



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
B. H. SLAUGHTER Fort Worth, Texas

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

R. A. ATKINS Fort Worth, Texas

ASSISTANT TRAINMASTERS

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

O. A. LEWIS Fort Worth, Texas
J. C. RUSSELL Fort Worth, Texas
E. S. FIELDS Fort Worth, Texas
C. R. LAWRENCE Fort Worth, Texas

DISPATCHERS — FORT WORTH, TEX.

R. A. SCHILLING	J. E. WEAVER
C. P. PIERCE, JR.	J. G. WILLIAMS
J. D. BLANKENSHIP	R. A. CRAWFORD
D. E. MURDOCK	D. P. REYNOLDS
A. G. COPPINGER	H. F. FULLER
J. L. THOMAS	R. W. WESSLER
F. W. ULLMANN	R. D. TINSLEY
R. T. SHAVER	

**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

TIME TABLE No.

11

IN EFFECT

Sunday, June 17, 1979

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.

D. E. MADER,
Asst. General Manager,
Amarillo, Texas.

R. E. CALDWELL,
Superintendent,
Fort Worth, Texas.

WESTWARD			TIME TABLE No. 11 June 17, 1979	EASTWARD			
First Class	Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	First Class
15							16
Leave Daily AM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM
9.31			PURCELL				5.54
	8297	.0	7.3	5.3	517.5	CR	
	8229	42.2	WAYNE	52.8	510.2	B	
		2.1	7.6		502.6		
			PAOLI	19.0			
			7.0				
9.55	12105	18.4	PAULS VALLEY	26.4	495.6	Y CR	5.28
	8804	42.2	7.5		488.1	CR	
	9225	31.6	WYNNEWOOD	3.1	478.0	C	
			10.1				
	8599	52.8	DAVIS	32.7			
	8443	52.8	8.4			Y CR	
			DOUGHERTY	52.8	469.6		
			9.3		460.3		
			GENE AUTRY	52.8			
			9.9				
10.48	5731	52.8	ARDMORE	52.8	450.4	Y CR	4.35
	6427	52.8	7.4		443.0		
			OVERBROOK				
			9.9		433.1	CR	
	10025	52.8	MARIETTA	52.8			
		52.8	10.0		423.1		
	8053	52.8	THACKERVILLE	52.8			
			11.8		411.3	T CR	3.51
11.28 AM			GAINESVILLE				PM
Arrive Daily			(106.2)				Leave Daily
54.4			Average speed per hour				51.8

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

Trains must get clearance card before leaving Purcell and Gainesville.

At Ardmore and Dougherty, maximum authorized speed on sidings 20 M.P.H. while head end of train is passing over hand-operated switches.

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

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

Average Poles Per Mile:

Purcell to Ardmore 37 poles/mile.
Ardmore to Gainesville 40 poles/mile.

Location of switches not electrically locked on First District (Special Rule 4, page 15)

LOCATION	MILE POST	INDUSTRY SERVED
Pauls Valley	494.4	Ada District Wye
Pauls Valley	495.2	Compress Track

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Frt.
First District	79	60*

*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars: (Caboose and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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
Curve, M.P. 427.9 to 428.2	75
2 Curves, M.P. 433.9 to 435.2	70
Curve, M.P. 437.6 to 438.8	70
Curve, M.P. 440.8 to 441.3	70
Curve, M.P. 446.3 to 446.8	75
Curve, M.P. 448.8 to 449.4	75
Ardmore, main track and siding, M.P. 449.7 to 451.0	25
3 Curves, M.P. 451.6 to 452.7	55
11 Curves, M.P. 453.2 to 459.3	50
Curve, M.P. 459.6 to 460.3	45
Curve, M.P. 462.0 to 462.6	45
10 Curves, M.P. 462.8 to 466.4	35
Curve, M.P. 467.3 to 467.5	50
Curve, M.P. 467.9 to 468.2	70
Curve, M.P. 470.6 to 470.8	70
2 Curves, M.P. 471.1 to 472.5	60
4 Curves, M.P. 473.7 to 475.1	50
2 Curves, M.P. 475.3 to 476.3	55
Curve, M.P. 483.9 to 484.2	70
Curve, M.P. 489.4 to 489.9	75
2 Curves, M.P. 494.0 to 494.5	60
3 Curves, M.P. 496.7 to 499.7	75
2 Curves, M.P. 501.5 to 503.2	75
2 Curves, M.P. 503.3 to 504.5	60
5 Curves, M.P. 504.5 to 506.7	50
2 Curves, M.P. 507.3 to 508.8	60
Curve, M.P. 510.9 to 511.2	60
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 sidings between Gainesville and Purcell, except siding Ardmore, 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
Pauls Valley	I	West leg wye Lindsay District	15
	I	Three crossovers	30

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS — (Continued)

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:

		MPH
Pauls Valley	M.P. 494.5 to 496.1	30
Wynnewood	M.P. 486.7 to 488.7	50
Davis	M.P. 477.2 to 478.1	50
Ardmore	M.P. 448.8 to 452.4	30
Marietta	M.P. 432.8 to 433.3	50
Gainesville	M.P. 409.5 to 412.0	30

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 Industrial Lead	449.6	26,400
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 DEVICES

Location	Type	Signal and indicator affected
M.P. 491.8	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating White Light— Eastward - M.P. 491.8 and locator at west end of siding at Gulf Jct. Westward - M.P. 491.8 and Locator at M.P. 489.8
M.P. 457.6	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights— Eastward - M.P. 457.6 and locator at west end of siding at Gene Autry. West- ward - M.P. 457.6 and lo- cator at M.P. 455.5
M.P. 426.2	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating White Lights— Eastward M.P. 426.2 and locator at M.P. 428.2 West- ward - M.P. 426.2 and lo- cator at east end of siding at Thackerville

When actuated comply with Special Rule 12 of this time table.

Bridge 467.5 High Water	Eastward-Block Signal 4662 Westward-Controlled signals at west end siding Dougherty
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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 4662 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.

WESTWARD				TIME TABLE No. 11 June 17, 1979	EASTWARD				
First Class		Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	First Class	
15	21							16	22
Leave Daily AM	Leave Daily		Feet Per Mile		STATIONS	Feet Per Mile		Arrive Daily PM	Arrive Daily
11.28			.0	GAINESVILLE	34.3	411.3 T CR	3.51		
11.31			52.8	0.6 GAINESVILLE P. D.	40.6	410.7	3.50		
		8204	52.8	9.9 VALLEY VIEW	52.8	400.8 B			
			52.8	8.6 SANGER	52.8	392.2 C			
11.56		8179	52.8	5.4 DALTON JCT.	52.8	386.8	3.17		
			52.8	3.3 KRUM	52.8	383.5			
		7898	52.8	6.2 PONDER	52.8	377.3			
		6678	52.8	6.7 JUSTIN	52.8	370.6 C			
			52.8	8.6 HASLET	52.8	362.0			
PM		6961	52.8	8.1 F.W. & D. Crossing	52.8	353.9 C	2.42		
12.25		S 11896 N12059	.0	SAGINAW	52.8				
			.0	C.R.I. & P. Crossing	52.8				
	Via M. P.	4383	52.8	F.W. Belt Crossing	52.8	348.8 CR		Via M. P.	
	AM		52.8	St. L.S.W. Crossing	52.8			PM	
12.50	8.55		21.1	NORTH FORT WORTH	52.8	346.0 T CR	2.30	4.15	
1.05	9.10		31.6	S.L.-S.F. Crossing	.0		2.15	4.00	
			31.6	0.3 S. P. Crossing	.0	345.7			
			31.6	0.1 M. P. Crossing	.0	345.6			
			47.5	0.1 M. P. Crossing	.0	345.5			
		2321	47.5	0.6 POLKS	.0	344.9			
			47.5	2.1 BIRDS YL	.0	342.8	1.59	3.47	
1.15	9.20	6054	36.9	0.6 S.L.-S.F. Crossing	.0	342.2			
			71.2	8.5 CROWLEY	12.7	333.7 B	1.48	3.35	
1.25	9.30	7908	64.9	8.4 JOSHUA	8.2	325.3	1.40 ¹⁵	3.26	
1.40	9.38	8437	19.5	7.8 CLEBURNE YL	61.0	317.5 TY CR	1.31	3.16	
1.50	9.50						PM	PM	
PM	AM								
Arrive Daily	Arrive Daily			(93.8)			Leave Daily	Leave Daily	
39.6	42.7			Average speed per hour			40.2	38.9	

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 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 Block Signal 3192, M.P. 319.9.

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

NORTHERN DIVISION

SECOND DISTRICT 5

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

SECOND DISTRICT	MPH	
	Psg.	Fr.
	79	60*

*Maximum authorized speed for freight trains:

(a) 55 MPH when handling one or more empty cars: (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).

(b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

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

Location	MPH
2 Curves, M.P. 317.2 to 318.7	45
Curve, M.P. 327.2 to 327.5	65
Curve, M.P. 329.1 to 329.3	65
RR Crossing, M.P. 342.2 Interlocking	40
Curve, M.P. 342.5 to 342.7	40
5 Curves, M.P. 344.2 to 345.4	20
Track, M.P. 345.4 to 346.6	10
RR Crossings, M.P. 345.5 to 345.7 Interlocking	10
3 Curves, M.P. 346.8 to 347.9	45
RR Crossings, M.P. 348.5 to 348.9 Interlocking	40
2 Curves, M.P. 349.6 to 351.0	60
Curve, M.P. 351.7 to 352.1	70
RR Crossings, M.P. 353.8 Interlocking	40
Curve, M.P. 359.5 to 359.8	75
Curve, M.P. 361.6 to 362.2	75
Curve, M.P. 363.3 to 363.9	75
Curve, M.P. 365.9 to 366.1	75
Curve, M.P. 369.1 to 369.4	75
Curve, M.P. 370.2 to 370.4	70
Curve, M.P. 377.4 to 378.2	75
2 Curves, M.P. 382.4 to 383.3	70
Curve, M.P. 384.8 to 385.3	75
Curve, M.P. 389.3 to 389.7	55
Curve, M.P. 393.7 to 394.0	75
Curve, M.P. 398.8 to 399.1	65
Curve, M.P. 400.5 to 400.7	75
Curve, M.P. 402.5 to 403.2	75
3 Curves, M.P. 406.7 to 408.4	75
2 Curves, M.P. 410.4 to 412.1	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 Long 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

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

Fort Worth	I	East end Freight Main	15
Polks	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, except Fort Worth, 40 MPH continuous M.P. 337.2 to 343.2, 20 MPH continuous M.P. 343.2 to 346.9, 40 MPH continuous M.P. 346.9 to 358.5:

	MPH
Cleburne M.P. 317.0 to 319.0	18
Crowley M.P. 331.9 to 335.8	65
Fort Worth M.P. 337.2 to 343.2	40
Fort Worth M.P. 343.2 to 346.9	20
Fort Worth-Saginaw M.P. 346.9 to 358.5	40
Sanger M.P. 391.9 to 392.5	50
Gainesville M.P. 409.5 to 412.0	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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	386.2	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 DRAGGING EQUIPMENT DETECTOR 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.

WESTWARD			TIME TABLE No. 11 June 17, 1979	EASTWARD		
↓	Capacity of Siding in Feet	Rating Grade Ascending		STATIONS	Rating Grade Ascending	Mile Post
			Feet Per Mile			
			FORT WORTH			
			3.4 BIRDS	.0	346.0	T CR
	6054	47.5	0.9 BELT JCT.	64.4	342.8	
		.0	7.5 PRIMROSE	58.1	0.9	
	7218	66.0	13.6 CRESSON	66.5	8.4	B
		66.0	8.7 WAPLES		22.0	Y
	7187	66.0	5.8 GRANBURY	66.5	30.7	B
	7382	66.0	9.9 TOLAR	66.0	36.5	C
		66.0	8.7 BLUFFDALE	52.8	46.4	B
	7202	58.6	7.4 IMMERMERE	66.0	55.1	B
		66.0	9.8 STEPHENVILLE	.0	62.5	B
	7203	66.0	13.8 DUBLIN	44.9	72.3	CR
	7213	66.0	0.1 T.C. Crossing	66.0	86.1	C
	8154	.0	9.1 PROCTOR	31.6	86.2	
		52.3	12.8 COMANCHE	66.0	95.3	
	7643	66.0	13.6 BLANKET	42.2	108.1	CR
	7391	66.0	6.3 DELAWARE	46.5	121.7	B
	7206	66.0	7.1 RICKER	66.0	128.0	
	7496	.0	4.0 BROWNWOOD	63.4	344.4	
	5403	.0		.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.

At Cresson, Tolar and Dublin, maximum authorized speed on sidings 20 M.P.H. while head end of train is passing over hand-operated switches.

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

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

Average Poles Per Mile:
Ft. Worth to Brownwood 30 poles/mile

Location of switches not electrically locked on Dublin District (Special Rule 4, page 15).

LOCATION	MILE POST	INDUSTRY SERVED
Fort Worth	4.7	84 Lumber Co.
De Cardova Spur	42.3	Texas Power & Light Co.
Stephenville	71.9	Stephenville Compress Co.
Stephenville	72.1	Texaco Oil Co. - Nix Hdwe. Co.
Stephenville	73.5	Celebrity Home Corp.
Stephenville	73.6	Cook Bros. Lbr. Co.
Stephenville	73.8	Caporal Forging, Inc.
Dublin	86.1	T.C. Interchange
Dublin	86.5	Dublin Warehouse Co.
Proctor	95.2	House Track
Comanche	108.0	Gore Bros.
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 Immermere
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. 0.0 and M.P. 1.7	20 MPH
M.P. 1.7 and M.P. 5.1	40 MPH
M.P. 5.1 and Brownwood	49 MPH*

*Maximum authorized speed for freight trains when averaging 90 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
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 sidings between Birds and Brownwood, except sidings Birds and Cresson, 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 District Junction	10
Belt Jct.	S	East wye switch	10
Cresson	I	Cresson District Junction	30
Ricker	I	Both ends pocket track	30
	I	Lampasas District Junction	40
Brownwood	I	East end tail track	20
	S	West end outbound lead	10
	I	West end yard lead M.P. 349	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named, except Granbury, 30 MPH continuous M.P. 36.0 to 37.3:

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
Granbury	M.P. 36.0 to 37.3	30 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 3.0	Viaduct, highway
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

WESTWARD			TIME TABLE NO. 11 June 17, 1979	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		
	8179		DALTON JCT. 6.5	52.8	111.2	
		42.2	DENTON 2.3	42.2	104.7	CR
	3878	10.6	MINCHIN 27.1	52.8	102.4	B
	3522	52.8	COWLEY 5.0	66.0	75.3	B
		52.8	RICHARDSON 0.2	.0	70.3	
		15.8	S. P. Crossing 6.4	52.8	70.1	
		63.4	WHITE ROCK YL 1.1	10.4	63.7	
	5426	31.7	ZACHA JCT. 2.3	40.1	62.6	BR
		.0	REINHARDT 6.6	53.8	60.3	
		52.8	M. 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
		.0	M-K-T Crossing 0.1	.0	51.7	
		23.0	TERMINAL JCT. 2.0	.0	51.6	Y
	2010	37.0	OAK CLIFF 3.9	.0	49.6	
	1866	67.0	HALE YL 5.6	70.2	45.7	
	1901	66.0	DUNCANVILLE YL 5.5	68.6	40.1	
	973	77.6	CEDAR HILL 7.3	71.0	34.6	
		67.5	S. P. Crossing 0.4	.0	27.3	
	2528	49.6	MIDLOTHIAN YL 3.2	52.8	26.9	CR
	7810	46.9	WARD SPUR YL 4.1	16.1	23.7	
	1880	32.0	VENUS 6.9	71.2	19.6	
	1819	76.5	ALVARADO 1.3	67.5	12.7	B
		26.4	M-K-T Crossing 11.4	66.0	11.4	
		74.4	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. 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.

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

Average Poles Per Mile:

Cleburne to Dalton Jct. 35 poles/mile

NORTHERN DIVISION

DALLAS DISTRICT 9

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	
Cleburne and Dallas	35 MPH
Dallas and White Rock	30 MPH
White Rock and Dalton Jct.	49 MPH*

*Maximum authorized speed for freight trains when averaging 90 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	20
2 Curves, M.P. 12.3 to 13.4	25
RR Crossing, M.P. 27.3 Auto. Interlocking	20
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
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 Missouri 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, except Dallas 20 MPH restriction continuous MP 41.6 to MP 68.4.

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	25 MPH
Dallas	M.P. 41.6 to 68.4	20 MPH
Oak Cliff	M.P. 49.6 (Ewing Ave.)	10 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. 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
Ward	24.7	3,050
T.X.I. Coal Spur	25.2	3,627
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
Jupiter Road industrial lead	64.4	1,960
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

WESTWARD		TIME TABLE No. 11 June 17, 1979	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	
			BROWNWOOD YL		TY CR
	66.0	9.5	9.5	64.9	348.4
7333	64.9	6.3	BANGS	64.9	357.9
6708	66.0	5.5	OBREGON	20.5	364.2 B
3989	64.9	3.8	SANTA ANNA	62.3	369.7
	66.0	4.8	SAN ANGELO JCT.	50.6	373.5 Y B
8697	31.7	12.7	COLEMAN	23.8	378.3 CR
5639	31.7	5.5	SILVER VALLEY	31.7	391.0 B
5549	31.7	6.4	NOVICE	31.7	396.5 B
4010	31.7	6.6	GOLDSBORO	31.7	402.0
4039	31.7	5.9	LAWN	12.7	409.5
5261	15.8	0.6	TUSCOLA	.0	415.4 B
	31.7	10.6	A. & S. Crossing	31.7	416.0
7012	31.7	5.4	VIEW	31.7	426.6 B
4144	31.7	11.3	COZART	31.7	432.0
6512	31.7	5.1	TOLAND	31.7	443.3 B
3762	31.7	6.1	HERNDON	31.7	448.4
6738	31.7	5.1	TECIFIC	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 except Missouri Pacific trains, must get clearance card before leaving Sweetwater. Missouri Pacific trains must secure Missouri Pacific clearance before leaving Sweetwater.

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

Average Poles Per Mile:
Brownwood to Sweetwater 31 poles/mile

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Sweetwater District 60 MPH*

*Maximum authorized speed for freight trains:

- (a) 55 MPH when handling one or more empty cars: (Caboose and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).
- (b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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. 358.9 to 359.7	55
Curve, M.P. 362.3 to 362.7	50
Curve, M.P. 366.8 to 367.6	55
2 Curves, M.P. 369.4 to 370.8	30
Curve, M.P. 371.2 to 372.0	55
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	55
2 Curves, M.P. 455.7 to 457.1	45
Curve, M.P. 458.0 to 458.3	40
Curve, M.P. 458.8 to 459.7	55
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
Brownwood	I	West end yard lead M.P. 349	15
	S	West end outbound lead	10
	I	East end tail track	20
Bangs	S	Both ends siding	20

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

Station	Type	Location	MPH
Obregon	S	Both ends siding	20
Santa Anna	S	Both ends siding	20
San Angelo Jct.	S	San Angelo District Junction	20
Coleman	S	Both ends siding	20
Silver Valley	S	Both ends siding	20
Novice	S	Both ends siding	20
Goldsboro	S	Both ends siding	20
Lawn	S	Both ends siding	20
Tuscola	S	Both ends siding	20
View	S	Both ends siding	20
Cozart	S	Both ends siding	20
Toland	S	Both ends siding	20
Herndon	S	Both ends siding	20
Tecific	I	Both ends siding	30
	I	Turnout from siding to M.P. Ry.	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
Bangs	M.P. 357.1 to 358.5	40 MPH
Santa Anna	M.P. 369.0 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.	12 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 M.P. Ry.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Buffalo Gap	420.3	3,500
Grimes	445.8	550
Tesco	450.1	1,150

WESTWARD			EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending	Feet Per Mile	TIME TABLE		
			No. 11		
			June 17, 1979		
			STATIONS		
2604			SAN ANGELO JCT. YL		
6252	65.5		20.9 TALPA	60.0	.0 BY
1585	65.5		16.0 BALLINGER YL	66.0	20.9
2615	52.8		8.7 ROWENA	26.4	36.9 C
2544	52.8		8.6 MILES	51.7	45.6
2623	52.8		8.9 HARRIET	52.8	54.2
	52.8		8.4 SAN ANGELO YL	52.8	63.1
			(69.6)	69.6	Y CR

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

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.

Average Poles Per Mile:

San Angelo Jct. to San Angelo 30 poles/mile

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Angelo District 30 MPH

(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
San Angelo	M.P. 68.9 to 69.6	15 MPH

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. 11 June 17, 1979	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	.0		PARIS YL	151.1	C
			0.8	21.1	
			M. P. Crossing	150.3	
1880	52.8		11.8	62.8	
			ROXTON	138.5	
1885	52.8		5.5	52.8	
			BEN FRANKLIN	133.0	
	53.0		5.4	3.7	
			PECAN GAP	127.6	
	52.8		6.0	52.8	
1440			LADONIA	121.6	
1828	52.8		8.3	12.6	
	.0		WOLFE CITY YL	113.3	C
			8.9	52.8	
			M-K-T Crossing	104.4	
1706	.0		0.1	14.2	
			CELESTE	104.3	
	52.8		13.2	57.0	
			L. & A. Jct.	91.1	
	.0		0.1	3.7	
1770			FARMERSVILLE YL	91.0	CR
	52.8		6.7	52.8	
1942			COPEVILLE	84.3	
1889	53.4		8.5	53.4	
			WYLIE	75.8	
1944	52.8		4.2	52.8	
			SACHSE	71.6	
	51.2		4.8	52.8	
			M-K-T Crossing	66.8	
	40.6		0.4	.0	
			GARLAND YL	66.4	CR
	48.5		3.8	53.3	
5426			ZACHA JCT.	62.6	BR
			(88.5)		

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	Railroad Crossing, M.P. Ry., Stop, 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

At Zacha Jct., Dallas District time table rules will govern.

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

Average Poles Per Mile:

Paris to Zacha Jct. 35 poles/mile

CRESSON DISTRICT

WESTWARD		TIME TABLE No. 11 June 17, 1979	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
1036	52.8	CLEBURNE YL 11.3	56.4	317.5	TY CR
		GODLEY 8.1	34.8	10.3	
7185	55.4	CRESSON YL		18.4	Y
(19.4)					

LINDSAY DISTRICT

WESTWARD		TIME TABLE No. 11 June 17, 1979	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
12105	31.6	PAULS VALLEY YL 12.6	31.6	495.6	CR
1642	10.5	MAYSVILLE YL 11.3	.0	12.1	
		LINDSAY YL		23.4	Y
(23.9)					

At Cleburne, Second District time table rules will govern.

At Cresson, Dublin District time table rules will govern.

At Cresson, a proceed signal indication on control signal governing movements to the Cresson District, or verbal permission from the train dispatcher, will authorize trains from Dublin District to run Extra Cresson to Cleburne.

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.

(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 0.7 18 MPH

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

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

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. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand-operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine. 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 100-799 5940-5948	90*	45
1153-1160, 1215-1260 1416-1441, 1500-1536 2326-2390	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.

*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 AT-199460 AT-199461 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.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan Spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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

Second District:

Cleburne, M.P. 314.9 (Southern Division) to 317.3
M.P. 319.0 to 322.4

Birds, M.P. 339.7 to 342.0

Dallas District:

Cleburne, M.P. 0.0 to 1.6

Ward Spur - Midlothian, inclusive, M.P. 22.0 to 27.6

Duncanville - Hale, inclusive, M.P. 39.5 to 45.8

Dallas, M.P. 52.5 to 53.7

Zacha Jct. - White Rock, inclusive, M.P. 62.0 to 66.8

Sweetwater District:

Brownwood, M.P. 349.7 to 351.4

Sweetwater, M.P. 636.3 to 642.3 (Sayard District)

San Angelo District:

San Angelo Jct., M.P. 0.0 to 2.0

Ballinger, M.P. 35.4 to 37.8

San Angelo, M.P. 69.0 to San Angelo

Paris District:

Garland, M.P. 62.6 to 67.7

Farmersville, M.P. 90.0 to 92.1

Wolfe City, M.P. 112.3 to 114.1

Paris, M.P. 149.6 to Paris

Cresson District:

Cleburne, M.P. 0.0 to 3.0

Cresson, M.P. 16.8 to 18.3

Lindsay District: (Entire District)

9. BULLETIN BOOKS ARE LOCATED:

Ardmore	Dallas	Midlothian	San Angelo
Arkansas City	Davis	Paris	Sweetwater
Brownwood	Fort Worth	Pauls Valley	Temple (Relay Office)
Cleburne	Gainesville	Purcell	Zacha Jct.
Comanche	Greenville	Saginaw	

10. STANDARD CLOCKS ARE LOCATED:

Ardmore	Dallas	Paris	Sweetwater
Brownwood	Fort Worth	Purcell	Saginaw
Cleburne	Gainesville	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. M.P. Ry. 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.

12. RULE 105(A)—HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with headend at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing conditions.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

(a) it is snowing or sleeting; or,

(b) there is snow on ground which can be agitated by a moving train.

12. RULE 105(A) (Cont'd.)

DRAGGING EQUIPMENT DETECTORS

When actuated, rotating white light type indicators will be illuminated; immediate stop must be made, check locator, make thorough inspection of both sides of train, inspect track and notify dispatcher.

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	100.0	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 EMPLOYEES' HOSPITAL ASSOCIATION

DR. D. J. LYNCH, Medical Director Temple

LOCAL SURGEONS

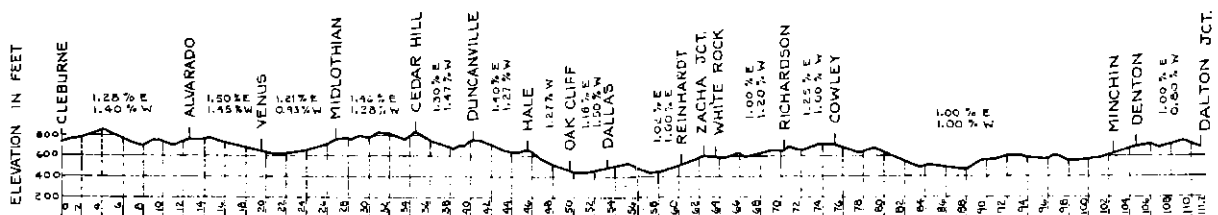
DR. R. H. TULL	Abilene
DR. J. C. SNOW	Abilene
DR. OLLIE MCBRIDE	Ada
DR. J. M. GORDON	Ardmore
DR. THORNTON KELL	Ardmore
DR. ROGER REID	Ardmore
DR. TOM C. SPARKS	Ardmore
DR. F. D. MANNERBERG	Ardmore
DR. CLIFFORD LORRENTZEN	Ardmore
DR. W. S. GAUTHIER	Ardmore
DR. JOHN H. VEAZEY	Ardmore
DR. J. R. ADAIR	Ardmore
DR. BERNARD MYCOSKIE	Arlington
DR. J. A. GRISWOLD	Ballinger
DR. J. E. STEPHENS	Bangs
DR. P. M. WHEELIS	Brownwood
DR. NED SNYDER	Brownwood
DR. F. D. SPENCER	Brownwood
DR. SBALE T. CUTBIRTH	Brownwood
DR. HARRY N. THOMAS	Brownwood

DR. ALLAN J. SPENCE	Brownwood
DR. W. S. WISE	Brownwood
DR. L. W. LANG	Brownwood
DR. JAMES B. HAYES	Brownwood
DR. S. G. JOHNSON	Cleburne
DR. J. A. JOHNSON	Cleburne
DR. W. C. BOSWORTH	Cleburne
DR. C. D. HAMILTON, JR.	Cleburne
DR. J. S. RICE	Cleburne
DR. MORRIS D. MANN	Coleman
DR. W. D. BLACKWOOD	Comanche
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. D. STREATOR	Dallas
DR. DALE BURSTEIN	Dallas
DR. MICHAEL A. MESCHKE	Dallas
DR. DON BLANTON	Dallas
DR. L. GENEDER	Dallas
DR. J. WALTER LANIUS	Dallas
DR. ROBERT HENDERSON	Dallas
DR. FRANK G. GARFIAS	Dallas
DR. W. A. DOWNS	Dallas
DR. J. WILLIAM JONES	Dallas
DR. E. M. EGGENBERG	Davis
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
DR. JOB PATE	Dublin
DR. JACK L. WEBB	Farmersville
DR. CARL M. AUSTIN	Ft. Worth
DR. E. N. WALSH (Dermatology)	Ft. Worth
DR. E. SAIKIN	Gainesville
DR. JAMES R. COLE	Gainesville
DR. DAVID C. SHAUF	Gainesville
DR. L. R. BYRD, III	Gainesville
DR. A. E. GUTHRIE, JR.	Hurst
DR. D. E. COLE	Justin
DR. E. R. POSTER	Justin
DR. HENRY G. RYAN	Lindsay
DR. DON J. WILSON	Marietta
DR. JACK W. RICE	Mesquite
DR. R. L. LAMBERT	Mesquite
DR. ROY E. BOHL	Midlothian
DR. JAMES H. LINDSEY	Pauls Valley
DR. R. E. SPENCE	Pauls Valley
DR. W. C. MCCURDY	Purcell
DR. J. G. ROLLINS	Purcell
DR. W. T. STONE	Purcell
DR. W. H. BRAUNS	San Angelo
DR. M. D. KNIGHT	San Angelo
DR. S. H. GAINER	San Angelo
DR. A. G. DIETRICH	San Angelo
DR. RICHARD C. STOBBER	San Angelo
DR. FILEMON C. CABANSAG	Santa Anna
DR. J. C. TERRELL	Stephenville
DR. GEORGE N. BECKLOFF	Stratford
DR. L. R. MOSES	Sweetwater
DR. L. C. MARTIN	Sweetwater
DR. T. M. TRIMBLE	Wylie
DR. M. E. ROBBERTSON	Wynnewood

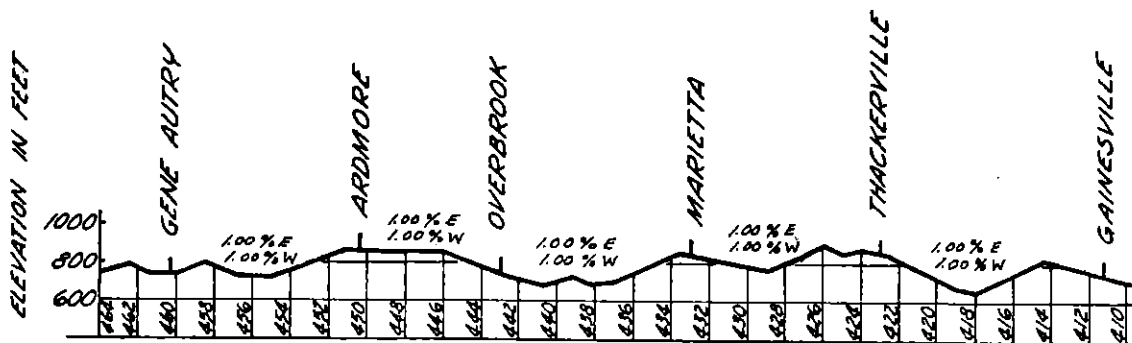
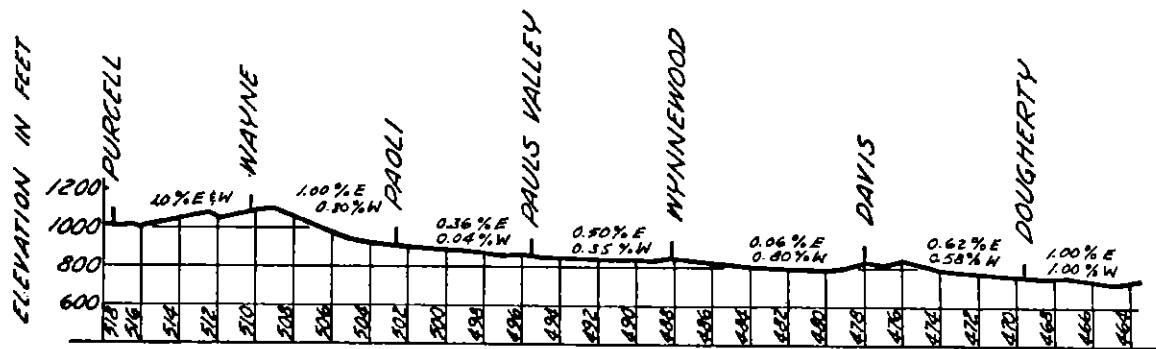
EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. VIRGINIA BOYD	Abilene
DR. W. R. MOTE	Ardmore
DR. H. B. ALLEN, JR.	Brownwood
DR. BERT C. BRYAN	Dallas
DR. WILLIAM SKOKAN	Ft. Worth
DR. LEO SCHACKAR	Gainesville
DR. CHAS. K. MILLS	Gainesville
DR. T. E. HUNT	Paris
DR. VANCE TERRELL	Stephenville

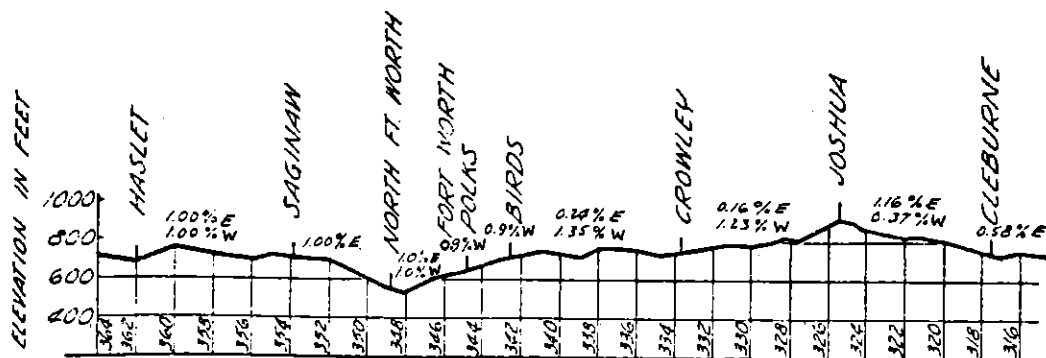
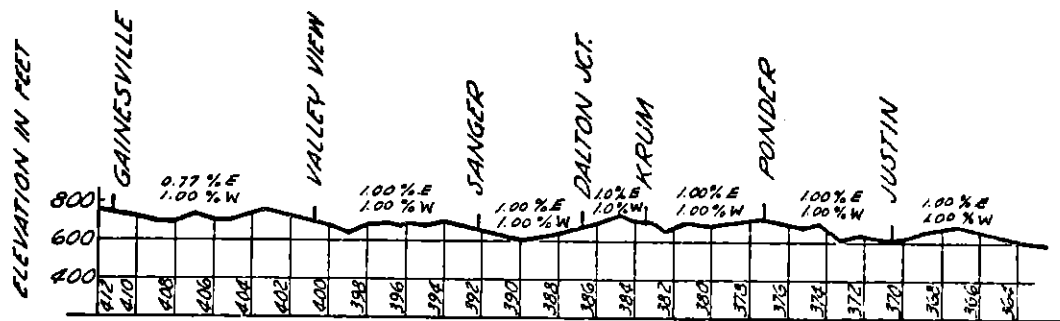
NORTHERN DIVISION DALLAS DISTRICT



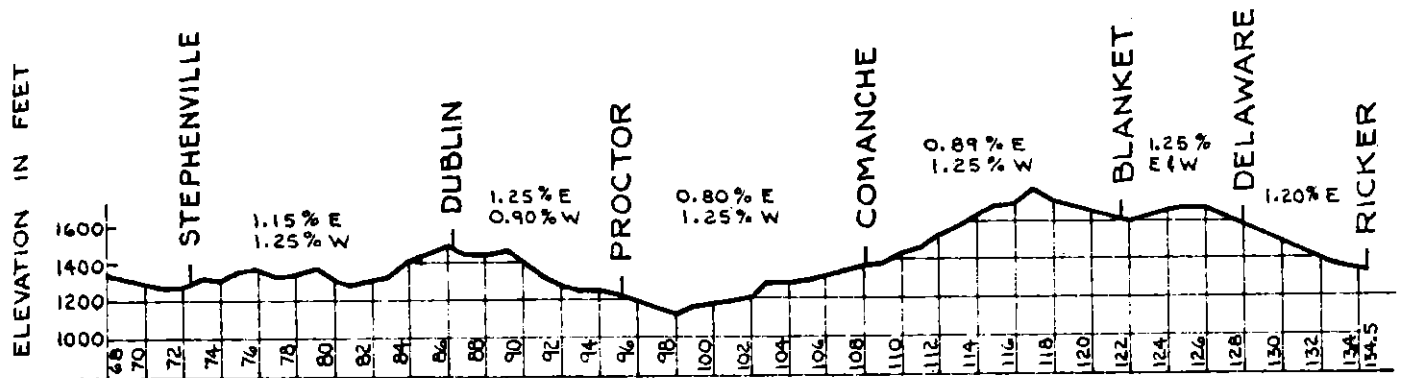
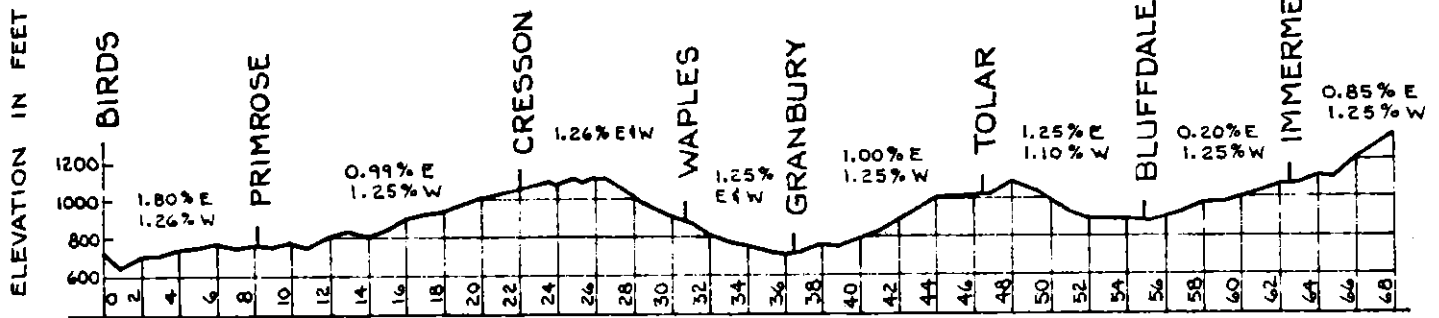
PURCELL TO GAINESVILLE
FIRST DISTRICT



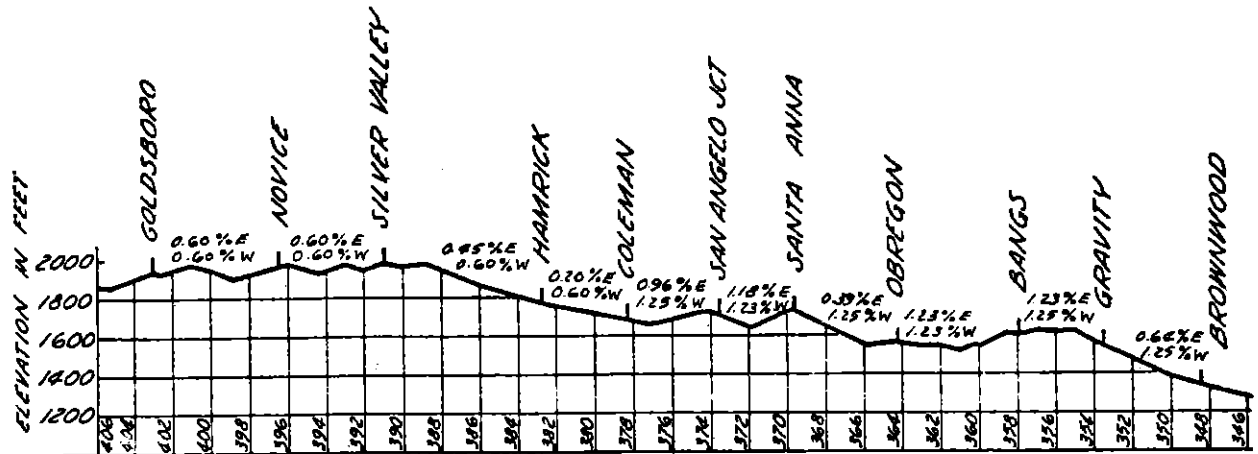
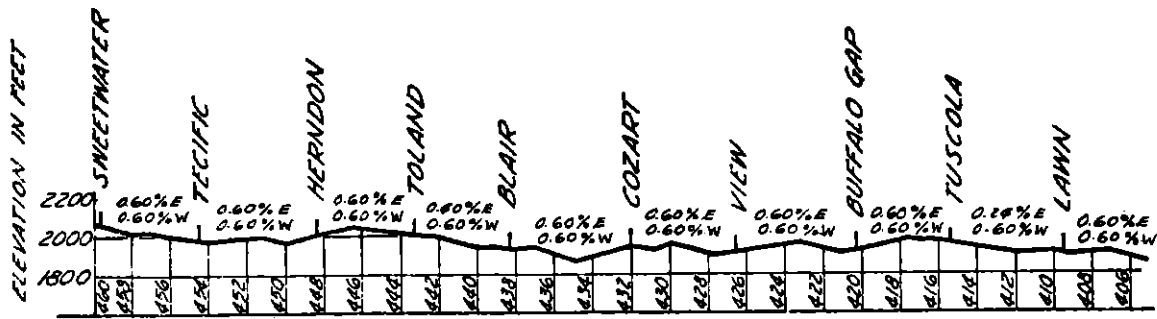
GAINESVILLE TO CLEBURNE
SECOND DISTRICT



BIRDS TO RICKEE
DUBLIN DISTRICT



SWEETWATER TO BROWNWOOD
SWEETWATER DISTRICT



HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
 -Determine the type of placard that is applied to the car. From Line 1.
 -Determine the type of car to which the placard is applied from Line 2.
 -Follow vertically down the chart and note which lines apply.
 -The symbol "X" indicates wording at the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1		PLACARD APPLIED ON CAR	2										
			ANY CARS (Use for cars containing liquids or contents)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE	
3		RESTRICTIONS											
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 805 FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓					✓				
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓					✓				
6	MUST NOT BE PLACED NEXT TO CAR PLACARDED	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓				✓ ^②				
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓				✓				
8		ENGINE	✓	✓	✓	✓	✓	✓				✓	
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓	✓ ^④	✓		
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓		✓		
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓				
12		UNDEVELOPED FILM					✓						
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓				✓				
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓								
15		EXPLOSIVES A		✓	✓	✓	✓	✓	✓	✓			
16		POISON GAS	✓				✓	✓	✓	✓			
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓	✓	✓	✓				
18		RADIOACTIVE	✓	✓	✓				✓	✓			

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87

