



**SANTA FE
SAFETY FIRST**



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

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

TRAINMASTERS

M. H. Swanson Brownwood
C. F. Stanford, Jr. Fort Worth
J. H. Thomas Fort Worth

ASSISTANT TRAINMASTERS

J. C. Smith Fort Worth
C. F. Cox Fort Worth
D. L. Reynolds Dallas
B. F. Rogers Dallas

ROAD FOREMEN OF ENGINES

V. Barber Brownwood
J. C. Pair Fort Worth

CHIEF DISPATCHER

R. A. Schilling Fort Worth

ASSISTANT CHIEF DISPATCHERS

H. E. Todd Fort Worth
E. L. DeCanniere Fort Worth
A. W. Latham Fort Worth

DISPATCHERS—FORT WORTH, TEX.

C. A. Arnold	C. P. Pierce, Jr.
B. E. Hicks	J. D. Blankenship
J. A. Andersen	O. A. Lewis
W. M. Vanderburg	D. E. Murdock
K. W. Wright	

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED COUPLINGS ARE DAMAGING

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

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.

9

IN EFFECT

Monday, June 1, 1970

At 12:01 A. M.

Central Standard Time

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

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

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

**B. O. BERNARD,
Superintendent,
Fort Worth, Texas.**

WEST-WARD		TIME TABLE				EAST-WARD	
First Class	Track Capacity 50 ft. per car		Ruling Grade Ascending	No. 9	Ruling Grade Ascending	First Class	
15				June 1, 1970		16	
Passenger						Passenger	
Leave Daily AM	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Arrive Daily PM
10.12	Yard		.0	PURCELL		517.5	TY CR s 4.38
	26	165	42.2	7.3 WAYNE	5.3	510.2	B
	33	165	2.1	7.6 PAOLI	52.8	502.6	
s10.38	304	216	18.4	7.0 PAULS VALLEY	19.0	495.6	Y CR s 4.06
	249	175	42.2	7.5 WYNNEWOOD	26.4	488.1	CR
	203	190	31.6	10.1 DAVIS	3.1	478.0	C
11.03	415	177	52.8	8.4 DOUGHERTY	32.7	469.6	Y CR 3.37
	24	170	52.8	9.3 GENE ATRY	52.8	460.3	
s11.34	559	120	52.8	9.9 ARDMORE	52.8	450.4	Y CR s 3.15
		130	52.8	7.4 OVERBROOK	52.8	443.0	
11.52	75	199	52.8	9.9 MARIETTA	52.8	433.1	CR 2.55
	47	158	52.8	10.0 THACKERVILLE	52.8	423.1	
			52.8	4.8 (State Line)	52.8	418.3	
PM 12.18	Yard		52.8	7.0 GAINESVILLE	52.8	411.3	T CR 2.31
PM							PM
Arrive Daily				(106.2)			Leave Daily
50.4				Average speed per hour			50.0

RULE 261-TCS IN EFFECT: On main track and sidings, Gainesville to Purcell.

Trains must get numbered clearance card before leaving Purcell and Gainesville.

At Gainesville First Class trains must register by Form 903.

At Purcell trains and engines move at restricted speed between westward interlocking signal east of station and Middle Division M.P. 418.

FIRST DISTRICT

1. SPEED REGULATIONS

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Gainesville to Purcell	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

- 71 to 84 tons per car 60 MPH
- 85 to 100 tons per car 55 MPH
- Over 100 tons per car or total consist exceeds 7,000 tons 45 MPH

Location	MPH
2 Curves, M.P. 410.4 to 412.1	60
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. 419.1 to 422.3	55
Ardmore, main track and siding M.P. 449.7 to 451.0	25
3 Curves, M.P. 451.6 to 452.7	60
4 Curves, M.P. 453.2 to 454.6	50
7 Curves, M.P. 455.2 to 459.3	55
Curve, M.P. 459.6 to 460.3	50
Curve, M.P. 462.0 to 462.6	60
10 Curves, M.P. 462.8 to 466.4	35
Curve, M.P. 467.3 to 467.5	50
2 Curves, M.P. 471.1 to 472.5	65
4 Curves, M.P. 473.7 to 475.1	50
2 Curves, M.P. 475.3 to 476.3	60
2 Curves, M.P. 503.3 to 504.5	65
5 Curves, M.P. 504.5 to 506.7	50
2 Curves, M.P. 507.3 to 508.8	65
Curve, M.P. 510.9 to 511.2	65
4 Curves, M.P. 513.2 to 515.4	55

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

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

- "I"—Interlocking
- "S"—Spring

Station	Type	Location	MPH
Purcell	I	West end west tail track	30
	I	Crossover east end of yard	30
	S	East end east tail track	30
Pauls Valley	I	West leg wye Lindsay District	15
	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

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Station	Streets	MPH	
		Psg.	Fr.
Pauls Valley	Over street crossings between M.P. 494.5 and M.P. 496.1	30	30
Wynnewood	Over street crossings	50	50
Davis	Over street crossings	50	50
Gainesville	Over street crossings M.P. 409.5 to M.P. 412		15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
411.8	Viaduct, highway
413.1	Viaduct, highway
418.3	Bridge, Red River
426.1	Viaduct, highway
450.8	Viaduct, 5th Ave.
451.1	Viaduct, SL-SF Ry.
452.1	Viaduct, highway
476.1	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
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

TRACK SIDE WARNING DEVICE.

Location	Type	Signals or indicators affected
M.P. 422.7	Dragging equipment	Rotating white light located at: M.P. 422.7 and M.P. 421.1

CREWS MUST OBSERVE INDICATOR LIGHTS.

When indicator light is illuminated an immediate stop must be made, thorough inspection made of both sides of train, track inspected and control station notified. Telephone is located at indicator light M.P. 421.1.

WEST-WARD		Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	EAST-WARD		
First Class	15				No. 9			First Class		
Passenger					June 1, 1970			Passenger		
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	Arrive Daily PM	16	
12.18	Yard		.0	GAINESVILLE	34.3	411.3	T CR	2.31		
			.0	0.1 M-K-T Crossing	34.3	411.2				
12.22		61	52.8	GAINESVILLE P. D.	40.6	410.7		2.30		
	29	168	52.8	9.9 VALLEY VIEW	52.8	400.8	B			
	46		52.8	8.6 SANGER	52.8	392.2	CR			
12.47		170	52.8	5.4 DALTON JCT.	52.8	386.8		1.59		
	48		52.8	3.3 KRUM	52.8	383.5				
	18	162	52.8	6.2 PONDER	52.8	377.3				
1.06	54	130	52.8	6.7 JUSTIN	52.8	370.6	C	1.43		
	27	139	52.8	8.6 HASLET	52.8	362.0				
1.24	Yard	S100 N244	.0	8.1 F.W. & D. Crossing SAGINAW YL	52.8	353.9	C	1.24	15	
				5.1 C.R.I. & P. Crossing						
	Yard	88	52.8	5.1 F.W. Belt Crossing St. L.S.W. Crossing YL		348.8				
1.40	Yard		52.8	2.3 NORTH FORT WORTH St. L.S.F. & T. Crossing	52.8					
2.00			21.1	FORT WORTH YL	.0	346.0	T CR	1.08	12.53	
			31.6	0.3 SouPac Crossing						
			31.6	T. & P. Crossing	.0	345.7				
			31.6	0.1 T. & P. Crossing	.0	345.6				
			47.5	0.1 T. & P. Crossing	.0	345.5				
2.10	43	37	47.5	0.6 POLKS YL	.0	344.9				
	258	120	36.9	2.1 BIRDS YL	.0	342.8		12.46		
			71.2	0.6 St. L.S.F. & T. Crossing		342.2				
2.20	35	159	64.9	0.5 CROWLEY	12.7	333.7		12.39		
2.29	24	167	19.5	8.4 JOSHUA	8.2	325.3		12.31		
2.40	Yard			7.8 CLEBURNE YL	61.0	317.5	TY CR	12.23		
PM								PM		
Arrive Daily				(93.8)				Leave Daily		
46.1	Average speed per hour								49.8	

RULE 261 IN EFFECT: On main track and sidings M.P. 342.1 to M.P. 354.0, except between westward signals, west end Fort Worth 17th Street yard and eastward controlled signals at east end tail track, M.P. 346.8, and on sidings North Fort Worth and Saginaw. Trains or engines must not foul or enter main track through hand thrown switches within these limits until authority to do so has been obtained from control station.

RULE 261-TCS IN EFFECT: On main track and sidings M.P. 354.0 to Gainesville, except siding Gainesville P.D.

Trains must get numbered clearance card before leaving Cleburne, Fort Worth and Gainesville.

At Gainesville First Class trains register by Form 903.

At Fort Worth interlocking signal at west end passenger yard is a two-unit color light signal. Top unit governs westward

movement to Santa Fe tracks; bottom unit governs movement to the Southern Pacific track.

At Fort Worth between westward signals, west end 17th St. yard and eastward controlled signals east end tail track, M.P. 346.8, 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.

At Cleburne between Signal 3172 and Signal 3177 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.

At Dalton Jct. trains entering Second District may proceed on proceed signal indication in lieu of numbered clearance card.

SECOND DISTRICT

NORTHERN DIVISION 5

1. SPEED REGULATIONS

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Cleburne to Birds	90	60*
Birds to Saginaw	79	60*
Saginaw to Gainesville P.D.	90	60*
Gainesville P.D. to Gainesville	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
2 Curves, M.P. 317.2 to 318.7	50
Curve, M.P. 327.2 to 327.5	65
Curve, M.P. 329.1 to 329.3	65
Curve, M.P. 342.5 to 342.7	40
Curve, M.P. 344.2 to 344.5	20
Track, M.P. 345.4 to 346.6	10
3 Curves, M.P. 346.8 to 347.9	50
2 Curves, M.P. 349.6 to 351.0	65
Curve, M.P. 370.2 to 370.4	70
2 Curves, M.P. 382.4 to 383.3	75
Curve, M.P. 389.3 to 389.7	55
Curve, M.P. 398.8 to 399.1	70
2 Curves, M.P. 410.4 to 412.1	60

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

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Gainesville P.D.	I	West end siding	15
Dalton Jct.	I	Both ends pocket track	30
	I	Turnout to Dallas District	40
Saginaw	I	East end north siding	15
Birds	I	West connecting track switch	15
	I	Turnout to Dublin Dist.	15
Crowley	S	Both ends siding	30
Joshua	S	Both ends siding	30
Cleburne	S	East end tail track east end of yard	30

Switches at each end of sidings Birds to Gainesville where Rule 261 or Rule 261-TCS is in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psg.	Fr.
Cleburne	City limits, M.P. 317 to M.P. 319	18	18
Fort Worth, North Fort Worth and Saginaw.	Gambrell St., M.P. 340.9 Between Ryan St., M.P. 342.1 and Hemphill St., M.P. 343.5	40	40
	Between Hemphill St., M.P. 343.5 and M.P. 347.0	50	30
	Between M.P. 347.0 and M.P. 349.9, east end south siding North Fort Worth	20	20
	Between M.P. 349.9 and M.P. 352.2	50	30
	Between M.P. 352.2 and M.P. 354.7	60	30
		45	45

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Fr.
Birds	342.2	Interlocking	50	30
Fort Worth	345.5-345.7	Interlocking	10	10
North Fort Worth	348.5-348.9	Interlocking	50	30
Saginaw	353.8	Interlocking	45	45
Gainesville	411.2	Interlocking	60	35

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
318.1	Viaduct
318.8	Viaduct, Boone St.
320.9	Viaduct, highway
339.9	Viaduct, highway
344.1	Viaduct, S. Main St.
344.3	Viaduct, Allen Ave.
345.1	Viaduct, Hattie St.
346.7	Viaduct, Weatherford-Belknap Sts.
348.1	Viaduct, highway
348.5	Bridge, Trinity River
349.4	Viaduct, highway
350.9	Viaduct, highway
354.6	Viaduct, highway
381.6	Viaduct, highway
388.6	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Johns Manville industrial lead	321.0	117
Danci	328.3	27
Seminary Hill	341.0	59

TRACK SIDE WARNING DEVICE

Location	Type	Signals or indicators affected
M.P. 351.4	Dragging equipment	Rotating white light located at: M.P. 351.4 and M. P. 349.9

CREWS MUST OBSERVE INDICATOR LIGHTS.

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

WEST- WARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 9 June 1, 1970		Ruling Grade Ascending	Communications Turn Tables and Ways	EAST- WARD ↑	
	Other Tracks	Sidings		Feet Per Mile	STATIONS				Feet Per Mile
	Yard		47.5	Rule 261 T.C.S.	FORT WORTH YL	.0		T CR	
	258	120	.0		3.4 BIRDS YL	64.4	.0		
	49		66.0		0.9 BELT JCT.	58.1	0.9		
	13	140	66.0		7.5 PRIMROSE	66.5	8.4	B	
	117	140	66.0		13.6 CRESSON	66.5	22.0	Y	
		140	66.0		8.7 WAPLES	66.0	30.7		
	35		66.0		5.8 GRANBURY	52.8	36.5	C	
	7	140	66.0		9.9 TOLAR	66.0	46.4	B	
	18		66.0		8.7 BLUFFDALE	.0	55.1	B	
		140	66.0		7.4 IMMERMERE	44.9	62.5	B	
	189	140	66.0		9.8 STEPHENVILLE	66.0	72.3	CR	
	174	163	66.0		13.8 DUBLIN	31.6	86.1	C	
			.0		0.1 T.C. Crossing	66.0	86.2		
	13	149	52.3		9.1 PROCTOR	42.2	95.3		
	148	140	66.0		12.8 COMANCHE	46.5	108.1	CR	
	30	140	66.0		13.6 BLANKET	66.0	121.7	B	
		147	66.0		6.3 DELAWARE	63.4	128.0		
		112	.0		7.1 RICKER	.0	344.4		
	Yard		.0		4.0 BROWNWOOD YL	348.4		TY CR	
					(141.8)				

RULE 261-TCS IN EFFECT: On main track and sidings between eastward home signal Dublin District, Birds, and home signal east of Brownwood passenger station.

RULE 261 IN EFFECT: On main track and sidings between eastward home signal Dublin District, Birds and westward signals, west end 17th Street yard, Fort Worth. Trains or engines must not foul or enter main track through hand thrown switches within these limits until authority to do so has been obtained from control station.

Trains must get numbered clearance card before leaving Fort Worth and Brownwood.

At Cresson and Ricker trains entering Dublin District may proceed on proceed signal indication in lieu of numbered clearance card.

Between Fort Worth and Birds Second District time table rules and regulations will govern.

Location of switches not electrically locked on Dublin District (Special Rule 5)

STATION	MILE POST	INDUSTRY SERVED
Boss	15.1	Stockyards
Stephenville	71.9	Stephenville Compress Co.
Stephenville	72.1	Texaco Oil Co. - Nix Hdwe. Company
Dublin	86.1	MKT Interchange
Dublin	86.5	Dublin Warehouse Co.
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	Freight House

DUBLIN DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
Birds to M.P. 0.9	40
M.P. 0.9 to M.P. 1.7	20
M.P. 1.7 to M.P. 5.1	40
M.P. 5.1 to Ricker	50
Ricker to Brownwood	60

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:
 85 to 100 tons per car 55 MPH
 Over 100 tons per car or
 total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

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
Stroud's Creek Bridge, M.P. 39.2	20
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
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
4 Curves and Pecan Bayou Bridge, M.P. 345.2 to 346.3	25
2 Curves, M.P. 347.7 to 348.2	30

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

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

"I"—Interlocking
 "S"—Spring

Station	Type	Location	MPH
Birds	I	West connecting track switch	15
	I	Turnout to Dublin Dist.	15
Belt Jct.	S	East wye switch	15
Cresson	I	Cresson Dist. connection	30
Ricker	I	Both ends pocket track	30
	I	Lampasas District connection	40
Brownwood	I	East end tail track new yard	20

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH
Brownwood	City limits, M.P. 347.9 to M.P. 349.4	18

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Dublin	86.2	Interlocking	35

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
3.0	Viaduct, highway
39.2	Bridge, Strouds Creek
53.6	Bridge, Paluxy Creek
56.4	Bridge, South Paluxy Creek
70.5	Viaduct, highway
71.3	Bridge, Bosque River
73.4	Viaduct, highway
98.0	Bridge, Leon River
106.9	Viaduct, highway
344.9	Viaduct, highway
345.3	Bridge, Pecan Bayou

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Westcliff industrial lead	1.4	212
Granbury Road team track	1.6	8
Westcliff industrial lead	1.7	153
Westcliff team track	3.3	6
Boss	15.0	9
Centex	110.8	10

WEST- WARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 9 June 1, 1970		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
	Yard		66.0	BROWNWOOD YL	33.8	348.4		TY CR	
		81	66.0	5.1 GRAVITY	64.9	353.5			
	33	142	64.9	4.4 BANGS	64.9	357.9	C		
		135	66.0	6.3 OBREGON	20.5	364.2	B		
	78	73	64.9	5.5 SANTA ANNA	62.3	369.7			
		106	66.0	3.8 SAN ANGELO JCT.	50.6	373.5		Y B	
	153	110	31.7	4.8 COLEMAN	10.5	378.3		Y CR	
		81	31.7	4.5 HAMRICK	23.8	382.8			
	6	110	31.7	6.2 SILVER VALLEY	31.7	391.0	B		
	11	108	31.7	5.5 NOVICE	31.7	396.5			
	49	82	31.7	6.4 GOLDSBORO	31.7	402.9			
	34	82	31.7	6.6 LAWN	12.7	409.5	CR		
	31	104	31.7	5.9 TUSCOLA	0	415.4			
		80	31.7	0.6 A. & S. Crossing	31.7	416.0			
	64	135	31.7	4.3 BUFFALO GAP	31.7	420.3			
		81	31.7	6.3 VIEW	31.7	426.6		Y CR	
		81	31.7	5.4 COZART	31.7	432.0			
		125	31.7	6.3 BLAIR	21.1	438.3			
		78	31.7	5.0 TOLAND	31.7	443.3	B		
		130	31.7	5.1 HERNDON	31.7	448.4			
	Yard		31.7	6.1 TECIFIC	31.7	454.5			
			31.7	5.1 SWEETWATER		459.6		TY CR	
				(111.2)					

SWEETWATER DISTRICT

RULE 261-TCS IN EFFECT: On main track and sidings between Orient Jct., on Slaton Division and M.P. 454.2 Sweetwater District.

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

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

WESTWARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 9 June 1, 1970		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
		53	65.5	SAN ANGELO JCT.	60.0	.0		BY	
	26	100	65.5	20.9 TALPA	66.0	20.9			
				15.6 A. & S. Crossing		36.5			
	215	28	62.8	0.4 BALLINGER	52.8	36.9	C		
		51	34.8	1.4 CATO	26.4	38.3			
	20	51	52.8	7.3 ROWENA	51.7	45.6	C		
	41	49	52.8	8.6 MILES	52.8	54.2	C		
	9	53	52.8	8.9 HARRIET	52.8	63.1			
	Yard		52.8	8.4 SAN ANGELO YL		71.5		Y CR	
				(71.5)					

SAN ANGELO DISTRICT

Trains must get numbered clearance card before leaving San Angelo.

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

SWEETWATER DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
Brownwood to Sweetwater	60

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:
 85 to 100 tons per car 55 MPH
 Over 100 tons per car or
 total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

	MPH
Curve, M.P. 349.8 to 350.1	35
4 Curves, M.P. 350.8 to 353.2	30
Curve, M.P. 362.3 to 362.7	50
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
2 Curves, M.P. 455.7 to 457.1	45
Curve, M.P. 458.0 to 458.3	40
Curve, M.P. 460.4 to 460.6	50

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

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

"I"—Interlocking
 "S"—Spring

Station	Type	Location	MPH
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	20
	I	East and west legs of wye	15
	I	Orient Jct.	15

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH
Coleman	City limits, M.P. 378.2 to M.P. 379.6	30
Sweetwater	City limits, Old Harvey House to Sayard Dist., M.P. 641.6	18

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Tuscola	416.0	Interlocking	60

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
370.7	Viaduct, highway
378.0	Viaduct, highway
417.8	Viaduct, highway
426.5	Viaduct, highway
449.3	Viaduct, highway
3.0	Viaducts, highway and T&P Ry.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Grimes	445.8	11
Tesco	450.1	23
Flintkote	456.3	201

SAN ANGELO DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
San Angelo Jct. to San Angelo	30

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

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

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH
Ballinger	City limits, M.P. 36.4 to M.P. 37.6	18

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Ballinger	36.5	Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
36.1	Viaduct, highway
37.6	Bridge, Colorado River

WEST- WARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 9 June 1, 1970			Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS	Feet Per Mile			
		170							
	44		42.2	DALTON JCT. 6.5	52.8	111.2			
			10.6	DENTON 2.3	42.2	104.7	C		
	78	77	52.8	MINCHIN 27.1	52.8	102.4	B		
		71	52.8	COWLEY 5.0	66.0	75.3	B		
	70		15.8	RICHARDSON 0.2	.0	70.3			
			63.4	Sou Pac Crossing 6.4	52.8	70.1			
	504		31.7	WHITE ROCK YL 1.1	10.4	63.7			
	92	112	.0	ZACHA JCT. 2.3	40.1	62.6	B		
	82		52.8	REINHARDT 6.6	53.8	60.3			
			.0	T. & P. Crossing 0.4	.0	53.7			
			.0	Sou Pac Crossing 0.1	10.5	53.3			
	Yard		.0	DALLAS YL	38.0	53.2	T CR		
			.0	Sou Pac Crossing 0.7	63.3	52.5			
			.0	St. L. S. W. Crossing 0.6	22.2	51.9			
			.0	SANTA FE JCT. 0.1	22.2	51.8	Y		
			.0	M-K-T Crossing 0.1	.0	51.7			
			23.0	TERMINAL JCT. 0.1	.0	51.6	Y		
	279	42	37.0	OAK CLIFF 2.0	.0	49.6			
	1014	36	67.0	HALE YL 3.9	.0	45.7			
	27	34	66.0	DUNCANVILLE 5.6	70.2	40.1			
	15	19	77.6	CEDAR HILL 5.5	68.6	34.6			
			67.5	Sou Pac Crossing 7.3	71.0	27.3			
	60	47	49.6	MIDLOTHIAN 0.4	.0	26.9	C		
	25	37	46.9	VENUS 7.3	52.8	19.6			
	42	34	76.5	ALVARADO 6.9	71.2	12.7	B		
			26.4	M-K-T Crossing 1.3	67.5	11.4			
			74.4	CLEBURNE YL 11.4	66.0		TY CR		
	Yard								
				(111.2)					

TWO TRACKS: Between M.P. 51.7 and M.P. 52.4.

RULE 261-TCS IN EFFECT: On main track between east end siding Hale and Santa Fe Jct., M.P. 51.7. On Southern Pacific main track and middle main track between M.P. 51.7 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.

Signals on track referred to as the Industrial main and connecting tracks between the Southern Pacific connection, Santa Fe Jct., and west end Dallas yard at Lartimer Street govern movements over interlocked switches only. Movements on the Industrial main are governed by Rule 105.

Trains must get numbered clearance card before leaving Cleburne and Dallas.

Be governed by operating rules of The Union Terminal Company while using Union Terminal tracks at Dallas.

At Zacha Jct. trains entering Dallas District may proceed on proceed signal indication in lieu of numbered clearance card.

DALLAS DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
Cleburne to Dallas	35
Dallas to Zacha Jct.	30
Zacha Jct. to Dalton Jct.	49

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Curve, M.P. 0.0 to 0.3	10
2 Curves, M.P. 12.3 to 13.4	25
Switch, M.P. 24.7	20
Approaching interlocking Southern Pacific crossing, M.P. 27.3	
M.P. 26.9 to 27.2—Eastward	15
M.P. 28.1 to 27.4—Westward	30
6 Curves, M.P. 48.1 to 49.8	25
Curve, M.P. 62.6 to 62.9	30
Curve, M.P. 70.1 to 70.8	40
Curve, M.P. 110.3 to 111.2	40

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

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Hale	S	East end siding	15
Oak Cliff	S	Both ends siding	15
Dallas	I	Terminal Junction	10
	I	West end two tracks	30
	I	Santa Fe Jct.	10
	I	East end two tracks, Southern Pacific crossing	30
Zacha Jct.	I	Both ends siding	30
	I	Turnout to Paris District	30

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH
Midlothian	City limits, M.P. 26.2 to 27.7	25
Duncanville	City limits, M.P. 38.3 to 41.6	20
Oak Cliff	Ewing Ave.	10
Terminal Jct.	Wye tracks leading to Union Terminal	10
Reinhardt	M.P. 60.6 to 61.0	20
Garland	M.P. 63.2 to 63.8	30

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Alvarado	11.4	Interlocking	35
Midlothian	27.3	Interlocking	
		Eastward	15
		Westward	30
Santa Fe Jct.	51.7 to 52.5	Interlocking	35
*Dallas	53.3	Gate	6
Dallas	53.7	Interlocking	30
Richardson	70.1	Interlocking	30

*Approach Southern Pacific crossing, M.P. 53.3, prepared to stop. When gate is set for movement, proceed over crossing, head end of train not exceeding 6 M.P.H. 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.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

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

HALE CEMENT LINE

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Storage	24.3	19
Ward	24.7	61
Gasco	39.0	3
Red Bird industrial leads	42.2	500
Maglab	43.4	15
Casa Linda lead	61.7	70
Casa Linda freight facilities		47
Casa Linda TOFC facilities		332
White Rock industrial lead	63.7	122
Dal-Gar	66.4	55
Lewisville team track	90.8	10

PARIS DISTRICT

WESTWARD			TIME TABLE No. 9 June 1, 1970	EASTWARD		
Track Capacity 50 ft. per car				Ruling Grade Ascending	Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile				
Yard		.0	PARIS YL	21.1	151.1	T C
			0.8 T. & P. Crossing	62.8	150.3	
14	33	52.8	11.8 ROXTON	52.8	138.5	C
34		52.8	5.5 BEN FRANKLIN	3.7	133.0	
21		53.0	5.4 PECAN GAP	52.8	127.6	
43		52.8	6.0 LADONIA	12.6	121.0	C
78	31	52.8	8.3 WOLFE CITY YL	52.8	113.3	C
		.0	8.9 M-K-T Crossing	14.2	104.4	
21	34	.0	0.1 CELESTE	52.8	104.3	
18		52.8	7.5 MERIT	57.0	96.8	
		.0	5.7 L. & A. Crossing L. & A. Jct.	3.7	91.1	
41	34	52.8	0.1 FARMERSVILLE YL	52.8	91.0	C
36	34	52.8	6.7 COPEVILLE	53.4	84.3	
25	34	53.4	8.5 WYLIE	52.8	75.8	
31	34	52.8	4.2 SACHSE	52.8	71.6	
		51.2	4.8 M-K-T Crossing	.0	66.8	
64	39	40.6	0.4 GARLAND YL	53.3	66.4	C
92	112	48.5	3.8 ZACHA JCT.		62.6	
(88.5)						

Trains must get numbered clearance card before leaving Paris.
 At Farmersville L&A Jct. switch normally lined for L&A.
 No switch lights between Merit and Paris.

ADA DISTRICT

WESTWARD			TIME TABLE No. 9 June 1, 1970	EASTWARD		
Track Capacity 50 ft. per car				Ruling Grade Ascending	Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile				
304	216	22.1	PAULS VALLEY YL	21.1	495.6	Y CR
	83	31.7	9.5 BOUDINOT YL	.0	174.7	
43	80	31.7	5.4 BYARS YL	31.6	169.3	
21	30	79.2	8.6 STRATFORD YL	31.6	58.1	
	17	31.6	6.7 VANOSS YL	31.7	51.4	
Yard		69.7	12.6 ADA YL		38.8	T C
(42.8)						

Trains and engines originating Pauls Valley must secure a numbered clearance card before leaving.
 No switch lights on Ada District.

LINDSAY DISTRICT

WESTWARD			TIME TABLE No. 9 June 1, 1970	EASTWARD		
Track Capacity 50 ft. per car				Ruling Grade Ascending	Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile				
304	216	31.6	PAULS VALLEY YL	31.6	495.6	Y CR
429	25	10.5	12.6 MAYSVILLE YL	.0	12.1	C
Yard			11.3 LINDSAY YL		23.4	Y C
(23.9)						

Trains and engines originating Pauls Valley must secure a numbered clearance card before leaving.
 No switch lights on Lindsay District.

PARIS DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
Zacha Jct. to Farmersville	30
Farmersville to Paris	20

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

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

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH
Garland	City limits, M.P. 63.1 to 67.9	30
Wolfe City	M.P. 113.4 to 113.6	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
*Garland	66.8	Interlocking	20
Farmersville	91.1	Stop, Rule 98 (A) (crossing gate left lined and locked as last used)	
Celeste	104.4	Interlocking	20
**Paris	150.3	Crossing gate	6

*Speed applies only to head end of train.

**Approach T. & P. crossing, M.P. 150.3, prepared to stop. When gate is set for movement, proceed over crossing, head end of train not exceeding 6 MPH. 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.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761.)

Mile Post	Name
62.8	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Team track	63.0	19
Texas Industries	63.0	5
Team track	64.9	6
Inter-Continental, 5 tracks	67.4	91

ADA DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
Pauls Valley to Byars	30
Byars to Ada	20

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curve, M.P. 182.8 to 183.0	10

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

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

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH
Ada	City limits	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
169.5	Viaduct, highway
176.0	Viaduct, highway

LINDSAY DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
Pauls Valley to Lindsay	25

(B) SPEED REGULATIONS - CURVES & BRIDGES

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

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

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

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH
Pauls Valley	Ash Street-Highway crossing	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761.)

Mile Post	Name
21.7	Bridge, Washita River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Wacker Warehouse	1.2	14
Neill	18.3	13

CRESSON DISTRICT

WESTWARD			TIME TABLE No. 9 June 1, 1970	EASTWARD		
Track Capacity 50 ft. per car	Ruling Grade Ascending	STATIONS		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
Yard		CLEBURNE YL		317.5	TY CR	
20	17	11.3 GODLEY	56.4	10.3		
117	140	8.1 CRESSON YL	34.8	18.4	Y	
(19.4)						

Trains must get numbered clearance card before leaving Cleburne.

At Cresson trains will be governed by Dublin District time table rules.

No switch lights on Cresson District.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
Cleburne to Cresson	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

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

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

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

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

RINGLING DISTRICT

WESTWARD			TIME TABLE No. 9 June 1, 1970	EASTWARD		
Track Capacity 50 ft. Per Car	Ruling Grade Ascending	STATIONS		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
Yard		ARDMORE YL		450.4	Y CR	
4	38	10.2 LONE GROVE YL	52.8	9.6		
24		9.7 WILSON YL	52.8	19.3	C	
	13	5.0 COBALT JCT. YL	52.8	24.3	Y	
103	26	5.5 HEALDTON YL	52.8	5.5	CY	
	13	5.5 COBALT JCT. YL	52.8	24.3	Y	
Yard		5.1 RINGLING YL	52.8	29.4	CY	
(30.0)						

Trains and engines originating Ardmore must secure a numbered clearance card before leaving.

At Cobalt Jct. wye switches have no normal position and will be left lined and locked as last used.

No switch lights on Ringling District.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
Ringling District	20

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

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

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings of cities and towns named.

Location	Streets	MPH
Healdton	First street crossing west of depot	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
3.2	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Uniroyal	3.7	190
Hewitt	18.0	9

SPECIAL RULES

4. Except as otherwise provided, eastward trains are superior to westward trains of the same class.

5. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand thrown switch not electrically locked for any purpose. Not applicable Hale to Santa Fe Jct., Dallas District.

6. MAXIMUM SPEED OF ENGINES

Engines	Forward MPH	Light Forward MPH	Backing or When Not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 84, 300-314, 325-344	90	90	45	90
5590-5614, 5900-5939 (1900), 5940-5948, 7900-7909, 8000-8005, 8500-8524	90	90	*43	90
3100-3174 (1100), 3300-3460 (1300), 3500-3560, 5000-5019 (1700), 5500-5589 (1800), 5615-5624 6300-6348	80	80	*45	80
200-289	70	70	45	70
2649, 2650-2899, 2900-2951 (700), 3200-3284 (1200), 4000-4019, 4500-4579 (900), 6600-6615 (1600), 7500-7519, 9110-9160 (2100), 9800-9849 (800)	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2403-2441	45	45	45	45

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

7. MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Engines: 84, 6300-6348, 6600-6615 (1600), 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9110-9160 (2100), 9800-9849 (800)	3	5	5
650-653, 2310-2321,	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2403-2441, 2649, 2650-2899, 2900-2951 (700), 3100-3174 (1100), 3200-3284 (1200), 3300-3460 (1300), 3500-3560, 4000-4019, 4500-4579 (900), 5000-5019 (1700), 5500-5589 (1800), 5590-5624, 5900-5939 (1900), 5940-5948	5	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

NORTHERN DIVISION 15

8. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICTS	Wrecking Derricks MPH	File Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 AT-199775 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second and Sweetwater	40	45	30
Other Districts	20	20	20

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

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

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

9. Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 MPH.

Maximum authorized speed for trains handling outfit cars stenciled "Rear End Movement Only" 40 MPH.

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

Ardmore, Ringling Dist., extends to and includes Healdton and Ringling

Brownwood, extends from End TCS to M.P. 351.3, Sweetwater Dist.

Cleburne

Cresson, Cresson Dist. only

Dallas, extends between westward home signal at Southern Pacific crossing, M.P. 52.5 and eastward controlled signal, M.P. 53.7

Farmersville

Fort Worth, Second Dist., extends from M.P. 339.7, west of Birds, to M.P. 355.2, east of Saginaw

Garland

Hale

Paris

Pauls Valley, Ada Dist., extends to and includes Ada; Lindsay Dist., extends to and includes Lindsay

San Angelo

Sweetwater, Sayard District only

White Rock

Wolfe City

Zacha Jct., extends from End TCS to 10 poles east M.P. 67, Dallas Dist.

11. BULLETIN BOOKS ARE LOCATED:

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

12. STANDARD CLOCKS ARE LOCATED:

Brownwood	Dallas	Gainesville	San Angelo
Cleburne	Fort Worth	Purcell	Sweetwater

A. J. STROBEL, General Watch Inspector Topeka, Kansas

R. W. GOOCH, Asst. General Watch Inspector Topeka, Kansas

**SURGEONS OF
THE SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION**

DR. G. J. 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. GEORGE N. BECKLOFF Stratford
 DR. OLLIB MCBRIDE Ada
 DR. RAY H. LINDSEY Pauls Valley
 DR. R. E. SPENCE Pauls Valley
 DR. JAMES H. LINDSEY Pauls Valley
 DR. HENRY G. RYAN Lindsay
 DR. E. M. EGGENBERG Davis
 DR. M. E. ROBBERSON 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 LORRENTZEN Ardmore
 DR. JOHN H. VEAZEY Ardmore
 DR. E. SAIKIN Gainesville
 DR. JAMES R. COLE Gainesville
 DR. R. W. COCHNOUR Denton
 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. CARL M. AUSTIN Ft. Worth
 DR. M. H. CRABE Ft. Worth
 DR. H. K. KIBBIE Ft. Worth
 DR. EARL P. PRICE, JR. Ft. Worth
 DR. E. L. CLARK Cleburne
 DR. GATES R. BARKER Cleburne
 DR. H. EARL TAYLOR Dallas
 DR. SIDNEY GALT Dallas
 DR. C. L. TUBB Dallas
 DR. O. J. WADELL 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. FANK G. GARFAS 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. JACK L. WEBB Farmersville
 DR. WM. DE G. HAYDEN Paris
 DR. COURTNEY M. TOWNSEND 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. E. M. WHEELIS Brownwood
 DR. NED SNYDER Brownwood
 DR. ROBERT K. COLEMAN Brownwood
 DR. F. D. SPENCER Brownwood
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 DR. ALLAN J. SPENCE Brownwood
 DR. J. C. TERRELL Stephenville
 DR. JOE PATE Dublin
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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. DAVID STAYER Dallas
 DR. BERT C. BRYAN Dallas
 DR. T. E. HUNT Paris
 DR. CHASE S. THOMPSON San Angelo
 DR. VIRGINIA BOYD Abilene
 DR. S. BRASWELL LOCKER Brownwood
 DR. H. BALEN, JR. Brownwood
 DR. VANCE TERRELL Stephenville

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	.. 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

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 McGregor	Fort Worth and beyond. Houston	Oklahoma City and beyond. Oklahoma City and beyond.
16	Marietta McGregor	Oklahoma City and beyond. Oklahoma City and beyond.	Houston Fort Worth and beyond.