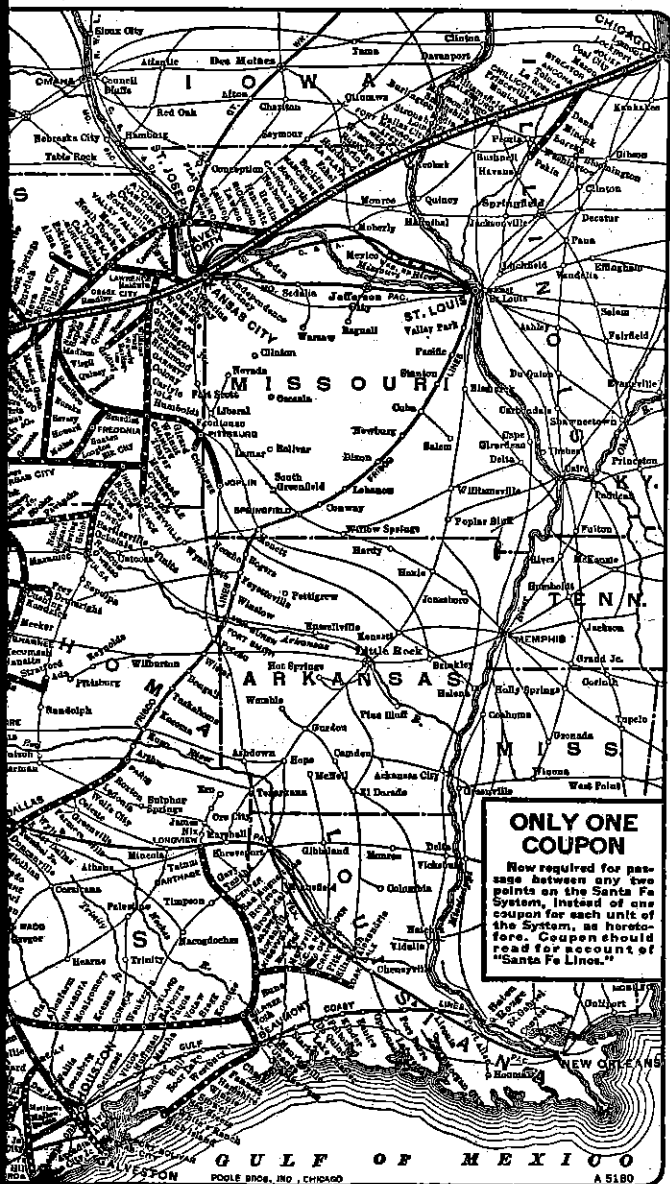


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tion or practice.



**Gulf, Colorado and Santa Fe
Railway Company
NORTHERN DIVISION
EMPLOYEES'
TIME TABLE No.**

148

IN EFFECT

Sunday, March 25, 1945

**At 12:01 A. M.
Central Standard Time**

**Superseding Time Table No. 147, Dated April 18,
1943, and Any Supplements Thereto.**

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

**R. B. BALL,
Vice-President and
General Manager,
Galveston, Texas**

**J. P. COWLEY,
Assistant
General Manager,
Galveston, Texas**

**H. C. WILLIS
Superintendent,
Ft. Worth, Texas**

Northern Division—First District

SOUTHWARD			Capacity of Stings	Euling Grade Ascending	TIME TABLE No. 148 March 25, 1945
First Class					
5	27	15	Cars	Ft. Per Mile	STATIONS
The Ranger	The Antelope	Texas Express			
Leave Daily	Leave Daily	Leave Daily			
PM 6.15	AM 8.55	AM 1.50	Yard	.0	PURCELL 0.5
6.25	9.05	2.00		52.8	HEALY 6.8
6.35	9.14	f 2.11	92	42.2	WAYNE 7.6
6.45	9.23	f 2.23	58	2.1	PAOLI 0.6
6.53	9.31	2.33		.0	LINDSAY JCT. 0.5
s 6.56	s 9.35	s 2.36	41	.0	PAULS VALLEY 0.3
6.57	9.36	2.37		.0	SHAWNEE JCT. 1.0
6.59	9.38	2.39	68	.0	GULF JCT. 6.2
7.06	9.46	s 2.49	166	18.4	WYNNEWOOD 5.5
7.12	9.52	2.57	127	.0	MONS 4.5
7.18	s 9.59	s 3.04	84	42.2	DAVIS 4.7
7.25 ²⁸	10.05	3.13 ¹⁶	113	31.6	RAYFORD 3.7
7.30	10.09	s 3.20	122	13.2	DOUGHERTY 2.5
7.34	10.12	3.24	76	17.9	ARBUCKLE 6.8
7.46	10.27 ⁶	f 3.38	90	52.8	GENE AUTRY 4.5
7.52	10.33	3.44	84	52.8	MAURICE 5.2
s 8.02	s 10.50	s 3.59	125	52.8	ARDMORE 0.6
				52.8	RINGLING JCT. 7.0
8.12	10.59	f 4.10	92	52.8	OVERBROOK 9.9
s 8.31	s 11.15	s 4.28	218	52.8	MARIETTA 5.1
8.38	11.21	4.35	80	52.8	BOMAR 5.0
8.44	11.26	4.42	125	52.8	THACKERVILLE 3.5
8.49	11.31	4.47	125	.0	RED 1.2
				52.8	State Line 3.9
8.58	11.37	4.54	125	.0	WINDSOR 3.0
9.02 PM	11.41 AM	4.59 AM	Yard		NORTH YARD
Arrive Daily	Arrive Daily	Arrive Daily			(106.1)
38.1	38.3	33.7			Average speed per hour

AUTOMATIC BLOCK SYSTEM

M. P. 411. 2 to M. P. 498.2

Northern Division—First District

3

TIME TABLE No. 148 March 25, 1945	Rating Grade Ascending	Distance from Galveston	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
					First Class		
					16	6	28
					Chicago Express	The Ranger	The Antelope
STATIONS	Ft. Per Mile	Miles			Arrive Daily	Arrive Daily	Arrive Daily
PURCELL 0.5	5.3	517.3	C		AM 4.50	PM 12.01	PM 8.50
HEALY 6.8	52.8	516.8		FWTY	4.45	11.56	8.45
WAYNE 7.8	52.8	510.0	C		f 4.26	11.35	8.24
PAOLI 6.8	19.0	502.4			f 4.12	11.25	8.12
LINDSAY JCT. 0.5	15.8	495.8			4.00	11.17	8.02
PAULS VALLEY 0.3	7.4	495.3		WY	s 3.59	s 11.16	s 8.01
SHAWNEE JCT. 1.0	7.4	495.0			3.53	11.12	7.57
GULF JCT. 6.2	26.4	494.0	C	Y	3.51	11.10	7.55
WYNNEWOOD 5.5	21.1	487.8	C		s 3.39	11.03	7.46
MONS 4.5	3.1	482.3			3.29	10.57	7.38
DAVIS 4.7	32.7	477.8	C		s 3.21	10.52	s 7.32
RAYFORD 3.7	30.0	473.1			3.13¹⁵	10.46	7.25⁵
DOUGHERTY 2.5	10.5	469.4	C	WY	s 3.04	10.42	7.20
ARBUCKLE 6.8	52.8	466.9			3.00	10.39	7.16
GENE ATRY 4.5	52.8	460.1			f 2.46	10.27²⁷	7.04
MAURICE 5.2	0.0	455.6			2.37	10.20	6.58
ARDMORE 0.8	52.8	450.4	C	FWY	s 2.28	s 10.13	s 6.51
RINGLING JCT. 7.0	52.8	449.8					
OVERBROOK 9.9	52.8	442.8			f 2.05	10.01	6.37
MARIETTA 5.1	52.8	432.9	C	W	s 1.51	s 9.50	s 6.25
BOMAR 5.0	39.0	427.8			1.39	9.39	6.15
THACKERVILLE 3.5	52.8	422.8			1.32	9.34	6.09
RED 1.2	24.8	419.3			1.26	9.29	6.04
State Line	.0	418.1					
WINDSOR 3.0	52.8	414.2			1.19	9.22	5.57
NORTH YARD		411.2	C	FWT	1.15 AM	9.18 AM	5.53 PM
(106.1)					Leave Daily	Leave Daily	Leave Daily
Average speed per hour					29.6	39.0	35.9

All trains must obtain Clearance Card at Purcell and North Yard.

First Class trains must register at Gulf Jet. and North Yard by Form 903.

Trains and engines will be governed by Time Table, Rules and Regulations of A. T. & S. F. Ry., Oklahoma Div., while occupying tracks in Purcell Terminal.

Trains have no time table superiority between Lindsay Jct. and Shawnee Jct., and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between north switch passenger main track and Stop and Proceed Signal No. 4491, south of south leg of wye, Ardmore, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Nos. 15 and 16 will stop on flag at Crusher.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity
Crusher.....	465.5	94
Carter.....	466.2	33
Grice Spur.....	498.4	5

Northern Division—Second District

SOUTHWARD					Capacity of Sidings	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945
First Class							
77	65	5	27	15			
The Angelo	Texas Express	The Ranger	The Antelope	Texas Express			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Cars	Ft. Per Mile	STATIONS
		PM 9.04	AM 11.43	AM 5.01	Yard	.0	NORTH YARD
						.0	0.1 M-K-T Crossing
		s 9.06	s 11.48	s 5.07	68	52.8	0.6 GAINESVILLE
		9.11	11.54	5.12	92	48.4	4.0 FAIR PLAINS
		9.17	12.01	f 5.20	92	52.8	5.0 VALLEY VIEW
		9.26	12.11	f 5.33	93	52.8	5.6 SANGER
		9.35	12.22	f 5.46	90	52.8	8.6 KRUM
		9.42	12.29	f 5.56	92	52.8	6.3 PONDER
		9.50	12.37	f 6.06	91	52.8	8.7 JUSTIN
		9.59	12.47	f 6.19	92	52.8	8.6 HASLET
		10.07	12.56	f 6.32	116	52.8	8.1 F.W. & D. C. Crossing SAGINAW
		10.14	1.05	6.40	100	.0	5.1 C. R. I. & P. Crossing
PM 11.25	AM 7.10	10.25 ¹⁶ 10.50	1.15 2.00 ²⁸	6.50 ⁶ 8.00	Yard	52.8	F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH
	7.12 AM					21.1	2.6 FORT WORTH
						31.6	0.3 T. & N. O. Crossing
						31.6	T. & P. Crossing T. & P. JCT.
						47.5	0.1 T. & P. Crossing
						47.5	0.1 T. & N. O. Crossing T. & P. Crossing
11.28		10.53	2.03	8.03	51	36.9	0.6 POLKS
11.35 PM		11.00	2.12 PM	8.10	130	71.2	2.3 T. & N. O. Crossing BIRDS
				f 8.13		47.5	0.6 St.L.S.F. & T. Crossing
		11.06		8.17	80	34.3	1.2 SEMINARY HILL
		11.10		f 8.22	125	28.5	3.7 MOSELLE
		11.14		8.26	80	64.9	3.6 CROWLEY
		11.20		f 8.33	92	.0	3.0 KEELER
		11.23		8.37	81	19.5	5.4 JOSHUA
		11.27		8.41		.0	2.9 REPUBLIC
		11.30 PM		8.45 AM	Yard	.0	3.0 WEATHERFORD JCT.
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			CLEBURNE
20.4		46.5	39.5	38.6			(93.0)
							Average speed per hour

Trains 27 and 77 must obtain Northern Division Clearance Card at Fort Worth.

AUTOMATIC BLOCK SYSTEM

M. P. 317.0 to M. P. 317.3
M. P. 317.7 to M. P. 344.4
M. P. 346.3 to M. P. 411.2

Northern Division—Second District

TIME TABLE No. 148 March 25, 1946	Rating Grade Ascending	Distance from Galveston	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD				
					First Class				
					16	28	6	66	78
					Chicago Express	The Antelope	The Ranger	Chicago Express	The Angelo
STATIONS	Ft. Per Mile	Miles			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
NORTH YARD		411.2	C	FWT	AM 1.13	PM 5.51	AM 9.16		
0.1 M-K-T Crossing	34.3	411.1							
0.6 GAINESVILLE	34.3	410.5			s 1.11	s 5.49	s 9.14		
4.0 FAIR PLAINS	40.6	406.5			12.53	5.42	9.06		
5.9 VALLEY VIEW	40.6	400.6	C		f 12.45	5.36	9.00		
8.6 SANGER	52.8	392.0	C		f 12.32	5.28	8.52		
8.6 KRUM	52.8	383.4	C		f 12.19	5.19	8.43		
6.3 PONDER	52.8	377.1			f 12.09 AM	5.13	8.37		
0.7 JUSTIN	52.8	370.4	C	W	f 11.59	5.06	8.31		
8.6 HASLET	52.8	361.8			f 11.49	4.58	8.23		
8.1 F.W. & D. C. Crossing SAGINAW	52.8	353.7	C		f 11.38	4.50	8.15		
5.1 C. R. I. & P. Crossing	52.8								
2.6 F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH	52.8	348.6			11.30	4.44	8.09		
FORT WORTH		346.0	C	FWT	11.20 ⁵ 7.10	4.35 2.00 ²⁷	8.00 ¹⁵ 6.20	PM 10.20	AM 6.10
0.3 T. & N. O. Crossing T. & P. Crossing T. & P. JCT.	.0	345.7						10.18 PM	
0.1 T. & P. Crossing	.0	345.6							
0.1 T. & N. O. Crossing T. & P. Crossing	.0	345.5							
0.6 POLKS	.0	344.9			7.05	1.57	6.17		6.07
2.3 T. & N. O. Crossing	.0	342.6			6.57	1.49 PM	6.09		5.57 AM
0.6 St. L. S. F. & T. Crossing	.0	342.0							
1.2 SEMINARY HILL	.0	340.8			f 6.52		6.04		
3.7 MOSELLE	12.7	337.1			6.47		5.59		
3.6 CROWLEY	12.1	333.5			f 6.42		5.54		
3.0 KEELER	8.2	330.5			6.38		5.50		
5.4 JOSHUA	31.6	325.1	C		f 6.32		5.42		
2.9 REPUBLIC	61.0	322.2			6.28		5.38		
3.9 WEATHERFORD JCT.	38.5	318.3			6.23		5.33		
1.0 CLEBURNE	30.6	317.3	C	FW TY	6.20 PM		5.30 AM		
(93.0)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour					34.5	47.3	44.7		15.7

**FOR INFORMATION ONLY, AND NOT TO
BE USED FOR TRAIN MOVEMENT**

Trains 65 and 66 operate via T. & P.
Railway between T. & P. Jct., (Ft. Worth)
and Dallas on following schedules:

65	STATIONS	66
Leave Daily		Arrive Daily
AM 7.10	FORT WORTH	PM 10.20
7.12	0.1 T. & P. JCT.	10.18
7.55 AM	30.9 DALLAS	9.30 PM
Arrive Daily	(31.0)	Leave Daily

All trains must obtain Clearance Card at Cleburne and North Yard.

No. 28 must obtain Clearance Card at Fort Worth.

First class trains must register at North Yard by Form 903.

Trains have no time table superiority between Stop and Proceed Signal No. 3461 just north of Third street and T. & P. Jct., Fort Worth, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between Weatherford Jct. and south end of Bridge 316-C, south of south wye switch, Cleburne, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Southern Division, Dublin District, trains will use Northern Division tracks between Dublin District connection, at south end of Birds, and Fort Worth, and will display signals as authorized to and from Birds on Dublin District. Movements to be governed by signal indication.

Southward trains desiring to use siding at Birds will sound siding whistle signal immediately after passing Polks tower.

Trains 65 and 66 using T. & P. Railway between Dallas and T. & P. Jct. will be governed by Time Table, Rules and Regulations of the T. & P. Railway Company.

Northern Division—Pauls Valley District

SOUTHWARD				Capacity of Sidings	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Distance from Newkirk	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
Second Class	First Class	First Class	Second Class									
85	305	306	86									
Mixed	Motor	Motor	Mixed									
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.									
	PM 12.20	AM 9.10										
	s 12.25	AM 9.02										
	f 12.28	f 8.59										
	f 12.32	f 8.56										
	f 12.43	f 8.44										
	s 12.52	s 8.35										
	s 1.00	s 8.27										
	f 1.10	f 8.16										
	s 1.21	s 8.05										
PM 9.30	s 1.35	s 7.54	PM 4.20									
9.42	f 1.45	f 7.42	4.09									
9.47	f 1.49	f 7.37	4.05									
9.54	f 1.55	f 7.31	4.00									
10.00	2.01	7.25	3.55									
	2.05	7.22										
10.05 PM	2.08 PM	7.20 AM	3.50 PM									
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.									
25.7	29.5	28.5	30.0									

All trains must obtain Clearance Card at South Shawnee.

All Northward trains except No. 306 must obtain Clearance Card at Gulf Jct.

Trains have no time table superiority between Lindsay Jct., and Shawnee Jct., on First District, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between south switch of siding and north switch of storage track near MP 169, Byars, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains and engines will be governed by Time Table, Rules and Regulations of the A. T. & S. F. Ry., Oklahoma Division, while occupying tracks in Shawnee Terminal, and between Shawnee and South Shawnee.

No switch lights on Pauls Valley District.

AUTOMATIC BLOCK SYSTEM

M. P. 183.7

Northern Division—Lindsay District

7

SOUTHWARD				NORTHWARD								
Second Class	First Class		Capacity of Sidings	Distance from Pauls Valley	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	First Class		Second Class
301										305	306			302
Mixed			Motor							Motor		
Leave Mon., Wed., Fri.			Leave Daily Ex. Sun.	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile		Arrive Daily Ex. Sun.	Arrive Tues., Thur., Sat.	
PM 12.40			PM 2.12	41	.0	3.8	PAULS VALLEY	.0	W Y	AM 7.15	PM 1.45	
12.44			2.13		0.5	31.6	LINDSAY JCT.	31.6		7.14	1.37	
f 1.05			f 2.25	15	5.9	31.6	WHITE BEAD	31.6		f 7.01	f 1.20	
s 1.30			s 2.40	34	12.6	10.6	MAYSVILLE	.0	C	s 6.47	s 12.55	
f 1.50			f 2.54	15	18.8	10.6	NEILL	5.3		f 6.33	f 12.35	
2.25 PM			3.10 PM	Yard	23.9		LINDSAY		C W F Y	6.20 AM	12.15 PM	
Arrive Mon., Wed., Fri.			Arrive Daily Ex. Sun.				(23.9)			Leave Daily Ex. Sun.	Leave Tues., Thur., Sat.	
13.6			24.7				Average speed per hour			26.0	16.9	

All trains must obtain Clearance Card at Lindsay.

No switch lights on Lindsay District.

Trains have no time table superiority between Lindsay Jct., and Shawnee Jct., on First District, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

AUTOMATIC BLOCK SYSTEM

M. P. 0.0

Ada District

NORTHWARD				SOUTHWARD							
Second Class	Second Class		Capacity of Sidings	Distance from Byars	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	Second Class	
										86	85
			Mixed							Mixed	
			Leave Daily Ex. Sun.	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile		Arrive Daily Ex. Sun.	
			PM 7.40	Yard	27.9	31.7	ADA	69.7	C W T	PM 6.10	
	f		8.30	18	15.3	31.6	VANOSS	31.6		f 5.19	
	s		8.53	33	8.6	31.6	STRATFORD	79.2	C	s 4.56	
			9.22		0.3	9.5	ADA JCT.	.0		4.27	
			9.25 PM	114			BYARS		C W	4.25 PM	
			Arrive Daily Ex. Sun.				(27.9)			Leave Daily Ex. Sun.	
			15.9				Average speed per hour			15.9	

Trains have no time table superiority on Pauls Valley District between south switch of siding and north switch of storage track near MP 169, Byars, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Ada District trains and engines will use O. C. A. & A. Ry., yard tracks at Ada between Townsend and Stockton Avenues and at point of connection within 150 feet of O. C. A. & A. Ry., main track in vicinity of American Glass Casket Company, keeping out of the way of all O. C. A. & A. Ry., trains and engines and will be governed by Time Table, Rules and Regulations of the O. C. A. & A. Ry.

O. C. A. & A. Ry., trains and engines will use Ada District main and yard tracks at point of connection between Townsend and Stockton Avenues, east of station, and Oklahoma Portland Cement Company plant at restricted speed and will be governed by G. C. & S. F. Ry., Time Table, Rules and Regulations. Ada District trains and engines must operate within the above limits at restricted speed looking out for O. C. A. & A. Ry., trains and engines.

No. 85 is superior to No. 86.

No switch lights on Ada District.

Northern Division—Dallas District

SOUTHWARD				Capacity of Sidings	Distance from Cleburne	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Office of Communication Fuel, Water, Turn Tables and Wyes	NORTHWARD					
Third Class			First Class							First Class	Third Class				
95	99	97	67							68	98	94	96		
Frisco Frt. No. 31	Frisco Frt. No. 33	Frisco Frt. No. 37	Passenger							Passenger	Frisco Frt. No. 34	Frisco Frt. No. 32	Frisco Frt. No. 30		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily		
				Yard	.0	66.0	CLEBURNE	74.4	C	F W T Y					
					11.4	67.5	11.4 M-K-T Crossing	26.4							
				39	12.7	71.2	1.3 ALVARADO	76.5							
				42	19.6	52.8	6.9 VENUS	46.9							
				56	26.9		7.3 MIDLOTHIAN	49.6	C						
					27.3	71.0	0.4 T. & N. O. Crossing	67.5							
				22	34.6	68.6	7.3 CEDAR HILL	77.6							
				42	40.1	70.2	5.5 DUNCANVILLE	66.0							
				41	45.7		5.6 HALE	67.0							
				22	49.6		3.9 OAK CLIFF	37.0							
					51.6		2.0 TERMINAL JCT.								
			AM		53.3		1.7 DALLAS		C		PM				
			8.45		51.6		1.7 TERMINAL JCT.				7.40				
					51.7	22.2	0.1 M-K-T Crossing	23.0							
AM	AM	PM			51.8	22.2	0.1 SANTA FE JCT.	.0		Y	7.33	AM	AM		
3.30	7.15	5.15	8.52		51.9		0.1 St. L.S.W. Ry. Crossing	.0				6.40	8.25		
					52.6	63.3	0.7 T. & N. O. Crossing	.0							
						38.0	0.6 EAST DALLAS	.0		C	F W T	7.26 PM	6.30 AM	8.15 AM	6.30 PM
3.40 AM	7.25 AM	5.25 PM	8.59 AM	Yard	53.2										
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(53.2)				Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	
8.4	8.4	8.4	13.1				Average speed per hour				13.1	8.4	8.4	8.4	

All trains must obtain Clearance Card at Cleburne and East Dallas.

First class trains must obtain Clearance Card at Dallas.

Trains have no time table superiority between Weatherford Jct., Second District, and south end of Bridge 316-C, south of south ywe switch, Cleburne, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between Santa Fe Jct., Dallas District, and automatic distant signal No. 542, near Carroll Avenue, south of T. & P. automatic interlocker, Paris District, East Dallas, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains and engines using Union Terminal tracks at Dallas will be governed by Time Table schedules of The Union Terminal Company, and will observe special instructions contained in such Time Table.

Double track between Santa Fe Jct., and north end of East Dallas yard at Latimer Street.

No switch lights on Dallas District.

AUTOMATIC BLOCK SYSTEM

M. P. 0.0 to M. P. 1.5 M. P. 44.1 to M. P. 51.8.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity
Maglab.....	43.4	16

Northern Division—Paris District

9

SOUTH- WARD	Capacity of Sidings	Distance from Cleburne	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTH- WARD
First Class								First Class
67								68
Passenger								Passenger
Leave Daily	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily
AM 8.59	Yard	53.2	10.5	EAST DALLAS	.0	C	FWT	PM 7.26
		53.4	.0	0.2 T. & N. O. Crossing	.0			
		53.7	53.8	0.3 T. & P. Crossing	52.8			
f 9.21	43	60.3	53.3	6.6 REINHARDT	48.5			f 7.04
s 9.31	41	66.4	.0	6.1 GARLAND	40.6	C		s 6.54
		66.8	52.8	0.4 M-K-T Crossing	51.2			
f 9.40	39	71.6	52.8	4.8 SACHSE	52.8			f 6.44
s 9.48	37	75.8	52.8	4.2 WYLIE	52.8	C	W	s 6.37
		77.2	.0	1.4 St. L. S. W. Crossing	52.8			
f 9.56		80.2	53.3	3.0 CLEAR LAKE	30.6			f 6.28
f 10.03	40	84.3	52.8	4.1 COPEVILLE	52.8			f 6.21
s 10.16	39	91.0	3.7	6.7 FARMERSVILLE	.0	C		s 6.09
		91.1	57.0	0.1 L. & A. JCT.	52.8			
f 10.28	42	96.8	52.8	5.7 L. & A. Crossing	52.8			f 5.55
s 10.44	39	104.3	14.2	7.5 MERIT	.0	C	Y	s 5.41
		104.4	52.8	0.1 M-K-T Crossing	.0			
s 11.02	40	113.3	12.6	8.9 WOLFE CITY	52.8	C	Y	s 5.23
		113.5	52.8	0.2 St. L. S. W. Crossing	52.8	C		s 5.06
s 11.19	35	121.6	52.8	8.1 LADONIA	52.8	C		s 4.53
s 11.32	58	127.6	3.7	6.0 PECAN GAP	53.0	C		s 4.41
s 11.44		133.0	52.8	5.4 HEN FRANKLEN	52.8	C		s 4.29
s 11.56	39	138.5	62.3	5.5 ROXTON	52.8			f 4.17
f 12.08	34	143.7	52.8	6.2 AMBIA	52.8			
		150.3	21.1	6.6 T. & P. Crossing	.0			
12.25 PM	Yard	151.1		PARIS		C	FWT	4.00 PM
Arrive Daily				(97.9)				Leave Daily
28.5				Average speed per hour				28.5

All trains must obtain Clearance Card at Paris and East Dallas.
Nos. 67 and 68 must register at East Dallas by Form 903:

Trains have no time table superiority between Santa Fe Jct., Dallas District, and automatic distant signal No. 542, near Carroll Avenue, south of T. & P. automatic interlocker, Paris District, East Dallas, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between Viaduct 91-C, just south of College Ave., and north yard limit board at Farmersville, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

First class trains must approach Paris passenger station at restricted speed, expecting to find tracks occupied.

No switch lights between Wolfe City and Ambia.

Northern Division—Weatherford District

SOUTHWARD		Capacity of Sidings	Distance from Cleburne	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
Cars	Miles								Ft. Per Mile	STATIONS	Ft. Per Mile	Mile Post	Car Capacity
Yard	.0	52.8	CLEBURNE 1.0	56.4	C	F W Y				
	1.0		WEATHERFORD JCT. 10.3							
19	11.3	55.4	GODLEY 8.1	34.8						
36	19.4	55.0	CRESSON 8.8	.0	C	Y				
21	28.2	52.8	PARSONS 11.6	57.0						
Yard	39.8		WEATHERFORD			T				
					(39.8)					
Average speed per hour										

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity
McFarland.....	25.6	3

All trains must obtain Clearance Card at Cleburne.

Trains have no time table superiority between Weatherford Jct., and south end of Bridge 316-C, south of south wye switch, Cleburne, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between M. P. 17, Weatherford District, and M. P. 23, Dublin District, and between M. P. 21 and M. P. 23, Dublin District, Cresson, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

No switch lights on Weatherford District.

AUTOMATIC BLOCK SYSTEM
M. P. 0.0

Ringling District

SOUTHWARD Second Class		Capacity of Sidings	Distance from Ardmore	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD Second Class	
315	311								310	314
Mixed	Mixed							Mixed	Mixed	
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
	AM 8.00	Yard	.0	52.8	ARDMORE 0.6	.0	C	PM 12.55		
	8.04		0.6	.0	RINGLING JCT. 0.8	.0		12.52		
			1.4	52.8	St. L.-S. F. Crossing 8.8	52.8				
f	8.34	41	10.2	52.8	LONE GROVE 9.7	52.8		f 12.22		
s	9.10	47	19.9	52.8	WILSON 4.9	52.8	C	s 11.46		
AM 9.26	9.26	13	24.8	52.8	COBALT JCT. 5.9	52.8		11.30	AM 10.30	
9.47 AM		28	30.8	52.8	HEALDTON 5.9	52.8	C	Y	10.10 AM	
	10.30	13	24.8	52.8	COBALT JCT. 5.2	52.8		11.30		
	10.50 AM	Yard	30.0	52.8	RINGLING	52.8	C	Y	11.10 AM	
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				(35.9)			Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	
16.8	16.9	Average speed per hour							17.1	17.7

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity
Gaspars.....	28	11
Bratcher.....	26	32
Hewitt.....	17.4	8
Prairie.....	25.7	13

All trains must obtain Clearance Card at Ardmore.

Trains have no time table superiority between north switch passenger main track and Stop and Proceed Signal No. 4491, south of south leg of wye, Ardmore, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

No. 311 is superior to No. 310.

No. 315 is superior to No. 314.

No switch lights on Ringling District.

AUTOMATIC BLOCK SYSTEM
M. P. 0.1

Northern Division

11

SOUTHWARD

Freight Train Terminals and Junctions.	321	41	37	39	325	35	51	47	301	49	61	43	91	45	59	55
	Way Freight	Fast Freight	Fast Freight	Fast Freight	Way Freight	Fast Freight	Fast Freight	Way Freight	Way Freight	Fast Freight	Fast Freight	Fast Freight	L. & A. Freight No. 53	Way Freight	Freight	Way Freight
STATIONS	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Tue., Thur., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Daily Ex. Sun.	Leave Daily	Leave Daily Ex. Sat.	Leave Mon., Wed., Fri.	Leave Tues., Thur., Sat.
PURCELL	AM 3.00	PM 2.00		AM 12.01												
SOUTH SHAWNEE			AM 11.30						AM 7.30							
GULF JCT.		2.45 PM	1.15													
PAULS VALLEY									11.30 AM							
NORTH YARD	11.00 AM		4.00 PM 4.50	3.55 4.45	AM 9.30											
FORT WORTH			7.00 7.20	7.00 7.20		PM 6.30	PM 8.50	AM 7.00								
BIRDS							9.05 PM	7.15 AM								
CLEBURNE			8.20 PM	8.20 AM	5.15 PM	7.30 PM			AM 9.15	PM 10.00	PM 10.00				PM 9.10	PM 9.10
CRESSON															10.00 PM	10.00 10.20
WEATHERFORD																
EAST DALLAS										11.55 AM	12.15 AM	12.15 AM	PM 11.45	PM 7.30		11.45 PM
L. & A. JCT.													1.50 AM			
PARIS														3.00 AM		
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Tues., Thur., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.	Arrive Monday Only	Arrive Daily Ex. Mon.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.	Arrive Tues., Thur., Sat.

NORTHWARD

Freight Train Terminals and Junctions.	38	40	42	322	326	302	48	52	44	62	50	46	92	56	60	
	Fast Freight	Fast Freight	Fast Freight	Way Freight	Way Freight	Way Freight	California Fast Freight	Fast Freight	Way Freight	Fast Freight	Fast Freight	Way Freight	L. & A. Freight No. 54	Way Freight	Freight	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.	Arrive Tues., Thur., Sat.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Mon.	Arrive Monday Only	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Wed., Fri., Sun.	Arrive Tues., Thur., Sat.	
PURCELL		PM 10.30	PM 11.55	AM 11.45												
SOUTH SHAWNEE	AM 10.00					PM 6.00										
GULF JCT.	8.15		11.00 PM													
PAULS VALLEY						3.00 PM										
NORTH YARD	4.40 3.10	3.30 1.30 PM		3.30 AM	PM 2.00											
FORT WORTH	12.40 12.10 AM	10.30 9.45					PM 5.00	AM 5.00								
BIRDS							4.45 PM	4.45 AM								
CLEBURNE	11.00 PM	8.45 AM			7.00 AM				AM 4.15	AM 4.15	PM 8.40				AM 4.25	AM 4.25
CRESSON															3.20 1.55	3.20 AM
WEATHERFORD												PM 2.30	AM 6.30		12.30 AM	
EAST DALLAS									1.15 AM	1.15 AM	6.30 PM					
L. & A. JCT.													4.15 AM			
PARIS												7.00 AM				
	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.	Leave Tues., Thur., Sat.	Leave Daily	Leave Daily	Leave Daily Ex. Mon.	Leave Monday Only	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Wed., Fri., Sun.	Leave Tues., Thur., Sat.	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

Effective on the Northern Division and superseding all General Rules inconsistent therewith

1. A copy of the book entitled "The Atchison, Topeka and Santa Fe Railway System, Rules and Regulations of the Operating Department" dated 1927, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. The first paragraph of General Rule No. 5 is abrogated. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. Unless otherwise indicated the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated. Where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

3. General Rule No. 15 is amended to provide that the restricted speed signal shall be observed for a distance of one mile after exploding unattended torpedoes.

4. The second paragraph of General Rule No. 103 (A) is abrogated.

5. First paragraph of General Rule No. 104 (A) is revised to read:

At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

6. General Rule No. 204 is amended by adding:

An additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

7. The second paragraph of General Rule No. 210 is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakemen; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

8. General Rule No. 360 is modified as follows:

Station announcements will be omitted between the hours of 10:00 p. m. and 6:00 a. m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

9. General Rule No. 632 is amended to read:

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

10. General Rules Nos. 701, 702, 703 and 704. When upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for stop indication.

11.—

12.—

13. General Rules Nos. 705 and 706. Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or enginemen from protecting their train as provided for by the rules.

14. General Rule No. 711 is amended to read:

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

15. General Rule No. 872 is amended to read:

When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

16. Except as otherwise provided, all northward trains are superior to southward trains of the same class.

17. Employes are forbidden to place their hands or feet on couplers on moving cars or engines. When necessary to adjust coupler by other means than with lifting levers, it should be done only when engines or cars are standing and not less than ten (10) feet apart.

18. All employes are hereby advised that in order to decrease the killing of stock the Company has found it necessary to extend its fences at a number of stations on the line so as to include portions of the side tracks, and that surface or pit cattle guards have been or will be placed in the main and side tracks at various stations. All employes having to do switching or other work on such tracks will take notice hereof, and from time to time advise themselves of the location of such cattle guards and use the necessary precaution to prevent being caught in same, as the Company will not be liable or responsible in damages to anyone injured by being caught in such cattle guards.

19.—

20.—

Special Rules

Northern Division 13

21. It is dangerous to have flame lights of any kind near oil tanks, oil cars, oil pipe lines, oil pumps, oil vats, or any receptacle used in handling or storing oil. Employees are particularly enjoined against having flame lights near openings where oil is exposed.

22. The presence of more than two men on the foot-board of an engine, one on each side of coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employees must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

23. SPEED RESTRICTIONS:

LOCATION	MILES PER HOUR	
	Passenger	Freight
SECOND DISTRICT		
Curve, M.P. 327.2 to 327.5	70	55
Curve, M.P. 329.1 to 329.4	70	55
Two Curves, M.P. 349.6 to 350.9	70	50
Curve, M.P. 369.2 to 369.4	70	55
Curve, M.P. 377.6 to 378.0	70	55
Curve and Track, M.P. 382.4 to 382.7	70	50
Curve, M.P. 389.3 to 389.7	60	50
Curve, M.P. 398.9 to 399.1	70	55
Curve, M.P. 402.8 to 403.1	70	55
Two Curves, M.P. 406.8 to 407.7	70	55
FIRST DISTRICT		
Six Curves, M.P. 414.6 to 417.7	70	55
Nine Curves, M.P. 417.7 to 422.3	50	40
Two Curves, M.P. 437.6 to 438.4	55	45
Twelve Curves, M.P. 453.2 to 460.0	50	40
Nine Curves, M.P. 462.8 to 466.2	35	35
Two Curves, M.P. 466.2 to 467.5	60	45
Two Curves, M.P. 471.1 to 472.5	70	55
Three Curves, M.P. 473.7 to 474.8	50	45
Three Curves, M.P. 474.6 to 476.3	70	55
Two Curves, M.P. 490.5 to 491.1	55	45
Two Curves, M.P. 496.9 to 498.2	50	45
Two Curves, M.P. 503.3 to 504.5	70	50
Five Curves, M.P. 504.5 to 506.7	50	45
Two Curves, M.P. 506.7 to 508.6	70	50
Curve, M.P. 510.9 to 511.2	70	55
Four Curves, M.P. 513.2 to 515.3	55	45
PAULS VALLEY DISTRICT		
Two Curves, M.P. 137.2 to 137.6	35	35
Three Curves, M.P. 141.5 to 143.8	45	35
Three Curves, M.P. 151.9 to 152.9	35	30
Curve, M.P. 154.5 to 154.9	45	35
Curve, M.P. 159.0 to 159.3	50	40
Two Curves, M.P. 165.9 to 166.7	40	35
Curve, M.P. 168.6 to 168.9	35	25
Curve, M.P. 176.5 to 176.8	50	35
Curve, M.P. 182.8 to 183.1	10	10
DALLAS DISTRICT		
Curve, M.P. 0.0 to 0.3	10	10
Curve, M.P. 4.6 to 5.0	40	35
Five Curves, M.P. 7.0 to 7.9	35	35
Curve, M.P. 9.9 to 10.3	40	35
Two Curves, M.P. 11.0 to 11.3	35	35
Track, M.P. 12.3 to 16.0	35	25
Four Curves, M.P. 32.3 to 33.3	35	35
Two Curves, M.P. 36.5 to 36.8	35	35
Six Curves, M.P. 41.7 to 42.9	35	35
Four Curves, M.P. 48.1 to 48.9	25	25
Two Curves, M.P. 49.8 to 49.8	40	30
Curve, M.P. 51.0 to 51.1	40	30
PARIS DISTRICT		
Track, impaired vision, M.P. 80.1 to 80.4 (Southward only)	20	20
Two Curves, M.P. 121.4 to 122.0	30	25
LINDSAY DISTRICT		
Washita River Bridge, M.P. 21.7 to 21.8, for 1480 class engine. (Engines heavier than 1480 Class) (not permitted on this bridge)	10	10

While running through the corporate limits of cities and towns named below, trains must not exceed speed shown, and the engine bell must be kept ringing within such limits:

Six (6) miles per hour—Midlothian.

Ten (10) miles per hour—Ada.

Twelve (12) miles per hour—Dallas, Sanger, Marietta.

Fifteen (15) miles per hour—Gainesville, Ardmore, Weatherford.

Eighteen (18) miles per hour—Cleburne, Fort Worth.

Speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to regain schedules, make meeting points, or secure connections, the speed may be so moderately increased above that prescribed in the schedule, but not exceeding the maximum engine speed specified in this rule, as in the judgment of the conductor and engineman in charge of the train may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

MAXIMUM ENGINE SPEED IN MILES PER HOUR (NO TOLERANCE)

FIRST, SECOND AND PAULS VALLEY DISTRICTS

CLASS OF ENGINES	SERVICE				
	Passenger		Freight and Mixed		Light
	Cleburne to Purcell	Pauls Valley to Shawnee	Cleburne to Purcell	Pauls Valley to Shawnee	
	M.P.H.	M.P.H.	M.P.H.	M.P.H.	M.P.H.
542	80	50	55	40	40
640-649-664	35	35	35	35	35
729-759-769	35	35	35	35	35
900	35	35	35	35	30
1014-1050	60	50	55	40	40
1225-1270-1290-1337-1480-1550	80	50	55	40	40
1600	35	35	35	35	30
1900-1950	45	45	40	35	35
3010-3020	55	35	35	35	30
3160	55	45	55	40	35
3400-3450-3500	80	50	55	40	40
3700-3750	70	50	50	40	40
3751-3775	80	60	50	40	40
3800-3900	50	50	45	40	35
4000	55	60	55	40	35
Gas Electric Motors M 120-150	55	50	.....	.....	50
Switch, no truck	20	20	20	20	20
All other classes	.....	.....	30	30	30
All classes, backing	20	20	20	20	20

DALLAS DISTRICT

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
542	50	35	40
640-649-664	35	35	35
729-759-769	35	35	35
900	35	35	30
1014-1050	50	35	35
1225-1270-1290-1337-1480-1550	50	35	40
1600	35	35	30
1900-1950	35	35	35
3010-3020	35	35	30
3160	40	35	35
3400-3450-3500	50	35	40
3800-3900	30	30	30
4000	40	35	35
Gas Electric Motors M 120-150	50	.....	50
Switch, no truck	20	20	20
All other classes	.....	.....	30
All classes, backing	20	20	20

PARIS DISTRICT

CLASS OF ENGINES	SERVICE				
	Passenger		Freight and Mixed		Light
	Dallas to Farmersville	Farmersville to Paris	Dallas to Farmersville	Farmersville to Paris	
	M.P.H.	M.P.H.	M.P.H.	M.P.H.	M.P.H.
All classes	55	50	35	30	25
Gas Electric Motors M 120-150	55	50	.....	.....	50
All classes, backing	15	15	15	15	15

14 Northern Division

Special Rules

23. (Cont'd).

WEATHERFORD, ADA, AND RINGLING DISTRICTS

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
All classes.....	15	20	20
All classes, backing.....	15	15	15

LINDSAY DISTRICT

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
All classes.....	35	20	20
Gas Electric Motors M 120-150.....	35	35	35
All classes, backing.....	15	15	15

Where permanent slow boards permit train speeds in excess of the maximum engine speeds prescribed in these tables, the maximum engine speeds prescribed in these tables must be observed.

Gas electric motor cars when operating through water must not exceed a speed of two miles per hour and must not be operated through water exceeding four inches over ball of rail.

Other lines' engines operating over the Northern Division will not exceed the maximum speed prescribed in these tables for engines of the same type in the same class of service.

Passenger trains will not exceed a rate of speed of twenty-five (25) miles per hour and freight trains will not exceed a rate of speed of twenty (20) miles per hour through turnouts at north and south end siding:

Rayford,	Gene Autry,	Overbrook,
Marietta, (both sidings)	Bomar,	Thackerville,
Red,	Windsor,	Justin,
Haslet,	Saginaw, (both sidings)	North Ft. Worth,
Birds,	Moselle,	Crowley,
Keeler,	Joshua,	Republic;

North end siding—Maurice, Sanger;
 South end siding—Ardmore, Fair Plains;
 North end passenger lead connection with main track—Ardmore;
 North end east siding—Polks;
 North end tail track—Cleburne;
 End double track Santa Fe Jct. and Latimer Street—Dallas.

Maximum speed of all trains entering or leaving all other turnouts and cross-overs, ten (10) miles per hour.

Trains using siding must move thereon at restricted speed.

Trains handling dead engines with side rods in position must not exceed speed of twenty (20) miles per hour.

Locomotives with side rods all removed, and all drivers on the rail may be handled at speed of fifteen (15) miles per hour. Where tire is broken, or axle is broken, necessitating the swinging of one pair of wheels, the speed must not exceed ten (10) miles per hour.

Trains handling steam derrick, steam shovel, steam ditcher, clam shell or pile driver must not exceed rate of speed of fifteen (15) miles per hour on Weatherford District, Ada District, Lindsay District and Ringling District. A rate of speed of twenty (20) miles per hour on Dallas District and Paris District. A rate of speed of twenty-four (24) miles per hour on all other districts.

24. SPEED TABLE (Miles per hour in minutes and seconds per mile):

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8		30	31	1	56	50	1	12
10	7	0	32	1	52	51	1	10
12	6	0	33	1	49	52	1	9
14	5	0	34	1	45	53	1	7
16	4	45	35	1	42	54	1	6
17		31	36	1	40	55	1	5
18		20	37	1	37	56	1	4
19		9	38	1	34	57	1	3
20		0	39	1	33	58	1	2
21		51	40	1	30	59	1	1
22		43	41	1	27	60	1	0
23		36	42	1	25	65	0	55
24		30	43	1	23	70	0	51
25		24	44	1	21	75	0	48
26		18	45	1	20	80	0	45
27		13	46	1	18	85	0	42
28		8	47	1	16	90	0	40
29		4	48	1	15	95	0	38
						100	0	36

25. LIST OF OVERHEAD AND SIDE OBSTRUCTIONS WHICH MAY BE DANGEROUS: (See General Rule No. 310).

FIRST AND SECOND DISTRICTS

BETWEEN MILE POSTS	Bridge Number	NAME
318 and 319.....	318-A	Cleburne Yard
318 and 319.....	318-C	Viaduct Boone St.
320 and 321.....	320-C	Overhead Crossing
344 and 345.....	344-OA	Viaduct Ft. Worth, S. Main St.
344 and 345.....	344-OB	Viaduct Allen Ave.
345 and 346.....	345-A	Viaduct Ft. Worth, Hattie St.
348 and 349.....	348-C	Trinity River
349 and 350.....	349-OA	Overhead Crossing
350 and 351.....	350-D	Viaduct
381 and 382.....	381-B	Overhead Crossing
418 and 419.....	418-A	Red River
450 and 451.....	450-BB	Viaduct 5th Ave., Ardmore
451 and 452.....	451-OA	Viaduct SL-SF Ry., Ardmore
464 and 465.....	464-C	First Washita River
465 and 465.7.....		Crusher Spur
465 and 466.7.....		Carter Bros. Spur
476 and 477.....	476-A	Overhead Crossing
490 and 491.....	490-B	Second Washita River

DALLAS AND PARIS DISTRICTS

BETWEEN MILE POSTS	Bridge Number	NAME
12 and 13.....	12-B	Viaduct, Highway, Alvarado
19 and 20.....	19-E	Viaduct, I-G-N Ry., Venus
32 and 33.....	32-EA	Viaduct, Highway
48 and 49.....	48-Da	Viaduct, Highway
50 and 51.....	50-Aa	Viaduct, Interurban
61 and 62.....	61-A	Trinity River
62 and 63.....	62-E	Viaduct, Merlin St.
67 and 68.....	67-A	White Rock Creek
78 and 79.....	78-D	East Fork Trinity River
91 and 92.....	91-C	Viaduct, Highway, Farmersville

PAULS VALLEY DISTRICT

BETWEEN MILE POSTS	Bridge Number	NAME
176 and 177.....	176-OA	Overhead Crossing
169 and 170.....	169-Ba	Overhead Crossing
166 and 167.....	166-A	Canadian River
164 and 165.....	164-B	Viaduct, Highway
137 and 138.....	137-Ba	Overhead Crossing
132 and 133.....		Viaduct, O. C. A. & A. Ry.
132 and 133.....		Viaduct, C. R. I. & P. Ry.

LINDSAY DISTRICT

BETWEEN MILE POSTS	Bridge Number	NAME
21 and 22.....	21-B	Washita River

26. AUTOMATIC BLOCK: On single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indications of signals in both directions have been observed.

27. INTERLOCKING PLANTS: Following railroad crossings and junctions are protected by interlocking plants:

Gulf Jct.....	M. P. 494.0
North Yard, M-K-T. crossing.....	M. P. 411.1
Saginaw, F. W. & D. C. and C. R. I. & P. crossings.....	M. P. 353.6
North Ft. Worth, F. W. Belt and St. L. S. W. crossings.....	M. P. 348.6
Fort Worth, T. & N. O. and T. & P. crossings and	
T. & P. Jct.....	M. P. 345.7
T. & P. crossing.....	M. P. 345.6
T. & N. O. and T. & P. crossings.....	M. P. 345.5
Polks, T. & N. O. crossing.....	M. P. 344.9
Birds, St. L. S. F. & T. crossing.....	M. P. 342.0
Alvarado, M-K-T. crossing.....	M. P. 11.4
Midlothian, T. & N. O. crossing.....	M. P. 27.3
Dallas, Terminal Jct.....	M. P. 51.6
M-K-T. crossing.....	M. P. 51.7
Santa Fe Jct.....	M. P. 51.8
St. L. S. W. crossing.....	M. P. 51.9
T. & N. O. crossing.....	M. P. 52.6
T. & P. crossing.....	M. P. 53.7
Garland, M-K-T. crossing.....	M. P. 66.8
Celeste, M-K-T. crossing.....	M. P. 104.4
Paris, T. & P. crossing.....	M. P. 150.3

28. RAILROAD CROSSINGS: General Rules Nos. 98(A) and 98(B). All trains and engines must stop at the following railroad crossings at grade:

East Dallas, T. & N. O. crossing.....	M. P. 53.4
St. L. S. W. crossing.....	M. P. 77.2
Farmersville, L. & A. crossing.....	M. P. 91.1
Wolfe City, St. L. S. W. crossing.....	M. P. 113.5

29. INTERLOCKING SIGNALS, BETWEEN SAGINAW AND BIRDS—SECOND DISTRICT:

Interlocking signals operated from North Fort Worth interlocking tower control all movements between north end yard tracks Fort Worth at dwarf signal located between Fourth and Fifth Streets, and southward home signal located just north of interlocking tower Saginaw. Northward train using main track Saginaw, when right or schedule will not permit it to move beyond Saginaw, and west siding is occupied, will call towerman North Fort Worth, before passing south switch of east siding. Interlocking signals operated from Polks interlocking tower control all movements between the southward signal at the north end of east siding Polks, and first northward signal at the south end of Birds. Signal indications supersede time table and train order superiority within the above limits.

Trains or engines stopped by signals will ascertain by telephone from towerman, the reason therefor, and if towerman advises no known cause and his line-up as indicated in the tower is properly set for movement and signal remains at stop, train or yardman will flag block as per General Rule No. 830(a).

Trains or engines clear of main track within above limits must not line switch for movement to main track without telephone permission of towerman located at North Fort Worth or Polks and in addition thereto, must receive a clear indicator before passing fouling point. Should the indicator remain with arm in horizontal position or light in the light indicator is extinguished, train or yardmen on receiving permission from the towerman, may proceed to main track after being protected as prescribed by General Rule No. 831(a). Train and yardmen doing switching within these limits will keep towerman at North Fort Worth or Polks advised of movements to be made.

Telephones are located:

South end siding switch, middle crossover and north end siding switch, Birds.

Daizy Moore elevator track, north and south end team track Magnolia St., north end west storage track Polks, on cable post south of Broadway St., east side of siding, Polks.

On post south end east passenger shed, on post under east passenger shed near stairway, in booth east side of tracks north end freight yard, on cable post between Fourth and Fifth Sts. west side of main track, Fourth St. industry switch and First St. industry switch, Fort Worth.

South end house track, on cantilever north of F. W. B. crossing, crossover switch 28th St. north end of siding, North Fort Worth.

South end west siding, south end east siding, south and north end of yard and in interlocking tower, Saginaw.

30. INTERLOCKING SIGNAL SOUTH END PASSENGER YARD—FORT WORTH:

Interlocking signal at south end of passenger yard, Fort Worth, is a two unit color light signal. Top unit governs southward movement to Santa Fe tracks. This unit has three indications; Red, Yellow and Green. Bottom unit governs movement to the T. & N. O. track. This unit has two indications; Red and Green. Conductor of train moving southward out of the Fort Worth passenger yard, just before the train is ready to depart, should communicate with T. & P. towerman over the phone. It is not necessary to ring for the tower, merely lift the receiver and announce, "No..... is ready to depart", then wait for reply from towerman.

31. INTERLOCKING SIGNALS, BETWEEN SANTA FE JCT. AND HALE—DALLAS DISTRICT:

Interlocking signals operated from Santa Fe Jct., interlocking tower control all movements between northward signals at Santa Fe Jct., interlocker and north end of Oak Cliff siding and north end of Oak Cliff siding to south end of Hale.

Signal indications supersede time table and train order superiority between northward signals Santa Fe Jct., interlocker and south end of Hale.

Trains or engines stopped by signals will ascertain by telephone from signalman, the reason therefor, and if signalman advises no known cause and his line-up as indicated in the tower is properly set for movement of the train and signal remains at stop, train or yardmen will flag block as per General Rule No. 830(a).

Train or yardmen, doing switching on industry tracks within the above limits, after clearing main track and lining switch for main track must not again throw switch for main track or enter main track without telephone permission from the signalman to do so and in addition thereto must receive a clear indicator before passing fouling point. Should indicator remain with arm in horizontal position, train or yardmen, on receiving permission from signalman, may proceed to main track after being protected as prescribed by General Rule No. 831(a).

Train and yardmen doing switching within these limits will keep signalman at Santa Fe Jct., advised by telephone of movements to be made.

Telephones are located in boxes marked "Telephone" at:

Yard office, south end of scales, south side Latimer St., East Dallas.

Harwood, Holmes and Wall Streets, Dallas.

North switch at Oak Cliff paper mill tracks.

Northward signal at south end of Oak Cliff siding.

Southward signal at north end of Oak Cliff siding.

Switch on industry track at Beckley Road.

Middle switch industry tracks at Polks Street, Hale.

Electric horns are located at:

South end Oak Cliff siding, north switch paper mill and industry track switch Beckley Road, to call train or yardmen to the telephone.

32. TWO ARM SEMAPHORE INTERLOCKING SIGNALS: (General Rule No. 780):

ALVARADO: Two arm signal governing southward movements located north of M-K-T crossing, top arm governs movements on main track, lower arm governs movements to M-K-T transfer track.

CELESTE: Two arm signal governing northward movements located south of M-K-T crossing, top arm governs movements on main track, lower arm governs movements to siding and/or house track.

33. SIGNALS—LINDSAY JCT.: Signals governing movement of trains and engines entering First District main track at north and south wye switches at Lindsay Jct., are located near clearance points. Normal position is stop, and trains and engines must stop at these signals. Trainmen will go to switch and, if no train is approaching on First District main track, will line switch for movement to that track. Trains or engines will then wait two minutes, after which, if signal has not cleared, they may proceed under protection required by General Rule No. 99.

34. SIGNAL—SHAWNEE JCT.: Signal governing movement of trains and engines entering First District main track at Shawnee Jct., is located near clearance point. Normal position is stop, and trains and engines must stop at this signal. Trainmen will go to switch and, if no train is approaching on First District main track, will line switch for movement to that track. Trains or engines will then wait two minutes, after which, if signal has not cleared, they may proceed under protection required by General Rule No. 99.

35. SIGNALS—RINGLING JCT.: Signals governing movement of trains and engines entering First District main track at north and south wye switches at Ringling Jct., are located near clearance points. Normal position is stop, and trains and engines must stop at these signals. Trainmen will go to switch and, if no train is approaching on First District main track, will line switch for movement to that track. Trains or engines will then wait two minutes, after which, if signal has not cleared, they may proceed under protection required by General Rule No. 99.

36. SIGNAL—WEATHERFORD JCT.: Signal governing movement of northward Weatherford District trains and engines at Weatherford Jct., is located near clearance point.

Trains and engines making movement from Weatherford District to Second District main track; trainmen will go to switch and, if no train is approaching on Second District main track, will line switches for movement to that track. Trains or engines will then wait two minutes, after which if signal has not cleared they may proceed under protection required by General Rule No. 99.

37. INTERLOCKED REMOTE CONTROL SWITCHES:

These switches are equipped with switch targets indicating green for main track and yellow for turnouts, in facing point direction only. Interlocking signals governing movements over these switches indicate proceed or proceed at restricted speed for main track, and proceed at restricted speed for turnouts.

Trains stopped by any of these signals will confer with signalman by telephone, and, unless otherwise instructed by signalman, will spike switch, then block will be flagged as prescribed by General Rule No. 830(a).

Telephones are located on signal masts at all remote control switches, in boxes marked "Telephone."

Telephones are also located on signal south end Dougherty yard, north end siding Arbuckle, south end siding Maurice and refinery switch north of Ardmore.

Remote control switches handled by operators or signalmen:

Ardmore..... North and south end freight main track.
Saginaw..... South end west siding.
North Ft. Worth.. North end east siding.
Birds..... North end siding.

Switches handled by interlocking:

Gulf Jct..... North end siding.
Gulf Jct..... Pauls Valley District Jct. switch.
North Yard..... Crossovers between main track and siding north and south of M-K-T crossing.
North Yard..... South end scale track.
North Yard..... South end roundhouse lead off siding.
Saginaw..... Connection to Burrus Mill track.
Saginaw..... North end east siding.
Saginaw..... North end west siding.
North Ft. Worth.. South end east siding.
North Ft. Worth.. South end No. 1 yard track.
North Ft. Worth.. North end house track.
North Ft. Worth.. North end transfer track to St. L. S. W.

Ft. Worth..... South end passenger tracks.
Ft. Worth..... South end B-R.I connecting track.
Ft. Worth..... T. & P. Junction switch to T. & P.
Ft. Worth..... Crossover to M-K-T, between T. & P. crossings.
Ft. Worth..... Crossover to T. & N. O. between T. & P. crossings.
Polks..... North end crossover connection leading from east siding to T. & N. O. main track.
Polks..... North and south end siding.
Polks..... South end storage tracks.
Alvarado..... M-K-T connecting track.
Dallas..... Terminal Jct. switch.
Dallas..... North end double track.
Dallas..... Santa Fe Jct. switches.
Dallas..... Armstrong Packing House switch.
Dallas..... Compress track switch.
Dallas..... North end City spur switch.
Dallas..... North end connecting track switch St. L. S. W. Santa Fe Jct.
East Dallas..... Junk track switch just south of T. & N. O. crossing, Latimer Street.
Celeste..... South end siding.
Celeste..... South end house track.

38. SPRING SWITCHES:

Trains and engines may trail through these switches, but must not take slack nor make backward movement until switch is properly lined.

On sidings equipped with spring switches, where dwarf signals are used to govern movement from siding to main track, if dwarf or high signal is in stop position, instructions how to proceed will be found posted in box painted white. After instructions have been complied with, trains may proceed as per General Rule No. 830 (a).

On sidings equipped with spring switches where no dwarf signals are provided, employes will not foul circuit or use main track switch until indications of signals in both directions have been observed.

Location of Spring Switches:

Gulf Jct..... South end siding.
Wynnewood..... South end west siding.
Davis..... North and south end siding.
Rayford..... North and south end siding.
Dougherty..... North and south end siding.
Arbuckle..... North and south end siding.
Gene Autry..... North and south end siding.
Maurice..... North and south end siding.
Overbrook..... North and south end siding.
Marietta..... North and south ends, both sidings.
Bomar..... North and south end siding.
Thackerville..... North and south end siding.
Red..... North and south end siding.
Windsor..... North and south end siding.
North Yard..... North end.
Gainesville..... South end siding.
Fair Plains..... North and south end siding.
Valley View..... North and south end siding.
Sanger..... North and south end siding.
Krum..... North and south end siding.
Ponder..... North and south end siding.
Justin..... North and south end siding.
Haslet..... North and south end siding.
Birds..... North switches Dublin District connection with Second District main track and siding.
Birds..... South switch Dublin District connection.
Birds..... South end siding.
Moselle..... North and south end siding.
Crowley..... North and south end siding.
Keeler..... North and south end siding.
Joshua..... North and south end siding.
Republic..... North and south end siding.
Cleburne..... North end tail track.
Dallas..... South end double track, Latimer Street. Normal position lined for right hand movements.

39. YARD LIMITS: The following stations have yard limits. (General Rule No. 93):

Purcell	Alvarado	
Pauls Valley (from yard limit board north of Pauls Valley to yard limit board south of Gulf Jct. and yard limit board north of Gulf Jct. Pauls Valley District, to yard limit board south of Pauls Valley, Lindsay District).	Midlothian	
Wynnewood	Dallas (from yard limit board north of Hale to yard limit board south of East Dallas).	
Davis	Garland	
Dougherty (from yard limit board north of Dougherty to yard limit board south of Crusher).	Wylie	
Gene Autry	Farmersville	
Ardmore	Celeste	
Marietta	Wolfe City	
North Yard (from yard limit board north of Windsor to yard limit board south of Gainesville).	Ladonia	
Justin	Pecan Gap	
Fort Worth (from yard limit board south of Seminary Hill and south of Belt Jct. on Dublin District to yard limit board north of Saginaw).	Roxton	
Cleburne	Paris	
	Shawnee (extends to yard limit board south of South Shawnee).	
	Wanette	
	Byars (from yard limit board north and south of Byars on Pauls Valley District to yard limit board south of Byars on Ada District).	
	Ada	Weatherford
	Stratford	Wilson
	Lindsay	Ringling
	Godley	Cobalt Jct.
	Cresson	Healdton

40. BULLETIN BOOKS OR BOARDS ARE LOCATED AT:

Cleburne	Ardmore	South Shawnee	East Dallas
Fort Worth	Purcell	Lindsay	Paris
North Yard			

41. STANDARD CLOCKS ARE LOCATED AT:

Cleburne (Yard Office and Passenger Station)
 Fort Worth (Yard Office and Dispatcher's Office)
 North Yard
 Ardmore
 Purcell
 Paris
 South Shawnee
 Lindsay
 East Dallas
 Dallas (Passenger Station)

42. STANDARD THERMOMETERS ARE LOCATED AT:

Cleburne	East Dallas	Dougherty	North Yard
Ardmore	Fort Worth	Paris	Gulf Jct.

43. MARKERS:

The St. L. & S. F. Ry, and St. L. S. F. & T. Ry. markers will display green instead of yellow indications and such green indications will have same meaning as yellow. (See General Rule No. 19).

Trains 65 and 66 markers will display green instead of yellow indications and such green indications will have the same meaning as yellow. (See General Rule No. 19).

STATE LAWS GOVERNING RAILROAD EMPLOYES TEXAS

ARTICLE 6368. BADGE. Every conductor, baggage master, engineer, brakeman or other servant of such railroad corporation employed in a passenger train, or at its stations for passengers, shall wear upon his hat or cap a badge which shall indicate his office and

the initial letters or the style of the corporation by which he is employed. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll ticket, or exercise any power of his office, and no other of the said officers or servants, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or property.

ARTICLE 6371. BELL; STEAM OR AIR WHISTLE OR SIREN; SOUNDING OR BLOWING. A bell of at least thirty (30) pounds weight and a steam whistle, air whistle or air siren shall be placed on such locomotive engine, and the steam whistle, the air whistle or air siren shall be sounded and the bell rung at a distance of at least eighty (80) rods from the place where the railroad shall cross any public road or street, and such bell shall be kept ringing until it shall have crossed such public road, or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall, before reaching such railway crossing be brought to a full stop; and the corporation operating such railways shall be liable for all damages which shall be sustained by any person by reason of any such neglect; the full stop at such crossing may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus or shall have a flagman in attendance at such crossing.

ARTICLE 1672. FAILURE TO RING BELL OR BLOW WHISTLE; STOP AT CROSSINGS; ORDINANCES, COMPLIANCE WITH. Any engineer having charge of a locomotive engine while such engine is approaching a place where two lines of railway cross each other, who shall, before reaching such railway crossing fail to bring such engine to a full stop or who shall fail to blow the whistle and ring the bell on such engine at the distance of at least eighty (80) rods from the place where the railroad shall cross any public road or streets, or who shall fail to keep said bell ringing until such engine shall have crossed said road or street or stopped, shall be fined not less than Five (\$5.00) Dollars nor more than One Hundred (\$100.00) Dollars, provided that the full stop at such crossings may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, or shall have a flagman in attendance at such crossings; provided, however, that the governing bodies of every city or town having a population of five thousand (5,000) or more inhabitants according to the last Federal Census may regulate by ordinance the ringing of bells and blowing of whistles within their corporate limits, and a compliance with said ordinance, will be full compliance with the terms and provisions of this Act and a sufficient warning to the public at such crossings as such ordinance may affect.

• • • • •

In addition to complying with the above law, when anyone in an automobile or other vehicle, riding, or walking, is approaching a crossing and apparently does not intend to stop, an additional alarm should be given by whistle, brakes set in emergency, and everything possible done to prevent an accident.

Where the engineer cannot at the same time blow the whistle and set the brakes, and it is apparent that the train or engine cannot be stopped before reaching the crossing, and other party has still time to stop before reaching the crossing, additional alarm by whistle should be first given and then brakes immediately set.

• • • • •

ARTICLE 6377. FORMING PASSENGER TRAINS. In forming a passenger train, baggage or freight, or merchandise, or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accident happen to life or limb, the officer or agent who so directed or knowingly suffered such arrangement and the conductor and engineer of the train shall each be held guilty of intentionally causing the injury, and be punished accordingly. Provided, however, that this Article shall not apply where railroad trains are carrying only personnel and equipment in connection with military or naval movements.

In Texas a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected from the train at a station where suitable accommodation can be procured for his safety and comfort.

In Oklahoma, a passenger can only be ejected at any usual stopping place or any dwelling-house.

A passenger refusing to pay his fare can only be put off the cars at any usual stopping-place the conductor shall elect.

Oklahoma Corporation Commission Order No. 804, effective April 12, 1914, provides:

"The rear door of smoking car and one door of each first class car shall be opened for the egress and ingress of passengers, and the entrance of the car for colored passengers shall be opened. That is, the vestibule door of each coach shall be opened. The defendants (Railways) shall not be required to keep a box or extra step for the smoking car door."

Drunken or disorderly persons, or others whose conduct and appearance is such as is calculated to operate as a serious annoyance to other passengers or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

The attention of all employes is called to the extracts of law published above.

Passengers or baggage will not be carried on freight trains.

Any train will carry stockmen when in charge of stock if they hold attendants agreement and transportation credentials, Form 67 Regular.

Agents must not sell tickets to or from stations where trains do not stop except as herein provided or on special instructions from Superintendent.

Trains 5, 6, 15 and 16 are operated via T. & N. O. R. R. between Rosenberg and Houston. Tickets must not be sold for these trains to passengers destined to Main Line points between Rosenberg and Alvin.

Train 5 will stop at any station to discharge passengers holding ticket of other lines' issue, including A. T. & S. F., P. & S. F. and A. T. & S. F. Coast Lines from Newton, Kansas, and beyond.

Train 5 will stop on flag at any station to receive or discharge passengers destined to or from points west of Temple.

Train 5 will stop at any station between Purcell and Galveston to receive or discharge passengers destined to or from stations Clay to Beaumont, inclusive.

Train 6 will stop at any station to receive passengers destined to points Newton, Kansas, and beyond.

Train 6 will stop on flag at any station between Galveston and Purcell to receive or discharge passengers to or from points west of Temple.

Train 6 will stop at any station between Galveston and Purcell to receive or discharge passengers destined to or from stations Beaumont to Clay, inclusive.

Train 27 will stop on flag at Wynnewood, Oklahoma, to discharge revenue passengers from Oklahoma City, Oklahoma, and beyond and to receive revenue passengers from Gainesville, Texas, and beyond.

Train 28 will stop on flag at Wynnewood, Oklahoma, to discharge revenue passengers from Gainesville, Texas, and beyond and to receive revenue passengers destined to Oklahoma City, Oklahoma, and beyond.

Train 75 will stop on flag at Bangs to receive passengers destined Coleman and points west thereof.

Train 76 will stop on flag at Bangs to discharge passengers from Coleman and points west thereof.

The following letters when placed in schedule or special columns, indicate:

s—Regular Stop; f—Stop on signals; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water; F—Fuel; T—Turn Table; Y—Wye.

E. D. SHACKELFORD,
Trainmaster,
Ft. Worth, Texas

W. J. McNAMARA,
Trainmaster,
Ft. Worth, Texas

E. B. FRY,
Chief Dispatcher,
Ft. Worth, Texas

W. M. DUKE,
Night Chief Dispatcher,
Ft. Worth, Texas

G. E. GILBY,
Assistant Chief Dispatcher,
Ft. Worth, Texas

R. L. Leeman
J. F. Harrison
H. E. Todd

A. W. Hale
P. N. Maddox
Dispatchers,
Ft. Worth, Texas

R. F. Lutker
O. W. Pierce

Surgeons of The G. C. & S. F. Hospital Association

Dr. O. F. GOBER, Chief Physician
 Dr. JOHN R. WINSTON, Assistant Chief Physician
 Drs. SCOTT, SHERWOOD & BRINDLEY, Chief Surgeons
 Dr. B. P. WOODSON, Chief Oculist
 Temple

Dr. W. C. McCURDY..... Purcell
 Dr. T. D. ROWLAND..... Shawnee
 Dr. S. A. McKEEL..... Ada
 Dr. OLLIE McBRIDE..... Ada
 Dr. T. F. GROSS..... Lindsay
 Dr. G. L. JOHNSON..... Pauls Valley
 Dr. M. E. ROBBERTSON..... Wynnewood
 Dr. J. A. WRENN..... Sulphur
 Dr. W. J. GRAY..... Marietta
 Dr. R. C. SULLIVAN..... Ardmore
 Dr. WALTER HARDY..... Ardmore
 Dr. J. M. GORDON..... Ardmore
 Dr. F. L. WILLIAMS..... Ardmore
 Dr. W. R. MOTE, Oculist..... Ardmore
 Dr. I. L. THOMAS..... Gainesville
 Dr. C. B. THAYER..... Gainesville
 Dr. E. C. MEAD, Oculist..... Gainesville
 Dr. J. H. ALLEN..... Justin

Dr. J. M. SULLIVAN..... Sanger
 Dr. L. H. REEVES..... Ft. Worth
 Dr. JOHN T. TUCKER..... Ft. Worth
 Dr. H. K. KIBBIE..... Ft. Worth
 Dr. WM. S. WEBB, Oculist..... Ft. Worth
 Dr. M. DENNIS..... Cleburne
 Dr. W. R. WASHBURN, Oculist..... Cleburne
 Dr. C. L. EDGAR, Oculist..... Cleburne
 Dr. E. M. RUSSELL..... Weatherford
 Dr. C. R. FINNEGAN..... Dallas
 Dr. E. DUNLAP..... Dallas
 Dr. DEXTER H. HARDIN..... Dallas
 Dr. F. H. NEWTON, Oculist..... Dallas
 Dr. A. C. CORRY..... Farmersville
 Dr. S. B. COOPER..... Wolfe City
 Dr. ELBERT GOOLSBY..... Paris

Watch Inspectors, Gulf, Colorado and Santa Fe Railway

A. J. STROBEL, General Watch Inspector..... Topoka, Kansas
 E. J. TIPTON..... Shawnee
 B. C. CLARK..... Purcell
 W. S. ABRAMS..... Ardmore
 BALLARD N. WATTS..... Gainesville
 E. P. HALTOM..... Ft. Worth
 ROBERT E. COOK..... Paris
 W. E. ALTFATHER..... Dallas
 C. E. WALKER..... Dallas
 C. L. DODD..... Lindsay
 H. C. QUINN..... Cleburne

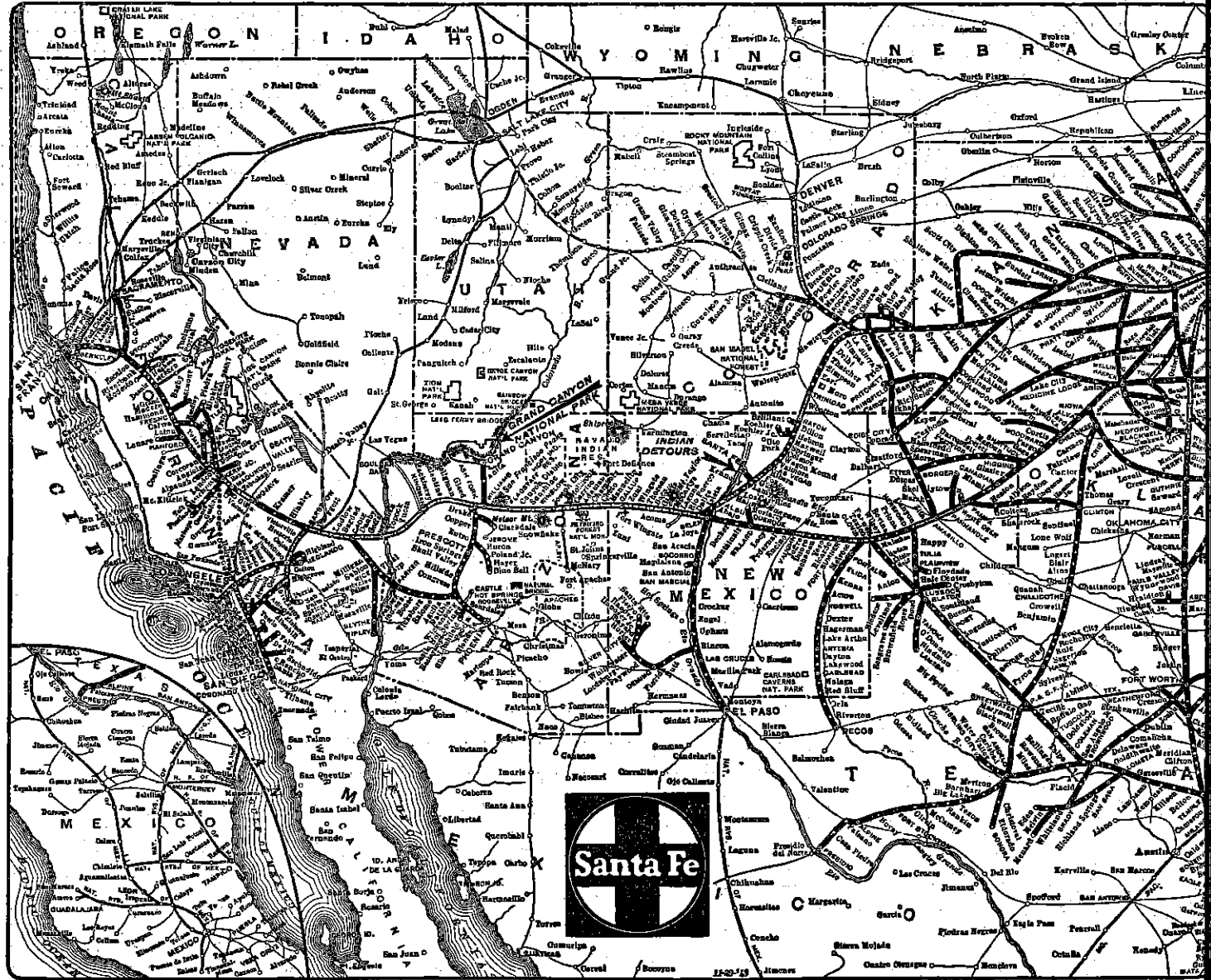


SANTA FE

SAFETY

Every employe should report promptly to his Superintendent, Trainmaster, Committee or other proper person, every unsafe condition.

(See General Rules E and F, Book of Rules)



— Santa Fe Through Lines

== Double Track plus two main lines between Newton and Albuquerque

- - - - - Steamship Lines