



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his supervisor.

ASSISTANT SUPERINTENDENTS

- A. N. WADE Houston, Tex.
- R. E. CALDWELL Temple, Tex.

TRAINMASTERS

- M. W. GIBSON Houston, Tex.
- W. F. KILPATRICK Temple, Tex.
- D. H. GILL Silsbee, Tex.

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

- J. L. WILES Ft. Worth, Tex.

ASSISTANT TRAINMASTERS

- H. D. IRISH Pearland, Tex.
- L. S. SIMS Pearland, Tex.
- T. W. JONES Pearland, Tex.
- R. J. SHERMAN Longview, Tex.
- C. E. JETER Temple, Tex.
- G. R. SLIDER Temple, Tex.
- M. H. LYNE Galveston, Tex.

RULES EXAMINER

- R. O. ROWE Temple, Tex.

**SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES**

- E. E. REYNOLDS Amarillo, Tex.

ROAD FOREMEN OF ENGINES

- R. B. GAINES Temple, Tex.
- R. E. KING Silsbee, Tex.
- C. W. LEE Houston, Tex.

SAFETY SUPERVISOR

- T. D. BECK Temple, Tex.

CHIEF DISPATCHER

- E. A. THOMAS Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

- L. E. MOORE Temple, Tex.
- C. E. FURLOW Temple, Tex.
- B. R. MARTIN Temple, Tex.
- W. H. ANDERSON Temple, Tex.
- J. S. KIRK Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

- | | |
|--------------------|---------------------|
| J. V. HIGGINBOTHAM | R. A. KOLODZIEJCZYK |
| J. L. CONNER | R. E. SMITH |
| C. G. PULLEN | L. P. GILES |
| R. J. GAUER | W. D. GUTHRIE |
| G. M. STANDARD | G. E. COUSINS |
| J. E. ROSE | R. J. PADILLA |
| G. T. ROSS | J. B. BOMAR |
| C. C. McFARLAND | W. R. WELCH |
| J. E. JONES | B. D. KIRK |
| | C. L. WILSON |

**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
SUPPLEMENT "A"**

SOUTHERN DIVISION

TIME TABLE No.

9

IN EFFECT

SUNDAY, OCTOBER 1, 1978

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.
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M. R. HAVERTY,
Superintendent,
Temple, Texas.

4 FIRST DISTRICT

SOUTHERN DIVISION

WESTWARD		Capacity of Siding in Feet	Rolling Grade Ascending	SUPPLEMENT "A"				EASTWARD	
First Class				TIME TABLE				First Class	
15	21			NO. 9				16	22
		October 1, 1978							
Leave Daily PM	Leave Mon. Thurs. Sat. AM		Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily PM	Arrive Sun. Tue. Fri. PM	
1.56	9.51			CLEBURNE YL		TY CR	12.50	3.15	
2.04	9.58	5570	48.0	7.2 RIO VISTA	53.3	B	12.39	3.04	
2.10	10.03	6670	52.8	6.5 BLUM	66.0		12.33	2.58	
2.19	10.10	6900	31.7	9.1 KOPPERL	39.6		12.23	2.50	
2.28	10.16	7010	37.5	6.6 MORGAN	52.8	B	12.17	2.44	
			47.5	7.4 MERIDIAN	66.0				
²² 2.37	10.23	6580	66.0	10.3 CLIFTON	73.9		12.10	¹⁵ 2.37	
2.47	10.32	6790	66.0	11.0 VALLEY MILLS	66.0	CR	12.01	2.25	
2.57	10.41	2960	53.3	4.5 MANHATTAN			11.52	2.13	
3.02	10.45	6730	66.0	11.3 St. L. S. W. Crossing	66.0		11.46	2.07	
			66.0	9.9 McGREGOR		Y CR			
^s 3.12	10.54	8050	42.2	8.1 MOODY	66.0	B	11.34	^s 1.54	
3.22	11.07	6970	66.0	4.2 PENDLETON	66.0		11.25	1.45	
			66.0	3.0 BELCO YL	66.5	B	11.19	1.35	
¹⁶ 3.30	11.19	7030	66.0	TEMPLE YL	66.5	Y CR	11.12	1.25	
3.34	11.25		66.0	(99.1)			AM	PM	
^s 3.40	11.30						Leave Daily	Leave Sun. Tue. Fri.	
PM	AM								
Arrive Daily	Arrive Mon. Thurs. Sat.								
57.2	60.1		Average speed per hour				60.7	54.0	

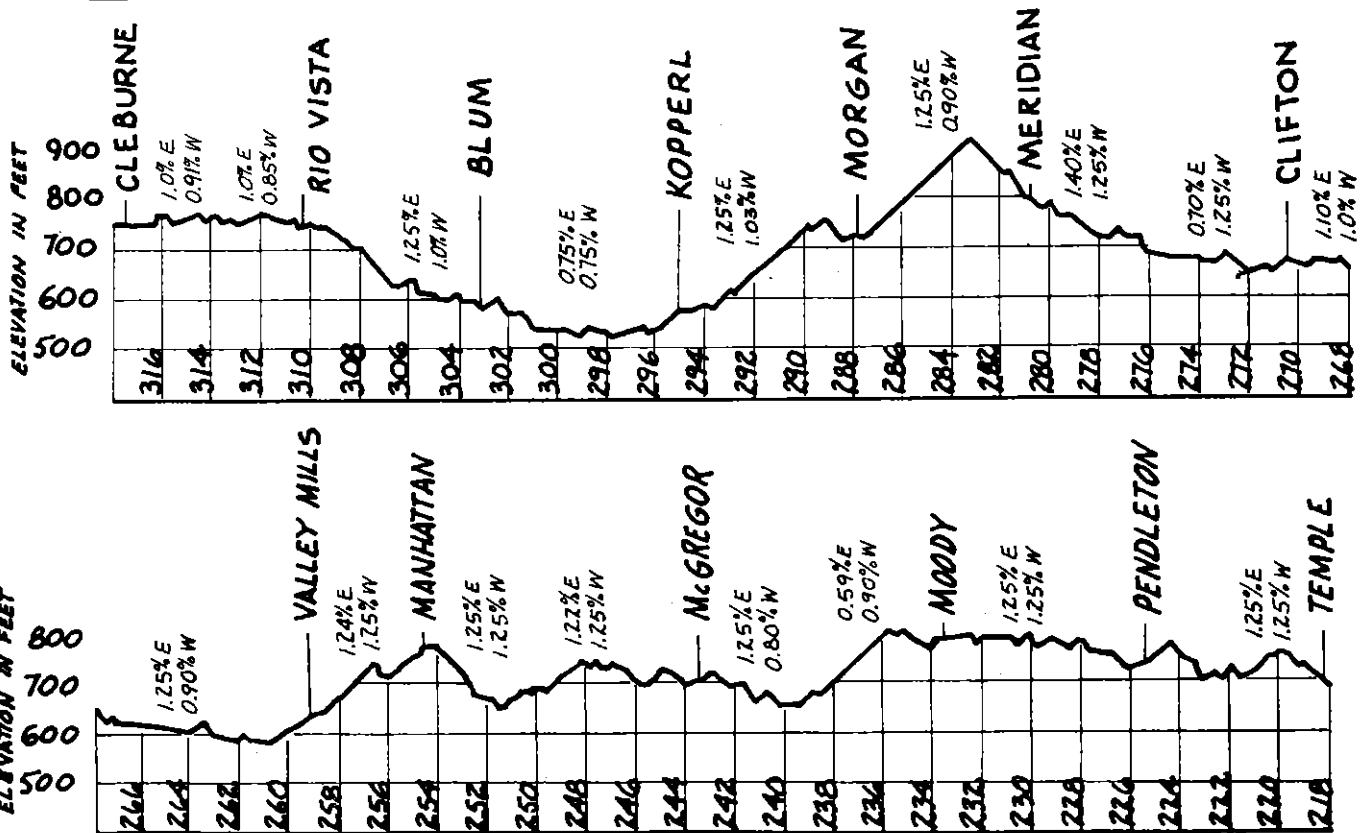
Trains must get clearance card before leaving Temple and Cleburne.

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

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

At Temple, trains and engines will be governed by Second District time table rules and instructions.

At Temple, first class trains must register by Form 903.



WESTWARD		Capacity of Siding in Feet	Ruling Grade Ascending	SUPPLEMENT "A"				Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class				TIME TABLE							First Class	
15	21			NO. 9							16	22
Leave Daily				October 1, 1978								
3.43 PM	11.40 AM			STATIONS						11.07 AM	1.17 PM	
	Via M.K.T.			TEMPLE								
		.0		0.8				42.7	218.2	Y	CR	
		.0		M-K-T Crossing				66.0	217.4			
		54.5		1.7				66.0	216.7			
		11620		KNOWD								
		58.6		11.0								
		12140		ROGERS				63.3	204.7			
		42.2		8.7								
		11180		BUCKHOLTS				59.1	196.0			
		42.2		8.0								
		10620		CAMERON				52.8	188.0	C		
		42.2		13.6								
		11010		MILANO				52.8	174.4	CR		
		39.6		M.P. Crossing								
		11350		CHRISMAN				66.0	165.8			
		42.2		8.0								
		5030		CALDWELL				66.0	157.8	C		
		11640		6.5								
		42.2		DAVIDSON				65.4	151.3	B		
		42.2		9.8								
		5.16		SOMERVILLE				52.8	141.4	Y	CR	
		42.2		8.4								
		11350		LANDES				66.0	132.9	B		
		42.2		6.9								
		6850		BRENHAM				64.9	126.0	C	9.26	
		42.2		S.P. Crossing								
		5.33 PM		PHILLIPSBURG				66.0	120.1			
		42.2		9.8								
		42.2		DANT				66.0	110.3			
		42.2		4.1								
		5.33 PM		BELLVILLE				106.2	106.2	T	9.03 AM	
		42.2										
		60.9		(111.7)							Leave Daily	
				Average speed per hour							54.0	

TWO TRACKS: Between Knowd and Temple.

TCS IN EFFECT: At Temple, on passenger main; on main tracks and sidings between Temple, M.P. 218.3, and Bellville, except on siding Somerville.

Trains, except No. 21, must get clearance card before leaving Temple and Bellville.

Train No. 21 must get M.K.T. clearance before leaving Temple.

At Bellville, trains which do not change crews may register by Form 903.

At Bellville, speed limit 20 MPH on main track between M.P. 105.5 and M.P. 106.8.

At Bellville, controlled signal governing eastward movements from east end of tail track at east end of yard is located on field side of tail track.

At each siding between Bellville and Knowd the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

At end of Two Tracks, Knowd, the signal governing westward movements on South Track is located on field side of South Track.

At Temple, first class trains must register by Form 903.

At Temple, Trains No. 21 and No. 22 use Santa Fe main tracks between Temple and M.K.T. connecting track at M.P. 217.5.

At Cameron and Milano, maximum authorized speed on sidings 20 MPH while head end of train is passing over hand-operated switches.

