



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

C. F. STANFORD, JR., Trainmaster Brownwood
J. H. THOMAS, Trainmaster Ft. Worth
R. H. DE HAVEN, Trainmaster Ft. Worth
V. BARBER, Road Foreman of Engines Brownwood
J. C. PAIR, Road Foreman of Engines Cleburne
J. F. HARRISON, Chief Dispatcher Fort Worth
H. E. TODD, Asst. Chief Dispatcher Ft. Worth
E. L. DE CANNIERE, Asst. Chief Dispatcher Ft. Worth

TRAIN DISPATCHERS—FT. WORTH, TEXAS

O. ARNOLD
B. E. HICKS
J. A. ANDERSEN
W. M. VANDERBURG
R. A. SCHILLING
K. W. WRIGHT
D. B. ASHLEY
C. P. PIERCE, JR.
J. D. BLANKENSHIP
A. W. LATHAM
O. A. LEWIS

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK. Rule 820 (D).

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE.

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	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

**The Atchison, Topeka and Santa Fe
Railway Company**

WESTERN LINES

NORTHERN DIVISION

TIME TABLE No.

8

IN EFFECT

Sunday, August 4, 1968

At 12:01 A. M.

Central Standard Time

**This Time Table is for the exclusive use and
Guidance of Employes.**

F. N. STUPPI,
General Manager,
Amarillo, Texas.

T. W. GOOLSBY,
Assistant General
Manager,
Amarillo, Texas.

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

WEST- WARD	Track Capacity 50 ft. per car			Ruling Grade Ascending	TIME TABLE No. 8			Ruling Grade Ascending	Distance from Gainesville	Communications Turn Tables and Wyes	EAST- WARD
	First Class				August 4, 1968						
15					August 4, 1968						16
Passenger											Passenger
Leave Daily AM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post		Arrive Daily PM	
9.52	Yard		0	PURCELL			5.3	517.5	TY CR	4.38	
	26	165	42.2	7.3 WAYNE			52.8	510.2	B		
	33	165	2.1	7.6 PAOLI			19.0	502.6			
10.18	304	216	18.4	7.1 PAULS VALLEY			26.4	495.5	Y CR	4.06	
	249	175	42.2	7.4 WYNNEWOOD			3.1	488.1	CR		
	203	190	31.6	10.1 DAVIS			32.7	478.0	C		
10.43	415	177	52.8	8.4 DOUGHERTY			52.8	469.6	Y CR	3.37	
	24	170	52.8	9.3 GENE ATRY			52.8	460.3			
11.13	559	120	52.8	9.9 ARDMORE			52.8	450.4	Y CR	3.15	
		130	52.8	7.4 OVERBROOK			52.8	443.0			
11.31	75	199	52.8	9.7 MARIETTA			52.8	433.0	CR	2.55	
	47	158	52.8	10.0 THACKERVILLE			52.8	423.0			
			52.8	4.7 (State Line)			52.8	418.3			
11.54	Yard		52.8	7.0 GAINESVILLE			52.8	411.3	T CR	2.31	
AM				(105.9)						PM	
Arrive Daily				Average speed per hour						Leave Daily	
52.1										50.0	

RULE 261-TCS IN EFFECT: On main track and sidings, Gainesville to Purcell.

Trains must get numbered clearance card before leaving Purcell and Gainesville.

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

At Purcell, trains and engines move at restricted speed between interlocking signal east of station and east stock track switch at M.P. 418, and be governed by Middle Division Time Table and Rules.

FIRST DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Gainesville to Purcell	79	60

When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less,	maximum authorized passenger train speed.
26 to 45 per cent	80 MPH
46 per cent or more	70 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
2 Curves, M.P. 410.4 to 412.1	60	35
4 Curves, M.P. 416.3 to 417.5	60	55
Curve, M.P. 417.7 to 417.8	50	45
Curve and Red River Bridge, M.P. 417.9 to M.P. 418.5	40	35
Curve, M.P. 418.5 to 419.1	50	45
3 Curves, M.P. 419.9 to 420.9	55	50
3 Curves, M.P. 421.2 to 422.3	55	55
Ardmore, main track and siding, M.P. 449.7 to 451.0	25	25
3 Curves, M.P. 451.6 to 452.7	60	40
11 Curves, M.P. 453.2 to 459.3	55	45
Curve, M.P. 459.6 to 460.3	50	40
Curve, M.P. 462.0 to 462.6	60	50
9 Curves, M.P. 462.8 to 466.2	40	35
2 Curves, M.P. 466.2 to 467.5	60	45
2 Curves, M.P. 471.1 to 472.5	70	55
4 Curves, M.P. 473.7 to 475.1	55	50
2 Curves, M.P. 475.3 to 476.3	70	55
2 Curves, M.P. 503.3 to 504.5	65	55
5 Curves, M.P. 504.5 to 506.7	50	45
2 Curves, M.P. 507.3 to 508.8	70	50
Curve, M.P. 510.9 to 511.2	70	55
4 Curves, M.P. 513.2 to 515.4	60	50

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

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 30 MPH; all other main track turnouts and crossovers, 15 MPH; other than main track turnouts and crossovers, 10 MPH; except as listed below:

"I"—Interlocking
 "S"—Spring

Station	Type	Location	MPH
Purcell	I	West end tail track west end yards	30
Pauls Valley	I	West leg wye Lindsay District	15
	I	Three intermediate crossovers	30
Ardmore	I	Both ends siding	25
Gainesville	I	East end tail track east end yards	30
	I	Crossover main track to tail track	30

Note: Switches at each end of sidings between Gainesville and Purcell where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Station	Streets	MPH	
		Psgr.	Frts.
Pauls Valley	Over street crossings between M.P. 494.5 and M.P. 496.1	30	30
Davis	Over street crossings	50	50
Wynnewood	Over street crossings	50	50

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
411.8	Viaduct, Highway
413.1	Viaduct, Highway
418.3	Bridge, Red River
426.1	Viaduct, Highway
450.8	Viaduct, 5th Ave.
451.1	Viaduct, SL-SF Ry.
452.1	Viaduct, Highway
476.1	Viaduct, Highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Red	419.0	25
Ardmore Air Park	461.1	131
Crusher	465.7	221
Dolese Storage Tracks	466.9	62
Rayford Storage Tracks	473.3	112
Spur Track No. 1	474.1	38
Spur Track No. 2	474.1	26
Grimes Spur	498.4	4

WEST-WARD		Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 8			Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST-WARD	
First Class	15				August 4, 1968						First Class	16
Passenger									Passenger			
Leave Daily AM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post		Arrive Daily PM		
11.54	Yard		.0	GAINESVILLE					T	2.31		
			.0	0.1			34.3	411.3	CR			
				M-K-T Crossing			34.3	411.2				
				0.5								
s 11.58		61	52.8	GAINESVILLE P. D.			40.6	410.7		s 2.30		
	29	168	52.8	9.9			52.8	400.8	B			
	46		52.8	VALLEY VIEW					CR			
			52.8	8.6			52.8	392.2				
			52.8	SANGER								
			52.8	5.4			52.8	386.8		1.59		
PM 12.23		170	52.8	DALTON JCT.			52.8	383.5				
	48		52.8	3.3			52.8	377.8				
	18	162	52.8	KRUM								
			52.8	6.2			52.8	370.6	C	1.43		
	18	162	52.8	PONDER								
			52.8	6.7			52.8	362.0				
12.42	54	130	52.8	JUSTIN								
			52.8	8.6			52.8	353.9	C	1.24		
	27	139	52.8	HASLET								
			52.8	8.1			52.8	348.8		1.14		
	Yard	S100 N244	.0	F.W. & D. Crossing								
1.00				SAGINAW YL			52.8	346.0	T	1.08		
				C.R.I. & P. Crossing					CR	s 12.53		
				5.1								
	Yard	88	52.8	F.W. Belt Crossing								
¹⁶ 1.14				St. L.S.W. Crossing YL			52.8	345.7				
				NORTH FORT WORTH								
				St. L.S.F. & T. Crossing								
s 1.20	Yard		21.1	2.3								
1.40				FORT WORTH YL			.0	345.6				
				0.3			.0	345.5				
				SouPac Crossing								
				T. & P. Crossing								
				0.1			.0	344.9				
				T. & P. Crossing								
				0.1			.0	344.9				
				T. & P. Crossing								
	43	40	47.5	0.6			.0	342.6		12.46		
1.44	258	120	47.5	POLKS YL								
				2.3			.0	342.2				
				BIRDS YL								
				0.4			12.7	333.7		12.39		
				St. L.S.F. & T. Crossing			8.2	325.3		12.31		
1.52	35	159	71.2	8.5			61.0	317.5	TY	12.23		
2.00	24	167	64.9	CROWLEY					CR	PM		
				8.4								
				JOSHUA								
s 2.10			19.5	7.8								
	Yard			CLEBURNE YL								
PM												
Arrive Daily										Leave Daily		
41.4	Average speed per hour						44.0					

RULE 261 IN EFFECT: On main track and sidings M.P. 342.1 to M.P. 354.0, except between westward signal, west end, Fort Worth 17th Street Yard and eastward controlled signals at east end tail track, M.P. 346.8, and on sidings North Fort Worth and Saginaw. Trains or engines must not foul or enter main track through hand thrown switches within these limits until authority to do so has been obtained from control station and switches are properly lined.

RULE 261-TCS IN EFFECT: On main track and sidings M.P. 354.0 to Gainesville, except siding Gainesville P.D.

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

At Gainesville, First Class trains register by Form 903.

At Fort Worth, interlocking signal at west end passenger yard is a two-unit color light signal. Top unit governs westward

movement to Santa Fe tracks; bottom unit governs movement to the SouPac track.

At Fort Worth, between westward signals west end 17th St. Yard and eastward controlled signals east end tail track, M.P. 346.8, there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

At Cleburne, between signal 3172 and signal 3177 there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

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

SECOND DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Cleburne to Birds	90	60
Birds to Saginaw	79	60
Saginaw to Gainesville P.D.	90	60
Gainesville P.D. to Gainesville	79	60

When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less,	maximum authorized passenger train speed.
26 to 45 per cent	80 MPH
46 per cent or more	70 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
2 Curves, M.P. 317.2 to 318.7	50	30
Curve, M.P. 327.2 to 327.5	70	55
Curve, M.P. 329.1 to 329.3	70	55
Curve, M.P. 342.5 to 342.7	65	40
Curve, M.P. 344.2 to 344.5	30	30
Track, M.P. 345.4 to 346.6	10	10
3 Curves, M.P. 346.8 to 347.9	50	35
2 Curves, M.P. 349.6 to 351.0	70	50
2 Curves, M.P. 382.4 to 383.3	75	60
Curve, M.P. 389.3 to 389.7	60	50
Curve, M.P. 398.8 to 399.1	70	55
2 Curves, M.P. 410.4 to 412.1	60	35

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

Maximum speed permitted through turnout each end sidings, where Rule 261 or Rule 261-TCS in effect, 30 MPH; all other main track turnouts and crossovers, 15 MPH; other than main track turnouts and crossovers, 10 MPH; except as listed below:

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Gainesville P.D.	I	West end siding	15
Dalton Jct.	I	Both ends pocket track	30
	I	Turnout to Dallas District	40
Saginaw	I	East end north siding	15
Birds	I	West connecting track switch	15
	I	Turnout to Dublin Dist.	15
Crowley	S	Both ends siding	30
Joshua	S	Both ends siding	30
Cleburne	S	East end tail track east end of yard	30

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

Note: Switches at each end of sidings Birds to Gainesville where Rule 261 or Rule 261-TCS in effect are interlocked.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psgr.	Frts.
Cleburne	City Limits, M.P. 317 to M.P. 319	18	18
Fort Worth, North Fort Worth and Saginaw.	Gambrell St. (M.P. 340.9) Between Ryan St., M.P. 342.1 and Hemphill St., M.P. 343.5 Between Hemphill St., M.P. 343.5 and M.P. 345.4 Between M.P. 346.6, east end 17th St. yard, and M.P. 349.9, east end south siding North Fort Worth Between M.P. 349.9 and M.P. 352.2 Between M.P. 352.2 and M.P. 354.7	40 50 30 50 60 45	40 30 20 30 30 45

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frts.
Birds	342.2	Interlocking	50	30
Fort Worth	345.5-345.7	Interlocking	10	10
North Fort Worth	348.5-348.9	Interlocking	50	30
Saginaw	353.8	Interlocking	45	45
Gainesville	411.2	Interlocking	60	35

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
318.1	Viaduct
318.8	Viaduct, Boone St.
320.9	Viaduct, Highway
339.9	Viaduct, Highway
344.1	Viaduct, S. Main St.
344.3	Viaduct, Allen Ave.
345.1	Viaduct, Hattie St.
346.7	Viaduct, Weatherford-Belknap Sts.
348.1	Viaduct, Highway
348.5	Bridge, Trinity River
349.4	Viaduct, Highway
350.9	Viaduct, Highway
381.6	Viaduct, Highway
388.6	Viaduct, Highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Johns Manville Industrial Lead	321.0	117
Danci	328.3	27
Seminary Hill	341.0	59

WEST- WARD ↓	Track Capacity 50 ft. per car		Distance from Birds	Ruling Grade Ascending	TIME TABLE No. 8 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Ways	EAST- WARD ↑
	Other Tracks	Sidings						
	Yard				FORT WORTH YL			T CR
	258	120	.0	47.5	3.4 BIRDS YL	.0		
	49		0.9	.0	0.9 BELT JCT.	64.4		
	13	140	8.4	66.0	7.5 PRIMROSE	58.1		B
				66.0	13.2	66.5		Y CR
	117	140	21.8	66.0	CRESSON	66.5		
		140	30.7	66.0	8.9 WAPLES	66.0		C
	35		36.5	66.0	5.3 GRANBURY	52.8		B
	7	140	46.4	58.6	9.9 TOLAR	66.0		B
	18		55.1	66.0	8.7 BLUFFDALE	.0		B
		140	62.5	66.0	7.4 IMMERMERE	44.9		CR
	189	140	72.3	66.0	9.8 STEPHENVILLE	66.0		C
	174	163	86.1	.0	13.8 DUBLIN	31.6		
			86.2	52.3	0.1 T.C. Crossing	66.0		
	13	149	95.3	66.0	9.1 PROCTOR	42.2		CR
	148	140	108.1	66.0	12.8 COMANCHE	46.5		B
	30	140	121.6	66.0	13.5 BLANKET	66.0		
		147	128.0	.0	6.4 DELAWARE	63.4		
		112	135.1	.0	7.1 RICKER	.0		TY CR
	Yard		348.4		4.0 BROWNWOOD YL			
					(141.8)			

RULE 261-TCS IN EFFECT: On main track and sidings between eastward home signal Dublin Dist., Birds, and home signal located 1491 feet east of Passenger Station, Brownwood.

RULE 261 IN EFFECT: On main track and sidings between eastward home signal Dublin Dist., Birds, and westward signals, west end 17th Street Yard, Fort Worth. Trains or engines must not foul or enter main track through hand thrown switches within these limits until authority to do so has been obtained from control station and switches are properly lined.

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

At Brownwood, between westward home signal located M.P. 348 plus 4960 feet and the eastward home signal 1491 feet east of passenger station there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

At Cresson and Ricker, trains entering Dublin District may proceed on proceed signal indication in lieu of numbered clearance card.

Birds to Fort Worth, trains and engines will be governed by Second District Time Table Rules.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frt.
Birds to M.P. 0.9	65	50
M.P. 0.9 to M.P. 1.7	20	20
M.P. 1.7 to Ricker	65	50
Ricker to Brownwood	79	60

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frt.
2 Curves, M.P. 0.0 to 0.9	10	10
3 Curves, M.P. 5.5 to 6.6	60	45
Curve, M.P. 21.3 to 21.7	60	45
8 Curves, M.P. 25.0 to 28.5	45	40
3 Curves, M.P. 29.4 to 30.0	40	30
Curve, M.P. 34.7 to 35.1	50	40
2 Curves, M.P. 39.0 to 39.5	40	30
Stroud's Creek Bridge, M.P. 39.2	20	20
4 Curves, M.P. 39.7 to 41.0	45	40
5 Curves, M.P. 41.0 to 43.4	40	30
2 Curves, M.P. 43.5 to 44.1	55	45
Curve, M.P. 45.6 to 45.8	50	40
Curve, M.P. 48.3 to 48.6	50	40
6 Curves, M.P. 48.9 to 50.5	40	30
Curve, M.P. 52.3 to 52.9	40	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	45	40
6 Curves and South Paluxy Creek Bridge, M.P. 55.3 to 57.4	45	40
10 Curves, M.P. 60.3 to 66.2	45	40
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9	40	30
Curve, M.P. 72.4 to 72.6	45	30
Curve, M.P. 73.4 to 73.6	60	45
Curve, M.P. 75.1 to 75.3	60	45
4 Curves, M.P. 75.6 to 76.8	50	40
Curve, M.P. 79.1 to 79.4	60	45
17 Curves, M.P. 79.6 to 85.5	50	40
2 Curves, M.P. 85.7 to 86.2	40	35
Curve, M.P. 86.7 to 86.9	60	45
7 Curves, M.P. 89.0 to 91.8	45	40
8 Curves, M.P. 95.9 to 98.4	35	35
3 Curves, M.P. 98.6 to 99.8	50	40
Curve, M.P. 100.3 to 100.4	60	45
4 Curves, M.P. 101.1 to 102.4	50	40
9 Curves, M.P. 111.1 to 114.0	50	40
4 Curves, M.P. 114.1 to 115.1	40	40
Curve, M.P. 118.1 to 118.4	60	45
13 Curves, M.P. 122.0 to 126.9	40	40
3 Curves and Pecan Bayou Bridge M.P. 345.2 to 345.9	35	25
2 Curves, M.P. 347.7 to 348.2	30	30

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

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 30 MPH; all other main track turnouts and crossovers, 15 MPH; other than main track turnouts and crossovers, 10 MPH; except as listed below:

"I"—Interlocking
 "S"—Spring

Station	Type	Location	MPH
Birds	I	West connecting track switch	15
	I	Turnout to Dublin Dist.	15
Belt Jct.	S	East wye switch	15
Cresson	I	Cresson Dist. Connection	30
Ricker	I	Both ends pocket track	30
	I	Lampasas District connection	40
Brownwood	I	East end tail track new yard	20

Note: Switches at each end of sidings between Birds and Brownwood where Rule 261-TCS in effect are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psgr.	Frt.
Brownwood	City Limits, M.P. 347.9 to M.P. 349.4	18	18

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frt.
Dublin	86.2	Interlocking	40	35

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
3.0	Viaduct Highway
39.2	Bridge, Strouds Creek
53.6	Bridge, Paluxy Creek
56.4	Bridge, South Paluxy Creek
70.5	Viaduct, Highway
71.3	Bridge, Bosque River
73.4	Viaduct, Highway
98.0	Bridge, Leon River
106.9	Viaduct, Highway
344.9	Viaduct, Highway
345.3	Bridge, Pecan Bayou

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Westcliff Industrial Lead	1.4	212
Granbury Road Team Track	1.6	8
Westcliff Industrial Lead	1.7	153
Westcliff Team Track	3.3	6
Boss	15.0	9
Centex	110.8	10

8 NORTHERN DIVISION

SWEETWATER and SAN ANGELO DISTRICTS

WEST-WARD		TIME TABLE No. 8 August 4, 1968				EAST-WARD	
Track Capacity 50 ft. per car		Distance from Garverton	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Communications Turn Tables and Wyes	
Other Tracks	Sidings	Mile Post	Feet Per Mile		Feet Per Mile		
	Yard	348.4	66.0	BROWNWOOD YL	33.8	TY CR	
		81 353.5	66.0	5.1 GRAVITY	64.9		
33	142	357.9	64.9	4.4 BANGS	64.9	C	
		135 364.2	66.0	6.3 OBREGON	20.5	B	
78	73	369.7	64.9	5.5 SANTA ANNA	62.3	C	
		106 373.5	66.0	3.8 SAN ANGELO JCT.	50.6	Y B	
		153 378.3	31.7	4.8 COLEMAN	10.5	Y CR	
		81 382.8	31.7	4.6 HAMRICK	23.8		
6	110	391.0	31.7	8.2 SILVER VALLEY	31.7	B	
11	108	396.5	31.7	5.5 NOVICE	31.7		
49	82	403.0	31.7	6.5 GOLDSBORO	31.7		
34	82	409.5	31.7	6.5 LAWN	12.7	CR	
31	104	415.4	31.7	5.9 TUSCOLA	.0		
		416.0	15.8	0.6 A. & S. Crossing	31.7		
		80 420.3	31.7	4.3 BUFFALO GAP	31.7	Y CR	
64	135	426.6	31.7	6.3 VIEW	31.7		
		81 432.0	31.7	5.4 COZART	31.7		
		81 438.3	31.7	6.3 BLAIR	21.1		
		125 443.8	31.7	5.0 TOLAND	31.7	B	
		78 448.4	31.7	5.1 HERNDON	31.7		
		130 454.5	31.7	6.1 TECIFIC	31.7		
	Yard	459.6	31.7	5.1 SWEETWATER		TY CR	
				(111.2)			

SWEETWATER DISTRICT

RULE 261-TCS IN EFFECT: On main track and sidings between Orient Jct., on Slaton Division, and M.P. 454.2 Sweetwater District; and on Secondary Track No. 1 Sweetwater.

Trains must get numbered clearance card before leaving Brownwood and Sweetwater.

At Sweetwater, speed limit 20 MPH on Secondary Track No. 1.

At Brownwood, between westward home signal located M.P. 348 plus 4960 feet and the eastward home signal 1491 feet east of passenger station, there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

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

WESTWARD		TIME TABLE No. 8 August 4, 1968				EASTWARD	
Track Capacity 50 ft. per car		Distance from San Angelo Jct.	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Communications Turn Tables and Wyes	
Other Tracks	Sidings	Mile Post	Feet Per Mile		Feet Per Mile		
		53 .0	65.5	SAN ANGELO JCT.	60.0	BY	
26	100	20.9	65.5	20.9 TALPA	66.0		
		36.5		15.6 A. & S. Crossing			
215	28	36.9	52.8	0.4 BALLINGER	52.8	C	
		51 38.3	34.8	1.4 CATO	26.4		
20	51	45.6	52.8	7.3 ROWENA	51.7	C	
41	49	54.2	52.8	8.6 MILES	52.8	C	
9	53	63.1	52.8	8.9 HARRIET	52.8		
	Yard	71.5		8.4 SAN ANGELO YL		Y CR	
				(71.5)			

SAN ANGELO DISTRICT

Trains must get numbered clearance card before leaving San Angelo.

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

SWEETWATER DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Frt.
Brownwood to Sweetwater	79	60

(B) SPEED REGULATIONS - CURVES & BRIDGES

	Location	MPH	
		Psg.	Frt.
Curve,	M.P. 349.8 to 350.1	50	35
4 Curves,	M.P. 350.8 to 353.2	40	30
Curve,	M.P. 358.9 to 359.1	65	60
Curve,	M.P. 362.3 to 362.7	55	50
Curve,	M.P. 366.8 to 367.0	65	60
Curve,	M.P. 369.4 to 369.6	65	60
Curve,	M.P. 371.2 to 371.5	70	60
3 Curves,	M.P. 380.2 to 381.9	60	45
2 Curves,	M.P. 383.4 to 383.8	60	50
Curve,	M.P. 386.3 to 386.6	55	40
Curve,	M.P. 391.3 to 391.7	60	45
Curve,	M.P. 395.2 to 395.7	70	55
2 Curves,	M.P. 397.6 to 398.3	50	45
Curve,	M.P. 399.6 to 400.1	60	45
2 Curves,	M.P. 410.7 to 411.3	55	50
2 Curves,	M.P. 455.7 to 457.1	60	45
Curve,	M.P. 458.0 to 458.3	55	40
Curve,	M.P. 460.4 to 460.6	60	50

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

Maximum speed permitted through main track turnouts and crossovers, 15 MPH; other than main track turnouts and crossovers, 10 MPH; except as listed below:

- "I"—Interlocking
- "S"—Spring

Station	Type	Location	MPH
Gravity	S	Both ends siding	30
Bangs	S	Both ends siding	30
Obregon	S	Both ends siding	30
Santa Anna	S	Both ends siding	30
San Angelo Jct.	S	Both ends siding	30
	S	San Angelo District connection	30
Coleman	S	Both ends siding	30
Hamrick	S	Both ends siding	30
Silver Valley	S	Both ends siding	30
Novice	S	Both ends siding	30
Goldsboro	S	Both ends siding	30
Lawn	S	Both ends siding	30
Tuscola	S	Both ends siding	30
Buffalo Gap	S	Both ends siding	30
View	S	Both ends siding	30
Cozart	S	Both ends siding	30
Blair	S	Both ends siding	30
Toland	S	Both ends siding	30
Herndon	S	Both ends siding	30
Tecific	I	Both ends siding	30
Sweetwater	I	Both ends Secondary Track No. 1	30
	I	East and West Legs of Wye	15
	I	Orient Jct.	15

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

(D) SPEED REGULATIONS - STREET CROSSINGS
Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psg.	Frt.
Coleman	City Limits, M.P. 378.2 to M.P. 379.6	30	30
Sweetwater	City Limits (Old Harvey House to Sayard Dist. M.P. 641.6)	18	18

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Frt.
Tuscola	416.0	Interlocking	70	55

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
370.7	Viaduct, Highway
417.8	Viaduct, Highway
426.5	Viaduct, Highway
449.3	Viaduct, Highway
3.0	Viaducts, Highway and T&P Ry.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Grimes	445.8	11
Tesco	450.1	23
Flintkote	456.3	201

SAN ANGELO DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Frt.
San Angelo Jct. to San Angelo	50	35

(B) SPEED REGULATIONS - CURVES & BRIDGES

	Location	MPH	
		Psg.	Frt.
Curve,	M.P. 0.0 to 0.3	30	30
Curve,	M.P. 8.7 to 9.2	35	35
Curve,	M.P. 10.5 to 10.7	25	25
4 Curves,	M.P. 13.1 to 14.0	35	35
Curve and Colorado River Bridge,	M.P. 37.4 to 37.7	20	20

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

Maximum speed permitted through main track turnouts and crossovers, 15 MPH; other than main track turnouts and crossovers, 10 MPH.

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psg.	Frt.
Ballinger	City Limits, M.P. 36.4 to M.P. 37.6	18	18

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Frt.
Ballinger	36.5	Interlocking	20	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
36.1	Viaduct, Highway
37.6	Bridge, Colorado River

WEST- WARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 8 August 4, 1968		Ruling Grade Ascending	Distance from Cleburne	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
		170		DALTON JCT. 6.5	52.8	111.2			
	44		42.2	DENTON 2.3	42.2	104.7	C		
	78	77	10.6	MINCHIN 27.1	52.8	102.4	B		
		71	52.8	COWLEY 5.0	66.0	75.3	B		
	70		52.8	RICHARDSON 0.2	.0	70.3			
			15.8	Sou Pac Crossing 6.4	52.8	70.1			
	504		63.4	WHITE ROCK 1.1	10.4	63.7			
	92	112	31.7	ZACHA JCT. 2.3	40.1	62.6	B		
	82		.0	REINHARDT 6.6	53.8	60.3			
			52.8	T. & P. Crossing 0.4	.0	53.7			
			.0	Sou Pac Crossing 0.1	10.6	53.3			
	Yard		.0	DALLAS YL	38.0	53.2	T CR		
			.0	Sou Pac Crossing 0.6	63.3	52.5			
			.0	St. L. S. W. Crossing 0.1	22.2	51.9			
			.0	SANTA FE JCT. YL 1.9					
			.0	DALLAS U.D. 1.9			C		
			.0	SANTA FE JCT. YL 0.1	22.2	51.8			
			23.0	M-K-T Crossing 0.1	.0	51.7	Y		
			37.0	TERMINAL JCT. YL 2.0	.0	51.6			
	279	42	67.0	OAK CLIFF YL 3.9	.0	49.6			
	1014	36	66.0	HALE YL 5.6	70.2	45.7			
	27	34	77.6	DUNCANVILLE 5.5	68.6	40.1			
	15	19	67.5	CEDAR HILL 7.3	71.0	34.6			
			49.6	Sou Pac Crossing 0.4	.0	27.3			
	60	47	46.9	MIDLOTHIAN 7.3	52.8	26.9	C		
	25	37	76.5	VENUS 6.9	71.2	19.6			
	42	34	26.4	ALVARADO 1.3	67.5	12.7	B		
			74.4	M-K-T Crossing 11.4	66.0	11.4			
	Yard			CLEBURNE YL			TY CR		
				(111.2)					

TWO TRACKS: Between M.P. 51.7 and M.P. 52.4.

RULE 261-TCS IN EFFECT: On main tracks between east end siding Hale and westward controlled signal at Sou. Pac. crossing, M.P. 52.5, and between eastward controlled signal, M.P. 53.7, and Zacha Jct., and on siding Zacha Jct.

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

Be governed by Operating Rules of The Union Terminal Company while using Union Terminal tracks at Dallas.

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

At Dallas, between westward home signal at Sou. Pac. Crossing, M.P. 52.5, and eastward controlled signal, M.P. 53.7, there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains and engines.

DALLAS DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Frt.
Cleburne to Dallas	50	40
Dallas to Zacha Jct.	59	40
Zacha Jct. to Dalton Jct.	59	49

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH	
	Psg.	Frt.
Curve, M.P. 0.0 to 0.3	10	10
2 Curves, M.P. 12.3 to 13.4	35	25
Switch, M.P. 24.7	20	20
Approaching Interlocking SouPac Crossing (M.P. 27.3)		
M.P. 26.9 to 27.2—Eastward	30	15
M.P. 28.1 to 27.4—Westward	50	30
Curve, M.P. 32.3 to 32.4	40	35
2 Curves, M.P. 36.5 to 36.8	40	35
Curve, M.P. 38.7 to 38.8	45	35
Curve, M.P. 39.8 to 39.9	40	35
6 Curves, M.P. 41.7 to 42.9	40	35
Curve, M.P. 43.5 to 43.9	40	35
6 Curves, M.P. 48.1 to 49.8	25	25
Curve, M.P. 51.0 to 51.1	40	30
3 Curves, M.P. 61.9 to 62.9	40	30
Curve, M.P. 70.1 to 70.8	55	40
Curve, M.P. 110.3 to 111.2	40	40

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

Maximum speed permitted through main track turnouts and crossovers, 15 MPH; other than main track turnouts and crossovers, 10 MPH; except as listed below:

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Hale	S	East end siding	15
Oak Cliff	S	Both ends siding	15
Dallas	I	Terminal Junction	10
	I	West end two tracks	30
	I	Santa Fe Jct.	10
	I	East end two tracks, SouPac Crossing	30
Zacha Jct.	I	Both ends siding	30
	I	Turnout to Paris District	30

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psg.	Frt.
Midlothian	City Limits, M.P. 26.2 to M.P. 27.7	25	25
Duncanville	City Limits, M.P. 38.3 to M.P. 41.6	20	20
Oak Cliff	Ewing Ave.	10	10
Terminal Jct.	Wye tracks leading to Union Terminal	10	10
Reinhardt	M.P. 60.0 to M.P. 61.0	20	20
Garland	M.P. 63.2 to M.P. 63.8	30	30

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Frt.
Alvarado Midlothian	11.4	Interlocking Interlocking	50	40
	27.3			
Santa Fe Jct.	51.7 to 52.5	Eastward	30	15
		Westward	50	30
Dallas	53.3	Gate*	6	6
Dallas	53.7	Interlocking	59	40
Richardson	70.1	Interlocking	55	40

*DALLAS—SouPac 0.1 mile east of station. Crossing gate. Approach prepared to stop. When gate is set for movement, proceed over crossing not exceeding 6 M.P.H. without first having made full stop. 6 M.P.H. applies to head end of train only. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
11.6	Viaduct, Highway
12.0	Viaduct, Highway
12.3	Viaduct, Highway
19.9	Viaduct, M.P. Ry.
32.6	Viaduct, Highway
35.7	Viaduct, Highway
43.6	Viaduct, Highway
48.6	Viaduct, Highway
48.7	Viaduct, Zangs Blvd.
49.5	Viaduct, Marsalis Ave.
51.1	Bridge, Trinity River
51.7	Signal Bridge
52.9	Viaduct, Oakland St.
53.3	Viaduct, Highway
55.8	Viaduct, Monte Vista St.
56.6	Viaduct, Highway
57.0	Bridge, White Rock Creek
63.1	Viaduct, Highway
66.7	Viaduct, Skillman Road
66.8	Viaduct, Forest Lane Road
76.6	Viaduct, Highway
83.3	Viaduct, Highway
85.7	Viaduct, Government Road

HALE CEMENT LINE

3.5	Overhead Gas Main
3.6	Viaduct, Highway
4.6	Viaduct, Highway
4.7	Viaduct, Highway
5.5	Viaduct, Highway
7.2	Viaduct, Highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Storage	24.3	19
Ward	24.7	A 18 B 13 C 30
Gasco	39.0	3
Red Bird Industrial Leads	42.2	341
Maglab	43.4	15
Casa Linda Lead	61.7	No. 3 - 70 No. 5 - 92
White Rock Industrial Lead	63.7	122
Dal-Gar	66.4	55
Lewisville Team Track	90.8	10

PARIS DISTRICT

WESTWARD				TIME TABLE No. 8	EASTWARD	
↓					↑	
Track Capacity 50 ft. per car		Distance from Cleburne	Ruling Grade Ascending	August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings	Mile Post	Feet Per Mile		STATIONS	Feet Per Mile
Yard		151.1	.0	PARIS YL	21.1	T C
		150.3	52.8	0.8 T. & P. Crossing		
14	33	138.6	52.8	11.8 ROXTON	62.8	C
34		133.0	53.0	5.5 BEN FRANKLIN	52.8	
21		127.6	52.8	5.4 PECAN GAP	3.7	
43		121.6	52.8	6.0 LADONIA	52.8	C
78	31	113.3	52.8	8.3 WOLFE CITY YL	12.6	C
		104.4	.0	8.9 M-K-T Crossing	52.8	
21	34	104.3	.0	0.1 CELESTE	14.2	
18		96.8	52.8	7.5 MERIT	52.8	
		91.1	52.8	5.7 L. & A. Crossing L. & A. Jct.	57.0	
41	34	91.0	.0	0.1 FARMERSVILLE YL	3.7	C
36	34	84.3	52.8	6.7 COPEVILLE	52.8	
26	34	75.8	53.4	8.5 WYLIE	53.4	
31	34	71.6	52.8	4.2 SACHSE	52.8	
		66.8	51.2	4.8 M-K-T Crossing	52.8	
64	39	66.4	40.6	0.4 GARLAND YL	.0	C
92	112	62.6	48.5	3.8 ZACHA JCT.	53.3	
				(88.5)		

Trains must get numbered clearance card before leaving Paris.

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

No switch lights between Merit and Paris.

ADA DISTRICT

WESTWARD				TIME TABLE No. 8	EASTWARD	
↓					↑	
Track Capacity 50 ft. per car		Distance from Cleburne	Ruling Grade Ascending	August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings	Mile Post	Feet Per Mile		STATIONS	Feet Per Mile
304	216		22.1	PAULS VALLEY YL	21.1	Y CR
	83	174.7	31.7	9.5 BOUDINOT YL		
43	80	169.3	79.2	5.4 BYARS YL	.0	
21	30	68.1	31.6	8.6 STRATFORD YL	31.6	
	17	51.4	69.7	6.7 VANOSS YL	31.6	
Yard		38.8		12.6 ADA YL	31.7	T C
				(42.8)		

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

No switch lights on Ada District.

LINDSAY DISTRICT

WESTWARD				TIME TABLE No. 8	EASTWARD	
↓					↑	
Track Capacity 50 ft. per car		Distance from Pauls Valley	Ruling Grade Ascending	August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings	Mile Post	Feet Per Mile		STATIONS	Feet Per Mile
304	216		31.6	PAULS VALLEY YL	31.6	Y CR
429	25	12.1	10.5	12.6 MAYSVILLE YL	.0	C
Yard		23.4		11.3 LINDSAY YL		Y C
				(23.9)		

Trains and engines must get numbered clearance card before leaving Pauls Valley.

No switch lights Lindsay District.

PARIS DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Zacha Jct. to Farmersville	35	35
Farmersville to Paris	30	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
Curve, M.P. 62.6 to 62.7	30	30
2 Curves, M.P. 121.4 to 122.0	25	25

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

Maximum speed permitted through main track turnouts and crossovers, 15 MPH, other than main track turnouts and crossovers, 10 MPH.

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psg.	Fr.
Garland	City Limits, M.P. 63.1 to M.P. 67.9	30	30
Wolfe City	M.P. 113.4 to 113.6	15	15

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Fr.
Garland	66.8	Interlocking	20*	20*
Farmersville	91.1	Stop, Rule 98(A) (crossing gate left lined and locked as last used)		
Celeste	104.4	Interlocking	30	30
Paris	150.3	Crossing Gate**	6	6

*Speed applies only to head end of train.

**PARIS—T. & P. 0.8 miles west of station. Crossing gate. Approach prepared to stop. When gate is set for movement, proceed over crossing at not exceeding 6 MPH without first having made full stop. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.

2. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761.)

Mile Post	Name
62.8	Viaduct, Highway
91.3	Viaduct, Highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Team Track	63.0	19
Texas Industries	63.0	No. 1 - 4 No. 2 - 1
Team Track	64.9	6
Inter-Continental Spur 5 Tracks	67.4	91

ADA DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Pauls Valley to Byars	30	30
Byars to Ada	20	20

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
Curve, M.P. 182.8 to 183.0	10	10

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

Maximum speed permitted through main track turnouts and crossovers, 15 MPH, other than main track turnouts and crossovers, 10 MPH.

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psg.	Fr.
Ada	City Limits	10	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
169.5	Viaduct, Highway
176.0	Viaduct, Highway

LINDSAY DISTRICT

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Lindsay District	25	25

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
Washita River Bridge, M.P. 21.7 to 21.8	15	15

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

Maximum speed permitted through main track turnouts and crossovers, 15 MPH, other than main track turnouts and crossovers, 10 MPH.

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psg.	Fr.
Pauls Valley	Ash Street-Highway Crossing	10	10

2. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761.)

Mile Post	Name
21.7	Bridge, Washita River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Wacker Warehouse	1.2	14
Neill	18.3	13

CRESSON DISTRICT

RINGLING DISTRICT

WESTWARD				TIME TABLE No. 8	EASTWARD			
↓					↑			
Track Capacity 50 ft. per car		Distance from Cleburne	Ruling Grade Ascending	August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes		
Other Tracks	Sidings	Mile Post	Feet Per Mile		Feet Per Mile	TY CR		
Yard				STATIONS	56.4	Y CR		
20	17	10.3	52.8				CLEBURNE YL	
			55.4				11.3 GODLEY	
117	140	18.4		8.1 CRESSON	Y CR			
(19.4)								

WESTWARD				TIME TABLE No. 8	EASTWARD			
↓					↑			
Track Capacity 50 ft. Per Car		Distance from Ardmore	Ruling Grade Ascending	August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes		
Other Tracks	Sidings	Mile Post	Feet Per Mile		Feet Per Mile	Y CR		
Yard				STATIONS	52.8	Y CR		
4	38	9.6	52.8				ARDMORE YL	
			52.8				10.2 LONE GROVE	
24	43	19.3	52.8				9.7 WILSON	C
	13	24.3	52.8				5.0 COBALT JCT.	Y
103	26	5.5	52.8				5.5 HEALDTON	CY
	13	24.3	52.8				5.5 COBALT JCT.	Y
Yard		29.4	52.8				5.1 RINGLING	CY
(30.0)								

Trains must get numbered clearance card before leaving Cleburne.

At Cresson, trains will be governed by Dublin District time table rules.

No switch lights Cresson District.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Cleburne to Cresson	40	40

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
Curve, M.P. 0.0 to 0.1	10	10

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

Maximum speed permitted through main track turnouts and crossovers, 15 MPH, other than main track turnouts and crossovers, 10 MPH.

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

Trains and engines must get numbered clearance card before leaving Ardmore.

At Cobalt Jct., wye switches have no normal position and will be left lined and locked as last used.

No switch lights Ringling District.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Ringling District	20	20

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

Maximum speed permitted through main track turnouts and crossovers, 15 MPH, other than main track turnouts and crossovers, 10 MPH.

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named.

Location	Streets	MPH	
		Psgr.	Frts.
Healdton	First street crossing west of depot	10	10

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Uniroyal	3.7	
Hewitt	18.0	9

SPECIAL RULES

- Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.
- Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand thrown switch not electrically locked for any purpose. Not applicable Hale to Santa Fe Jct., Dallas District.

6. MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

Diesel Locomotives and Motor Cars	Forward MPH	Light Forward MPH	Backing or When Not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
350-359	90	90	*45	90
325-344, 400-405, 1900-1939	90	90	45	90
1100-1174, 1800-1889	80	80	*45	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

*Forward speed applies when backing handling train controlled from leading unit.

7. MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Locomotives: 80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

- 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:

DISTRICTS	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 and Derrick AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second and Sweetwater	40	45	30
Any point on all other Districts	20	20	20

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

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

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

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

Ardmore (Ringling Dist., extends to and includes Healdton and Ringling)

Brownwood (Extends from end TCS, eastward home signal 1491 feet east of passenger station Brownwood, Dublin Dist., to M.P. 351.3, Sweetwater Dist.)

Cleburne

Cresson (Cresson Dist. only)

Dallas (Extends to and includes Hale)

Farmersville

Fort Worth (Second Dist., extends from M.P. 339.7, west of Birds, to M.P. 355.2, east of Saginaw)

Garland

Paris

Pauls Valley (Ada Dist., extends to and includes Ada; Lindsay Dist., extends to and includes Lindsay)

San Angelo

Sweetwater (Sayard District only)

Wolfe City

11. BULLETIN BOOKS ARE LOCATED AT:

Ardmore	Dallas	Paris	San Angelo
Brownwood	Fort Worth	Purcell	Sweetwater
Cleburne	Gainesville		

12. STANDARD CLOCKS ARE LOCATED AT:

Ardmore	Dallas	Paris	San Angelo
Brownwood	Fort Worth	Pauls Valley	Sweetwater
Cleburne	Gainesville	Purcell	

A. J. STROBEL, General Watch Inspector Topeka, Kansas
R. W. GOOCH, Asst. General Watch Inspector . . . Topeka, Kansas

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THE SANTA FE EMPLOYES' HOSPITAL ASSOCIATION**

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 DR. T. SPED, Chief Surgeon Temple
 DR. E. R. VEIRS, Chief Oculist Temple

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 DR. W. T. STONE Purcell
 DR. GEORGE N. BECKLOFF Stratford
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 DR. RAY H. LINDSEY Pauls Valley
 DR. R. E. SPENCE Pauls Valley
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 DR. EARL P. PRICE, JR. Ft. Worth
 DR. E. I. CLARK Cleburne
 DR. GATES R. BARKER Cleburne
 DR. H. EARL TAYLOR Dallas
 DR. SIDNEY GALT Dallas
 DR. C. L. TUBB Dallas
 DR. O. J. WADDELL Dallas
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 DR. FRED W. HORN Dallas
 DR. FANK G. GARFIAS Dallas
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 DR. G. L. NESSTA San Angelo
 DR. CHARLES F. BAILEY Ballinger
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CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
15	Marietta McGregor	Fort Worth and beyond. Houston	Oklahoma City and beyond. Oklahoma City and beyond.
16	Marietta McGregor	Oklahoma City and beyond. Oklahoma City and beyond.	Houston Fort Worth and beyond.

Attendants accompanying livestock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.