



# SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

### TRAINMASTERS

B. H. DeHAVEN	Fort Worth, Texas
B. H. SLAUGHTER	Fort Worth, Texas
R. D. WILLIAMS	Brownwood, Texas

### ASSISTANT TRAINMASTERS

B. F. ROGERS	Fort Worth, Texas
M. L. ELKINS	Fort Worth, Texas
R. D. SWEARINGIN	Fort Worth, Texas
W. J. CUMMINGS	Dallas, Texas
J. L. GOERING	Dallas, Texas
C. R. SAUNDERS	Cleburne, Texas
R. PEDROZA	Sweetwater, Texas
R. L. McAVOY	Brownwood, Texas

### DIVISION RULES INSTRUCTOR

O. D. HAMILTON	Fort Worth, Texas
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### SUPERVISOR OF AIR BRAKES— GENERAL ROAD FOREMAN OF ENGINES

M. B. SPEARS	Amarillo, Texas
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### ROAD FOREMEN OF ENGINES

F. J. SMITH	Fort Worth, Texas
D. L. WHITE	Brownwood, Texas

### SAFETY SUPERVISOR

T. G. CORBIN	Fort Worth, Texas
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### CHIEF DISPATCHER

D. B. ASHLEY	Fort Worth, Texas
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### ASSISTANT CHIEF DISPATCHERS

C. P. PIERCE, JR.	Fort Worth, Texas
O. A. LEWIS	Fort Worth, Texas
D. P. REYNOLDS	Fort Worth, Texas
H. F. FULLER	Fort Worth, Texas
C. W. PLUMLEE	Fort Worth, Texas

### DISPATCHERS — FORT WORTH, TEX.

R. A. SCHILLING	C. R. LAWRENCE
J. D. BLANKENSHIP	R. D. TINSLEY
A. G. COPPINGER	B. C. DAVIS
J. C. RUSSELL	S. R. HASTINGS
F. W. ULLMANN	J. N. SPEAKE
R. T. SHAVER	L. E. NELSON
J. E. WEAVER	R. A. ECKERMAN
J. G. WILLIAMS	T. E. COUGHLIN
R. A. CRAWFORD	J. G. CHICK

AVOID DAMAGE—SWITCH CUSTOMER'S CARS CAREFULLY

OVERSPEED COUPLINGS ARE DANGEROUS

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. Rule 112(C).

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS

IT'S EVERYBODY'S JOB ON THE SANTA FE

# The Atchison, Topeka and Santa Fe Railway Company

## WESTERN LINES

## NORTHERN DIVISION

# TIME TABLE No.

# 15

IN EFFECT

## Sunday, October 31, 1982

At 12:01 A. M.

Central Time

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

**J. R. FITZGERALD,**  
General Manager,  
Amarillo, Texas.

**D. E. MADER,**  
Asst. General Manager,  
Amarillo, Texas.

**R. E. CALDWELL,**  
Superintendent,  
Fort Worth, Texas.

*Handwritten notes:*  
"Supply next, please, etc. etc."  
"guy"  
"Jetta Chick"

# 2 FIRST DISTRICT

# NORTHERN DIVISION

WESTWARD			EASTWARD			
Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 15 October 31, 1982	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	
						Feet Per Mile
		TCS				
			<b>PURCELL</b>	5.3	517.5	CR
8297	42.2		7.3 <b>WAYNE</b>	52.8	510.2	B
8229	2.1		7.6 <b>PAOLI</b>	19.0	502.6	
			7.0			
12105	18.4		<b>PAULS VALLEY</b>	26.4	495.6	Y CR
			7.5			
8804	42.2		<b>WYNNEWOOD</b>	3.1	488.1	CR
			10.1			
9225	31.6		<b>DAVIS</b>	32.7	478.0	C
			8.4			
8599	52.8		<b>DOUGHERTY</b>	52.8	469.6	CR
			9.3			
8443	52.8		<b>GENE AUTRY</b>	52.8	460.3	
			9.9			
5731	52.8		<b>ARDMORE</b>	52.8	450.4	Y CR
			7.4			
6427	52.8		<b>OVERBROOK</b>	52.8	443.0	
			9.9			
10025	52.8		<b>MARIETTA</b>	52.8	433.1	
		10.0				
8053	52.8	<b>THACKERVILLE</b>	52.8	423.1		
		11.8				
		<b>GAINESVILLE</b>	52.8	411.3	T CR	
		(106.2)				

TCS IN EFFECT: On main track and sidings between Gainesville and Purcell.

Trains must secure clearance card before leaving Purcell and Gainesville.

At Ardmore and Dougherty, maximum authorized speed on sidings 20 M.P.H. while head end of train is passing over handoperated switches.

Inert ATS inductors located as follows:

- M.P. 466.9
- M.P. 462.4
- M.P. 461.2
- M.P. 459.1
- M.P. 451.5
- M.P. 444.8

Enginemen must make prior acknowledgement at these locations as prescribed by instructions in Form 2501 Standard.

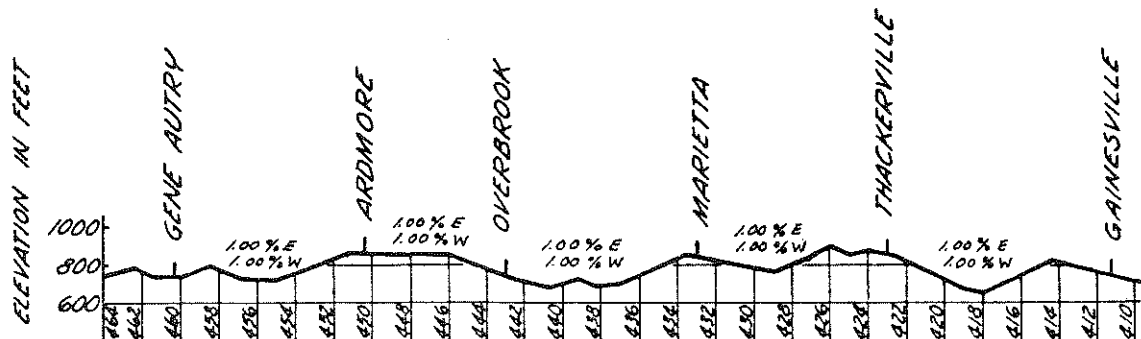
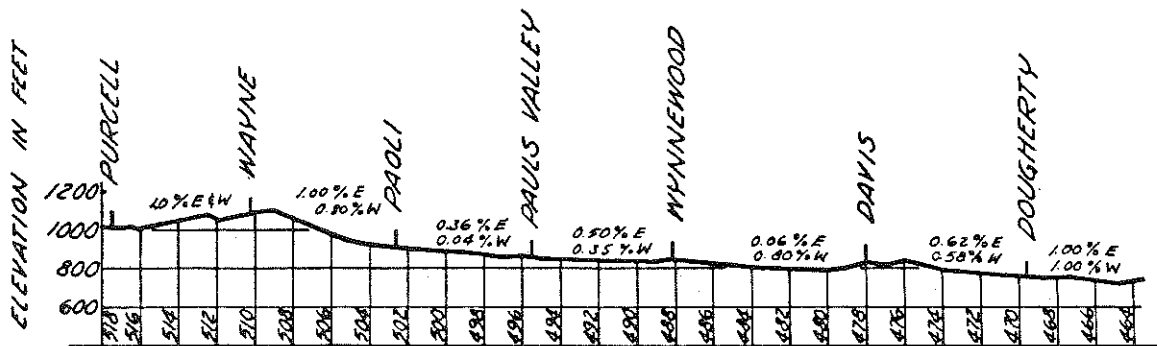
Booth phone located at Washita River, M.P. 464.3.

Average Poles Per Mile:

- Purcell to Ardmore 37 poles/mile.
- Ardmore to Gainesville 40 poles/mile.

Location of switches not electrically locked on First District (Special Rule 4, page 15)

LOCATION	MILE POST	INDUSTRY SERVED
Pauls Valley	494.4	Ada District Wye
Pauls Valley	495.2	Compress Track



**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

First District 60 MPH\*

\*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars: (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

**(B) SPEED RESTRICTIONS - TRACK, CURVES & BRIDGES**

Location	MPH
4 Curves, M.P. 416.3 to 417.5	55
3 Curves and Red River Bridge, M.P. 417.7 to 419.1	35
6 Curves, M.P. 419.9 to 422.3	50
Ardmore, main track and siding, M.P. 449.7 to 451.0	25
3 Curves, M.P. 451.6 to 452.7	55
11 Curves, M.P. 453.2 to 459.3	50
Curve, M.P. 459.6 to 460.3	45
Curve, M.P. 462.0 to 462.6	45
10 Curves, M.P. 462.8 to 466.4	35
Curve, M.P. 467.3 to 467.5	50
4 Curves, M.P. 473.7 to 475.1	50
2 Curves, M.P. 475.3 to 476.3	55
5 Curves, M.P. 504.5 to 506.7	50
4 Curves, M.P. 513.2 to 515.4	55

**(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS**

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Gainesville and Purcell, except siding Ardmore, 30 MPH; other main track switches, except those listed below, 10 MPH. Switches at each end sidings between Gainesville and Purcell are interlocked.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking

Station	Type	Location	MPH
Purcell	I	West end west tail track	30
	I	Crossover east end of yard	30
Pauls Valley	I	West leg wye Lindsay District	10
	I	Three crossovers	30
Ardmore	I	Both ends siding	25
Gainesville	I	East end tail track east end yard	30
	I	Crossover main track to tail track	30

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

Restriction applies only while head end of train is passing crossings in cities or towns named:

		MPH
Pauls Valley	M.P. 494.5 to 496.1	30
Wynnewood	M.P. 486.7 to 488.7	50
Davis	M.P. 477.2 to 478.1	50
Ardmore	M.P. 447.2 to 455.4	30
Marietta	M.P. 432.8 to 433.3	50
Gainesville	M.P. 409.5 to 413.8	30

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

M.P. 411.8	Viaduct, highway
M.P. 413.1	Viaduct, highway
M.P. 418.3	Bridge, Red River
M.P. 426.1	Viaduct, highway
M.P. 447.9	Viaduct, highway
M.P. 450.8	Viaduct, 5th Ave.
M.P. 451.1	Viaduct, railroad
M.P. 452.1	Viaduct, highway
M.P. 476.1	Viaduct, highway

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Car Capacity in Feet
Western Company	448.6	1,550
Ardmore Industrial Lead	449.6	26,400
Ardmore Air Park	461.1	6,550
Crusher	465.7	11,050
Dolese storage tracks	466.9	3,100
Rayford storage tracks	473.3	5,600
Rayford Crusher	473.8	2,750

**TRACK SIDE WARNING DEVICES**

First District

Location	Type	Signal and indicator affected
M.P. 491.8	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating White Light— Eastward - M.P. 491.8 and locator at west end of sid- ing at Gulf Jet. Westward - M.P. 491.8 and locator at M.P. 489.8
M.P. 457.6	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights— Eastward - M.P. 457.6 and locator at west end of sid- ing at Gene Autry. West- ward - M.P. 457.6 and lo- cator at M.P. 455.5
M.P. 426.2	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating White Lights— Eastward M.P. 426.2 and locator at M.P. 428.2 West- ward - M.P. 426.2 and lo- cator at east end of siding at Thackerville

When actuated comply with Special Rule 12 of this time table.

Bridge 467.5 High Water	Eastward-Block Signal 4662 Westward-Controlled signals at west end siding Dougherty
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When HIGH WATER DETECTOR is actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block Signal 4662 must stop and make inspection of bridge and track to be sure safe before passing over, unless otherwise instructed by train dispatcher. Report must be made to dispatcher by first means of communication.

**4 SECOND DISTRICT**

**NORTHERN DIVISION**

WESTWARD			EASTWARD			
First Class	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE			First Class
21			No. 15			22
			October 31, 1982			
Leave Mon. Wed. Sat.		Feet Per Mile	STATIONS			Arrive Sun. Tue. Fri.
			<b>GAINESVILLE</b>			
		.0				
		52.8	34.3	411.3	T	
	8204	52.8	40.6	410.7	CR	
		52.8	52.8	400.8		
		52.8	52.8	392.2	C	
	8179	52.8	52.8	386.8		
		52.8	52.8	383.6		
	7898	52.8	52.8	377.3		
		52.8	52.8	370.6	C	
	6678	52.8	52.8	362.0		
		52.8	52.8	353.9	CR	
	6961	52.8	52.8	348.8	CR	
	S 11896 N12059	.0	52.8	346.0	CR	
Via M.P.	4383		52.8	345.7		Via M.P.
PM		52.8	52.8	345.6		PM
		21.1	.0	345.5		
		31.6	.0	344.9		
		31.6	.0	342.8		
	2321	47.5	.0	342.2		
		47.5	.0	333.7		
	6054	36.9	.0	325.3		
		71.2	12.7	317.5	TY	2.41
	7908	64.9	8.2		CR	PM
	8437	19.5	61.0			Leave Sun. Tue. Fri.
PM						
Arrive Mon. Wed. Sat.						
33.5			Average speed per hour			38.9

Trains must secure clearnace card before leaving Cleburne and Gainesville. Trains originating Saginaw or Fort Worth must secure clearance card before leaving Saginaw, except Train No. 21 must secure clearance card before leaving Fort Worth. Trains originating FW&D, North Yard, must secure Santa Fe clearance card from Santa Fe operator at North Fort Worth.

At Cleburne, Trains No. 21 and 22 must register by Form 903.

At Fort Worth, interlocking signal at west end passenger yard is two-unit colorlight signal. Top unit governs westward movements to Santa Fe Track; bottom unit governs movements to the Southern Pacific track.

At Cleburne, Cressen District Junction switch normally lined for Second District.

RULE 94 IN EFFECT: At Cleburne, between the end of TCS at MP 317.45 and MP 319.9; at Fort Worth, between westward controlled signals, west end 17th Street Yard and eastward controlled signals east end freight main, MP 346.8.

Control signal governing eastward movements on Second District main track at the two crossovers, MP 317.45, is located to left of track as viewed from an eastward train. Control signal governing westward movements through crossover or eastward movement on Dallas District main track at the east crossover, MP 317.45, is located to left of track as viewed from an approaching train.

Controlled signal governing eastward movements on main track at east end of tail track east end of yard, Cleburne, is located on left side of main track as viewed from eastward trains.

Controlled signal governing eastward movements on main track at east end of Crowley is located on left side of main track as viewed from eastward trains.

Controlled signal governing westward movements from siding at west end of Crowley is located on left side of siding as viewed from westward trains.

Controlled signal governing eastward movements from siding at east end of Joshua is located on left side of siding as viewed from eastward trains.

Controlled signal governing westward movements on main track at west end of Joshua is located on left side of main track as viewed from westward trains.

Intermediate block signals governing eastward movements on main track between east end tail track east end of yard, Cleburne, and Birds are located on left side of main track as viewed from eastward trains.

Controlled signal governing eastward movements on main track at east end of North Fort Worth is located on left side of main track as viewed from eastward train.

Amtrak trains with 500 class and 600 class units will observe 50 MPH on following curves:

Curve,	M.P. 327.2 to 327.5
Curve,	M.P. 329.1 to 329.3
Curve,	M.P. 350.8 to 351.0
Curve,	M.P. 389.3 to 389.7
Curve,	M.P. 398.8 to 399.1

Inert ATS inductor located as follows:  
M.P. 347.1

Enginemen must make prior acknowledgment at this location as prescribed by instructions in Form 2501 Standard.

Average Poles Per Mile:  
Gainesville to Sanger 40 poles/mile  
Sanger to Cleburne 35 poles/mile

Location of switches not electrically locked on Second District (Special Rule 4, Page 15)

LOCATION	MILE POST	INDUSTRY SERVED
Joshua	325.17	West End House Track
Crowley	333.8	Aztec Mfg. Company
Crowley	334.05	Taylor Made Fats
Crowley	334.08	Crowley Feed Mill
28 poles west MP 337	336.2	Southwest Wood Products

TCS IN EFFECT: On main track and sidings between east end tail track east end yard, Cleburne, and Gainesville, except between westward controlled signals at west end Fort Worth 17th Street Yard and eastward controlled signals at east end freight main, MP 346.8, and on sidings North Fort Worth and Saginaw; on main track between M.P. 317.45 and west thereof, on Southern Division First District.

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH	
	Psg.	Fr.
Gainesville and Fort Worth		60*
Fort Worth and Cleburne	79	60*

\*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars:  
(Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

**(B) SPEED RESTRICTIONS - CURVES, TRACK & RR CROSSINGS**

Location	MPH
2 Curves, and Track, M.P. 317.0 to 319.9	20
Curve, M.P. 327.2 to 327.5	65
Curve, M.P. 329.1 to 329.3	65
RR Crossing, M.P. 342.2 Interlocking	40
Curve, M.P. 342.5 to 342.7	40
5 Curves, M.P. 344.2 to 345.4	20
RR Crossings, and Track, M.P. 345.4 to 346.8 Interlocking	10
3 Curves, M.P. 346.8 to 347.9	40
RR Crossings, M.P. 348.5 to 348.9 Interlocking	25
RR Crossings, M.P. 353.8 Interlocking	25
Curve, M.P. 389.3 to 389.7	55

**(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS**

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Cleburne and Gainesville, except sidings Saginaw, North Fort Worth, Polks and Birds, 30 MPH; other main track switches except those listed below, 10 MPH. Switches at each end of sidings east end tail track east end of yard, Cleburne, to Gainesville are interlocked.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum speed on siding Birds 20 MPH.

"I"—Interlocking

Station	Type	Location	MPH
Gainesville P.D.	I	West end Long track	10
Dalton Jct.	I	Both ends pocket track	30
	I	Dallas District Junction	40
Saginaw	I	Both ends of North and South sidings	10
North Fort Worth	I	Both ends siding	10
Fort Worth	I	East end Freight Main	10
Polks	I	Both ends siding	10
Birds	I	East end siding	20
	I	West end siding	10
	I	Dublin Dist. Junction	10

Cleburne	I	East end tail track east end of yard	30
	I	West Crossover MP 317.45	10
	I	East crossover MP 317.45	10

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

Restriction applies only while head end of train is passing crossings in cities or towns named, except Fort Worth, 40 MPH continuous M.P. 337.2 to 343.2, 20 MPH continuous M.P. 343.2 to 346.9, 40 MPH continuous M.P. 346.9 to 358.5:

	MPH
Cleburne M.P. 317.0 to 319.0	20
Crowley M.P. 331.9 to 335.8	55
Fort Worth M.P. 337.2 to 343.2	40
Fort Worth M.P. 343.2 to 346.9	20
Fort Worth-Saginaw M.P. 346.9 to 358.5	40
Sanger M.P. 391.9 to 392.5	50
Gainesville M.P. 409.5 to 413.8	30

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

M.P. 318.8	Viaduct, Boone St.
M.P. 320.9	Viaduct, highway
M.P. 339.9	Viaduct, highway
M.P. 344.1	Viaduct, S. Main St.
M.P. 344.3	Viaduct, Allen Ave.
M.P. 345.1	Viaduct, Hattie St.
M.P. 346.7	Viaduct, Weatherford-Belknap Sts.
M.P. 348.1	Viaduct, highway
M.P. 348.5	Bridge, Trinity River
M.P. 349.4	Viaduct, highway
M.P. 350.9	Viaduct, highway
M.P. 352.6	Viaduct, highway
M.P. 358.7	Viaduct, highway
M.P. 381.6	Viaduct, highway
M.P. 388.6	Viaduct, highway

**3. TRACKS BETWEEN STATIONS**

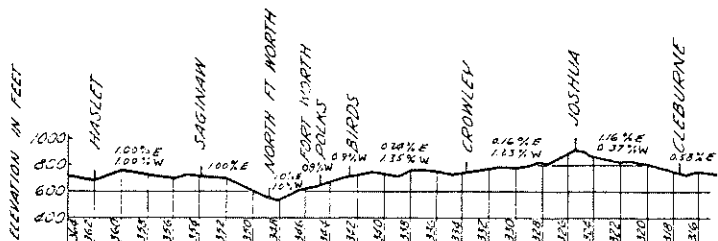
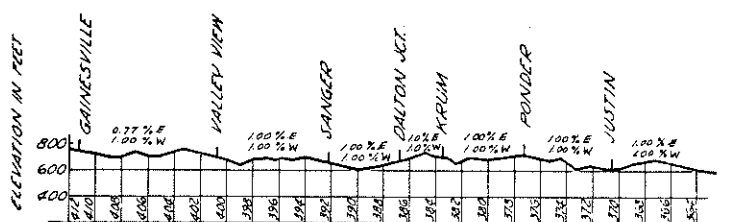
Name	Mile Post	Track Capacity in Feet
Danci	328.3	1,350
Southwest Wood Products	336.2	350

**TRACK SIDE WARNING DEVICE**

Location	Type	Singals or indicators affected
M.P. 351.4	Dragging equipment	Rotating white light located at: M.P. 351.4 and M.P. 349.9
M.P. 390.7	Dragging equipment Hot Box (Dual Purpose Detector)	Rotating white light located at Detector M.P. 390.7

When DRAGGING EQUIPMENT DETECTOR indicator light is illuminated an immediate stop must be made, thorough inspection made of both sides of train or cut of cars being handled, track inspected and control station notified.

When actuated comply with Special Rule 12 of this time table.



# 6 DUBLIN DISTRICT

# NORTHERN DIVISION

WESTWARD

EASTWARD

## TIME TABLE

No. 15

October 31, 1982

### STATIONS

Capacity of Siding in Feet	Ruling Grade Ascending	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes
6054	.0		BIRDS	64.4	342.8	
			0.9 BELT JCT.		0.9	
7218	66.0		7.5 PRIMROSE	58.1	8.4	
			13.6	66.5		
7187	66.0		8.7 CRESSON	66.5	22.0	Y
7382	66.0		5.8 WAPLES	66.0	30.7	
			9.9 GRANBURY	52.8	36.5	C
7202	66.0		8.7 TOLAR	66.0	46.4	B
			7.4 BLUFFDALE		55.1	B
7203	66.0		9.8 IMMERMERE	44.9	62.5	
			13.8 STEPHENVILLE	66.0	72.3	CR B
8154	.0		0.1 DUBLIN	31.6	86.1	CR
			9.1 T.C. Crossing	66.0	86.2	
7643	52.3		12.8 PROCTOR	42.2	95.3	
7391	66.0		13.6 COMANCHE	46.5	108.1	
7206	66.0		6.3 BLANKET	66.0	121.7	
7496	.0		7.1 DELAWARE	63.4	128.0	
5403	.0		4.0 RICKER		344.4	
			BROWNWOOD		348.4	TY CR
			(141.8)			

Trains must secure clearance card before leaving Brownwood. Trains originating Saginaw or Fort Worth must secure clearance card before leaving Saginaw.

RULE 94 IN EFFECT: at Brownwood, between M.P. 347.9 and M.P. 349.6.

Average Poles Per Mile:

Birds to Brownwood 30 poles/mile

Location of switches not electrically locked on Dublin District (Special Rule 4, page 15).

LOCATION	MILE POST	INDUSTRY SERVED
Fort Worth	4.7	84 Lumber Co.
De Cordova		
Spur	42.3	Texas Power & Light Co.
Stephenville	71.9	Stephenville Compress Co.
Stephenville	72.1	Texaco Oil Co. - Nix Hdwe. Co.
Stephenville	73.5	Celebrity Home Corp.
Stephenville	73.6	Cook Bros. Lbr. Co.
Stephenville	73.8	Caporal Forging, Inc.
Dublin	86.1	T.C. Interchange
Dublin	86.5	Dublin Warehouse Co.
Proctor	95.2	House Track
Comanche	108.0	Gore Bros.
Comanche	108.1	Turkey Dressing Plant
		City Warehouse & Supply
		Texas Highway Department
Comanche	109.4	Moorman Mfg. Co.
Centex	110.8	Central Texas Fertilizer Co.
Blanket	121.5	Team Track

### TRACK SIDE WARNING DEVICES

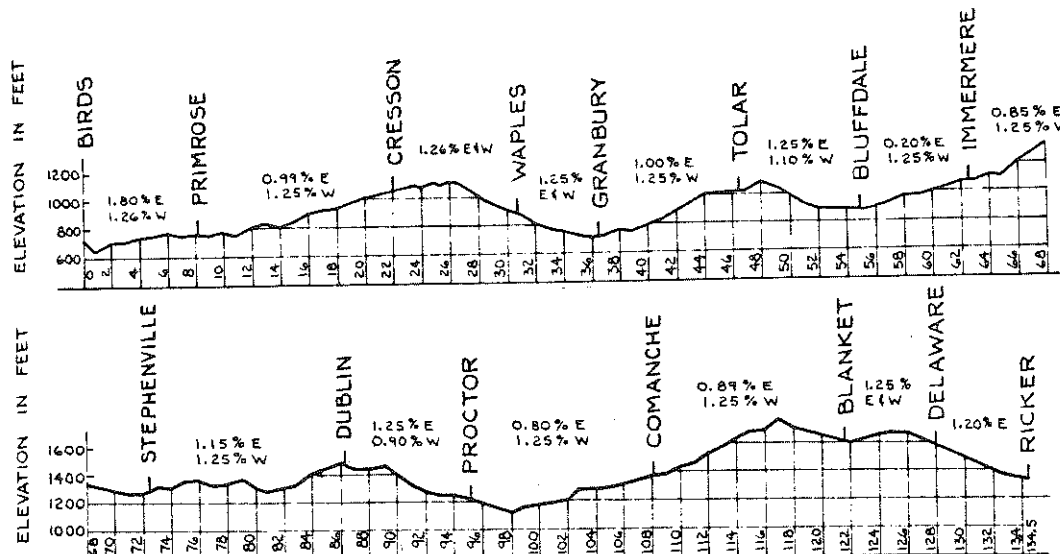
Location	Type	Signals or Indicators Affected
Bridge 64.1	High Water	Eastward-Block Signal 652 Westward-Controlled signals west end siding Immermere
Bridge 80.6	High Water	Eastward-Controlled signals east end siding Dublin Westward-Controlled signals west end siding Stephenville

TCS IN EFFECT: On main track and sidings between Birds and eastward controlled signal M.P. 347.9, Brownwood.

At Cresson, Tolar and Dublin, maximum authorized speed on sidings 20 M.P.H. while head end of train is passing over hand-operated switches.

Controlled signal governing eastward movement from siding at east end of Blanket is located on left side of siding as viewed from eastward trains.

When HIGH WATER DETECTOR is actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block Signal 652 must stop and make inspection of bridge and track to be sure safe before passing over, unless otherwise instructed by train dispatcher. Report must be made to dispatcher by first means of communication.



# NORTHERN DIVISION

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

Between:

M.P. 0.0 and M.P. 1.7	20 MPH
M.P. 1.7 and M.P. 5.1	40 MPH
M.P. 5.1 and Brownwood	49 MPH*

\*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 5,000 tons ..... 45 MPH

### (B) SPEED REGULATIONS - CURVES, BRIDGES & RR CROSSINGS

Location	MPH
2 Curves, M.P. 0.0 to 0.9	10
3 Curves, M.P. 5.5 to 6.6	45
Curve, M.P. 21.3 to 21.7	45
8 Curves, M.P. 25.0 to 28.5	40
3 Curves, M.P. 29.4 to 30.0	30
Curve, M.P. 34.7 to 35.1	40
2 Curves, M.P. 39.0 to 39.5	30
4 Curves, M.P. 39.7 to 41.0	40
5 Curves, M.P. 41.0 to 43.4	30
2 Curves, M.P. 43.5 to 44.1	45
Curve, M.P. 45.6 to 45.8	40
Curve, M.P. 48.3 to 48.6	40
6 Curves, M.P. 48.9 to 50.5	30
Curve, M.P. 52.3 to 52.9	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	40
6 Curves and South Paluxy Creek Bridge, M.P. 55.3 to 57.4	40
10 Curves, M.P. 60.3 to 66.2	40
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9	30
Curve, M.P. 72.4 to 72.6	30
Curve, M.P. 73.4 to 73.6	45
Curve, M.P. 75.1 to 75.3	45
4 Curves, M.P. 75.6 to 76.8	40
Curve, M.P. 79.1 to 79.4	45
17 Curves, M.P. 79.6 to 85.5	40
2 Curves, M.P. 85.7 to 86.2	35
RR Crossing, M.P. 86.2 Auto. Interlocking	30
Curve, M.P. 86.7 to 86.9	45
7 Curves, M.P. 89.0 to 91.8	40
8 Curves, M.P. 95.9 to 98.4	35
3 Curves, M.P. 98.6 to 99.8	40
Curve, M.P. 100.3 to 100.4	45
4 Curves, M.P. 101.1 to 102.4	40
9 Curves, M.P. 111.1 to 114.0	40
4 Curves, M.P. 114.1 to 115.1	40
Curve, M.P. 118.1 to 118.4	45
13 Curves, M.P. 122.0 to 126.9	40
Curve, M.P. 134.5 to 134.6	40
2 Curves, M.P. 345.7 to 346.2	40
2 Curves, M.P. 347.7 to 348.2	30

## (C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Birds and Brownwood, except sidings Birds and Cresson, 30 MPH; other main track switches, except those listed below, 10 MPH. Switches at each end of sidings Birds to Brownwood are interlocked.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Birds	I	Both ends siding	10
	I	Dublin District Junction	10
Belt Jct.	S	East wye switch	10
Cresson	I	Cresson District Junction	30
Ricker	I	Both ends pocket track	30
	I	Lampasas District Junction	40
Brownwood	I	East end tail track	10
	S	West end outbound lead	10
	I	West end yard lead M.P. 349	10

## (D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named, except Granbury, 30 MPH continuous M.P. 36.0 to 37.3:

Brownwood	M.P. 347.9 to 349.4	20 MPH
Comanche	M.P. 107.2 to 109.3	20 MPH
Dublin	M.P. 85.0 to 86.8	30 MPH
Granbury	M.P. 36.0 to 37.3	30 MPH

## 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 3.0	Viaduct, highway
M.P. 53.6	Bridge, Paluxy Creek
M.P. 56.4	Bridge, South Paluxy Creek
M.P. 70.5	Viaduct, highway
M.P. 71.3	Bridge, Bosque River
M.P. 73.4	Viaduct, highway
M.P. 98.0	Bridge, Leon River
M.P. 106.9	Viaduct, highway
M.P. 344.9	Viaduct, highway

## 3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
De Cordova Spur .....	42.3	1,490
Moorman Mfg. Co. ....	109.4	1,330
Centex .....	110.8	500

# 8 DALLAS DISTRICT

# NORTHERN DIVISION

WESTWARD			TIME TABLE No. 15 October 31, 1982	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending	Feet Per Mile		Stations	Feet Per Mile	Mile Post
8179	42.2		DALTON JCT. 6.5	52.8	111.2	
	10.6		DENTON 2.3	42.2	104.7	
3878	52.8		MINCHIN 27.1	52.8	102.4	B
6651	52.8		COWLEY 5.0	66.0	75.3	B
	15.8		RICHARDSON 0.2	.0	70.3	
	63.4		S. P. Crossing 6.4	52.8	70.1	
	31.7		WHITE ROCK YL 1.1	10.4	63.7	
5426	.0	TCS	ZACHA JCT. 2.3	40.1	62.6	CR
	52.8		REINHARDT 6.6	53.8	60.3	
	.0		M. P. Crossing 0.4	.0	53.7	
	.0		S. P. Crossing 0.1	10.5	53.3	
	.0		DALLAS YL 0.7	38.0	53.2	T CR
	.0		S. P. Crossing 0.6	63.3	52.5	
	.0		St. L. S. W. Crossing 0.1	22.2	51.9	
	.0		SANTA FE JCT. 0.1	22.2	51.8	Y
	23.0		M-K-T Crossing 0.1	.0	51.7	
	37.0		TERMINAL JCT. 2.0	.0	51.6	Y
2010	67.0	TCS	OAK CLIFF 3.9	.0	49.6	
1866	66.0		HALE YL 5.6	70.2	45.7	
1901	77.6		DUNCANVILLE YL 5.5	68.6	40.1	
973	67.5		CEDAR HILL 7.3	71.0	34.6	
	49.6		S. P. Crossing 0.4	.0	27.3	
2528	46.9		MIDLOTHIAN YL 3.2	52.8	26.9	CR
7810	32.0		WARD SPUR YL 4.1	16.1	23.7	
1880	76.5		VENUS 6.9	71.2	19.6	
1819	26.4		ALVARADO 1.3	67.5	12.7	
	74.4		M-K-T Crossing 11.4	66.0	11.4	
		CLEBURNE YL		0.0	TY CR	
		(111.2)				

TCS IN EFFECT: On main track between east end siding Hale and westward controlled signal at Southern Pacific crossing, M.P. 52.5; on main track between eastward controlled signals, M.P. 53.7, and Zacha Jct. and on siding Zacha Jct.

At Dallas, TCS in effect on Southern Pacific main track between M.P. 51.7 and 52.7.

Signals on the industrial lead and connecting tracks between the Southern Pacific connection at Santa Fe Jct. and west end Dallas yard at Good-Latimer Expressway, M.P. 52.6, govern movements over interlocked switches only. Movements on the industrial lead are governed by Rule 127.

Trains must secure clearance card before leaving Dallas.

All trains originating at Zacha Junction must secure clearance card when going on duty.

All trains originating at Midlothian must secure clearance card when going on duty.

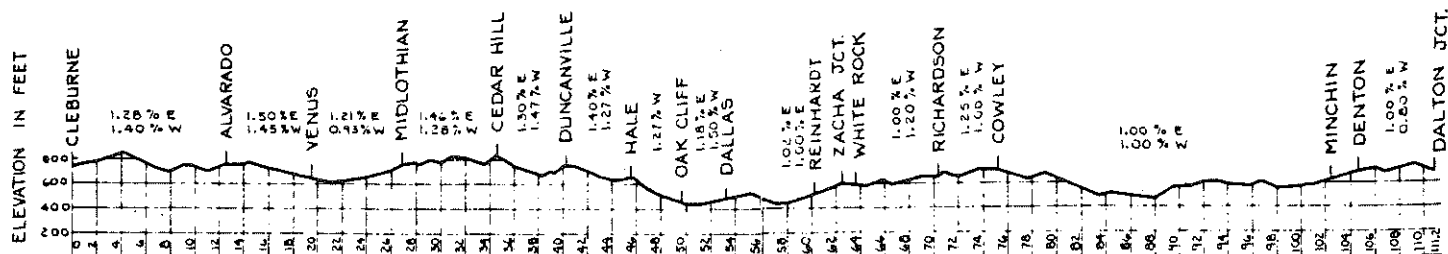
Controlled signal governing westward movement on main track at west end siding Oak Cliff is on left side of main track as viewed from westward trains.

Controlled signal governing eastward movement on main track at east end siding Hale is on left side of main track as viewed from eastward trains.

At Cleburne, Second District time table rules will govern.

Booth phone located at M.P. 91.0

Average Poles Per Mile:  
Cleburne to Dalton Jct. 35 poles/mile





# NORTHERN DIVISION

# DALLAS DISTRICT 9

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Cleburne and Dallas	35 MPH
Dallas and White Rock	30 MPH
White Rock and Dalton Jct.	49 MPH*

\*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 5,000 tons . . . . . 45 MPH

### (B) SPEED RESTRICTIONS - CURVES & RR CROSSINGS

Location	MPH
Curve, M.P. 0.0 to 0.3	10
RR Crossing, M.P. 11.4 Auto Interlocking	20
2 Curves, M.P. 12.3 to 13.4	25
RR Crossing, M.P. 27.3 Auto. Interlocking	20
6 Curves, M.P. 48.1 to 49.8	20
RR Crossings, M.P. 51.7 to 52.5 Interlocking	20
RR Crossing, M.P. 53.3 Gate*	6
RR Crossing, M.P. 53.7 Auto. Interlocking**	20
RR Crossing, M.P. 70.1 Auto Interlocking	20
Curve, M.P. 70.1 to 70.8	40
Curve, M.P. 110.3 to 111.2	40

\*Gate normally lined against Southern Pacific. Approach crossing prepared to stop. If crossing clear and gate properly lined, proceed without stopping at speed not exceeding 6 MPH until engine over crossing.

\*\*At Missouri Pacific Crossing, M.P. 53.7, if controlled signal governing movement over crossing is in stop position, communicate with control station. If authorized to pass stop signal, before proceeding, a member of crew must go to control box at crossing and follow instructions therein.

### (C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Hale	S	East end siding	10
Oak Cliff	S	Both ends Siding	10
Dallas	I	Terminal Junction	10
	I	Santa Fe Jct.	10
Zacha Jct.	I	Both ends siding	20
	I	Paris District Junction	30

## (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named, except Dallas 20 MPH continuous MP 41.6 to MP 68.4, Plano, 25 MPH continuous MP 73.5 to MP 78.55 and Carrollton 20 MPH continuous MP 78.55 to MP 82.5.

Cleburne	M.P. 0.0 to 1.4	20 MPH
Midlothian	M.P. 26.2 to 27.7	25 MPH
Duncanville	M.P. 37.5 to 41.6	25 MPH
Dallas	M.P. 41.6 to 68.4 (continuous)	20 MPH
Richardson	M.P. 68.4 to 73.5	20 MPH
Plano	M.P. 73.5 to 78.55 (continuous)	25 MPH
Carrollton	M.P. 78.55 to 82.5 (continuous)	20 MPH

## 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 11.6	Viaduct, highway
M.P. 12.0	Viaduct, highway
M.P. 19.9	Viaduct, M.P. Ry.
M.P. 32.6	Viaduct, highway
M.P. 35.7	Viaduct, highway
M.P. 43.6	Viaduct, highway
M.P. 48.6	Viaduct, highway
M.P. 48.7	Viaduct, Zangs Blvd.
M.P. 49.5	Viaduct, Marsalis Ave.
M.P. 51.1	Bridge, Trinity River
M.P. 51.7	Signal bridge
M.P. 52.9	Viaduct, Oakland St.
M.P. 53.3	Viaduct, highway
M.P. 55.8	Viaduct, Brookside Dr.
M.P. 56.6	Viaduct, highway
M.P. 57.0	Bridge, White Rock Creek
M.P. 63.1	Viaduct, highway
M.P. 66.7	Viaduct, Skillman Road
M.P. 66.8	Viaduct, Forest Lane Road
M.P. 76.6	Viaduct, highway
M.P. 83.3	Viaduct, highway
M.P. 85.7	Viaduct, Government Road
M.P. 103.8	Viaduct, highway
M.P. 104.1	Viaduct, highway

### HALE CEMENT LINE

M.P. 3.5	Overhead Gas Main
M.P. 3.6	Viaduct, highway
M.P. 4.6	Viaduct, highway
M.P. 4.7	Viaduct, highway
M.P. 5.5	Viaduct, highway
M.P. 7.2	Viaduct, highway

## 3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hale Cement Line (8.9 Miles)	45.8	
White Rock industrial lead	63.7	15,000
Gaylord Container	64.3	1,860
Jupiter Road industrial lead	64.4	1,960
Niagra Envelope	65.4	1,500
Northgate industrial lead	66.4	2,750
Buell Lumber	67.1	1,530
Arapaho Team Track	70.2	600
Vent-A-Hood	70.4	1,500
Han-Dee-Pack	88.8	550
Lewisville Team Track	90.8	500

# 10 SWEETWATER DISTRICT

# NORTHERN DIVISION

WESTWARD			TIME TABLE No. 15 October 31, 1982	EASTWARD		
Capacity of Siding in Feet	Routing Grade Ascending	Feet Per Mile		Routing Grade Ascending	Mile Post	Communications Turn Tables and Wyes
			<b>STATIONS</b>			
			<b>BROWNWOOD</b>			TY CR
			9.5	64.9	348.4	
7333	66.0		<b>BANGS</b>		357.9	
			6.3	64.9		
6708	64.9		<b>OBREGON</b>		364.2	
			5.5	20.5		
3989	66.0		<b>SANTA ANNA</b>		369.7	
			3.8	62.3		
			<b>SAN ANGELO JCT.</b>		373.5	Y B
			4.8	50.6		
8697	66.0		<b>COLEMAN</b> YL		378.3	B
			12.7			
5639	31.7		<b>SILVER VALLEY</b>	23.8	391.0	B
			5.5	31.7		
9149	31.7		<b>NOVICE</b>		396.5	B
			6.4	31.7		
4010	31.7		<b>GOLDSBORO</b>		402.9	
			6.6	31.7		
4039	31.7		<b>LAWN</b>		409.5	B
			5.9	12.7		
5261	31.7		<b>TUSCOLA</b>		415.4	B
			0.6	.0		
			<b>A. &amp; S. Crossing</b>		416.0	
			10.6	31.7		
7012	31.7		<b>VIEW</b>		426.6	B
			5.4	31.7		
4144	31.7		<b>COZART</b>		432.0	B
			11.3	31.7		
6512	31.7		<b>TOLAND</b>		443.3	B
			11.2	31.7		
6738	31.7		<b>TECIFIC</b>		454.5	
			5.1	31.7		Y CR
			<b>SWEETWATER</b>		459.6	
			(111.2)			

TCS IN EFFECT: On main track between Orient Jct., on Plains Division, and M.P. 454.2, Sweetwater District, and on siding Tecific.

Trains except Missouri Pacific trains, must secure clearance card before leaving Sweetwater. Missouri Pacific trains must secure Missouri Pacific clearance before leaving Sweetwater.

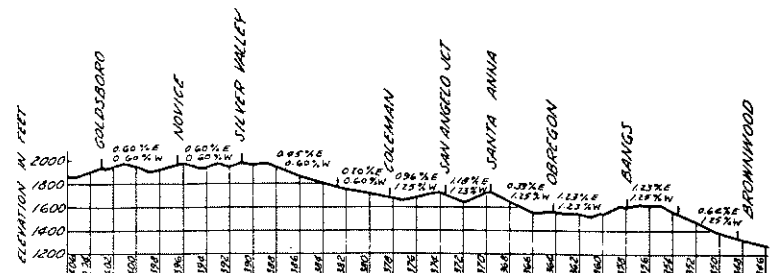
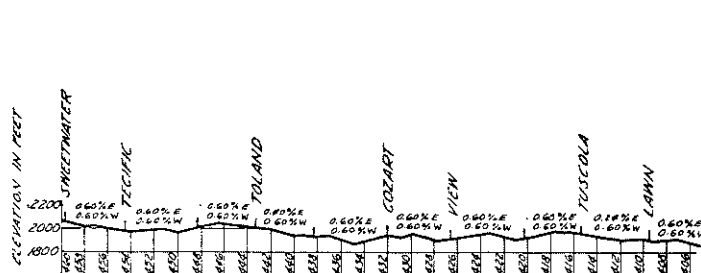
At San Angelo Jct., San Angelo District Junction switch normally lined for Sweetwater District.

RULE 94 IN EFFECT: At Brownwood, between M.P. 347.9 and M.P. 349.6.

Controlled signal governing westward movements on main track at west end of Sweetwater Yard is located on left side of main track as viewed from westward trains.

Controlled signal governing entrance to interlocking limits at west end Track 0201, Sweetwater, is located on left side of tail track as viewed from westward trains from Sayard District.

Average Poles Per Mile:  
Brownwood to Sweetwater 31 poles/mile



# NORTHERN DIVISION

# SWEETWATER DISTRICT 11

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

Sweetwater District 60 MPH\*

\*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars: (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

### (B) SPEED RESTRICTIONS - CURVES & RR CROSSING

		MPH
Curve,	M.P. 349.8 to 350.1	35
4 Curves,	M.P. 350.8 to 353.2	30
Curve,	M.P. 358.9 to 359.7	55
Curve,	M.P. 362.3 to 362.7	50
Curve,	M.P. 366.8 to 367.6	55
2 Curves,	M.P. 369.4 to 370.8	30
Curve,	M.P. 371.2 to 372.0	55
3 Curves,	M.P. 380.2 to 381.9	45
2 Curves,	M.P. 383.4 to 383.8	50
Curve,	M.P. 386.3 to 386.6	40
Curve,	M.P. 391.3 to 391.7	45
Curve,	M.P. 395.2 to 395.7	55
2 Curves,	M.P. 397.6 to 398.3	45
Curve,	M.P. 399.6 to 400.1	45
2 Curves,	M.P. 410.7 to 411.3	50
RR Crossing,	M.P. 416.0 Manual Interlocking	40
2 Curves,	M.P. 455.7 to 457.1	45
3 Curves,	M.P. 458.0 to 460.6	40

### (C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking  
"S"—Spring

Station	Type	Location	MPH
Brownwood	I	West end yard lead	10
	S	West end outbound lead	10
	I	East end tail track	10
Bangs	S	Both ends siding	20
Obregon	S	Both ends siding	20
Santa Anna	S	Both ends siding	20
San Angelo Jct.	S	East leg Wye	20
Coleman	S	Both ends siding	20
Silver Valley	S	Both ends siding	20

### (C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS—(Cont'd)

Station	Type	Location	MPH
Novice	S	Both ends siding	20
Goldsboro	S	Both ends siding	20
Lawn	S	Both ends siding	20
Tuscola	S	Both ends siding	20
View	S	Both ends siding	20
Cozart	S	Both ends siding	20
Toland	S	Both ends siding	20
Tecific	I	Both ends siding	30
	I	Turnout from siding to M.P. Ry.	30
Sweetwater	I	Tail Track	10
	I	East end Track 0201	20
	I	Turn out from Main Track to west end Track 0201	20
	I	East and West legs of Wye	10
	I	Orient Jct.	10

### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named:

Brownwood	M.P. 347.9 to 349.4	20 MPH
Bangs	M.P. 357.1 to 358.5	40 MPH
Santa Anna	M.P. 369.0 to 370.6	30 MPH
Coleman	M.P. 378.2 to 379.6	30 MPH
Sweetwater	M.P. 1.3, Sweetwater Yard, to M.P. 641.6, Sayard Dist.	10 MPH

### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 370.7	Viaduct, highway
M.P. 375.5	Viaduct, highway
M.P. 378.0	Viaduct, highway
M.P. 417.8	Viaduct, highway
M.P. 426.5	Viaduct, highway
M.P. 449.3	Viaduct, highway
M.P. 3.0	Viaducts, highway and M.P. Ry.

### 3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Grimes	445.8	550

### TRACK SIDE WARNING DEVICES

#### Sweetwater District

Location	Type	Signal and Indicator Affected
M.P. 429.4	Dragging Equipment	Rotating White Light—Eastward - M.P. 429.4 and at locator at west end siding View.
	Hot Box (Dual Purpose Locator)	Westward - M.P. 429.4 and at locator at east end siding Cozart.

When actuated comply with Special Rule 12 of this time table.

WESTWARD		TIME TABLE No. 15 October 31, 1982	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	Feet Per Mile	STATIONS	Feet Per Mile		
2604		SAN ANGELO JCT. YL	60.0	.0	BY
5252	65.5	20.9 TALPA	66.0	20.9	
1585	65.5	16.0 BALLINGER YL	26.4	36.9	BC
2616	52.8	8.7 ROWENA	51.7	45.6	
2544	52.8	8.6 MILES	52.8	54.2	
2623	52.8	8.9 HARRIET	52.8	63.1	
	52.8	8.4 SAN ANGELO YL		69.6	Y CR
		(69.6)			

At San Angelo Jct., Sweetwater District Junction switch normally lined for Sweetwater District.

At San Angelo, switches on east and west legs of wye, Northern Division Junction, San Angelo District, normally lined for Plains Division, Fort Stockton District.

Average Poles Per Mile:

San Angelo Jct. to San Angelo 30 poles/mile

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Angelo District 30 MPH

(B) SPEED RESTRICTIONS - CURVES & BRIDGES

Location	MPH
Curve, M.P. 10.5 to 10.7	25
Curve and Colorado River Bridge, M.P. 37.4 to 37.7	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"S"—Spring

Station	Type	Location	MPH
San Angelo Jct	S	East leg Wye	20

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named:

Ballinger	M.P. 36.4 to 37.6	20 MPH
San Angelo	M.P. 68.9 to 69.6	10 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 36.1	Viaduct, highway
M.P. 37.6	Bridge, Colorado River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Spur Track Valera	11.3	600
San Angelo Feed Yard	57.2	850

**PARIS DISTRICT**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Between:

Zacha Jct. and Farmersville	30 MPH
Farmersville and Paris	20 MPH

**(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS**

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

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

Restriction applies only while head end of train is passing crossings in cities or towns named:

Wolfe City	M.P. 113.4 to 113.6	10 MPH
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**(E) SPEED RESTRICTIONS - RAILROAD CROSSINGS AT GRADE**

Station	M.P.	Type	MPH
*Garland	66.8	Automatic Interlocking	20
Celeste	104.4	Automatic Interlocking	20
*Paris	150.3	Railroad Crossing, M.P. Ry., Stop, Rule 98(B)	6

\*Speed applies only to head end of train.

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

M.P. 62.8	Viaduct, highway
M.P. 83.8	Viaduct, highway

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Team track	63.0	950
Texas Industries	63.0	250
Team track	64.9	300
Inter-Continental, 5 tracks	67.4	4,550

WESTWARD		TIME TABLE No. 15 October 31, 1982	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
Feet Per Mile	STATIONS	Feet Per Mile			
	<b>PARIS</b> YL		151.1	CR	
	0.8	21.1			
	M. P. Crossing		150.3		
	11.8	62.8			
1860	<b>ROXTON</b>		138.5		
	5.5	52.8			
1655	<b>BEN FRANKLIN</b>		133.0		
	5.4	3.7			
	<b>PECAN GAP</b>		127.6		
	6.0	52.8			
1440	<b>LADONIA</b>		121.6		
	8.3	12.6			
1628	<b>WOLFE CITY</b> YL		113.3		
	8.9	52.8			
	M-K-T Crossing		104.4		
	0.1	14.2			
1706	<b>CELESTE</b>		104.3		
	13.2	57.0			
	L. & A. Jct.		91.1		
	0.1	3.7			
1770	<b>FARMERSVILLE</b> YL		91.0	B	
	6.7	52.8			
1942	<b>COPEVILLE</b>		84.3		
	8.5	53.4			
1889	<b>WYLIE</b>		75.8		
	4.2	52.8			
1944	<b>SACHSE</b>		71.6		
	4.8	52.8			
	M-K-T Crossing		66.8		
	0.4	.0			
	<b>GARLAND</b> YL		66.4		
	3.8	53.3			
5426	<b>ZACHA JCT.</b>		62.6	CR	
	(88.5)				

At Zacha Jct., Dallas District time table rules will govern.

At Farmersville, L&A Jct. switch normally lined for L&A.

At Farmersville, All trains, except work trains, both Santa Fe and L&A, must register on train register located in phone booth at L&A Junction.

Average Poles Per Mile:  
Paris to Zacha Jct. 35 poles/mile

CRESSON DISTRICT

LINDSAY DISTRICT

WESTWARD		TIME TABLE No. 15 October 31, 1982	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
1036	52.8	CLEBURNE YL	56.4	317.5	
		-11.3 GODLEY		10.3	
	55.4	-8.1 CRESSON YL	34.8	18.4	Y
7185		(19.4)			

WESTWARD		TIME TABLE No. 15 October 31, 1982	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
12105		PAULS VALLEY YL	31.6	495.6	CR
	31.6	-12.6 MAYSVILLE YL		12.1	
1642		-11.3 LINDSAY YL	.0	23.4	Y
	10.5	(23.9)			

At Cleburne, Second District time table rules will govern.

At Cresson, Dublin District time table rules will govern.

At Cresson, a proceed signal indication on control signal governing movements to the Cresson District, or verbal permission from the train dispatcher, will authorize trains from Dublin District to run Extra Cresson to Cleburne.

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 ON LINDSAY DISTRICT.

Trains and engines must secure a clearance card before leaving Pauls Valley.

At Pauls Valley, First District time table rules apply.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Cresson District	30 MPH
------------------	--------

(B) SPEED RESTRICTIONS - CURVES & BRIDGES

Curve, M.P. 0.0 to 0.1	10 MPH
------------------------	--------

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named:

Cleburne	M.P. 0.0 to 0.7	20 MPH
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1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lindsay District	25 MPH
------------------	--------

(B) SPEED RESTRICTIONS - CURVES & BRIDGES

Washita River Bridge, M.P. 21.7 to 21.8	10 MPH
---	--------

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 21.7	Bridge, Washita River
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3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Wacker Warehouse	1.2	700

4. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand-operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine. Not applicable Hale to Santa Fe Jct., Dallas District: M.P. 346.8 to Saginaw, Second District.

**5. MAXIMUM SPEED OF ENGINES**

Engines	Forward or dead in train (MPH)	When not controlled from leading unit (MPH)
AMTRAK 100-799; 5940-5948, 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug units 120-121	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed is 45 MPH.

\*Engines without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 MPH.

**6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.**

	Maximum Depth Above Top of Rail Inches	Maximum Speed MPH
All Classes	4	5

7. 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:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 and Jordan Spreaders MPH	Other Machines including Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 MPH
First, Second and Sweetwater	40	45	30
Dublin	40	45	20
Other Districts	20	20	20

Locomotive crane AT 199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in train immediately ahead of caboose at speed not exceeding 50 MPH.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan Spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

**8. YARD LIMITS—Following districts and stations have yard limits: (Rule 93)**

**Dallas District:**

- Cleburne, M.P. 0.0 to 3.0
- Ward Spur—Midlothian, inclusive, M.P. 22.0 to 29.0
- Duncanville—Hale, inclusive, M.P. 39.5 to 45.8
- Dallas, M.P. 52.5 to 53.7
- Zacha Jct.—White Rock, inclusive, M.P. 62.6 to 66.8

**Sweetwater District:**

- Coleman, M.P. 376.2 to 380.5
- Sweetwater, M.P. 636.3 to 642.3 (Sayard District)

**San Angelo District:**

- San Angelo Jct., M.P. 0.0 to 2.0
- Ballinger, M.P. 35.4 to 37.8
- San Angelo, M.P. 67.0 to San Angelo

**Paris District:**

- Zacha Jct. - Garland, inclusive, M.P. 62.6 to 67.7
- Farmersville, M.P. 90.0 to 93.4
- Celeste, M.P. 103.4 to 105.3
- Wolfe City, M.P. 112.3 to 114.1
- Ladonia, M.P. 120.6 to 123.1
- Pecan Gap, M.P. 126.9 to 128.2
- Ben Franklin, M.P. 132.0 to 133.8
- Roxton - Paris, inclusive, M.P. 137.1 to 151.1

**Cresson District:**

- Cleburne, M.P. 0.0 to 3.0
- Cresson, M.P. 16.8 to 18.3

**Lindsay District: (Entire District)**

**9. BULLETIN BOOKS ARE LOCATED:**

Ardmore	Fort Worth	Pauls Valley	Sweetwater
Arkansas City	Gainesville	Purcell	Temple
Brownwood	Greenville	Saginaw	Zacha Jct.
Cleburne	Midlothian	San Angelo	
Dallas	Paris		

**10. STANDARD CLOCKS ARE LOCATED:**

Ardmore	Dallas	Paris	Sweetwater
Brownwood	Fort Worth	Purcell	Saginaw
Cleburne	Gainesville	San Angelo	Zacha Jct.

**11. JOINT TRACK FACILITIES:**

Farmersville-Dallas. L&A trains use AT&SF tracks between Farmersville and Dallas and are governed by AT&SF Time Table and Instructions; Kansas City Southern Ry. Co. Operating Rules and General Orders.

Tecific-Sweetwater. M.P. Ry. trains use AT&SF tracks between Tecific and Sweetwater and are governed by AT&SF Time Table, Missouri Pacific System Time Table and Uniform Code of Operating Rules.

Birds—Belt Jct. and Santa Fe Jct.—Dallas. Burlington Northern trains or engines will use AT&SF tracks between Birds and Belt Jct. and between Santa Fe Jct. and Dallas and are governed by AT&SF Time Table and Instructions; The Consolidated Code of Operating Rules Edition of 1980 and special instructions, except as modified by BN Special Instructions.

Fort Worth—Southern Pacific trains use AT&SF track M.P. 344.3 to M.P. 345.7, and are governed by Southern Pacific Transportation Company Rules and Instructions.

**12. RULE 105(A)—HOT BOX DETECTORS**

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track-side indicators. Dragging equipment will also actuate track-side indicators at locations so equipped.

**Locator (Readout) Type:**

When activated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

If counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

**Radio Readout (Reporter) Type:**

As train approaches the detector location, the following message will be transmitted via radio:

“SANTA FE RAILROAD, (Station and State), SYSTEM WORKING.”

This will alert crew to the fact that system is operational.

After train has passed the detector location, if no defects were noted, a subsequent message will be transmitted via radio:

“SANTA FE RAILROAD, (Station and State), NO DEFECTS.”

If detector is actuated, a rotating white light will be illuminated at the detector location. In addition, a 20-second audible tone will be

(Continued on Page 16)

## 12. RULE 105(A) (Cont'd.)

transmitted via radio to alert crew that defect(s) have been noted in their train. If this occurs, train must be stopped with rear end at least 300 feet beyond the detector. After the train has passed detector location, the identification of defect(s) by type and location in train will be transmitted via radio. All references to defect locations will be from rear of train. The "LEFT" or "RIGHT" side mentioned is always referenced to the Engineer's left or right in the direction of travel. The message will be repeated once to insure information is correctly copied. The following is a typical example of radio transmission that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Station and State), FIRST HOT-BOX RIGHT SIDE, one seven eight."
- (2) "SECOND HOTBOX LEFT SIDE, one four three."
- (3) "SANTA FE RAILROAD, (Station and State), FIRST DRAGGING EQUIPMENT REAR AXLE, zero six eight."

This type detector has capability to store in its memory the location of up to three (3) defective journals and three (3) dragging equipment alarms. Anytime three alarms of either type are reported, crew should inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the white rotating light becomes illuminated and no audible tone or message is received via radio, stop will be made with rear-end of train at least 300 feet beyond the detector and entire train thoroughly inspected.

If the white rotating light is illuminated before head-end of train reaches detector, the following message should be transmitted via radio:

"SANTA FE RAILROAD, (Station and State), SYSTEM FAILURE."

However, be alert for the possible transmission of an audible alarm and message should an alarm occur during passage of the train. If no such alarm or message is received, train may proceed at prescribed speed and must be observed closely en route.

If, as train approaches and passes detector, no radio message is transmitted, nor does the rotating white light become illuminated, train may proceed at prescribed speed and must be observed closely en route.

*Instructions Applicable to All Types Hotbox and Dragging Equipment Detectors:*

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

## 13. HAZARDOUS MATERIAL.

I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

**Waybill** The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and **RG** notation when applicable, and placards applied.

**Wheel Reports** The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

**Placards** Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

**Commodity Codes** The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, **IF IT IS SAFE TO DO SO**:

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

817-332-1072

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, **DO NOT GO NEAR THE CARS**. Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist the injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employee name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
- (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:
  - (a) Car number
  - (b) Proper shipping name of contents
  - (c) Hazard class of material
  - (d) Shipper and consignee
  - (e) Standard Transportation Commodity Code (49 Series number).
- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby streams, rivers, ponds, lakes or other bodies of water.
- (9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. **DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.**

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.



SPEED TABLE - FOR INFORMATION ONLY

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	100.0	— 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 —	12.0
— 56	64.2	1 36	37.5	6 —	10.0
— 57	63.2	1 38	36.8	12 —	5.0

**HOW TO USE THIS CHART:**

To determine where a placarded car can be placed in a train follow these steps:  
 - Determine the type of placard that is applied to the car. From Line 1  
 - Determine the type of car to which the placard is applied from. Line 2  
 - Follow vertically down the chart and note which lines apply.  
 - The symbol "✓" indicates wording at the side that applies.  
 See footnotes for explanation.

**POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS**

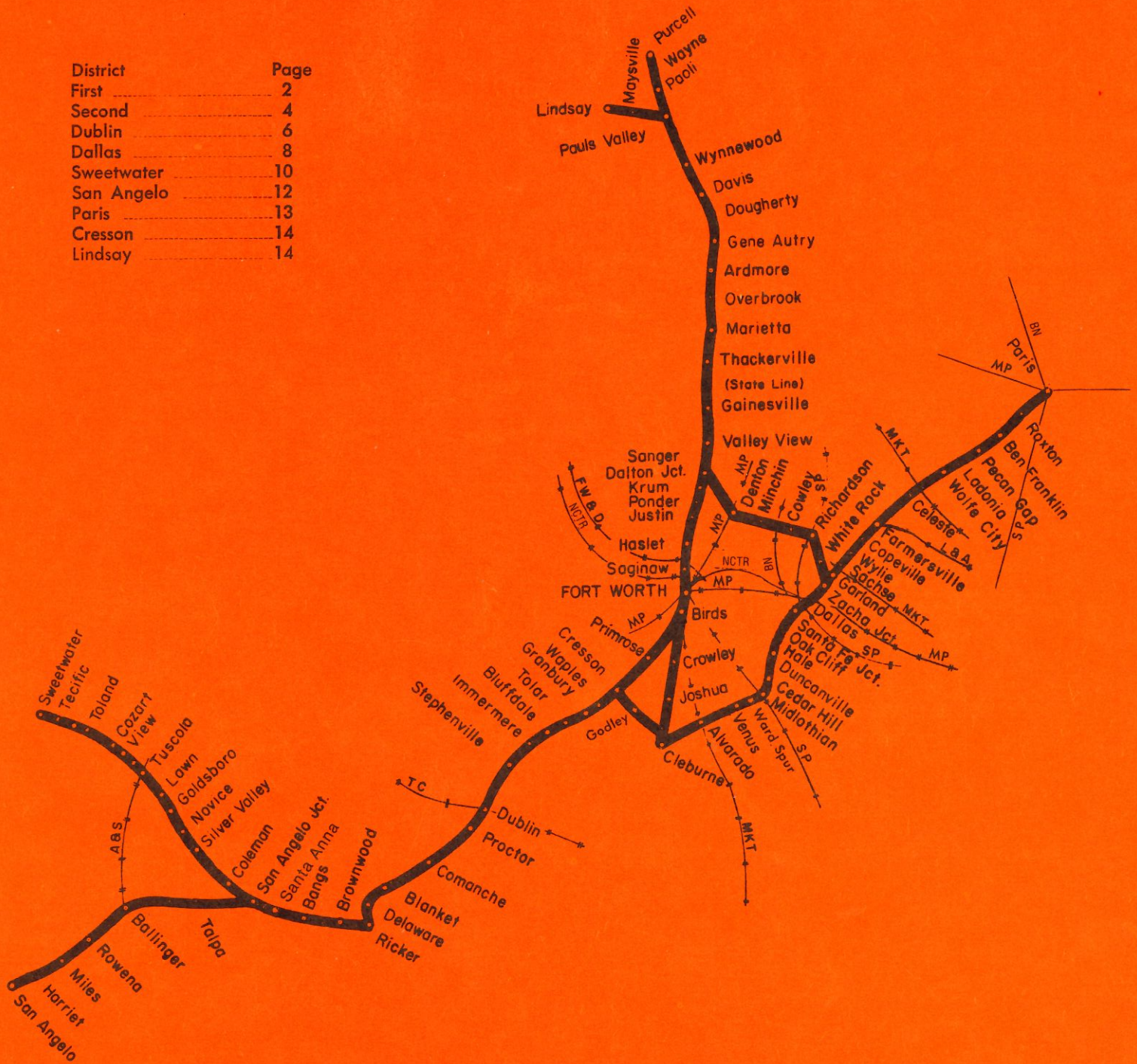
1 PLACARD APPLIED ON CAR		2 TYPE OF CAR		EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE	OTHER THAN PLACARDED EXPLOSIVES-A POISON GAS OR COMBUSTIBLE	PLACARDED EXCEPT EMPTY COMBUSTIBLE	COMBUSTIBLE
				ANY CARS (See line 2 for empty container)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3 <b>RESTRICTIONS</b>											
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 60' FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓				✓				
5	WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓				✓				
6	LOADED FLAT CAR. A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ <sup>①</sup>	✓	✓			✓ <sup>②</sup>				
7	AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓			✓				
8	<b>ENGINE</b>	✓	✓	✓	✓	✓	✓			✓	
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓	✓ <sup>④</sup>	✓			
10	<b>OCCUPIED CABOOSE</b>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓		✓			
11	<b>OCCUPIED GUARD CAR</b>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>		✓					
12	<b>UNDEVELOPED FILM</b>				✓						
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓		✓					
14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓							
15	<b>CAR PLACARDED</b>	<b>EXPLOSIVES A</b>		✓	✓	✓	✓	✓			
16		<b>POISON GAS</b>	✓			✓	✓	✓			
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓						
18	<b>RADIOACTIVE</b>	✓	✓	✓		✓	✓				

**MUST NOT BE PLACED NEXT TO**

**FOOTNOTES:**

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87

District	Page
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Dublin .....	6
Dallas .....	8
Sweetwater .....	10
San Angelo .....	12
Paris .....	13
Cresson .....	14
Lindsay .....	14



# NORTHERN DIVISION