



SANTA FE SAFETY FIRST



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

TRAINMASTERS

- D. L. REYNOLDS Brownwood, Texas
- R. P. BENSON Fort Worth, Texas
- B. LEVIN Fort Worth, 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
- G. A. HARVILLE Fort Worth, Texas
- W. J. CUMMINGS Dallas, Texas
- C. F. COX 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

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

SAFETY SUPERVISOR

- O. D. HAMILTON Fort Worth, Texas

CHIEF DISPATCHER

- D. B. ASHLEY Fort Worth, Texas

ASSISTANT CHIEF DISPATCHERS

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

DISPATCHERS — FORT WORTH, TEX.

- | | |
|-------------------|----------------|
| R. A. SCHILLING | F. W. ULLMAN |
| J. D. BLANKENSHIP | R. T. SHAVER |
| A. W. LATHAM | E. S. FIELDS |
| D. E. MURDOCK | J. E. WEAVER |
| A. G. COPPINGER | J. G. WILLIAMS |
| J. L. THOMAS | |

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED COUPLINGS ARE DAMAGING

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS

IT'S EVERYBODY'S JOB ON THE SANTA FE

The Atchison, Topeka and Santa Fe Railway Company

WESTERN LINES

NORTHERN DIVISION

TIME TABLE No.

2

IN EFFECT

Sunday, April 27, 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	TIME TABLE				Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
First Class			No. 2							First Class
15			April 27, 1975							16
Leave Daily AM		Feet Per Mile	STATIONS				Feet Per Mile			Arrive Daily PM
10.01			PURCELL							7.38
	8250	.0	7.3				5.3	517.5	CR	
	8250	42.2	WAYNE				52.8	510.2	B	
		2.1	PAOLI				19.0	502.6		
			7.0							
10.25	10800		PAULS VALLEY						Y	7.06
	8750	18.4	7.5				26.4	495.6	CR	
	9500	42.2	WYNNEWOOD				3.1	488.1	CR	
		31.6	10.1							
			DAVIS				32.7	478.0	C	
			8.4							
	8850	52.8	DOUGHERTY				52.8	469.6	Y	
	8550	52.8	9.3				52.8	460.3	CR	
		52.8	GENE AUTRY				52.8			
			9.9							
11.18	6000	52.8	ARDMORE				52.8	450.4	Y	6.15
	6500		7.4						CR	
			OVERBROOK					443.0		
		52.8	9.9				52.8			
	9950	52.8	MARIETTA				52.8	433.1	CR	
		52.8	10.0							
	7900	52.8	THACKERVILLE				52.8	423.1		
			11.8							
11.58			GAINESVILLE					411.3	T	5.31
AM									CR	PM
Arrive Daily			(106.2)							Leave Daily
54.5			Average speed per hour							50.2

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

Trains must get clearance card before leaving Purcell and Gainesville.

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end siding Ardmore, 25 MPH; each end other sidings, 30 MPH; other main track switches, except those listed below, 15 MPH. Switches at each end sidings between Gainesville and Purcell are interlocked.

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

- "I"—Interlocking
- "S"—Spring

Station	Type	Location	MPH
Purcell	I	West end west tail track	30
	I	Crossover east end of yard	30
	S	East end east tail track	30
Pauls Valley	I	West leg wye Lindsay District	15
	I	Three crossovers	30
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:

	M.P.	M.P. Range	MPH	
			Psgr.	Frts.
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

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, unless otherwise instructed by train dispatcher.

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 Wyes	EASTWARD	
First Class				No. 2					First Class	
15	21			16	22					
Leave Daily AM	Leave Mon. Thur. Sat.		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM	Arrive Sun. Tue. Fri.	
11.58 PM			.0	GAINESVILLE 0.6	34.3	411.3	T CR	5.31		
12.01				GAINESVILLE P. D. 9.9	40.6	410.7		5.30		
		8400	52.8	VALLEY VIEW 8.6	52.8	400.8	B			
			52.8	SANGER 5.4	52.8	392.2	CR			
12.25		8500	52.8	DALTON JCT. 3.3	52.8	386.8		4.57		
			52.8	KRUM 6.2	52.8	383.5				
		8100	52.8	PONDER 6.7	52.8	377.3				
			52.8	JUSTIN 8.6	52.8	370.6	C			
		6950	52.8	HASLET 8.1	52.8	362.0				
12.57		S 11000 N 12200	.0	F.W. & D. Crossing SAGINAW C.R.I. & P. Crossing 5.1	52.8	353.9	C	4.22		
	Via T. & P.	4400	52.8	F.W. Belt Crossing St. L.S.W. Crossing NORTH FORT WORTH S.L.-S.F. Crossing 2.3	52.8	348.8	C		Via T. & P.	
1.20 AM	8.45 AM		21.1	FORT WORTH 0.3	.0	346.0	T CR	4.10 PM	8.45 PM	
1.35	9.15		31.6	S. P. Crossing T. & P. Crossing 0.1	.0	345.7				
			31.6	T. & P. Crossing 0.1	.0	345.6				
			47.5	T. & P. Crossing 0.6	.0	345.5				
		1850	47.5	POLKS 2.1	.0	344.9				
1.43	9.23	6000	36.9	BIRDS YL 0.6	.0	342.8		3.41	7.47	
			71.2	S.L.-S.F. Crossing 8.5	12.7	342.2				
1.51	9.32	7950	64.9	CROWLEY 8.4	8.2	333.7		3.34	7.40	
1.58	9.40	8350	19.5	JOSHUA 7.8	61.0	325.3		3.27	7.33	
2.13 PM	9.55 AM			CLEBURNE YL		317.5	TY CR	3.20 PM	7.25 PM	
Arrive Daily	Arrive Mon. Thur. Sat.			(93.8)				Leave Daily	Leave Sun. Tue. Fri.	
41.7	42.5			Average speed per hour				43.0	34.2	

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.	Frts.
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.	Frts.
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
5 Curves, 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; each end sidings between Cleburne and Gainesville, except sidings Saginaw, North Fort Worth, Polks and Birds, 30 MPH; other main track switches except those listed below, 15 MPH. Switches at each end of sidings Birds to Gainesville are interlocked.

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

- "I"—Interlocking
- "S"—Spring

Station	Type	Location	MPH
Gainesville P.D.	I	West end 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.	Frts.
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
Danci	328.3	1,350
Southwest Wood Products	336.2	350

TRACK SIDE WARNING DEVICE

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

When 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	Rating Grade Ascending	TIME TABLE No. 2 April 27, 1975	Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			FORT WORTH		348.0	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	66.0	CRESSON	66.5	22.0		
	7000	66.0	8.7 WAPLES	66.0	30.7	B	
		66.0	5.8 GRANBURY	52.8	36.5	C	
	7000	66.0	9.9 TOLAR	66.0	46.4	B	
		58.6	8.7 BLUFFDALE	.0	55.1	B	
	7000	66.0	7.4 IMMERMERE	44.9	62.5	B	
	7000	66.0	9.8 STEPHENVILLE	66.0	72.3	CR	
	8150	66.0	13.8 DUBLIN	31.6	86.1	C	
		.0	0.1 T.C. Crossing	66.0	86.2		
	7450	52.3	9.1 PROCTOR	42.2	95.3		
	7000	66.0	12.8 COMANCHE	46.5	108.1	CR	
	7000	66.0	13.6 BLANKET	66.0	121.7	B	
	7350	66.0	6.3 DELAWARE	63.4	128.0		
	5600	.0	7.1 RICKER	.0	344.4		
		.0	4.0 BROWNWOOD YL		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)

TRACK SIDE WARNING DEVICE

STATION	MILE POST	INDUSTRY SERVED
De Cardova Spur	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

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, unless otherwise instructed by train dispatcher. Report must be made to dispatcher by first means of communication.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	
M.P. 0.9 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 Auto. Interlocking	30
Curve, M.P. 86.7 to 86.9	45
7 Curves, M.P. 89.0 to 91.8	40
8 Curves, M.P. 95.9 to 98.4	35
3 Curves, M.P. 98.6 to 99.8	40
Curve, M.P. 100.3 to 100.4	45
4 Curves, M.P. 101.1 to 102.4	40
9 Curves, M.P. 111.1 to 114.0	40
4 Curves, M.P. 114.1 to 115.1	40
Curve, M.P. 118.1 to 118.4	45
13 Curves, M.P. 122.0 to 126.9	40
Curve, M.P. 134.5 to 134.6	40
4 Curves and Pecan Bayou Bridge, M.P. 345.2 to 346.3	25
2 Curves, M.P. 347.7 to 348.2	30

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

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

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Birds	I	Both ends siding	15
	I	Dublin Dist. Junction	10
Belt Jct.	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
DeCardova Spur	42.3	1,490
Moorman Mfg. Co.	109.4	1,330
Centex	110.8	500

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
	8500			DALTON JCT.		111.2		
		42.2	6.5	DENTON	52.8	104.7	C	
		10.6	2.3		42.2			
	3850			MINCHIN	52.8	102.4	B	
		52.8	27.1					
	3550			COWLEY	66.0	75.3	B	
		52.8	5.0					
		15.8	0.2	RICHARDSON	.0	70.3		
		63.4	6.4	S. P. Crossing	52.8	70.1		
		31.7	1.1	WHITE ROCK YL	10.4	63.7		
	5800		2.3	ZACHA JCT.	40.1	62.6	BR	
			6.6	REINHARDT	53.8	60.3		
			0.4	T. & P. Crossing	.0	53.7		
			0.1	S. P. Crossing	10.5	53.3		
				DALLAS YL		53.2	T CR	
			0.7	S. P. Crossing	38.0	52.5		
			0.6	St. L. S. W. Crossing	63.3	51.9		
			0.1	SANTA FE JCT.	22.2	51.8	Y	
			0.1	M-K-T Crossing	22.2	51.7		
		23.0	0.1	TERMINAL JCT.	.0	51.6	Y	
		37.0	2.0	OAK CLIFF	.0	49.6		
	2100		3.9	HALE YL	.0	45.7		
	1800		5.6	DUNCANVILLE YL	70.2	40.1		
	1700		5.5	CEDAR HILL	68.6	34.6		
	950		7.3	S. P. Crossing	71.0	27.3		
		49.6	0.4	MIDLOTHIAN YL	.0	26.9	CR	
	2350		7.3	VENUS	52.8	19.6		
	1850		6.9	ALVARADO	71.2	12.7	B	
	1700		1.3	M-K-T Crossing	67.5	11.4		
		74.4	11.4	CLEBURNE YL	66.0	0.0	TY CR	
				(111.2)				

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

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

Signals on the industrial lead and connecting tracks between the Southern Pacific connection at Santa Fe Jct. and west end Dallas yard at Good-Latimer Expressway, M.P. 52.6, govern movements over interlocked switches only. Movements on the industrial lead are governed by Rule 127.

Trains must get clearance card before leaving Dallas.

At Cleburne, Second District time table rules will govern.

At Dallas, if controlled signal governing movement over T&P 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.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	
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

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Chaparral Steel Co.	23.2	12,200
Storage	24.3	950
Ward	24.7	3,050
Gasco	39.0	150
Hale Cement Line (8.9 Miles)	45.8	
Casa Linda lead	61.7	3,500
Casa Linda freight facilities	61.7	2,350
Casa Linda TOFC facilities	61.7	16,600
White Rock industrial lead	63.7	15,000
Gaylord Container	64.3	1,860
Hesse Envelope	65.4	1,500
Dal-Gar	66.4	2,750
Buell Lumber	67.1	1,530
Arapaho Team Track	70.2	600
Vent-A-Hood	70.4	1,500
Lewisville Team Track	90.8	500

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. 2 April 27, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
			BROWNWOOD YL			348.4	TY CR	
	7100	66.0	9.5		64.9	357.9		
	6750	64.9	BANGS 6.3		64.9	364.2	B	
	3650	66.0	OBREGON 5.5		20.6	369.7		
		64.9	SANTA ANNA 3.8		62.3			
		66.0	SAN ANGELO JCT. 4.8		50.6	373.5	Y B	
	9190	31.7	COLEMAN 12.7			378.3	CR	
	5500	31.7	SILVER VALLEY 5.5		23.8	391.0	B	
	5400	31.7	NOVICE 6.4		31.7	396.5	B	
	4100	31.7	GOLDSBORO 6.6		31.7	402.9		
	4100	31.7	LAWN 5.9		12.7	409.5		
	5200	15.8	TUSCOLA 0.6		.0	415.4	B	
	4000	31.7	A. & S. Crossing 4.3		31.7	416.0		
		31.7	BUFFALO GAP 6.3		31.7	420.3		
	6750	31.7	VIEW 5.4		31.7	426.6	B	
	4050	31.7	COZART 11.3		31.7	432.0		
	6250	31.7	TOLAND 5.1		31.7	443.3	B	
	3900	31.7	HERNDON 6.1		31.7	448.4		
	6500	31.7	TECIFIC 5.1		31.7	454.5		
			SWEETWATER			459.6	TY CR	
			(111.2)					

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

Trains must get clearance card before leaving Sweetwater.

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

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

WESTWARD			TIME TABLE No. 2 April 27, 1975	EASTWARD		
↓ Capacity of Siding in Feet	Rating Grade Ascending	Feet Per Mile		STATIONS	Rating Grade Ascending	Mile Feet
2650	65.5		SAN ANGELO JCT. YL	60.0	.0	BY
5000	65.5	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	63.1	
	52.8	8.4	SAN ANGELO YL	69.6		Y CR
			(69.6)			

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

Curve,	Location	MPH
	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. 2 April 27, 1975	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
Feet Per Mile	STATIONS	Feet Per Mile			
	PARIS YL		151.1	C	
1650	0.8 T. & P. Crossing	21.1	150.3		
	11.8 ROXTON	62.8	138.5		
	5.5 BEN FRANKLIN	52.8	133.0		
	5.4 PECAN GAP	3.7	127.6		
1650	6.0 LADONIA	52.8	121.6		
	8.3 WOLFE CITY YL	12.6	113.3	C	
1700	8.9 M-K-T Crossing	62.8	104.4		
	0.1 CELESTE	14.2	104.3		
	13.2 L. & A. Jct.	57.0	91.1		
1700	0.1 FARMERSVILLE YL	3.7	91.0	CR	
	6.7 COPEVILLE	52.8	84.3		
1700	8.5 WYLIE	53.4	75.8		
	4.2 SACHSE	52.8	71.6		
1700	4.8 M-K-T Crossing	52.8	66.8		
	0.4 GARLAND YL	.0	66.4	CR	
1950	3.8 ZACHA JCT.	53.3	62.6	BR	
5600					

(88.5)

At Zacha Jct., Dallas District time table rules will govern.
At Farmersville, L&A Jct. switch normally lined for L&A.

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. 2 April 27, 1975			↑		
Capacity of Siding in Feet	Ruling Grade Ascending				Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	Feet Per Mile	STATIONS			Feet Per Mile		
		CLEBURNE YL				317.5	TY CR
		11.3 GODLEY				10.3	
850	52.8	8.1			56.4		
	55.4				34.8		
7000		CRESSON YL				18.4	Y
		(19.4)					

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

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.

RINGLING DISTRICT

WESTWARD		TIME TABLE			EASTWARD		
↓		No. 2 April 27, 1975			↑		
Capacity of Siding in Feet	Ruling Grade Ascending				Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	Feet Per Mile	STATIONS			Feet Per Mile		
		ARDMORE YL				450.4	Y CR
		10.2 LONE GROVE				9.6	
1900	52.8	9.7			52.8		
	52.8	WILSON YL			52.8	19.3	
	52.8	5.0 COBALT JCT.			52.8	24.3	Y
650	52.8	5.5			52.8		
	52.8	HEALDTON YL			52.8	5.5	C
1300	52.8	5.5			52.8		
	52.8	COBALT JCT. YL			52.8	24.3	Y
	52.8	5.1			52.8		
		RINGLING 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.

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

LINDSAY DISTRICT

WESTWARD		TIME TABLE No. 2 April 27, 1975	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
10800	31.6	PAULS VALLEY YL	31.6	495.6	CR
1250	10.5	MAYSVILLE YL	.0	12.1	
		LINDSAY YL		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.

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; M.P. 346.8 to Saginaw, Second District.

5. MAXIMUM SPEED OF ENGINES

	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-539 5687-5714, 5930-5948*	90**	45
1150, 1218, 1260 1418-1441 1500-1537 2322, 2393	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Units 5930, 5931, 5935 and 5938 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 AND MAXIMUM SPEED IN SUCH OPERATION.

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

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

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

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

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

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

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

9. BULLETIN BOOKS ARE LOCATED:

- | | | | |
|---------------|-------------|--------------|------------|
| Ardmore | 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.

Tacific-Sweetwater. T&P trains use AT&SF tracks between Tacific 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 00	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 00	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 00	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4 00	15.0
55	65.5	1 34	38.3	5 00	12.0
56	64.2	1 36	37.5	6 00	10.0
57	63.2	1 38	36.8	12 00	5.0

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

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

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

LOCAL SURGEONS

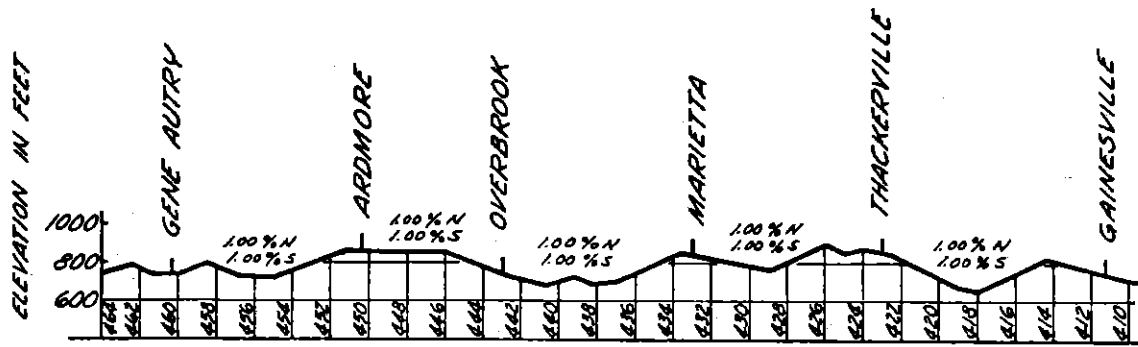
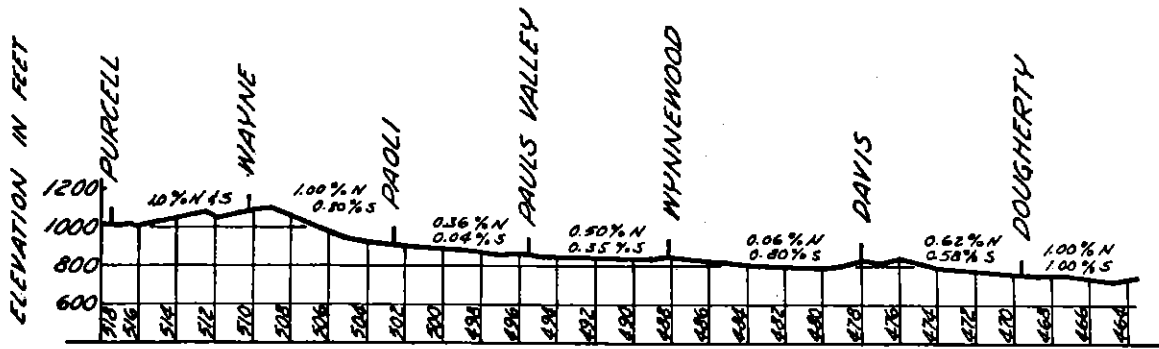
Dr. J. G. ROLLINS Purcell
Dr. W. C. MCCURDY Purcell
Dr. W. T. STONE Purcell
Dr. GEORGE N. BECKLOFF Stratford
Dr. OLLIE McBRIDE Ada
Dr. RAY H. LINDSEY Pauls Valley
Dr. E. E. SPENCE Pauls Valley
Dr. JAMES H. LINDSEY Pauls Valley
Dr. HENRY G. RYAN Lindsay
Dr. E. M. EGGENBERG Davis
Dr. M. E. ROBERSON Wynnewood
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. D. E. COLE Justin
Dr. E. R. FOSTER Justin
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Dr. CONRAD KINARD Denton
Dr. JAMES D. THOMAS Denton
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Dr. CARL M. AUSTIN Ft. Worth
Dr. M. H. CRAEB Ft. Worth
Dr. H. K. KIBBIE Ft. Worth
Dr. E. N. WALSH (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
Dr. T. L. LAUDERDALE Dallas
Dr. SHELTON BLAIR (Dermatology) Dallas

Dr. DON BLANTON Dallas
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Dr. ROBERT HENDERSON Dallas
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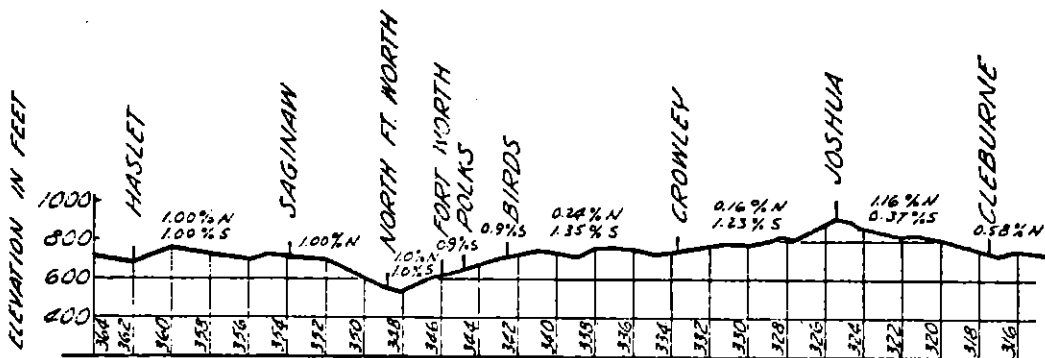
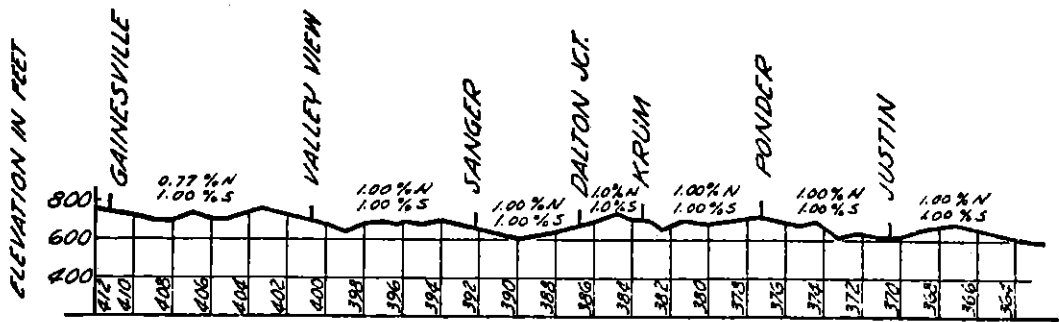
EYE, EAR, NOSE AND THROAT SPECIALISTS

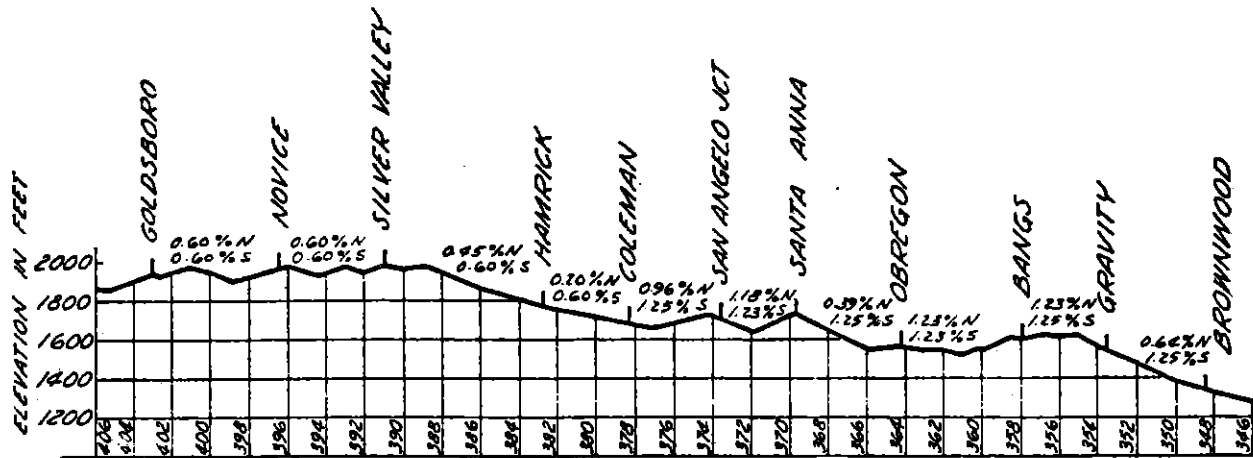
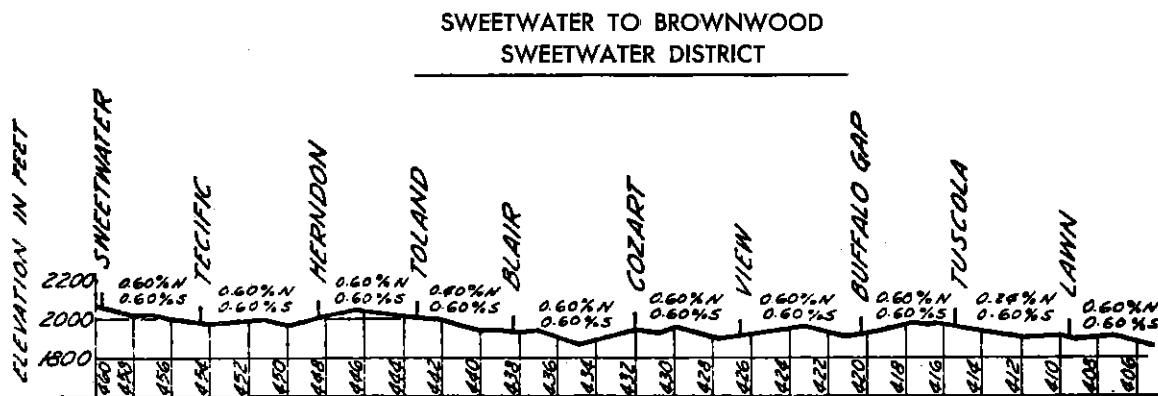
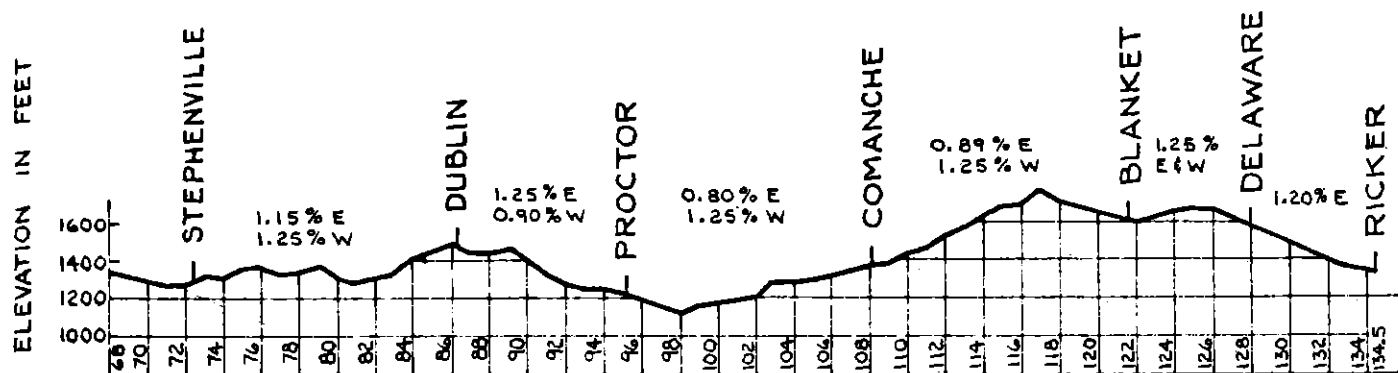
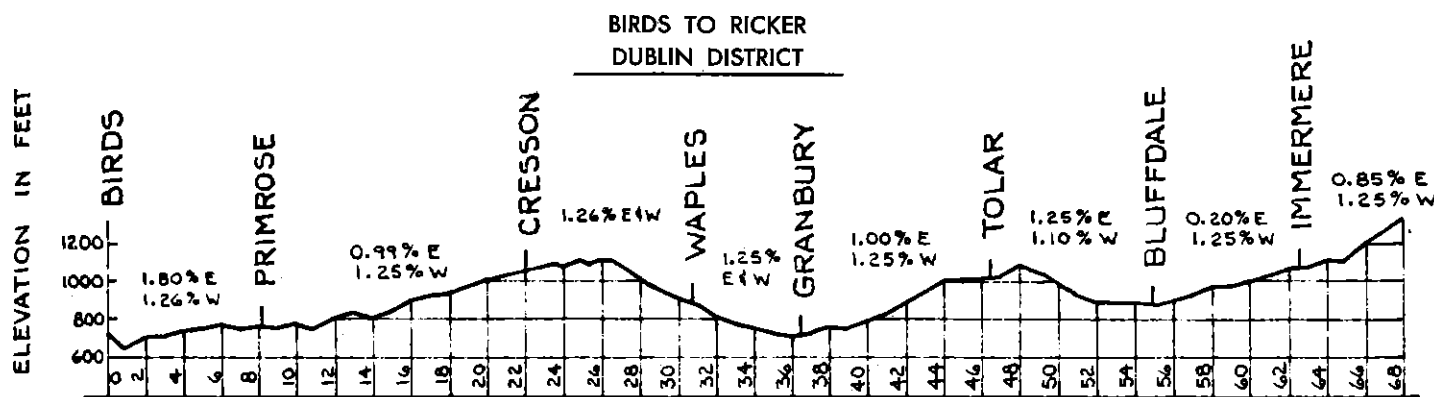
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PURCELL TO GAINESVILLE
FIRST DISTRICT



GAINESVILLE TO CLEBURNE
SECOND DISTRICT





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NORTHERN DIVISION