



**SANTA FE**  
**SAFETY FIRST**



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

(See General Rules E, F, M and N, Rules Operating Department.)

**ASSISTANT SUPERINTENDENT**

A. N. WADE ..... Houston, Tex.

**TRAINMASTERS**

J. E. GILL ..... Temple, Tex.  
M. W. GIBSON ..... Houston, Tex.  
R. E. CALDWELL ..... Silsbee, Tex.

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

A. C. RICKETTS ..... Fort Worth, Texas

**ASSISTANT TRAINMASTERS**

W. J. CUMMINGS ..... Temple, Tex.  
J. F. STEPHENS ..... Temple, Tex.  
H. D. IRISH ..... Pearland, Tex.  
D. H. GILL ..... Bellville, Tex.

**ROAD FOREMEN OF ENGINES**

R. B. GAINES ..... Temple, Tex.  
C. W. LEE ..... Silsbee, Tex.  
P. R. PIERCE ..... Brownwood, Tex.

**SAFETY SUPERVISOR**

G. T. HILL ..... Temple, Tex.

**CHIEF DISPATCHER**

E. A. THOMAS ..... Temple, Tex.

**ASSISTANT CHIEF DISPATCHERS**

R. O. ROWE ..... Temple, Tex.  
J. V. HIGGINBOTHAM ..... Temple, Tex.  
L. E. MOORE ..... Temple, Tex.  
K. W. ANGLIN ..... Temple, Tex.

**DISPATCHERS — TEMPLE, TEX.**

E. E. WALLACE ..... G. M. STANDARD  
C. E. FURLOW ..... J. E. ROSE  
B. R. MARTIN ..... G. T. ROSS  
J. L. CONNER ..... C. C. McFARLAND  
C. G. PULLEN ..... J. E. JONES  
R. J. GAUER ..... R. A. KOLODZIEJZYK

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

**OVERSPEED COUPLINGS ARE DAMAGING**  
Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK. Rule 820 (D)

**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**

**Supplement A**

**SOUTHERN DIVISION**

**TIME TABLE No.**

**13**

**IN EFFECT**

**SUNDAY, JUNE 10, 1973**

**At 12:01 A. M.**

**Central Standard Time**

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

**F. N. STUPPI,  
General Manager,  
Amarillo, Texas.**

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

**H. L. LEWIS,  
Superintendent,  
Temple, Texas.**

WESTWARD						TIME TABLE				EASTWARD	
First Class		Track Capacity In Feet		Ruling Grade Ascending		No. 13		Ruling Grade Ascending		First Class	
15	21					June 10, 1973				16	22
Leave Daily PM	Leave Tue. Thur. Sat. AM	Other Tracks	Siding	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	Arrive Daily PM	Arrive Sun. Wed. Fri. PM
2.50	7.40	Yard		48.0	<b>CLEBURNE</b> YL		817.5	TY CR		2.48	10.05
2.58	7.48		5570	52.8	7.2		53.3				
3.04	7.53	1450	6670	31.7	RIO VISTA		66.0	B		2.39	9.56
3.12	8.00		6900	37.5	6.8		303.5			2.34	9.51
3.18	8.06	885	7010	47.5	BLUM		39.6			2.26	9.43
3.27	8.13	1100	6580	66.0	9.1		52.8				
3.36	8.22	4500	6790	53.3	KOPPERL		66.0				
3.46	8.32	1160	2960	66.0	6.6		66.0				
3.51	8.36		6730	66.0	MORGAN		66.0	B		2.20	9.37
s 4.01	s 8.45	4500	8060	42.2	7.4		66.0				
4.11	8.55	2350	6970	66.0	MERIDIAN		73.9			2.14	9.31
4.19	9.03	850	7030	66.0	10.3		66.0	C		2.04	9.21
4.23	9.07			66.0	CLIFTON		66.0			1.54	9.11
s 4.28	s 9.12	Yard		66.0	11.0		65.4			1.50	9.07
PM	AM				VALLEY MILLS		66.0	B		1.38	8.55
Arrive Daily	Arrive Tue. Thur. Sat.				4.5		66.0			1.27	8.40
60.7	64.6				MANHATTAN		66.0			1.20	8.30
					11.3		66.5			1.16	8.25
					St. L. S. W. Crossing		66.5			1.13	8.20
					McGREGOR		218.2	Y CR		PM	PM
					9.9					Leave Daily	Leave Sun. Wed. Fri.
					MOODY						
					8.1						
					PENDELTON						
					4.2						
					BELCO YL						
					3.0						
					<b>TEMPLE</b> YL						
					(99.1)						
					Average speed per hour					62.6	56.8

Trains must get numbered clearance card before leaving Temple and Cleburne.

**RULE 93 (A) IN EFFECT:** At Cleburne, between Signals 3172 and 3177; at Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First District, and between interlocking signal M.P. 218.3 and end of two tracks Gober, Lampasas District.

At Temple, M.P. 218.3, automatic interlocking signals govern movements over First District, Lampasas District main tracks, roundhouse leads and the North and South tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.