



SANTA FE
SAFETY FIRST



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

TRAINMASTERS

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

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

- J. L. WILES Fort Worth, Texas

ASSISTANT TRAINMASTERS

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

DIVISION RULES EXAMINER

- O. D. HAMILTON Fort Worth, Texas

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

- E. E. REYNOLDS Amarillo, Texas

ROAD FOREMEN OF ENGINES

- F. J. SMITH Fort Worth, Texas
- D. L. WHITE Brownwood, Texas

SAFETY SUPERVISOR

- W. T. SIMMONS Fort Worth, Texas

CHIEF DISPATCHER

- D. B. ASHLEY Fort Worth, Texas

ASSISTANT CHIEF DISPATCHERS

- C. P. PIERCE, JR. Fort Worth, Texas
- O. A. LEWIS Fort Worth, Texas
- E. S. FIELDS Fort Worth, Texas
- J. E. WEAVER Fort Worth, Texas

DISPATCHERS — FORT WORTH, TEX.

- | | |
|-------------------|----------------|
| R. A. SCHILLING | F. W. ULLMANN |
| J. D. BLANKENSHIP | R. T. SHAVER |
| D. E. MURDOCK | J. G. WILLIAMS |
| A. G. COPPINGER | R. A. CRAWFORD |
| J. L. THOMAS | D. P. REYNOLDS |
| J. C. RUSSELL | |

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

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

**HANDLE FREIGHT CAREFULLY AND KEEP OUR
CUSTOMERS**

IT'S EVERYBODY'S JOB ON THE SANTA FE

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

WESTERN LINES

NORTHERN DIVISION

SUPPLEMENT "A"

TIME TABLE No.

9

IN EFFECT

SUNDAY, OCTOBER 1, 1978

At 12:01 A. M.

Central Standard Time

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

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

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

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

WESTWARD				SUPPLEMENT "A"				EASTWARD			
First Class		Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	First Class		
15	21			No. 9					16	22	
Leave Daily AM	Leave Mon. Thurs. Sat.		Feet Per Mile	October 1, 1978		Feet Per Mile			Arrive Daily PM	Arrive Sun. Tue. Fri.	
11.33			.0	GAINESVILLE		34.3	411.3	T CR	3.11		
\$11.36			52.8	0.6 GAINESVILLE P. D.		40.6	410.7		\$ 3.10		
		8400	52.8	9.9 VALLEY VIEW		52.8	400.8	B			
			52.8	8.6 SANGER		52.8	392.2	CR			
PM 12.01		8500	52.8	5.4 DALTON JCT.		52.8	386.8		2.37		
			52.8	3.3 KRUM		52.8	383.5				
		8100	52.8	6.2 PONDER		52.8	377.3				
		6500	52.8	6.7 JUSTIN		52.8	370.6	C			
		6950	52.8	8.6 HASLET		52.8	362.0				
12.32		\$ 11000 N12200	.0	8.1 F.W. & D. Crossing SAGINAW		52.8	353.9	C	2.02		
		4400	52.8	5.1 C.R.I. & P. Crossing		52.8					
	Via M.P.		52.8	F.W. Belt Crossing St. L.S.W. Crossing NORTH FORT WORTH S.L.-S.F. Crossing		52.8	348.8	C		Via M.P.	
\$12.55 1.10	AM 8.55 9.10		21.1	2.3 FORT WORTH		.0	346.0	T CR	\$ 1.50 1.35	PM 4.15 4.00	
			31.6	0.3 S. P. Crossing		.0	345.7				
			31.6	0.1 M. P. Crossing		.0	345.6				
		1850	47.5	0.1 M. P. Crossing		.0	345.5				
			47.5	0.6 POLKS		.0	344.9				
16 1.20	9.20	6000	36.9	2.1 BIRDS YL		.0	342.8		15 1.20	3.47	
			71.2	0.6 S.L.-S.F. Crossing		12.7	342.2				
1.30	9.30	7950	64.9	8.5 CROWLEY		8.2	333.7		1.11	3.35	
1.45	9.38	8350	19.5	8.4 JOSHUA		61.0	325.3		1.03	3.26	
\$ 1.55	\$ 9.50			7.8 CLEBURNE YL			317.5	TY CR	12.51	3.16	
PM	AM			(93.8)					PM	PM	
Arrive Daily	Arrive Mon. Thurs. Sat.			Average speed per hour					Leave Daily	Leave Sun. Tue. Fri.	
39.6	42.7								40.2	42.7	

TCS IN EFFECT: On main track and sidings between Birds and Gainesville, except between westward controlled signals, west end Fort Worth 17th Street Yard and eastward controlled signals at east end Freight Main, M.P. 346.8, and on sidings North Fort Worth and Saginaw.

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

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

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

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

At Cleburne, Cresson District Junction switch normally lined for Second District.

At Cleburne, train order waiting time governing eastward trains applies at Boone Street overpass, M.P. 318.8.

RULE 94 IN EFFECT: At Cleburne, between Block Signal 3172 and M.P. 319; at Fort Worth, between westward controlled signals, west end 17th Street Yard, and eastward controlled signals, east end Freight Main, M.P. 346.8.

Average Poles Per Mile:
Gainesville to Sanger 40 poles/mile
Sanger to Cleburne 35 poles/mile