



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. DeHAVEN Fort Worth, Texas
R. D. WILLIAMS Brownwood, Texas
V. L. COLBERT Fort Worth, Texas

ASSISTANT TRAINMASTERS

M. L. ELKINS Fort Worth, Texas
R. D. SWEARINGIN Fort Worth, Texas
J. L. GOERING Dallas, Texas
P. V. EVERETT Dallas, Texas
C. R. SAUNDERS Cleburne, Texas
R. L. McAVOY Brownwood, Texas

DIVISION RULES INSTRUCTOR

O. D. HAMILTON Fort Worth, Texas

SUPERVISOR OF AIR BRAKES— GENERAL ROAD FOREMAN OF ENGINES

M. B. SPEARS Amarillo, Texas

ROAD FOREMEN OF ENGINES

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

SAFETY SUPERVISOR

T. G. CORBIN Fort Worth, Texas

CHIEF DISPATCHER

D. B. ASHLEY Fort Worth, Texas

ASSISTANT CHIEF DISPATCHERS

O. A. LEWIS Fort Worth, Texas
E. S. FIELDS Fort Worth, Texas
R. A. CRAWFORD Fort Worth, Texas

DISPATCHERS — FORT WORTH, TEX.

R. A. SCHILLING	J. G. WILLIAMS
C. P. PIERCE, JR.	D. P. REYNOLDS
J. D. BLANKENSHIP	H. F. FULLER
A. G. COPPINGER	C. R. LAWRENCE
J. C. RUSSELL	R. D. TINSLEY
F. W. ULLMANN	C. W. PLUMLEE
R. T. SHAVER	B. C. DAVIS
J. E. WEAVER	S. R. HASTINGS

AVOID DAMAGE—SWITCH CUSTOMER'S 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.

18

IN EFFECT

Sunday, October 28, 1984

At 12:01 A. M.

Central Time

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

D. P. VALENTINE,
General Manager,
Amarillo, Texas

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

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

WESTWARD		TIME TABLE No. 18 October 28, 1984	EASTWARD	
Capacity of Siding in Feet ↓	STATIONS		Mile Post	Communications Turn Tables and Wyes ↑
8297	7.3 WAYNE	510.2	B	
8229	7.6 PAOLI	502.6		
	7.0			
12105	PAULS VALLEY	495.6	Y CR	
	7.5			
8804	WYNNEWOOD	488.1		
	10.1			
9225	DAVIS	478.0		
	8.4			
8599	DOUGHERTY	469.6	CR	
	9.3			
8443	GENE AUTRY	460.3		
	9.9			
5731	ARDMORE	450.4	Y CR	
	7.4			
6427	OVERBROOK	443.0		
	9.9			
10025	MARIETTA	433.1		
	10.0			
8053	THACKERVILLE	423.1		
	11.8			
	GAINESVILLE	411.3	CR	
	(106.2)			

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

Trains must secure 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.

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

Average Poles Per Mile:

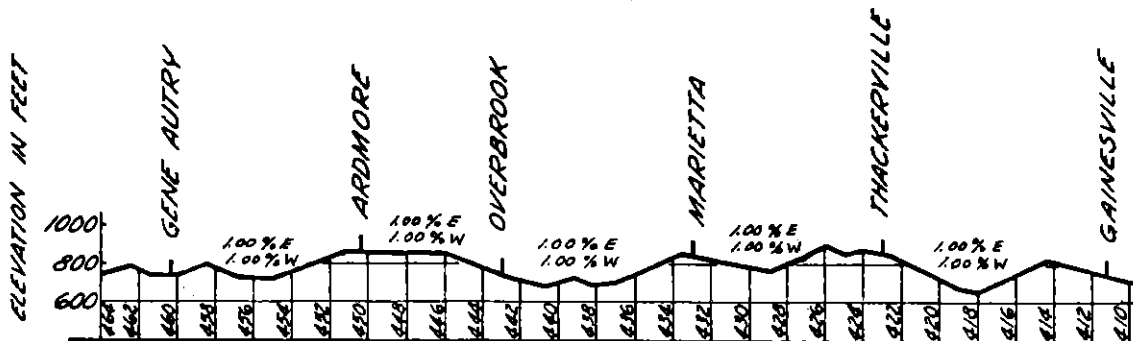
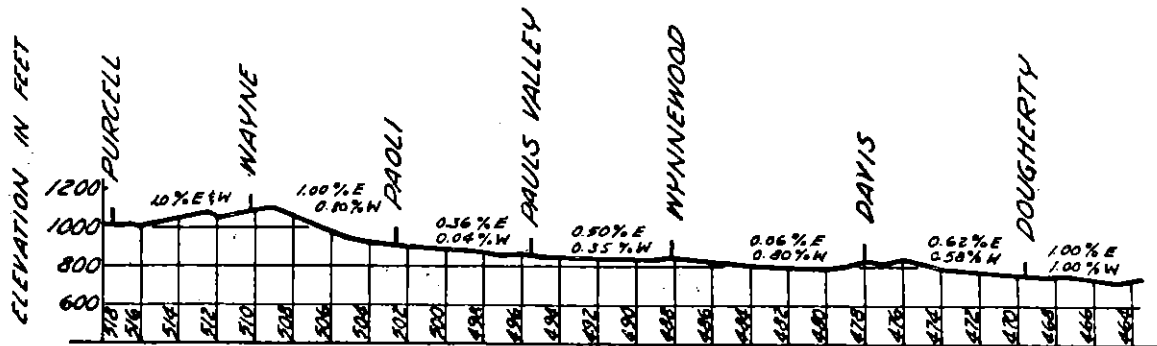
Purcell to Ardmore 37 poles/mile.

Ardmore to Gainesville 40 poles/mile.

Location of switches not electrically locked on First District (Special Rule 5, page 15)

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

Signal 4531, governing westward movement on Main Track at M.P. 453.2 is on left side of Main Track as viewed from westward trains.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

First District 55 MPH

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons . . . 45 MPH

(C) SPEED RESTRICTIONS — VARIOUS

	Location	MPH
* Crossings,	M.P. 510.6 to 510.2	25
5 Curves,	M.P. 506.7 to 504.5	50
* Crossings,	M.P. 496.1 to 495.2	30
* Crossings,	M.P. 488.3 to 487.7	30
* Crossings,	M.P. 478.1 to 477.2	50
4 Curves,	M.P. 475.1 to 473.7	50
Curve,	M.P. 467.5 to 467.3	50
10 Curves,	M.P. 466.4 to 462.8	35
Curve,	M.P. 462.6 to 462.0	45
Curve,	M.P. 460.3 to 459.6	45
11 Curves,	M.P. 459.3 to 453.2	50
Main Track, and Siding,	M.P. 451.0 to 449.7	25
* Crossings,	M.P. 452.4 to 447.7	30
* Crossings,	M.P. 433.3 to 432.8	50
6 Curves,	M.P. 422.3 to 419.9	50
3 Curves, and Red River Bridge,	M.P. 419.1 to 417.1	35
* Crossings,	M.P. 412.4 to 409.5	30

* Speed Restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Switches each end of sidings between Gainesville and Purcell are interlocked; maximum speed permitted through turnouts, except Ardmore, 30 MPH; all others, except those listed below, 10 MPH.

"I"—Interlocking

Station	Type	Location	MPH
Purcell	I	West end west tail track	20
	I	Crossover east end of yard	20
Pauls Valley	I	Lindsay District Junction	10
	I	Three crossovers	30
Ardmore	I	Both ends siding	25
Gainesville	I	East end tail track east end yard	30
	I	Crossover main track to tail track	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 476.1	Viaduct, County Rd.
M.P. 452.1	Viaduct, highway SH 142
M.P. 451.1	Viaduct, A.T.&S.F. RR
M.P. 450.8	Viaduct, 5th Ave.
M.P. 447.9	Viaduct, highway SH 199
M.P. 426.1	Viaduct, highway IH 35
M.P. 418.3	Bridge, Red River
M.P. 413.1	Viaduct, highway IH 35
M.P. 411.8	Viaduct, highway US 82

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity in Feet
Rayford Crusher	473.8	2,750
Rayford storage tracks	473.3	5,600
Dolese storage tracks	466.9	3,100
Crusher	465.7	11,050
Ardmore Air Park	461.1	6,550
Ardmore Industrial Lead	449.6	26,400
Western Company	448.6	1,550

4. TRACK SIDE WARNING DEVICES

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

When actuated comply with Special Rule 10 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.

4 SECOND DISTRICT

NORTHERN DIVISION

WESTWARD		TIME TABLE No. 18 October 28, 1984	EASTWARD		
First Class	Capacity of Siding in Feet		Mile Post	Communications Turn Tables and Ways	First Class
21					22
Leave Mon. Wed. Sat.		STATIONS			Arrive Sun. Tue. Fri.
	8204	GAINESVILLE 10.5	411.3	CR	
		VALLEY VIEW 8.6	400.8		
	8179	SANGER 5.4	392.2		
		DALTON JCT. 3.3	386.8		
	7898	KRUM 6.2	383.5		
	6678	PONDER 6.7	377.3		
	6961	JUSTIN 8.6	370.6		
	S 11898 N 12059	HASLET 8.1	362.0		
	4383	B.N. Crossing O.K.K.T. Crossing SAGINAW 5.1	353.9	CR T	
Via M.P.		F.W. Belt Crossing St.L.S.W. Crossing NORTH FORT WORTH B.N. Crossing 2.8	348.8	CR	Via M.P.
PM 3.15 s 3.35		FORT WORTH 0.3	346.0	CR	PM 4.35 s 4.20
		S. P. Crossing M. P. Crossing 0.1	345.7		
		M. P. Crossing 0.1	345.6		
		M. P. Crossing 0.6	345.5		
	2321	POLKS 2.1	344.9		
	6054	BIRDS 0.6	342.8		
		B.N. Crossing 8.5	342.2		
	7908	CROWLEY 8.4	333.7		
	8437	JOSHUA 7.8	325.3		
s 4.21		CLEBURNE	317.5	TY CR	s 3.21 PM
PM Arrive Mon. Wed. Sat.		(93.8)			Leave Sun. Tue. Fri.
37.0		Average speed per hour			29.0

Trains must secure clearance card before leaving Cleburne and Gainesville. Trains originating Saginaw or Fort Worth must secure clearance card before leaving Saginaw, except Train No. 21 must secure clearance card before leaving Fort Worth. Trains originating B.N., North Yard, must secure Santa Fe clearance card from Santa Fe operator at North Fort Worth.

At Cleburne, Trains No. 21 and 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.

RULE 94 IN EFFECT: At Cleburne, between the end of TCS at M.P. 317.45 and M.P. 319.9; at Fort Worth, between westward controlled signals, west end 17th Street Yard and eastward controlled signals east end freight main, M.P. 346.8.

At the following locations controlled signals governing eastward movements on track indicated are located to the left of track as viewed from an eastward train:

Track	Station	Location
Main	North Fort Worth	East end of siding
Main	Crowley	East end of siding
Siding	Joshua	East end
Main	Cleburne	East end of tail track east end of yard
Yard Lead	Cleburne	East crossover, M.P. 317.45 Dallas District
Main	Cleburne	Two crossovers M.P. 317.45 Second District

At the following locations controlled signals governing westward movements on track indicated are located to the left of track as viewed from a westward train:

Track	Station	Location
Siding	Crowley	West end
Main	Joshua	West end of siding
Yard Lead	Cleburne	East crossover, M.P. 317.45 Second District

Block signals with a number plate governing eastward movements on main track between east end tail track, east end of yard, Cleburne, and Birds are located on left side of track as viewed from an eastward train.

Amtrak trains with 500, 600 and 700 class units will observe 50 MPH on following curves:

Curve,	M.P. 329.3 to 329.1
Curve,	M.P. 327.5 to 327.2

Average Poles Per Mile:

Gainesville to Sanger 40 poles/mile
Sanger to Cleburne 35 poles/mile

Location of switches not electrically locked on Second District (Special Rule 5, Page 15)

LOCATION	MILE POST	INDUSTRY SERVED
No. Ft. Worth	349.4	Yard Track (CLIC 5010)
No. Ft. Worth	348.8	Oil Storage Track
28 poles west M.P. 337	336.2	Southwest Wood Products
Crowley	334.08	Crowley Feed Mill
Crowley	334.05	Taylor Made Fats
Crowley	333.8	Aztec Mfg. Company
Joshua	325.17	West End House Track

TCS IN EFFECT: On main track and sidings between east end tail track east end yard, Cleburne, and Gainesville, except between westward controlled signals at 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; on main track between M.P. 317.45 and west thereof, on Southern Division First District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Gainesville and Fort Worth		55
Fort Worth and Cleburne	79	55

(B) SPEED RESTRICTIONS - TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons . . . 45 MPH.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
* Crossings, M.P. 412.4 to 409.5	30
* Crossings, M.P. 392.5 to 391.9	50
Crossings, M.P. 358.5 to 353.8	40
RR Crossings, M.P. 353.8 Interlocking	25
Crossings, M.P. 353.8 to 348.9	40
RR Crossings, M.P. 348.9 to 348.5 Interlocking	25
3 Curves, M.P. 348.5 to 346.9	40
RR Crossings, and Track, M.P. 346.9 to 345.4 Interlocking	10
5 Curves, and Crossings, M.P. 345.4 to 343.2	20
Curve, and Crossings, M.P. 343.2 to 342.2	40
RR Crossing, M.P. 342.2 Interlocking	40
Crossings, M.P. 342.2 to 335.7	40
* Crossings, M.P. 335.7 to 331.9	55
Curve, M.P. 329.3 to 329.1	65
Curve, M.P. 327.5 to 327.2	65
Crossings, Curves, and Track, M.P. 319.9 to 316.1	20

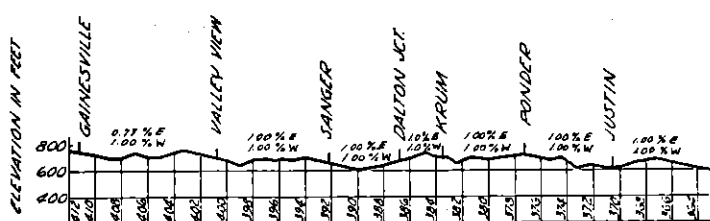
* Speed restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Switches each end of sidings between Gainesville and Cleburne are interlocked; maximum speed permitted through turnouts except Polks, North Fort Worth, north and south sidings Saginaw, 30 MPH; all others, except those listed below, 10 MPH.

"I" - Interlocking

Station	Type	Location	MPH
Gainesville	I	West end Long track	10
Dalton Jct.	I	Both ends pocket track	30
	I	Dallas Dist. Jct.	40
Saginaw	I	Both ends of North and South sidings	10
North Fort Worth	I	Both ends siding	10
Fort Worth	I	East end Freight Main	10
Polks	I	Both ends siding	10
Birds	I	Both ends siding	20
	I	Dublin Dist. Jct.	10
Cleburne	I	East end tail track east end of yard	30
	I	West Crossover M.P. 317.45	10
	I	East crossover M.P. 317.45	10



2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 388.6	Viaduct, highway IH 35
M.P. 381.6	Viaduct, highway SH 24
M.P. 358.7	Viaduct, highway US 287
M.P. 352.6	Viaduct, highway Loop 820
M.P. 350.9	Viaduct, highway FM 156
M.P. 349.4	Viaduct, 28th. Street
M.P. 348.5	Bridge, Trinity River
M.P. 348.1	Viaduct, Northside Drive
M.P. 346.7	Viaduct, Weatherford-Belknap Sts.
M.P. 345.1	Viaduct, Hattie St.
M.P. 344.3	Viaduct, Allen Ave.
M.P. 344.1	Viaduct, S. Main St.
M.P. 339.9	Viaduct, highway I 20
M.P. 320.9	Viaduct, highway SH 174
M.P. 318.8	Viaduct, Boone St.

3. TRACKS BETWEEN STATIONS

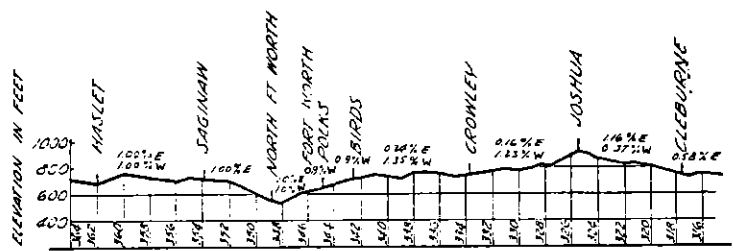
Name	Mile Post	Track Capacity in Feet
Southwest Wood Products	336.2	350
Danci	328.3	1,350

4. TRACK SIDE WARNING DEVICE

Location	Type	Singals or indicators affected
M.P. 390.7	Dragging equipment Hot Box (Dual Purpose Detector)	Rotating white light located at Detector M.P. 390.7
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.

When actuated comply with Special Rule 10 of this time table.



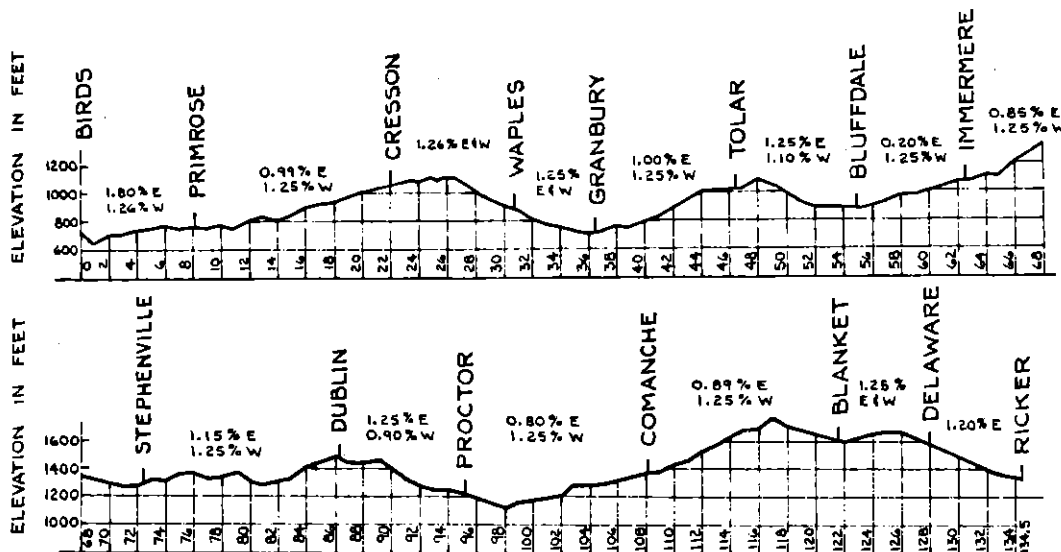
WESTWARD		TIME TABLE No. 18 October 28, 1984	EASTWARD	
Capacity of Siding in Feet	Mile Post		Communications Turn Tables and Wyes	
		STATIONS		
6054	BIRDS	342.8		
	0.9			
	BELT JCT.	0.9		
	7.5			
7218	PRIMROSE	8.4		
	13.6			
7187	CRESSON	22.0	Y	
	8.7			
7382	WAPLES	30.7		
	5.8			
	GRANBURY	36.5		
	9.9			
7202	TOLAR	46.4	B	
	8.7			
	BLUFFDALE	55.1	B	
	7.4			
7203	IMMERMERE	62.5		
	9.8			
7213	STEPHENVILLE	72.3	B	
	13.8			
8154	DUBLIN	86.1	B	
	0.1			
	T.C. Crossing	86.2		
	9.1			
7643	PROCTOR	95.3		
	12.8			
7391	COMANCHE	108.1	B	
	13.6			
7206	BLANKET	121.7	B	
	6.3			
7496	DELAWARE	128.0		
	7.1			
5403	RICKER	344.4		
	4.0			
	BROWNWOOD	348.4	TY CR	
	(141.8)			

Trains must secure clearance card before leaving Brownwood.
 RULE 94 IN EFFECT: at Brownwood, between M.P. 347.9 and M.P. 349.6.
 Average Poles Per Mile:
 Birds to Brownwood 30 poles/mile

Location of switches not electrically locked on Dublin District (Special Rule 5, page 15).

LOCATION	MILE POST	INDUSTRY SERVED
Fort Worth	4.7	84 Lumber Co
De Cordova		
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, and Texas Highway Department
Comanche	109.4	Moorman Mfg. Co.
Centex	110.8	American Plant Food
Blanket	121.5	Team Track

At Birds, Second District timetable rules will govern.
 TCS IN EFFECT: On main track and sidings between Birds and eastward controlled signal M.P. 347.9, Brownwood.
 At Cresson, Tolar and Dublin, maximum authorized speed on sidings 20 MPH while head end of train is passing over hand-operated switches.
 Controlled signal governing eastward movement from siding at east end of Blanket is located on left side of siding as viewed from eastward trains.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Mile Post 0.0 and Mile Post 1.7	20 MPH
Mile Post 1.7 and Mile Post 5.9	40 MPH
Mile Post 5.9 and Brownwood	49 MPH

(B) SPEED RESTRICTIONS - TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons . . . 45 MPH.

(C) SPEED RESTRICTIONS - VARIOUS

	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
Crossings,	M.P. 35.3 to 37.3 (continuous)	30
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
* Crossings,	M.P. 85.4 to 86.4	30
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
* Crossings,	M.P. 107.2 to 108.6	20
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
2 Curves,	M.P. 345.7 to 346.2	40
2 Curves,	M.P. 347.7 to 348.2	30
* Crossings,	M.P. 348.8 to 349.0	20

* Speed restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Switches each end of sidings between Birds and Brownwood are interlocked; maximum speed permitted through turnouts 30 MPH; all others, except those listed below, 10 MPH.

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	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	10
	S	West end outbound lead	10
	I	West end yard lead M.P. 349	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 3.0	Viaduct, highway I 20
M.P. 53.6	Bridge, Paluxy Creek
M.P. 56.4	Bridge, South Paluxy Creek
M.P. 70.5	Viaduct, highway US 281
M.P. 71.3	Bridge, Bosque River
M.P. 72.5	Viaduct, highway Loop 195
M.P. 98.0	Bridge, Leon River
M.P. 106.9	Viaduct, highway SH 377-67
M.P. 344.9	Viaduct, highway FM 2126

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
De Cordova Spur	42.3	1,490
Moorman Mfg. Co.	109.4	1,330
Centex	110.8	500

4. TRACK SIDE WARNING DEVICES

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.

WESTWARD		TIME TABLE No. 18 October 28, 1984	EASTWARD	
Capacity of Siding in Feet	STATIONS		Mile Post	Communications Turn Tables and Ways
8179	DALTON JCT.	111.2		
		6.5		
	DENTON	104.7		
3878	MINCHIN	102.4	B	
	27.1			
6651	COWLEY	75.3	B	
		5.0		
	RICHARDSON	70.3		
	0.2			
	S. P. Crossing	70.1		
	6.4			
	WHITE ROCK YL	63.7		
	1.1			
5426	ZACHA JCT.	62.6	CR	
	2.3			
	REINHARDT	60.3		
	6.6			
	M. P. Crossing	53.7		
	0.5			
	DALLAS YL	53.2	T CR	
	0.7			
	S. P. Crossing	52.5		
	0.6			
	St.L.S.W. Crossing	51.9		
	0.1			
	SANTA FE JCT.	51.8	Y	
	0.1			
	M-K-T Crossing	51.7		
	0.1			
	TERMINAL JCT.	51.6	Y	
	2.0			
2010	OAK CLIFF	49.6		
	3.9			
1866	HALE YL	45.7		
	5.6			
1901	DUNCANVILLE YL	40.1		
	5.5			
670	CEDAR HILL	34.6		
	7.3			
	S. P. Crossing	27.3		
	0.4			
2528	MIDLOTHIAN YL	26.9		
	3.2			
7810	WARD SPUR YL	23.7		
	4.1			
1880	VENUS YL	19.6		
	6.9			
1348	ALVARADO	12.7	B	
	1.3			
	M-K-T Crossing	11.4		
	11.4			
	CLEBURNE YL	0.0	TY CR	
	(111.2)			

TCS IN EFFECT: On main track between east end siding Hale and westward controlled signal at Southern Pacific crossing, M.P. 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. 52.7 and 51.7.

TWC IN EFFECT: Dallas District between TCS Dalton Jct., M.P. 111.0 and TCS Zacha Jct., M.P. 62.6; and between TCS east end Hale, M.P. 45.8 and Cleburne M.P. 0.0.

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 secure clearance card before leaving Dallas.

All trains originating at Zacha Jct. must secure clearance card when going on duty.

Controlled signal governing westward movement on main track at west end siding Oak Cliff is on left side of main track as viewed from westward trains.

Controlled signal governing eastward movement on main track at east end siding Hale is on left side of main track as viewed from eastward trains.

At Cleburne, Second District time table rules will govern.

Booth phone located at M.P. 91.0

Average Poles Per Mile:
Dallas to Dalton Jct. 35 poles/mile

YARD LIMITS—Following stations have yard limits: (Rule 93)

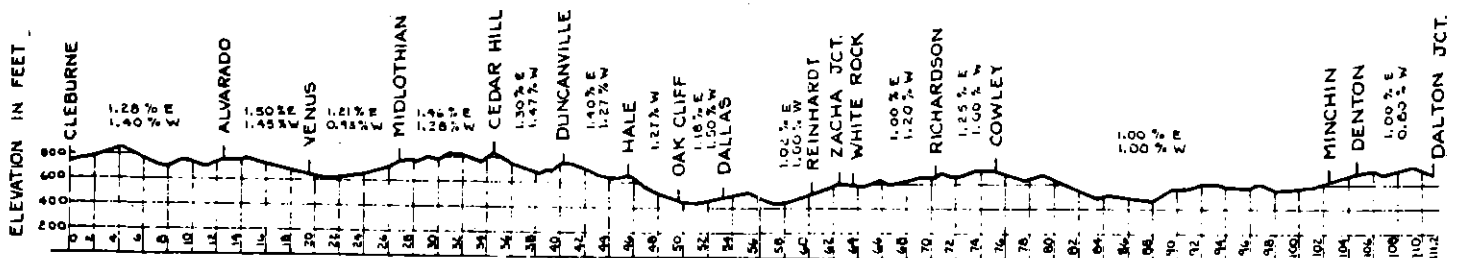
White Rock—Zacha Jct., inclusive, M.P. 66.8 to 62.6

Dallas, M.P. 53.7 to 52.5

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

Midlothian—Venus, inclusive, M.P. 29.0 to 18.0

Cleburne, M.P. 3.0 to 0.0



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

Dalton Jct. and Mile Post 41.6	25 MPH
Mile Post 41.6 and Cleburne	35 MPH

(B)

(C) SPEED RESTRICTIONS – VARIOUS

	Location	MPH
Crossings,	M.P. 82.7 to 79.4	20
* Crossings,	M.P. 73.5 to 70.1	20
RR Crossing,	M.P. 70.1 Auto. Interlocking	20
* Crossings,	M.P. 70.1 to 68.4	20
6 Curves, and Track,	M.P. 66.8 to 61.4	20
Curve,	M.P. 54.1 to 53.7	20
** RR Crossing,	M.P. 53.7 Interlocking	20
Track,	M.P. 53.7 to 52.7	20
RR Crossings, and Curve,	M.P. 52.7 to 51.5 Interlocking	20
Crossings, Curves, and Track,	M.P. 45.8 to 39.5	20
* Crossings,	M.P. 39.5 to 38.2	25
Crossings, and Track,	M.P. 29.0 to 27.3	20
RR Crossing,	M.P. 27.3 Auto. Interlocking	20
Crossings, and Track,	M.P. 27.3 to 18.0	20
2 Curves,	M.P. 13.4 to 12.3	25
RR Crossing,	M.P. 11.4 Auto. Interlocking	20
Crossings, and Track,	M.P. 3.0 to 0.3	20
Curve,	M.P. 0.3 to 0.0	10

* Speed restriction applies only while head-end of train is passing crossings.

** 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.

(D) SPEED RESTRICTIONS – SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches except those listed below 10 MPH.

"I"—Interlocking

Station	Type	Location	MPH
Zacha Jct.	I	Paris Dist. Jct.	30
	I	Both ends siding	20
Dallas	I	Santa Fe Jct.	10
	I	Terminal Jct.	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 104.1	Viaduct, highway FM 1515
M.P. 103.8	Viaduct, highway IH 35-W
M.P. 85.7	Viaduct, Government Road
M.P. 83.3	Viaduct, highway FM 544
M.P. 76.6	Viaduct, highway SH 289
M.P. 66.8	Viaduct, Forest Lane Road
M.P. 66.7	Viaduct, Skillman Road
M.P. 63.1	Viaduct, highway IH 635
M.P. 57.0	Bridge, White Rock Creek
M.P. 56.6	Viaduct, highway US 67-78
M.P. 55.8	Viaduct, Brookside Dr.
M.P. 53.3	Viaduct, highway IH 20
M.P. 52.9	Viaduct, Oakland St.
M.P. 52.7	Viaduct, highway IH 45
M.P. 51.7	Signal bridge
M.P. 51.1	Bridge, Trinity River
M.P. 49.5	Viaduct, Marsalis Ave.
M.P. 48.7	Viaduct, highway IH 35-E
M.P. 48.6	Viaduct, Zangs Blvd.
M.P. 43.6	Viaduct, Kiest Blvd.
M.P. 43.5	Viaduct, highway Loop 12
M.P. 35.7	Viaduct, highway FM 1382
M.P. 32.6	Viaduct, Mt. Lebanon Rd.
M.P. 12.0	Viaduct, highway US 81
M.P. 11.6	Viaduct, highway IH 35-W

HALE CEMENT LINE

M.P. 3.5	Overhead Gas Main
M.P. 3.6	Viaduct, highway US 80
M.P. 4.6	Viaduct, Industry Rd.
M.P. 4.7	Viaduct, M.P. RR
M.P. 5.5	Viaduct, highway IH 30
M.P. 7.2	Viaduct, Hampton Rd.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Lewisville Team Track	90.8	500
Han-Dee-Pack	88.8	550
Dallas Morning News	74.7	1,860
Vent-A-Hood	70.4	1,500
Arapaho Team Track	70.2	600
Buell Lumber	67.1	1,530
Northgate industrial lead	66.4	2,750
Niagra Envelope	65.4	1,500
Jupiter Road industrial lead	64.4	1,960
Gaylord Container	64.3	1,860
White Rock industrial lead	63.7	15,000
Hale Cement Line (8.9 Miles)	45.8	
Southwest Railroad Car Parts Company	19.9	970

WESTWARD		TIME TABLE No. 18 October 28, 1984	EASTWARD	
Capacity of Siding in Feet	Mile Post		Communications Turn Tables and Wyes	
		STATIONS		
		BROWNWOOD	348.4	TY CR
		9.5		
	7333	BANGS	357.9	
		6.3		
	6708	OBREGON	364.2	
		5.5		
	3989	SANTA ANNA	369.7	
		3.8		
		SAN ANGELO JCT.	373.5	Y B
		4.8		
	8697	COLEMAN	378.3	B
		12.7		
	5639	SILVER VALLEY	391.0	B
		5.5		
	9149	NOVICE	396.5	B
		6.4		
	4010	GOLDSBORO	402.0	
		6.6		
	4039	LAWN	409.5	B
		5.9		
	5261	TUSCOLA	415.4	B
		0.6		
		A. & S. Crossing	416.0	
		10.6		
	7012	VIEW	426.6	B
		5.4		
	4144	COZART	432.0	B
		11.3		
	6512	TOLAND	443.3	B
		11.2		
	6738	TECIFIC	454.5	
		5.1		
		SWEETWATER	459.6	Y 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.

TWC IN EFFECT: On the Sweetwater District, between Brownwood, M.P. 349.6, and beginning of TCS at Tecific, M.P. 454.2.

Trains except Missouri Pacific trains, must secure 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.

RULE 94 IN EFFECT: At Brownwood, between M.P. 347.9 and M.P. 349.6.

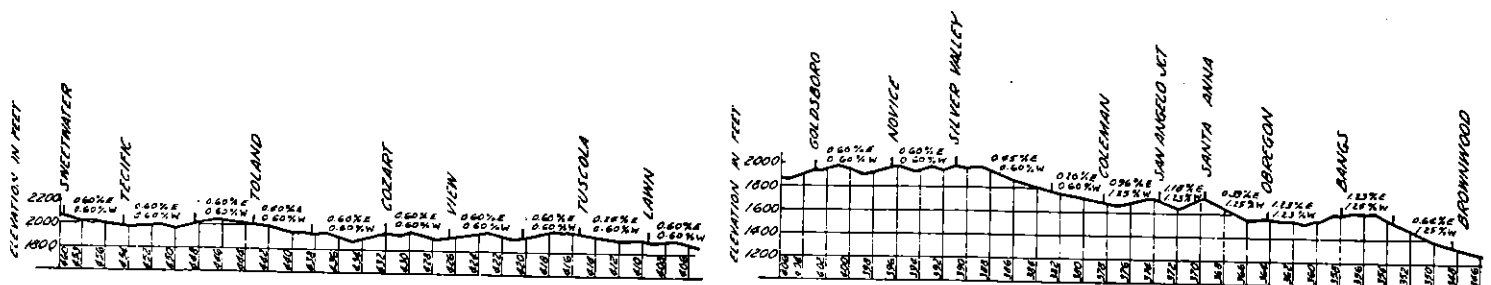
Controlled signal governing westward movements on main track at west end of Sweetwater Yard is located on left side of main track as viewed from westward trains.

Controlled signal governing entrance to interlocking limits at west end Track 0201, Sweetwater, is located on left side of tail track as viewed from westward trains from Sayard District.

Average Poles Per Mile:

Brownwood to Sweetwater 31 poles/mile

YARD LIMITS—Following Station has yard limits: (Rule 93) Sweetwater, M.P. 636.3 to 642.3 (Sayard District)



NORTHERN DIVISION

SWEETWATER DISTRICT 11

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Sweetwater District 55 MPH

(B) SPEED RESTRICTIONS - TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS - VARIOUS

Locations	MPH
* Crossings, M.P. 348.8 to 349.0	20
Curve, M.P. 349.8 to 350.1	35
4 Curves, M.P. 350.8 to 353.2	30
* Crossings, M.P. 357.1 to 358.7	40
Curve, M.P. 362.3 to 362.7	50
2 Curves, M.P. 369.4 to 370.8	30
* Crossings, M.P. 369.5 to 370.2	30
* Crossings, M.P. 378.3 to 379.5	30
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
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	40
2 Curves, M.P. 455.7 to 457.1	45
3 Curves, M.P. 458.0 to 460.6	40
* Crossings, M.P. 1.3, Sweetwater Yard, to M.P. 641.6, Sayard Dist.	10

* Speed restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches except those listed below 10 MPH.

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Brownwood	I	West end yard lead	10
	S	West end outbound lead	10
	I	East end tail track	10
Bangs	S	Both ends siding	20
Obregon	S	Both ends siding	20
Santa Anna	S	Both ends siding	20
San Angelo Jct.	S	East leg Wye	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

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

Station	Type	Location	MPH
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
Tecific	I	Both ends siding	30
	I	Turnout from siding to M.P. Ry.	30
Sweetwater	I	Tail Track	10
	I	East end Track 0201	10
	I	Turn out from Main Track to west end Track 0201	10
	I	East and West legs of Wye	10
	I	Orient Jct.	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 370.7	Viaduct, highway US 67
M.P. 375.5	Viaduct, highway US 84
M.P. 378.0	Viaduct, highway US 84
M.P. 417.8	Viaduct, County Rd.
M.P. 426.5	Viaduct, highway US 277
M.P. 449.3	Viaduct, highway IH 20
M.P. 3.0	Viaducts, highway SH 70 and M.P. Ry.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Grimes	445.8	550

4. TRACK SIDE WARNING DEVICES

Sweetwater District

Location	Type	Signal and Indicator Affected
M.P. 372	Dragging Equipment	Rotating White Light—
	Hot Box (Dual Purpose Detector)	Located at Detector M.P. 372
M.P. 429.4	Dragging Equipment	Rotating White Light—
	Hot Box (Dual Purpose Detector)	Eastward - M.P. 429.4 and at locator at west end siding View. Westward - M.P. 429.4 and at locator at east end siding Cozart.

When actuated comply with Special Rule 10 of this time table.

WESTWARD		TIME TABLE			EASTWARD	
↓	Capacity of Siding in Feet	No. 18			Mile Post	↑
		October 28, 1984				
STATIONS						
2604	TWC	SAN ANGELO JCT. YL	.0	BY		
5252		TALPA	20.9			
1585		BALLINGER	36.9	B		
2615		ROWENA	45.6			
2544		MILES	54.2			
2623		HARRIET	63.1			
		SAN ANGELO YL	69.6	Y CR		
		(69.6)				

TWC IN EFFECT: On the San Angelo District, between San Angelo Jct., M.P. 0.0 and San Angelo, M.P. 69.6.

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 Jct., San Angelo District, normally lined for Plains Division, Fort Stockton District.

Average Poles Per Mile:

San Angelo Jct. to San Angelo 30 poles/mile

YARD LIMITS—Following Stations have yard limits: (Rule 93)

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

San Angelo, M.P. 67.0 to San Angelo

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Angelo District 30 MPH

(B)

(C) SPEED RESTRICTIONS – VARIOUS

Location	MPH
Yard Limits, M.P. 0.0 to M.P. 2.0	20
Curve, M.P. 10.5 to 10.7	25
* Crossings, M.P. 36.7 to 38.4	20
Curve, and Colorado River Bridge, M.P. 37.4 to 37.7	20
* Crossings, M.P. 68.9 to 69.6 (continuous)	15

* Speed restriction applies only while head-end of train is passing crossings, except applies to entire train M.P. 68.9 to 69.6.

(D) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches 10 MPH.

"S"—Spring

Station	Type	Location	MPH
San Angelo Jct	S	East leg Wye	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 36.1 Viaduct, highway US 67-83

M.P. 37.6 Bridge, Colorado River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Spur Track Valera	11.3	600
San Angelo Feed Yard	57.2	850

WESTWARD		TIME TABLE No. 18 October 28, 1984	EASTWARD	
Capacity of Siding in Feet ↓	1860 1655 1440 1628 1706 1770 1942 1889 1944 5426		STATIONS	Mile Post	Communications Turn Tables and Wyes ↑
		0.8 M. P. Crossing	150.3	
		11.8 ROXTON YL	138.5	
		5.5 BEN FRANKLIN	133.0	
		5.4 PECAN GAP	127.6	
		6.0 LADONIA	121.6	
		8.3 WOLFE CITY	113.3	
		8.9 M-K-T Crossing	104.4	
		0.1 CELESTE	104.3	
		13.2 L. & A. Jct.	91.1	B
		0.1 FARMERSVILLE YL	91.0	
		6.7 COPEVILLE	84.3	
		8.5 WYLIE	75.8	
		4.2 SACHSE	71.6	
		4.8 M-K-T Crossing	66.8	
		0.4 GARLAND YL	66.4	
		3.8 ZACHA JCT.	62.6	CR
		(88.5)		

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Paris and Mile Post 90.0	20 MPH
Mile Post 90.0 and Mile Post 67.7	30 MPH
Mile Post 67.7 and Zacha Jct.	20 MPH

(B)

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
RR Crossing, M.P. Ry., Stop Rule 98(B) M.P. 150.3	6
* Crossings, M.P. 113.6 to 112.7	10
RR Crossing, M.P. 104.4 Auto. Interlocking	20
RR Crossing, M.P. 66.8 Auto. Interlocking	20

* Speed restriction applies only while head-end of train is passing crossings, except M.P. 104.4 applies to entire train.

(D) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches 10 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 83.8	Viaduct, highway SH 78
M.P. 82.0	Viaduct, Park Rd.
M.P. 62.8	Viaduct, highway IH 635

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Inter-Continental, 5 tracks	67.4	4,550
Team track	64.9	300
Texas Industries	63.0	250
Team track	63.0	950

TWC IN EFFECT: On the Paris District between Paris M.P. 151.1 and TCS Zacha Jct. M.P. 62.6.

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

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

Average Poles Per Mile:

Paris to Zacha Jct. 35 poles/mile

YARD LIMITS—Following stations have yard limits: (Rule 93)

Paris—Roxton, inclusive, M.P. 151.1 to 137.1

Farmersville, M.P. 93.4 to 90.0

Garland—Zacha Jct., inclusive, M.P. 67.7 to 62.6

CRESSON DISTRICT

LINDSAY DISTRICT

WESTWARD		TIME TABLE No. 18 October 28, 1984	EASTWARD		
Capacity of Siding in Feet ↓	STATIONS		Mile Post	Communications Turn Tables and Wyes	↑
		1036	TWC CLEBURNE 11.3 GODLEY 8.1	YL 317.5		TY CR
7185	CRESSON 18.4	Y			
(19.4)					

WESTWARD		TIME TABLE No. 18 October 28, 1984	EASTWARD		
Capacity of Siding in Feet ↓	STATIONS		Mile Post	Communications Turn Tables and Wyes	↑
		12105	PAULS VALLEY 12.6 MAYSVILLE 11.3	YL 495.6		CR
1642	MAYSVILLE 12.1				
	LINDSAY 23.4	YL		Y	
(23.9)					

TWC IN EFFECT: On the Cresson District between Cleburne, M.P. 0.0 and TCS Cresson, M.P. 18.4.

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

YARD LIMITS—Following station has yard limits: (Rule 93)
Cleburne, M.P. 0.0 to 3.0

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:		
Location		MPH
Cleburne and Mile Post 14.0		40 MPH
Mile Post 14.0 and Cresson		30 MPH

(B)

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Curve, M.P. 0.0 to 0.1	10
Crossings, and Track, M.P. 0.1 to 3.0	20
Track, and Bridges, M.P. 5.4 to 8.0	30

(D) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches 10 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	20 MPH
------------------	--------

(B)

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Washita River Bridge, M.P. 21.7 to 21.8	10

(D) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches 10 MPH.

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
Union Carbide	1.2	700

5. 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.

6. SPEED — AUXILIARY TRACKS

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

7. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train (MPH)	When not controlled from leading unit (MPH)
AMTRAK 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug units 120-121	45	45
511-649##	50	—
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 is 45 MPH.

*Engines without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 MPH.

##May be used as trailing units only.

8. 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

9. 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 AT-199462 AT-199463 AT-199464 and Jordan Spreaders MPH	Other Machines including Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 MPH
First, Second and Sweetwater	40	45	30
Dublin	40	45	20
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.

10. TRACK SIDE WARNING DETECTORS

Rule 105(A) — HOTBOX AND DRAGGING EQUIPMENT DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track-side indicators. Dragging equipment and wide or shifted loads will also actuate track-side indicators at locations so equipped.

Locator (Readout) type:

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with

head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

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

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

Radio Readout (Reporter) type:

As train approaches the detector location, to alert crew that; system is operational the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are noted a rotating white light will be illuminated. In addition, a message, stating "YOU HAVE A DEFECT" or an audible beeping tone will be transmitted via radio. If detector is on the North track, the audible tone will be a fast beep; if on Middle or South track, it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear-end at least 300 feet beyond the detector then identification of defect(s) noted, by type and location in the train, will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Site Identification), FIRST HOT-BOX RIGHT SIDE, one seven eight."
- (2) ".....SECOND HOTBOX LEFT SIDE, one four three."
- (3) ".....FIRST DEFECTIVE CAR*, axle one two five."
- (4) ".....FIRST DRAGGING EQUIPMENT NEAR AXLE, zero six eight."
- (5) ".....WIDE LOAD NEAR AXLE, two ninety six."

*DEFECTIVE CAR alarm indicates there are more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and 3 cars (or units) on either side of indicated equipment.

Anytime a train receives four (4) defective car alarms, three (3) or more hotbox alarms, two (2) or more dragging equipment alarms, or one (1) wide load alarm, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated but no message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, AND/OR the following message is transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), SYSTEM FAILURE," crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), NO DEFECTS."

If, as train approaches and passes detector, the rotating white light does not illuminate and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

Instructions Applicable to All Types:

"Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. When making inspection, give particular attention to head of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an in-

tervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

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

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

11. BULLETIN BOOKS ARE LOCATED:

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

12. STANDARD CLOCKS ARE LOCATED:

Ardmore	Dallas	Purcell	Saginaw
Brownwood	Gainesville	San Angelo	Zacha Jct.
Cleburne	Paris	Sweetwater	

13. HAZARDOUS MATERIAL.

I. It is the conductors responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, **IF IT IS SAFE TO DO SO:**

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

817-878-1395

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, **DO NOT GO NEAR THE CARS.** Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist the injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employee name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
- (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:
 - (a) Car number
 - (b) Proper shipping name of contents
 - (c) Hazard class of material
 - (d) Shipper and consignee
 - (e) Standard Transportation Commodity Code (49 Series number).

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.

(7) Location of access roads.

(8) Location of nearby streams, rivers, ponds, lakes or other bodies of water.

(9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. **DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.**

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

14. JOINT TRACK FACILITIES:

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

Tecific-Sweetwater. M.P. Ry. trains use A.T.&S.F. tracks between Tecific and Sweetwater and are governed by A.T.&S.F. Time Table, Missouri Pacific System Time Table and Uniform Code of Operating Rules.

Birds—Belt Jct. and Santa Fe Jct.—Dallas. Burlington Northern trains or engines will use A.T.&S.F. tracks between Birds and Belt Jct. and between Santa Fe Jct. and Dallas and are governed by A.T.&S.F. Time Table and Instructions; The Consolidated Code of Operating Rules Edition of 1980 and special instructions, except as modified by B.N. Special Instructions.

Fort Worth—Southern Pacific trains use A.T.&S.F. track M.P. 344.3 to M.P. 345.7, and are governed by Southern Pacific Transportation Company Rules and Instructions.

SPECIAL CAR HANDLING INSTRUCTIONS

A1	- Agri Business		MR	- Mechanical Refrigeration	
B1	- Bad Order		MCNR	- Mechanical Car Not Running	
BA	- Blasting Agent	-HAZARDOUS-	ND	- Do Not Divert	
CA	- Cargill		NG	- Non-Flammable Gas	-HAZARDOUS-
CD	- Condemned		NP	- No Placards Required #	
CB	- Combustible	-HAZARDOUS-	OM	- Oxidizer	-HAZARDOUS-
CL	- Chlorine	-HAZARDOUS-	OP	- Organic Peroxide	-HAZARDOUS-
CM	- Corrosive	-HAZARDOUS-	OX	- Oxygen	-HAZARDOUS-
DG	- Dangerous	-HAZARDOUS-	PA	- Poison Gas	-HAZARDOUS-
DH	- Do Not Hump		PB	- Poison 'B'	-HAZARDOUS-
DU	- Do Not Uncouple		RE	- Rear End Only	
FG	- Flammable Gas	-HAZARDOUS-	RM	- Radioactive Material	-HAZARDOUS-
FL	- Flammable	-HAZARDOUS-	REJT	- Car Rejected by Shipper	
FS	- Flammable Solid	-HAZARDOUS-	RSPT	- Respot Due to Carriers Error	
FW	- Flammable Solid W Dangerous When Wet	-HAZARDOUS-	TURN	- Turn Car and Respot	
HE	- Head End Movement		UE	- Union Equity	
HI	- Hold For Inspection		WH	- Weigh Heavy	
HL	- Excessive Dimension		WI	- Waive Inspection-Set Direct	
HP	- Houston Public Elevator		WL	- Weigh Light	
HV	- High Value		XA	- Explosives "A"	-HAZARDOUS-
IP	- Interchange Prohibited		XB	- Explosives "B"	-HAZARDOUS-
IPSW	- Intra-plant Switch		XX	- Do Not Move This Car	
			25	- Speed Restriction *	

Applies only to loaded or empty tank cars.

* Numeric MPH speed restriction, e.g., 25 for a car restricted to 25 MPH.

CODES MAY APPEAR ON WORK ORDERS, TRACK LISTS AND WHEEL REPORTS

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
.....	36	100	.....	58	62.1	1	40	36.0
.....	37	97.3	.....	59	61.0	1	42	35.3
.....	38	94.7	1	.....	60.0	1	44	34.6
.....	39	92.3	1	02	58.0	1	46	34.0
.....	40	90.0	1	04	56.2	1	48	33.3
.....	41	87.8	1	06	54.5	1	50	32.7
.....	42	85.7	1	08	52.9	1	52	32.1
.....	43	83.7	1	10	51.4	1	54	31.6
.....	44	81.8	1	12	50.0	1	56	31.0
.....	45	80.0	1	14	48.6	1	58	30.5
.....	46	78.3	1	16	47.4	2	.....	30.0
.....	47	76.6	1	18	46.1	2	05	28.8
.....	48	75.0	1	20	45.0	2	10	27.7
.....	49	73.5	1	22	43.9	2	15	26.7
.....	50	72.0	1	24	42.9	2	30	24.0
.....	51	70.6	1	26	41.9	2	45	21.8
.....	52	69.2	1	28	40.9	3	.....	20.0
.....	53	67.9	1	30	40.0	3	30	17.7
.....	54	66.6	1	32	39.1	4	.....	15.0
.....	55	65.5	1	34	38.3	4	30	13.3
.....	56	64.2	1	36	37.5	5	.....	12.0
.....	57	63.2	1	38	36.8	6	.....	10.0
						12	.....	5.0

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
 1. Determine the type of placard that is applied to the car. From Line 1.
 2. Determine the type of car to which the placard is applied from Line 2.
 3. Follow vertically down the chart and note which lines apply.
 4. 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	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES-A OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
2	TYPE OF CAR	ANY CARS (For flat cars carrying liquids or contents)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR

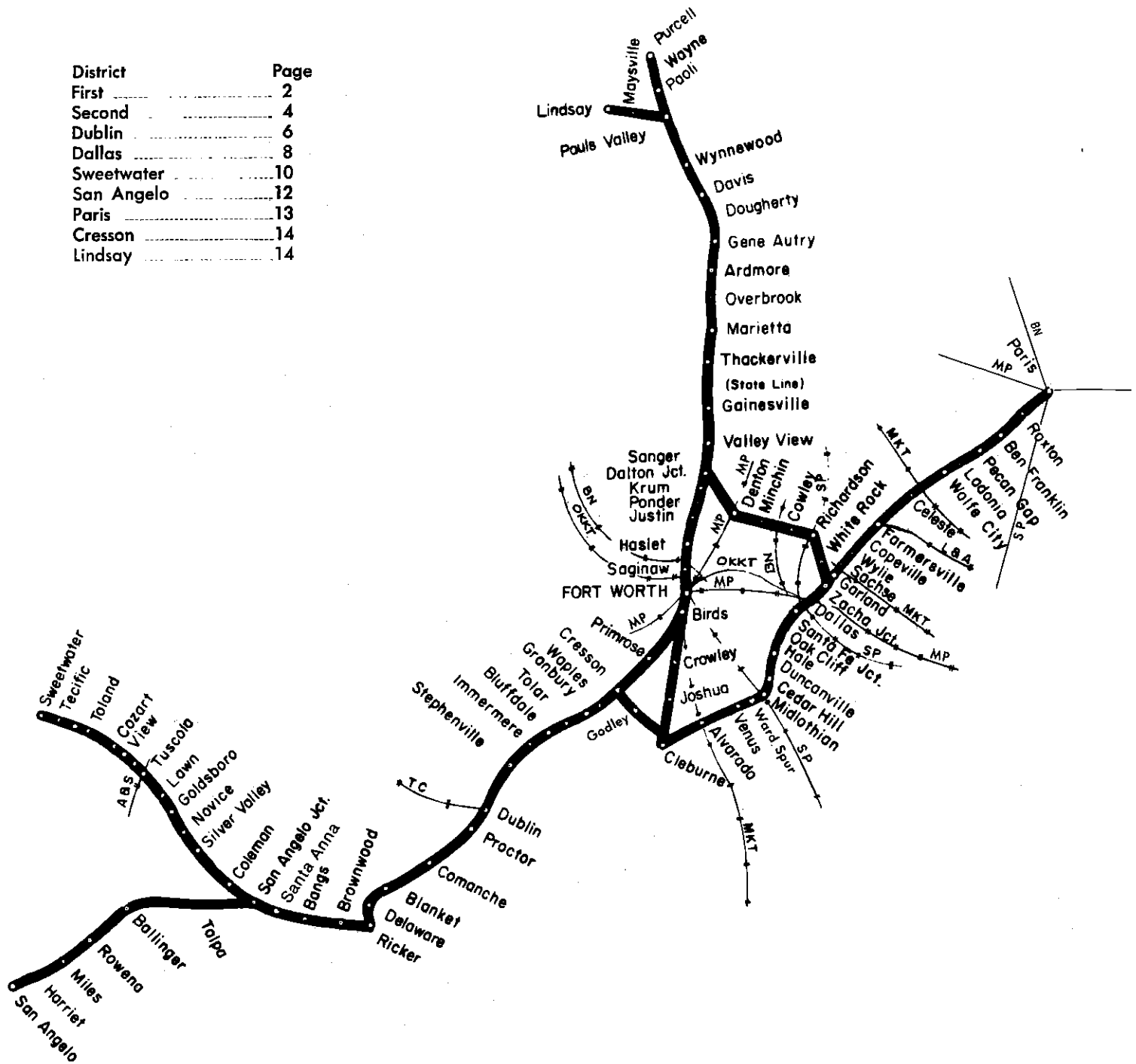
3	RESTRICTIONS										
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓					✓			
5	WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓					✓			
6	LOADED FLAT CAR, A FLATCAR 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	✓	✓	✓		✓	✓				

MUST NOT BE PLACED NEXT TO CAR PLACARDED

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② Restricts the placement of loaded placarded tank cars, other than combustible, next to loaded flat cars - including loads on chain tiedown flats. Bi-levels, tri-levels and TOFC/COFC (other than those placarded "Explosives A", "Radioactive" or "Poison Gas") are not restricted under this rule.
- 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

District	Page
First	2
Second	4
Dublin	6
Dallas	8
Sweetwater	10
San Angelo	12
Paris	13
Cresson	14
Lindsay	14



NORTHERN DIVISION