



**SANTA FE**  
SAFETY FIRST



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

**TRAINMASTERS**

- R. H. De HAVEN ..... Fort Worth, Texas
- D. L. REYNOLDS ..... Brownwood, Texas
- B. H. SLAUGHTER ..... Fort Worth, Texas

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

- R. A. ATKINS ..... Fort Worth, Texas

**ASSISTANT TRAINMASTERS**

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

**DIVISION RULES EXAMINER**

- O. D. HAMILTON ..... Fort Worth, Texas

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

- M. B. SPEARS ..... Amarillo, Texas

**ROAD FOREMEN OF ENGINES**

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

**SAFETY SUPERVISOR**

- W. T. SIMMONS ..... Fort Worth, Texas

**CHIEF DISPATCHER**

- D. B. ASHLEY ..... Fort Worth, Texas

**ASSISTANT CHIEF DISPATCHERS**

- O. A. LEWIS ..... Fort Worth, Texas
- J. C. RUSSELL ..... Fort Worth, Texas
- R. T. SHAVER ..... Fort Worth, Texas
- D. P. REYNOLDS ..... Fort Worth, Texas
- C. W. PLUMLEE ..... Fort Worth, Texas

**DISPATCHERS — FORT WORTH, TEX.**

- |                   |                |
|-------------------|----------------|
| R. A. SCHILLING   | J. G. WILLIAMS |
| C. P. PIERCE, JR. | R. A. CRAWFORD |
| J. D. BLANKENSHIP | H. F. FULLER   |
| A. G. COPPINGER   | C. R. LAWRENCE |
| J. L. THOMAS      | R. D. TINSLEY  |
| F. W. ULLMANN     | B. C. DAVIS    |
| J. E. WEAVER      | S. R. HASTINGS |

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

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

**HANDLE FREIGHT CAREFULLY AND KEEP OUR  
CUSTOMERS**

**IT'S EVERYBODY'S JOB ON THE SANTA FE**

The Atchison, Topeka and Santa Fe  
Railway Company  
WESTERN LINES  
NORTHERN DIVISION

**TIME TABLE No.**

**13**

IN EFFECT

**Sunday, August 3, 1980**

At 12:01 A. M.

Central Time

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

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

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

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

WESTWARD			TIME TABLE No. 13 August 3, 1980	EASTWARD		
↓	Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
		Feet Per Mile	STATIONS	Feet Per Mile		
		.0	PURCELL 7.3	5.3	517.5	CR
	8297	42.2	WAYNE 7.6	52.8	510.2	B
	8229	2.1	PAOLI 7.0	19.0	502.6	
	12105		PAULS VALLEY 7.5		495.6	Y CR
	8804	18.4	WYNNEWOOD 10.1	26.4	488.1	CR
	9226	42.2	DAVIS 8.4	3.1	478.0	C
		31.6		32.7		
	8599	52.8	DOUGHERTY 9.3	52.8	469.6	Y CR
	8443	52.8	GENE ATRY 9.9	52.8	460.3	
			ARDMORE 7.4	52.8	450.4	Y CR
	5731	52.8	OVERBROOK 9.9		443.0	
	6427	52.8	MARIETTA 10.0	52.8	433.1	CR
	10026	52.8	THACKERVILLE 11.8	52.8	423.1	
	8053	52.8	GAINESVILLE	52.8	411.3	T CR
			(106.2)			

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

Trains must get clearance card before leaving Purcell and Gainesville.

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

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

Average Poles Per Mile:

Purcell to Ardmore 37 poles/mile.

Ardmore to Gainesville 40 poles/mile.

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

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

# NORTHERN DIVISION

# FIRST DISTRICT 3

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

First District 60 MPH\*

\*Maximum authorized speed for freight trains:

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

### (B) SPEED RESTRICTIONS - TRACK, CURVES & BRIDGES

Location	MPH
4 Curves, M.P. 416.3 to 417.5	55
3 Curves and Red River Bridge, M.P. 417.7 to 419.1	35
6 Curves, M.P. 419.9 to 422.3	50
Ardmore, main track and siding, M.P. 449.7 to 451.0	25
3 Curves, M.P. 451.6 to 452.7	55
11 Curves, M.P. 453.2 to 459.3	50
Curve, M.P. 459.6 to 460.3	45
Curve, M.P. 462.0 to 462.6	45
10 Curves, M.P. 462.8 to 466.4	35
Curve, M.P. 467.3 to 467.5	50
4 Curves, M.P. 473.7 to 475.1	50
2 Curves, M.P. 475.3 to 476.3	55
5 Curves, M.P. 504.5 to 506.7	50
4 Curves, M.P. 513.2 to 515.4	55

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Gainesville and Purcell, except siding Ardmore, 30 MPH; other main track switches, except those listed below, 10 MPH. Switches at each end sidings between Gainesville and Purcell are interlocked.

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

"I"—Interlocking  
"S"—Spring

Station	Type	Location	MPH
Purcell	I	West end west tail track	30
	I	Crossover east end of yard	30
Pauls Valley	I	West leg wye Lindsay District	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

### (D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named:

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

## 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 411.8	Viaduct, highway
M.P. 413.1	Viaduct, highway
M.P. 418.3	Bridge, Red River
M.P. 426.1	Viaduct, highway
M.P. 450.8	Viaduct, 5th Ave.
M.P. 451.1	Viaduct, SL-SF Ry.
M.P. 452.1	Viaduct, highway
M.P. 476.1	Viaduct, highway

## 3. TRACKS BETWEEN STATIONS

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

## TRACK SIDE WARNING DEVICES

First District

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

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

Bridge 467.5 High Water	Eastward-Block Signal 4662 Westward-Controlled signals at west end siding Dougherty
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When HIGH WATER DETECTOR is actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block Signal 4662 must stop and make inspection of bridge and track to be sure safe before passing over, unless otherwise instructed by train dispatcher. Report must be made to dispatcher by first means of communication.

# 4 SECOND DISTRICT

# NORTHERN DIVISION

WESTWARD			TIME TABLE				EASTWARD			
First Class	Capacity of Siding in Feet	Rolling Grade Ascending	No. 13				Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	First Class
21			August 3, 1980							22
Leave Daily		Feet Per Mile	STATIONS				Feet Per Mile			Arrive Daily
		.0	<b>GAINESVILLE</b>						T	
			0.6	34.3	411.3	CR				
		52.8	GAINESVILLE P. D.				410.7			
	8204		9.9	40.6	400.8	B				
		52.8	VALLEY VIEW				392.2		C	
			8.6	52.8	386.8					
	8179		SANGER				383.5			
		52.8	5.4	52.8	377.3					
			DALTON JCT.				370.6		C	
		52.8	3.3	52.8	362.0					
			KRUM				353.9		C	
	7898		6.2	52.8	348.8	CR				
		52.8	PONDER				346.0		T	
			6.7	52.8	345.7					
	6678		JUSTIN				345.6			
		52.8	8.6	52.8	344.9					
			HASLET				342.8			4.07
		52.8	8.1	52.8	342.2					
			F.W. & D. Crossing				333.7		B	3.55
	S 11896		SAGINAW				325.3			21 3.46
	N12059		5.1	52.8	325.3					
		.0	F.W. Belt Crossing				317.5		TY	3.36
			St. L.S.W. Crossing						CR	PM
	Via M. P. 4383		NORTH FORT WORTH							
		52.8	S.L.-S.F. Crossing							
	PM 2.55		2.3	52.8	317.5					
	3.10		FORT WORTH							
		21.1	0.3	.0	345.7					
			S. P. Crossing				345.6			
		31.6	M. P. Crossing				345.5			
			0.1	.0	344.9					
		31.6	M. P. Crossing				342.8			
			0.1	.0	342.2					
		47.5	POLKS				333.7		B	3.55
	2321		0.6	.0	325.3					
		47.5	BIRDS				325.3		21	3.46
			0.6	.0	317.5					
	3.20	6054	S.L.-S.F. Crossing							
			8.5	12.7	333.7					
		36.9	CROWLEY				325.3			
			8.4	8.2	325.3					
	3.30	7908	JOSHUA				317.5		TY	3.36
			7.8	61.0	317.5			CR	PM	
	22 3.46	8437	<b>CLEBURNE</b>							
	s 4.01									
	PM									
	Arrive Daily		(93.8)						Leave Daily	
	33 5		Average speed per hour						38.9	

**TCS IN EFFECT:** On main track and sidings between east end tail track east end of yard, Cleburne, 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 and Gainesville. Trains originating Fort Worth or Saginaw must get clearance card before leaving 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 Block Signal 3172 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.

Controlled signal governing eastward movements on main track at east end of Crowley is located on left side of main track as viewed from eastward trains.

Controlled signal governing westward movements from siding at west end of Crowley is located on left side of siding as viewed from westward trains.

Controlled signal governing eastward movements from siding at east end of Joshua is located on left side of siding as viewed from eastward trains.

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

Controlled signal governing eastward movements on main track at east end of tail track east end of yard, Cleburne, is located on left side of main track as viewed from eastward trains.

Intermediate block signals governing eastward movement on main track between east end tail track east end of yard, Cleburne, and Birds are located on left side of main track as viewed from eastward trains.

**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 4, Page 15)

LOCATION	MILE POST	INDUSTRY SERVED
Joshua	325.17	West End House Track
Crowley	333.8	Aztec Mfg. Company
Crowley	334.05	Taylor Made Fats
Crowley	334.08	Crowley Feed Mill
28 poles west MP 337	336.2	Southwest Wood Products

# NORTHERN DIVISION

# SECOND DISTRICT 5

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Gainesville and Fort Worth Fort Worth and Cleburne	79	60*

\*Maximum authorized speed for freight trains:

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

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

Location	MPH
2 Curves, M.P. 317.2 to 318.7	45
Curve, M.P. 327.2 to 327.5	65
Curve, M.P. 329.1 to 329.3	65
RR Crossing, M.P. 342.2 Interlocking	40
Curve, M.P. 342.5 to 342.7	40
5 Curves, M.P. 344.2 to 345.4	20
RR Crossings, and Track M.P. 345.4 to 346.8 Interlocking	10
3 Curves, M.P. 346.8 to 347.9	40
RR Crossings, M.P. 348.5 to 348.9 Interlocking	25
RR Crossings, M.P. 353.8 Interlocking	25
Curve, M.P. 389.3 to 389.7	55

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Cleburne and Gainesville, except sidings Saginaw, North Fort Worth, Polks and Birds, 30 MPH; other main track switches except those listed below, 10 MPH. Switches at each end of sidings east end tail track east end of yard, Cleburne, to Gainesville are interlocked.

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Gainesville	I	West end Long track	10
Dalton Jct.	I	Both ends pocket track	30
	I	Dallas District Junction	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	10
	I	Dublin Dist. Junction	10
Cleburne	I	East end tail track east end of yard	30

### (D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named, except Fort Worth, 40 MPH continuous M.P. 337.2 to 343.2, 20 MPH continuous M.P. 343.2 to 346.9, 40 MPH continuous M.P. 346.9 to 358.5:

	MPH
Cleburne M.P. 317.0 to 319.0	18
Crowley M.P. 331.9 to 335.8	55
Fort Worth M.P. 337.2 to 343.2	40
Fort Worth M.P. 343.2 to 346.9	20
Fort Worth-Saginaw M.P. 346.9 to 358.5	40
Sanger M.P. 391.9 to 392.5	50
Gainesville M.P. 409.5 to 412.0	30

### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 318.8	Viaduct, Boone St.
M.P. 320.9	Viaduct, highway
M.P. 339.9	Viaduct, highway
M.P. 344.1	Viaduct, S. Main St.
M.P. 344.3	Viaduct, Allen Ave.
M.P. 345.1	Viaduct, Hattie St.
M.P. 346.7	Viaduct, Weatherford-Belknap Sts.
M.P. 348.1	Viaduct, highway
M.P. 348.5	Bridge, Trinity River
M.P. 349.4	Viaduct, highway
M.P. 350.9	Viaduct, highway
M.P. 352.6	Viaduct, highway
M.P. 358.7	Viaduct, highway
M.P. 381.6	Viaduct, highway
M.P. 388.6	Viaduct, highway

### 3. TRACKS BETWEEN STATIONS

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

### TRACK SIDE WARNING DEVICE

Location	Type	Signals or indicators affected
M.P. 351.4	Dragging equipment	Rotating white light located at: M.P. 351.4 and M.P. 349.9

When DRAGGING EQUIPMENT DETECTOR indicator light is illuminated an immediate stop must be made, thorough inspection made of both sides of train or cut of cars being handled, track inspected and control station notified.

WESTWARD			TIME TABLE No. 13 August 3, 1980	EASTWARD		
↓	Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
		Feet Per Mile	Feet Per Mile			
			<b>FORT WORTH</b>			T CR
	6054	47.5	3.4	.0	346.0	
		.0	BIRDS		342.8	
			0.9	64.4	0.9	
	7218	66.0	BELT JCT.			
			7.5	58.1	8.4	B
		66.0	PRIMROSE			
			13.6	66.5		
	7187		CRESSON		22.0	B Y
		66.0	8.7	66.5		
	7382		WAPLES		30.7	
		66.0	5.8	66.0		
			GRANBURY		36.5	C
		66.0	9.9	52.8		
	7202		TOLAR		46.4	B
		58.6	8.7	66.0		
			BLUFFDALE		55.1	B
		66.0	7.4	.0		
	7203		IMMERMERE		62.5	B
		66.0	9.8	44.9		
	7213		STEPHENVILLE		72.3	CR
		66.0	13.8	66.0		
	8154		DUBLIN		86.1	C
		.0	0.1	31.6		
			T.C. Crossing		86.2	
		52.3	9.1	66.0		
	7643		PROCTOR		95.3	
		66.0	12.8	42.2		
	7391		COMANCHE		108.1	CR
		66.0	13.6	46.5		
	7206		BLANKET		121.7	B
		66.0	6.3	66.0		
	7496		DELAWARE		128.0	
		.0	7.1	63.4		
	5403		RICKER		344.4	
		.0	4.0	.0		
			<b>BROWNWOOD</b> YL		348.4	TY CR
			(141.8)			

TCS IN EFFECT: On main track and sidings between Birds and eastward controlled signal M.P. 348.1, Brownwood.

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

Controlled signal governing eastward movement from siding at east end of Blanket is located on left side of siding as viewed from eastward trains.

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

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

Average Poles Per Mile:

Ft. Worth to Brownwood 30 poles/mile

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

LOCATION	MILE POST	INDUSTRY SERVED
Fort Worth	4.7	84 Lumber Co.
De Cordova		
Spur	12.3	Texas Power & Light Co.
Stephenville	71.9	Stephenville Compress Co.
Stephenville	72.1	Texaco Oil Co. - Nix Hdwe. Co.
Stephenville	73.5	Celebrity Home Corp.
Stephenville	73.6	Cook Bros. Lbr. Co.
Stephenville	73.8	Caporal Forging, Inc.
Dublin	86.1	T.C. Interchange
Dublin	86.5	Dublin Warehouse Co.
Proctor	95.2	House Track
Comanche	108.0	Gore Bros.
Comanche	108.1	Turkey Dressing Plant
		City Warehouse & Supply
		Texas Highway Department
Comanche	109.4	Moorman Mfg. Co.
Centex	110.8	Central Texas Fertilizer Co.
Blanket	121.5	Team Track

#### TRACK SIDE WARNING 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.

# NORTHERN DIVISION

# DUBLIN DISTRICT 7

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

Between:

M.P. 0.0 and M.P. 1.7	20 MPH
M.P. 1.7 and M.P. 5.1	40 MPH
M.P. 5.1 and Brownwood	49 MPH*

\*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 5,000 tons ..... 45 MPH

### (B) SPEED REGULATIONS - CURVES, BRIDGES & RR CROSSINGS

Location	MPH
2 Curves, M.P. 0.0 to 0.9	10
3 Curves, M.P. 5.5 to 6.6	45
Curve, M.P. 21.3 to 21.7	45
8 Curves, M.P. 25.0 to 28.5	40
3 Curves, M.P. 29.4 to 30.0	30
Curve, M.P. 34.7 to 35.1	40
2 Curves, M.P. 39.0 to 39.5	30
4 Curves, M.P. 39.7 to 41.0	40
5 Curves, M.P. 41.0 to 43.4	30
2 Curves, M.P. 43.5 to 44.1	45
Curve, M.P. 45.6 to 45.8	40
Curve, M.P. 48.3 to 48.6	40
6 Curves, M.P. 48.9 to 50.5	30
Curve, M.P. 52.3 to 52.9	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	40
6 Curves and South Paluxy Creek Bridge, M.P. 55.3 to 57.4	40
10 Curves, M.P. 60.3 to 66.2	40
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9	30
Curve, M.P. 72.4 to 72.6	30
Curve, M.P. 73.4 to 73.6	45
Curve, M.P. 75.1 to 75.3	45
4 Curves, M.P. 75.6 to 76.8	40
Curve, M.P. 79.1 to 79.4	45
17 Curves, M.P. 79.6 to 85.5	40
2 Curves, M.P. 85.7 to 86.2	35
RR Crossing, M.P. 86.2 Auto. Interlocking	30
Curve, M.P. 86.7 to 86.9	45
7 Curves, M.P. 89.0 to 91.8	40
8 Curves, M.P. 95.9 to 98.4	35
3 Curves, M.P. 98.6 to 99.8	40
Curve, M.P. 100.3 to 100.4	45
4 Curves, M.P. 101.1 to 102.4	40
9 Curves, M.P. 111.1 to 114.0	40
4 Curves, M.P. 114.1 to 115.1	40
Curve, M.P. 118.1 to 118.4	45
13 Curves, M.P. 122.0 to 126.9	40
Curve, M.P. 134.5 to 134.6	40
2 Curves, M.P. 345.7 to 346.2	40
2 Curves, M.P. 347.7 to 348.2	30

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end sidings between Birds and Brownwood, except sidings Birds and Cresson, 30 MPH; other main track switches, except those listed below, 10 MPH. Switches at each end of sidings Birds to Brownwood are interlocked.

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Birds	I	Both ends siding	10
	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

### (D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Brownwood	M.P. 347.9 to 349.4	18 MPH
Comanche	M.P. 107.2 to 109.3	20 MPH
Dublin	M.P. 85.0 to 86.8	30 MPH
Granbury	M.P. 36.0 to 37.3	30 MPH

### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 3.0	Viaduct, highway
M.P. 53.6	Bridge, Paluxy Creek
M.P. 56.4	Bridge, South Paluxy Creek
M.P. 70.5	Viaduct, highway
M.P. 71.3	Bridge, Bosque River
M.P. 73.4	Viaduct, highway
M.P. 98.0	Bridge, Leon River
M.P. 106.9	Viaduct, highway
M.P. 344.9	Viaduct, highway

### 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

WESTWARD			TIME TABLE No. 13 August 3, 1980	EASTWARD		
↓	Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways
		Feet Per Mile	Feet Per Mile			
			<b>STATIONS</b>			
	8179		DALTON JCT. 6.5	52.8	111.2	
		42.2	DENTON 2.3	42.2	104.7	CR
	3878	10.6	MINCHIN 27.1	52.8	102.4	B
	3522	52.8	COWLEY 5.0	66.0	75.3	B
		52.8	RICHARDSON 0.2	.0	70.3	
		15.8	S. P. Crossing 6.4	52.8	70.1	
		63.4	WHITE ROCK YL 1.1	10.4	63.7	
	5426	31.7	ZACHA JCT. 2.3	40.1	62.6	BR
		.0	REINHARDT 6.6	53.8	60.3	
		52.8	M. P. Crossing 0.4	.0	53.7	
		.0	S. P. Crossing 0.1	10.5	53.3	
		.0	<b>DALLAS</b> YL	38.0	53.2	T CR
		.0	S. P. Crossing 0.6	63.3	52.5	
		.0	St. L. S. W. Crossing 0.1	22.2	51.9	
		.0	SANTA FE JCT. 0.1	22.2	51.8	Y
		.0	M-K-T Crossing 0.1	.0	51.7	
		23.0	TERMINAL JCT. 2.0	.0	51.6	Y
	2010	37.0	OAK CLIFF 3.9	.0	49.6	
	1866	67.0	HALE YL 5.6	70.2	45.7	
	1901	66.0	DUNCANVILLE YL 5.5	68.6	40.1	
	973	77.6	CEDAR HILL 7.3	71.0	34.6	
		67.5	S. P. Crossing 0.4	.0	27.3	
	2528	49.6	MIDLOTHIAN YL 3.2	52.8	26.9	CR
	7810	46.9	WARD SPUR YL 4.1	16.1	23.7	
	1880	32.0	VENUS 6.9	71.2	19.6	
	1819	76.5	ALVARADO 1.3	67.5	12.7	B
		26.4	M-K-T Crossing 11.4	66.0	11.4	
		74.4	<b>CLEBURNE</b> YL		0.0	TY CR
			(111.2)			

TCS IN EFFECT: On main track between east end siding Hale and westward controlled signal at Southern Pacific crossing, M.P. 52.5; on main track between eastward controlled signals, M.P. 53.7, and Zacha Jct. and on siding Zacha Jct.

At Dallas, TCS in effect on Southern Pacific main track between M.P. 51.7 and 52.7.

Signals on the industrial lead and connecting tracks between the Southern Pacific connection at Santa Fe Jct. and west end Dallas yard at Good-Latimer Expressway, M.P. 52.6,

govern movements over interlocked switches only. Movements on the industrial lead are governed by Rule 127.

Trains must get clearance card before leaving Dallas.

All trains originating at Zacha Junction must get clearance card when going on duty.

At Cleburne, Second District time table rules will govern.

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

Average Poles Per Mile:

Cleburne to Dalton Jct. 35 poles/mile



**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

<b>Between:</b>	
Cleburne and Dallas	35 MPH
Dallas and White Rock	30 MPH
White Rock and Dalton Jct.	49 MPH*

\*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 5,000 tons . . . . . 45 MPH

**(B) SPEED RESTRICTIONS - CURVES & RR CROSSINGS**

Location	MPH
Curve, M.P. 0.0 to 0.3	10
RR Crossing, M.P. 11.4 Auto. Interlocking	20
2 Curves, M.P. 12.3 to 13.4	25
RR Crossing, M.P. 27.3 Auto. Interlocking	20
6 Curves, M.P. 48.1 to 49.8	25
RR Crossings, M.P. 51.7 to 52.5 Interlocking	30
RR Crossing, M.P. 53.3 Gate*	6
RR Crossing, M.P. 53.7 Auto. Interlocking**	30
RR Crossing, M.P. 70.1 Auto. Interlocking	20
Curve, M.P. 70.1 to 70.8	40
Curve, M.P. 110.3 to 111.2	40

\*Gate normally lined against Southern Pacific. Approach crossing prepared to stop. If crossing clear and gate properly lined, proceed without stopping at speed not exceeding 6 MPH until engine over crossing.

\*\*At Missouri Pacific Crossing, M.P. 53.7, if controlled signal governing movement over crossing is in stop position, communicate with control station. If authorized to pass stop signal, before proceeding, a member of crew must go to control box at crossing and follow instructions therein.

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 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
Hale	S	East end siding	10
Oak Cliff	S	Both ends Siding	10
Dallas	I	Terminal Junction	10
	I	Santa Fe Jct.	10
Zacha Jct.	I	Both ends siding	20
	I	Paris District Junction	30

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings in cities or towns named, except Dallas 20 MPH continuous MP 41.6 to MP 68.4, and Plano, 25 MPH continuous MP 73.5 to MP 78.6

Cleburne	M.P. 0.0 to 1.4	18 MPH
Midlothian	M.P. 26.2 to 27.7	25 MPH
Duncanville	M.P. 37.5 to 41.6	25 MPH
Dallas	M.P. 41.6 to 68.4	20 MPH
Oak Cliff	M.P. 49.6 (Ewing Ave.)	10 MPH
Richardson	M.P. 68.4 to 73.5	20 MPH
Plano	M.P. 73.5 to 78.6	25 MPH

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

M.P. 11.6	Viaduct, highway
M.P. 12.0	Viaduct, highway
M.P. 19.9	Viaduct, M.P. Ry.
M.P. 32.6	Viaduct, highway
M.P. 35.7	Viaduct, highway
M.P. 43.6	Viaduct, highway
M.P. 48.6	Viaduct, highway
M.P. 48.7	Viaduct, Zangs Blvd.
M.P. 49.5	Viaduct, Marsalis Ave.
M.P. 51.1	Bridge, Trinity River
M.P. 51.7	Signal bridge
M.P. 52.9	Viaduct, Oakland St.
M.P. 53.3	Viaduct, highway
M.P. 55.8	Viaduct, Brookside Dr.
M.P. 56.6	Viaduct, highway
M.P. 57.0	Bridge, White Rock Creek
M.P. 63.1	Viaduct, highway
M.P. 66.7	Viaduct, Skillman Road
M.P. 66.8	Viaduct, Forest Lane Road
M.P. 76.6	Viaduct, highway
M.P. 83.3	Viaduct, highway
M.P. 85.7	Viaduct, Government Road
M.P. 103.8	Viaduct, highway
M.P. 104.1	Viaduct, highway

**HALE CEMENT LINE**

M.P. 3.5	Overhead Gas Main
M.P. 3.6	Viaduct, highway
M.P. 4.6	Viaduct, highway
M.P. 4.7	Viaduct, highway
M.P. 5.5	Viaduct, highway
M.P. 7.2	Viaduct, highway

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Chaparral Steel Co. . . . .	23.2	12,200
Ward . . . . .	24.7	3,050
T.X.I. Coal Spur . . . . .	25.2	3,627
Gasco . . . . .	39.0	150
Hale Cement Line (8.9 Miles) . . . . .	45.8	
Casa Linda lead . . . . .	61.7	3,500
Casa Linda freight facilities . . . . .	61.7	2,350
Casa Linda TOFC facilities . . . . .	61.7	16,600
White Rock industrial lead . . . . .	63.7	15,000
Gaylord Container . . . . .	64.3	1,860
Jupiter Road industrial lead . . . . .	64.4	1,960
Hesse Envelope . . . . .	65.4	1,500
Dal-Gar . . . . .	66.4	2,750
Buell Lumber . . . . .	67.1	1,530
Arapaho Team Track . . . . .	70.2	600
Vent-A-Hood . . . . .	70.4	1,500
Lewisville Team Track . . . . .	90.8	500

WESTWARD			TIME TABLE No. 13 August 3, 1980	EASTWARD		
Capacity of Siding in Feet ↓	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes ↑
	STATIONS		Feet Per Mile			
			<b>BROWNWOOD</b> YL		348.4	TY CR
			9.5	64.9	348.4	
			<b>BANGS</b>		357.9	
			6.3	64.9	357.9	
			<b>OBREGON</b>		364.2	B
			5.5	20.5	364.2	
			<b>SANTA ANNA</b>		369.7	
			3.8	62.3	369.7	
			<b>SAN ANGELO JCT.</b>		373.5	Y B
			4.8	50.6	373.5	
			<b>COLEMAN</b>		378.3	CR
			12.7		378.3	
			<b>SILVER VALLEY</b>		391.0	B
			5.5	31.7	391.0	
			<b>NOVICE</b>		396.5	B
			6.4	31.7	396.5	
			<b>GOLDSBORO</b>		402.9	
			6.6	31.7	402.9	
			<b>LAWN</b>		409.5	
			5.9	12.7	409.5	
			<b>TUSCOLA</b>		415.4	B
			0.6	.0	415.4	
			<b>A. &amp; S. Crossing</b>		416.0	
			10.6	31.7	416.0	
			<b>VIEW</b>		426.6	B
			5.4	31.7	426.6	
			<b>COZART</b>		432.0	
			11.3	31.7	432.0	
			<b>TOLAND</b>		443.3	B
			11.2	31.7	443.3	
			<b>TECIFIC</b>		454.5	
			5.1	31.7	454.5	
			<b>SWEETWATER</b>		459.6	TY CR
					459.6	
			(11.2)			

**TCS IN EFFECT:** On main track between Orient Jct., on Plains Division, and M.P. 454.2, Sweetwater District, and on siding Tecific.

Trains except Missouri Pacific trains, must get clearance card before leaving Sweetwater. Missouri Pacific trains must secure Missouri Pacific clearance before leaving Sweetwater.

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

**RULE 94 IN EFFECT:** At Brownwood, between Block Signal 3481 and M.P. 349.7.

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.

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

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Sweetwater District 60 MPH\*

\*Maximum authorized speed for freight trains:

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

**(B) SPEED RESTRICTIONS - CURVES & RR CROSSING**

	MPH
Curve, M.P. 349.8 to 350.1	35
4 Curves, M.P. 350.8 to 353.2	30
Curve, M.P. 358.9 to 359.7	55
Curve, M.P. 362.3 to 362.7	50
Curve, M.P. 366.8 to 367.6	55
2 Curves, M.P. 369.4 to 370.8	30
Curve, M.P. 371.2 to 372.0	55
3 Curves, M.P. 380.2 to 381.9	45
2 Curves, M.P. 383.4 to 383.8	50
Curve, M.P. 386.3 to 386.6	40
Curve, M.P. 391.3 to 391.7	45
Curve, M.P. 395.2 to 395.7	55
2 Curves, M.P. 397.6 to 398.3	45
Curve, M.P. 399.6 to 400.1	45
2 Curves, M.P. 410.7 to 411.3	50
RR Crossing, M.P. 416.0 Manual Interlocking	55
2 Curves, M.P. 455.7 to 457.1	45
3 Curves, M.P. 458.0 to 460.6	40

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 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
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

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

Station	Type	Location	MPH
Obregon	S	Both ends siding	20
Santa Anna	S	Both ends siding	20
San Angelo Jct.	S	San Angelo District Junction	20
Coleman	S	Both ends siding	20
Silver Valley	S	Both ends siding	20
Novice	S	Both ends siding	20
Goldsboro	S	Both ends siding	20
Lawn	S	Both ends siding	20
Tuscola	S	Both ends siding	20
View	S	Both ends siding	20
Cozart	S	Both ends siding	20
Toland	S	Both ends siding	20
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	20
	I	Turn out from Main Track to west end Track 0201	20
	I	East and West legs of Wye	10
	I	Orient Jct.	10

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings in cities or towns named:

Brownwood	M.P. 347.9 to 349.4	18 MPH
Bangs	M.P. 357.1 to 358.5	40 MPH
Santa Anna	M.P. 369.0 to 370.6	30 MPH
Coleman	M.P. 378.2 to 379.6	30 MPH
Sweetwater	M.P. 1.3, Sweetwater Yard, to M.P. 641.6, Sayard Dist.	12 MPH

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

M.P. 370.7	Viaduct, highway
M.P. 375.5	Viaduct, highway
M.P. 378.0	Viaduct, highway
M.P. 417.8	Viaduct, highway
M.P. 426.5	Viaduct, highway
M.P. 449.3	Viaduct, highway
M.P. 3.0	Viaducts, highway and M.P. Ry.

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Grimes	445.8	550

WESTWARD		TIME TABLE No. 13 August 3, 1980	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	Feet Per Mile	STATIONS	Feet Per Mile		
2804		SAN ANGELO JCT. YL		.0	BY
	65.5	20.9 TALPA	60.0	20.9	
5252	65.5	16.0 BALLINGER YL	66.0	36.9	C
1585	52.8	8.7 ROWENA	26.4	45.6	
2615	52.8	8.6 MILES	51.7	54.2	
2544	52.8	8.9 HARRIET	52.8	63.1	
2623	52.8	8.4 SAN ANGELO YL	52.8	69.6	Y CR
		(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 Junction, San Angelo District, normally lined for Plains Division, Fort Stockton District.

Average Poles Per Mile:  
San Angelo Jct. to San Angelo 30 poles/mile

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Angelo District 30 MPH

(B) SPEED RESTRICTIONS - CURVES & BRIDGES

Location	MPH
Curve, M.P. 10.5 to 10.7	25
Curve and Colorado River Bridge, M.P. 37.4 to 37.7	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 10 MPH.

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named:

Ballinger	M.P. 36.4 to 37.6	18 MPH
San Angelo	M.P. 68.9 to 69.6	10 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 36.1	Viaduct, highway
M.P. 37.6	Bridge, Colorado River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Spur Track No. 2	11.3	600

**PARIS DISTRICT**

WESTWARD		TIME TABLE No. 13 August 3, 1980	EASTWARD		
Capacity of Siding in Feet	Feet Per Mile		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
		<b>PARIS</b> YL		151.1	C
		0.8	21.1	150.3	
		M. P. Crossing	62.8	138.5	
1860	52.8	11.8	52.8	133.0	
		<b>ROXTON</b>		127.6	
1655	52.8	5.5	3.7	121.6	
		<b>BEN FRANKLIN</b>		113.3	C
		5.4	52.8	104.4	
		<b>PECAN GAP</b>		104.3	
		6.0	57.0	91.1	
1440	52.8	8.3	3.7	91.0	CR
		<b>LADONIA</b>		84.3	
1628	52.8	8.3	52.8	75.8	
		<b>WOLFE CITY</b> YL		71.6	
		8.9	52.8	66.8	
		M-K-T Crossing	.0	66.4	CR
1706	.0	0.1	53.3	62.6	BR
		<b>CELESTE</b>			
		13.2			
		L. & A. Jct.			
		0.1			
1770	.0	<b>FARMERSVILLE</b> YL			
		6.7			
1942	52.8	<b>COPEVILLE</b>			
		8.5			
1889	53.4	<b>WYLIE</b>			
		4.2			
1944	52.8	<b>SACHSE</b>			
		4.8			
		M-K-T Crossing			
		0.4			
		<b>GARLAND</b> YL			
		3.8			
5426	48.5	<b>ZACHA JCT.</b>			
		(88.5)			

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Between:

Zacha Jct. and Farmersville	30 MPH
Farmersville and Paris	20 MPH

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

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 10 MPH.

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

**(D) SPEED RESTRICTIONS - STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings in cities or towns named:

Wolfe City	M.P. 113.4 to 113.6	10 MPH
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**(E) SPEED RESTRICTIONS - RAILROAD CROSSINGS AT GRADE**

Station	M.P.	Type	MPH
*Garland	66.8	Automatic Interlocking	20
Celeste	104.4	Automatic Interlocking	20
*Paris	150.3	Railroad Crossing, M.P. Ry., Stop, Rule 98(B)	6

\*Speed applies only to head end of train.

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

M.P. 62.8	Viaduct, highway
M.P. 83.8	Viaduct, highway

**3. TRACKS BETWEEN STATIONS**

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

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

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

Average Poles Per Mile:

Paris to Zacha Jct. 35 poles/mile



4. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand-operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine. Not applicable Hale to Santa Fe Jct., Dallas District: M.P. 346.8 to Saginaw, Second District.

**5. MAXIMUM SPEED OF ENGINES**

	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-799 5940-5948	90*	45
1153-1160, 1215-1260 1416-1441, 1500-1536 2326-2390	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

\*Engines without cars must not exceed 70 MPH.

**6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.**

	Maximum Depth Above Top of Rail Inches	Maximum Speed MPH
All Classes	4	5

7. Derricks, cranes, pile drivers, spreaders and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derricks MPH	File Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines including File Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second and Sweetwater	40	45	30
Other Districts	20	20	20

Locomotive crane AT 199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in train immediately ahead of caboose at speed not exceeding 50 MPH.

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

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

- Second District:
  - Cleburne, M.P. 314.9 (Southern Division) to 317.3
- Dallas District:
  - Cleburne, M.P. 0.0 to 1.6
  - Ward Spur - Midlothian, inclusive, M.P. 22.0 to 27.6
  - Duncanville - Hale, inclusive, M.P. 39.5 to 45.8
  - Dallas, M.P. 52.5 to 53.7
  - Zacha Jct. - White Rock, inclusive, M.P. 62.0 to 66.8
- Sweetwater District:
  - Brownwood, M.P. 349.7 to 351.4
  - Sweetwater, M.P. 636.3 to 642.3 (Sayard District)

- San Angelo District:
  - San Angelo Jct., M.P. 0.0 to 2.0
  - Ballinger, M.P. 35.4 to 37.8
  - San Angelo, M.P. 67.0 to San Angelo

- Paris District:
  - Garland, M.P. 62.6 to 67.7
  - Farmersville, M.P. 90.0 to 92.1
  - Wolfe City, M.P. 112.3 to 114.1
  - Paris, M.P. 149.6 to Paris

- Cresson District:
  - Cleburne, M.P. 0.0 to 3.0
  - Cresson, M.P. 16.8 to 18.3
- Lindsay District: (Entire District)

**9. BULLETIN BOOKS ARE LOCATED:**

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

**10. STANDARD CLOCKS ARE LOCATED:**

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

**11. JOINT TRACK FACILITIES:**

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

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

**12. RULE 105(A)—HOT BOX DETECTORS**

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

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

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

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

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

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

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

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

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

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

DRAGGING EQUIPMENT DETECTORS

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

SPEED TABLE — FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100.0	58	62.1	1 40	36.0
37	97.3	59	61.0	1 42	35.3
38	94.7	1	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	5	12.0
56	64.2	1 36	37.5	6	10.0
57	63.2	1 38	36.8	12	5.0

R. W. WELLS, General Watch Inspector ..... Topeka, Kansas

SURGEONS OF THE SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION

DR. D. J. LYNCH, Medical Director ..... Temple

LOCAL SURGEONS

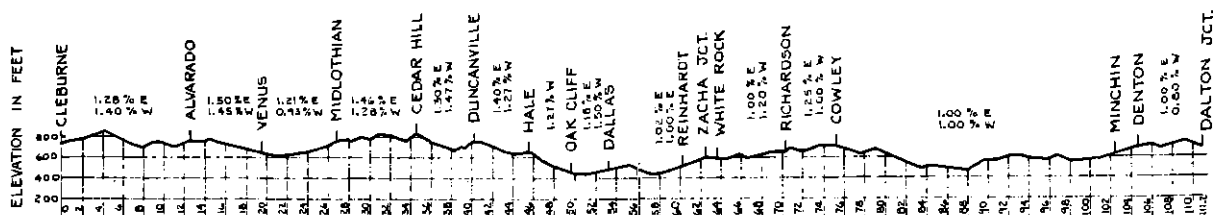
DR. R. H. TULL	Abilene
DR. J. C. SNOW	Abilene
DR. OLLIE MCBRIDE	Ada
DR. J. M. GORDON	Ardmore
DR. THORNTON KELL	Ardmore
DR. ROGER REID	Ardmore
DR. TOM C. SPARKS	Ardmore
DR. F. D. MANNERBERG	Ardmore
DR. CLIFFORD LORRENTZEN	Ardmore
DR. W. S. GAUTHIER	Ardmore
DR. JOHN H. VEAZEY	Ardmore
DR. J. R. ADAIR	Ardmore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

DR. ALLAN J. SPENCE	Brownwood
DR. W. S. WISE	Brownwood
DR. L. W. LANG	Brownwood
DR. JAMES B. HAYES	Brownwood
DR. S. G. JOHNSON	Cleburne
DR. J. A. JOHNSON	Cleburne
DR. W. C. BOSWORTH	Cleburne
DR. C. D. HAMILTON, JR.	Cleburne
DR. J. S. RICE	Cleburne
DR. MORRIS D. MANN	Coleman
DR. W. D. BLACKWOOD	Comanche
DR. SIDNEY GALT	Dallas
DR. O. J. WADDELL	Dallas
DR. E. R. RICHARDSON	Dallas
DR. FRANK O. SEAY	Dallas
DR. C. M. PRESTON	Dallas
DR. D. STREATOR	Dallas
DR. DALE BURSTEIN	Dallas
DR. MICHAEL A. MESCHKE	Dallas
DR. DON BLANTON	Dallas
DR. L. GENEDER	Dallas
DR. J. WALTER LANIUS	Dallas
DR. ROBERT HENDERSON	Dallas
DR. FRANK G. GARFIAS	Dallas
DR. W. A. DOWNS	Dallas
DR. J. WILLIAM JONES	Dallas
DR. E. M. EGGENBERG	Davis
DR. H. M. BURGESS	Denton
DR. W. S. MILLER, JR.	Denton
DR. CONRAD KINARD	Denton
DR. JAMES D. THOMAS	Denton
DR. J. H. JONES	Denton
DR. HAL V. NORGAARD	Denton
DR. JOB PATE	Dublin
DR. JACK L. WEBB	Farmersville
DR. CARL M. AUSTIN	Ft. Worth
DR. E. N. WALSH (Dermatology)	Ft. Worth
DR. E. SAIKIN	Gainesville
DR. JAMES R. COLE	Gainesville
DR. DAVID C. SCHAUF	Gainesville
DR. L. R. BYRD, III	Gainesville
DR. A. E. GUTHRIE, JR.	Hurst
DR. D. E. COLE	Justin
DR. E. R. FOSTER	Justin
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DR. R. L. LAMBERT	Mesquite
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DR. JAMES H. LINDSEY	Pauls Valley
DR. R. E. SPENCE	Pauls Valley
DR. W. C. MCCURDY	Purcell
DR. J. G. ROLLINS	Purcell
DR. W. T. STONE	Purcell
DR. W. H. BRAUNS	San Angelo
DR. M. D. KNIGHT	San Angelo
DR. S. H. GAINER	San Angelo
DR. A. G. DIETRICH	San Angelo
DR. RICHARD C. STOEIBNER	San Angelo
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DR. L. C. MARTIN	Sweetwater
DR. T. M. TRIMBLE	Wylie
DR. M. E. ROBERSON	Wynnewood

EYE, EAR, NOSE AND THROAT SPECIALISTS

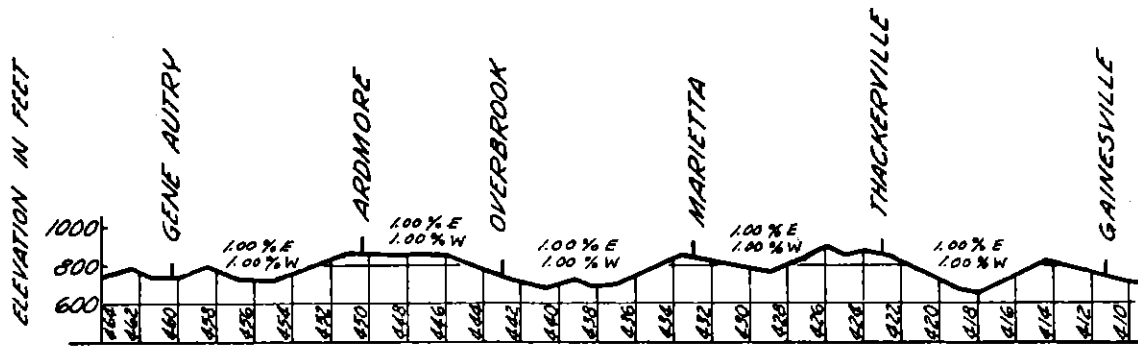
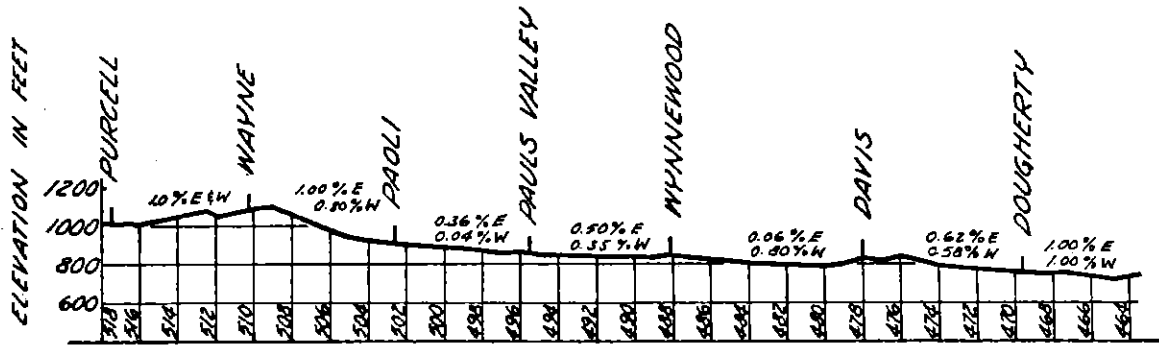
DR. VIRGINIA BOYD	Abilene
DR. W. R. MOTE	Ardmore
DR. H. B. ALLEN, JR.	Brownwood
DR. R. FRED TRIPP	Brownwood
DR. BERT C. BRYAN	Dallas
DR. WILLIAM SKOKAN	Ft. Worth
DR. LEO SCHACHAR	Gainesville
DR. CHAS. K. MILLS	Gainesville
DR. T. E. HUNT	Paris
DR. VANCE TERRELL	Stephenville

NORTHERN DIVISION DALLAS DISTRICT

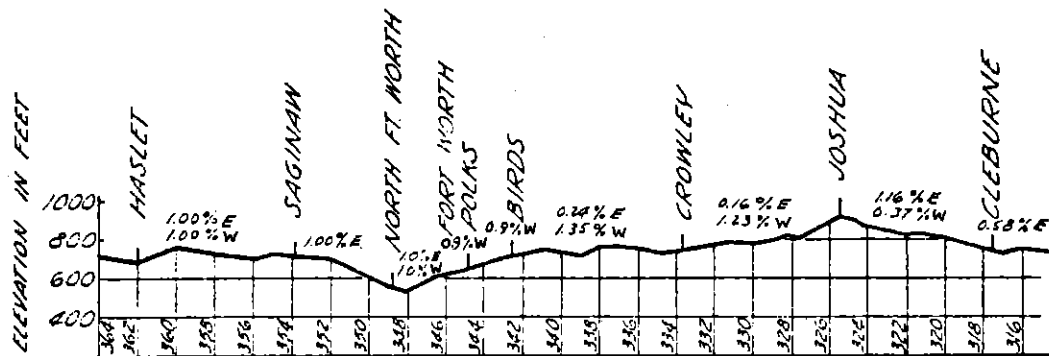




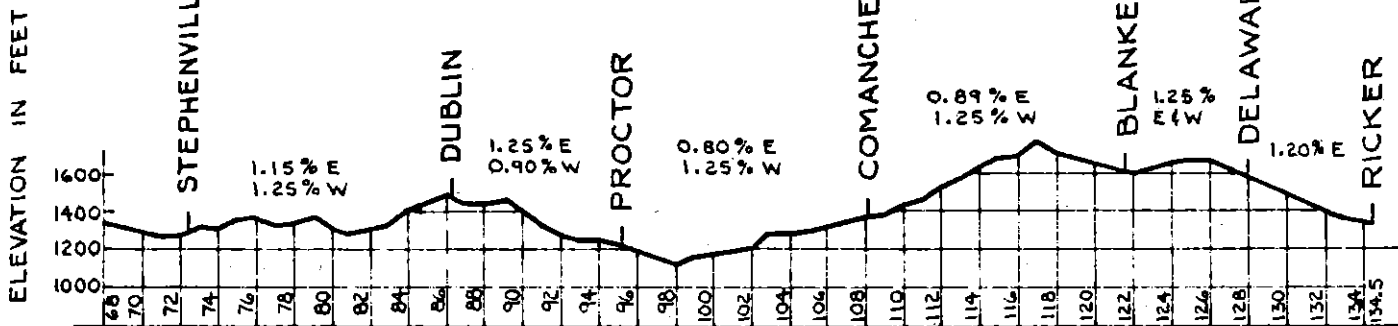
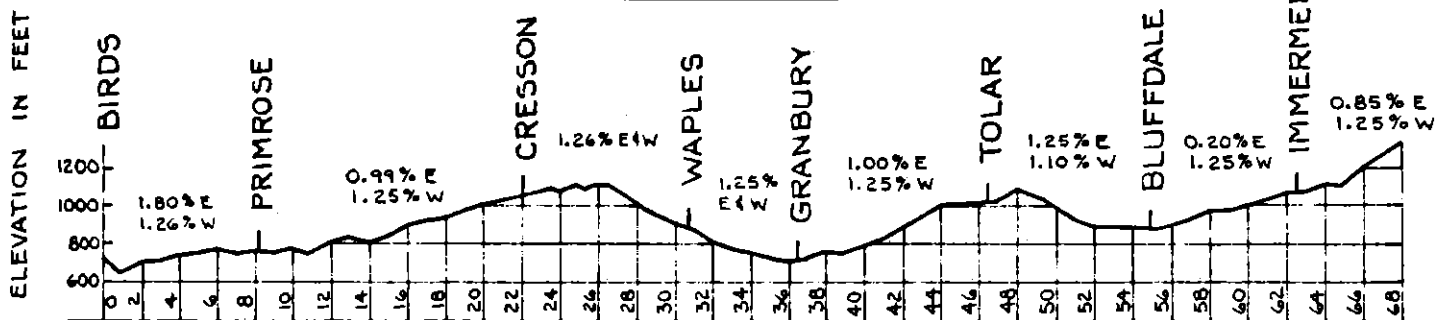
PURCELL TO GAINESVILLE  
FIRST DISTRICT



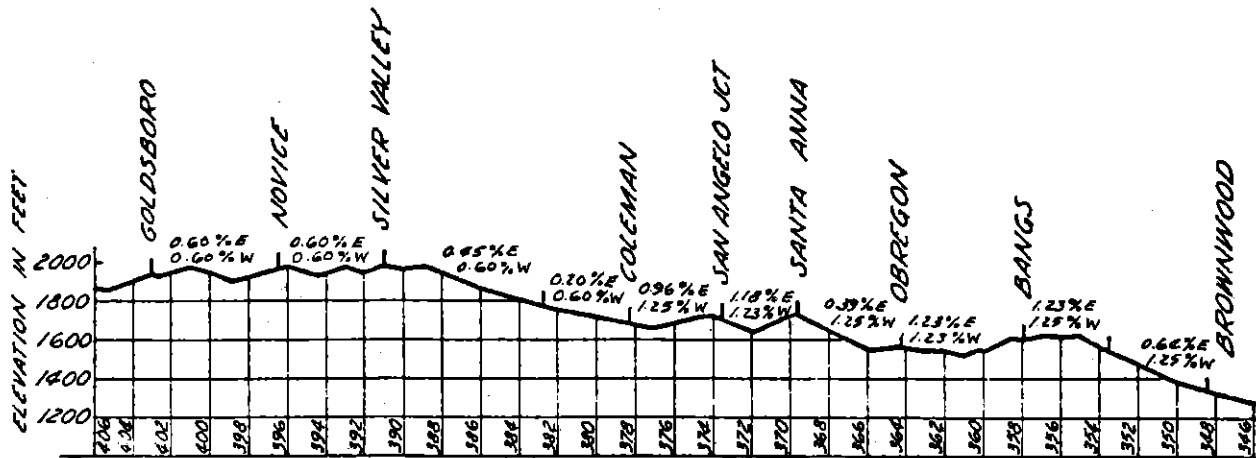
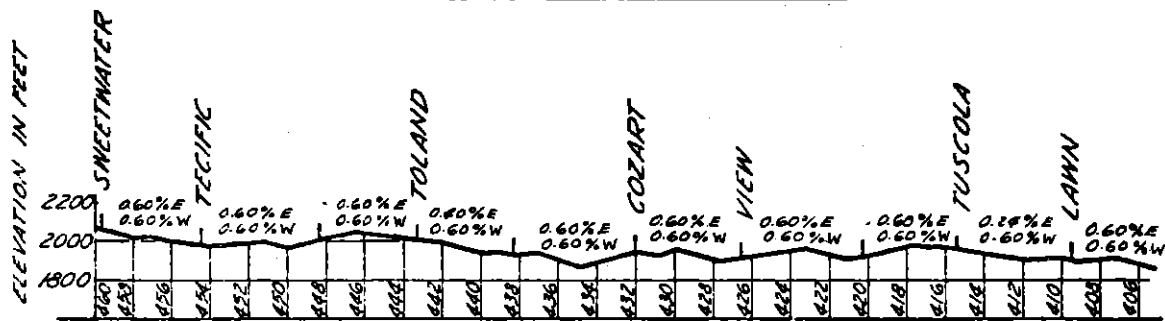
GAINESVILLE TO CLEBURNE  
SECOND DISTRICT



BIRDS TO RICKER  
DUBLIN DISTRICT

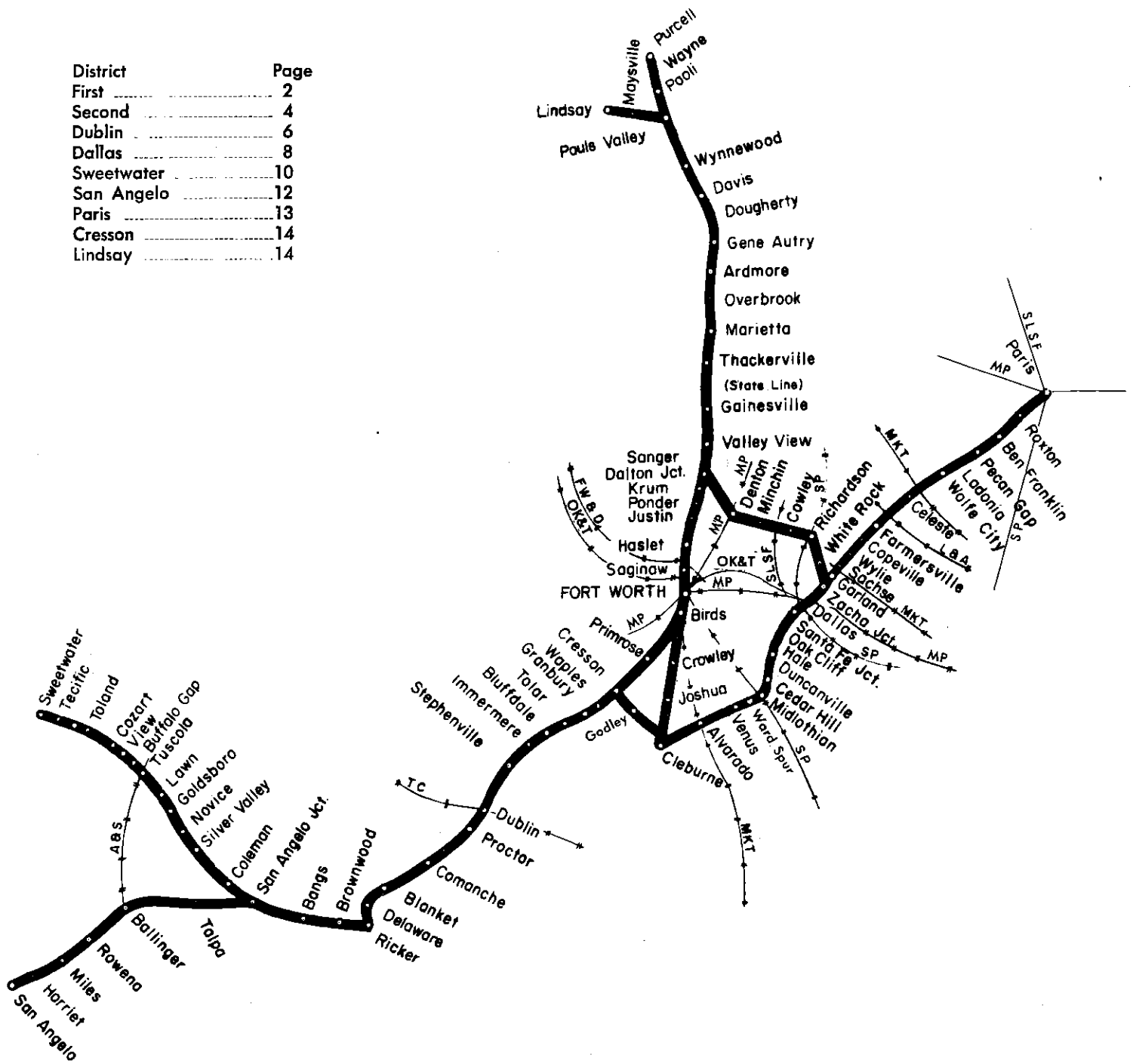


SWEETWATER TO BROWNWOOD  
SWEETWATER DISTRICT





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## NORTHERN DIVISION