



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.

19

IN EFFECT

Sunday, April 28, 1985

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.**

2 FIRST DISTRICT

NORTHERN DIVISION

| WESTWARD | | TIME TABLE No. 19 April 28, 1985 | EASTWARD | |
|----------------------------|-----------|--|-------------------------------------|------|
| Capacity of Siding in Feet | Mile Post | | Communications Turn Tables and Wyes | |
| | | | | |
| | | PURCELL | 517.5 | C |
| 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 | | | |
| | | DOUGHERTY | 469.6 | |
| 8599 | 9.3 | GENE AUTRY | 460.3 | |
| 8443 | 9.9 | | | |
| | | ARDMORE | 450.4 | Y CR |
| | 7.4 | OVERBROOK | 443.0 | |
| | | | | |
| 10025 | 9.9 | 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 Gainesville. Trains operating beyond Purcell must secure two clearance cards at Gainesville, one marked Middle Division and one marked Northern Division.

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

Average Poles Per Mile:

Purcell to Ardmore 37 poles/mile.

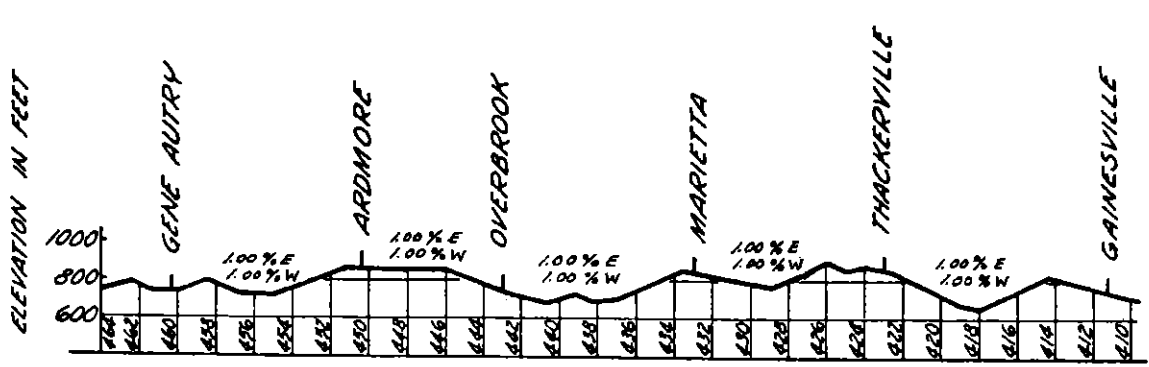
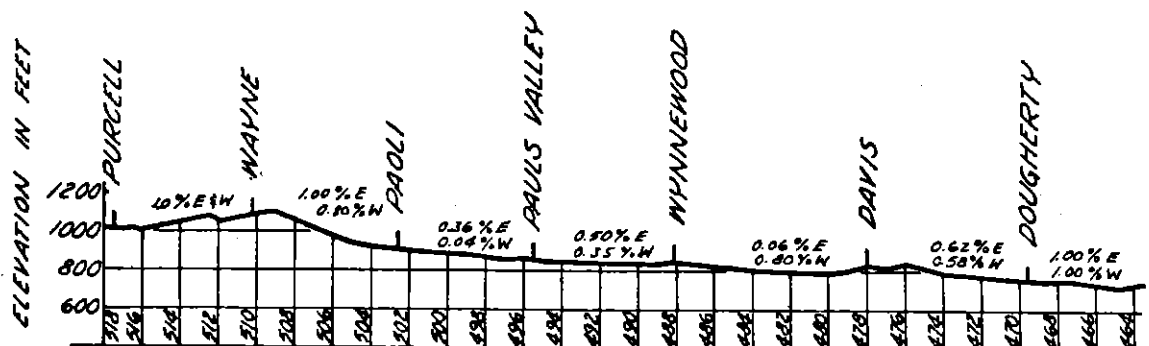
Ardmore to Gainesville 40 poles/mile.

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.

Controlled signal governing westward movement at west end siding Davis 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 | 40 |
| 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 | Industrial Spur | 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 |
|-------------------------|--|

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. 19 April 28, 1985 | EASTWARD | |
|----------------------|----------------------------|--|-----------|-------------------------------------|
| First Class | Capacity of Siding in Feet | | Mile Post | Communications Turn Tables and Ways | First Class |
| 21 | | | | 22 |
| Leave Mon. Wed. Sat. | | | | Arrive Sun. Tue. Fri. |
| | | STATIONS | | |
| | | GAINESVILLE | 411.3 | CR |
| | 8204 | 10.5 VALLEY VIEW | 400.8 | |
| | | 8.6 SANGER | 392.2 | |
| | 8179 | 5.4 DALTON JCT. | 386.8 | |
| | | 3.3 KRUM | 383.5 | |
| | 7898 | 6.2 PONDER | 377.3 | |
| | 6678 | 5.7 JUSTIN | 370.6 | |
| | | 8.6 | | |
| | 6961 | HASLET | 362.0 | |
| | | 8.1 | | |
| | S 11896 N12059 | B.N. Crossing O.K.K.T. Crossing SAGINAW | 353.9 | CR T |
| | | 5.1 | | |
| | 4383 | F.W. Belt Crossing St.L.S.W. Crossing NORTH FORT WORTH | 348.8 | CR |
| | | B.N. Crossing | | |
| | | 2.8 | | |
| | | FORT WORTH | 346.0 | CR |
| | | 0.3 | | |
| | | S. P. Crossing | 345.7 | |
| | | M. P. Crossing | | |
| | | 0.1 | 345.6 | |
| | | M. P. Crossing | | |
| | | 0.1 | 345.5 | |
| | | M. P. Crossing | | |
| | | 0.6 | | |
| | 2321 | POLKS | 344.9 | |
| | | 2.1 | | |
| | 6054 | BIRDS | 342.8 | |
| | | 0.6 | | |
| | | B.N. Crossing | 342.2 | |
| | | 8.5 | | |
| | 7908 | CROWLEY | 333.7 | |
| | | 8.4 | | |
| | 8437 | JOSHUA | 325.3 | |
| | | 7.8 | | |
| | | CLEBURNE | 317.5 | TY CR |
| | | (93.8) | | |
| | | 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 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.

| WESTWARD | | TIME TABLE No. 19 April 28, 1985 | EASTWARD | |
|----------------------------|-----------|--|-------------------------------------|-------|
| Capacity of Siding in Feet | Mile Post | | Communications Turn Tables and Wyes | |
| | | STATIONS | | |
| | | BIRDS | 342.8 | |
| | | 0.9 BELT JCT. | 0.9 | |
| | | 7.5 PRIMROSE | 8.4 | |
| | | 13.6 | | |
| | | 8.7 CRESSON | 22.0 | Y |
| | | 8.7 WAPLES | 30.7 | |
| | | 5.8 GRANBURY | 36.5 | |
| | | 9.9 TOLAR | 46.4 | B |
| | | 8.7 BLUFFDALE | 55.1 | B |
| | | 7.4 IMMERMERE | 62.5 | |
| | | 9.8 STEPHENVILLE | 72.3 | B |
| | | 13.8 DUBLIN | 86.1 | B |
| | | 0.1 T.C. Crossing | 86.2 | |
| | | 9.1 PROCTOR | 95.3 | |
| | | 12.8 COMANCHE | 108.1 | B |
| | | 13.6 BLANKET | 121.7 | B |
| | | 6.3 DELAWARE | 128.0 | |
| | | 7.1 RICKER | 344.4 | |
| | | 4.0 BROWNWOOD | 348.4 | TY CR |
| | | (141.8) | | |

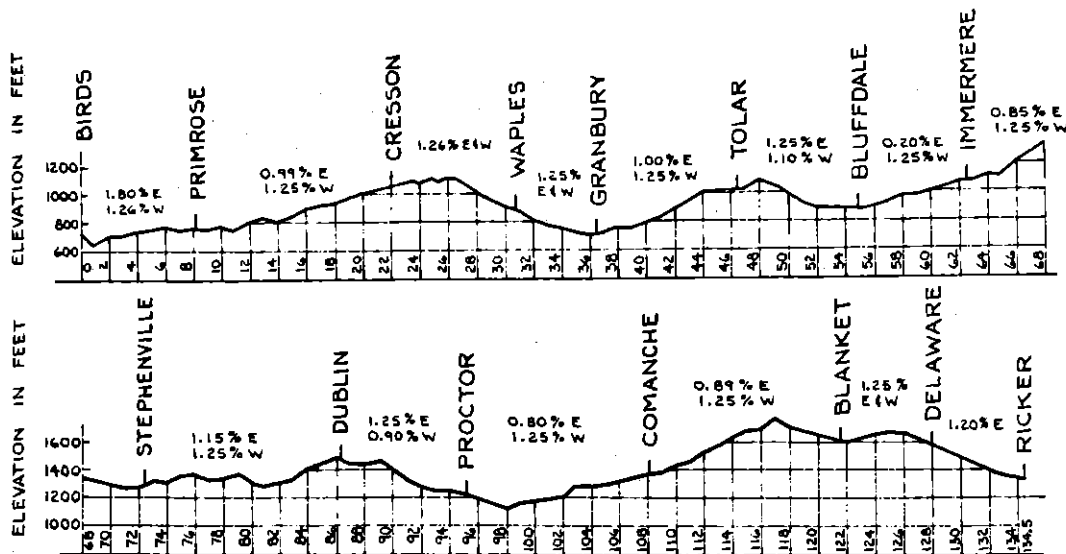
Trains must secure clearance card before leaving Brownwood.
 RULE 94 IN EFFECT: at Brownwood, between M.P. 347.9 and M.P. 349.6.

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.
 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 | 40 |
| 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 |
| 13 Curves, | M.P. 111.1 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. 19 April 28, 1985 | 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 | 2.3 MINCHIN | 102.4 | B | |
| 6651 | 27.1 COWLEY YL | 75.3 | B | |
| | 5.0 RICHARDSON YL | 70.3 | | |
| | 0.2 S. P. Crossing | 70.1 | | |
| | 6.4 WHITE ROCK YL | 63.7 | | |
| 5426 | 1.1 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 | |
| 2010 | 2.0 OAK CLIFF | 49.6 | | |
| 1866 | 3.9 HALE YL | 45.7 | | |
| 1901 | 5.5 DUNCANVILLE YL | 40.1 | | |
| 670 | 7.3 CEDAR HILL | 34.6 | | |
| | 0.4 S. P. Crossing | 27.3 | | |
| 2528 | 3.2 MIDLOTHIAN | 26.9 | | |
| 7810 | 4.1 WARD SPUR | 23.7 | | |
| 1880 | 6.9 VENUS | 19.6 | | |
| 1348 | 1.3 ALVARADO | 12.7 | B | |
| | 11.4 M-K-T Crossing | 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.

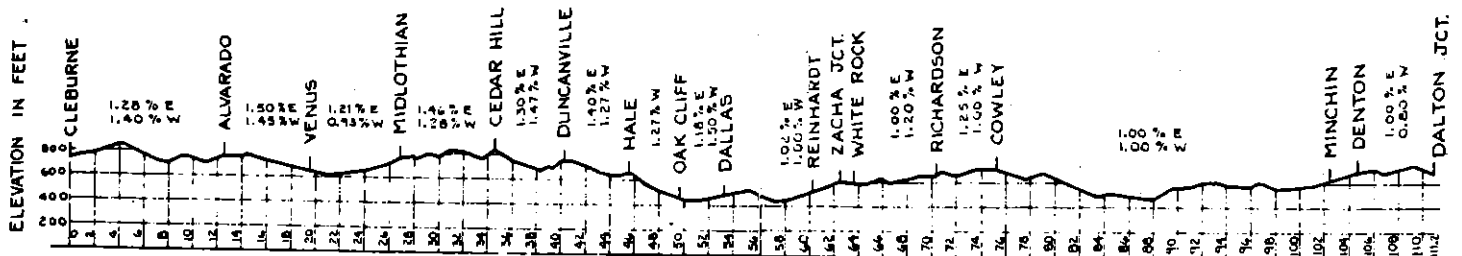
At Cleburne, Second District time table rules will govern.

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)

- Cowley—Zacha Jct., inclusive, M.P. 78.0 to 62.6
- Dallas, M.P. 53.7 to 52.5
- Hale—Duncanville, inclusive, M.P. 45.8 to 39.5
- 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. 66.9 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, | M.P. 29.0 to 27.3 | 25 |
| RR Crossing, | M.P. 27.3 Auto. Interlocking | 20 |
| * Crossings, | M.P. 27.3 to 23.5 | 25 |
| 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. 19 April 28, 1985 | EASTWARD | |
|---------------------------------|-------------------|--|-----------|--|
| Capacity of Siding in Feet ↓ | STATIONS | | Mile Post | Communications Turn Tables and Wyes ↑ |
| | | | | |
| | 9.5 BANGS | 357.9 | | |
| 7333 | 6.3 OBREGON | 364.2 | | |
| 8708 | 5.5 SANTA ANNA | 369.7 | | |
| 3989 | 3.8 | | | |
| | SAN ANGELO JCT. | 373.5 | Y B | |
| | 4.8 | | | |
| 8897 | COLEMAN | 378.3 | B | |
| | 12.7 | | | |
| 5839 | 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 YL | 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.

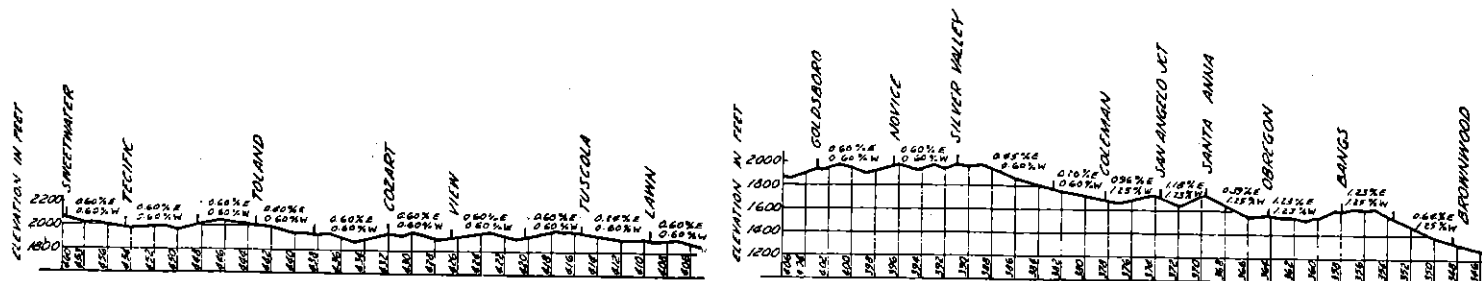
RULE 94 IN EFFECT: At Brownwood, between M.P. 347.9 and M.P. 350.8.

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 stations have yard limits: (Rule 93)
Sweetwater, M.P. 636.3 to 642.3 (Sayard District)
Tecific, M.P. 453 to end TCS M.P. 454.2



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

| Location | Type | Signal and Indicator Affected |
|---------------------|--|--|
| Sweetwater District | | |
| M.P. 372 | Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter) | Rotating White Light and Radio Readout |
| M.P. 429.4 | Dragging Equipment Hot Box (Dual Purpose Detector) | Rotating White Light—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 No. 19 April 28, 1985 | EASTWARD | |
|----------------------------|----------|--|-----------|-------------------------------------|
| Capacity of Siding in Feet | STATIONS | | Mile Post | Communications Turn Tables and Wyes |
| | 2604 | SAN ANGELO JCT. YL | 0 | BY |
| | 5252 | 20.9 TALPA | 20.9 | |
| | 1585 | 16.0 BALLINGER | 36.9 | B |
| | 2615 | 8.7 ROWENA | 45.6 | |
| | 2644 | 8.6 MILES | 54.2 | |
| | 2623 | 8.9 HARRIET | 63.1 | |
| | | 8.4 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. 19 April 28, 1985 | EASTWARD | |
|----------------------------|---|--|-----------|-------------------------------------|
| Capacity of Siding in Feet | ↓ | | Mile Post | Communications Turn Tables and Wyes |
| | | | | |
| | | PARIS YL 151.1 | CR | |
| | | 0.8 M. P. Crossing | 150.3 | |
| 1860 | | 11.8 ROXTON YL 138.5 | | |
| 1655 | | 5.5 BEN FRANKLIN 133.0 | | |
| | | 5.4 PECAN GAP 127.6 | | |
| 1440 | | 6.0 LADONIA 121.6 | | |
| 1628 | | 8.3 WOLFE CITY 113.3 | | |
| | | 8.9 M-K-T Crossing 104.4 | | |
| 1706 | | 13.2 CELESTE 104.3 | | |
| | | 0.1 L. & A. Jct. 91.1 | B | |
| 1770 | | FARMERSVILLE YL 91.0 | | |
| | | 6.7 COPEVILLE 84.3 | | |
| 1942 | | 8.5 WYLIE 75.8 | | |
| 1889 | | 4.2 SACHSE 71.6 | | |
| 1944 | | 4.8 M-K-T Crossing 66.8 | | |
| | | 0.4 GARLAND YL 66.4 | | |
| 5426 | | 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

Westward Signal No. 671 located at M.P. 67.83 is located on left side of main track as viewed from westward trains.

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 | | | | | |
|------------------|----------------------------|--------------------------|-----------------|-----------|--|
| WESTWARD | | TIME TABLE | | EASTWARD | |
| ↓ | Capacity of Siding in Feet | No. 19 April 28, 1985 | | Mile Post | ↑ Communications Turn Tables and Wyes |
| | | STATIONS | | | |
| | | (TWC) | CLEBURNE | YL 317.5 | TY CR |
| | | | 11.3 | | |
| 1036 | | | GODLEY | 10.8 | |
| | | | 8.1 | | |
| 7185 | | | CRESSON | 18.4 | Y |
| | | | (19.4) | | |

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:

| | |
|-----------------------------|--------|
| 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.

5. On tracks where TCS is in effect, 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 except:

- (1) Where maximum authorized speed over the switch does not exceed 20 MPH;
- (2) Where a signal is provided to govern movements from the auxiliary track to the signaled track; or,
- (3) On a signaled siding without intermediate signals where the maximum authorized speed on the siding does not exceed 30 MPH.

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 and Jordan Spreaders MPH | Other Machines including Pile Drivers 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 jour-

nals, 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 activated by a condition on a train, a rotating white light will be illuminated 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. Counters will indicate accumulated axle count between defective car and rear of train.

If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, 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 locations, if defect(s) in the train is 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) is 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 head end 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 HOTBOX RIGHT SIDE, zero six eight."
- (2) ".....SECOND HOTBOX LEFT SIDE, one two five."
- (3) ".....FIRST DEFECTIVE CAR*, axle one four three."
- (4) ".....FIRST DRAGGING EQUIPMENT NEAR AXLE, one seven eight."

*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 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 intervening 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

One or any combination of two of the following codes may be shown in the SCHI (Formerly referred to as PPSI) field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction Column of switch lists and yard inventories.

| CODE | DESCRIPTION | CODE | DESCRIPTION |
|------|---|------|--|
| AI | Agricultural Industries | NG | Nonflammable Gas (Hazardous) |
| BA | Blasting Agents | NIT | Car Not in Train or not on Track |
| BI | Bad Order | NP | No Placards Required |
| BO | Bad Order | OM | Oxidizer (Hazardous) |
| BT | Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars | OP | Organic Peroxide (Hazardous) |
| CB | Combustible (Hazardous) | OR | Other Regulated Material |
| CD | Condemned (See NOTE 1) | OTCC | Car on Track Carriers Convenience |
| CG | Cargill | OTNP | Car on Track Not placed |
| CL | Chlorine (Hazardous) | OX | Oxygen |
| CM | Corrosive (Hazardous) | PA | Poison Gas (Hazardous) |
| DG | Dangerous | PB | Poison |
| DH | Do Not Hump | PE | Houston Public Elevator |
| DU | Don Not Uncouple | PULL | Car Pulled, Time and Date |
| EQ | Union Equity Elevator or Equity Export, Houston | RE | Rear End Only |
| FG | Flammable Gas (Hazardous) | REJT | Car Rejected by Shipper |
| FL | Flammable (Hazardous) | RM | Radio active Material |
| FS | Flammable Solid (Hazardous) | RSPT | Respot Due to Railroad Error |
| FW | Flammable Solid 'W' (Dangerous When Wet) | SPOT | Car Spotted, time and date |
| HE | Head End Only | TURN | Turn car and Respot |
| HL | High Wide Load | WH | Weigh Heavy |
| HV | High Value | WI | Waive Inspection - Set Direct |
| IP | Interchange Prohibited (See NOTE 1) | WL | Weigh Light |
| IPSW | Intraplant Switch (Respot Car) | XA | Explosive 'A' |
| MRXX | Mechanical Refrigeration Maintain 'XX' Degrees | XB | Explosive 'B' |
| MCNR | Mechanical Car or Trailer - No Refrigeration Required | XX | Do Not Move This Car |
| ND | Work Indicated Not Done | ZZ | Do Not Hump or Cut Off While in Motion |

NOTE 1. The 'CD' Condemned and 'IP' Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). *This does not relieve employes of the responsibility of reporting these codes when appropriate.*

NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. *This does not relieve employes of the responsibility of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.*

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:
 -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 "✓" 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 TYPE OF CAR | | | | | | | | | | | |
|-----------------------------|---|---|----------------|---------------------|---------|----------|---------------------|----------------|----------------|--------------------|-------------|---|--|
| | | ANY CARS (except tank cars containing flammable or combustible liquids) | TANK CAR | OTHER THAN TANK CAR | ANY CAR | TANK CAR | OTHER THAN TANK CAR | TANK CAR | TANK CAR | EXCEPT COMBUSTIBLE | COMBUSTIBLE | | |
| 3 RESTRICTIONS | | | | | | | | | | | | | |
| 4 | WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 60h 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 FLAT CAR 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 | CAR PLACARDED | 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

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

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



NORTHERN DIVISION