



# SANTA FE SAFETY FIRST



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

### TRAINMASTERS

- D. L. REYNOLDS ..... Brownwood, Texas
- R. P. BENSON ..... Fort Worth, Texas
- G. A. HARVILLE ..... Fort Worth, Texas

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

- D. L. WHITE ..... Fort Worth, Texas

### ASSISTANT TRAINMASTERS

- B. F. ROGERS ..... Fort Worth, Texas
- J. L. GOERING ..... Fort Worth, Texas
- W. J. CUMMINGS ..... Dallas, Texas
- C. F. COX ..... Dallas, Texas
- C. R. SAUNDERS ..... Cleburne, Texas

### DIVISION RULES EXAMINER

- O. D. HAMILTON ..... Fort Worth, Texas

### SUPERVISOR OF AIR BRAKES— GENERAL ROAD FOREMAN OF ENGINES

- E. E. REYNOLDS ..... Amarillo, Texas

### ROAD FOREMEN OF ENGINES

- F. J. SMITH ..... Fort Worth, Texas
- P. R. PIERCE ..... Brownwood, Texas

### SAFETY SUPERVISOR

- K. W. ROSS ..... Fort Worth, Texas

### CHIEF DISPATCHER

- D. B. ASHLEY ..... Fort Worth, Texas

### ASSISTANT CHIEF DISPATCHERS

- C. P. PIERCE, JR. .... Fort Worth, Texas
- O. A. LEWIS ..... Fort Worth, Texas
- J. C. RUSSELL ..... Fort Worth, Texas

### DISPATCHERS — FORT WORTH, TEX.

- |                   |                |
|-------------------|----------------|
| R. A. SCHILLING   | F. W. ULLMAN   |
| J. D. BLANKENSHIP | R. T. SHAVER   |
| A. W. LATHAM      | E. S. FIELDS   |
| D. E. MURDOCK     | J. E. WEAVER   |
| A. G. COPPINGER   | J. G. WILLIAMS |
| 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 112(C).

HANDLE FREIGHT CAREFULLY AND KEEP OUR  
CUSTOMERS

IT'S EVERYBODY'S JOB ON THE SANTA FE

# The Atchison, Topeka and Santa Fe Railway Company

## WESTERN LINES

## NORTHERN DIVISION

# TIME TABLE No.

# 4

IN EFFECT

## Sunday, October 31, 1976

At 12:01 A. M.

Central Standard Time

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

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

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

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

WESTWARD			TIME TABLE No. 4 October 31, 1976	EASTWARD			
First Class	Capacity of Siding in Feet	Rolling Grade Ascending		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	First Class
15							16
Leave Daily AM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM
11.16		.0	PURCELL		517.5	CR	8.23
	8250	42.2	7.3 WAYNE	5.3	510.2	B	
	8250	2.1	7.6 PAOLI	52.8	502.6		
			7.0	19.0			
11.40	10800	18.4	PAULS VALLEY		495.6	Y CR	7.51
	8750	42.2	7.5 WYNNEWOOD	26.4	488.1	CR	
	9500	31.6	10.1 DAVIS	3.1	478.0	C	
			8.4	32.7			
	8850	52.8	DOUGHERTY		469.6	Y CR	
	8550	52.8	9.3 GENE AUTRY	52.8	460.3		
PM			9.9	52.8			
12.33	6000	52.8	ARDMORE		450.4	Y CR	7.00
	6500	52.8	7.4 OVERBROOK	52.8	443.0		
			9.9	52.8	433.1	CR	
	9950	52.8	MARIETTA		423.1		
			10.0	52.8			
	7900	52.8	THACKERVILLE		411.3	T CR	6.17
1.14			11.8 GAINESVILLE	52.8			PM
Arrive Daily			(106.2)				Leave Daily
54.0			Average speed per hour				50.6

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

Trains must get clearance card before leaving Purcell and Gainesville.

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

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

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

Average Poles Per Mile:

Purcell to Ardmore 37 poles/mile.

Ardmore to Gainesville 40 poles/mile.

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

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

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Location	MPH	
	Psg.	Fr.
First District	79	55*

Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons ..... 45 MPH

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

Location	MPH
2 Curves, M.P. 410.4 to 412.1	60
2 Curves, M.P. 414.6 to 416.1	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	50
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. 494.0 to 494.5	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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS**

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Gainesville, except siding Ardmore 30 MPH; other main track switches, except those listed below, 15 MPH. Switches at each end sidings between Gainesville and Purcell are interlocked.

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

"I"—Interlocking  
"S"—Spring

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

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

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

		MPH
Pauls Valley	M.P. 494.5 to 496.1	30
Wynnewood	M.P. 486.7 to 488.7	50
Davis	M.P. 477.2 to 478.1	50
Ardmore	M.P. 449.3 to 452.4	30
Marietta	M.P. 432.8 to 433.3	50
Gainesville	M.P. 409.5 to 412.0	30

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

M.P. 411.8	Viaduct, highway
M.P. 413.1	Viaduct, highway
M.P. 418.3	Bridge, Red River
M.P. 426.1	Viaduct, highway
M.P. 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
Dolse storage tracks	466.9	3,100
Rayford storage tracks	473.3	5,600

**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

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

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

WESTWARD				TIME TABLE No. 4 October 31, 1976	EASTWARD				
First Class		Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	First Class	
15	21							16	22
Leave Daily PM	Leave Mon. Thur. Sat.	Feet Per Mile	STATIONS		Feet Per Mile	Arrive Daily PM	Arrive Sun. Tue. Fri.		
1.14			TCS ATS	<b>GAINESVILLE</b> 0.6	34.3	411.3	T CR	6.17	
s 1.16				<b>GAINESVILLE P. D.</b> 9.9	40.6	410.7		s 6.15	
		8400		<b>VALLEY VIEW</b> 8.6	52.8	400.8	B		
				<b>SANGER</b> 5.4	52.8	392.2	CR		
1.40		8500		<b>DALTON JCT.</b> 3.3	52.8	388.8		5.42	
				<b>KRUM</b> 6.2	52.8	383.5			
		8100		<b>PONDER</b> 6.7	52.8	377.3			
		6500		<b>JUSTIN</b> 8.6	52.8	370.6	C		
		6950		<b>HASLET</b> 8.1	52.8	362.0			
2.12		S 11000 N 12200		F.W. & D. Crossing <b>SAGINAW</b> C.R.I. & P. Crossing 5.1	52.8	353.9	C	5.07	
	Via T. & P.	4400		F.W. Belt Crossing St. L.S.W. Crossing <b>NORTH FORT WORTH</b> S.L.-S.F. Crossing 2.3	52.8	348.8	C		Via T. & P.
s 2.35 2.50	AM 7.35 7.50			<b>FORT WORTH</b> 0.3	52.8	346.0	T CR	s 4.55 4.40	s 9.40 9.25
				S. P. Crossing T. & P. Crossing 0.1	0.0	345.7			
			T. & P. Crossing 0.1	0.0	345.6				
			T. & P. Crossing 0.6	0.0	345.5				
		1850	<b>POLKS</b> 2.1	0.0	344.9				
2.58	7.58	6000	<b>BIRDS</b> YL 0.6	0.0	342.8		4.30	9.11	
			S.L.-S.F. Crossing 8.5	12.7	342.2				
3.07	8.07	7950	<b>CROWLEY</b> 8.4	8.2	333.7		4.21	9.02	
3.15	8.15	8350	<b>JOSHUA</b> 7.8	61.0	325.3		4.12	8.53	
s 3.28	s 8.30		<b>CLEBURNE</b> YL		317.5	TY CR	4.04	8.45	
PM	AM						PM	PM	
Arrive Daily	Arrive Mon. Thur. Sat.		(93.8)				Leave Daily	Leave Sun. Tue. Fri.	
42.1	42.7		Average speed per hour				42.3	42.7	

TCS IN EFFECT: On main track and sidings between Birds and Gainesville, except between westward controlled signals, west end Fort Worth 17th Street Yard and eastward controlled signals at east end Freight Main, M.P. 346.8, and on sidings North Fort Worth and Saginaw.

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

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

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

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

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

At Cleburne, train order waiting time governing eastward trains applies at Boone Street overpass, M.P. 318.8.

RULE 94 IN EFFECT: At Cleburne, between Signals 3172 and 3177; at Fort Worth, between westward controlled signals, west end 17th Street Yard, and eastward controlled signals, east end Freight Main, M.P. 346.8.

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

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

SECOND DISTRICT	MPH	
	Psg.	Frt.
	79	55*

\*Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons . . . . 45 MPH

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

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
RR Crossing, M.P. 342.2 Interlocking	40
Curve, M.P. 342.5 to 342.7	40
5 Curves, M.P. 344.2 to 345.4	20
Track, M.P. 345.4 to 346.6	10
RR Crossings, M.P. 345.5 to 345.7 Interlocking	10
3 Curves, M.P. 346.8 to 347.9	50
RR Crossings, M.P. 348.5 to 348.9 Interlocking	40
2 Curves, M.P. 349.6 to 351.0	65
RR Crossings, M.P. 353.8 Interlocking	40
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	65
2 Curves, M.P. 410.4 to 412.1	60

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Cleburne and Gainesville, except sidings Saginaw, North Fort Worth, Polks and Birds, 30 MPH; other main track switches except those listed below, 15 MPH. Switches at each end of sidings Birds to Gainesville are interlocked.

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

"I"—Interlocking  
"S"—Spring

Station	Type	Location	MPH
Gainesville P.D.	I	West end Long 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
Fort Worth	I	East end Freight Main	15
Polks	I	Both ends siding	15
Birds	I	Both ends siding	15
	I	Dublin Dist. Junction	10
Crowley	S	Both ends siding	30
Joshua	S	Both ends siding	30
Cleburne	S	East end tail track east end of yard	30

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

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

	MPH
Cleburne M.P. 317.0 to 319.0	18
Crowley M.P. 331.9 to 335.8	40
Fort Worth M.P. 337.2 to 343.2	40
Fort Worth M.P. 343.2 to 346.9	20
Fort Worth-Saginaw M.P. 346.9 to 355.9	40
Sanger M.P. 391.9 to 392.5	50
Gainesville M.P. 409.5 to 412.0	30

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

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

**3. TRACKS BETWEEN STATIONS**

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

**TRACK SIDE WARNING DEVICE**

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

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

WESTWARD		TIME TABLE No. 4 October 31, 1976	EASTWARD		
Capacity of Siding in Feet ↓	Ruling Grade Ascending Feet Per Mile		Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes ↑
		<b>FORT WORTH</b>			
	47.5	3.4	.0	346.0	T CR
6000	.0	BIRDS	64.4	342.8	
		0.9		0.9	
	66.0	BELT JCT.	58.1		
7000	66.0	7.5		8.4	B
		PRIMROSE	66.5		
		13.6			
	7000	CRESSON	66.5	22.0	Y
		8.7		30.7	B
7000	66.0	5.8	66.0	36.5	C
		GRANBURY	52.8	46.4	B
		9.9	66.0	55.1	B
7000	66.0	8.7		62.5	B
		BLUFFDALE	44.9	72.3	CR
		7.4	66.0	86.1	C
7000	66.0	IMMERMERE	31.6	86.2	
		9.8	66.0	95.3	
7000	66.0	STEPHENVILLE	42.2	108.1	CR
		13.8	46.5	121.7	B
8150	.0	DUBLIN	66.0	128.0	
		0.1	63.4	344.4	
	52.3	T.C. Crossing	.0	348.4	TY CR
7450	66.0	9.1			
		PROCTOR			
		12.8			
7000	66.0	COMANCHE			
		13.6			
7000	66.0	BLANKET			
		6.3			
7350	.0	DELAWARE			
		7.1			
5600	.0	RICKER			
		4.0			
		<b>BROWNWOOD</b> YL			
		(141.8)			

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

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

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

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

Average Poles Per Mile:

Ft. Worth to Brownwood 80 poles/mile

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

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

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 Immermere
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 to be sure safe before passing over, unless otherwise instructed by train dispatcher. Report must be made to dispatcher by first means of communication.

# NORTHERN DIVISION

# DUBLIN DISTRICT 7

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

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

\*Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons ... 45 MPH

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

Location	MPH
2 Curves, M.P. 0.0 to 0.9	10
3 Curves, M.P. 5.5 to 6.6	45
Curve, M.P. 21.3 to 21.7	45
8 Curves, M.P. 25.0 to 28.5	40
3 Curves, M.P. 29.4 to 30.0	30
Curve, M.P. 34.7 to 35.1	40
2 Curves, M.P. 39.0 to 39.5	30
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
RR Crossing, M.P. 86.2 Auto. Interlocking	30
Curve, M.P. 86.7 to 86.9	45
7 Curves, M.P. 89.0 to 91.8	40
8 Curves, M.P. 95.9 to 98.4	35
3 Curves, M.P. 98.6 to 99.8	40
Curve, M.P. 100.3 to 100.4	45
4 Curves, M.P. 101.1 to 102.4	40
9 Curves, M.P. 111.1 to 114.0	40
4 Curves, M.P. 114.1 to 115.1	40
Curve, M.P. 118.1 to 118.4	45
13 Curves, M.P. 122.0 to 126.9	40
Curve, M.P. 134.5 to 134.6	40
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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Birds and Brownwood, except sidings Birds and Cresson 30 MPH; other main track switches, except those listed below, 15 MPH. Switches at each end of sidings Birds to Brownwood are interlocked.

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Birds	I	Both ends siding	15
	I	Dublin District Junction	10
Belt Jct.	S	East wye switch	10
Cresson	I	Cresson District Junction	30
Ricker	I	Both ends pocket track	30
	I	Lampasas District Junction	40
Brownwood	I	East end tail track	20
	S	West end outbound lead	10
	I	West end yard lead M.P. 349	15

## (D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Brownwood	M.P. 347.9 to 349.4	18 MPH
Comanche	M.P. 107.2 to 109.3	20 MPH
Dublin	M.P. 85.0 to 86.8	30 MPH
Granbury	M.P. 35.5 to 37.7	30 MPH

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

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
DeCardova Spur	42.3	1,490
Moorman Mfg. Co.	109.4	1,330
Centex	110.8	500

WESTWARD		TIME TABLE No. 4 October 31, 1976	EASTWARD		
Capacity of Siding in Feet ↓	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes ↑
	Feet Per Mile				
		<b>STATIONS</b>			
8500	42.2	DALTON JCT. 6.5	52.8	111.2	
	10.6	DENTON 2.3	42.2	104.7	C
3850	52.8	MINCHIN 27.1	52.8	102.4	B
3550	52.8	COWLEY 5.0	66.0	75.3	B
	15.8	RICHARDSON 0.2	.0	70.3	
	63.4	S. P. Crossing 6.4	52.8	70.1	
	31.7	WHITE ROCK YL 1.1	10.4	63.7	
5600	.0	ZACHA JCT. 2.3	40.1	62.6	BR
	52.8	REINHARDT 6.6	53.8	60.3	
	.0	T. & P. Crossing 0.4	.0	53.7	
	.0	S. P. Crossing 0.1	10.5	53.3	
	.0	<b>DALLAS</b> YL 0.7	38.0	53.2	T CR
	.0	S. P. Crossing 0.6	63.3	52.5	
	.0	St. L. S. W. Crossing 0.1	22.2	51.9	
	.0	SANTA FE JCT. 0.1	22.2	51.8	Y
	23.0	M-K-T Crossing 0.1	.0	51.7	
	37.0	TERMINAL JCT. 2.0	.0	51.6	Y
2100	67.0	OAK CLIFF 3.9	.0	49.6	
1800	66.0	HALE YL 5.6	70.2	46.7	
1700	77.6	DUNCANVILLE YL 5.5	68.6	40.1	
950	67.5	CEDAR HILL 7.3	71.0	34.6	
	49.6	S. P. Crossing 0.4	.0	27.3	
2350	46.9	MIDLOTHIAN YL 7.3	52.8	26.9	CR
1850	76.5	VENUS 6.9	71.2	19.6	
1700	26.4	ALVARADO 1.3	67.5	12.7	B
	74.4	M-K-T Crossing 11.4	66.0	11.4	
		<b>CLEBURNE</b> YL		0.0	TY CR
		(111.2)			

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

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

Signals on the industrial lead and connecting tracks between the Southern Pacific connection at Santa Fe Jct. and west end Dallas yard at Good-Latimer Expressway, M.P. 52.6,

govern movements over interlocked switches only. Movements on the industrial lead are governed by Rule 127.

Trains must get clearance card before leaving Dallas.

At Cleburne, Second District time table rules will govern.

Booth phones located at M.P. 80.5, and M.P. 91.0

Average Poles Per Mile:

Cleburne to Dalton Jct. 35 poles/mile



**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

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

\*Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons . . . . 45 MPH

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

Location	MPH
Curve, M.P. 0.0 to 0.3	10
RR Crossing, M.P. 11.4 Auto. Interlocking	20
2 Curves, M.P. 12.3 to 13.4	25
RR Crossing, M.P. 27.3 Auto. Interlocking	20
6 Curves, M.P. 48.1 to 49.8	25
RR Crossings, M.P. 51.7 to 52.5 Interlocking	30
RR Crossing, M.P. 53.3 Gate*	6
RR Crossing, M.P. 53.7 Auto. Interlocking**	30
RR Crossing, M.P. 70.1 Auto. Interlocking	20
Curve, M.P. 70.1 to 70.8	40
Curve, M.P. 110.3 to 111.2	40

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

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

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Hale	S	East end siding	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

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

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

Cleburne	M.P. 0.0 to 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	20 MPH
Oak Cliff	M.P. 49.6 (Ewing Ave.)	10 MPH
Richardson	M.P. 68.4 to 73.5	20 MPH

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

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**

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

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Chaparral Steel Co. . . . .	23.2	12,200
Storage . . . . .	24.3	950
Ward . . . . .	24.7	3,050
Gasco . . . . .	39.0	150
Hale Cement Line (8.9 Miles) . . . . .	45.8	
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
Gaylord Container . . . . .	64.3	1,860
Jupiter Road industrial lead . . . . .	64.4	1,960
Hesse Envelope . . . . .	65.4	1,500
Dal-Gar . . . . .	66.4	2,750
Buell Lumber . . . . .	67.1	1,530
Arapaho Team Track . . . . .	70.2	600
Vent-A-Hood . . . . .	70.4	1,500
Lewisville Team Track . . . . .	90.8	500

WESTWARD			TIME TABLE No. 4 October 31, 1976	EASTWARD		
Capacity of Siding in Feet ↓	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes ↑
			STATIONS			
			<b>BROWNWOOD</b> YL		348.4	TY CR
			9.5	64.9		
	7100	66.0	BANGS	64.9	357.9	
	6750	64.9	6.3			
		66.0	OBREGON	20.5	364.2	B
	3650	64.9	5.5			
			SANTA ANNA	62.3	369.7	
			3.8			
		66.0	SAN ANGELO JCT.	50.6	373.5	Y B
	9190		4.8			
		31.7	COLEMAN	23.8	378.3	CR
	5500		12.7			
		31.7	SILVER VALLEY	31.7	391.0	B
	5400		5.5			
	4100	31.7	NOVICE	31.7	396.5	B
	4100	31.7	6.4			
	5200	31.7	GOLDSBORO	12.7	402.9	
		16.8	6.6			
		31.7	LAWN	.0	409.5	B
		31.7	3.9			
	4000	31.7	TUSCOLA	31.7	415.4	
			0.6			
		31.7	A. & S. Crossing	31.7	416.0	
	6750	31.7	4.3			
	4050	31.7	BUFFALO GAP	31.7	420.3	
			6.3			
	6250	31.7	VIEW	31.7	426.6	B
			5.4			
	3900	31.7	COZART	31.7	432.0	
	6500	31.7	11.3			
		31.7	TOLAND	31.7	443.3	B
			5.1			
		31.7	HERNDON	31.7	448.4	
		31.7	6.1			
		31.7	TECIFIC	31.7	454.5	
			5.1			
			<b>SWEETWATER</b>		459.6	TY CR
			(111.2)			

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

Trains must get clearance card before leaving Sweetwater.

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

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

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Sweetwater District 55 MPH\*

\*Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons . . . . 45 MPH

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

	MPH
Curve, M.P. 349.8 to 350.1	35
4 Curves, M.P. 350.8 to 353.2	30
Curve, M.P. 362.3 to 362.7	50
2 Curves, M.P. 369.4 to 370.8	30
3 Curves, M.P. 380.2 to 381.9	45
2 Curves, M.P. 383.4 to 383.8	50
Curve, M.P. 386.3 to 386.6	40
Curve, M.P. 391.3 to 391.7	45
Curve, M.P. 395.2 to 395.7	55
2 Curves, M.P. 397.6 to 398.3	45
Curve, M.P. 399.6 to 400.1	45
2 Curves, M.P. 410.7 to 411.3	50
RR Crossing, M.P. 416.0 Manual Interlocking	55
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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS**

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Brownwood	I	West end yard lead M.P. 349	15
	S	West end outbound lead	10
	I	East end tail track	20
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

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

Station	Type	Location	MPH
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
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
Toland	S	Both ends siding	30
Herndon	S	Both ends siding	30
Tecific	I	Both ends siding	30
	I	Turnout from siding to T.&P.	30
Sweetwater	I	Both ends Track No. 1	20
	I	East and west legs of wye	15
	I	Orient Jct.	15

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

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

Brownwood	M.P. 347.9 to 349.4	18 MPH
Santa Anna	M.P. 369.0 to 370.6	30 MPH
Coleman	M.P. 378.2 to 379.6	30 MPH
Sweetwater	M.P. 1.3, Sweetwater Yard, to M.P. 641.6, Sayard Dist.	18 MPH

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

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

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Grimes	445.8	550
Tesco	450.1	1,150

WESTWARD			EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending	Feet Per Mile	TIME TABLE		
			No. 4		
			October 31, 1976		
			STATIONS		
2650	65.5		SAN ANGELO JCT. YL	60.0	.0 BY
5000	65.5		TALPA	66.0	20.9
1400	62.8		BALLINGER YL	26.4	36.9 C
2550	62.8		ROWENA	51.7	45.6
2450	62.8		MILES	52.8	54.2
2650	62.8		HARRIET	52.8	63.1
			SAN ANGELO YL		69.6 Y CR
			(69.6)		

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

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

Average Poles Per Mile:

San Angelo Jct. to San Angelo 30 poles/mile

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

San Angelo District 30 MPH

#### (B) SPEED RESTRICTIONS - CURVES & BRIDGES

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

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH.

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

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

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

Ballinger M.P. 36.4 to 37.6 18 MPH

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

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

### 3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Spur Track No. 2	11.3	600

**PARIS DISTRICT**

WESTWARD		TIME TABLE NO. 4 October 31, 1976	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways
		<b>STATIONS</b>			
		<b>PARIS</b> YL		151.1	C
	0	0.8	21.1	150.3	
1650	52.8	T. & P. Crossing	62.8	138.5	
	52.8	11.8	52.8	133.0	
	52.8	ROXTON	3.7	127.6	
	53.0	5.5	52.8	121.6	
	52.8	BEN FRANKLIN	12.6	113.3	C
1550	52.8	5.4	52.8	104.4	
	52.8	PECAN GAP	14.2	104.3	
	52.8	6.0	57.0	91.1	
	52.8	LADONIA	3.7	91.0	CR
	52.8	8.3	52.8	84.3	
	0	WOLFE CITY YL	52.8	75.8	
1700	0	8.3	52.8	71.6	
	0	M-K-T Crossing	0	66.8	
	52.8	0.1	0	66.4	CR
	52.8	CELESTE	53.3	62.6	BR
	0	13.2			
1700	0	L. & A. Jct.			
	52.8	0.1			
1700	52.8	<b>FARMERSVILLE</b> YL			
	52.8	6.7			
1700	53.4	COPEVILLE			
	52.8	8.5			
1700	52.8	WYLIE			
	51.2	4.2			
1700	52.8	SACHSE			
	40.6	4.8			
	48.5	M-K-T Crossing			
1950	48.5	0.4			
		GARLAND YL			
		3.8			
5600		ZACHA JCT.			
		(88.5)			

At Zacha Jct., Dallas District time table rules will govern.  
 At Farmersville, L&A Jct. switch normally lined for L&A.  
 Average Poles Per Mile:  
 Paris to Zacha Jct. 35 poles/mile

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Between:

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

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH.

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

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

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

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

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

\*Speed applies only to head end of train.

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

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

**3. TRACKS BETWEEN STATIONS**

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

CRESSON DISTRICT

LINDSAY DISTRICT

WESTWARD		TIME TABLE No. 4 October 31, 1976	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
850	52.8	CLEBURNE YL -11.3 GODLEY 8.1	56.4	317.5	TY OR
7000	55.4		34.8	10.3	
		CRESSON YL (19.4)		18.4	Y

WESTWARD		TIME TABLE No. 4 October 31, 1976	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
10800		PAULS VALLEY YL -12.6 MAYSVILLE YL -11.3	31.6	495.6	CR
1250			10.5	12.1	
		LINDSAY YL (23.9)		23.4	Y

At Cleburne, Second District time table rules will govern.  
At Cresson, Dublin District time table rules will govern.

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

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

At Pauls Valley, First District time table rules apply.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Cresson District 30 MPH

(B) SPEED RESTRICTIONS - CURVES & BRIDGES

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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lindsay District 25 MPH

(B) SPEED RESTRICTIONS - CURVES & BRIDGES

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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH.

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 21.7 Bridge, Washita River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Wacker Warehouse	1.2	700

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

**5. MAXIMUM SPEED OF ENGINES**

	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-799 5940-5948	90*	45
1153-1160, 1215-1260 1416-1441, 1500-1536 2326-2390	45	45
<b>ALL OTHER CLASSES</b>	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.  
\*Engines without cars must not exceed 70 MPH.

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

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

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

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

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

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

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

- Ballinger
- Birds—Second District in ABS only.
- 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, Plains Division only
- White Rock—Zacha Jct.
- Wolfe City

**9. BULLETIN BOOKS ARE LOCATED:**

- |               |             |              |                       |
|---------------|-------------|--------------|-----------------------|
| Ardmore       | Fort Worth  | Pauls Valley | Sosan (San Antonio)   |
| Arkansas City | Gainesville | Purcell      | Temple (Relay Office) |
| Brownwood     | Greenville  | Saginaw      | Zacha Jct.            |
| Cleburne      | Midlothian  | San Angelo   |                       |
| Dallas        | Paris       | Sweetwater   |                       |

**10. STANDARD CLOCKS ARE LOCATED:**

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

**11. JOINT TRACK FACILITIES:**

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

Tecific-Sweetwater. 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

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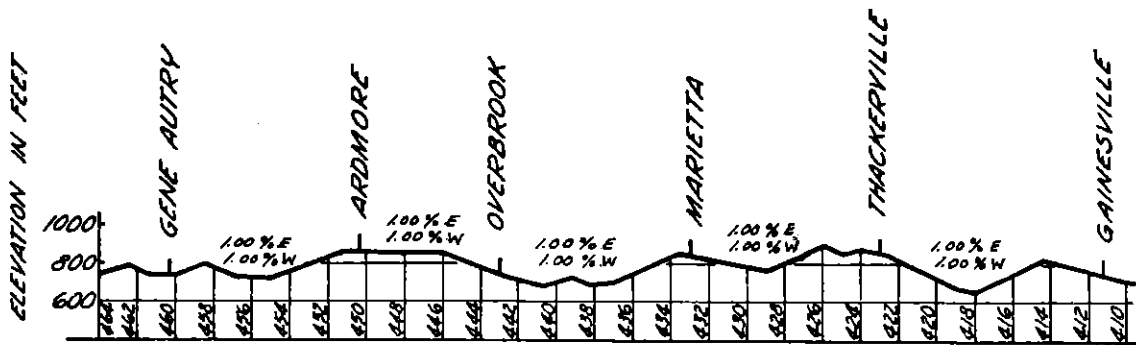
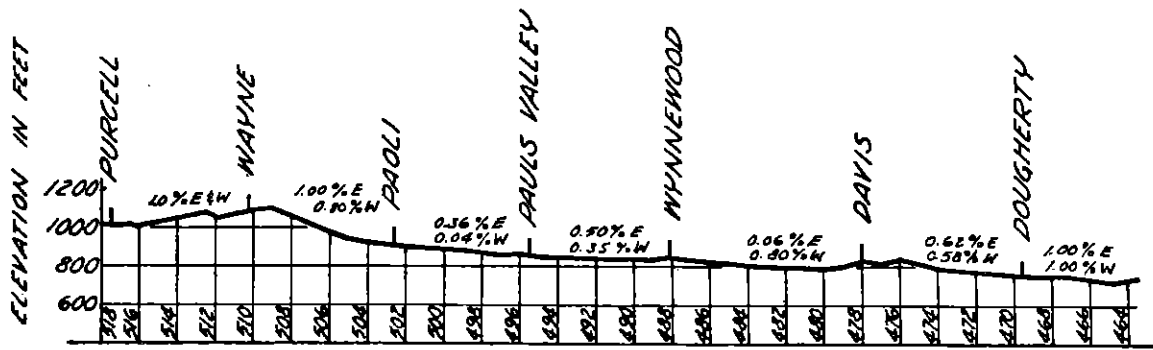
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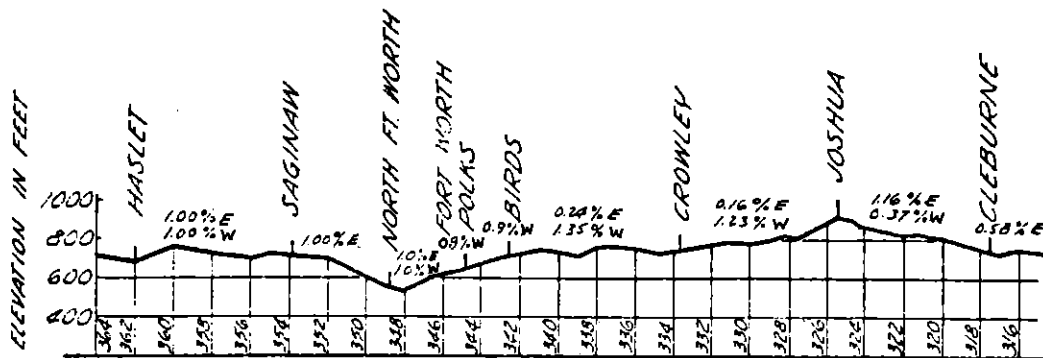
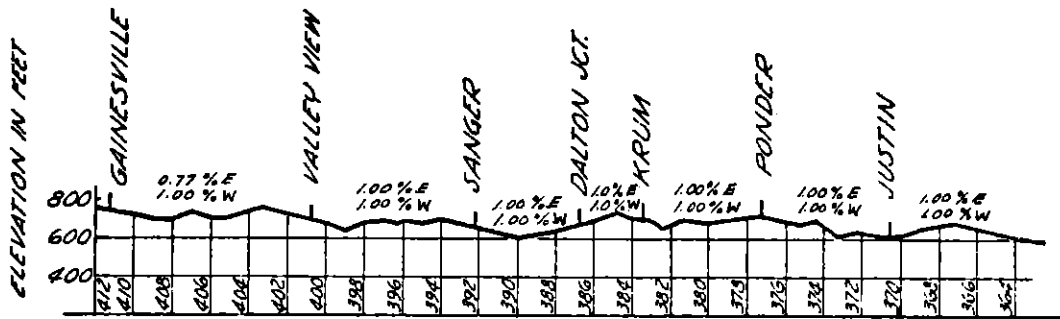
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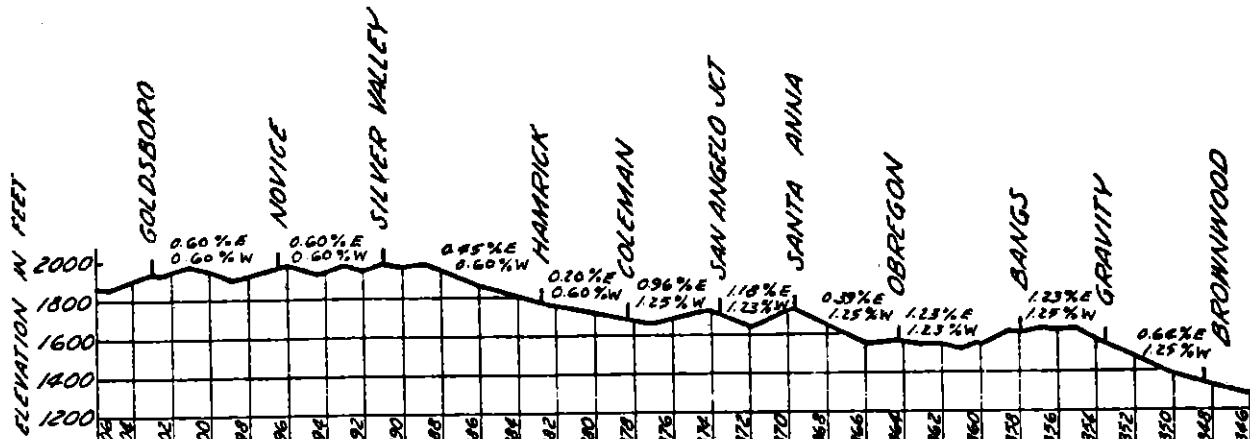
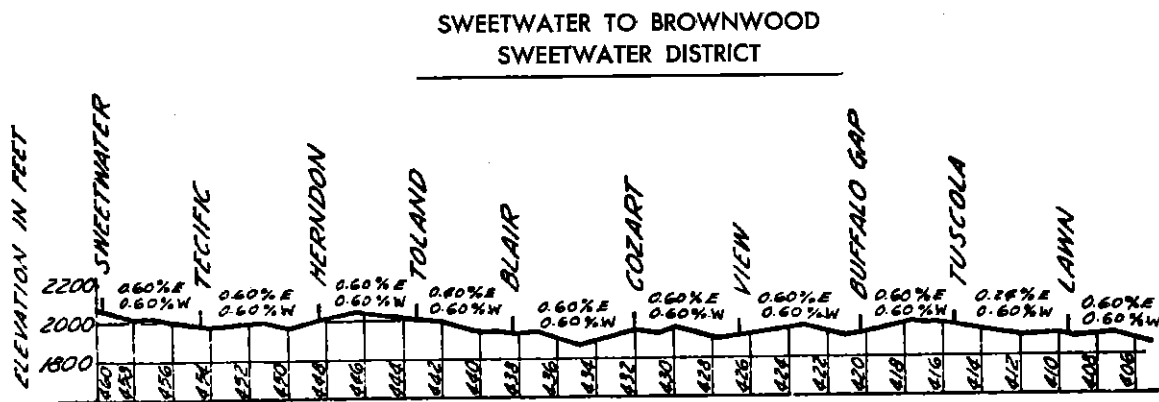
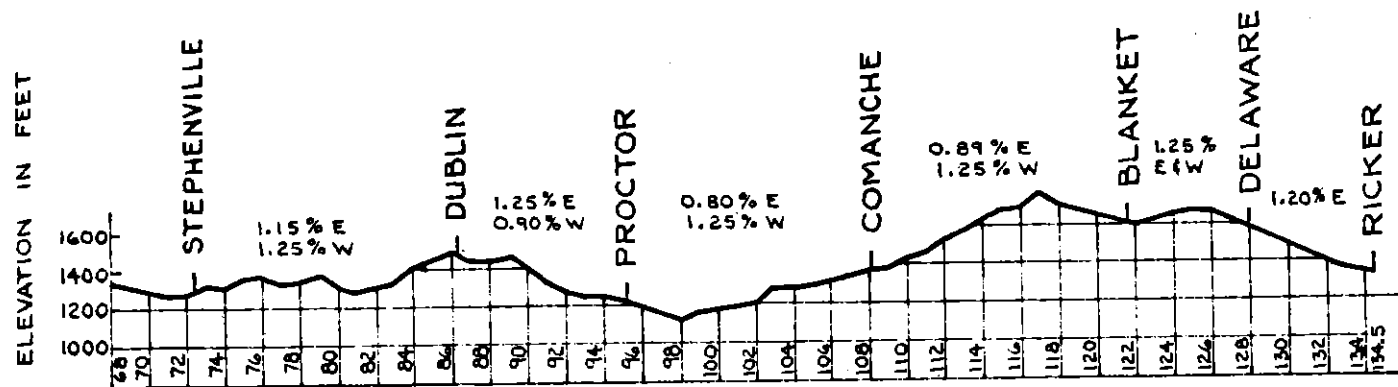
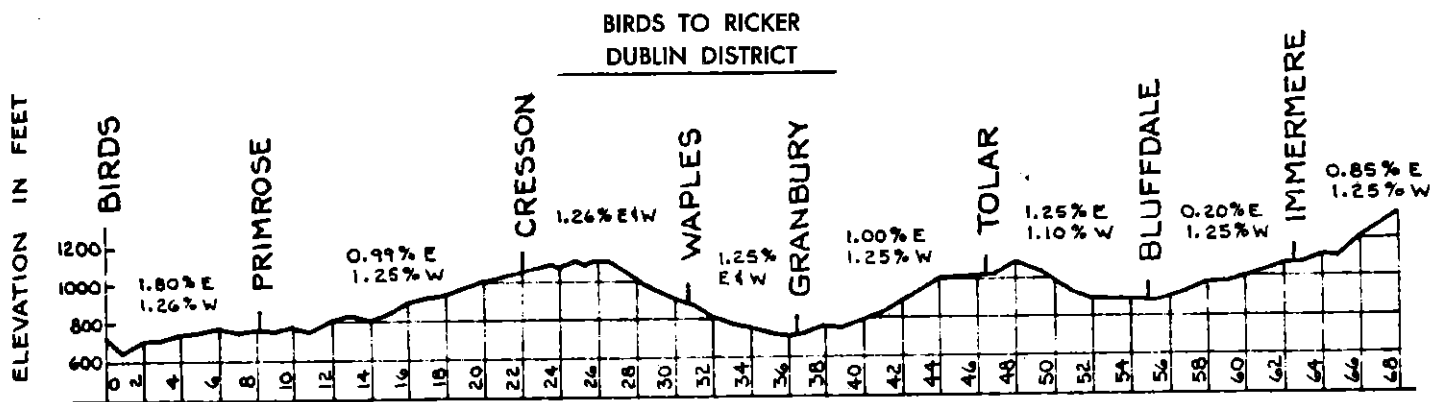


PURCELL TO GAINESVILLE  
FIRST DISTRICT

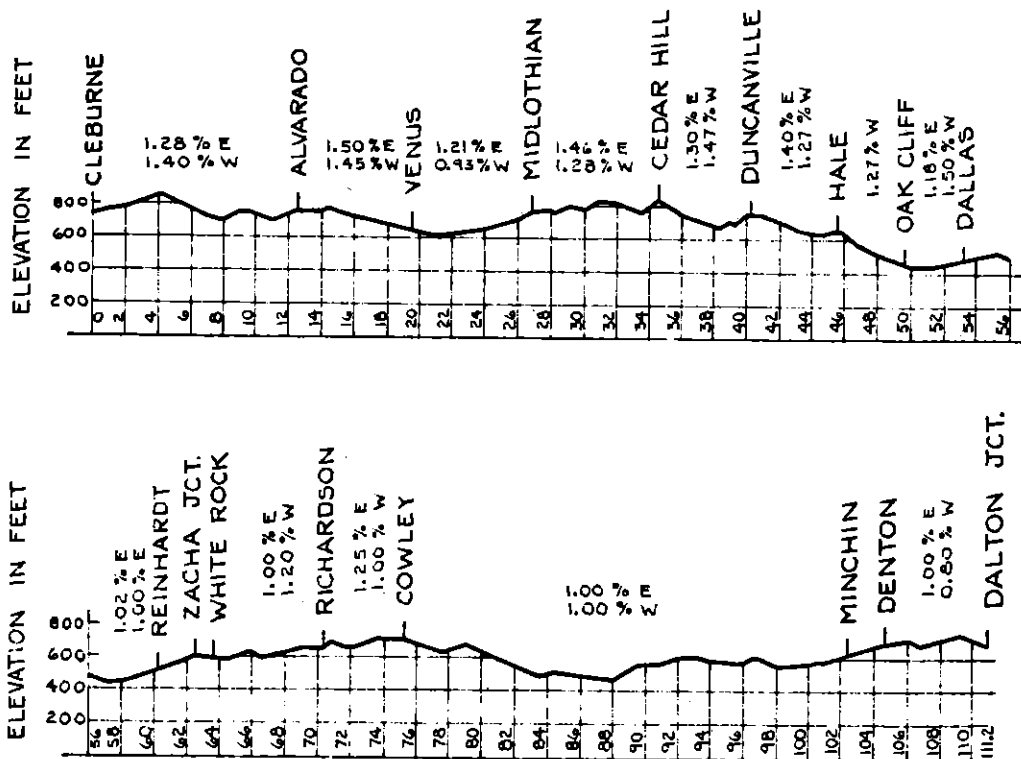


GAINESVILLE TO CLEBURNE  
SECOND DISTRICT





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# NORTHERN DIVISION