

C. F. STANFORD, JR., Trainmaster .....Brownwood  
 J. H. THOMAS, Trainmaster .....Ft. Worth  
 R. H. DE HAVEN, Trainmaster .....Ft. Worth  
 V. BARBER, Road Foreman of Engines .....Brownwood  
 J. C. PAIR, Road Foreman of Engines .....Cleburne  
 J. F. HARRISON, Chief Dispatcher .....Ft. Worth  
 H. E. TODD, Assistant Chief Dispatcher .....Ft. Worth  
 E. L. DE CANNIERE, Assistant Chief Dispatcher .....Ft. Worth

**TRAIN DISPATCHERS—FT. WORTH, TEXAS**

R. F. LUTKER  
 O. ARNOLD  
 P. N. MADDOX  
 B. E. HICKS  
 J. A. ANDERSEN  
 W. M. VANDERBURG  
 R. A. SCHILLING  
 K. W. WRIGHT  
 D. B. ASHLEY  
 C. P. PIERCE, JR.  
 J. D. BLANKENSHIP

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

**OVERSPEED Couplings Are DAMAGING**

—Here's What Happens:

	Safe - Danger	
4 MILES PER HOUR	<input type="checkbox"/>	SAFE COUPLING SPEED
5 MILES PER HOUR	<input type="checkbox"/>	DAMAGE BEGINS
6 MILES PER HOUR	<input type="checkbox"/>	3/4 TIMES AS DAMAGING AS 4 MPH
7 MILES PER HOUR	<input type="checkbox"/>	3 TIMES AS DAMAGING AS 4 MPH
8 MILES PER HOUR	<input type="checkbox"/>	4 TIMES AS DAMAGING AS 4 MPH
9 MILES PER HOUR	<input type="checkbox"/>	5 TIMES AS DAMAGING AS 4 MPH
10 MILES PER HOUR	<input type="checkbox"/>	6 TIMES AS DAMAGING AS 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK. Rule 820 (D).

Handle freight carefully and keep our customers.  
**IT'S EVERYBODY'S JOB ON THE SANTA FE**

**SPEED TABLE (Miles per hour in minutes and seconds per mile).**

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

**The Atchison, Topeka and Santa Fe  
 Railway Company**

**WESTERN LINES**

**NORTHERN DIVISION**

**TIME TABLE No.**

**7**

IN EFFECT

**SUNDAY, APRIL 24, 1966**

At 12:01 A. M.  
 Central Standard Time

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

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

T. W. GOOLSBY,  
 Assistant General  
 Manager,  
 Amarillo, Texas.

B. O. BERNARD,  
 Superintendent,  
 Ft. Worth, Texas.

## 2 First District

## Northern Division

WESTWARD First Class		Capacity of Sidings in 20-ft. Cars	Rolling Grade Ascending	TIME TABLE No. 7 April 24, 1966	Rolling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	EASTWARD First Class	
15	11								12	16
Texas Chief	Texas Express								Chicago Express	Texas Chief
Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily	
AM 10.15	AM 2.25	Yard	.0	PURCELL 7.3	5.8	517.5	CR	TY	AM 2.20	PM 4.58
	f 2.33	166	42.2	WAYNE 7.5	52.8	510.2	B		f 2.05	
	f 2.39	165	2.1	PAOLI 7.1	19.0	502.6			f 1.59	
s 10.39	s 2.49	216	18.4	PAULS VALLEY 7.4	26.4	495.5	CR	Y	s 1.49	s 4.23
	s 3.00	178	42.2	WYNNEWOOD 10.1	8.1	488.1	CR		s 1.41	
	s 3.15	190	31.6	DAVIS 9.3	32.7	478.0	C		s 1.31	
11.03	s 3.25	177	52.8	DOUGHERTY 9.9	52.8	469.6	CR	Y	s 1.17	3.51
	f 3.40	170	52.8	GENE AUTRY 9.7	52.8	460.8			f 1.04	
s 11.31	s 4.05	120	52.8	ARDMORE 7.4	52.8	450.4	CR	Y	s 12.46	s 3.26
	f 4.13	130	52.8	OVERBROOK 8.7	52.8	448.0			f 12.22	
11.48	s 4.24	199	52.8	MARIETTA 10.0	52.8	438.0	CR		s 12.12	3.06
	f 4.40	158	52.8	THACKERVILLE 11.7	52.8	428.0			f 11.57 AM	
s 12.11 PM	4.55 AM	Yard		GAINESVILLE		411.3	CR	T	11.37 PM	2.40 PM
Arrive Daily	Arrive Daily			(105.9)					Leave Daily	Leave Daily
53.0	42.4			Average speed per hour					38.9	46.1

### RULE 261 IN EFFECT:

Main track and sidings,  
Gainesville to Purcell.

In T.C.S. sidings, speed limit 30 miles per hour.

Trains must get numbered Clearance Card before leaving Purcell and Gainesville.

First Class trains register at Gainesville by Form 903.

Nos. 11 and 12 will stop on flag at Crusher.

Trains and engines will move at restricted speed between westward interlocking signal east of station and east stock track switch at M. P. 418 Purcell.

Be governed by Time Table and Rules of the Middle Division, while occupying tracks in Purcell Terminal.

### TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Red	419.0	25
Ardmore Air Park	461.1	131
Crusher	465.7	221
Dolese Storage Tracks	466.9	62
Rayford Storage Tracks	473.3	112
Spur Track No. 1	474.1	38
Spur Track No. 2	474.1	26
Grimes Spur	498.4	4

# Northern Division

# Second District 3

WESTWARD				Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 7 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	EASTWARD			
First Class											First Class			
77	15	115	11								12	16	116	78
Pagr.	Texas Chief	Texas Chief	Texas Express	Chicago Express	Texas Chief	Texas Chief	Pagr.							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
	PM 12.33	PM 12.39	AM 4.55	Yard	.0	GAINESVILLE	84.8	411.8	CR	T	PM 11.37	PM 2.20	PM 1.54	
					.0	M-K-T Crossing	84.8	411.2						
	12.39	12.44	5.00	61	52.8	GAINESVILLE P. D.	40.6	410.7			11.34	2.18	1.49	
			5.12	168	52.8	VALLEY VIEW	52.8	400.8	B		11.19			
			5.22		52.8	SANGER	52.8	392.2	CR		11.12			
	1.01	1.05 PM	5.27	170	52.8	DALTON JCT.	52.8	386.8			11.08	1.55	1.27 PM	
			5.32		52.8	KRUM	52.8	383.5			11.05			
			5.40	162	52.8	PONDER	52.8	377.8			11.00			
	1.14		5.46	180	52.8	JUSTIN	52.8	370.6	C		10.54	1.40		
			5.57	189	52.8	HASLET	52.8	362.0			10.46			
	1.30 <sup>15</sup>			E 100 W244	.0	F.W. & D. Crossing								
				88	62.8	SAGINAW	52.8	358.9	C			1.30 <sup>15</sup>		
					62.8	C. R. I. & P. Crossing	52.8							
					62.8	F. W. Belt Crossing								
					62.8	St. L. S. W. Crossing		348.8						
					62.8	NORTH FORT WORTH								
					62.8	St.L.S.F. & T. Crossing								
					21.1	FORT WORTH	.0	346.0	CR	T	10.20	1.10		AM 8.48
					31.6	SouPac Crossing					9.15	12.55		
					31.6	T. & P. Crossing		345.7			9.13 PM			
					47.5	T. & P. JCT.	.0	345.6						
					47.5	T. & P. Crossing	.0	345.5						
					47.5	SouPac Crossing	.0	345.5						
					47.5	T. & P. Crossing	.0	345.5						
				45	47.5	POLKS	.0	344.9						
				120	36.9	BIRDS YL	.0	342.6						
					71.2	St.L.S.F. & T. Crossing	12.7	342.2						
					64.9	CROWLEY	8.2	333.7						
					19.5	JOSHUA	61.0	325.3						
					.0	WEATHERFORD JCT. YL	30.6	318.5						
					.0	CLEBURNE YL		317.5	CR	TY		12.23 PM		
						(93.8)								
						Average speed per hour								
											49.8	55.2	54.4	13.8

### RULE 261 IN EFFECT:

Main track and sidings Gainesville to first signal west of St. L. S. F. and T. crossing (Mile Post 342.1) and first signal west of Dublin District Jct. switch (Mile Post 0.2), except sidings Gainesville P.D., North Fort Worth and Saginaw, and between westward signal, west end Fort Worth 17th Street Yard, and eastward signal, east end Fort Worth 17th Street Yard. Trains or engines must not foul or enter main track through hand-throw switches within these limits until authority to do so has been obtained from control station and switches are properly lined.

In T.C.S. sidings, speed limit 30 miles per hour.

Trains must get numbered Clearance Card before leaving Cleburne, Fort Worth and Gainesville.

Nos. 11 and 12 and Dublin District trains only register at Fort Worth.

First class trains register at Gainesville by Form 903.

Between westward signals west end Fort Worth (17th St. Yard) and eastward signals east end Fort Worth (17th St. Yard) there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

Between signal 3172 and signal 3177, Cleburne, there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

Speed limit in siding Birds 30 miles per hour.  
Speed limit in siding Polks 20 miles per hour.

Be governed by Time Table and Rules of the T&P Railway Company between Dallas and T&P Jct., Fort Worth.

### TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Johns Mansville Industrial Lead	321.0	117
Danci	328.8	27

# 4 Dublin District

# Northern Division

WESTWARD First Class		Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. 7 April 24, 1966	Ruling Grade Ascending	Communications	Turn Tables and Wyes	EASTWARD First Class	
75 California Special	77 Pgr.								78 Pgr.	76 California Special
	Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	
	PM 9.40	Yard						CR	T	AM 5.45
	9.50	120	.0	.0	<b>FORT WORTH</b> 3.4				5.30	
	9.58		0.9	66.0	<b>BIRDS</b> YL 0.9	64.4			5.28	
	10.02	140	8.4	66.0	<b>BELT JCT.</b> 7.5	58.1		B	5.13	
	10.22	140	21.8	66.0	<b>PRIMROSE</b> 13.2	66.5		CR	4.51	
	10.35	140	30.7	66.0	<b>CRESSON</b> 8.9	66.5		Y	4.29	
	10.46		36.5	66.0	<b>WAPLES</b> 5.8	66.0			4.19	
	11.01	140	46.4	66.0	<b>GRANBURY</b> 0.9	52.8		C	3.59	
	11.13		55.1	58.6	<b>TOLAR</b> 8.7	66.0		B	3.46	
	11.23	140	62.5	66.0	<b>BLUFFDALE</b> 7.4	.0		B	3.35	
	11.36	140	72.3	66.0	<b>IMMERMERE</b> 9.8	44.9		B	3.20	
	AM 12.01	163	86.1	66.0	<b>STEPHENVILLE</b> 13.8	66.0		CR	2.48	
			86.2	.0	<b>DUBLIN</b> 0.1	81.6		C		
			86.2	52.3	<b>M-K-T Crossing</b> 9.1	66.0				
	12.16	149	95.3	66.0	<b>PROCTOR</b> 12.8	42.2			2.28	
	12.32	140	108.1	66.0	<b>COMANCHE</b> 13.5	46.5		CR	2.03	
	12.54	140	121.6	66.0	<b>BLANKET</b> 6.4	66.0		B	1.36	
	AM 1.05	147	128.0	66.0	<b>DELAWARE</b> 7.1	63.4			1.26	AM
	12.58 <sup>76</sup>	112	136.1	.0	<b>RICKER</b> 4.0				1.15 <sup>77</sup>	12.58 <sup>75</sup>
	1.10 AM	Yard	348.4		<b>BROWNWOOD</b> YL			CR	1.00 AM	12.50 AM
Arrive Daily	Arrive Daily				(134.9)				Leave Daily	Leave Daily
20.0	36.0				Average speed per hour				28.4	30.0

### RULE 261 IN EFFECT:

Main track and sidings from Home Signal located 1491 feet east of Passenger Station Brownwood to eastward home signal Dublin Dist., Birds.

In T.C.S. sidings, speed limit 30 miles per hour.

Trains must get numbered Clearance Card before leaving Fort Worth and Brownwood. Dublin District trains must, in addition, get Second District numbered Clearance Card before leaving Fort Worth.

Rule 261 in effect main track and sidings, between first signal west of St. L. S. F. & T. crossing and first eastward signal Dublin Dist., Birds and westward signal west end Ft. Worth (17th Street Yard). Trains or engines must not foul or enter main track thru hand throw switches within the limits until authority to do so has been obtained from control station and switches are properly lined.

Speed limit in siding Birds 30 miles per hour.

Speed limit in siding Polks 20 miles per hour.

### TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50 ft. cars)
Westcliff Industrial Lead .....	1.4	66
Granbury Road Team Track .....	1.6	8
Westcliff Industrial Lead .....	1.7	57
Westcliff Team Track .....	3.3	6
Boss .....	15.0	9
Centex .....	110.8	10

# Northern Division

# Sweetwater District 5

WEST-WARD First Class 75		Capacity of Siding in 50-ft. Cars	Mile Post	Railing Grade Ascending	TIME TABLE No. 7 April 24, 1966		Railing Grade Ascending	Communications	Turn Tables and Wyes	EAST-WARD First Class 76	
California Special	Leave Daily				Ft. Per Mile	STATIONS				Ft. Per Mile	California Special
AM 2.00	Yard	348.4	66.0	BROWNWOOD YL	83.8	CR	TY	AM 12.28			
2.08	81	358.5	66.0	5.1 GRAVITY	64.9			12.06			
2.14	142	357.9	64.9	4.4 BANGS	64.9	C		12.01			
2.21	185	364.2	66.0	6.3 OBREGON	20.5	B		11.55			
2.27	78	369.7	64.9	5.8 SANTA ANNA	62.8	C		11.50			
2.32	106	379.5	66.0	3.8 SAN ANGELO JCT.	60.6	B	Y	11.45			
2.37	110	378.8	31.7	4.8 COLEMAN	10.5	CR	Y	11.40			
2.47	81	382.8	31.7	4.6 HAMRICK	28.8			11.29			
2.58	110	391.0	31.7	8.2 SILVER VALLEY	31.7	B		11.20			
3.05	108	396.5	31.7	5.5 NOVICE	31.7	C		11.14			
3.13	82	408.0	31.7	6.5 GOLDSBORO	31.7			11.07			
3.21	82	409.5	31.7	6.5 LAWN	12.7	CR		11.01			
3.29	104	415.4	15.8	5.9 TUSCOLA	.0			10.56			
		416.0	31.7	6.6 A. & S. Crossing	31.7						
3.35	80	420.8	31.7	4.3 BUFFALO GAP	31.7			10.50			
3.45	185	426.6	31.7	6.3 VIEW	31.7	CR	Y	10.43			
3.52	81	432.0	31.7	5.4 COZART	31.7			10.28			
3.58	81	438.3	31.7	6.3 BLAIR	21.1			10.22			
4.03	125	443.3	31.7	5.0 TOLAND	31.7	B		10.17			
4.08	78	448.4	31.7	5.1 HERNDON	31.7			10.12			
4.14	130	454.5	31.7	6.1 TEFIC	31.7			10.06			
4.25 AM	Yard	459.6	52.8	8.1 SWEETWATER	10.5	CR	TY	10.00 PM			
		2.1	52.8	2.4 NORTH JCT.							
		2.9	52.8	0.8 SOUTH JCT.							
Arrive Daily				(114.5)				Leave Daily			
47.4				Average speed per hour				47.3			

### RULE 261 IN EFFECT:

Main track and siding between Orient Jct., on Slaton Division, and M.P. 454.2 Sweetwater District; and on Secondary Track No. 1 Sweetwater.

Speed limit on Secondary Track No. 1 Sweetwater and siding Tecific, 20 M.P.H.

Trains must get numbered Clearance Card before leaving Brownwood and Sweetwater.

Between westward home signal located MP 348 plus 4960 feet and the eastward home signal 1491 feet east of passenger station, Brownwood, there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

### TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50 ft. cars)
Grimes .....	445.8	11
Tesco .....	450.1	28

# San Angelo District

WESTWARD			TIME TABLE No. 7 April 24, 1966	EASTWARD		
Capacity of Siding in 50-ft. Cars	Mile Post	Railing Grade Ascending		Railing Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
53	.0	65.5	SAN ANGELO JCT. 11.4	63.4	B Y	
49	11.4	66.0	9.5 VALERA	66.0	B	
100	20.9	65.5	7.8 TALPA	66.0		
53	28.7	62.8	7.8 BENOIT	66.0		
	36.6		6.4 A. & S. Crossing			
28	36.9	52.8	1.4 BALLINGER	52.8	C	
51	38.3	34.8	7.3 CATO	26.4	C	
51	45.6	52.8	8.6 ROWENA	51.7	C	
49	54.2	52.8	8.9 MILES	52.8	C	
53	63.1	52.8	7.6 HARRIET	52.8		
	70.7	31.7	3.3 ALVEY JCT. YL	.0	CR TY	
Yard			3.3 SAN ANGELO YL			
			(72.9)			
			Average speed per hour			

Trains originating San Angelo must get numbered Clearance Card from Northern Division Dispatcher.

Be governed by Time Table and Rules of the Slaton Division, between Alvey Jct., and San Angelo.

# 6 Dallas District

# Northern Division

WEST-WARD First Class	Capacity of Siding in 60-ft. Cars	Rating Grade Ascending	TIME TABLE No. 7 April 24, 1966	Rating Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	EAST-WARD First Class
115								116
Texas Chief								Texas Chief
Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily
PM 1.05	170		DALTON JCT. 0.5		111.2			PM 1.27
1.13		42.2	DENTON 2.3	52.8	104.7	C		1.19
1.16 <sup>116</sup>	77	10.6	MINCHIN 27.1	42.2	102.4	B		1.16 <sup>116</sup>
1.44	71	52.8	COWLEY 5.0	52.8	75.8	B		12.47
1.50		52.8	RICHARDSON 0.2	66.0	70.3			12.42
		15.8	SouPac Crossing 6.4	.0	70.1			
1.58		63.4	WHITE ROCK 1.1	52.8	68.7			12.35
2.02	112	31.7	ZACHA JCT. 2.3	10.4	62.6	B		12.32
		.0	REINHARDT 6.6	40.1	60.3			
		52.8	T. & P. Crossing 0.4	53.8	53.7			
		.0	SouPac Crossing 0.1	.0	53.8			
2.16	Yard	.0	EAST DALLAS YL 0.7	10.5	53.2	CR	T	12.18
		.0	SouPac Crossing 0.6	38.0	52.5			
		.0	St. L. S. W. Crossing 0.1	63.3	51.0			
2.21		.0	SANTA FE JCT. YL 1.9	22.2				12.15
2.30 PM		.0	DALLAS U.D. 1.9			C		12.10 PM
		.0	SANTA FE JCT. YL 0.1	22.2	51.8			
		28.0	M-K-T Crossing 0.1	.0	51.7		Y	
		37.0	TERMINAL JCT. YL 2.0	.0	51.6			
	42	67.0	OAK CLIFF YL 3.9	.0	49.6			
	36	66.0	HALE YL 5.6	70.2	45.7			
	34	77.6	DUNCANVILLE 5.5	68.6	40.1			
	19	67.5	CEDAR HILL 7.3	71.0	34.6			
		49.6	SouPac Crossing 0.4	.0	27.3			
	47	46.9	MIDLOTHIAN 7.3	52.8	26.9	C		
	37	76.5	VENUS 6.9	71.2	19.6			
	34	26.4	ALVARADO 1.3	67.5	12.7	B		
	Yard	74.4	M-K-T Crossing 11.4	66.0	11.4			
Arrive Daily			CLEBURNE YL (111.2)			CR	TY	Leave Daily
43.8			Average speed per hour					43.8

### FOR INFORMATION ONLY AND NOT TO BE USED FOR TRAIN MOVEMENT

Trains 11 and 12 operate via T. & P. Railway between T. & P. Jct. (Ft. Worth) and Dallas on following schedules:

11		12
Leave Daily	STATIONS	Arrive Daily
AM 7.00	FORT WORTH 0.1	PM 9.15
7.02	T. & P. JCT. 30.9	9.13
7.45 AM	DALLAS	8.30 PM
Arrive Daily	(31.0)	Leave Daily

### RULE 261 IN EFFECT:

Between Zacha Jct. and eastward controlled signal M.P. 53.7 East Dallas, and from westward home signal at SouPac Crossing M.P. 52.5 East Dallas to cantilever east end siding Hale, and in siding Zacha Jct.

Speed limit 20 miles per hour in siding Zacha Jct.

Trains originating at Dallas Union Station must get numbered Clearance Card before leaving.

Trains must get numbered Clearance Card before leaving Cleburne and East Dallas.

First Class trains register at East Dallas by Form 903.

Between eastward controlled signal M.P. 53.7 East Dallas and westward home signal at SouPac Crossing M.P. 52.5, East Dallas, there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains and engines.

Be governed by Operating Rules of The Union Terminal Company while using Union Terminal tracks at Dallas.

Trains 115 and 116 operate via Dallas Union Terminal between Santa Fe Jct. and Dallas U.D.

### TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Storage .....	24.3	19
Ward .....	24.7	A 18
		B 13
		C 30
Gasco .....	39.0	3
Red Bird Industrial Lead .....	42.2	160
Maglab .....	43.4	15
Casa Linda Lead .....	61.7	No. 3 - 70
		No. 5 - 92
White Rock Industrial Lead .....	63.7	122
Dal-Gar .....	66.4	55
Richardson Team Track .....	70.3	15
Lewisville Team Track .....	90.8	10

**Paris District**

WESTWARD			TIME TABLE No. 7 April 24, 1966	EASTWARD		
Capacity of Sidings in 80-ft. Cars	Mile Post	Rating Grade Ascending		Rating Grade Ascending	Communications	Turn Tables and Wyes
Yard	151.1	.0	PARIS YL	21.1	C T	
	150.3	52.8	T. & P. Crossing			
33	138.5	52.8	ROXTON	62.8	C	
	133.0	52.8	BEN FRANKLIN	52.8		
	127.6	53.0	PECAN GAP	3.7		
	121.6	52.8	LADONIA	52.8	C	
31	113.3	.0	WOLFE CITY YL	12.6	C	
	104.4	.0	M-K-T Crossing	52.8		
34	104.3	.0	CELESTE	14.2		
	98.8	52.8	MERIT	52.8		
	91.1	52.8	L. & A. Crossing	57.0		
	91.0	.0	L. & A. Jct.	3.7		
34	84.3	52.8	FARMERSVILLE YL	52.8	C	
	84.3	53.4	COPEVILLE	52.8		
34	75.8	52.8	WYLIE	53.4		
	71.6	52.8	SACHSE	52.8		
	66.8	51.2	M-K-T Crossing	52.8		
39	66.4	40.6	GARLAND YL	.0	C	
112	62.6	48.5	ZACHA JCT.	53.3		

(88.5)

**Ada District**

WESTWARD			TIME TABLE No. 7 April 24, 1966	EASTWARD		
Capacity of Sidings in 80-ft. Cars	Mile Post	Rating Grade Ascending		Rating Grade Ascending	Communications	Turn Tables and Wyes
216		22.1	PAULS VALLEY YL	21.1	CR Y	
83	174.7	31.7	BOUDINOT YL	0.0		
80	169.3	79.2	BYARS YL	31.6		
80	58.1	31.6	STRATFORD YL	31.6		
17	51.4	31.6	VANOSS YL	31.6		
Yard	38.8	69.7	ADA YL	31.7	C T	

(42.8)

Middle Division trains using Northern Division tracks will be governed by Northern Division Time Table No. 7.

Northern Division trains using Middle Division tracks will be governed by Middle Division Time Table.

No switch lights on Ada District.

Trains and engines must secure numbered Clearance Card before leaving Pauls Valley.

Trains must get numbered clearance card before leaving Paris and East Dallas.

Paris District trains must, in addition, get Dallas District numbered clearance card before leaving East Dallas.

No switch lights between Merit and Paris.

**TRACKS BETWEEN STATIONS**

NAME	Mile Post	Capacity (50-ft. Cars)
Team Track	63.0	19
Circle Concrete	63.0	No. 1 - 4 No. 2 - 1
Team Track	64.9	6
Inter-Continental Spur	67.4	39

**Lindsay District**

WESTWARD			TIME TABLE No. 7 April 24, 1966	EASTWARD		
Capacity of Sidings in 80-ft. Cars	Mile Post	Rating Grade Ascending		Rating Grade Ascending	Communications	Turn Tables and Wyes
25	12.1	31.6	PAULS VALLEY YL	31.6	CR Y	
		10.6	MAYSVILLE YL	.0	C	
Yard	23.4		LINDSAY YL		C Y	

(23.9)

Trains and engines must get numbered Clearance Card before leaving Pauls Valley.

No switch lights Lindsay District.

**TRACKS BETWEEN STATIONS**

NAME	Mile Post	Capacity (50-ft. Cars)
Neill	18.3	13

# 8 Cresson District

# Northern Division

WESTWARD			TIME TABLE No. 7 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard		52.8	CLEBURNE YL	56.4	CR	TY
	0.0		1.0 WEATHERFORD JCT. YL			
17	10.8	55.4	10.3 GODLEY			
140	18.4		8.1 CRESSON YL	34.8	CR	Y
			(10.4)			

Trains must get numbered Clearance Card before leaving Cleburne.

No switch lights Cresson District.

# Ringling District

WESTWARD			TIME TABLE No. 7 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard		52.8	ARDMORE YL	52.8	CR	Y
38	9.6	52.8	10.2 LONE GROVE YL	52.8		
43	19.3	52.8	9.7 WILSON YL	52.8	C	
13	24.3	52.8	5.0 COBALT JCT. YL	52.8		Y
26	5.5	52.8	5.5 HEALDTON YL	52.8	C	Y
13	24.3	52.8	5.5 COBALT JCT. YL	52.8		Y
Yard	29.4	52.8	5.1 RINGLING YL	52.8	C	Y
			(30.0)			

Trains and engines must get numbered Clearance Card before leaving Ardmore.

No switch lights Ringling District.

### TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Hewitt .....	18.0	9
Prairie .....	25.7	11



# Special Rules

# Northern Division 9

1. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.
2. Within Traffic Control System limits a train or engine must not clear the main track through a hand thrown switch not electrically locked for the purpose of meeting, passing, or being passed, by another train or engine. Not applicable Hale to Santa Fe Jct. Dallas District or M.P. 0.9 to M.P. 1.7 Dublin District.

## 10. SPEED REGULATIONS.

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

### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
<b>FIRST DISTRICT</b>	<b>79</b>	<b>60</b>
<b>SECOND DISTRICT</b>		
Gainesville P. D.-Saginaw	90	60
Saginaw-Birds	79	60
Birds-Cleburne	90	60
<b>DALLAS DISTRICT</b>		
Cleburne-East Dallas	50	40
East Dallas-Zacha Jct.	59	40
Zacha Jct.-Dalton Jct.	59	49
<b>DUBLIN DISTRICT</b>		
Brownwood-Ricker	79	60
Ricker-Birds	65	50
<b>SWEETWATER DISTRICT</b>	<b>79</b>	<b>60</b>
<b>SAN ANGELO DISTRICT</b>		
San Angelo Jct. to Alvey Jct.	50	35
<b>PARIS DISTRICT</b>		
Zacha Jct.-Farmersville	35	35
Farmersville-Paris	30	30
<b>ADA DISTRICT</b>		
Pauls Valley-Byars	40	40
Byars-Ada	20	20
<b>LINDSAY DISTRICT</b>	<b>25</b>	<b>25</b>
<b>CRESSON DISTRICT</b>	<b>40</b>	<b>40</b>
<b>RINGLING DISTRICT</b>	<b>20</b>	<b>20</b>
	<b>FIRST DISTRICT</b>	
2 Curves, M.P. 410.4 to 412.1	60	35
Curve, M.P. 416.3 to 416.5	65	55
12 Curves, M.P. 416.9 to 422.3	55	50
Ardmore, main track and siding, M.P. 449.7 to 451.0	25	25
3 Curves, M.P. 451.6 to 452.7	60	40
11 Curves, M.P. 453.2 to 459.3	55	45
Curve, M.P. 459.6 to 460.3	50	40
Curve, M.P. 462.0 to 462.6	60	50
9 Curves, M.P. 462.8 to 466.2	40	35
2 Curves, M.P. 466.2 to 467.5	60	45
2 Curves, M.P. 471.1 to 472.5	70	55
4 Curves, M.P. 473.7 to 475.1	55	50
2 Curves, M.P. 475.3 to 476.3	70	55
2 Curves, M.P. 503.3 to 504.5	65	55
5 Curves, M.P. 504.5 to 506.7	50	45
2 Curves, M.P. 507.3 to 508.3	70	50
Curve, M.P. 510.9 to 511.2	70	55
4 Curves, M.P. 513.2 to 515.4	60	50
	<b>SECOND DISTRICT</b>	
2 Curves, M.P. 317.2 to 318.7	50	30

## 9. JUNCTION SWITCHES. Rule 98(C).

LOCATION	NORMAL POSITION
	<b>FIRST DISTRICT</b>
Ardmore	First District
	<b>SECOND DISTRICT</b>
Weatherford Jct.	Second District
	<b>DUBLIN DISTRICT</b>
Cresson	Dublin District
	<b>SWEETWATER DISTRICT</b>
San Angelo Jct.	Sweetwater District
North Jct.	Sweetwater District
South Jct.	Sweetwater District
	<b>SAN ANGELO DISTRICT</b>
Alvey Jct.	Sayard District
	<b>PARIS DISTRICT</b>
L & A Jct.	L & A
	<b>CRESSON DISTRICT</b>
Cresson	Dublin District
	<b>RINGLING DISTRICT</b>
Cobalt Jct.	Ringling District

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
<b>SECOND DISTRICT (Cont'd)</b>		
Curve, M.P. 327.2 to 327.5	70	55
Curve, M.P. 329.1 to 329.3	70	55
Curve, M.P. 342.5 to 342.7	65	40
Curve, M.P. 344.2 to 344.5	30	30
Track, M.P. 345.4 to 346.6	10	10
3 Curves, M.P. 346.8 to 347.9	50	35
2 Curves, M.P. 349.6 to 351.0	70	50
2 Curves, M.P. 382.4 to 383.3	75	60
Curve, M.P. 389.3 to 389.7	60	50
Curve, M.P. 398.8 to 399.1	70	55
2 Curves, M.P. 410.4 to 412.1	60	35
<b>DALLAS DISTRICT</b>		
Curve, M.P. 0.0 to 0.3	10	10
Curve, M.P. 1.8 to 1.9	45	35
Curve, M.P. 4.6 to 5.0	40	35
4 Curves, M.P. 7.0 to 7.6	40	35
2 Curves, M.P. 9.1 to 10.3	40	35
2 Curves, M.P. 11.0 to 11.3	40	35
2 Curves, M.P. 12.3 to 13.4	35	25
Approaching Interlocking SouPac Crossing (M.P. 27.3)		
M.P. 26.9 to 27.2—Eastward	30	15
M.P. 28.1 to 27.4—Westward	50	30
Curve, M.P. 32.3 to 32.4	40	35
2 Curves, M.P. 36.5 to 36.8	40	35
Curve, M.P. 38.7 to 38.8	45	35
Curve, M.P. 39.8 to 39.9	40	35
6 Curves, M.P. 41.7 to 42.9	40	35
Curve, M.P. 43.5 to 43.9	40	35
M.P. 48 to 50	25	25
Curve, M. P. 51.0 to 51.1	40	30
3 Curves, M.P. 61.9 to 62.9	40	30
Curve, M.P. 70.1 to 70.8	55	40
Curve, M. P. 110.3 to 111.2	40	40
<b>DUBLIN DISTRICT</b>		
2 Curves, and 3 Turnouts, M.P. 0.0 to 0.9	10	10
3 Curves, M.P. 5.5 to 6.6	60	45
Curve, M.P. 21.3 to 21.7	60	45
8 Curves, M.P. 25.0 to 28.5	45	40
3 Curves, M.P. 29.4 to 30.0	40	30
Curve, M.P. 34.7 to 35.1	50	40
2 Curves, M.P. 39.0 to 39.5	40	30
Stroud's Creek Bridge, M.P. 39.2	20	20
4 Curves, M.P. 39.7 to 41.0	45	40
5 Curves, M.P. 41.0 to 43.4	40	30
2 Curves, M.P. 43.5 to 44.1	55	45
Curve, M.P. 45.6 to 45.8	50	40
Curve, M.P. 48.3 to 48.6	50	40
6 Curves, M.P. 48.9 to 50.5	40	30
Curve, M.P. 52.3 to 52.9	40	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	45	40
6 Curves and Paluxy Creek Bridge, M.P. 55.3 to 57.4	45	40
10 Curves, M.P. 60.3 to 66.2	45	40
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9	40	30
Curve, M.P. 72.4 to 72.6	45	30
Curve, M.P. 73.4 to 73.6	60	45
Curve, M.P. 75.1 to 75.3	60	45
4 Curves, M.P. 75.6 to 76.8	50	40
Curve, M.P. 79.1 to 79.4	60	45
17 Curves, M.P. 79.6 to 85.5	50	40

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
2 Curves, M.P. 85.7 to 86.2	40	35
Curve, M.P. 86.7 to 86.9	60	45
7 Curves, M.P. 89.0 to 91.8	45	40
8 Curves, M.P. 95.9 to 98.4	40	35
3 Curves, M.P. 98.6 to 99.8	50	40
Curve, M.P. 100.3 to 100.4	60	45
4 Curves, M.P. 101.1 to 102.4	50	40
9 Curves, M.P. 111.1 to 114.0	50	40
4 Curves, M.P. 114.1 to 115.1	40	40
Curve, M.P. 118.1 to 118.4	60	45
13 Curves, M.P. 122.0 to 126.9	40	40
3 Curves and Pecan Bayou Bridge M.P. 345.2 to 345.9	35	25
2 Curves, M.P. 347.7 to 348.2	30	30
Entrance Brownwood Yard M.P. 348.2 to 349	20	20

<b>SWEETWATER DISTRICT</b>		
Entrance Brownwood Yard M.P. 348.2 to 349	20	20
Curve, M.P. 349.8 to 350.1	50	35
4 Curves, M.P. 350.8 to 353.2	40	30
Curve, M.P. 358.9 to 359.1	65	50
Curve, M.P. 362.3 to 362.7	55	40
Curve, M.P. 366.8 to 367.0	65	50
Curve, M.P. 369.4 to 369.6	70	55
Curve, M.P. 371.2 to 371.5	70	55
3 Curves, M.P. 380.2 to 381.9	60	45
2 Curves, M.P. 383.4 to 383.8	60	50
Curve, M.P. 386.3 to 386.6	55	40
Curve, M.P. 391.3 to 391.7	60	45
Curve, M.P. 395.2 to 395.7	70	55
2 Curves, M.P. 397.6 to 398.3	50	45
Curve, M.P. 399.6 to 400.1	60	45
Curve, M.P. 410.7 to 410.9	55	40
Curve, M.P. 411.0 to 411.3	70	55
2 Curves, M.P. 455.7 to 457.1	60	45
Curve, M.P. 458.0 to 458.3	55	40
Curve, M.P. 460.4 to 460.6	60	50

<b>SAN ANGELO DISTRICT</b>		
Curve, M.P. 0.0 to 0.3	35	30
Curve, M.P. 8.7 to 9.2	40	35
Curve, M.P. 10.5 to 10.7	40	25
4 Curves, M.P. 13.1 to 14.0	45	35
Curve and Colorado River Bridge, M.P. 37.4 to 37.7	30	20

<b>PARIS DISTRICT</b>		
Curve, M.P. 62.6 to 62.7	40	30
Track, M.P. 113.4 to 113.6 Wolfe City	15	15
2 Curves, M.P. 121.4 to 122.0	30	25
Track M.P. 143.7 to 150.4	30	30

<b>ADA DISTRICT</b>		
Curve, M.P. 66.1 to 66.4	20	20
Curve, M.P. 176.5 to 176.8	40	35
Curve, M.P. 182.8 to 183.0	10	10

<b>LINDSAY DISTRICT</b>		
Washita River Bridge, M.P. 21.7 to 21.8: Diesels, all classes, single or multiple units (Engines over 275,000 pounds in weight single unit only.)	15	15

<b>CRESSON DISTRICT</b>		
Curve, M.P. 0.0 to 0.1	10	10

## Special Rules

### (B) MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

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

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

Other lines' engines operating over Northern Division will not exceed maximum speed prescribed in this table for engines of the same type.

### (C) DEAD ENGINES.

Engines must not be handled dead in train without special instructions.

### (D) MOVEMENTS OVER SUBMERGED TRACKS. (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)
<b>Diesel Engines:</b>			
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
<b>Diesel-Electric Motor Cars</b>	3	5	5
<b>Passenger Cars:</b>			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

## Northern Division 11

### (E) DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	Jordan Spreaders	Pile Drivers	Pile Driver	Derricks
		AT-199452 AT-199453 AT-199454 AT-199720	AT-199455 and Derricks AT-199780 AT-199797	AT-199775 AT-199779 and Other Derricks and Machines
	M.P.H.	M.P.H.	M.P.H.	M.P.H.
First, Second and Sweetwater .....	45	45	40	30
Any point on all other District .....	45	20	20	20

Such equipment must not be moved in any train except on authority of Trainmaster.

### (F) TURNOUTS AND CROSSOVERS.

In heading in or out over the following turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen (15) miles per hour. On all other turnouts and crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

I — Interlocking  
S — Spring

STATION	TYPE	LOCATION	MILES PER HOUR
<b>FIRST DISTRICT</b>			
Purcell	I	West end tail track west end yards	30
Wayne	I	Both ends siding	30
Paoli	I	Both ends siding	30
Pauls Valley	I	West leg wye Lindsay District	15
	I	Both ends siding	30
	I	Three intermediate crossovers	30
Wynnewood	I	Both ends siding	30
Davis	I	Both ends siding	30
Dougherty	I	Both ends siding	30
Gene Autry	I	Both ends siding	30
Ardmore	I	Both ends siding	25
Overbrook	I	Both ends siding	30
Marietta	I	Both ends siding	30
Thackerville	I	Both ends siding	30
Gainesville	I	East end tail track east end yards	30
	I	Crossover main track to tail track	30
<b>SECOND DISTRICT</b>			
Gainesville			
P. D.	I	West end siding	15
Valley View	I	Both ends siding	30
Dalton Jct.	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Turnout to Dallas District	40
Ponder	I	Both ends siding	30
Justin	I	Both ends siding	30
Haslet	I	Both ends siding	30
Saginaw	I	Both ends east siding	30
	I	West end west siding	30
	I	East end west siding	15
No. Ft. Worth	I	Both ends siding	30
Polks	I	Both ends siding	30
Birds	I	Both ends siding	30
	I	Dublin District Junction switch	15
Crowley	S	Both ends siding	30
Joshua	S	Both ends siding	30
Cleburne	S	East end tail track east end of yard	30
<b>DALLAS DISTRICT</b>			
Dallas	I	Terminal Junction	10
	I	West end two tracks	30
	I	Santa Fe Jct.	10
	I	East end two tracks, SouPac Crossing	30
Zacha Jct.	I	Both ends siding	30
	I	Turnout to Paris District	30

# 12 Northern Division

# Special Rules

STATION	TYPE	LOCATION	MILES PER HOUR
<b>DUBLIN DISTRICT</b>			
Birds	I	West connecting track switch	15
Belt Jct.	S	East wye switch	15
Primrose	I	Both ends siding	30
Cresson	I	Both ends siding and Cresson Dist. Connection	30
Waples	I	Both ends siding	30
Tolar	I	Both ends siding	30
Immermere	I	Both ends siding	30
Stephenville	I	Both ends siding	30
Dublin	I	Both ends siding	30
Proctor	I	Both ends siding	30
Comanche	I	Both ends siding	30
Blanket	I	Both ends siding	30
Delaware	I	Both ends siding	30
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Lampasas District connection	40
Brownwood	I	East end tail track new yard	30
<b>SWEETWATER DISTRICT</b>			
Gravity	S	Both ends siding	30
Bangs	S	Both ends siding	30
Obregon	S	Both ends siding	30
Santa Anna	S	Both ends siding	30
San Angelo Jct.	S	Both ends siding	30
	S	San Angelo District connection	30
Coleman	S	Both ends siding	30
Hamrick	S	Both ends siding	30
Silver Valley	S	Both ends siding	30
Novice	S	Both ends siding	30
Goldsboro	S	Both ends siding	30
Lawn	S	Both ends siding	30
Tuscola	S	Both ends siding	30
Buffalo Gap	S	Both ends siding	30
View	S	Both ends siding	30
Cozart	S	Both ends siding	30
Blair	S	Both ends siding	30
Toland	S	Both ends siding	30
Herndon	S	Both ends siding	30
Tecific	I	Both ends siding	30
Sweetwater	I	Both ends Secondary Track No. 1	30
	I	Orient Jct.	15

## 11. YARD LIMITS: Following districts and stations have yard limits. (Rule 93.)

Pauls Valley (Ada District) yard limits extend from yard limit board west to and including Ada.	Sweetwater (Sayard District only).
Pauls Valley (Lindsay District) yard limits extend from yard limit board west to and including Lindsay.	Dallas (including Hale and East Dallas).
Ardmore (Ringling District) yard limits extend from yard limit board west to and including Healdton and Ringling.	Cleburne (including Weatherford Jct.).
Birds (from yard limit board west of Birds on Second District to eastward home signal west end Birds).	Garland
Brownwood (from end T.C.S., eastward home signal 1491 feet east of Passenger Station, Brownwood, Dublin District, to yard limit board west of Brownwood on Sweetwater District).	Farmersville
	Wolfe City
	Paris
	Cresson (Cresson Dist. only)
	Alvey Jct.

## 12. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761.)

Mile Post	Name
<b>FIRST AND SECOND DISTRICTS</b>	
318.1	Viaduct, Cleburne yard
318.8	Viaduct, Cleburne, Boone St.
320.9	Viaduct, Highway
339.9	Viaduct, Highway
344.1	Viaduct, Ft. Worth, S. Main St.
344.3	Viaduct, Ft. Worth, Allen Ave.
345.1	Viaduct, Ft. Worth, Hattie St.
346.7	Viaduct, Ft. Worth, Weatherford-Belknap Sts.
348.13	Viaduct, Highway
348.5	Trinity River
349.39	Viaduct, Highway
350.9	Viaduct, Highway
381.6	Viaduct, Highway
388.6	Viaduct, Highway
411.85	Viaduct, Highway
413.1	Viaduct, Highway
418.3	Red River
426.1	Viaduct, Highway
450.8	Viaduct, Ardmore, 5th Ave.
451.1	Viaduct, Ardmore, SL-SF Ry.
452.1	Viaduct, Highway
465.7	Crusher Spur
466.4	Carter Bros. Spur
474.1	Rayford Spurs
476.1	Viaduct, Highway
<b>DALLAS DISTRICT</b>	
11.6	Viaduct, Alvarado, Highway
12.0	Viaduct, Highway
12.3	Viaduct, Alvarado, Highway
19.94	Viaduct, Venus, I-G.N. Ry.
32.64	Viaduct, Highway
35.7	Viaduct, Highway
43.6	Viaduct, Highway
48.65	Viaduct, Highway
49.5	Viaduct, Marsalis Ave.
51.1	Trinity River
51.7	Signal Bridge
52.9	Viaduct, Dallas, Oakland St.
53.3	Viaduct, Highway
57.05	White Rock Creek
66.7	Viaduct, Skillman Road
66.83	Viaduct, Forest Lane Road
76.6	Viaduct, Highway
83.3	Viaduct, Highway
85.7	Viaduct, Government Road
<b>DUBLIN DISTRICT</b>	
3.0	Viaduct, Highway
39.2	Strouds Creek
53.6	Paluxy Creek
56.4	South Paluxy Creek
70.48	Viaduct, Highway
71.3	Bosque River
73.4	Viaduct, Highway
98.0	Leon River
106.9	Viaduct, Highway
344.9	Viaduct, Highway
345.3	Pecan Bayou
<b>SWEETWATER DISTRICT</b>	
370.7	Viaduct, Highway
417.8	Viaduct, Highway
426.5	Viaduct, Highway
449.34	Viaduct, Highway
3.02	Viaduct, Highway
<b>SAN ANGELO DISTRICT</b>	
36.1	Viaduct, Highway
37.6	Colorado River
<b>PARIS DISTRICT</b>	
91.3	Viaduct, Farmersville, Highway
<b>ADA DISTRICT</b>	
176.0	Viaduct, Highway
169.5	Viaduct, Highway
<b>LINDSAY DISTRICT</b>	
21.7	Washita River

## 12. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761.) Cont'd.

Mile Post	Name
<b>HALE CEMENT LINE</b>	
3.54	Overhead Gas Main
3.56	Viaduct, Highway
4.68	Viaduct, Highway
4.71	Viaduct, Highway
5.5	Viaduct, Highway
7.2	Viaduct, Highway

Employes must inform themselves as to location of surface and pit cattle guards and use due care to avoid injury therefrom.

13. It is dangerous to have flame lights of any kind near oil tanks, oil cars, oil pipe lines, oil pumps, oil vats, or any receptacle used in handling or storing oil. Employes are particularly enjoined against having flame lights near openings where oil is exposed.

## 14. BULLETIN BOOKS ARE LOCATED AT:

Cleburne	Ardmore		Dallas
Fort Worth	Purcell	Sweetwater	East Dallas
Gainesville	Brownwood	San Angelo	Paris

## 15. STANDARD CLOCKS ARE LOCATED AT:

Cleburne (Yard Office, Passenger Station and Roundhouse)  
 Fort Worth (Yard Office, Dispatcher's Office and Roundhouse)  
 Gainesville (Yard Office and Roundhouse)  
 Ardmore  
 Pauls Valley  
 Purcell (Passenger Station and Roundhouse)  
 Dallas (Passenger Station)  
 East Dallas (Yard Office and Roundhouse)  
 Paris  
 Brownwood (Passenger Station, Roundhouse and Yard Office)  
 San Angelo  
 Sweetwater (Yard Office, Round House and Passenger Station).

## 16. STANDARD THERMOMETERS ARE LOCATED AT:

Cleburne	Ardmore	Purcell	Coleman
Fort Worth	Dougherty	Brownwood	East Dallas
Gainesville	Sweetwater	San Angelo	Paris
			Ballinger

## 17. RAILROAD CROSSINGS AT GRADE.

GAINESVILLE—M-K-T. 0.1 mile west of Gainesville. Interlocking.

SAGINAW—F.W. & D. Interlocking.

SAGINAW—C.R.I. & P. Interlocking.

NORTH FORT WORTH—F.W. Belt. Interlocking.

NORTH FORT WORTH—St.L.S.W. Interlocking.

NORTH FORT WORTH—St.L.S.F. & T. Interlocking

FORT WORTH—SouPac 0.3 mile west of station. Interlocking.

FORT WORTH—T. & P. Six crossings, 0.3 mile, 0.4 mile and 0.5 mile west of station. Interlocking.

FORT WORTH—SouPac 0.5 mile west of station. Interlocking.

BIRDS—St.L.S.F. & T. 0.4 mile west of station. Interlocking.

ALVARADO—M-K-T. 1.3 mile west of station. Interlocking.

MIDLOTHIAN—SouPac 0.4 mile east of station. Interlocking.

DALLAS—M-K-T. Two crossings, 0.1 mile west of Santa Fe Jct. Interlocking.

DALLAS—St.L.S.W. 0.1 mile east of Santa Fe Jct. Interlocking.

DALLAS—SouPac 0.8 mile east of Santa Fe Jct. Interlocking.

EAST DALLAS — SouPac 0.1 mile east of station. Crossing gate. Approach prepared to stop. When gate is set for movement, proceed over crossing not exceeding 6 M.P.H. without first having made full stop. 6 M.P.H. applies to head end of train only. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is in-operative or light not displayed, STOP, and route must be known to be clear before proceeding.

EAST DALLAS—T. & P. Two crossings 0.4 mile east of station. Interlocking.

BETWEEN WHITE ROCK & RICHARDSON—M.P. 70.1 SouPac. Interlocking.

GARLAND—M-K-T. 0.4 mile east of station. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.

FARMERSVILLE—L. & A. 0.1 mile east of station Crossing Gate. STOP. See Rules 98, A, B, C & D.

CELESTE—M-K-T. 0.1 mile east of station. Interlocking.

PARIS—T. & P. 0.8 miles west of station. Crossing gate. Approach prepared to stop. When gate is set for movement, proceed over crossing at not exceeding 6 M.P.H. without first having made full stop. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.

TUSCOLA—A. & S. 0.6 mile west of station. Cabin Interlocking. If Home Signal in stop position and cause is not apparent crew member must go to cabin and be governed by instructions contained therein. Maximum speed, Passenger 75 M.P.H. Freight and Mixed 50 M.P.H.

BALLINGER—A. & S. 0.4 mile east of station. Cabin Interlocking. If Home Signal in stop position and cause is not apparent crew member must go to cabin and be governed by instructions contained therein. Maximum speed 20 M.P.H.

DUBLIN—M-K-T. 0.1 mile west of station. Interlocking.

18. INTERLOCKING SIGNAL WEST END OLD PASSENGER YARD-FORT WORTH: This is a two unit color light signal. Top unit governs westward movement to Santa Fe tracks, bottom unit governs movement to the SouPac track and has two indications; Red and Green.

19. SIGNAL—WEATHERFORD JCT.: Rule 321(E) applies at the signal governing movements from Cresson Dist. to Second Dist.

SIGNAL—SAN ANGELO JCT.: Rule 321(E) applies at the signal governing movements from San Angelo Dist. to Sweetwater Dist.

## 20. TRAIN SIGNALS: (Rule 19).

The St. L. & S. F. Ry. and St. L. S. F. & T. Ry. markers will display green instead of yellow indications and such green indications will have same meaning as yellow.

The L. & A. Ry. extras and work extras will display two electric markers of prescribed type on top of caboose showing red to rear and green to front, sunset to sunrise, in lieu of conventional markers.

A. J. STROBEL, General Watch Inspector \_\_\_\_\_ Topeka, Kansas  
 R. W. GOOCH, Asst. General Watch Inspector \_\_\_\_\_ Topeka, Kansas

LOCAL TIME INSPECTORS

J. B. RIDDLE \_\_\_\_\_ Fort Worth  
 GEO. E. WATKINS \_\_\_\_\_ Cleburne  
 ARCHIE OWINGS \_\_\_\_\_ Brownwood  
 ERNIE W. STROBEL \_\_\_\_\_ Brownwood  
 CHASE HOLLAND, JR. \_\_\_\_\_ San Angelo  
 L. M. SANFORD \_\_\_\_\_ San Angelo  
 PAUL TERRELL \_\_\_\_\_ Sweetwater  
 BERNARD L. GORDON \_\_\_\_\_ Shawnee  
 ALETHA BRYANT \_\_\_\_\_ Purcell  
 W. S. ABRAMS \_\_\_\_\_ Ardmore  
 R. C. BROWNING \_\_\_\_\_ Gainesville  
 W. L. ALLEN \_\_\_\_\_ Gainesville  
 STANLEY RIGGS \_\_\_\_\_ Paris  
 W. E. ALTFATHER \_\_\_\_\_ Dallas  
 ROBERT MONTGOMERY \_\_\_\_\_ Dallas

SURGEONS OF THE GC & SF 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. W. C. McCURDY \_\_\_\_\_ Purcell  
 Dr. W. T. STONE \_\_\_\_\_ Purcell  
 Dr. OLLIE McBRIDE \_\_\_\_\_ Ada  
 Dr. RAY H. LINDSEY \_\_\_\_\_ Pauls Valley  
 Dr. R. E. SPENCE \_\_\_\_\_ Pauls Valley  
 Dr. HENRY G. RYAN \_\_\_\_\_ Lindsey  
 Dr. E. M. EGGENBERG \_\_\_\_\_ Davis  
 Dr. M. E. ROBERSON \_\_\_\_\_ Wynnewood  
 Dr. W. J. GRAY \_\_\_\_\_ Marietta  
 Dr. DON J. WILSON \_\_\_\_\_ Marietta  
 Dr. J. M. GORDON \_\_\_\_\_ Ardmore  
 Dr. THORNTON KELL \_\_\_\_\_ Ardmore  
 Dr. DAVID R. ROSE \_\_\_\_\_ Ardmore  
 Dr. ROGER REID \_\_\_\_\_ Ardmore  
 Dr. TOM C. SPARKS \_\_\_\_\_ Ardmore  
 Dr. F. D. MANNERBERG \_\_\_\_\_ Ardmore  
 Dr. CLIFFORD LORENTZEN \_\_\_\_\_ Ardmore  
 Dr. JOEHN H. VEAZEY \_\_\_\_\_ Ardmore  
 Dr. E. SAIKIN \_\_\_\_\_ Gainesville  
 Dr. JAMES R. COLE \_\_\_\_\_ Gainesville  
 Dr. DAN M. BROWN \_\_\_\_\_ Gainesville  
 Dr. R. W. GOCHNOUR \_\_\_\_\_ Justin  
 Dr. H. M. BURGESS \_\_\_\_\_ Denton  
 Dr. W. S. MILLER, JR. \_\_\_\_\_ Denton  
 Dr. CONRAD KINARD \_\_\_\_\_ Denton  
 Dr. JAMES D. THOMAS \_\_\_\_\_ Denton  
 Dr. J. H. JONES \_\_\_\_\_ Denton  
 Dr. HAL V. NORGAARD \_\_\_\_\_ Denton  
 Dr. A. E. GUTHRIE, JR. \_\_\_\_\_ Hurst  
 Dr. PHILIP STEINBERG \_\_\_\_\_ Hurst  
 Dr. CARL M. AUSTIN \_\_\_\_\_ Ft. Worth  
 Dr. M. H. CRABB \_\_\_\_\_ Ft. Worth  
 Dr. H. K. KIBBIE \_\_\_\_\_ Ft. Worth

Dr. EARL P. PRICE, JR. \_\_\_\_\_ Ft. Worth  
 Dr. E. L. CLARK \_\_\_\_\_ Cleburne  
 Dr. GATES E. BARKER \_\_\_\_\_ Cleburne  
 Dr. H. EARL TAYLOR \_\_\_\_\_ Dallas  
 Dr. SIDNEY GALT \_\_\_\_\_ Dallas  
 Dr. C. L. TUBB \_\_\_\_\_ Dallas  
 Dr. O. J. WADDELL \_\_\_\_\_ Dallas  
 Dr. J. W. LANIUS \_\_\_\_\_ Dallas  
 Dr. W. T. GREEN \_\_\_\_\_ Dallas  
 Dr. E. R. RICHARDSON \_\_\_\_\_ Dallas  
 Dr. A. W. SHANNON \_\_\_\_\_ Dallas  
 Dr. FRANK O. SEAY \_\_\_\_\_ Dallas  
 Dr. J. S. TERRY \_\_\_\_\_ Dallas  
 Dr. JAMES SCARBOROUGH \_\_\_\_\_ Dallas  
 Dr. FRED W. HORN \_\_\_\_\_ Dallas  
 Dr. FRANK G. GARFIAS \_\_\_\_\_ Dallas  
 Dr. J. WILLIAM JONES \_\_\_\_\_ Dallas  
 Dr. A. L. SARRIS \_\_\_\_\_ Dallas  
 Dr. BERNARD MYCOSKIE \_\_\_\_\_ Arlington  
 Dr. ROBERT W. BRENTLINGER \_\_\_\_\_ Arlington  
 Dr. ROY E. BOHL \_\_\_\_\_ Midlothian  
 Dr. RICHARD B. HARTIN \_\_\_\_\_ Garland  
 Dr. JACK L. WEBB \_\_\_\_\_ Farmersville  
 Dr. WM. DE G. HAYDEN \_\_\_\_\_ Paris  
 Dr. C. A. KUNATH \_\_\_\_\_ San Angelo  
 Dr. W. LACY SMITH \_\_\_\_\_ San Angelo  
 Dr. G. L. NESRSTA \_\_\_\_\_ San Angelo  
 Dr. CHARLES F. BAILEY \_\_\_\_\_ Ballinger  
 Dr. A. H. FORTNER \_\_\_\_\_ Sweetwater  
 Dr. J. K. RICHARDSON \_\_\_\_\_ Sweetwater  
 Dr. R. H. TULL \_\_\_\_\_ Abilene  
 Dr. J. C. SNOW \_\_\_\_\_ Abilene  
 Dr. J. C. YOUNG \_\_\_\_\_ Coleman  
 Dr. MORRIS D. MANN \_\_\_\_\_ Coleman  
 Dr. J. D. MURRELL \_\_\_\_\_ Santa Anna  
 Dr. J. B. STEPHENS \_\_\_\_\_ Bangs  
 Dr. P. M. WHEELIS \_\_\_\_\_ Brownwood  
 Dr. NED SNYDER \_\_\_\_\_ Brownwood  
 Dr. ROGERS K. COLEMAN \_\_\_\_\_ Brownwood  
 Dr. F. D. SPENCER \_\_\_\_\_ Brownwood  
 Dr. SEALE T. CUTBIRTH \_\_\_\_\_ Brownwood  
 Dr. HARRY N. THOMAS \_\_\_\_\_ Brownwood  
 Dr. J. C. TERRELL \_\_\_\_\_ Stephenville  
 Dr. JOE PATE \_\_\_\_\_ Dublin  
 Dr. BEN H. BRADLEY \_\_\_\_\_ Dublin

EYE, EAR, NOSE AND THROAT SPECIALISTS

Dr. W. R. MOTE \_\_\_\_\_ Ardmore  
 Dr. CHAS. K. MILLS \_\_\_\_\_ Gainesville  
 Dr. J. E. MITCHELL \_\_\_\_\_ Ft. Worth  
 Dr. WILLIAM SKOKAN \_\_\_\_\_ Ft. Worth  
 Dr. J. W. PICKENS \_\_\_\_\_ Cleburne  
 Dr. F. H. NEWTON \_\_\_\_\_ Dallas  
 Dr. DAVID STAYER \_\_\_\_\_ Dallas  
 Dr. R. GRADY BRUCE \_\_\_\_\_ Dallas  
 Dr. T. E. HUNT \_\_\_\_\_ Paris  
 Dr. CHASE S. THOMPSON \_\_\_\_\_ San Angelo  
 Dr. VIRGINIA BOYD \_\_\_\_\_ Abilene  
 Dr. S. BRASWELL LOCKER \_\_\_\_\_ Brownwood  
 Dr. H. BALLEEN, JR. \_\_\_\_\_ Brownwood  
 Dr. VANCE TERRELL \_\_\_\_\_ Stephenville

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS  
 The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
15	Marietta, Okla. McGregor, Texas. Mykawa, Pearland, Algoa, Arcadia, Alta Loma and Hitchcock.	Fort Worth, Dallas and beyond. Houston and beyond.	Oklahoma City and beyond. Oklahoma City and beyond.  Stations beyond Houston.
16	Marietta, Okla. McGregor, Texas. Algoa, Pearland and Mykawa, Hitchcock, Alta Loma, Arcadia.	Oklahoma City and beyond. Oklahoma City and beyond.  Stations beyond Houston.	Houston and beyond. Fort Worth and beyond.
65	Rogers Cameron, Milano, Somerville, Sealy and Wallis.		Brownwood and beyond.
66	Wallis, Sealy, Somerville, Milano and Rogers.	Brownwood and beyond.	
75	Belton. Bangs and Santa Anna.	West of Brownwood. West of Coleman.	Houston and beyond.
76	Santa Anna and Bangs. Belton	Houston and beyond.	West of Coleman. West of Brownwood.

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



# SANTA FE SAFETY FIRST



Every employee should report promptly to his Foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

