



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. Gainesville, Texas
- J. H. THOMAS Fort Worth, Texas
- D. L. REYNOLDS Brownwood, Texas

**ROAD FOREMAN OF ENGINES—TRAINMASTER
(AMTRAK OPERATIONS)**

- A. C. RICKETTS Fort Worth, Texas

ASSISTANT TRAINMASTERS

- J. C. SMITH Fort Worth, Texas
- B. F. ROGERS Fort Worth, Texas
- W. J. CUMMINGS Dallas, Texas
- C. F. COX Dallas, Texas
- D. G. PIPES Dallas, Texas
- C. R. SAUNDERS Cleburne, Texas

**SUPERVISORS OF AIR BRAKES—
GENERAL ROAD FOREMEN OF ENGINES**

- E. E. REYNOLDS Amarillo, Texas
- R. E. KING Amarillo, Texas

ROAD FOREMEN OF ENGINES

- P. R. PIERCE Brownwood, Texas
- J. R. MECASKEY Fort Worth, Texas

CHIEF DISPATCHER

- D. B. ASHLEY Fort Worth, Texas

ASSISTANT CHIEF DISPATCHERS

- C. P. PIERCE, JR. Fort Worth, Texas
- A. W. LATHAM Fort Worth, Texas
- O. A. LEWIS Fort Worth, Texas
- D. E. MURDOCK Fort Worth, Texas

DISPATCHERS — FORT WORTH, TEX.

- | | |
|-------------------|---------------|
| J. A. ANDERSEN | J. C. RUSSELL |
| R. A. SCHILLING | F. W. ULLMAN |
| J. D. BLANKENSHIP | R. T. SHAVER |
| A. G. COPPINGER | E. S. FIELDS |
| J. L. THOMAS | J. E. WEAVER |

**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.

14

IN EFFECT

THURSDAY, MARCH 14, 1974

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.**

**F. A. BEAUCHAMP,
Asst. General Manager,
Amarillo, Texas.**

**J. W. TIEHEN,
Superintendent,
Fort Worth, Texas.**

WEST- WARD	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 14 March 14, 1974	Ruling Grade Ascending	Distance from Calveston	Communications Turn Tables and Wyes	EAST- WARD
First Class								First Class
15								16
Leave Daily AM	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post		Arrive Daily PM
10.26	Yard		.0	PURCELL	5.3	517.5	TY CR	7.38
	1300	8250	42.2	7.3 WAYNE	52.8	510.2	B	
	1650	8250	2.1	7.6 PAOLI	19.0	502.6		
				7.0 PAULS VALLEY			Y CR	7.06
11.05	15200	10800	18.4	7.5 WYNNEWOOD	26.4	495.6	CR	
	12450	8750	42.2	10.1 DAVIS	3.1	488.1	C	
	10150	9500	31.6	8.4 DOUGHERTY	32.7	478.0	Y CR	6.37
11.17	20150	8850	52.8	9.3 GENE AUTRY	52.8	469.6	Y CR	
	1200	8650	52.8	9.9 ARDMORE	52.8	460.3	Y CR	6.15
11.48	Yard	6000	52.8	7.4 OVERBROOK	52.8	450.4		
		6500	52.8	9.9 MARIETTA	52.8	443.0	CR	5.55
PM 12.06	3750	9950	52.8	10.0 THACKERVILLE	52.8	438.1		
	2350	7900	52.8	4.8 (State Line)	52.8	423.1		
			52.8	7.0 GAINESVILLE	52.8	418.3	T CR	5.31
12.30	Yard					411.3		PM
PM				(106.2)				Leave Daily
51.4				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, between hand throw switch, Middle Division, M.P. 417.1 and hand throw crossover M.P. 417.7, maximum authorized speed on main track is 20 MPH.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psgr.	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. 419.9 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, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout at 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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

		MPH	
		Psgr.	Fr.
Pauls Valley	M.P. 494.5 to 496.1	30	30
Wynnewood	M.P. 486.7 to 488.7	50	50
Davis	M.P. 477.2 to 478.1	50	50
Marietta	M.P. 432.8 to 433.3	50	50
Gainesville	M.P. 409.5 to 412.0		15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity in Feet
Ardmore Air Park	461.1	6,550
Crusher	465.7	11,050
Dolese storage tracks	466.9	3,100
Rayford storage tracks	473.3	5,600
Spur track No. 1	474.1	1,900
Spur track No. 2	474.1	1,300

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
Bridge 467.5	High Water	Eastward-Block signal 4662 Westward-Controlled signals at west end siding Dougherty

CREWS MUST OBSERVE INDICATOR LIGHTS

When dragging equipment detector actuated, indicator light is illuminated. 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.

When high water detector is actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block signal 4662 must stop and make inspection of bridge and track be sure safe before passing over. Report must be made to dispatcher by first means of communication.

4 SECOND DISTRICT

NORTHERN DIVISION

WESTWARD		Track Capacity In Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EASTWARD	
First Class				No. 14					First Class	
15	21			16	22					
Leave Daily PM	Leave Mon. Thur. Sat.	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post		Arrive Daily PM	Arrive Sun. Tue. Fri.
12.30		Yard		.0	GAINESVILLE 0.6	34.3	411.3	T CR	5.31	
12.36				52.8	GAINESVILLE P. D. 9.9	40.6	410.7		5.30	
		1450	8400	52.8	VALLEY VIEW 8.6	52.8	400.8	B		
		2300		52.8	SANGER 5.4	52.8	392.2	CR		
12.59			8500	52.8	DALTON JCT. 3.3	52.8	386.8		4.57	
		2400		52.8	KRUM 6.2	52.8	383.5			
		900	8100	52.8	PONDER 6.7	52.8	377.3			
1.18		2700	6500	52.8	JUSTIN 8.6	52.8	370.6	C	4.40	
		1350	6950	52.8	HASLET 8.1	52.8	362.0			
1.37		Yard	S 11000 N12200	.0	F.W. & D. Crossing SAGINAW YL C.R.I. & P. Crossing	52.8	353.9	C	4.22	
		Yard	4400	52.8	F.W. Belt Crossing St. L.S.W. Crossing YL NORTH FORT WORTH S.L.-S.F. Crossing	52.8	348.8	C		
1.55	AM 8.45			52.8	S.L.-S.F. Crossing 2.3	52.8	346.0	T CR	4.10	PM 8.45
2.10	9.15	Yard		21.1	FORT WORTH YL 0.3	.0	346.0		3.55	8.15
				31.6	S. P. Crossing T. & P. Crossing 0.1	.0	345.7			
				31.6	T. & P. Crossing 0.1	.0	345.6			
				47.5	T. & P. Crossing 0.6	.0	345.5			
		2150	1850	47.5	POLKS YL 2.1	.0	344.9			
2.18	9.23	Yard	6000	36.9	BIRDS YL 0.6	.0	342.8		3.41	7.53
				71.2	S.L.-S.F. Crossing 8.5	12.7	342.2			
2.27	9.32	1750	7950	64.9	CROWLEY 8.4	8.2	333.7		3.34	7.46
2.35	9.40	1200	8350	19.5	JOSHUA 7.8	61.0	325.3		3.27	7.39
2.48	9.53	Yard			CLEBURNE YL		317.5	TY CR	3.20	7.30
PM	AM				(93.8)				PM	PM
Arrive Daily	Arrive Mon. Thur. Sat.				Average speed per hour				Leave Daily	Leave Sun. Tue. Fri.
40.8	45.0								43.0	48.9

RULE 261 IN EFFECT: On main track and sidings between M.P. 342.1 and M.P. 354.0, except between westward controlled 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 operated 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 Saginaw and Gainesville.

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

At Gainesville, First Class trains must register by Form 903.

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

RULE 93(A) IN EFFECT: At Cleburne between Signals 3172 and 3177; at Fort Worth between westward controlled signals, west end 17th yard, and eastward controlled signals, east end tail track, M.P. 346.8.

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

At Birds, if controlled signal governing movement over SL-SF crossing is in stop position communicate with control station. If authorized to pass stop signal before proceeding a member of crew must go to control box at crossing and follow instructions therein.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psg.	Fr.
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, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout at 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 tail track	15
Dalton Jct.	I	Both ends pocket track	30
	I	Dallas District Junction	40
Saginaw	I	Both ends of North and South sidings	15
North Fort Worth	I	Both ends siding	15
Birds	I	Both ends siding	15
	I	Dublin Dist. Junction	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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

		MPH	
		Psg.	Fr.
Cleburne	M.P. 317.0 to 319.0	18	18
Fort Worth	M.P. 337.6 (Sycamore School Road)	40	40
	M.P. 340.9 (Gambrell St.)	40	40
	M.P. 342.1 to 343.5	50	30
	M.P. 343.5 to 347.0	20	20
North Fort Worth	M.P. 347.0 to 349.9	50	30
	M.P. 349.9 to 352.2	60	30
Saginaw	M.P. 352.2 to 354.7	40	40
Sanger	M.P. 391.9 to 392.5	50	50
Gainesville	M.P. 409.5 to 412.0		15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

		MPH	
Station	M.P.	Type	
			Psg.
			Fr.
Birds	342.2	Manual Interlocking	50
Fort Worth	345.5-345.7	Manual Interlocking	10
North Fort Worth	348.5-348.9	Manual Interlocking	50
Saginaw	353.8	Manual Interlocking	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 318.1	Viaduct
M.P. 318.8	Viaduct, Boone St.
M.P. 320.9	Viaduct, highway
M.P. 339.9	Viaduct, highway
M.P. 344.1	Viaduct, S. Main St.
M.P. 344.3	Viaduct, Allen Ave.
M.P. 345.1	Viaduct, Hattie St.
M.P. 346.7	Viaduct, Weatherford-Belknap Sts.
M.P. 348.1	Viaduct, highway
M.P. 348.5	Bridge, Trinity River
M.P. 349.4	Viaduct, highway
M.P. 350.9	Viaduct, highway
M.P. 352.6	Viaduct, highway
M.P. 358.7	Viaduct, highway
M.P. 381.6	Viaduct, highway
M.P. 388.6	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Johns Manville Industrial Lead	321.0	5,850
Danci	328.3	1,350
Southwest Wood Products	336.2	350
Seminary Hill	341.0	2,950

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 being handled, track inspected and control station notified.

WEST- WARD ↓		Track Capacity In Feet		Rating Grade Ascending	TIME TABLE No. 14 March 14, 1974		Rating Grade Ascending	Distance from Birds and Galveston	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post				
	Yard		47.5	Rule 261	}	FORT WORTH YL		348.0	T	
						3.4	.0			
12900	8000		.0	}		BIRDS YL		342.9		
			.0		0.9	64.4				
2450			66.0	}		BELT JCT.		0.9		
	7000		66.0		7.5	58.1				
			66.0	}		PRIMROSE		8.4	B	
			66.0		13.6	66.5				Y
	5850	7000		}		CRESSON		22.0		
			66.0		8.7	66.5				
		7000		}		WAPLES		30.7		
			66.0		5.8	66.0				
1750			66.0	}		GRANBURY		36.5	C	
			66.0		9.9	52.8				
350	7000		58.8	}		TOLAR		46.4	B	
			66.0		8.7	66.0				
900			66.0	}		BLUFFDALE		55.1	B	
			66.0		7.4	.0				
	7000		66.0	}		IMMERMERE		62.5	B	
			66.0		9.8	44.9				
9450	7000		66.0	}		STEPHENVILLE		72.3	CR	
			66.0		13.8	66.0				
8700	8150		.0	}		DUBLIN		86.1	C	
			52.3		0.1	31.6				
			66.0	}		T.C. Crossing		86.2		
650	7450		66.0		9.1	66.0				
			66.0	}		PROCTOR		95.3		
			66.0		12.8	42.2				
7400	7000		66.0	}		COMANCHE		108.1	CR	
			66.0		13.6	46.5				
1500	7000		66.0	}		BLANKET		121.7	B	
			66.0		6.3	66.0				
	7350		.0	}		DELAWARE		128.0		
			.0		7.1	63.4				
	5600		.0	}		RICKER		344.4		
			.0		4.0	.0				
	Yard			}		BROWNWOOD YL		348.4	TY	
					4.0	.0				CR
						(141.8)				

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

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

Location of switches not electrically locked on Dublin District (Special Rule 5, page 16)

STATION	MILE POST	INDUSTRY SERVED
Granbury	42.3	Texas Power & Light Co.
Stephenville	71.9	Stephenville Compress Co.
Stephenville	72.1	Texas Oil Co. - Nix Hdwe. Co.
Dublin	86.1	T.C. 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

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 will govern.

TRACK SIDE WARNING DEVICE

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

When high water detector is actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block signal 652 must stop and make inspection of bridge and track be sure safe before passing over. Report must be made to dispatcher by first means of communication.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	
M.P. 0.9 and M.P. 1.7	20 MPH
M.P. 1.7 and M.P. 5.1	40 MPH
M.P. 5.1 and Brownwood	50 MPH

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 & 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, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout at 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	Both ends siding	15
	I	Dublin Dist. Junction	10
Belt Jct.	S	East wye switch	15
Cresson	I	Cresson Dist. Junction	30
Ricker	I	Both ends pocket track	30
	I	Lampasas District Junction	40
Brownwood	I	East end tail track	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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Brownwood	M.P. 347.9 to 349.4	18 MPH
Comanche	M.P. 107.2 to 109.3	20 MPH
Dublin	M.P. 85.0 to 86.8	30 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Dublin	86.2	Manual Interlocking	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Westliff industrial lead	1.4	10,600
Granbury Road team track	1.6	400
Westliff industrial lead	1.7	7,650
Westliff team track	3.3	300
DeCardova Spur	42.3	1,490
Centex	110.8	500

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 14 March 14, 1974		Ruling Grade Ascending	Distance from Cleburne	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		STATIONS	Feet Per Mile				
		8500	42.2	DALTON JCT.	52.8	111.2			
	2200		10.6	6.5 DENTON	42.2	104.7	C		
	3900	3850	52.8	2.3 MINCHIN	52.8	102.4	B		
		3550	52.8	27.1 COWLEY	66.0	75.3	B		
	3500		15.8	5.0 RICHARDSON	.0	70.3			
			63.4	0.2 S. P. Crossing	52.8	70.1			
	Yard		31.7	6.4 WHITE ROCK YL	10.4	63.7			
	4800	5600	.0	1.1 ZACHA JCT.	40.1	62.6	BR		
	4100		52.8	2.3 REINHARDT	53.8	60.3			
			.0	6.6 T. & P. Crossing	.0	53.7			
			.0	0.4 S. P. Crossing	10.5	53.3			
	Yard		.0	0.1 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		
			23.0	0.1 M-K-T Crossing	.0	51.7			
			37.0	0.1 TERMINAL JCT.	.0	51.6	Y		
	13950	2100	67.0	2.0 OAK CLIFF	.0	49.6			
	Yard	1800	66.0	3.9 HALE YL	70.2	45.7			
	1350	1700	77.6	5.6 DUNCANVILLE YL	68.6	40.1			
	750	950	67.5	5.5 CEDAR HILL	71.0	34.6			
			49.6	7.3 S. P. Crossing	.0	27.3			
	3000	2350	46.9	0.4 MIDLOTHIAN YL	52.8	26.9	CR		
	1250	1850	76.5	7.3 VENUS	71.2	19.6			
	2100	1700	26.4	6.9 ALVARADO	67.5	12.7	B		
			74.4	1.3 M-K-T Crossing	66.0	11.4			
	Yard			11.4 CLEBURNE YL		0.0	TY CR		
				(111.2)					

RULE 261-TCS IN EFFECT: On main track between east end siding Hale and westward controlled signal at Southern Pacific crossing, M.P. 52.5; on main track between eastward controlled signals, M.P. 53.7, and Zacha Jct. and on siding Zacha Jct.

At Dallas, movements on Southern Pacific main track between M.P. 51.7 and M.P. 52.7 will be governed by Rule 261.

Signals on the industrial lead 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 lead are governed by Rule 105.

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

At Cleburne, Second District time table rules will govern.

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

At Dallas, if controlled signal governing movement over T&P crossing is in stop position communicate with control station. If authorized to pass stop signal before proceeding a member of crew must go to control box at crossing and follow instructions therein.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

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

EXCEPTION

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 27.3—Eastward	15
M.P. 28.1 to 27.3—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, 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	Santa Fe Jct.	10
Zacha Jct.	I	Both ends siding	20
	I	Paris District Junction	30

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

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Cleburne	M.P. 0.0. to 1.4	18 MPH
Midlothian	M.P. 26.2 to 27.7	25 MPH
Duncanville	M.P. 37.5 to 41.6	20 MPH
Dallas	M.P. 41.6 to 53.2	30 MPH
Oak Cliff	M.P. 49.6 (Ewing Ave.)	10 MPH
Garland	M.P. 62.6 to 63.8	30 MPH
Richardson	M.P. 68.4 to 73.5	20 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Alvarado	11.4	Automatic Interlocking	35
Midlothian	27.3	Automatic Interlocking	30
Santa Fe Jct.	51.7 to 52.5	Manual Interlocking	35
*Dallas	53.3	Gate	6
Dallas	53.7	Manual Interlocking	30
Richardson	70.1	Automatic Interlocking	20

*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)

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

HALE CEMENT LINE

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	Track Capacity in Feet
Storage	24.3	950
Ward	24.7	3,050
Gasco	39.0	150
Red Bird industrial lead	42.2	35,000
Maglab	43.4	750
Casa Linda lead	61.7	3,500
Casa Linda freight facilities	61.7	2,350
Casa Linda TOFC facilities	61.7	16,600
White Rock industrial lead	63.7	15,000
Dal-Gar	66.4	2,750
Lewisville team track	90.8	500

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 14 March 14, 1974		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
	Yard			BROWNWOOD YL			348.4	TY CR	
	1850	7100	66.0	9.5 BANGS	64.9		357.9		
		6750	64.9	6.3 OBREGON	64.9		364.2	B	
	3900	3650	66.0	5.5 SANTA ANNA	20.5		369.7		
			64.9	3.8 SAN ANGELO JCT.	62.3			Y B	
	7850	9190	66.0	4.8 COLEMAN	50.6		373.5		
			31.7	12.7 SILVER VALLEY	23.8		378.3	CR	
	300	5500	31.7	5.5 NOVICE	31.7		391.0	B	
	550	5400	31.7	6.4 GOLDSBORO	31.7		396.5	B	
	2450	4100	31.7	6.6 LAWN	31.7		402.9		
	1700	4100	31.7	5.9 TUSCOLA	12.7		409.5	CR	
	1550	5200	31.7	0.6 A. & S. Crossing	.0		415.4	B	
			15.8	4.3 BUFFALO GAP	31.7		416.0		
		4000	31.7	6.3 VIEW	31.7		420.3		
	3200	6750	31.7	5.4 COZART	31.7		426.6		
		4050	31.7	6.3 BLAIR	31.7		432.0		
		4050	31.7	5.0 TOLAND	21.1		438.3		
		6250	31.7	5.1 HERNDON	31.7		443.3	B	
		3900	31.7	6.1 TECIFIC	31.7		448.4		
		6500	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

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

(A) MAXIMUM AUTHORIZED SPEED

Sweetwater District 60 MPH

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, 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 Junction	30
Coleman	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, 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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Brownwood	M.P. 347.9 to 349.4	18 MPH
Santa Anna	M.P. 369 to 370.6	30 MPH
Coleman	M.P. 378.2 to 379.6	30 MPH
Sweetwater	M.P. 1.3, Sweetwater Yard, to M.P. 641.6, Sayard Dist.	18 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Tuscola	416.0	Manual Interlocking	60

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Grimes	445.8	550
Tesco	450.1	1,150
Flintkote	456.3	10,050

WESTWARD			TIME TABLE NO. 14 March 14, 1974	EASTWARD		
Track Capacity In Feet	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Distance from San Angelo Jct.	Communications Turn Tables and Wyes
			STATIONS			
			SAN ANGELO JCT. YL		.0	BY
			20.9 TALPA	60.0	20.9	
1300	6000	65.5	16.0 BALLINGER YL	66.0	36.9	C
10750	1400	52.8	8.7 ROWENA	26.4	45.6	
1000	2550	52.8	8.6 MILES	51.7	54.2	
2050	2450	52.8	8.9 HARRIET	52.8	63.1	
450	2650	52.8	8.4 SAN ANGELO YL	52.8		Y CR
Yard					69.6	
			(69.6)			

Trains must get numbered clearance card before leaving San Angelo.

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

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

San Angelo District	30 MPH
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(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, 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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Ballinger	M.P. 36.4 to 37.6	18 MPH
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2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

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

PARIS DISTRICT

WESTWARD			TIME TABLE No. 14 March 14, 1974	EASTWARD		
↓				↑		
Track Capacity In Feet	Siding	Rolling Grade Ascending		Rolling Grade Ascending	Distance from Cleburne	Communications Turn Tables and Wyes
Other Tracks			Feet Per Mile	STATIONS	Feet Per Mile	Mile Post
Yard			PARIS YL		151.1	C
700	1650	.0	0.8	21.1	150.3	
		52.8	T. & P. Crossing	62.8	138.5	
1700		52.8	11.8	52.8	133.0	
1050		53.0	ROXTON	3.7	127.6	
2150		52.8	5.5	52.8	121.6	
3900	1550	52.8	BEN FRANKLIN	12.6	113.3	C
		52.8	5.4	52.8	104.4	
1050	1700	.0	PECAN GAP	57.0	91.1	
		.0	6.0	52.8	91.0	CR
		.0	LADONIA	52.8	84.3	
		.0	8.3	52.8	75.8	
		.0	WOLFE CITY YL	52.8	71.6	
		.0	8.9	52.8	66.8	
		.0	M-K-T Crossing	.0	66.4	CR
		52.8	0.1	53.3	62.6	
		.0	CELESTE			
		.0	13.2			
		.0	L. & A. Jct.			
		.0	0.1			
2050	1700	52.8	FARMERSVILLE YL			
1800	1700	52.8	6.7			
1250	1700	53.4	COPEVILLE			
1550	1700	52.8	8.5			
		51.2	WYLIE			
		40.6	4.2			
		48.5	SACHSE			
			4.8			
			M-K-T Crossing			
3200	1950		0.4			
			GARLAND YL			
			3.8			
4600	5600		ZACHA JCT.			
			(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 Farmersville and Paris.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:

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

(C) SPEED REGULATIONS - SIDINGS, 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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Wolfe City	M.P. 113.4 to 113.6	15 MPH
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(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
*Garland	66.8	Automatic Interlocking	20
Celeste	104.4	Automatic 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)

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

3. TRACKS BETWEEN STATIONS

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

CRESSON DISTRICT

WESTWARD			TIME TABLE No. 14 March 14, 1974	EASTWARD		
↓				↑		
Track Capacity In Feet		Ruling Grade Ascending		Ruling Grade Ascending	Distance from Cleburne	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	TY OR
Yard		52.8	CLEBURNE YL	56.4	317.6	Y CR
1000	850	55.4	11.3 GODLEY	34.8	10.3	
5850	7000		8.1 CRESSON YL		18.4	Y
(19.4)						

Trains must get numbered clearance card before leaving Cleburne.

At Cleburne, Second District time table rules will govern.

At Cresson, Dublin District time table rules will govern.

No switch lights on Cresson District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Cresson District 30 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

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

(C) SPEED REGULATIONS - SIDINGS, 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 siding.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Mann Agricultural Service	2.1	500

RINGLING DISTRICT

WESTWARD			TIME TABLE No. 14 March 14, 1974	EASTWARD		
↓				↑		
Track Capacity In Feet		Ruling Grade Ascending		Ruling Grade Ascending	Distance from Ardmore	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	TY OR
Yard		52.8	ARDMORE YL	52.8	450.4	Y CR
200	1900	52.8	10.2 LONE GROVE YL	52.8	9.6	
1200		52.8	9.7 WILSON YL	52.8	19.3	
	650	52.8	5.0 COBALT JCT. YL	52.8	24.3	Y
5150	1300	52.8	5.5 HEALDTON YL	52.8	5.5	C
	650	52.8	5.5 COBALT JCT. YL	52.8	24.3	Y
Yard		52.8	5.1 RINGLING YL	52.8	29.4	C
(30.0)						

TRAINS AND ENGINES WILL BE GOVERNED BY 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 Jet., 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

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

(A) MAXIMUM AUTHORIZED SPEED

Ringling District 20 MPH

(C) SPEED REGULATIONS - SIDINGS, 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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Healdton M.P. 5.6 10 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 3.2 Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Uniroyal	3.7	9,500
Hewitt	18.0	450

LINDSAY DISTRICT						
WESTWARD ↓			TIME TABLE No. 14 March 14, 1974	EASTWARD ↑		
Track Capacity In Feet		Ruling Grade Ascending		Ruling Grade Ascending	Distance from Pauls Valley	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile		Feet Per Mile	Mile Post	
STATIONS						
			PAULS VALLEY YL			Y CR
15200	10800	31.6	12.6 MAYSVILLE YL	31.6	495.6	
21450	1250	10.5	11.3	.0	12.1	
Yard			LINDSAY YL		23.4	Y
(23.9)						

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

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

At Pauls Valley, First District time table rules apply.

No switch lights on Lindsay District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Lindsay District	25 MPH
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(B) SPEED REGULATIONS - CURVES & BRIDGES

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

(C) SPEED REGULATIONS - SIDINGS, 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 siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761.)

M.P. 21.7	Bridge, Washita River
-----------	-----------------------

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Wacker Warehouse	1.2	700

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-operated switch not electrically locked for any purpose. Not applicable Hale to Santa Fe Jct., Dallas District.

6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light is displayed, the name of such signal is "Permissive" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may without stopping, pass such signal at restricted speed and proceed at restricted speed to the next governing signal.

7. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	Backing or When Not Controlled From Leading Unit (MPH)
300LABC Thru 321AB AMTRAK 500-539 5687-5704, 5940-5948	90**	45*
120-129, 541-563, 603-640, 653, 1500-1537, 2323-2399, 2416, 2418-2441, 2450	45	45*
ALL OTHER CLASSES	70	45*

*Forward speed applies when engine handling train is on the head end being controlled from lead unit (GP Type) turned in backing position.

**Engines without cars must not exceed 70 MPH.

8. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED.

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)
All Classes	4	5	5

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

District	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 Derrick AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 and MPH	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 MPH
First, Second and Sweetwater	40	45		30
Other Districts	20	20		20

Derrick AT 199720 and 199775, and pile drivers must be handled in trains next to engine.

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

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 District only.
- Ballinger
- Birds—Saginaw, inclusive
- Brownwood
- Cleburne
- Cresson, Cresson Dist. only
- Dallas
- Farmersville
- Garland—Zacha Jct.
- Hale—Duncanville, inclusive
- Midlothian
- Paris
- Pauls Valley—Lindsay District only.
- San Angelo
- San Angelo Jct., San Angelo District only
- Sweetwater, Sayard District only
- White Rock—Zacha Jct.
- Wolfe City

11. BULLETIN BOOKS ARE LOCATED:

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

12. STANDARD CLOCKS ARE LOCATED:

- | | | | |
|-----------|------------|-------------|------------|
| Brownwood | Dallas | Gainesville | Sweetwater |
| Cleburne | Fort Worth | Purcell | Saginaw |
| | | San Angelo | Zacha Jct. |

13. JOINT TRACK FACILITIES:

Farmersville-Dallas. L&A trains use AT&SF tracks between Farmersville and Dallas and are governed by AT&SF Time Table and Rules.

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

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

R. W. WELLS, General Watch Inspector Topeka, Kansas

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

DR. T. SPEED, Medical Director Temple

LOCAL SURGEONS

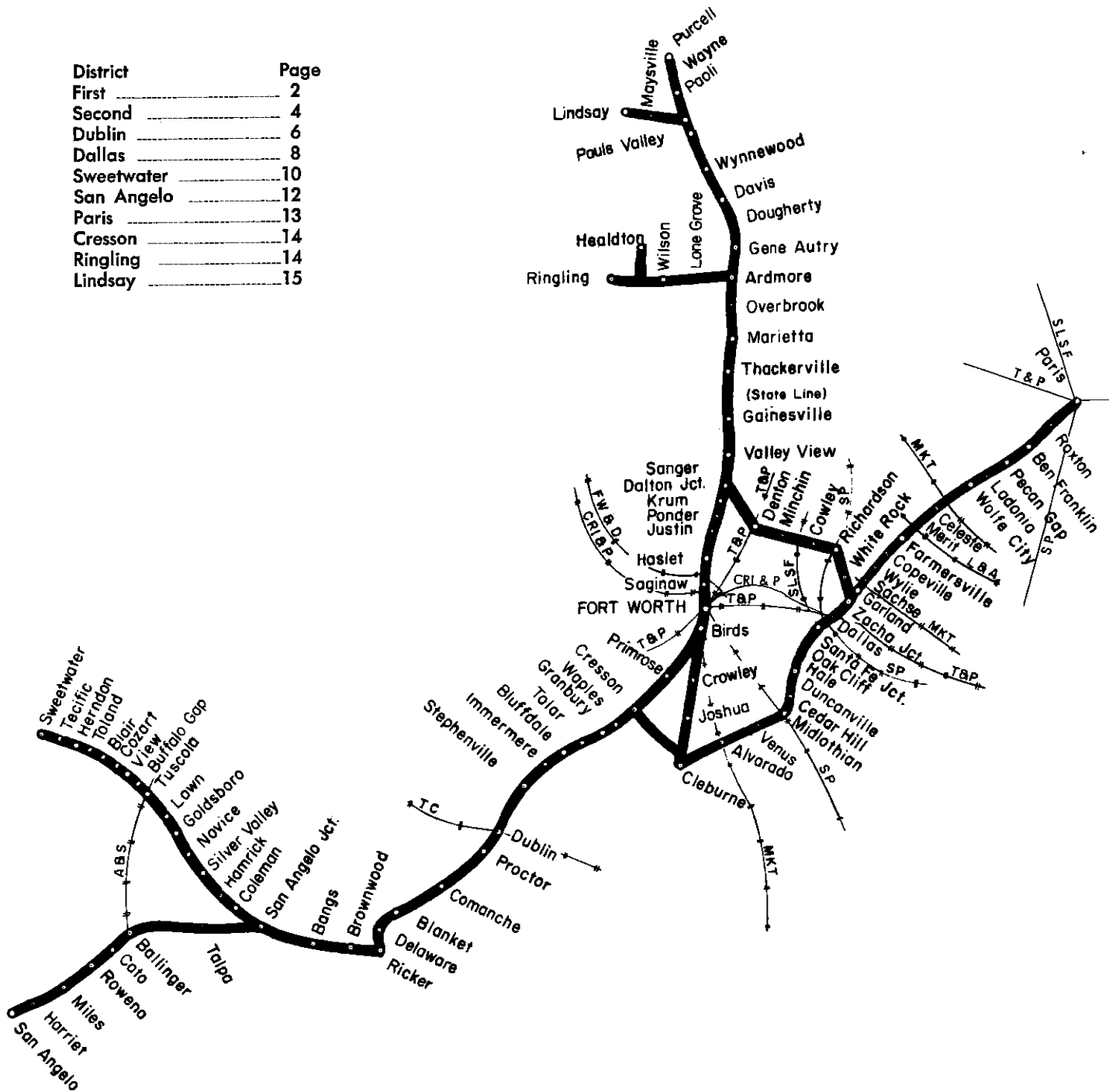
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NORTHERN DIVISION