



SANTA FE SAFETY FIRST



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

(See General Rules E, F, M and N, Rules Operating Department.)

TRAINMASTERS

C. F. STANFORD, JR. Fort Worth, Tex.
J. H. THOMAS Fort Worth, Tex.
D. F. DUNCAN Brownwood, Tex.

ASSISTANT TRAINMASTERS

J. C. SMITH Fort Worth, Tex.
C. F. COX Fort Worth, Tex.
D. L. REYNOLDS Dallas, Tex.
B. F. ROGERS Dallas, Tex.

ROAD FOREMEN OF ENGINES

V. BARBER Brownwood, Tex.
J. C. PAIR Fort Worth, Tex.

CHIEF DISPATCHER

R. A. SCHILLING Fort Worth, Tex.

ASSISTANT CHIEF DISPATCHERS

H. E. TODD Fort Worth, Tex.
O. A. LEWIS Fort Worth, Tex.
A. W. LATHAM Fort Worth, Tex.

DISPATCHERS—FORT WORTH, TEX.

B. E. HICKS	C. P. PIERCE, JR.
J. A. ANDERSEN	J. D. BLANKENSHIP
K. W. WRIGHT	D. E. MURDOCK
E. L. DeCANNIERE	A. G. COPPINGER
	J. L. THOMAS

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.

10

IN EFFECT

Monday, July 12, 1971

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,
Asst. General Manager,
Amarillo, Texas.

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

WEST-WARD	Track Capacity 50 ft. per car			Rolling Grade Ascending	TIME TABLE No. 10 July 12, 1971	Rolling Grade Ascending	Distance from Calveston	Communications Turn Tables and Wyes	EAST-WARD	
First Class	Other Tracks	Sidings	Feet Per Mile	Feet Per Mile		Mile Post		First Class		
15									16	
Leave Daily AM					STATIONS				Arrive Daily PM	
10.26	Yard		.0	Siding	PURCELL			TY CR	4.38	
	26	165	42.2		7.3	WAYNE	5.3	517.5	B	
	33	165	2.1		7.6	PAOLI	52.8	510.2		
					7.0	PAULS VALLEY	19.0	502.6		
10.52	304	216	18.4		7.5	WYNNEWOOD	26.4	495.6	Y CR	4.06
	249	175	42.2		10.1	DAVIS	3.1	488.1	CR	
	203	190	31.6		8.4	DOUGHERTY	32.7	478.0	C	
11.17	415	177	52.8		9.3	GENE AUTRY	52.8	469.6	Y CR	3.37
	24	170	52.8		9.9	ARDMORE	52.8	460.3		
11.48	559	120	52.8		7.4	OVERBROOK	52.8	450.4	Y CR	3.15
		130	52.8		9.9	MARIETTA	52.8	443.0		
PM 12.06	75	199	52.8		10.0	THACKERVILLE	52.8	433.1	CR	2.55
	47	158	52.8		4.8	(State Line)	52.8	423.1		
			52.8		7.0	GAINESVILLE	52.8	418.3		
12.32	Yard							411.3	T CR	2.31
PM						(106.2)				PM
Arrive Daily										Leave Daily
50.4						Average speed per hour				50.2

RULE 261-TCS IN EFFECT: On main track and sidings between Gainesville and 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 must move at restricted speed between westward interlocking signal east of station and Middle Division M.P. 418.

NORTHERN DIVISION

FIRST DISTRICT 3

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Fr.
First District	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized 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 - TRACK, CURVES & BRIDGES

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 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	Distance from Galveston	Communications Turn Tables and Wyes	EAST-WARD	
First Class				No. 10		First Class					
15				July 12, 1971		16					
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Arrive Daily PM				
12.32	Yard		.0	GAINESVILLE	34.3	411.3	T	2.31			
			.0	0.1 M-K-T Crossing	34.3	411.2					
12.36		61	52.8	0.5 GAINESVILLE P. D.	40.6	410.7	S	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				
1.01		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					
	54	130	52.8	6.7 JUSTIN	52.8	370.6	C				
1.30	27	139	52.8	8.6 HASLET	52.8	362.0		1.30 ¹⁵			
			.0	8.1 F.W. & D. Crossing SAGINAW YL	52.8	353.9	C	1.20			
1.40	Yard	S100 N244		C.R.I. & P. Crossing	52.8						
			.0	5.1 F.W. Belt Crossing St. L.S.W. Crossing YL NORTH FORT WORTH	52.8	348.8					
	Yard	88	52.8	2.3 St. L.S.F. & T. Crossing	52.8						
1.55	Yard		21.1	FORT WORTH YL	.0	346.0	T	1.08			
2.10			31.6	0.3 S. P. Crossing	.0	345.7	CR	12.53			
			31.6	0.1 T. & P. Crossing	.0	345.6					
			47.5	0.1 T. & P. Crossing	.0	345.5					
	43	37	47.5	0.6 POLKS YL	.0	344.9					
2.20	258	120	36.9	2.1 BIRDS YL	.0	342.8		12.46			
			71.2	0.6 St. L.S.F. & T. Crossing	12.7	342.2					
2.30	35	159	64.9	8.5 CROWLEY	8.2	338.7		12.39			
2.39	24	167	19.5	8.4 JOSHUA	61.0	325.3		12.31			
2.55	Yard			7.8 CLEBURNE YL		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 between M.P. 342.1 and 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 between M.P. 354.0 and 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 Jet., trains entering Second District may proceed on proceed signal indication in lieu of numbered clearance card.

NORTHERN DIVISION

SECOND DISTRICT 5

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Fr.
Between: Cleburne and Birds	90	60*
Birds and Saginaw	79	60*
Saginaw and Gainesville P.D.	90	60*
Gainesville P.D. and Gainesville	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized 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 & TRACK

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
Sanger	Between M.P. 391.9 and M.P. 392.5	45	45
Gainesville	Over street crossings M.P. 409.5 to M.P. 412	50	50
			15

(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. 10 July 12, 1971			Ruling Grade Ascending	Distance from Birds and Calveston	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS	Feet Per Mile				
	Yard		47.5	Rule 261 {	FORT WORTH YL				T CR	
	258	120	.0		3.4	BIRDS YL	.0	.0		
	49		66.0	0.9	BELT JCT.	64.4	0.9			
		140	66.0	7.5	PRIMROSE	58.1	8.4	B		
			66.0	13.6		66.5				
	117	140	66.0		CRESSON	66.5	22.0		Y	
		140	66.0	8.7	WAPLES	66.0	30.7			
	36		66.0	5.8	GRANBURY	52.8	36.5	C		
	7	140	66.0	9.9	TOLAR	66.0	46.4	B		
	18		58.6	8.7	BLUFFDALE		55.1	B		
		140	66.0	7.4	IMMERMERE	.0	62.5	B		
	189	140	66.0	9.8	STEPHENVILLE	44.9	72.3	CR		
	174	163	66.0	13.8	DUBLIN	66.0	86.1	C		
			.0	0.1	T.C. Crossing	31.6	86.2			
	13	149	52.3	9.1	PROCTOR	66.0	95.3			
	148	140	66.0	12.8	COMANCHE	42.2	108.1	CR		
	30	140	66.0	13.6	BLANKET	46.5	121.7	B		
		147	66.0	6.3	DELAWARE	66.0	128.0			
		112	.0	7.1	RICKER	63.4	344.4			
			.0	4.0	BROWNWOOD YL	.0	348.4	TY CR		
	Yard				(141.8)					

RULE 261-TCS IN EFFECT: On main track and sidings between eastward home signal Dublin District, Birds, and eastward home signal M.P. 348.1, Brownwood.

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
Stephenville	71.9	Stephenville Compress Co.
Stephenville	72.1	Texaco Oil Co. - Nix Hdwe. Co.
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	Team Track

1. 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

Location	MPH
Between:	
Birds and M.P. 0.9	40
M.P. 0.9 and M.P. 1.7	20
M.P. 1.7 and M.P. 5.1	40
M.P. 5.1 and Ricker	50
Ricker and 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
Curve, M.P. 134.5 to 134.6	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 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
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
Dublin	City limits, M.P. 85 to M.P. 86.8	30

(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
Westliff industrial lead	1.4	212
Granbury Road team track	1.6	8
Westliff industrial lead	1.7	153
Westliff team track	3.3	6
Centex	110.8	10

WEST- WARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 10 July 12, 1971		Ruling Grade Ascending	Distance from Cleburne	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
		170			DALTON JCT.		111.2		
	44		42.2	6.5	DENTON	52.8	104.7	C	
			10.6	2.3		42.2			
	78	77	52.8	27.1	MINCHIN	52.8	102.4	B	
			52.8	5.0	COWLEY	66.0	75.3	B	
	70		15.8	0.2	RICHARDSON	.0	70.3		
			63.4	6.4	S. P. Crossing	52.8	70.1		
	504		31.7	1.1	WHITE ROCK YL	10.4	63.7		
	92	112	.0	2.3	ZACHA JCT.	40.1	62.6	B	
	82		52.8	6.6	REINHARDT	53.8	60.3		
			.0	0.4	T. & P. Crossing	.0	53.7		
			.0	0.1	S. P. Crossing	10.5	53.3		
	Yard		.0		DALLAS YL	38.0	53.2	T CR	
			.0	0.7	S. P. Crossing	63.3	52.5		
			.0	0.6	St. L. S. W. Crossing	22.2	51.9		
			.0	0.1	SANTA FE JCT.	22.2	51.8	Y	
			.0	0.1	M-K-T Crossing	.0	51.7		
			23.0	0.1	TERMINAL JCT.	.0	51.6	Y	
	279	42	37.0	2.0	OAK CLIFF	.0	49.6		
	1014	36	67.0	3.9	HALE YL	70.2	45.7		
	27	34	66.0	5.6	DUNCANVILLE	68.6	40.1		
	15	19	77.6	5.5	CEDAR HILL	71.0	34.6		
			67.5	7.3	S. P. Crossing	.0	27.3		
	60	47	49.6	0.4	MIDLOTHIAN	52.8	26.9	C	
	25	37	46.9	7.3	VENUS	71.2	19.6		
	42	34	76.5	6.9	ALVARADO	67.5	12.7	B	
			26.4	1.3	M-K-T Crossing	66.0	11.4		
			74.4	11.4	CLEBURNE YL			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 at Santa Fe Jct. and west end Dallas yard at Latimer 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.

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

At Dallas, be governed by operating rules of The Union Terminal Company while using Union Terminal tracks.

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

1. 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

Between:	Location	MPH
	Cleburne and Dallas	35
	Dallas and Zacha Jct.	30
	Zacha Jct. and Dalton Jct.	49

EXCEPTIONS

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

(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
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	20
	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
Cleburne	City limits, M.P. 317 to M.P. 319	18
Midlothian	City limits, M.P. 26.2 to M.P. 27.7	25
Duncanville	City limits, M.P. 38.3 to M.P. 41.6	20
Oak Cliff	Ewing Ave.	10
Terminal Jct.	Wye tracks leading to Union Terminal	10
Reinhardt	M.P. 60.6 to M.P. 61.0	20
Garland	M.P. 63.2 to M.P. 63.8	30
Richardson	M.P. 68.4 to M.P. 73.5	20

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Alvarado	11.4	Interlocking	35
	27.3	Interlocking	
Midlothian		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	700
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	200
Dal-Gar	66.4	55
Lewisville team track	90.8	10

WEST- WARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 10 July 12, 1971		Ruling Grade Ascending	Distance from Calveston	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
	Yard			BROWNWOOD	YL		348.4	TY CR	
	33	142	66.0	9.5 BANGS		64.9	357.9	C	
			64.9	6.3 OBREGON		64.9	364.2	B	
			66.0	5.5 SANTA ANNA		20.6	369.7		
	78	73	64.9	3.8 SAN ANGELO JCT.		62.3		Y B	
			66.0	4.8 COLEMAN		50.6	373.5	Y CR	
	153	110	31.7	4.5 HAMRICK		10.6	378.3		
			31.7	8.2 SILVER VALLEY		23.8	382.8		
	6	110	31.7	5.5 NOVICE		31.7	391.0	B	
	11	108	31.7	6.4 GOLDSBORO		31.7	396.5		
	49	82	31.7	6.6 LAWN		31.7	402.9	CR	
	34	82	31.7	5.9 TUSCOLA		12.7	409.5		
	31	104	15.8	0.6 A. & S. Crossing			415.4		
			31.7	4.3 BUFFALO GAP		31.7	416.0		
			31.7	6.3 VIEW		31.7	420.3	Y CR	
	64	135	31.7	5.4 COZART		31.7	426.6		
			31.7	6.3 BLAIR		31.7	432.0		
			31.7	5.0 TOLAND		21.1	438.3	B	
			31.7	5.1 HERNDON		31.7	443.3		
			31.7	6.1 TECIFIC		31.7	448.4		
			31.7	5.1 SWEETWATER		31.7	454.5	TY CR	
	Yard			(111.2)			459.6		

RULE 261-TCS IN EFFECT: On main track and sidings between Orient Jct., on Plains 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.

1. 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

Location	MPH
Sweetwater District	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
Bangs	S	Both ends siding	30
Obregon	S	Both ends siding	30
Santa Anna	S	Both ends siding	30
San Angelo Jct.	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

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

Station	Type	Location	MPH
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 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
Brownwood	City limits, M.P. 347.9 to M.P. 349.4	18
Santa Anna	City limits, M.P. 369 to M.P. 370.6	30
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
375.5	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

WESTWARD			TIME TABLE No. 10 July 12, 1971	EASTWARD			
↓	Track Capacity 50 ft. per car			Ruling Grade Ascending	Ruling Grade Ascending	Distance from San Angelo Jct.	Communications Turn Tables and Wyes
	Other Tracks	Sidings	Feet Per Mile				
		53			.0		BY
	26	100	65.5	SAN ANGELO JCT. 20.9	60.0	20.9	
			65.5	TALPA 15.6	66.0	36.5	
				A. & S. Crossing 0.4		36.9	C
	215	28	52.8	BALLINGER 1.4	52.8	38.3	
		51	34.8	CATO 7.3	26.4	45.6	C
	20	51	52.8	ROWENA 8.6	51.7	54.2	C
	41	49	52.8	MILES 8.9	52.8	63.1	
	9	53	52.8	HARRIET 8.4	52.8		
	Yard			SAN ANGELO YL		71.5	Y CR
				(71.5)			

RULE 99(D) IN EFFECT ON 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 Plains Division, Fort Stockton District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
San Angelo District	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

PARIS DISTRICT

WESTWARD			TIME TABLE				EASTWARD		
Track Capacity 50 ft. per car			No. 10 July 12, 1971				Ruling Grade Ascending Distance from Cleburne Communications Turn Tables and Wyes		
Other Tracks	Sidings	Feet Per Mile	Feet Per Mile	Mile Post	T	C			
Yard		.0		151.1					
			0.8	21.1					
			T. & P. Crossing						
		52.8	11.8	62.8					
14	33		ROXTON						
		52.8	5.5	52.8					
34			BEN FRANKLIN						
		53.0	5.4	3.7					
21			PECAN GAP						
		52.8	6.0	52.8					
43			LADONIA						
		52.8	8.3	12.6					
78	31		WOLFE CITY YL						
		.0	8.9	52.8					
		.0	M-K-T Crossing						
		.0	0.1	14.2					
21	34		CELESTE						
		52.8	7.5	52.8					
18			MERIT						
		52.8	5.7	57.0					
		.0	L. & A. Crossing L. & A. Jct.						
		.0	0.1	3.7					
41	34		FARMERSVILLE YL						
		52.8	6.7	52.8					
36	34		COPEVILLE						
		53.4	8.5	53.4					
25	34		WYLIE						
		52.8	4.2	52.8					
31	34		SACHSE						
		51.2	4.8	52.8					
		40.6	M-K-T Crossing						
		48.5	0.4	.0					
64	39		GARLAND YL						
			3.8	53.3					
92	112		ZACHA JCT.						
				62.6					
(88.5)									

Trains must get numbered clearance card before leaving Paris.

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

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

No switch lights between Merit and Paris.

1. 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

Location	MPH
Between: Zacha Jct. and Farmersville	30
Farmersville and 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. 68.1 to M.P. 67.9	30
Wolfe City	M.P. 113.4 to M.P. 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

CRESSON DISTRICT

WESTWARD			TIME TABLE No. 10 July 12, 1971	EASTWARD			
Track Capacity 50 ft. per car				Ruling Grade Ascending	Ruling Grade Ascending Distance from Cleburne Communications Turn Tables and Wyes		
Yard		52.8	CLEBURNE YL		317.5	TY CR	
20	17	55.4	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) MAXIMUM AUTHORIZED SPEED

Location	MPH
Cresson District	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. 10 July 12, 1971	EASTWARD			
Track Capacity 50 ft. Per Car				Ruling Grade Ascending	Ruling Grade Ascending Distance from Ardmore Communications Turn Tables and Wyes		
Yard		52.8	ARDMORE YL		450.4	Y CR	
4	38	52.8	10.2 LONE GROVE YL	52.8	9.6		
24		52.8	9.7 WILSON YL	52.8	19.3	C	
	13	52.8	5.0 COBALT JCT. YL	52.8	24.3	Y	
103	26	52.8	5.5 HEALDTON YL	52.8	5.5	CY	
	13	52.8	5.5 COBALT JCT. YL	52.8	24.3	Y	
Yard		52.8	5.1 RINGLING YL		29.4	CY	
(30.0)							

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON RINGLING DISTRICT.

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

At Ardmore, First District time table rules will govern.

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) MAXIMUM AUTHORIZED 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

LINDSAY DISTRICT

WESTWARD			TIME TABLE No. 10 July 12, 1971	EASTWARD		
↓				↑		
Track Capacity 50 ft. per car	Ruling Grade Ascending			Ruling Grade Ascending	Distance from Pauls Valley	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
304	216	31.6	PAULS VALLEY YL	31.6	495.6	Y CR
429	25		12.6 MAYSVILLE YL		.0	12.1
		10.5	11.3 LINDSAY YL		23.4	Y C
Yard			(23.9)			

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON LINDSAY DISTRICT.

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

No switch lights on 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) MAXIMUM AUTHORIZED SPEED

Location	MPH
Lindsay District	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

ADA DISTRICT

WESTWARD			TIME TABLE No. 10 July 12, 1971	EASTWARD		
↓				↑		
Track Capacity 50 ft. per car	Ruling Grade Ascending			Ruling Grade Ascending	Distance from Pauls Valley	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
304	216	22.1	PAULS VALLEY YL	21.1	495.6	Y CR
	83		9.5 BOUDINOT YL		.0	174.7
43	80	31.7	5.4 BYARS YL		169.3	
21	30	79.2	8.6 STRATFORD YL	31.6	58.1	
	17	31.6	6.7 VANOSS YL	31.6	51.4	
Yard		69.7	12.6 ADA YL	31.7	38.8	T C
			(42.8)			

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON ADA DISTRICT.

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

No switch lights on 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) MAXIMUM AUTHORIZED SPEED

Location	MPH
Between: Pauls Valley and Byars	30
Byars and 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

16 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 or Dead In Train MPH	Backing or When not Controlled From Lead Unit MPH
300LABC thru 314LABC, 315AB thru 321AB	90	45
5920-5948	79	45
16C-47A, 200-289, 325-344	70	45
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624	70	45*
5900-5919	70	45
6300-6348, 6600-6615, 7500-7519, 7900-7909	70	45*
8000-8005	70	45
8500-8524, 9122-9148, 9800-9849	70	45*
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	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:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849	3	5	5
652-653	4	5	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

NORTHERN DIVISION

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:

District	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 Derrick AT-199720 and Jordan Spreaders MPH	Other Drivers Machines Including AT-199452 AT-199453 Derrick AT-199456 AT-199475 and AT-199482 MPH
First, Second and Sweetwater	40	45	30
Other Districts	20	20	20

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

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

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, extends to Begin TCS at Zacha Jct.

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

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

DR. G. P. BAIN, Medical Director Temple
DR. T. SPEED, Medical Director Temple

LOCAL SURGEONS

DR. J. G. ROLLINS Purcell
DR. W. C. MCCURDY Purcell
DR. W. T. STONE Purcell
DR. GEORGE N. BECKLOFF Stratford
DR. OLLIE 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
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DR. E. SAIKIN Gainesville
DR. JAMES R. COLE Gainesville
DR. D. M. BROWN Gainesville
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DR. H. M. BURGESS Denton
DR. W. S. MILLER, JR. Denton
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DR. HAL V. NORGAARD Denton
DR. A. E. GUTHRIE, JR. 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. N. WALSH (Dermatology) Ft. Worth
DR. E. L. CLARK Cleburne
DR. GATES R. BARKER Cleburne
DR. S. G. JOHNSON Cleburne
DR. H. EARL TAYLOR Dallas
DR. SIDNEY GALT Dallas
DR. O. J. WADDELL Dallas
DR. J. W. LANIUS Dallas

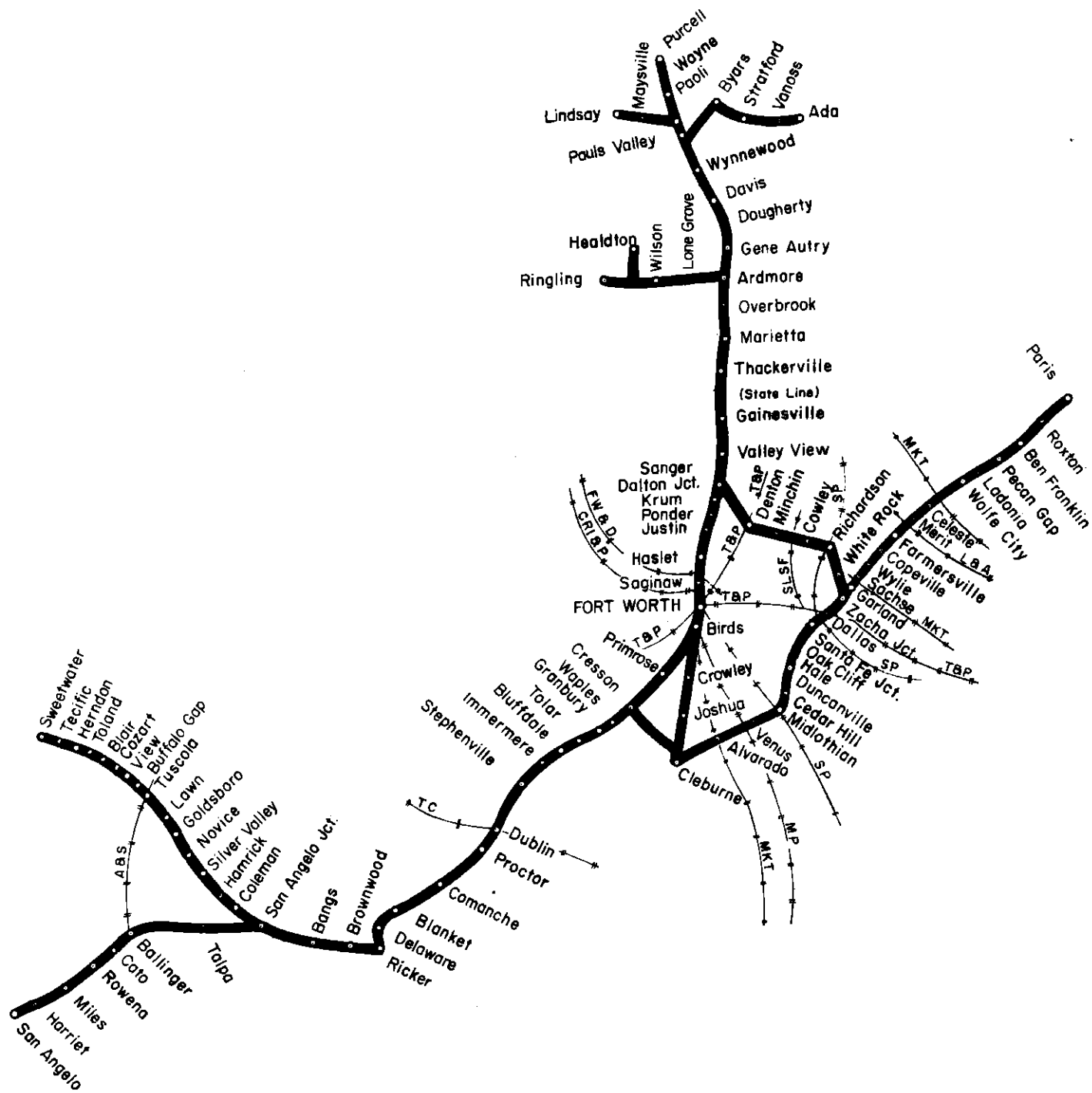
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DR. C. M. PRESTON Dallas
DR. T. L. LAUDERDALE Dallas
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DR. J. S. TERRY Dallas
DR. FANK G. GARFIAS Dallas
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DR. BERNARD MYCOSKIE Arlington
DR. ROBERT W. BRENTLINGER Arlington
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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



NORTHERN DIVISION