SANTA FE SAFETY FIRST

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

TRAINMASTERS

R. H. De HAVEN ..... Fort Worth, Texas
D. L. REYNOLDS ..... Brownwood, Texas
R. P. BENSON ..... Fort Worth, Texas

ROAD FOREMAN OF ENGINES—TRAINMASTER (AMTRAK OPERATIONS)

J. L. WILES ..... Fort Worth, Texas

ASSISTANT TRAINMASTERS

B. F. ROGERS ..... Fort Worth, Texas
R. D. SWEARINGIN ..... Fort Worth, Texas
W. J. CUMMINGS ..... Dallas, Texas
J. L. GOERING ..... Dallas, Texas
C. R. SAUNDERS ..... Cleburne, Texas
M. L. ELKINS ..... Sweetwater, 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
D. L. WHITE ..... Brownwood, Texas

SAFETY SUPERVISOR

W. T. SIMMONS ..... Fort Worth, Texas

CHIEF DISPATCHER

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

ASSISTANT CHIEF DISPATCHERS

O. A. LEWIS ..... Fort Worth, Texas
J. C. RUSSELL ..... Fort Worth, Texas
E. S. FIELDS ..... Fort Worth, Texas
C. R. LAWRENCE ..... Fort Worth, Texas

DISPATCHERS — FORT WORTH, TEX.

R. A. SCHILLING
C. P. PIERCE, JR.
J. D. BLANKENSHIP
D. E. MURDOCK
A. G. COPPINGER
J. L. THOMAS
F. W. ULLMAN
R. T. SHAVER
J. E. WEAVER
J. G. WILLIAMS
R. A. CRAWFORD
D. P. REYNOLDS
H. F. FULLER
R. W. WESSLER
R. D. TINSLEY

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED COUPLINGS ARE DANGEROUS
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. 10

IN EFFECT

Sunday, April 29, 1979

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.

B. K. PERRY,
Asst. General Manager,
Amarillo, Texas.

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

TIME TABLE

No. 10

April 29, 1979

WESTWARD First Class	Capacity of Siding in Feet	Ruling Grade Ascending		EASTWARD Ruling 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
9.31		.0	PURCELL	5.3	517.5	CR	s 5.54
	8297	42.2	7.3 WAYNE 7.6	52.8	510.2	B	
	8229	2.1	PAOLI 7.0	19.0	502.6		
f 9.55	12105	18.4	PAULS VALLEY 7.5	26.4	495.6	Y CR	f 5.28
	8804	42.2	WYNNEWOOD 10.1	3.1	488.1	CR	
	9225	31.6	DAVIS 8.4	32.7	478.0	C	
	8599	52.8	DOUGHERTY 9.3	52.8	469.6	Y CR	
	8443	52.8	GENE AUTRY 9.9	52.8	460.3		
s10.48	5731	52.8	ARDMORE 7.4	52.8	450.4	Y CR	s 4.35
	6427	52.8	OVERBROOK 9.9	52.8	443.0		
	10025	52.8	MARIETTA 10.0	52.8	433.1	CR	
	8053	52.8	THACKERVILLE 11.8	52.8	423.1		
11.28 AM			GAINESVILLE		411.3	T CR	3.51 PM
Arrive Daily			(106.2)				Leave Daily
54.4			Average speed per hour				51.8

TCS

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	
	Psgr.	Frt.
First District	79	60*

*Maximum authorized speed for freight trains:

(a) 55 MPH when handling one or more empty cars: (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).

(b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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
Curve, M.P. 427.9 to 428.2	75
2 Curves, M.P. 433.9 to 435.2	70
Curve, M.P. 437.6 to 438.8	70
Curve, M.P. 440.8 to 441.3	70
Curve, M.P. 446.3 to 446.8	75
Curve, M.P. 448.8 to 449.4	75
Ardmore, main track and siding, M.P. 449.7 to 451.0	25
3 Curves, M.P. 451.6 to 452.7	55
11 Curves, M.P. 453.2 to 459.3	50
Curve, M.P. 459.6 to 460.3	45
Curve, M.P. 462.0 to 462.6	45
10 Curves, M.P. 462.8 to 466.4	35
Curve, M.P. 467.3 to 467.5	50
Curve, M.P. 467.9 to 468.2	70
Curve, M.P. 470.6 to 470.8	70
2 Curves, M.P. 471.1 to 472.5	60
4 Curves, M.P. 473.7 to 475.1	50
2 Curves, M.P. 475.3 to 476.3	55
Curve, M.P. 483.9 to 484.2	70
Curve, M.P. 489.4 to 489.9	75
2 Curves, M.P. 494.0 to 494.5	60
3 Curves, M.P. 496.7 to 499.7	75
2 Curves, M.P. 501.5 to 503.2	75
2 Curves, M.P. 503.3 to 504.5	60
5 Curves, M.P. 504.5 to 506.7	50
2 Curves, M.P. 507.3 to 508.8	60
Curve, M.P. 510.9 to 511.2	60
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 and Purcell, 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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS — (Continued)

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. 448.8 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 Industrial Lead	449.6	26,400
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

TRACK SIDE WARNING DEVICES

First District

Location	Type	Signal and indicator affected
M.P. 491.8	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating White Light—Eastward - M.P. 491.8 and locator at west end of siding at Gulf Jct. Westward - M.P. 491.8 and Locator at M.P. 489.8
M.P. 457.6	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights—Eastward - M.P. 457.6 and locator at west end of siding at Gene Autry. Westward - M.P. 457.6 and locator at M.P. 455.5
M.P. 426.2	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating White Lights—Eastward M.P. 426.2 and locator at M.P. 428.2 Westward - M.P. 426.2 and locator at east end of siding at Thackerville

When actuated comply with Special Rule 12 of this time table.

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.

TIME TABLE

No. 10

April 29, 1979

WESTWARD First Class 15 Leave Daily	WESTWARD First Class 21 Leave Mon. Thurs. Sat.	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile		STATIONS		EASTWARD Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD First Class 16 Arrive Daily	EASTWARD First Class 22 Arrive Sun. Tue. Fri.
—AM—										—PM—	
11.28			.0		**GAINESVILLE**			411.3	T CR	3.51	
s11.31			52.8		0.6 GAINESVILLE P. D.		34.3	410.7		s 3.50	
		8204	52.8		9.9 VALLEY VIEW		40.6	400.8	B		
			52.8		8.6 SANGER		52.8	392.2	C		
11.56		8179	52.8		5.4 DALTON JCT.		52.8	386.8		3.17	
			52.8		3.3 KRUM		52.8	383.5			
		7898	52.8	TCS	6.2 PONDER		52.8	377.3			
		6678	52.8	TCS	6.7 JUSTIN		52.8	370.6	C		
		6961	52.8	TCS	8.6 HASLET		52.8	362.0			
—PM—				TCS	8.1 F.W. & D. Crossing						
12.25		S 11896 N 12059	.0	TCS	SAGINAW C.R.I. & P. Crossing 5.1 F.W. Belt Crossing St. L.S.W. Crossing		52.8	353.9	C	2.42	
	Via M. P.	4383	52.8	TCS	NORTH FORT WORTH S.L.-S.F. Crossing 2.3		52.8	348.8	CR		Via M. P.
	—AM—										—PM—
s12.50 1.05	s 8.55 9.10		21.1	TCS	FORT WORTH 0.3		.0	346.0	T CR	2.30 s 2.15	4.15 s 4.00
			31.6	TCS	S. P. Crossing M. P. Crossing 0.1		.0	345.7			
			31.6	TCS	M. P. Crossing 0.1		.0	345.6			
			47.5	TCS	M. P. Crossing 0.6		.0	345.5			
		2321	47.5	TCS	POLKS 2.1		.0	344.9			
1.15	9.20	6054	36.9	TCS	BIRDS YL 0.6		.0	342.8		1.59	3.47
			71.2		S.L.-S.F. Crossing 8.5		12.7	342.2			
1.25	9.30	7908	64.9	ABS	CROWLEY 8.4		8.2	333.7		1.48	3.35
16 1.40	9.38	8437	19.5	ABS	JOSHUA 7.8		61.0	325.3		15 1.40	3.26
s 1.50	s 9.50			ABS	**CLEBURNE** YL			317.5	TY CR	1.31	3.16
—PM—	—AM—									—PM—	—PM—
Arrive Daily	Arrive Mon. Thurs. Sat.				(93.8)					Leave Daily	Leave Sun. Tue. Fri.
39.6	42.7				Average speed per hour					40.2	38.9

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 Block Signal 3192, M.P. 319.9.

RULE 94 IN EFFECT: At Cleburne, between Block Signal 3172 and M.P. 319; 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

	MPH	
	Psgr.	Frt.
SECOND DISTRICT	79	60*

*Maximum authorized speed for freight trains:

(a) 55 MPH when handling one or more empty cars: (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).

(b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

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

Location		MPH
2 Curves,	M.P. 317.2 to 318.7	45
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	45
RR Crossings,	M.P. 348.5 to 348.9 Interlocking	40
2 Curves,	M.P. 349.6 to 351.0	60
Curve,	M.P. 351.7 to 352.1	70
RR Crossings,	M.P. 353.8 Interlocking	40
Curve,	M.P. 359.5 to 359.8	75
Curve,	M.P. 361.6 to 362.2	75
Curve,	M.P. 363.3 to 363.9	75
Curve,	M.P. 365.9 to 366.1	75
Curve,	M.P. 369.1 to 369.4	75
Curve,	M.P. 370.2 to 370.4	70
Curve,	M.P. 377.4 to 378.2	75
2 Curves,	M.P. 382.4 to 383.3	70
Curve,	M.P. 384.8 to 385.3	75
Curve,	M.P. 389.3 to 389.7	55
Curve,	M.P. 393.7 to 394.0	75
Curve,	M.P. 398.8 to 399.1	65
Curve,	M.P. 400.5 to 400.7	75
Curve,	M.P. 402.5 to 403.2	75
3 Curves,	M.P. 406.7 to 408.4	75
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

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

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, except Fort Worth, 40 MPH continuous M.P. 337.2 to 343.2, 20 MPH continuous M.P. 343.2 to 346.9, 40 MPH continuous M.P. 346.9 to 358.5:

		MPH
Cleburne	M.P. 317.0 to 319.0	18
Crowley	M.P. 331.9 to 335.8	65
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 358.5	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 ↓ Capacity of Siding in Feet	WESTWARD Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 10 April 29, 1979 STATIONS	EASTWARD Ruling Grade Ascending Feet Per Mile	EASTWARD Mile Post	EASTWARD Communications Turn Tables and Wyes	EASTWARD ↑
		FORT WORTH		346.0	T CR	
	47.5	3.4	.0			
6054		BIRDS		342.8		
	.0	0.9	64.4			
		BELT JCT.		0.9		
	66.0	7.5	58.1			
7218		PRIMROSE		8.4	B	
	66.0	13.6	66.5			
7187		CRESSON		22.0	Y	
	66.0	8.7	66.5			
7382		WAPLES		30.7	B	
	66.0	5.8	66.0			
		GRANBURY		36.5	C	
	66.0	9.9	52.8			
7202		TOLAR		46.4	B	
	58.6	8.7	66.0			
		BLUFFDALE		55.1	B	
	66.0	7.4	.0			
7203		IMMERMERE		62.5	B	
	66.0	9.8	44.9			
7213		STEPHENVILLE		72.3	CR	
	66.0	13.8	66.0			
8154		DUBLIN		86.1	C	
	.0	0.1	31.6			
		T.C. Crossing		86.2		
	52.3	9.1	66.0			
7643		PROCTOR		95.3		
	66.0	12.8	42.2			
7391		COMANCHE		108.1	CR	
	66.0	13.6	46.5			
7206		BLANKET		121.7	B	
	66.0	6.3	66.0			
7496		DELAWARE		128.0		
	.0	7.1	63.4			
5403		RICKER		344.4		
	.0	4.0	.0			
		BROWNWOOD YL		348.4	TY CR	
		(141.8)				

TCS

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 30 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
Comanche	109.4	Moorman Mfg. Co.
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.

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 for freight trains when averaging 90 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
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, except Granbury, 30 MPH continuous M.P. 36.0 to 37.3:

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. 36.0 to 37.3	30 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 3.0	Viaduct, highway
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

TIME TABLE

No. 10

April 29, 1979

WESTWARD ↓ Capacity of Siding in Feet	WESTWARD Ruling Grade Ascending Feet Per Mile	STATIONS	EASTWARD Ruling Grade Ascending Feet Per Mile	EASTWARD Mile Post	EASTWARD Communications Turn Tables and Wyes	EASTWARD ↑
8179		DALTON JCT.		111.2		
	42.2	6.5	52.8			
		DENTON		104.7	CR	
	10.6	2.3	42.2			
3878		MINCHIN		102.4	B	
	52.8	27.1	52.8			
3522		COWLEY		75.3	B	
	52.8	5.0	66.0			
		RICHARDSON		70.3		
	15.8	0.2	.0			
		S. P. Crossing		70.1		
	63.4	6.4	52.8			
		WHITE ROCK YL		63.7		
	31.7	1.1	10.4			
5426		ZACHA JCT.		62.6	BR	
	.0	2.3	40.1			
		REINHARDT		60.3		
	52.8	6.6	53.8			
		M. P. Crossing		53.7		
	.0	0.4	.0			
		S. P. Crossing		53.3		
	.0	0.1	10.5			
		DALLAS YL		53.2	T CR	
	.0	0.7	38.0			
		S. P. Crossing		52.5		
	.0	0.6	63.3			
		St. L. S. W. Crossing		51.9		
	.0	0.1	22.2			
		SANTA FE JCT.		51.8	Y	
	.0	0.1	22.2			
		M-K-T Crossing		51.7		
	23.0	0.1	.0			
		TERMINAL JCT.		51.6	Y	
	37.0	2.0	.0			
2010		OAK CLIFF		49.6		
	67.0	3.9	.0			
1866		HALE YL		45.7		
	66.0	5.6	70.2			
1901		DUNCANVILLE YL		40.1		
	77.6	5.5	68.6			
973		CEDAR HILL		34.6		
	67.5	7.3	71.0			
		S. P. Crossing		27.3		
	49.6	0.4	.0			
2528		MIDLOTHIAN YL		26.9	CR	
	46.9	3.2	52.8			
7810		WARD SPUR YL		23.7		
	32.0	4.1	16.1			
1880		VENUS		19.6		
	76.5	6.9	71.2			
1819		ALVARADO		12.7	B	
	26.4	1.3	67.5			
		M-K-T Crossing		11.4		
	74.4	11.4	66.0			
		CLEBURNE 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 for freight trains when averaging 90 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 Missouri 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, except Dallas 20 MPH restriction continuous MP 41.6 to MP 68.4.

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	25 MPH
Dallas	M.P. 41.6 to 68.4	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. 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
Ward	24.7	3,050
T.X.I. Coal Spur	25.2	3,627
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

TIME TABLE

No. 10

April 29, 1979

WESTWARD ↓ Capacity of Siding in Feet	WESTWARD Ruling Grade Ascending Feet Per Mile	STATIONS		EASTWARD Ruling Grade Ascending Feet Per Mile	EASTWARD Mile Post	EASTWARD Communications Turn Tables and Wyes ↑
		BROWNWOOD YL			348.4	TY CR
	66.0	9.5		64.9		
7333		BANGS			357.9	
	64.9	6.3		64.9		
6708		OBREGON			364.2	B
	66.0	5.5		20.5		
3989		SANTA ANNA			369.7	
	64.9	3.8		62.3		
		SAN ANGELO JCT.			373.5	Y B
	66.0	4.8		50.6		
8697		COLEMAN			378.3	CR
	31.7	12.7		23.8		
5639		SILVER VALLEY			391.0	B
	31.7	5.5		31.7		
5549		NOVICE			396.5	B
	31.7	6.4	ABS	31.7		
4010		GOLDSBORO	ABS		402.9	
	31.7	6.6	ABS	31.7		
4039		LAWN	ABS		409.5	
	31.7	5.9	ABS	12.7		
5261		TUSCOLA	ABS		415.4	B
	15.8	0.6	ABS	.0		
		A. & S. Crossing	ABS		416.0	
	31.7	10.6	ABS	31.7		
7012		VIEW	ABS		426.6	B
	31.7	5.4	ABS	31.7		
4144		COZART	ABS		432.0	
	31.7	11.3	ABS	31.7		
6512		TOLAND	ABS		443.3	B
	31.7	5.1	ABS	31.7		
3762		HERNDON	ABS		448.4	
	31.7	6.1	ABS	31.7		
6738		TECIFIC	ABS TCS		454.5	
	31.7	5.1	TCS	31.7		
		SWEETWATER	TCS		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 except Missouri Pacific trains, must get clearance card before leaving Sweetwater. Missouri Pacific trains must secure Missouri Pacific clearance 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	60 MPH*

*Maximum authorized speed for freight trains:
(a) 55 MPH when handling one or more empty cars:
(Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).
(b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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. 358.9 to 359.7	55
Curve,	M.P. 362.3 to 362.7	50
Curve,	M.P. 366.8 to 367.6	55
2 Curves,	M.P. 369.4 to 370.8	30
Curve,	M.P. 371.2 to 372.0	55
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. 458.8 to 459.7	55
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	20

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

Station	Type	Location	MPH
Obregon	S	Both ends siding	20
Santa Anna	S	Both ends siding	20
San Angelo Jct.	S	San Angelo District Junction	20
Coleman	S	Both ends siding	20
Silver Valley	S	Both ends siding	20
Novice	S	Both ends siding	20
Goldsboro	S	Both ends siding	20
Lawn	S	Both ends siding	20
Tuscola	S	Both ends siding	20
View	S	Both ends siding	20
Cozart	S	Both ends siding	20
Toland	S	Both ends siding	20
Herndon	S	Both ends siding	20
Tecific	I	Both ends siding	30
	I	Turnout from siding to M.P. Ry.	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
Bangs	M.P. 357.1 to 358.5	40 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.	12 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 M.P. Ry.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Buffalo Gap	420.3	3,500
Grimes	445.8	550
Tesco	450.1	1,150

WESTWARD ↓ Capacity of Siding in Feet	WESTWARD Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 10 April 29, 1979 STATIONS	EASTWARD Ruling Grade Ascending Feet Per Mile	EASTWARD Mile Post	EASTWARD Communications Turn Tables and Wyes	EASTWARD ↑
2604	65.5	SAN ANGELO JCT. YL	60.0	.0	BY	
		20.9				
5252	65.5	TALPA	66.0	20.9		
		16.0				
1585	52.8	BALLINGER YL	26.4	36.9	C	
		8.7				
2615	52.8	ROWENA	51.7	45.6		
		8.6				
2544	52.8	MILES	52.8	54.2		
		8.9				
2623	52.8	HARRIET	52.8	63.1		
		8.4				
		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
San Angelo	M.P. 68.9 to 69.6	15 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

TIME TABLE
No. 10
April 29, 1979

WESTWARD ↓ Capacity of Siding in Feet	WESTWARD ↓ Ruling Grade Ascending Feet Per Mile	STATIONS	EASTWARD ↑ Ruling Grade Ascending Feet Per Mile	EASTWARD ↑ Mile Post	EASTWARD ↑ Communications Turn Tables and Wyes
		PARIS YL		151.1	C
	.0	0.8	21.1	150.3	
		M. P. Crossing			
	52.8	11.8	62.8	138.5	
1860		ROXTON			
	52.8	5.5	52.8	133.0	
1655		BEN FRANKLIN			
	53.0	5.4	3.7	127.6	
		PECAN GAP			
	52.8	6.0	52.8	121.6	
1440		LADONIA			
	52.8	8.3	12.6	113.3	C
1628		WOLFE CITY YL			
	.0	8.9	52.8	104.4	
		M-K-T Crossing			
	.0	0.1	14.2	104.3	
1706		CELESTE			
	52.8	13.2	57.0	91.1	
		L. & A. Jct.			
	.0	0.1	3.7	91.0	CR
1770		**FARMERSVILLE** YL			
	52.8	6.7	52.8	84.3	
1942		COPEVILLE			
	53.4	8.5	53.4	75.8	
1889		WYLIE			
	52.8	4.2	52.8	71.6	
1944		SACHSE			
	51.2	4.8	52.8	66.8	
		M-K-T Crossing			
	40.6	0.4	.0	66.4	CR
		GARLAND YL			
	48.5	3.8	53.3	62.6	BR
5426		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

(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, M.P. Ry., 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

WESTWARD ↓ | TIME TABLE No. 10 April 29, 1979 | EASTWARD ↑

Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes
		CLEBURNE YL		317.5	TY CR
	52.8	11.3	56.4		
1036		GODLEY		10.3	
	55.4	8.1	34.8		
7185		CRESSON YL		18.4	Y
		(19.4)			

At Cleburne, Second District time table rules will govern.

At Cresson, Dublin District time table rules will govern.

At Cresson, a proceed signal indication on control signal governing movements to the Cresson District, or verbal permission from the train dispatcher, will authorize trains from Dublin District to run Extra Cresson to Cleburne.

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.

(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 0.7	18 MPH

LINDSAY DISTRICT

WESTWARD ↓ | TIME TABLE No. 10 April 29, 1979 | EASTWARD ↑

Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes
12105		**PAULS VALLEY** YL		495.6	CR
	31.6	12.6	31.6		
1642		MAYSVILLE YL		12.1	
	10.5	11.3	.0		
		LINDSAY YL		23.4	Y
		(23.9)			

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

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
ALL OTHER CLASSES	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	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 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.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan Spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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

Second District:
Cleburne, M.P. 314.9 (Southern Division) to 317.3
M.P. 319.0 to 322.4
Birds, M.P. 339.7 to 342.0
Dallas District:
Cleburne, M.P. 0.0 to 1.6
Ward Spur - Midlothian, inclusive, M.P. 22.0 to 27.6
Duncanville - Hale, inclusive, M.P. 39.5 to 45.8
Dallas, M.P. 52.5 to 53.7
Zacha Jct. - White Rock, inclusive, M.P. 62.0 to 66.8
Sweetwater District:
Brownwood, M.P. 349.7 to 351.4
Sweetwater, M.P. 636.3 to 642.3 (Sayard District)
San Angelo District:
San Angelo Jct., M.P. 0.0 to 2.0
Ballinger, M.P. 35.4 to 37.8
San Angelo, M.P. 69.0 to San Angelo
Paris District:
Garland, M.P. 62.6 to 67.7
Farmersville, M.P. 90.0 to 92.1
Wolfe City, M.P. 112.3 to 114.1
Paris, M.P. 149.6 to Paris
Cresson District:
Cleburne, M.P. 0.0 to 3.0
Cresson, M.P. 16.8 to 18.3
Lindsay District: (Entire District)

9. BULLETIN BOOKS ARE LOCATED:

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

10. STANDARD CLOCKS ARE LOCATED:

Ardmore	Dallas	Paris	Sweetwater
Brownwood	Fort Worth	Purcell	Saginaw
Cleburne	Gainesville	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. M.P. Ry. 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.

12. RULE 105(A)—HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with headend at locator. if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing conditions.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

(a) it is snowing or sleeting; or,

(b) there is snow on ground which can be agitated by a moving train.

(Continued Page 16)

12. RULE 105(A) (Cont'd.)

DRAGGING EQUIPMENT DETECTORS

When actuated, rotating white light type indicators will be illuminated; immediate stop must be made, check locator, make thorough inspection of both sides of train, inspect track and notify dispatcher.

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	100.0	.. 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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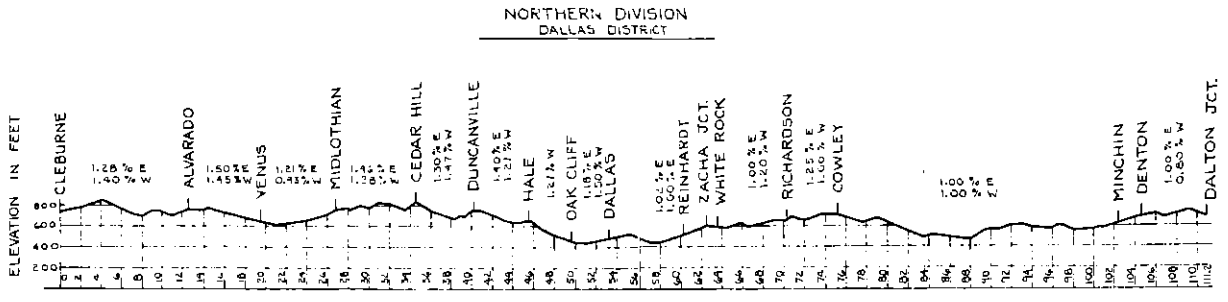
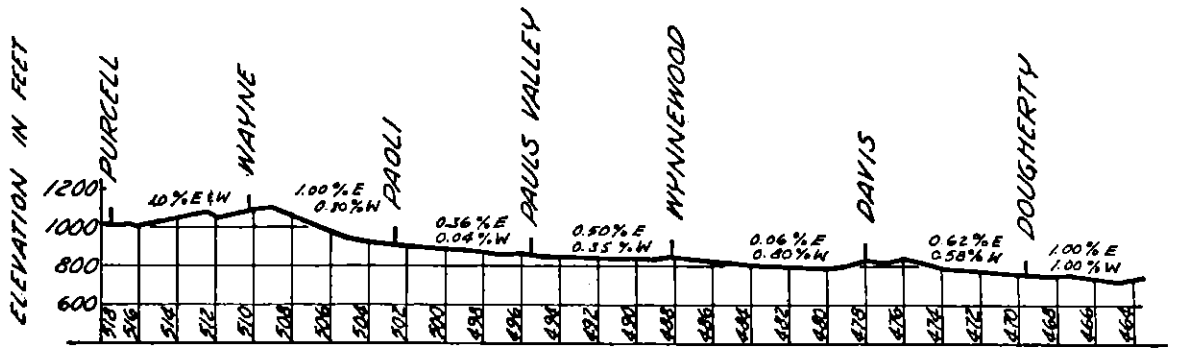
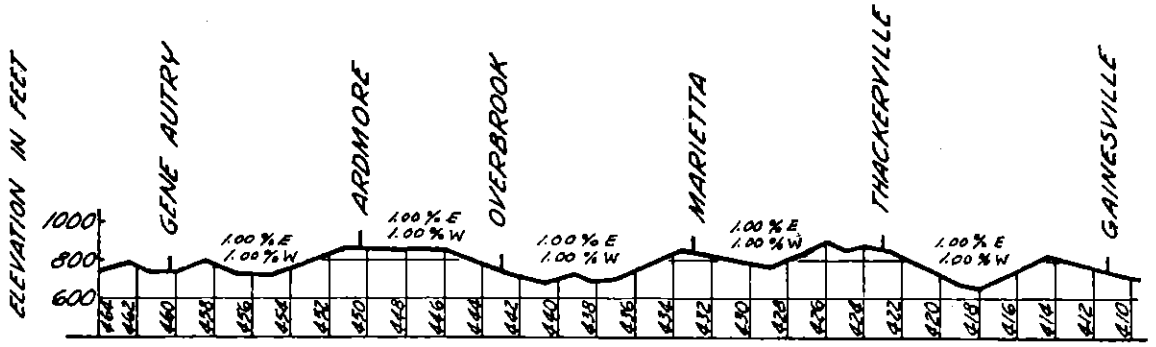
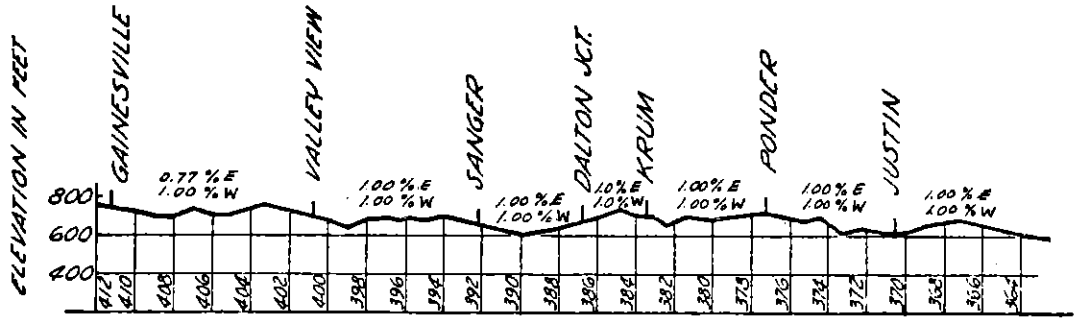


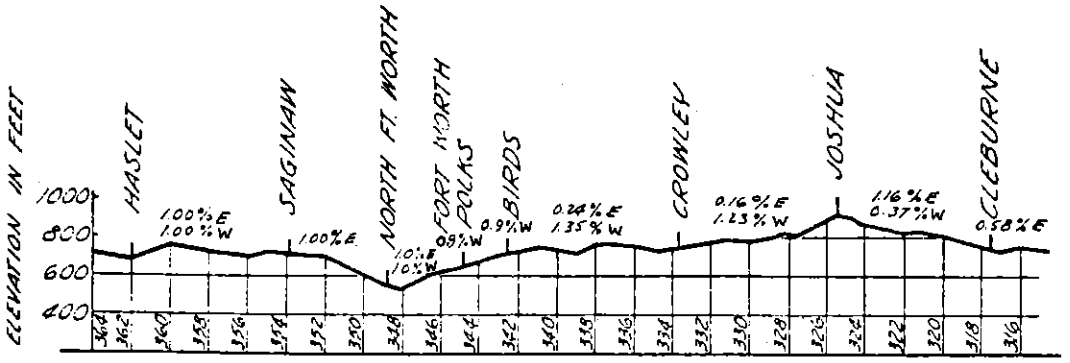
PURCELL TO GAINESVILLE
FIRST DISTRICT



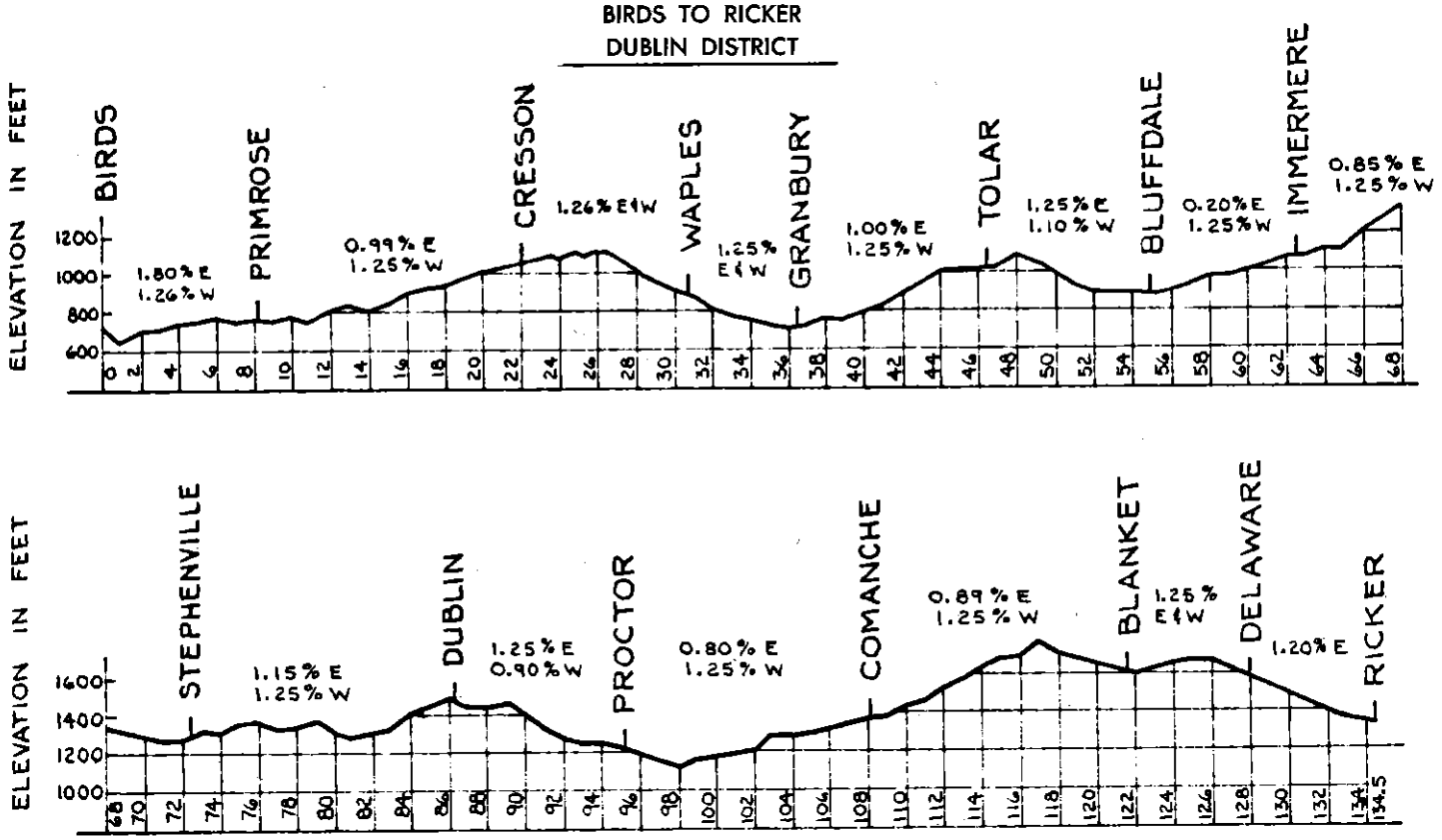


GAINESVILLE TO CLEBURNE
SECOND DISTRICT

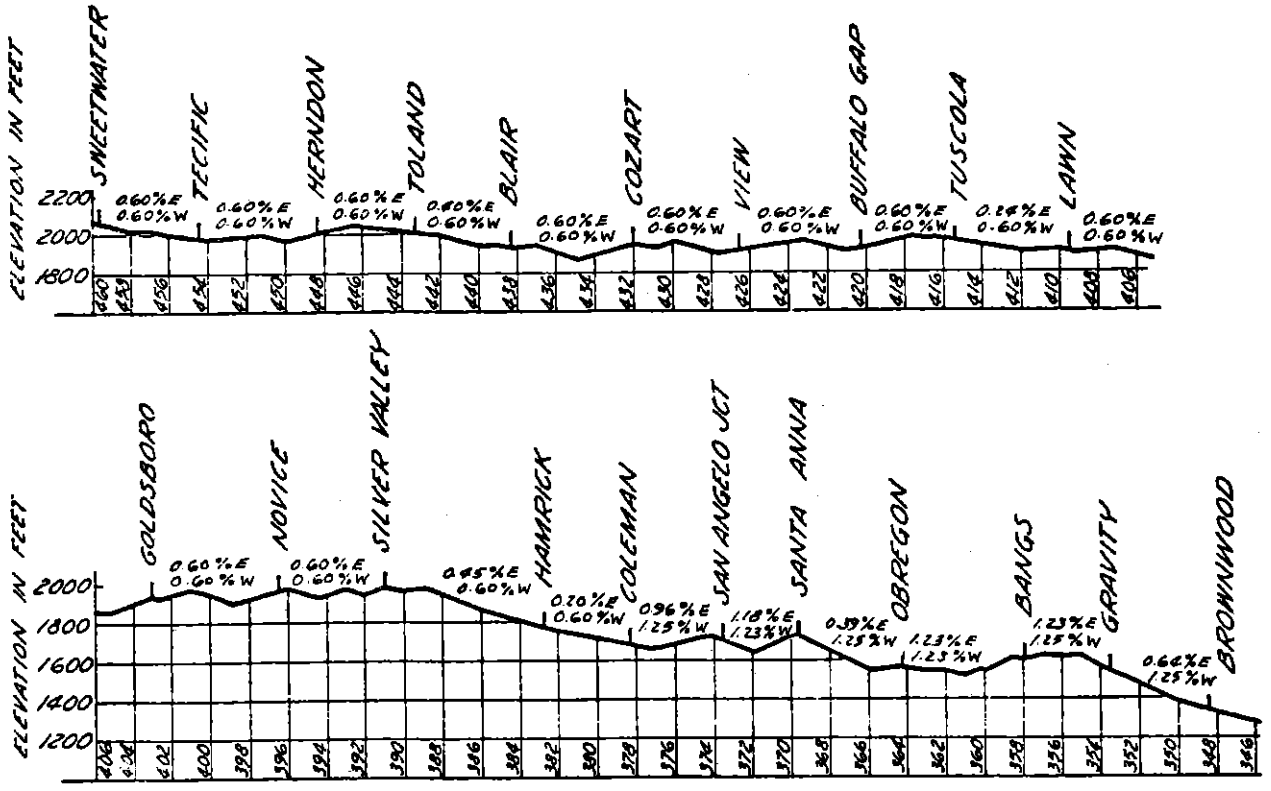




BIRDS TO RICKER
DUBLIN DISTRICT



SWEETWATER TO BROWNWOOD
SWEETWATER DISTRICT



POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
- Determine the type of placard that is applied to the car. From Line 1.
- Determine the type of car to which the placard is applied from. Line 2
- Follow vertically down the chart and note which lines apply.
- The symbol "√" indicates wording at the side that applies.

See footnotes for explanation.

			1 PLACARD APPLIED ON CAR	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN EXPLOSIVES A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
			2 TYPE OF CAR	ANY CARS (incl. flat cars carrying trailers or containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3			**RESTRICTIONS**								
4	WHEN TRAIN LENGTH PERMITS		MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	√	√			√			
5	WHEN TRAIN LENGTH DOES NOT PERMIT		MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	√	√			√			
6	MUST NOT BE PLACED NEXT TO		LOADED FLAT CAR. A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN TOP CAR.	√ ①	√	√		√ ②			
7			*AN OPEN-TOP CAR* WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	√	√	√		√			
8			**ENGINE**	√	√	√	√	√		√	
9			EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	√ ③	√ ③	√ ③	√	√	√ ④	√	
10			**OCCUPIED CABOOSE**	√ ③	√ ③	√ ③	√	√		√	
11			**OCCUPIED GUARD CAR**	√ ③	√ ③	√ ③		√			
12			**UNDEVELOPED FILM**				√				
13			A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	√	√	√	√				
14			A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	√	√	√					
15		CAR PLACARDED	**EXPLOSIVES A**		√	√	√	√	√		
16			**POISON GAS**	√			√	√	√		
17			LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	√	√	√	√				
18			**RADIOACTIVE**	√	√	√		√	√		

FOOTNOTES:

① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

④ Applies only in mixed train service, see section 174.87

District	Page
First	2
Second	4
Dublin	6
Dallas	8
Sweetwater	10
San Angelo	12
Paris	13
Cresson	14
Lindsay	14

NORTHERN DIVISION