

W. J. McNAMARA, Trainmaster.....	Ft. Worth
T. W. GOOLSBY, Trainmaster.....	Ft. Worth
W. M. DUKE, Chief Dispatcher.....	Ft. Worth
J. F. HARRISON, Assistant Chief Dispatcher.....	Ft. Worth

TRAIN DISPATCHERS—FT. WORTH, TEXAS

R. L. LEEMAN	A. W. HALE	G. E. GILBY
R. F. LUTKER	P. N. MADDOX	O. W. PIERCE
H. E. TODD	C. S. McCORD	W. C. SPANN

A. J. STROBEL, General Watch Inspector.....Topeka, Kansas

LOCAL TIME INSPECTORS—NORTHERN DIVISION

BERNARD L. GORDON.....	Shawnee
L. D. WYATT.....	Purcell
LEON R. WYATT.....	Purcell
M. B. SMITH.....	Pauls Valley
W. S. ABRAMS.....	Ardmore
BALLARD N. WATTS.....	Gainesville
E. P. HALTOM.....	Ft. Worth
ROBERT E. COOK.....	Paris
W. E. ALTFATHER.....	Dallas
MRS. CARRIE J. WALKER.....	Dallas
H. C. QUINN.....	Cleburne
GEO. E. WATKINS.....	Cleburne

SURGEONS OF
THE G. C. & S. F. HOSPITAL ASSOCIATION

Dr. JOHN R. WINSTON, Chief Physician.....	Temple
Drs. SCOTT, SHERWOOD & BRINDLEY, Chief Surgeons.....	Temple
Dr. EVERETT R. VEIRS, Chief Oculist.....	Temple

LOCAL SURGEONS

Dr. W. C. McCURDY.....	Purcell
Dr. C. C. YOUNG.....	Shawnee
Dr. S. A. McKEEL.....	Ada
Dr. OLLIE McBRIDE.....	Ada
Dr. T. F. GROSS.....	Lindsay
Dr. DON J. WILSON.....	Pauls Valley
Dr. RAY H. LINDSEY.....	Pauls Valley
Dr. M. E. ROBERSON.....	Wynnewood
Dr. W. J. GRAY.....	Marietta
Dr. R. C. SULLIVAN.....	Ardmore
Dr. WALTER HARDY.....	Ardmore
Dr. J. B. McCONNELL.....	Ardmore
Dr. D. E. CANTRELL, JR.....	Healdton
Dr. V. C. CIRONE.....	Gainesville
Dr. I. L. THOMAS.....	Gainesville
Dr. C. B. THAYER.....	Gainesville
Dr. J. H. ALLEN.....	Justin
Dr. J. M. SULLIVAN.....	Sanger
Dr. L. H. REEVES.....	Ft. Worth
Dr. JOHN T. TUCKER.....	Ft. Worth
Dr. JOHN T. TUCKER, JR.....	Ft. Worth
Dr. H. K. KIBBLE.....	Ft. Worth
Dr. LEE YATER.....	Cleburne
Dr. T. F. YATER.....	Cleburne
Dr. O. T. SMYTH, JR.....	Cleburne
Dr. P. L. ALLEN.....	Weatherford
Dr. C. L. GARRY.....	Alvarado
Dr. H. EARL TAYLOR.....	Dallas
Dr. SIDNEY GALT.....	Dallas
Dr. C. L. TUBB.....	Dallas
Dr. O. J. WADDELL.....	Dallas
Dr. J. W. LANIUS.....	Dallas
Dr. C. E. CHANEY.....	Dallas
Dr. A. C. CORRY.....	Farmersville
Dr. M. A. WALKER.....	Paris

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS

Dr. W. R. MOTE.....	Ardmore
Dr. C. K. MILLS.....	Gainesville
Dr. WM. S. WEBB.....	Ft. Worth
Dr. J. W. PICKENS.....	Cleburne
Dr. F. H. NEWTON.....	Dallas
Dr. T. E. HUNT, JR.....	Paris

Gulf, Colorado and Santa Fe Railway Company

NORTHERN DIVISION

TIME TABLE No.

155

IN EFFECT

Sunday, July 31, 1949

At 12:01 A. M.
Central Standard Time

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

J. P. COWLEY,
Vice-President and
General Manager,
Galveston, Texas

O. H. OSBORN,
Assistant
General Manager,
Galveston, Texas

O. D. CRILL,
Superintendent,
Ft. Worth, Texas

First District

Northern Division 2

SOUTHWARD			Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 155 July 31, 1949	Ruling Grade Ascending	Distance from Galveston	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
First Class										First Class		
5	15	111								112	6	16
Passenger	Texas Chief	Texas Express							Chicago Express	Passenger	Texas Chief	
Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile	Miles		Arrive Daily	Arrive Daily	Arrive Daily	
PM 6.30	AM 9.45	AM 1.50	Yard		PURCELL YL	5.3	517.3	C	s AM 3.50	s AM 11.57	s PM 5.15	
6.32	9.46	2.00		.0	0.5 HEALY YL	52.8	518.8		FWTY 3.40	11.52	5.13	
6.45	9.54	f 2.11	81	52.8	0.5 WAYNE	52.8	510.0	C	f 3.25	11.42	5.03	
6.55	10.02	f 2.25	74	42.2	7.0 PAOLI	52.8	502.4		f 3.10	11.30	4.54	
				2.1	0.5 LINDSAY JCT. YL	19.0	495.8					
s 7.07	f 10 10	s 2.36	37	.0	0.5 PAULS VALLEY YL	15.8	495.3		WY s 2.55	s 11.21	f 4.47	
				.0	0.3 SHAWNEE JCT. YL	7.4	495.0					
7.10	10.12	2.39 ¹¹²	59	.0	1.0 GULF JCT. YL	7.4	494.0	C	Y 2.39 ¹¹¹	11.15	4.44	
7.17	10.18	s 2.49	102	18.4	0.5 WYNNEWOOD YL	20.4	487.8	C	s 2.26	11.07	4.38	
7.23	10.23	2.57	110	.0	5.0 MONS	21.1	482.3			2.16	11.00	
7.28	10.27	s 3.04	73	42.2	4.5 DAVIS	3.1	477.8	C	s 2.04	s 10.54	4.28	
7.34	10.32	3.13	112	31.6	4.7 RAYFORD YL	32.7	473.1			1.58	10.47	
7.38	10.36	s 3.20	102	13.2	3.1 DOUGHERTY YL	30.0	469.4	C	WY s 1.52	10.42	4.18	
7.41	10.39 ⁶	3.24	68	17.9	2.5 ARBUCKLE YL	10.5	466.9			1.45	10.39 ¹⁵	
7.53	10.48	f 3.38	80	52.8	0.8 GENE ATRY	52.8	460.1		f 1.33	10.24	4.05	
7.59	10.53	3.44	74	52.8	4.5 MAURICE	52.8	455.6			1.27	10.18	
s 8.10	s 11.05	s 3.59	116	52.8	5.2 ARDMORE YL	0.0	450.4	C	FWY s 1.20	s 10.11	s 3.52	
				52.8	7.0 RINGLING JCT. YL	52.8	449.8					
8.19	11.14	f 4.10	86	52.8	9.9 OVERBROOK	52.8	442.8		f 1.03	9.59	3.40	
s 8.30	11.24	s 4.23	N-108 S- 92	52.8	5.1 MARIETTA	52.8	432.9	C	W s 12.50	s 9.44	3.30	
8.39	11.30	4.35	69	52.8	8.0 BOMAR	52.8	427.8			12.42	9.38	
8.44	11.34	f 4.42	109	52.8	3.0 THACKERVILLE	39.0	422.8		f 12.35	9.33	3.21	
8.49	11.39	4.47	113	.0	3.5 RED	52.8	419.3			12.30	9.28	
				.0	1.2 State Line	24.8	418.1					
8.57	11.44	4.55	113	52.8	3.9 WINDSOR YL	.0	414.2			12.23	9.21	
9.02 PM	11.48 AM	5.00 AM	Yard	.0	NORTH YARD YL	52.8	411.2	C	FWT 12.18 AM	9.16 AM	3.07 PM	
Arrive Daily	Arrive Daily	Arrive Daily			(106.1)				Leave Daily	Leave Daily	Leave Daily	
41.8	51.7	33.5			Average speed per hour				30.3	39.5	49.7	

Automatic Block System

Signal System One in effect.

Trains must secure numbered Clearance Card at Purcell and North Yard.

First Class trains register at North Yard by Form 903.

Nos. 15 and 16 register at Pauls Valley by Form 903.

Extra trains will not register at Pauls Valley.

Between Lindsay Jct. and Shawnee Jct. there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

Nos. 111 and 112 will stop on flag at Crusher.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Crusher	465.5	64
Carter	466.2	35
Metropolitan Spur	474.1	No. 1 38 No. 2 26
Grimes Spur	498.4	4

3 Northern Division

Second District

SOUTHWARD					Capacity of Stalls in 50-ft. Cars	Huling Grade Ascending	TIME TABLE No. 155 July 31, 1949
First Class							
77	5	15	111				
The Angelo	Passenger	Texas Chief	Texas Express				
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	
	PM 9.02	AM 11.48	AM 5.00	Yard	.0	NORTH YARD YL	
					.0	0.1 M-K-T Crossing YL	
	s 9.05	s 11.50	s 5.06	50	52.8	0.6 GAINESVILLE YL	
	9.10	11.55	5.12	81	48.4	4.0 FAIR PLAINS	
	9.16	12.01	f 5.20	77	52.8	5.9 VALLEY VIEW	
	9.24	12.08	f 5.33	78	52.8	8.6 SANGER	
	9.32	12.16	f 5.46	78	52.8	8.6 KRUM	
	9.38	12.21	f 5.56	79	52.8	6.3 PONDER	
	9.45	12.27	f 6.06	78	52.8	6.7 JUSTIN	
	9.54	12.35	f 6.19	78	52.8	8.6 HASLET	
		10.02	f 6.32	103	52.8	8.1 F.W. & D. C. Crossing SAGINAW YL	
		10.09	6.40	88	.0	C. R. I. & P. Crossing 5.1	
PM 9.20	s 10.20 ¹² 10.45	s 12.55 1.05	s 6.50 7.15 ⁶	Yard	52.8	F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH YL	
			7.17 AM		21.1	2.6 FORT WORTH YL	
					31.6	0.3 T. & N. O. Crossing T. & P. Crossing YL	
					31.6	T. & P. JCT. 0.1 T. & P. Crossing YL	
					47.5	0.1 T. & N. O. Crossing T. & P. Crossing YL	
	9.23	10.49	1.07	45	47.5	0.6 POLKS YL	
9.30 PM	10.55	1.11		117	36.9	2.3 T. & N. O. Crossing BIRDS YL	
	f 10.58				71.2	0.6 St.L.S.F. & T. Crossing YL	
		11.03	1.17	71	47.5	1.2 SEMINARY HILL YL	
	f 11.07	1.22		109	34.3	3.7 MOSELLE	
		11.11	1.29 ¹⁶	72	28.5	3.6 CROWLEY	
	f 11.18	1.34		77	64.9	3.0 KEELER	
		11.22	1.37	70	.0	5.4 JOSHUA	
		11.27	1.41		19.5	2.9 REPUBLIC	
	s 11.30 PM	s 1.43 PM		Yard	.0	3.9 WEATHERFORD JCT. YL	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			1.0 CLEBURNE YL	
20.4	45.8	53.6	35.1			(93.9)	

Dublin District trains must secure Northern Division numbered Clearance Card at Fort Worth.

Average speed per hour

Second District

Northern Division 4

TIME TABLE No. 155 July 31, 1949		Ruling Grade Ascending	Distance from Galveston	Communications	Fuel, Water, Tonnage, Tables and Types	NORTHWARD			
						First Class			
						112	16	6	78
					Chicago Express	Texas Chief	Passenger	The Angelo	
STATIONS		Ft. Per Mile	Miles		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
NORTH YARD YL			411.2	C FWT	AM 12.18	PM 3.07	AM 9.16		
0.1		34.3							
M-K-T Crossing YL		34.3	411.1						
0.6									
GAINESVILLE YL		40.6	410.5		s 12.15 AM	s 3.06	s 9.14		
4.0									
FAIR PLAINS		40.6	406.5		f 11.59	3.00	9.06		
5.9									
VALLEY VIEW		40.6	400.6	C	f 11.50	2.55	9.00		
8.6		52.8							
SANGER		52.8	392.0	C	f 11.38	2.47	8.52		
8.6									
KRUM		52.8	388.4	C	f 11.25	2.39	8.43		
6.3									
PONDER		52.8	377.1		f 11.15	2.34	8.37		
6.7									
JUSTIN		52.8	370.4	C W	f 11.05	2.28	8.31		
8.6									
HASLET		52.8	361.8		f 10.52	2.20	8.23		
8.1									
F.W. & D. C. Crossing SAGINAW		52.8	353.7	C	f 10.40	2.13	8.15		
C. R. I. & P. Crossing YL									
5.1		62.8							
F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH		52.8	348.6		10.30	2.07	8.09		
2.6									
FORT WORTH YL			346.0	C FWT	s 10.20 5 9.00	s 2.00 1.50	s 8.00 111 6.45	s AM 6.25	
0.3		Rule 261							
T. & N. O. Crossing			345.7		8.58 PM				
T. & P. Crossing									
T. & P. JCT. YL			345.6						
0.1									
T. & P. Crossing									
0.1									
T. & N. O. Crossing			345.5						
T. & P. Crossing YL									
0.6									
POLKS YL			344.9			1.47	6.41	6.21	
T. & N. O. Crossing									
2.3			342.6			1.43	6.35	6.10	
BIRDS YL								AM	
0.6			342.0						
St. L. S. F. & T. Crossing YL									
1.2			340.8				f 6.31		
SEMINARY HILL YL		12.7							
3.7			337.1			1.36	6.25		
MOSELLE		12.1							
3.6			333.5			1.33	f 6.20		
CROWLEY		8.2							
3.0			330.5			1.29 ¹⁵	6.15		
KEELER		31.6				1.24	f 6.08		
5.4			325.1	C		1.21	6.03		
JOSHUA		61.0				1.17	5.58		
2.9			322.2						
REPUBLIC		38.5				1.16 PM	5.55 AM		
3.9			318.3						
WEATHERFORD JCT. YL		30.6							
1.0			317.3	C FWT TY					
CLEBURNE YL					Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(93.9)									
Average speed per hour					29.4	55.7	44.7	13.6	

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

Trains 111 and 112 operate via T. & P. Railway between T. & P. Jct., (Ft. Worth) and Dallas on following schedules:

111	STATIONS	112
Leave Daily		Arrive Daily
AM 7.15	FORT WORTH	PM 9.00
7.17	0.1 T. & P. JCT.	8.58
8.00 AM	30.9	8.15 PM
Arrive Daily	DALLAS	Leave Daily
	(31.0)	

Signal System One in effect.
Rule 261 in effect between first northward governing signal north of St. L. S. F. & T. Crossing, Birds, and southward governing signals at south end of 17th St. yard, Fort Worth, and between northward governing signals at north end of 17th St. yard and southward home signal north of F. W. & D. C. Crossing, Saginaw.

Trains must secure numbered Clearance Card at Cleburne and North Yard.

Nos. 111 and 112 and Dublin District trains only register at Fort Worth.

No. 112 must secure numbered Clearance Card at Fort Worth. First class trains register at North Yard by Form 903.

Between north lead main track switch just north of Fourth St. and T. & P. Jct., Fort Worth, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between signal 3172 and signal 3177, Cleburne, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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 on Dublin District, to and from Birds.

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

Trains 111 and 112 using T. & P. Railway between Dallas and T. & P. Jct. will be governed by Time Table and Rules of the T. & P. Railway Company.

5 Northern Division

Pauls Valley District

SOUTHWARD		Capacity of Sidings in 50-ft. Cars	Rating Grade Ascending	Ft. Per Mile	TIME TABLE No. 155 July 31, 1949	Rating Grade Ascending	Distance from Newark	Communications	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.				STATIONS	Ft. Per Mile	Miles			Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	PM 3.30				SHAWNEE YL	.0	132.0	C		PM 1.15	
	s 3.36	Yard	30.0		SOUTH SHAWNEE YL	.0	133.6	C	FW TY	s 1.07	
	f 3.42	71	31.6		TECUMSEH	31.6	136.4			f 1.01	
	f 3.53	81	26.4		BROOKSVILLE	20.5	142.2			f 12.49	
	s 4.02	81	31.6		MACOMB	15.8	146.9			s 12.40	
	s 4.10	81	31.6		TRIBBEY	31.6	150.9			s 12.32	
	f 4.21	57	31.6		TROUSDALE	31.6	156.5			f 12.21	
	s 4.32	77	31.6		WANETTE	26.4	162.3	C		s 12.10	
			.0		ADA JCT. YL	.2	169.0				
	s 4.45	80	.0		BYARS YL	31.7	169.3	C	W	s 11.57	s 3.20
	f 4.55	83	.0		BOUDINOT	10.5	174.7			f 11.46	3.09
	f 4.59		.0		CIVIT	22.1	176.8			f 11.42	3.05
	f 5.05	93	.0		IROQUOIS	.0	180.0			f 11.36	3.00
	9.00	59	21.1		GULF JCT. YL	.0	183.0	C	Y	11.30	2.55
			.0		SHAWNEE JCT. YL	.0	183.6			11.28	
	s 5.16	37	.0		PAULS VALLEY YL	6.9	184.3		W Y	11.25 AM	2.50 PM
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				(52.3)					Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
25.7	29.5				Average speed per hour					28.5	30.0

Signal System One in effect:
Gulf Jct. - Interlocking.

Trains must secure numbered Clearance Card at South Shawnee.

Northward trains except No. 306 must secure numbered Clearance Card at Gulf Jct.

Trains except Nos. 305 and 306 must register at Gulf Jct.

Between Lindsay Jct. and Shawnee Jct., First District, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between south switch of siding and north switch of storage track, 27 feet south of M.P. 169, Byars, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

Lindsay District

Northern Division 6

SOUTHWARD				Capacity of Sidings in 50-ft. Cars	Distance from Pauls Valley	Ruling Grade Ascending	TIME TABLE No. 155 July 31, 1949	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
Second Class	First Class		First Class								Second Class	
301	305		306								302	
Mixed	Motor		Motor	Mixed								
Leave Mon. Wed. Fri.	Leave Daily Ex. Sun.		Arrive Daily Ex. Sun.	Arrive Tues. Thur. Sat.								
PM 12.40	PM 5.21		AM 11.10	PM 1.45								
12.44	5.24		11.07	1.37								
f 1.05	f 5.36		f 10.55	f 1.20								
s 1.30	s 5.51		s 10.40	s 12.55								
f 1.50	f 6.05		f 10.26	f 12.35								
2.25 PM	6.20 PM		10.15 AM	12.15 PM								
Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sun.		Leave Daily Ex. Sun.	Leave Tues. Thur. Sat.								
13.6	24.3		26.0	15.9								
Average speed per hour				26.0	15.9							

No. 301 must secure numbered Clearance Card at Gulf Jct.

No switch lights Lindsay District.

Trains must secure numbered Clearance Card at Lindsay.

Between Lindsay Jct. and Shawnee Jct., First District, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Ada District

NORTHWARD				Capacity of Sidings in 50-ft. Cars	Distance from Byars	Ruling Grade Ascending	TIME TABLE No. 155 July 31, 1949	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	SOUTHWARD	
Second Class	86		Second Class								85	
Mixed	Mixed		Mixed								Mixed	
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.								
PM 6.40	PM 8.40		PM 5.10	PM 5.10								
f 7.30	f 7.30		f 4.19	f 4.19								
s 7.53	s 7.53		s 3.56	s 3.56								
8.22	8.22		3.27	3.27								
s 8.25 PM	8.25 PM		3.25 PM	3.25 PM								
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.		Leave Daily Ex. Sun.	Leave Daily Ex. Sun.								
15.9	15.9		15.9	15.9								
Average speed per hour				15.9	15.9							

Between south switch of siding and north switch of storage track, 27 feet south of M.P. 169, Byars, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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 O. C. A. & A. Ry., trains and engines and will be governed by Time Table and Rules of the O. C. A. & A. Ry.

At Ada, 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, south of station, and Oklahoma Portland Cement Company plant prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour and will be governed by G. C. & S. F. Ry., Time Table and Rules. Ada District trains and engines must operate within the above limits prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour looking out for O. C. A. & A. Ry., trains and engines.

No. 85 is superior to No. 86.

No switch lights Ada District.

7 Northern Division

Dallas District

SOUTHWARD				Capacity of Sidings in 60-ft. Cars	Distance from Cleburne	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
Second Class			First Class				No. 155						First Class	Second Class	
93	95	97	67				July 31, 1949						68	94	96
Frisco Frt. No. 37	Frisco Local No. 42	Frisco Frt. No. 39	Motor									Motor	Frisco Local No. 42	Frisco Frt. No. 30	
Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily		Miles	Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	
				Yard	.0	66.0	CLEBURNE YL	74.4	C	FWTY					
					11.4	67.5	11.4 M-K-T Crossing YL	26.4							
				34	12.7	71.2	1.3 ALVARADO YL	76.5							
				37	19.6	52.8	6.9 VENUS	46.9							
				47	26.9	.0	7.3 MIDLOTHIAN YL	49.6	C						
					27.3	71.0	0.4 T. & N. O. Crossing YL	67.5							
				19	34.6	68.6	7.3 CEDAR HILL	77.6							
				34	40.1	70.2	5.5 DUNCANVILLE	66.0							
				36	45.7	.0	5.6 HALE YL	67.0							
				42	49.6	.0	3.9 OAK CLIFF YL	37.0							
			AM		51.6	.0	2.0 TERMINAL JCT. YL								
			8.45		53.3	.0	1.7 DALLAS YL		C		PM				
					51.6	.0	1.7 TERMINAL JCT. YL	23.0			7.00				
PM	AM	AM			51.7	22.2	0.1 M-K-T Crossing YL	.0							
8.50	10.20	3.50			51.8	22.2	0.1 SANTA FE JCT. YL	.0		Y	6.53	AM	11.10	PM	
					51.9	63.3	0.1 St. L. S. W. Crossing YL	.0							
					52.6	38.0	0.7 T. & N. O. Crossing YL	.0							
							0.6 EAST DALLAS YL		C	FWT	6.46	PM	11.00	AM	
				Yard	53.2							6.46	11.00	7.30	
Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily				(53.2)					Leave Daily	Leave Daily Ex. Sun.	Leave Daily	
8.4	8.4	8.4	14.1				Average speed per hour					14.1	8.4	8.4	

Signal System One in effect:
Hale to East Dallas.
Midlothian-Interlocking.

Rule 261 in effect between cantilever at south end siding Hale and signal bridge 180 feet south of Santa Fe Jct.

Trains must secure numbered Clearance Card at Cleburne and East Dallas.

First class trains must secure numbered Clearance Card at Dallas.

Trains 93, 94, 95, 96 and 97 have no time table authority.

Between signal 3172 and signal 3177, Cleburne, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Santa Fe Jct. and automatic distant signal 542, near Carroll Avenue, south of T. & P. automatic interlocking, Paris District, East Dallas, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains and engines using Union Terminal tracks at Dallas will be governed by Operating Rules of The Union Terminal Company.

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

No switch lights Dallas District.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Lone Star Track.....	39.0	3
Maglab	43.4	15

Paris District

Northern Division 8

SOUTH-WARD		Capacity of Shings in 30-ft. Cars	Distance from Claiborne	Ruling Grade Ascending	TIME TABLE No. 155 July 31, 1949	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTH-WARD	
First Class	Motor								First Class	Motor
67									68	
Motor									Motor	
Leave Daily			Miles	Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	
AM 8.59	Yard	53.2	10.5		EAST DALLAS YL	.0	C	FWT	PM 6.46	
		53.4	.0		0.2 T. & N. O. Crossing YL	.0				
		53.7	53.8		0.3 T. & P. Crossing YL	.0				
f 9.21	38	60.3	53.8		0.6 REINHARDT	52.8			f 6.24	
s 9.31	39	66.4	53.3		0.1 GARLAND YL	48.5	C		s 6.14	
		66.8	.0		0.4 M-K-T Crossing YL	40.6				
f 9.40	34	71.6	52.8		4.9 SACHSE	51.2			f 6.04	
s 9.48	34	75.8	52.8		4.2 WYLIE YL	52.8	C	W	s 5.57	
		77.2	52.8		1.4 St. L. S. W. Crossing	52.8				
f 9.56		80.2	.0		3.0 CLEAR LAKE	52.8			f 5.48	
f 10.03	34	84.3	53.3		4.1 COPEVILLE	30.6			f 5.41	
s 10.16	34	91.0	52.8		8.7 FARMERSVILLE YL	52.8	C		s 5.29	
		91.1	3.7		0.1 L. & A. JCT.	.0				
f 10.28	34	96.8	57.0		3.0 L. & A. Crossing YL	52.8			f 5.15	
s 10.44	34	104.3	52.8		5.7 MERIT	52.8			s 5.01	
		104.4	14.2		7.6 CELESTE YL	.0	C	Y		
s 11.02	31	113.3	52.8		8.0 M-K-T Crossing YL	.0			s 4.43	
		113.5	12.6		0.2 WOLFE CITY YL	52.8	C	Y		
s 11.19	30	121.6	52.8		8.1 St. L. S. W. Crossing YL	52.8			s 4.26	
s 11.32	51	127.6	52.8		8.1 LADONIA YL	52.8	C		s 4.13	
s 11.44		133.0	3.7		8.0 PECAN GAP YL	52.8	C		s 4.01	
s 11.56	38	138.5	52.8		5.4 BEN FRANKLIN	52.8			s 3.49	
f 12.08	30	143.7	62.3		5.3 ROXTON YL	52.8	C		f 3.37	
		150.3	52.8		6.6 AMBIA	52.8				
		151.1	21.1		0.3 T. & P. Crossing YL	.0				
12.25 PM	Yard				PARIS YL		C	FWT	3.20 PM	
Arrive Daily					(97.9)				Leave Daily	
28.5					Average speed per hour				28.5	

Signal System One in effect:
 East Dallas-Interlocking.
 Garland-Interlocking.
 Paris-Interlocking.

Trains must secure numbered Clearance Card at Paris and East Dallas.

Nos. 67 and 68 register at East Dallas by Form 903.

No. 67 is superior to No. 68.

Between Santa Fe Jct., Dallas District, and automatic distant signal 542, near Carroll Avenue, south of T. & P. automatic interlocking, East Dallas, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Viaduct 91-C, just south of College Avenue, and north yard limit board, Farmersville, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

First class trains must approach Paris passenger station expecting to find tracks occupied.

No switch lights between Wolfe City and Ambia.

9 Northern Division

Weatherford District

SOUTH-WARD		Capacity of Sidings in 50-ft. Cars	Distance from Cleburne	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTH-WARD	
No. 155					No. 155						
July 31, 1949											
			Miles	Ft. Per Mile	STATIONS		Ft. Per Mile				
	Yard	.0	52.8	56.4	CLEBURNE YL		56.4	C	FWTY		
		1.0			WEATHERFORD JCT. YL						
	17	11.3	55.4	34.8	GODLEY						
		8.1			CRESSON YL						
	32	19.4	55.0	.0	PARSONS		C	Y			
	18	28.2			WEATHERFORD YL						
	Yard	39.8	52.8	57.0	(39.8)						
Average speed per hour											

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
McFarland	25.6	3

Trains must secure numbered Clearance Card at Cleburne.

Between signal 3172 and signal 3177, Cleburne, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between M.P. 17, Weatherford District, and M.P. 23, Dublin District, and between M.P. 21 and M.P. 23, Dublin District, Cresson, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

No switch lights Weatherford District.

Ringling District

SOUTHWARD		Capacity of Sidings in 50-ft. Cars	Distance from Ardmore	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
Second Class					Second Class						
315	311				No. 155					310	314
July 31, 1949					No. 155					July 31, 1949	
Mixed	Mixed		Miles	Ft. Per Mile	STATIONS		Ft. Per Mile			Mixed	Mixed
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Yard	.0	52.8	ARDMORE YL		.0	C	FWY	PM 12.55	
	AM 8.00		0.6	52.8	RINGLING JCT. YL		52.8			12.52	
	8.04	38	9.7	52.8	LONE GROVE		52.8			12.22	
	8.34	43	19.4	52.8	WILSON YL		52.8	C		PM 11.46	
AM 9.26	9.26	13	24.4	52.8	COBALT JCT. YL		52.8		Y	11.30	AM 10.30
9.47 AM		26	29.9	52.8	HEALDTON YL		52.8	C	Y		10.10 AM
	10.30	13	24.4	52.8	COBALT JCT. YL		52.8		Y		
	10.50 AM	Yard	29.5	52.8	RINGLING YL			C	Y	11.10 AM	
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				(35.0)					Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
15.7	16.7	Average speed per hour								16.8	16.5

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Prairie	25.8	11
Gaspurs	28.2	12
Texas Co. (between Healdton and Cobalt Jct.)	4.2	10

Trains must secure numbered Clearance Card at Ardmore.

No. 311 is superior to No. 310.

No. 315 is superior to No. 314.

No switch lights Ringling District.

Northern Division 10

SOUTHWARD

Freight Train Terminals and Junctions	321	41	37	39	325	71	47	301	49	61	43	91	45	59	55	
	Way Freight	Fast Freight	Fast Freight	Fast Freight	Way 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 Ex. Sun.	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 Tue., Thur., Sat.	
PURCELL	AM 3.00	PM 1.00	AM 10.00	PM 10.10												
SOUTH SHAWNEE								AM 7.30								
GULF JCT.		1.45 PM														
PAULS VALLEY								11.30 AM								
NORTH YARD	11.00 AM		PM 1.20 2.00	AM 1.25 2.05	AM 9.30											
FORT WORTH			4.00 6.30	4.05 4.25		PM 8.10	AM 7.00									
BIRDS						8.25 PM	7.15 AM									
CLEBURNE			7.30 PM	5.15 AM	5.15 PM				AM 6.00	PM 9.45	PM 9.45			PM 8.40	PM 8.40	
CRESSON														9.20 PM	9.20 PM	
WEATHERFORD													PM 7.30		11.05 PM	
EAST DALLAS									8.00 AM	11.55 PM	11.55 PM	PM 11.45	PM 7.30			
L. & A. JCT.												1.50 AM				
PARIS													3.00 AM			
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Tue., Thur., Sat.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.	Arrive Tue., Thur., Sat.	

NORTHWARD

Freight Train Terminals and Junctions	38	40	42	322	326	302	48	72	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 Tue., Thur., Sat.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Mon.	Arrive Monday Only	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Wed., Fri., Sun.	Arrive Tue., Thur., Sat.	
PURCELL	AM 7.00	PM 4.00	PM 10.55	AM 11.45												
SOUTH SHAWNEE						PM 6.00										
GULF JCT.			10.00 PM													
PAULS VALLEY						3.00 PM										
NORTH YARD	3.00 1.20 AM	AM 11.25 10.25 AM		3.30 AM	PM 2.00											
FORT WORTH	10.50 10.30	AM 7.50 7.30					PM 2.00	AM 5.00								
BIRDS							1.45 PM	4.45 AM	AM 4.15	AM 5.15	PM 8.00					
CLEBURNE	9.30 PM	6.30 AM			7.00 AM											
CRESSON														3.20 1.55	3.20 AM	
WEATHERFORD														12.30 AM		
EAST DALLAS									1.15 AM	2.15 AM	6.00 PM	PM 2.30	AM 6.00			
L. & A. JCT.													3.45 AM			
PARIS												7.00 AM				
	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.	Leave Tue., Thur., Sat.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily Ex. Mon.	Leave Monday Only	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Wed., Fri., Sun.	Leave Tue., Thur., Sat.	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

11 Northern Division

Special Rules

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

2. Rule 509 (A) is amended to read:

On single track, wait five minutes, then proceed at restricted speed, except that when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

3. Rule 511 is amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "Stop" and intervening track is seen to be clear.

4. Rule 660 is amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "Stop" and intervening track is seen to be clear.

5.—

6.—

7. NORMAL POSITION OF JUNCTION SWITCHES. (Rule 98).

JUNCTION	M. P.	JUNCTION WITH	Switch Normally Lined For Movement
FIRST DISTRICT			
Lindsay Jct.	495.8	Lindsay District	First District
Shawnee Jct.	495.0	Pauls Valley District	First District
Ringling Jct.	449.8	Ringling District	First District
SECOND DISTRICT			
Birds	342.0	Dublin District	Second District
Weatherford Jct.	318.3	Weatherford District	Second District
PAULS VALLEY DISTRICT			
Ada Jct.	169.0	Ada District	Pauls Valley Dist.
PARIS DISTRICT			
Farmersville	91.1	L. & A. Jct.	Paris District
WEATHERFORD DISTRICT			
Cresson	19.4	Dublin District	Dublin District
RINGLING DISTRICT			
Cobalt Jct.	24.4	Healdton line	Ringling District

8. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight And Mixed
SECOND DISTRICT				
Gainesville-Saginaw	40	20	80	55
Saginaw-Birds	40	20	75	55
Birds-Cleburne	40	20	80	55
FIRST DISTRICT	40	20	75	55
PAULS VALLEY DISTRICT	40	20	50	40
LINDSAY DISTRICT	20	15	25	25
(Motor Passenger)			30	
ADA DISTRICT			25	25
RINGLING DISTRICT	20	15	20	20
DALLAS DISTRICT	40	20	50	40
PARIS DISTRICT				
Dallas - Farmersville	25	15	55	35
Farmersville - Paris	25	15	45	30
WEATHERFORD DISTRICT				
Cleburne - Cresson	25	15	40	35
Cresson - Weatherford	20	15	20	20
SECOND DISTRICT				
2 Curves, M.P. 317.2 to 318.7			50	30
Curve, M.P. 327.2 to 327.5			70	55
Curve, M.P. 329.1 to 329.4			70	55
Curve, M.P. 342.2 to 342.3 south end Birds			25	20
Curve, M.P. 343.4 to 343.5 north end Birds			25	20
Curve, M.P. 344.2 to 344.5			50	30
3 Curves, M.P. 346.8 to 347.9			50	35
Track, No. Ft. Worth, M.P. 348.6 to 349.6			50	30
2 Curves, M.P. 349.6 to 350.9			70	50
Curve, M.P. 389.3 to 389.7			60	50
Curve, M.P. 398.9 to 399.1			70	55
2 Curves, M.P. 410.3 to 412.1			60	35
FIRST DISTRICT				
2 Curves, M.P. 410.3 to 412.1			60	35
Curve, M.P. 416.3 to 416.5			70	55
12 Curves, M.P. 416.9 to 422.3			50	40
2 Curves, M.P. 437.6 to 438.4			50	45
Ardmore, main track and siding, M.P. 449.7 to 451.0			25	20
3 Curves, M.P. 451.6 to 452.6			60	40
12 Curves, M.P. 453.2 to 460.0			50	40
9 Curves, M.P. 462.8 to 466.2			35	35
2 Curves, M.P. 466.2 to 467.5			60	45
2 Curves, M.P. 471.1 to 472.5			70	55
4 Curves, M.P. 473.7 to 475.1			50	45
2 Curves, M.P. 475.3 to 476.3			70	55
2 Curves, M.P. 496.9 to 498.2			50	45
2 Curves, M.P. 503.3 to 504.5			70	50
5 Curves, M.P. 504.5 to 506.7			50	45
2 Curves, M.P. 506.7 to 508.8			70	50
Curve, M.P. 510.9 to 511.2			70	55
4 Curves, M.P. 513.2 to 515.3			55	45
2 Curves, Purcell, at coal chute			30	20
PAULS VALLEY DISTRICT				
2 Curves, M.P. 137.2 to 137.6			35	35
3 Curves, M.P. 141.5 to 143.8			45	35
3 Curves, M.P. 151.9 to 152.9			35	30
Curve, M.P. 154.5 to 154.9			45	35
2 Curves, M.P. 165.9 to 166.7			40	35
Curve, M.P. 168.6 to 168.9			35	25

Special Rules

Northern Division 12

8. SPEED RESTRICTIONS. (Cont'd)

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
PAULS VALLEY DISTRICT (Cont'd)		
Curve, M.P. 176.5 to 176.8	50	35
Curve, M.P. 182.8 to 183.1	10	10
LINDSAY DISTRICT		
Washita River Bridge, M.P. 21.7 to 21.8, for 1000, 1050, 1100 and 1480 class engines	10	10
(Engines heavier than above class not permitted on this bridge. Double-heading of engines over this bridge not permitted.)		
DALLAS DISTRICT		
Curve, M.P. 0.0 to 0.3	10	10
Curve, M.P. 1.8 to 2.0	45	35
Curve, M.P. 4.6 to 5.0	40	35
4 Curves, M.P. 7.0 to 7.7	35	35
2 Curves, M.P. 9.1 to 10.3	40	35
2 Curves, M.P. 11.0 to 11.3	35	35
2 Curves, M.P. 12.3 to 13.8	35	25
2 Curves, M.P. 32.3 to 32.7	35	35
2 Curves, M.P. 36.5 to 36.8	35	35
2 Curves, M.P. 38.7 to 40.0	45	35
6 Curves, M.P. 41.7 to 42.9	35	35
Curve, M.P. 43.5 to 43.8	40	35
4 Curves, M.P. 48.1 to 48.9	25	25
2 Curves, M.P. 49.6 to 49.8	40	30
Curve, M.P. 51.0 to 51.1	40	30
PARIS DISTRICT		
2 Curves, M.P. 82.1 to 82.6	50	35
2 Curves, M.P. 121.4 to 122.0	30	25
Track M.P. 143.2 to 150.6	30	20
WEATHERFORD DISTRICT		
Curve, M.P. 0.1 (Northward only)	10	10

(B) MAXIMUM SPEED THROUGH INTERLOCKINGS.

LOCATION	MILES PER HOUR		
	Pass-enger	Freight and Mixed	
DALLAS DISTRICT			
Midlothian	T. & N. O. Crossing	25	25
Dallas	M-K-T Crossing	20	20
PARIS DISTRICT			
East Dallas	T. & P. Crossing	20	20
Garland	M-K-T Crossing	20	20
Paris	T. & P. Crossing	20	20

(C) MAXIMUM SPEED FOR ENGINES.

CLASS OR ENGINE NUMBER	MILES PER HOUR		
	With Train or Cars	Light Engines Forward	All Engines Backward
542	80	40	20
640-649-664	35	35	20
729-759-769	35	35	20
900	35	30	20
1014-1050-1100	60	40	20

CLASS OR ENGINE NUMBER	MILES PER HOUR		
	With Train or Cars	Light Engines Forward	All Engines Backward
1226-1270-1290-1337-1480-1550	80	40	20
1600	35	30	20
1800	55	35	20
1900-1950	45	35	20
3010-3020	35	30	20
3100-3129	45	35	20
3160	55	35	20
3400-3450-3500	80	40	20
3700-3750	70	40	20
3751-3775	80	40	20
3800-3900	50	35	20
4000	55	35	20
Gas Elec. Motors M-120-150	55	55	20
Diesels 1-90 incl. and 158, 159, 162-164 and 166-168 incl.	80	40	20
Diesels 100-157, 160, 161, 165 and 169-185 incl. and 200-201	65	40	20
Diesels (Yard)	30	30	30
Switch, no truck	20	20	20
Other Classes	30	30	20

Other lines' engines operating over the Northern Division will not exceed the maximum speed prescribed in this table for engines of the same type.

(D) MOVEMENTS OVER SUBMERGED TRACKS. (Rule 817).

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
—Passenger	3	5	5
—Freight	5	5	5
—44 Ton Yard	2	5	5
—Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines			
—Roller Bearing	9	5	5
Passenger Cars			
—Roller Bearing	8	5
—Friction Bearing	12	5

(E) PASSENGER TRAINS HANDLING DINING CARS.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

(F) MAXIMUM SPEED OF TRAINS HANDLING DEAD ENGINES.

	M.P.H.
With side rods in position	20
With side rods removed and all drivers on rail	15
With one pair wheels suspended	10
Gas or Diesel-Electric Motor Cars	60
Passenger Diesels	80
Freight Diesels	65
Yard Diesels—Classes:	
400, 450, 460	20
2150, 2151, 2300, 2400	30
500, 2201, 2207, 2260, 2303, 2310, 2322, 2385, 2403, 2600	45

13 Northern Division

Special Rules

8. SPEED RESTRICTIONS. (Cont'd)

(G) MAXIMUM SPEED FOR TRAINS HANDLING:

Steam Derrick Steam Shovel Steam Ditcher
Brown Hoist Clam Shell Pile Driver
Spreader (except with wings folded and fastened).
Other similar machines moving on own running gear.
Such equipment must not be moved in any train except on authority of Trainmaster.

DISTRICT	M.P.H.
FIRST	24
PAULS VALLEY	24
SECOND	24
DALLAS	20
PARIS	20
WEATHERFORD	15
RINGLING	15
LINDSAY	15
ADA	15

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

On sidings or other tracks equipped with spring switches, where dwarf or high signals are used to govern movement to main track, if such dwarf or high signal or main track signal is in stop position, instructions how to proceed will be found posted in box painted white. After instructions have been complied with, train may proceed as required by Time Table Special Rule 2.

In heading in or out over the following turnouts and crossovers, trains or engines must not exceed indicated speed. On other turnouts and crossovers not listed herein, trains or engines must not exceed ten (10) miles per hour.

I — Interlocking
S — Spring
R — Rigid

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
FIRST DISTRICT				
Healy	S	South end siding	15	15
Wayne	S	Both ends siding	15	15
Paoli	S	Both ends siding	15	15
Pauls Valley	R	Both ends siding	15	15
Gulf Jct.	S	South end siding	15	15
Gulf Jct.	I	North end siding	15	15
Wynnewood	S	South end siding	25	20
Wynnewood	R	North end siding	15	15
Mons	S	Both ends siding	25	20
Davis	S	South end siding	25	20
Davis	S	North end siding	15	15
Rayford	S	Both ends siding	25	20
Dougherty	S	South end siding	15	15
Dougherty	S	North end siding	25	20
Arbuckle	S	Both ends siding	15	15
Gene Autry	S	Both ends siding	25	20
Maurice	S	South end siding	15	15
Maurice	S	North end siding	25	20
Ardmore	I	Both ends siding	25	20
Overbrook	S	Both ends siding	25	20
Marietta	S	Both ends both sidings	25	20
Bomar	S	Both ends siding	25	20
Thackerville	S	Both ends siding	25	20
Red	S	Both ends siding	25	20
Windsor	S	Both ends siding	25	20
North Yard	S	North end lead to yard	15	15
SECOND DISTRICT				
Gainesville	I	South end crossover near MKT	10	10
Gainesville	S	South end siding	15	15
Fair Plains	S	Both ends siding	25	20
Valley View	S	Both ends siding	15	15
Sanger	S	North end siding	25	20

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Sanger	S	South end siding	15	15
Krum	S	Both ends siding	15	15
Ponder	S	Both ends siding	15	15
Justin	S	Both ends siding	25	20
Haslet	S	Both ends siding	25	20
Saginaw	I	North end west siding	15	15
Saginaw	I	South end west siding	25	20
Saginaw	R	South end east siding	25	20
Saginaw	I	North end east siding	25	20
No. Ft. Worth	I	Both ends siding	25	20
Polks	I	North end siding	25	20
Polks	I	South end siding	15	15
Birds	I	North end siding	25	20
Birds	S	South end siding	25	20
Birds	S	North switches Dublin District connection with Second District main track and siding	15	15
Birds	S	South switch Dublin District connection with siding	10	10
Moselle	S	North end siding	25	20
Moselle	S	South end siding	15	15
Crowley	S	Both ends siding	25	20
Keeler	S	Both ends siding	25	20
Joshua	S	Both ends siding	25	20
Republic	S	Both ends siding	25	20
Cleburne	S	North end tail track and north yard lead	25	20
DALLAS DISTRICT				
Dallas	I	North ends two tracks Santa Fe Jct.	25	20
East Dallas	S	South ends two tracks, Latimer St.	25	20

(I) SPEED THROUGH CORPORATE LIMITS.

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:

	M.P.H.
Midlothian	25
Cleburne, Fort Worth	18
Gainesville, Ardmore, Weatherford	15
Dallas, Sanger, Marietta	12
Ada	10

(J) MOST RESTRICTIVE SPEED GOVERNING.

Where there is a difference in speed restrictions for trains, engines, track conditions or turnouts, the most restrictive speed will govern.

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

Special Rules

Northern Division 14

9. YARD LIMITS: Following stations have yard limits. (Rule 93).

Purcell (including Healy).	Midlothian
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).	Dallas (including Hale and East Dallas). Garland Wylie Farmersville Celeste Wolfe City Ladonia Pecan Gap Roxton Paris
Wynnewood	Shawnee (including South Shawnee).
Dougherty (including Rayford and Arbuckle).	Byars (from yard limit board north and south of Byars on Pauls Valley District to yard limit board south of Byars on Ada District).
Ardmore (including Ringling Jct.).	Ada Weatherford Stratford Wilson Lindsay Ringling Maysville Cobalt Jct. Cresson Healdton
North Yard (including Windsor and Gainesville).	
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).	
Cleburne (including Weatherford Jct.).	
Alvarado	

10. LIST OF OVERHEAD AND SIDE OBSTRUCTIONS WHICH MAY BE DANGEROUS. (Rule 761).

Between Mile Posts	Bridge Number	Name
FIRST AND SECOND DISTRICTS		
318 and 319.....	318-A	Viaduct, Cleburne yard
318 and 319.....	318-C	Viaduct, Cleburne, Boone St.
320 and 321.....	320-C	Viaduct, Highway
344 and 345.....	344-Ob	Viaduct, Ft. Worth, S. Main St.
344 and 345.....	344-Oa	Viaduct, Ft. Worth, Allen Ave.
345 and 346.....	345-A	Viaduct, Ft. Worth, Hattie St.
348 and 349.....	348-C	Trinity River
349 and 350.....	349-OA	Viaduct, Highway
350 and 351.....	350-D	Viaduct, Highway
381 and 382.....	381-B	Viaduct, Highway
413 and 414.....	413-oA	Viaduct, Highway
418 and 419.....	418-A	Red River
450 and 451.....	450-Bb	Viaduct, Ardmore, 5th Ave.
451 and 452.....	451-Oa	Viaduct, Ardmore, SL-SF Ry.
464 and 465.....	464-C	Washita River
465 and 465.7.....		Crusher Spur
466 and 466.7.....		Carter Bros. Spur
474 and 474.2.....		Metropolitan Spur
476 and 477.....	476-A	Viaduct, Highway
PAULS VALLEY DISTRICT		
176 and 177.....	176-Oa	Viaduct, Highway
169 and 170.....	169-Ba	Viaduct, Highway
166 and 167.....	166-A	Canadian River
164 and 165.....	164-B	Viaduct, Highway
137 and 138.....	137-Ba	Viaduct, Highway
132 and 133.....		Viaduct, O. C. A. & A. Ry.
132 and 133.....		Viaduct, C. R. I. & P. Ry.

Between Mile Posts	Bridge Number	Name
DALLAS AND PARIS DISTRICTS		
12 and 13.....	12-B	Viaduct, Alvarado, Highway
19 and 20.....	19-E	Viaduct, Venus, I-G-N Ry.
32 and 33.....	32-Ea	Viaduct, Highway
43 and 44.....	43Ab	Viaduct, Highway
48 and 49.....	48-Da	Viaduct, Highway
50 and 51.....	50-Aa	Viaduct, Interurban
51 and 52.....	51-A	Trinity River
52 and 53.....	52-E	Viaduct, Dallas, Merlin St.
57 and 58.....	57-A	White Rock Creek
78 and 79.....	78-D	East Fork Trinity River
91 and 92.....	91-C	Viaduct, Farmersville, Highway

LINDSAY DISTRICT

Between Mile Posts	Bridge Number	Name
21 and 22.....	21-B	Washita River

Employes must inform themselves as to location of surface and pit cattle guards and use due care to avoid injury therefrom.

11. 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. Employes are particularly enjoined against having flame lights near openings where oil is exposed.

12. BULLETIN BOOKS ARE LOCATED AT:

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

13. 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
Dallas (Passenger Station)
East Dallas

14. STANDARD THERMOMETERS ARE LOCATED AT:

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

15. RAILROAD CROSSINGS AND INTERLOCKINGS.

LOCATION	M. P.	FACILITY	NAME
FIRST DISTRICT			
Gulf Jct.	494.0	North end siding	Interlocking
Gulf Jct.	494.0	Pauls Valley District, Connection	Interlocking
Ardmore	451.0	North end siding	Interlocking
Ardmore	449.8	South end siding	Interlocking
North Yard	411.1	Both ends crossover between main track and siding north of M-K-T crossing	Interlocking
North Yard	411.1	South end round house lead off siding	Interlocking
North Yard	411.1	South end scale track	Interlocking

15 Northern Division

Special Rules

15. RAILROAD CROSSINGS AND INTERLOCKINGS. (Cont'd)

LOCATION	M. P.	FACILITY	NAME
SECOND DISTRICT			
North Yard	411.1	M-K-T Crossing	Interlocking
North Yard	411.1	Both ends Crossover between main track and siding south of M-K-T Crossing	Interlocking
Saginaw	353.7	F. W. & D. C. Crossing	Interlocking
Saginaw	353.7	Burrus Mill Connection	Interlocking
Saginaw	353.7	C. R. I. & P. Crossing	Interlocking
Saginaw	353.7	North end east and west sidings	Interlocking
Saginaw	351.4	South end west siding	Interlocking
No. Ft. Worth	349.7	North end siding	Interlocking
No. Ft. Worth	348.6	South end siding	Interlocking
No. Ft. Worth	348.6	South end No. 1 track	Interlocking
No. Ft. Worth	348.6	North end St. L. S. W. transfer	Interlocking
No. Ft. Worth	348.6	F. W. Belt Crossing	Interlocking
No. Ft. Worth	348.6	St. L. S. W. Crossing	Interlocking
No. Ft. Worth	348.6	North end house track	Interlocking
Ft. Worth	346.5	North end 17th St. yard	Interlocking
Ft. Worth	345.8	South end passenger yard	Interlocking
Ft. Worth	345.8	South end passenger yard to T. & N. O.	Interlocking
Ft. Worth	345.7	South end B. R. I. Connection	Interlocking
Ft. Worth	345.7	T. & N. O. Crossing	Interlocking
Ft. Worth	345.7	Two T. & P. Crossings	Interlocking
Ft. Worth	345.7	T. & P. Junction	Interlocking
Ft. Worth	345.7	T. & P. Crossing	Interlocking
Ft. Worth	345.6	Two T. & P. Crossings	Interlocking
Ft. Worth	345.6	T. & P. Crossing	Interlocking
Ft. Worth	345.6	Crossover to M-K-T between T. & P. Crossings	Interlocking
Ft. Worth	345.5	T. & P. Crossing	Interlocking
Ft. Worth	345.5	Crossover to T. & N. O. between T. & P. Crossings	Interlocking
Ft. Worth	345.5	T. & N. O. Crossing	Interlocking
Polks	345.4	North end siding	Interlocking
Polks	344.9	South end siding	Interlocking
Polks	344.9	South end storage track	Interlocking
Polks	344.9	North end Crossover, siding to T. & N. O. main track	Interlocking
Polks	344.9	T. & N. O. Crossing	Interlocking
Birds	343.5	North end siding	Interlocking
Birds	342.0	St. L. S. F. & T. Crossing	Cabin Interlocking
Birds	342.0	South switch connecting track	Interlocking
DALLAS DISTRICT			
Alvarado	11.3	Switch to M-K-T transfer	Interlocking
Alvarado	11.4	M-K-T Crossing	Interlocking
Midlothian	27.3	T. & N. O. Crossing	Interlocking
Dallas	51.6	Terminal Junction Switch	Interlocking
Dallas	51.7	Two M-K-T Crossings	Interlocking
Dallas	51.7	North end two tracks	Interlocking
Dallas	51.8	Santa Fe Jct. switches	Interlocking
Dallas	51.8	Armstrong Packing House switch	Interlocking
Dallas	51.8	Compress track switch	Interlocking

LOCATION	M. P.	FACILITY	NAME
Dallas	51.9	St. L. S. W. Crossing	Interlocking
Dallas	51.9	North end City spur switch	Interlocking
Dallas	51.9	North end connection with St. L. S. W. near Santa Fe Jct.	Interlocking
East Dallas	52.6	T. & N. O. Crossing	Interlocking
East Dallas	52.6	Junk track switch just south of T. & N. O. Crossing	Interlocking
East Dallas	53.4	T. & N. O. Crossing	Rules 98-98A-98B Crossing gate
East Dallas	53.7	Two T. & P. Crossings	Interlocking
Garland	66.8	M-K-T Crossing	Interlocking
Between Wylie and Clear Lake	77.2	St. L. S. W. Crossing	Rules 98-98A-98B Crossing gate
Farmersville	91.1	L. & A. Crossing	Rules 98-98A-98B Crossing gate
Celeste	104.0	South end siding	Interlocking
Celeste	104.1	South end house track	Interlocking
Celeste	104.4	M-K-T Crossing	Interlocking
Wolfe City	113.5	St. L. S. W. Crossing	Rules 98-98A-98B Crossing gate
Paris	150.3	T. & P. Crossing	Interlocking

16. 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. Push button in phone box and when towerman answers, announce, "No.....is ready to depart."

17. 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. 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 Rule 99.

18. 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. 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 Rule 99.

19. 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. 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 Rule 99.

20. **SIGNAL—WEATHERFORD JCT.:** Signal governing movement of northward Weatherford District trains and engines at Weatherford Jct., is located near clearance point. Trainmen of trains and engines making movement from Weatherford District to Second District main track 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 Rule 99.

21. **ASSIGNED SIDINGS—MARIETTA.** (Rules 5 and 105).

Siding located east of main track, north of station and extending between signals 4341 and 4332, is assigned for use of northward trains. Time of southward trains in schedule or train orders applies at south switch of this siding.

Siding located west of main track, south of station and extending between signals 4322 and 4331, is assigned for use of southward trains. Time of northward trains in schedule or train orders applies at north switch of this siding.

22. **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. (Rule 19).

Trains 111 and 112 markers will display green instead of yellow indications and such green indications will have the same meaning as yellow between T. & P. Jct. and passenger station Fort Worth. (Rule 19).

**STATE LAWS GOVERNING RAILROAD EMPLOYEES
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 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.

17 Northern Division

Special Rules

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
5	Davis, Okla.	Fort Worth and beyond.	Oklahoma City and beyond.
15	Marietta, Okla. McGregor, Texas.	Fort Worth and beyond. Houston and beyond.	Oklahoma City and beyond. Kansas City and beyond.
16	McGregor, Texas. Marietta, Okla.	Kansas City and beyond. Oklahoma City and beyond.	Houston and beyond. Fort Worth and beyond.
65	Rogers, Cameron, Milano, Caldwell, Bellville, Sealy, and Wallis.		Brownwood and beyond.
66	Wallis, Sealy, Bellville, Caldwell, Milano, Cameron and Rogers.	Brownwood and beyond.	
75	Belton, Killeen, Radio Jct., Lometa and Goldthwaite. Bangs and Santa Anna.	West of Brownwood. West of Coleman.	Houston and beyond.
76	Santa Anna and Bangs. Goldthwaite, Lometa, Radio Jct., Kil- leen and Belton.	Houston and beyond.	West of Coleman. West of Brownwood.

Attendants accompanying livestock or other shipments may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.



SANTA FE SAFETY FIRST



Every employe should report promptly to his Superintendent, Trainmaster or some member of Safety Committee or other proper person, every unsafe condition or practice.

(See Rules E and F)

