



SANTA FE
SAFETY FIRST



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

TRAINMASTERS

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

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

D. L. WHITE Fort Worth, Texas

ASSISTANT TRAINMASTERS

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

DIVISION RULES EXAMINER

O. D. HAMILTON Fort Worth, Texas

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

E. E. REYNOLDS Amarillo, Texas

ROAD FOREMEN OF ENGINES

F. J. SMITH Fort Worth, Texas
P. R. PIERCE Brownwood, Texas

SAFETY SUPERVISOR

W. T. SIMMONS Fort Worth, Texas

CHIEF DISPATCHER

D. B. ASHLEY Fort Worth, Texas

ASSISTANT CHIEF DISPATCHERS

A. W. LATHAM Fort Worth, Texas
C. P. PIERCE, JR. Fort Worth, Texas
O. A. LEWIS Fort Worth, Texas
E. S. FIELDS Fort Worth, Texas

DISPATCHERS — FORT WORTH, TEX.

R. A. SCHILLING	F. W. ULLMANN
J. D. BLANKENSHIP	R. T. SHAVER
D. E. MURDOCK	J. C. RUSSELL
A. G. COPPINGER	J. E. WEAVER
J. L. THOMAS	J. G. WILLIAMS

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

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

**HANDLE FREIGHT CAREFULLY AND KEEP OUR
CUSTOMERS**

IT'S EVERYBODY'S JOB ON THE SANTA FE

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

WESTERN LINES

NORTHERN DIVISION

SUPPLEMENT "A"

TIME TABLE No.

8

IN EFFECT

SUNDAY, APRIL 30, 1978

At 12:01 A. M.

Central Standard Time

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

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

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

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

WESTWARD				SUPPLEMENT "A"	EASTWARD					
First Class		Capacity of Siding in Feet	Ruling Grade Ascending		TIME TABLE No. 8 April 30, 1978	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	First Class	
15	21								16	22
Leave Daily AM	Leave Mon. Thur. Sat.	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily PM	Arrive Sun. Tue. Fri.			
11.33			GAINESVILLE							
11.36		.0	0.6	34.3	411.3	T CR	3.11			
		52.8	GAINESVILLE P. D.	40.6	410.7	S	3.10			
		8400	9.9	52.8	400.8	B				
		52.8	VALLEY VIEW	52.8	392.2	CR				
		8500	8.6	52.8	386.8		2.37			
PM 12.01		52.8	SANGER	52.8	383.5					
		8100	5.4	52.8	377.3					
		6500	DALTON JCT.	52.8	370.6	C				
		6950	3.3	52.8	362.0					
		52.8	KRUM	52.8	353.9	C	2.02			
12.32		S 11000 N 12200	6.2	52.8	348.8	C				
		.0	PONDER	52.8	346.0	T CR	1.50	PM 4.15		
		4400	6.7	52.8	345.7	S	1.35	4.00		
	Via M. P.	52.8	JUSTIN	.0	345.6					
12.55	AM		8.6	.0	345.5					
1.10	8.55 9.10	21.1	HASLET	.0	344.9					
		31.6	8.1	.0	342.8		1.20	3.47		
		31.6	F.W. & D. Crossing	.0	342.2					
		47.5	SAGINAW	.0	333.7		1.11	3.35		
		1850	C.R.I. & P. Crossing	.0	325.3		1.03	3.26		
		47.5	5.1	61.0	317.5	TY CR	12.51	3.16		
		36.9	F.W. Belt Crossing				PM	PM		
		71.2	NORTH FORT WORTH				Leave Daily	Leave Sun. Tue. Fri.		
		64.9	St. L.S.W. Crossing							
		19.5	S.L.-S.F. Crossing							
			2.3							
			FORT WORTH							
			0.3							
			S. P. Crossing							
			M. P. Crossing							
			0.1							
			M. P. Crossing							
			0.1							
			M. P. Crossing							
			0.6							
			POLKS							
			2.1							
			BIRDS YL							
			0.6							
			S.L.-S.F. Crossing							
			8.5							
			CROWLEY							
			8.4							
			JOSHUA							
			7.8							
			CLEBURNE YL							
			(93.8)							
			Average speed per hour				40.2	42.7		

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

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

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

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

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

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

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

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

Average Poles Per Mile:

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