



**SANTA FE**  
**SAFETY FIRST**



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

**TRAINMASTERS**

C. F. STANFORD, JR. .... Gainesville, Texas  
J. H. THOMAS ..... Fort Worth, Texas  
D. L. REYNOLDS ..... Brownwood, Texas

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

A. C. RICKETTS ..... Fort Worth, Texas

**ASSISTANT TRAINMASTERS**

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

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

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

**ROAD FOREMEN OF ENGINES**

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

**CHIEF DISPATCHER**

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

**ASSISTANT CHIEF DISPATCHERS**

C. P. PIERCE, JR. .... Fort Worth, Texas  
A. W. LATHAM ..... Fort Worth, Texas  
O. A. LEWIS ..... Fort Worth, Texas  
E. S. FIELDS ..... Fort Worth, Texas

**DISPATCHERS — FORT WORTH, TEX.**

R. A. SCHILLING	J. C. RUSSELL
J. D. BLANKENSHIP	F. W. ULLMAN
D. E. MURDOCK	R. T. SHAVER
A. G. COPPINGER	J. E. WEAVER
J. L. THOMAS	J. G. WILLIAMS

**AVOID DAMAGE—SWITCH CUSTOMERS' CARS  
CAREFULLY**

**OVERSPEED COUPLINGS ARE DAMAGING**

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK. Rule 112(C)

**HANDLE FREIGHT CAREFULLY AND KEEP OUR  
CUSTOMERS**

**IT'S EVERYBODY'S JOB ON THE SANTA FE**

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

**WESTERN LINES**

**NORTHERN DIVISION**

**TIME TABLE No.**



**IN EFFECT**

**Sunday, January 5, 1975**

**At 12:01 A. M.**

**Central Standard Time**

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

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

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

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

WEST- WARD	Capacity of Siding in Feet	Ruling Grade Ascending	<b>TIME TABLE</b> No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
First Class							First Class
15							16
Leave Daily AM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM
10.26		.0	PURCELL 7.3	5.3	517.5	T CR	7.38
	8250	42.2	WAYNE 7.6	52.8	510.2	B	
	8250	2.1	PAOLI 7.0	19.0	502.6		
10.52	10800	18.4	PAULS VALLEY 7.5	26.4	495.6	Y CR	7.06
	8750	42.2	WYNNEWOOD 10.1	3.1	488.1	CR	
	9500	31.6	DAVIS 8.4	32.7	478.0	C	
11.17	8850	52.8	DOUGHERTY 9.3	52.8	469.6	Y CR	6.37
	8550	52.8	GENE AUTRY 9.9	52.8	460.3		
11.48	6000	52.8	ARDMORE 7.4	52.8	450.4	Y CR	6.15
	6500	52.8	OVERBROOK 9.9	52.8	443.0		
PM		52.8	MARIETTA 10.0	52.8	433.1	CR	5.55
12.06	9950	52.8	THACKERVILLE 11.8	52.8	423.1		
	7900	52.8	GAINESVILLE		411.3	T CR	5.31
12.30							PM
PM			(106.2)				Leave Daily
51.4			Average speed per hour				50.2

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

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

Trains must get clearance card before leaving Purcell and Gainesville.

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Location	MPH	
	Psgr.	Frnt.
First District	79	60*

\*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 70 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

**EXCEPTIONS**

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

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

Location	MPH
2 Curves, M.P. 410.4 to 412.1	60
2 Curves, M.P. 414.6 to 416.1	60
4 Curves, M.P. 416.8 to 417.5	55
3 Curves and Red River Bridge, M.P. 417.7 to 419.1	35
6 Curves, M.P. 419.9 to 422.3	50
Ardmore, main track and siding, M.P. 449.7 to 451.0	25
3 Curves, M.P. 451.6 to 452.7	60
4 Curves, M.P. 453.2 to 454.6	50
7 Curves, M.P. 455.2 to 459.3	55
Curve, M.P. 459.6 to 460.3	50
Curve, M.P. 462.0 to 462.6	60
10 Curves, M.P. 462.8 to 466.4	35
Curve, M.P. 467.3 to 467.5	50
2 Curves, M.P. 471.1 to 472.5	65
4 Curves, M.P. 473.7 to 475.1	50
2 Curves, M.P. 475.3 to 476.3	60
2 Curves, M.P. 494.0 to 494.5	60
2 Curves, M.P. 503.3 to 504.5	65
5 Curves, M.P. 504.5 to 506.7	50
2 Curves, M.P. 507.3 to 508.8	65
Curve, M.P. 510.9 to 511.2	65
4 Curves, M.P. 513.2 to 515.4	55

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Switches at each end of sidings between Gainesville and Purcell are interlocked.

- "I"—Interlocking
- "S"—Spring

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

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

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

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

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

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

**3. TRACKS BETWEEN STATIONS**

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

**TRACK SIDE WARNING DEVICE**

Location	Type	Signals or indicators affected
M.P. 422.7	Dragging equipment	Rotating white light located at: M.P. 422.7 and M.P. 421.1
Bridge 467.5	High Water	Eastward-Block Signal 4662 Westward-Controlled signals at west end siding Dougherty

**HIGH WATER DETECTORS**

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train.

**DRAGGING EQUIPMENT DETECTORS**

When actuated, rotating white light type indicators will be illuminated; letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

WESTWARD		Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD	
First Class				No. 1					First Class	
15	21			16	22					
Leave Daily PM	Leave Mon. Thur. Sat.		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM	Arrive Sun. Tue. Fri.	
12.30			.0	<b>GAINESVILLE</b> 0.6	34.3	411.3	T CR	5.31		
12.36			52.8	<b>GAINESVILLE P. D.</b> 9.9	40.6	410.7		5.30		
		8400	52.8	<b>VALLEY VIEW</b> 8.6	52.8	400.8	B			
			52.8	<b>SANGER</b> 5.4	52.8	392.2	CR			
12.58		8500	52.8	<b>DALTON JCT.</b> 3.3	52.8	386.8		4.57		
			52.8	<b>KRUM</b> 6.2	52.8	383.5				
		8100	52.8	<b>PONDER</b> 6.7	52.8	377.3				
1.15		6500	52.8	<b>JUSTIN</b> 8.6	52.8	370.6	C	4.40		
			52.8	<b>HASLET</b> 8.1	52.8	362.0				
		6950	52.8	F.W. & D. Crossing						
1.32		S 11000 N 12200	.0	<b>SAGINAW</b> C.R.I. & P. Crossing	52.8	353.9	C	4.22		
			52.8	F.W. Belt Crossing						
	Via T. & P.	4400	52.8	<b>NORTH FORT WORTH</b> S.L.-S.F. Crossing	52.8	348.8	C		Via T. & P.	
1.55	AM		21.1	<b>FORT WORTH</b> 0.3	.0	346.0	T CR	4.10	PM	
2.10	8.45 9.15		31.6	S. P. Crossing	.0	345.7		3.55	8.45 8.15	
			31.6	T. & P. Crossing	.0	345.6				
			31.6	T. & P. Crossing	.0	345.5				
		1850	47.5	T. & P. Crossing	.0	344.9				
			47.5	<b>POLKS</b> 2.1	.0	342.8				
2.18	9.23	6000	36.9	<b>BIRDS YL</b> 0.6	.0	342.2		3.41	7.53	
			71.2	S.L.-S.F. Crossing	12.7	333.7				
2.27	9.32	7950	64.9	<b>CROWLEY</b> 8.4	8.2	325.3		3.34	7.46	
2.35	9.40	8350	19.5	<b>JOSHUA</b> 7.8	61.0	317.5		3.27	7.39	
2.48	9.53			<b>CLEBURNE YL</b>			TY CR	3.20	7.30	
PM	AM			(93.8)				PM	PM	
Arrive Daily	Arrive Mon. Thur. Sat.			Average speed per hour				Leave Daily	Leave Sun. Tue. Fri.	
40.8	46.0							43.0	48.9	

**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 Tail Track, 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 21 and 22 must register by Form 903.

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

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

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Between:	MPH	
	Psgr.	Frnt.
Cleburne and Saginaw	79	60*
Saginaw and Gainesville P.D.	90	60*
Gainesville P.D. and Gainesville	79	60*

\*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 70 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

**EXCEPTIONS**

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

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

Location	MPH	
	Psgr.	Frnt.
2 Curves, M.P. 317.2 to 318.7	50	50
Curve, M.P. 327.2 to 327.5	65	65
Curve, M.P. 329.1 to 329.3	65	65
RR Crossing, M.P. 342.2 Interlocking	50	30
Curve, M.P. 342.5 to 342.7	40	40
Curve, M.P. 344.2 to 345.4	20	20
Track, M.P. 345.4 to 346.6	10	10
RR Crossings, M.P. 345.5 to 345.7 Interlocking	10	10
3 Curves, M.P. 346.8 to 347.9	50	50
RR Crossings, M.P. 348.5 to 348.9 Interlocking	50	30
2 Curves, M.P. 349.6 to 351.0	65	65
RR Crossings, M.P. 353.8 Interlocking	40	40
Curve, M.P. 370.2 to 370.4	70	70
2 Curves, M.P. 382.4 to 383.3	75	75
Curve, M.P. 389.3 to 389.7	55	55
Curve, M.P. 398.8 to 399.1	65	65
2 Curves, M.P. 410.4 to 412.1	60	60

**(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.

Switches at each end of sidings Birds to Gainesville are interlocked.

- "I"—Interlocking  
 "S"—Spring

Station	Type	Location	MPH
Gainesville P.D.	I	West end tail track	15
Dalton Jct.	I	Both ends pocket track	30
	I	Dallas District Junction	40
Saginaw	I	Both ends of North and South sidings	15
North Fort Worth	I	Both ends siding	15
Birds	I	Both ends siding	15
	I	Dublin Dist. Junction	10
Crowley	S	Both ends siding	30
Joshua	S	Both ends siding	30
Cleburne	S	East end tail track east end of yard	30

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

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

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

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

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

**3. TRACKS BETWEEN STATIONS**

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

**TRACK SIDE WARNING DEVICE**

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

**CREWS MUST OBSERVE INDICATOR LIGHTS.**

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975			Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS	Feet Per Mile			
				<b>FORT WORTH</b>		346.0	T CR	
	6000	47.5	3.4	BIRDS	.0	342.8		
		.0	0.9	BELT JCT.	64.4	0.9		
	7000	66.0	7.5	PRIMROSE	58.1	8.4	B	
		66.0	13.6		66.5		Y	
	7000			CRESSON		22.0		
	7000	66.0	8.7	WAPLES	66.5	30.7		
		66.0	5.8	GRANBURY	66.0	36.5	C	
	7000	66.0	9.9	TOLAR	52.8	46.4	B	
		58.6	8.7	BLUFFDALE	66.0	55.1	B	
	7000	66.0	7.4	IMMERMERE	.0	62.5	B	
	7000	66.0	9.8	STEPHENVILLE	44.9	72.3	CR	
	8150	66.0	13.8	DUBLIN	66.0	86.1	C	
		.0	0.1	T.C. Crossing	31.6	86.2		
	7450	52.3	9.1	PROCTOR	66.0	95.3		
	7000	66.0	12.8	COMANCHE	42.2	108.1	CR	
	7000	66.0	13.6	BLANKET	46.5	121.7	B	
	7350	66.0	6.3	DELAWARE	66.0	128.0		
	5600	.0	7.1	RICKER	63.4	344.4		
		.0	4.0	<b>BROWNWOOD</b> YL	.0	348.4	TY CR	
				(141.8)				

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

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

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

Location of switches not electrically locked on Dublin District (Special Rule 4, page 16)

STATION	MILE POST	INDUSTRY SERVED
Granbury	42.3	Texas Power & Light Co.
Stephenville	71.9	Stephenville Compress Co.
Stephenville	72.1	Texaco Oil Co. - Nix Hdwe. Co.
Dublin	86.1	T.C. Interchange
Dublin	86.5	Dublin Warehouse Co.
Comanche	108.1	Turkey Dressing Plant City Warehouse & Supply Texas Highway Department
Comanche	109.4	Moorman Mfg. Co.
Centex	110.8	Central Texas Fertilizer Co.
Blanket	121.5	Team Track

#### TRACK SIDE WARNING DEVICE

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

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

# NORTHERN DIVISION

# DUBLIN DISTRICT 7

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

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

#### \*EXCEPTIONS

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

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

Location	MPH
2 Curves, M.P. 0.0 to 0.9	10
3 Curves, M.P. 5.5 to 6.6	45
Curve, M.P. 21.3 to 21.7	45
8 Curves, M.P. 25.0 to 28.5	40
3 Curves, M.P. 29.4 to 30.0	30
Curve, M.P. 34.7 to 35.1	40
2 Curves, M.P. 39.0 to 39.5	30
Stroud's Creek Bridge, M.P. 39.2	20
4 Curves, M.P. 39.7 to 41.0	40
5 Curves, M.P. 41.0 to 43.4	30
2 Curves, M.P. 43.5 to 44.1	45
Curve, M.P. 45.6 to 45.8	40
Curve, M.P. 48.3 to 48.6	40
6 Curves, M.P. 48.9 to 50.5	30
Curve, M.P. 52.3 to 52.9	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	40
6 Curves and South Paluxy Creek Bridge, M.P. 55.3 to 57.4	40
10 Curves, M.P. 60.3 to 66.2	40
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9	30
Curve, M.P. 72.4 to 72.6	30
Curve, M.P. 73.4 to 73.6	45
Curve, M.P. 75.1 to 75.3	45
4 Curves, M.P. 75.6 to 76.8	40
Curve, M.P. 79.1 to 79.4	45
17 Curves, M.P. 79.6 to 85.5	40
2 Curves, M.P. 85.7 to 86.2	35
RR Crossing, M.P. 86.2 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; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Switches at each end of sidings between Birds and Brownwood are interlocked.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Birds	I	Both ends siding	15
	I	Dublin Dist. Junction	10
Belt Jet.	S	East wye switch	10
Cresson	I	Cresson Dist. Junction	30
Ricker	I	Both ends pocket track	30
	I	Lampasas District Junction	40
Brownwood	I	East end tail track	20

## (D) SPEED RESTRICTIONS - STREET CROSSINGS

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

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

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

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

## 3. TRACKS BETWEEN STATIONS

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

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
	8500	42.2		DALTON JCT. 6.5	52.8	111.2		
		10.6		DENTON 2.3	42.2	104.7	C	
	3850	52.8		MINCHIN 27.1	52.8	102.4	B	
	3550	52.8		COWLEY 5.0	66.0	75.3	B	
		15.8		RICHARDSON 0.2	.0	70.3		
		63.4		S. P. Crossing 6.4	52.8	70.1		
		31.7		WHITE ROCK YL 1.1	10.4	63.7		
	5600	.0	TCS	ZACHA JCT. 2.3	40.1	62.6	BR	
		52.8		REINHARDT 6.6	53.8	60.3		
		.0		T. & P. Crossing 0.4	.0	53.7		
		.0		S. P. Crossing 0.1	10.5	53.3		
		.0		DALLAS YL 0.7	38.0	53.2	T CR	
		.0	S. P. Crossing 0.6	63.3	52.5			
		.0	St. L. S. W. Crossing 0.1	22.2	51.9			
		.0	SANTA FE JCT. 0.1	22.2	51.8	Y		
		23.0	M-K-T Crossing 0.1	.0	51.7			
		37.0	TERMINAL JCT. 2.0	.0	51.6	Y		
	2100	67.0	OAK CLIFF 3.9	.0	49.6			
	1800	66.0	HALE YL 5.6	70.2	45.7			
	1700	77.6	DUNCANVILLE YL 5.5	68.6	40.1			
	950	67.5	CEDAR HILL 7.3	71.0	34.6			
		49.6	S. P. Crossing 0.4	.0	27.3			
	2350	46.9	MIDLOTHIAN YL 7.3	52.8	26.9	CR		
	1850	76.5	VENUS 6.9	71.2	19.6			
	1700	26.4	ALVARADO 1.3	67.5	12.7	B		
		74.4	M-K-T Crossing 11.4	66.0	11.4			
			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. 62.5; 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 Cleburne and Dallas.

At Cleburne, Second District time table rules will govern.



**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

<b>Between:</b>	
Cleburne and Dallas	35 MPH
Dallas and Zacha Jct.	30 MPH
Zacha Jct. and Dalton Jct.	49 MPH*

**\*EXCEPTION**

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

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

Location	MPH
Curve, M.P. 0.0 to 0.3	10
RR Crossing, M.P. 11.4 Auto. Interlocking	35
2 Curves, M.P. 12.3 to 13.4	25
RR Crossing, M.P. 27.3 Auto. Interlocking	30
Approaching interlocking Southern Pacific crossing, M.P. 27.3	
M.P. 26.9 to 27.3—Eastward	15
M.P. 28.1 to 27.3—Westward	30
6 Curves, M.P. 48.1 to 49.8	25
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
Curve, M.P. 62.6 to 62.9	30
RR Crossing, M.P. 70.1 Auto. Interlocking	20
Curve, M.P. 70.1 to 70.8	40
Curve, M.P. 110.3 to 111.2	40

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

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

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Hale	S	East end siding	15
Oak Cliff	S	Both ends siding	15
Dallas	I	Terminal Junction	10
	I	Santa Fe Jct.	10
Zacha Jct.	I	Both ends siding	20
	I	Paris District Junction	30

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

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

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

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

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

**HALE CEMENT LINE**

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

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Chaparral Steel Co. ....	23.2	12,200
Storage .....	24.3	950
Ward .....	24.7	3,050
Gasco .....	39.0	150
Red Bird industrial lead .....	42.2	35,000
Maglab .....	43.4	750
Casa Linda lead .....	61.7	3,500
Casa Linda freight facilities .....	61.7	2,350
Casa Linda TOFC facilities .....	61.7	16,600
White Rock industrial lead .....	63.7	15,000
Dal-Gar .....	66.4	2,750
Lewisville team track .....	90.8	500

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 1 January 5, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>BROWNWOOD</b>	YL		348.4	TY CR	
	7100	66.0	9.5		64.9	357.9		
			<b>BANGS</b>					
	6750	64.9	6.3		64.9	364.2	B	
			<b>OBREGON</b>					
	3650	66.0	5.5		20.5	369.7		
			<b>SANTA ANNA</b>					
		64.9	3.8		62.3			
			<b>SAN ANGELO JCT.</b>			373.5	Y B	
	9190	66.0	4.8		50.6			
			<b>COLEMAN</b>			378.3	CR	
	5500	31.7	12.7		23.8	391.0	B	
			<b>SILVER VALLEY</b>					
	5400	31.7	5.5		31.7			
	4100	31.7			31.7	396.5	B	
	4100	31.7	<b>NOVICE</b>		31.7	402.9		
	5200	31.7	6.4		31.7	409.5		
			<b>GOLDSBORO</b>					
		15.8	6.6		12.7	415.4	B	
			<b>LAWN</b>					
	4000	31.7	5.9		31.7	416.0		
			<b>TUSCOLA</b>					
		31.7	0.6		31.7	420.3		
			<b>A. &amp; S. Crossing</b>					
	6750	31.7	4.3		31.7	426.6	B	
	4050	31.7	6.3		31.7	432.0		
			<b>BUFFALO GAP</b>					
	6250	31.7	5.1		31.7	443.3	B	
			<b>TOLAND</b>					
	3900	31.7	5.1		31.7	448.4		
	6500	31.7	<b>HERNDON</b>		31.7	454.5		
			6.1		31.7	459.6	TY CR	
			<b>TECIFIC</b>					
			5.1					
			<b>SWEETWATER</b>					
			(111.2)					

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

Trains must get clearance card before leaving Brownwood and Sweetwater.

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

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Sweetwater District 60 MPH

**EXCEPTIONS**

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

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

	MPH
Curve, M.P. 349.8 to 350.1	35
4 Curves, M.P. 350.8 to 353.2	30
Curve, M.P. 362.3 to 362.7	50
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	60
2 Curves, M.P. 455.7 to 457.1	45
Curve, M.P. 458.0 to 458.3	40
Curve, M.P. 460.4 to 460.6	50

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking  
"S"—Spring

Station	Type	Location	MPH
Bangs	S	Both ends siding	30
Obregon	S	Both ends siding	30
Santa Anna	S	Both ends siding	30
San Angelo Jct.	S	San Angelo District Junction	30
Coleman	S	Both ends siding	30
Silver Valley	S	Both ends siding	30
Novice	S	Both ends siding	30

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

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

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

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

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

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

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

**3. TRACKS BETWEEN STATIONS**

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

WESTWARD			TIME TABLE No. 1 January 5, 1975	EASTWARD		
Capacity of Siding in Feet ↓	Ruling Grade Ascending	Feet Per Mile		STATIONS	Ruling Grade Ascending	Mile Post
2650	65.5		SAN ANGELO JCT. YL	60.0	.0	BY
5000	65.6		20.9 TALPA	66.0	20.9	
1400	52.8		16.0 BALLINGER YL	26.4	36.9	C
2550	52.8		8.7 ROWENA	51.7	45.6	
2450	52.8		8.6 MILES	52.8	54.2	
2650	52.8		8.9 HARRIET	52.8	68.1	
	52.8		8.4 SAN ANGELO YL		69.6	Y CR
			(69.6)			

Trains must get clearance card before leaving San Angelo.

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

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

San Angelo District	30 MPH
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#### (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
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### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

### 3. TRACKS BETWEEN STATIONS

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

**PARIS DISTRICT**

WESTWARD		TIME TABLE No. 1 January 5, 1975	EASTWARD			
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	
						Feet Per Mile
			<b>PARIS</b> YL	21.1	151.1	C
			0.8 T. & P. Crossing		150.3	
1650	52.8		11.8 ROXTON	62.8	138.5	
	52.8		5.5 BEN FRANKLIN	52.8	133.0	
	53.0		5.4 PECAN GAP	3.7	127.6	
	52.8		6.0 LADONIA	52.8	121.6	
1550	52.8		8.3 WOLFE CITY YL	12.6	113.3	C
			8.9 M-K-T Crossing	52.8	104.4	
1700			0.1 CELESTE	14.2	104.3	
			13.2 L. & A. Jct.	57.0	91.1	
			0.1 FARMERSVILLE YL	3.7	91.0	CR
1700	52.8		6.7 COPEVILLE	52.8	84.3	
1700	53.4		8.5 WYLIE	53.4	75.8	
1700	52.8		4.2 SACHSE	52.8	71.6	
1700	51.2		4.8 M-K-T Crossing	52.8	66.8	
			0.4 GARLAND YL	0	66.4	CR
1950	48.5		3.8 ZACHA JCT.	53.3	62.6	
5600						
			(88.5)			

Trains must get clearance card before leaving Paris.  
 At Zacha Jct., Dallas District time table rules will govern.  
 At Farmersville, L&A Jct. switch normally lined for L&A.  
 No switch lights between Farmersville and Paris.

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Between:

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

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

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

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

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

Station	M.P.	Type	MPH
*Garland	66.8	Automatic Interlocking	20
Celeste	104.4	Automatic Interlocking	20
*Paris	150.3	Gate, normally lined against T.&P. 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				EASTWARD		
↑		No. 1				↑		
January 5, 1975								
Capacity of Siding in Feet	Ruling Grade Ascending	STATIONS		Feet Per Mile	Mile Post	Communications Turn Tables and Wyes		
	Feet Per Mile							
		<b>CLEBURNE</b>	YL		317.5		TY	
		11.3		56.4			CR	
850	52.8	<b>GODLEY</b>			10.3			
	55.4	8.1		34.8				
7000		<b>CRESSON</b>	YL		18.4		Y	
		(19.4)						

Trains must get clearance card before leaving Cleburne.  
 At Cleburne, Second District time table rules will govern.  
 At Cresson, Dublin District time table rules will govern.  
 No switch lights on Cresson District.

1. SPEED REGULATIONS

(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.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Johnson County Coop. Co. ....	1.6	738
Mann Agricultural Service .....	2.1	500

RINGLING DISTRICT

WESTWARD		TIME TABLE				EASTWARD		
↓		No. 1				↑		
January 5, 1975								
Capacity of Siding in Feet	Ruling Grade Ascending	STATIONS		Feet Per Mile	Mile Post	Communications Turn Tables and Wyes		
	Feet Per Mile							
		<b>ARDMORE</b>	YL		450.4		Y	
		10.2		52.8			CR	
1900	52.8	<b>LONE GROVE</b>	YL		9.6			
	52.8	9.7		52.8				
		<b>WILSON</b>	YL		19.3			
	52.8	5.0		52.8				
650	52.8	<b>COBALT JCT.</b>	YL		24.3		Y	
	52.8	5.5		52.8				
1300	52.8	<b>HEALDTON</b>	YL		5.5		C	
	52.8	5.5		52.8				
650	52.8	<b>COBALT JCT.</b>	YL		24.3		Y	
	52.8	5.1		52.8				
		<b>RINGLING</b>	YL		29.4		C	
		(30.0)						

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

Trains and engines originating Ardmore must secure a clearance card before leaving.

At Ardmore, First District time table rules will govern.

At Cobalt Jct., wye switches will be left lined and locked as last used.

No switch lights on Ringling District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Ringling District 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:

Healdton M.P. 5.6 10 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 3.2 Viaduct, highway

3. TRACKS BETWEEN STATIONS

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

LINDSAY DISTRICT

WESTWARD		TIME TABLE No. 1 January 5, 1975	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
			STATIONS		
10800		<b>PAULS VALLEY</b> YL		495.6	CR
1250	31.6	12.6 MAYSVILLE YL	31.6	12.1	
	10.5	11.3 LINDSAY YL	.0	23.4	Y
		(23.9)			

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

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

At Pauls Valley, First District time table rules apply.

No switch lights on Lindsay District.

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. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-operated switch not electrically locked for any purpose. Not applicable Hale to Santa Fe Jct., Dallas District.

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	Backing or when not controlled from leading unit MPH
AMTRAK 100-539 5637-5714, 5930-5939*, 5940-5948	90**	45
1150, 1218, 1260, 1418-1419, 1420-1438, 1439-1441, 500-1537, 2322, 2394	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when engine handling train is on the head end being controlled from lead unit of G.P. type turned in backing position.

\*Units 5930, 5931, 5933 and 5935 RESTRICTED TO 70 MPH until Gear Ratio changed to 59:18.

\*\*Engines without cars must not exceed 70 MPH.

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

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

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
All Classes	4	5	5

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 Derrick AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 and MPH	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 MPH
First, Second and Sweetwater	40	45		30
Other Districts	20	20		20

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

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

Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 MPH.

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

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

9. BULLETIN BOOKS ARE LOCATED:

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

10. STANDARD CLOCKS ARE LOCATED:

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

11. JOINT TRACK FACILITIES:

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

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

SPEED TABLE — FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100	58	62.1	1 40	36.0
37	97.3	59	61.0	1 42	35.3
38	94.7	1	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	5	12.0
56	64.2	1 36	37.5	6	10.0
57	63.2	1 38	36.8	12	5.0



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

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

DR. T. SPEED, Medical Director ..... Temple  
DR. D. J. LYNCH, Medical Director ..... Temple

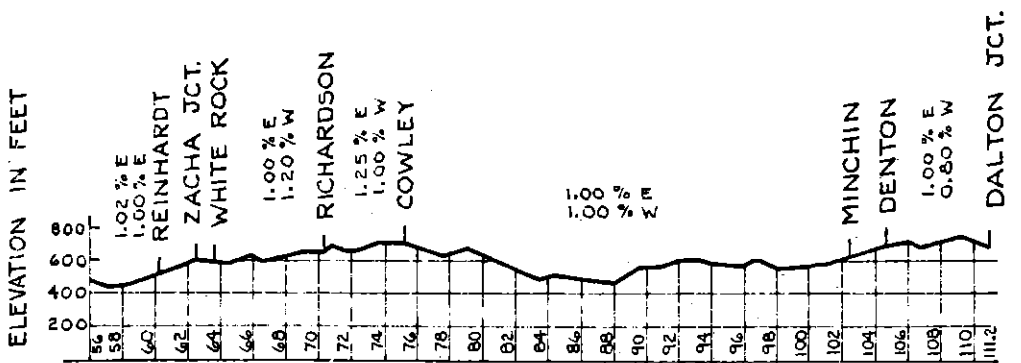
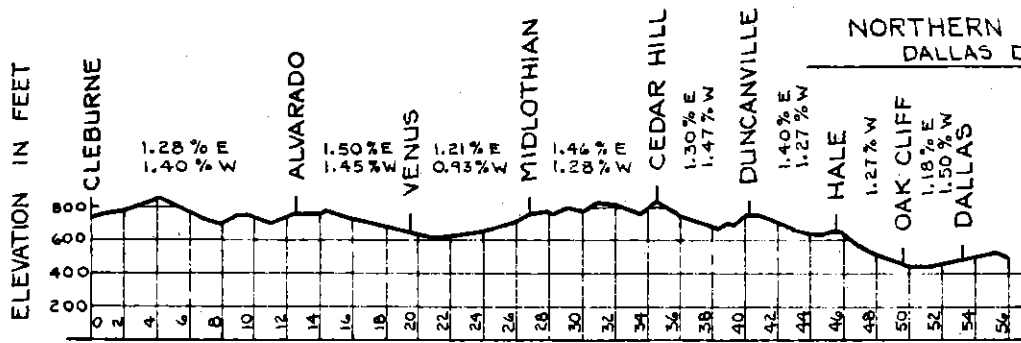
**LOCAL SURGEONS**

DR. J. G. ROLLINS	Purcell
DR. W. C. MCCURDY	Purcell
DR. W. T. STONE	Purcell
DR. GEORGE N. BECKLOFF	Stratford
DR. OLLIE MCBRIDE	Ada
DR. RAY H. LINDSEY	Pauls Valley
DR. R. E. SPENCE	Pauls Valley
DR. JAMES H. LINDSEY	Pauls Valley
DR. HENRY G. RYAN	Lindsay
DR. E. M. EGGENBERG	Davis
DR. M. E. ROBERSON	Wynnewood
DR. DON J. WILSON	Marietta
DR. J. M. GORDON	Ardmore
DR. THORNTON KELL	Ardmore
DR. DAVID D. ROSE	Ardmore
DR. ROGER REID	Ardmore
DR. TOM C. SPARKS	Ardmore
DR. F. D. MANNERBERG	Ardmore
DR. CLIFFORD LORRENTZEN	Ardmore
DR. JOHN H. VEAZEY	Ardmore
DR. E. SAIKIN	Gainesville
DR. JAMES R. COLE	Gainesville
DR. ROBERT L. MCLEROY	Gainesville
DR. C. F. LUSK	Gainesville
DR. R. W. COCHNOUR	Justin
DR. E. R. FOSTER	Justin
DR. H. M. BURGESS	Denton
DR. W. S. MILLER, JR.	Denton
DR. CONRAD KINARD	Denton
DR. JAMES D. THOMAS	Denton
DR. J. H. JONES	Denton
DR. HAL V. NORGAARD	Denton
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DR. CARL M. AUSTIN	Ft. Worth
DR. M. H. CRABB	Ft. Worth
DR. H. K. KIBBIE	Ft. Worth
DR. E. N. WALSE (Dermatology)	Ft. Worth
DR. E. L. CLARK	Cleburne
DR. DAVID HARPER	Cleburne
DR. S. G. JOHNSON	Cleburne
DR. SIDNEY GALT	Dallas
DR. O. J. WADDELL	Dallas
DR. E. R. RICHARDSON	Dallas

DR. FRANK O. SEAY	Dallas
DR. C. M. PRESTON	Dallas
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DR. SHELTON BLAIR (Dermatology)	Dallas
DR. DON BLANTON	Dallas
DR. J. W. LANTIUS	Dallas
DR. D. R. BALABAN	Dallas
DR. J. WALTER LANIUS	Dallas
DR. ROBERT HENDERSON	Dallas
DR. CARL HIGGENBOTTEN	Dallas
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DR. J. K. RICHARDSON	Sweetwater
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DR. J. C. SNOW	Abilene
DR. MORRIS D. MANN	Coleman
DR. J. B. STEPHENS	Bangs
DR. P. M. WHEELIS	Brownwood
DR. NED SNYDER	Brownwood
DR. ROGERS K. COLEMAN	Brownwood
DR. F. D. SPENCER	Brownwood
DR. SEALE T. CUTBIRTH	Brownwood
DR. HARRY N. THOMAS	Brownwood
DR. ALLAN J. SPENCE	Brownwood
DR. W. S. WISB	Brownwood
DR. L. J. COLE	Ballinger
DR. J. C. TERRELL	Stephenville
DR. JOB PATE	Dublin
DR. BEN H. BRADLEY	Dublin

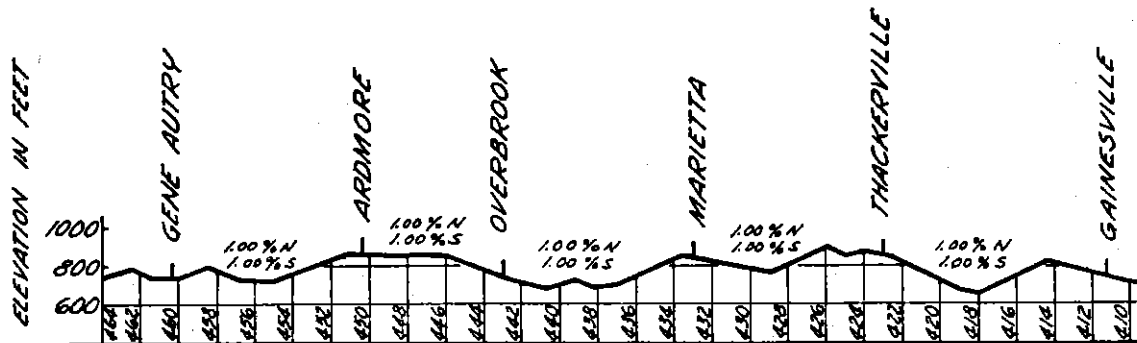
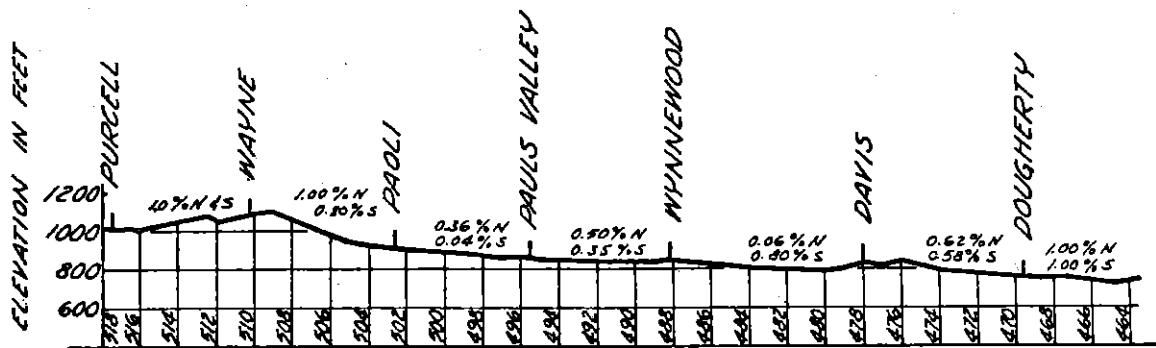
**EYE, EAR, NOSE AND THROAT SPECIALISTS**

DR. W. R. MOTE	Ardmore
DR. CHAS. K. MILLS	Gainesville
DR. R. H. WEEKS	Ft. Worth
DR. WILLIAM SKOKAN	Ft. Worth
DR. J. W. PICKENS	Cleburne
DR. DAVID STAYER	Dallas
DR. BERT C. BRYAN	Dallas
DR. CHASE S. THOMPSON	San Angelo
DR. VIRGINIA BOYD	Abilene
DR. S. BRASWELL LOCKER	Brownwood
DR. H. B. ALLEN, JR.	Brownwood
DR. VANCE TERRELL	Stephenville
DR. T. E. HUNT	Paris

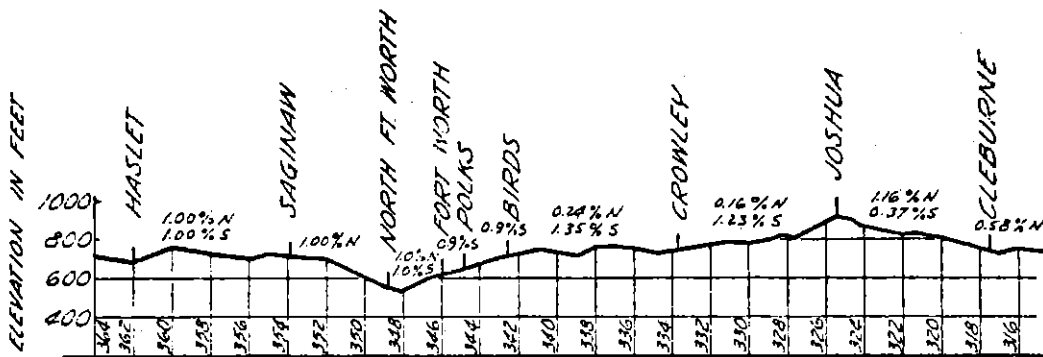
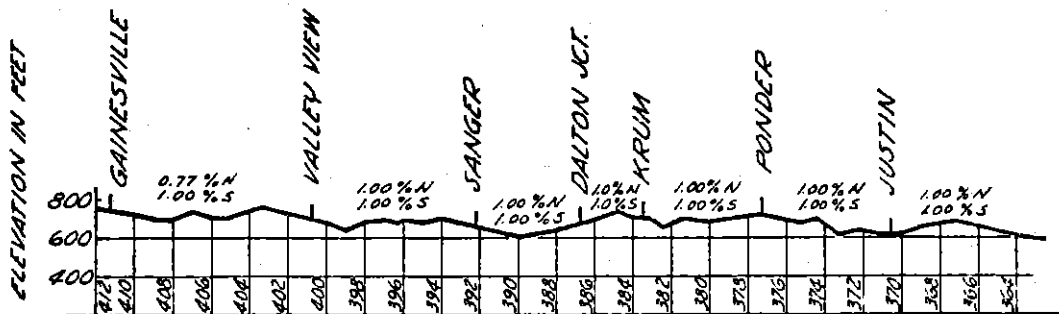


NORTHERN DIVISION  
DALLAS DISTRICT

NORTHERN DIVISION  
FIRST DISTRICT

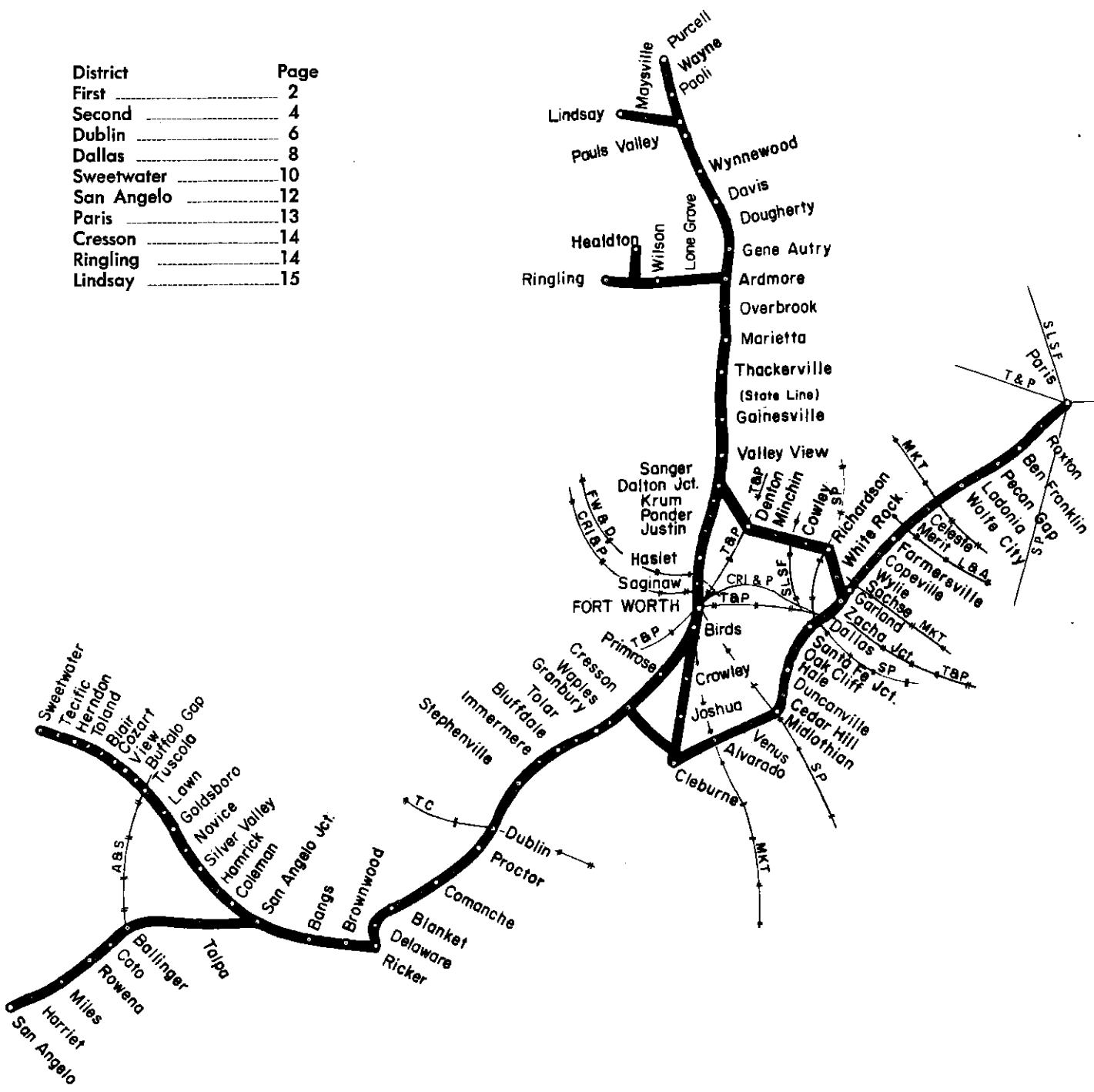


NORTHERN DIVISION  
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# NORTHERN DIVISION