTRICT		
Rock Cuts M.P. 924.5 to M.P. 925.0	10	10
Rock Cuts M.P. 987.4 to M.P. 990.1	10	10
Rock Cuts M.P. 991.8 to M.P. 992.1	10	10
Rock Cuts M.P. 1008.1 to M.P. 1010.2	10	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSING

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Fort Stockton	2nd, 3rd, 4th, Nelson and Stockton	10

# SPECIAL RULES

- Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.
- Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand thrown switch not electrically locked for any purpose.

## 6. MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

Diesel Locomotives and Motor Cars	Forward MPH	Light Forward MPH	Backing When Not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
350-359	90	90	*45	90
325-344, 400-405, 1900-1939	90	90	45	90
1100-1174, 1800-1889	80	80	*45	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

\*Forward speed applies when backing handling train controlled from leading unit.

## 7. 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	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Locomotives: 80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1587, 1700-1719, 1800-1889, 1900-1939, 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

# SLATON DIVISION 15

## 8. DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders\* 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 and Derrick 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 and Hamlin	18	18	18
Sayard and Fort Stockton	25	25	25
Alpine and Sonora	30	30	30

\*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Trains handling scale test cars AT 199913, 199914 or 199915 must not exceed 50 MPH and such equipment must be handled next ahead of caboose.

Pile drivers and derricks AT 199720 and AT 199775 must be handled in train next to engine.

## 10. YARD LIMITS

Alpine (Extends to and includes Alpine Jct.)	Lamesa Levelland Lubbock	Presidio Rankin San Angelo
Altus	Lubbock Jct.	(Extends to and includes S.N. Jct.)
Benedum	(extends to and includes Doud and Marnels.)	Seagraves
Big Lake		Slaton
Bledsoe	Maryneal	(Lamesa Dist. only.)
Brownfield	McCamey	Sonora
Crosbyton	Orient Jct.	Sulphur Spur
Crowell	(Sayard Dist. only.)	Sweetwater
Doud	Plainview	(Sayard Dist. only.)
Floydada	Plainview Jct.	
Fort Stockton		
Hamlin		

## 11. BULLETIN BOOKS

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

## 12. STANDARD CLOCKS

Altus	San Angelo
Fort Stockton	Slaton
Hamlin	Sweetwater
Lubbock	

## TIME SERVICE

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

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.

**SURGEONS OF THE A.T.&S.F. EMPLOYEES'  
BENEFIT ASSOCIATION**

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

**ALBUQUERQUE HOSPITAL**

DR. A. S. MCGEE ..... Doctor in Charge

**SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION**

DR. G. P. BAIN, Chief Physician ..... Temple

DR. T. SPEED, Chief Surgeon ..... Temple

DR. E. R. VEIRS, Chief Oculist ..... Temple

**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. H. PRICE ..... Lamesa.  
 DR. N. W. STAKER ..... Lamesa.  
 DR. BRAHILLO J. CUESTA ..... Levelland.  
 DR. OSCAR W. STILL ..... Littlefield.  
 DR. DELMAN J. STAFFORD ..... Littlefield.  
 DR. WILLIAM J. MANGOLD ..... Lockney.  
 DR. C. B. BATSON ..... Lubbock.  
 DR. E. L. HUNT ..... Lubbock.  
 DR. JAMES C. MORRIS ..... Lubbock.  
 DR. J. P. SEARLS ..... Marfa.  
 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. HARRY A. TUBBS ..... Post.  
 DR. A. G. LANDEROS ..... Presidio.  
 DR. LOWELL W. SPIKES ..... Ralls.  
 DR. JAMES D. GOSSETT ..... Rankin.  
 DR. M. D. KNIGHT ..... San Angelo.  
 DR. W. H. BRAUNS ..... San Angelo.  
 DR. R. M. FINKS ..... San Angelo.  
 DR. R. E. MOON ..... San Angelo.  
 DR. R. A. MORSE ..... San Angelo.  
 DR. T. R. HUNTER, JR. .... 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. R. B. PIERCE ..... 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.  
 DR. W. B. CHILDRESS ..... Tulia.

**EYE, EAR, NOSE AND THROAT SPECIALISTS**

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. C. F. ENGLEKING (Ear, Nose, Throat) ..... San Angelo  
 DR. D. W. HAYTER (Ophthalmologist) ..... San Angelo

**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	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

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**

**OVERSPEED Couplings are DAMAGING**

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!**