

First District

Northern Division 2

SOUTHWARD			Capacity of Sidings in 50-ft. Cars	Rating Grade Ascending	TIME TABLE No. E 159 November 25, 1956	Rating Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Ways	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			STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily
PM 7.28	AM 9.45	AM 2.05	Yard		PURCELL					AM 3.10	AM 10.10	PM 5.10
7.40	9.54 ⁶	f 2.19	165	.0	WAYNE	5.8	517.6	C	F T Y S	f 2.55	9.54 ¹⁵	5.00
7.50	10.02	f 2.37 ¹¹²	165	42.2	PAOLI	52.8	502.6			f 2.37 ¹¹¹	9.43	4.52
8.01	s 10.10	s 2.54	216	2.1	PAULS VALLEY	10.0	495.6	C	Y	s 2.27	s 9.33	s 4.45
8.09	10.17	s 3.05	175	18.4	WYNNEWOOD	26.4	488.1	C		s 2.09	9.23	4.35
8.18	10.27	s 3.20	190	42.2	DAVIS	3.1	478.0	C		s 1.54	s 9.10	4.27
8.27	10.36	s 3.30	177	81.6	DOUGHERTY	32.7	469.6	C	Y	s 1.41	9.00	4.18
8.41	10.47	f 3.45	170	52.8	GENE AUTRY	52.8	460.8			f 1.24	8.46	4.05
s 8.58	s 11.01	s 4.10	120	52.8	ARDMORE	52.8	450.4	C	F Y	s 1.10	s 8.32	s 3.52
9.06	11.09	f 4.18	130	52.8	OVERBROOK	52.8	448.0			f 12.52	8.20	3.42
s 9.17	11.18	s 4.27	199	52.8	MARIETTA	52.8	433.0	C		s 12.40	s 8.10	3.34
9.27	11.27	f 4.40	158	52.8	THACKERVILLE	52.8	423.0			f 12.25	8.01	3.26
				.0	State Line	52.8	418.3					
9.42 PM	s 11.40 AM	4.55 AM	Yard	52.8	NORTH YARD	52.8	411.3	C	FT	12.07 AM	7.48 AM	3.14 PM
Arrive Daily	Arrive Daily	Arrive Daily			(105.9)					Leave Daily	Leave Daily	Leave Daily
47.4	35.3	37.4			Average speed per hour					34.9	44.8	54.8

SIGNAL SYSTEM TWO IN EFFECT:

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Main track and sidings:
Purcell to North Yard.

Trains must get numbered Clearance Card before leaving Purcell and North Yard.

First Class trains register at North Yard by Form 903.

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

Trains and engines will move at restricted speed between west stock track switch west of station and eastward interlocking signal east of station Purcell.

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

TRACKS BETWEEN STATIONS

NAME	MP	Capacity (50-ft. Cars)
Sand Spur	419.0	25
Crusher	465.7	64
Carter	466.4	35
Dolese Storage Track	466.9	65
Rayford Storage Track	473.3	112
Spur Track No. 1.....	474.1	38
Spur Track No. 2.....	474.1	26
Grimes Spur	498.4	4

In C.T.C. sidings, speed limit 30 miles per hour.

3 Northern Division

Second District

SOUTHWARD					Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. E 159 November 25, 1956
First Class							
77	5	15	115	111			
The Angelo	Passenger	Texas Chief	Texas Chief	Texas Express			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS
	PM 9.42	AM 11.40	PM 12.01	AM 4.55	Yard	.0	NORTH YARD 0.1
						.0	M-K-T Crossing 0.5
	s 9.46	s 11.50	s 12.20	s 5.00	61	52.8	GAINESVILLE 0.9
	9.56	PM 12.01	12.29	f 5.12	168	52.8	VALLEY VIEW 0.9
	10.04	12.08	12.37	f 5.22		52.8	SANGER 3.8
	10.08	12.13	12.42	f 5.27	170	52.8	DALTON JCT. 3.8
	10.12	12.16	PM	f 5.32		52.8	KRUM 3.8
	10.17	12.21		f 5.40	168	52.8	PONDER 6.2
	10.22	12.27		f 5.46	180	52.8	JUSTIN 8.7
	10.30	12.35		f 5.57	189	52.8	HASLET 8.6
	10.38 112	12.42		f 6.12	100 244	.0	F.W. & D. Crossing SAGINAW C. R. I. & F. Crossing 5.1
	10.44	12.48		6.20	88	52.8	F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH St.L.S.F. & T. Crossing 2.8
PM 9.20	s 10.55 11.20	s 12.55 1.05		s 6.20 7.00 6	Yard	21.1	FORT WORTH 0.3
				7.02 AM		31.6	T. & N. O. Crossing T. & P. Crossing T. & F. JCT. 0.1
						31.6	T. & P. Crossing 0.1
						47.5	T. & N. O. Crossing T. & P. Crossing 0.6
9.23	11.23	1.07			45	47.5	POLKS T. & N. O. Crossing 2.3
9.30 PM	11.28	1.10			120	36.9	BIRDS YL 0.4
	f 11.39	1.18				71.2	St.L.S.F. & T. Crossing 8.6
	f 11.49	1.26 16				64.9	CROWLEY 8.4
	11.57	1.41				19.5	JOSHUA 6.8
	s AM 12.01 AM	1.43 PM			Yard	.0	WEATHERFORD JCT. YL 1.0
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			CLEBURNE YL
20.4	49.3	49.9	36.8	41.2			(93.8) Average speed per hour

SIGNAL SYSTEM TWO IN EFFECT:

Except Fort Worth (T. & P.) Interlocking, which is SIGNAL SYSTEM ONE.

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Main track and sidings North Yard to Saginaw.

Dublin District trains must get Northern Division numbered Clearance Card before leaving Fort Worth.

Be governed by Operating Rules of Fort Worth Union Passenger Station Company while using passenger station tracks at Fort Worth.

In C.T.C. sidings, speed limit 30 miles per hour.

RULE 261 IN EFFECT:

Between first signal south of St. L. S. F. & T. Crossing and first northward signal on Dublin District, Birds, and signal at south end of 17th Street yard, Fort Worth; and between signal at north end of 17th Street yard and signal north of FW&D crossing, Saginaw. The movement of trains and engines is supervised by train dispatcher. Trains or engines must not foul nor enter main track through hand-thrown switches until authorized by towerman. Hand-thrown switches to storage track, Birds, and to spur track MP 349 plus 5000 feet, North Fort Worth, are equipped with electric locks. When proceed indication cannot be promptly accepted towerman must be immediately notified. Towerman at Saginaw will, before flagging a southward train through interlocking, ascertain from towerman at North Fort Worth if traffic lever is in proper position for movement beyond the interlocking.

Second District

Northern Division 4

TIME TABLE No. E 159 November 25, 1966		Rating Grade Ascending	Mile Post	Communications	Fuel, Water, Tunnels and Wyes	NORTHWARD					Capacity (50-ft. Cars)	
						First Class						Mile Post
						112	6	16	116	78		
STATIONS		Ft. Per Mile				Chicago Express	Passenger	Texas Chief	Texas Chief	The Angelo	328.3	
NORTH YARD 0.1		34.3	411.3	C FT		AM 12.07	AM 7.48	PM 3.14	PM 3.10		TRACKS BETWEEN STATIONS NAME Dancel	
M-K-T Crossing 0.5		34.3	411.2									
GAINESVILLE 0.9		40.6	410.7		s	12.05 AM	s 7.45	s 3.12	s 3.08			
VALLEY VIEW 8.6		52.8	400.8		f	11.40	7.31	3.00	2.57			
SANGER 5.4		52.8	392.2	C	f	11.29	7.23	2.52	2.50			
DALTON JCT. 3.3		52.8	386.8		f	11.21	7.18	2.47	2.45 PM			
KRUM 0.2		52.8	383.5	C	f	11.18	7.15	2.44				
PONDER 0.7		52.8	377.3		f	11.10	7.09	2.39				
JUSTIN 8.6		52.8	370.6	C	f	11.02	7.04	2.33				
HASLET 8.1		52.8	362.0		f	10.48	6.57	2.25				
F.W. & D. Crossing SAGINAW C. R. I. & P. Crossing 5.1		52.8	358.9	C	f	10.38	6.49	2.18				
F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH St. L. S. F. & T. Crossing 2.8		52.8	348.8			10.38	6.43	2.12				
FORT WORTH 0.3		.0	346.0	C FT	s	10.20 9.00	s 6.35 6.05 ¹¹¹	s 2.05 1.50	s AM 5.45			
T. & N. O. Crossing T. & P. Crossing T. & P. JCT. 0.1		.0	345.7			8.58 PM						
T. & P. Crossing 0.1		.0	345.6									
T. & N. O. Crossing T. & P. Crossing 0.6		.0	345.5									
POLKS T. & N. O. Crossing 2.3		.0	344.9				5.56	1.45		5.41		
BIRDS YL 0.4		.0	342.6				5.51	1.41		5.33 AM		
St. L. S. F. & T. Crossing 8.5		12.7	342.2									
CROWLEY 8.4		8.2	333.7		f	5.38	1.34					
JOSHUA 6.8		61.0	325.3	C	f	5.28	1.26 ¹⁵					
WEATHERFORD JCT. YL 1.0		30.6	318.5			5.18	1.18					
CLEBURNE YL			317.5	C FTY		5.15 AM	1.17 PM					
(93.8)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Average speed per hour						86.5	45.0	55.1	58.8	18.6		

FOR INFORMATION
ONLY AND NOT TO
BE USED FOR
TRAIN MOVEMENT

Train 111 and 112 operate
via T. & P. Railway between
T. & P. Jct. (Ft. Worth) and
Dallas on following sched-
ules:

111		112
Leave Daily	STATIONS	Arrive Daily
AM 7.00	FORT WORTH	PM 9.00
7.02	0.1 T. & P. JCT.	8.58
7.46 AM	30.9 DALLAS	8.15 PM
Arrive Daily	(31.0)	Leave Daily

Trains must get numbered Clearance Card before leaving Cleburne and North Yard and No. 112 before leaving Fort Worth.

Nos. 111 and 112 and Dublin District trains only register 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 twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Dublin District trains will use Northern Division tracks between 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.

Be governed by Time Table and Rules of the T&P Railway Company between Dallas and T&P Jct., Fort Worth.

5 Northern Division

Pauls Valley District

SOUTHWARD		Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. E 159 November 25, 1956	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
Second Class									Second Class	
301	85								86	302
Mixed	Mixed							Mixed	Mixed	
Leave Mon. Wed. Fri.	Leave Daily Ex. Sun.		Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily Ex. Sun.	Arrive Tue. Thur. Sat.	
AM 10.15				SHAWNEE YL 1.6	.0	132.0	C		PM 2.30	
f 10.30		Yard	30.6	SOUTH SHAWNEE YL 2.8	.0	133.6		Y	f 2.26	
f 10.40		71	31.6	TECUMSEH 5.8	31.6	136.4			f 2.20	
10.51			26.4	BROOKSVILLE 4.7	20.5	142.2			2.07	
s 11.10		81	31.6	MACOMB 4.0	15.8	146.9			s 1.56	
f 11.20			31.6	TRIBBEY 5.6	31.6	150.9			f 1.47	
11.31		57	31.6	TROUSDALE 6.8	31.6	156.5			1.34	
s 11.50		77	31.6	WANETTE 6.7	26.4	162.3	C		s 1.20	
PM 12.10	PM 8.30	80	.0	ADA JCT. 0.3	.2	169.0			PM 3.20	
12.22	8.42	83	.0	BYARS 5.4	31.7	169.3		s	s 1.05	
12.28	8.47		.0	BOUDINOT 2.1	10.6	174.7			3.09 12.50	
s 12.50 PM	s 9.05 PM	216	21.1	CIVIT 7.4	22.1	176.8			3.05 12.45	
Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sun.			PAULS VALLEY YL			C	Y	2.50 PM 12.15 PM	
20.1	25.7			(52.0)					Leave Daily Ex. Sun. 30.0	
				Average speed per hour					22.9	

SIGNAL SYSTEM TWO IN EFFECT:

Trains must get numbered Clearance Card before leaving Shawnee and Pauls Valley.

Extra trains will not register at Byars.

Between south switch of siding Byars and Ada 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 twenty (20) 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	Mile Post	Ruling Grade Ascending	TIME TABLE No. E 159 November 25, 1956	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
Second Class		301	Mixed								Second Class		302
Leave Mon. Wed. Fri.	PM										Arrive Tues. Thur. Sat.	AM	
	2.00												
	2.45	25	12.1	31.6	PAULS VALLEY YL 12.6	31.6	C	Y			11.00		
	3.20 PM	Yard	23.4	10.5	MAYSVILLE YL 11.3	.0	C				10.10		
	Arrive Mon. Wed. Fri.				LINDSAY YL		C	Y			9.30 AM		
	17.5				(23.4)						Leave Tues. Thur. Sat.		
Average speed per hour											15.9		

SIGNAL SYSTEM TWO IN EFFECT:

Trains must get numbered Clearance Card before leaving Pauls Valley and Lindsay.

No switch lights Lindsay District.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
White Head	5.9	13
Neill	18.3	13

Ada District

NORTHWARD				Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. E 159 November 25, 1956	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	SOUTHWARD		
Second Class		86	Mixed								Second Class		85
Leave Daily Ex. Sun.	PM										Arrive Daily Ex. Sun.	PM	
	6.40	Yard	38.8	31.7	ADA YL 12.6	69.7	C	T			5.10		
	7.30	17	51.4	31.6	VANOSS 6.7	31.6					4.19		
	7.53	30	58.1	31.6	STRATFORD 8.3	79.2					3.56		
	8.22		66.4	9.5	ADA JCT. 0.3	.0					3.27		
	8.35 PM	30	66.7		BYARS						3.35 PM		
	Arrive Daily Ex. Sun.				(27.6)						Leave Daily Ex. Sun.		
Average speed per hour											15.9		

Between south switch of siding Byars and Ada 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 twenty (20) 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 twenty (20) 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 twenty (20) 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			NORTHWARD					
First Class	Capacity of Siding in 50-ft. Cars	Rating Grade Ascending	TIME TABLE No. E 159 November 25, 1956	Rating Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	First Class
115								116
Texas Chief								Texas Chief
Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily
PM 12.42	170	42.2	DALTON JCT. 6.5	52.8	111.2			PM 2.45
12.52		10.6	DENTON 2.3	42.2	104.7	C		2.36
12.55	80	52.8	MINCHIN 27.1	52.8	102.4			2.33
1.25	75	52.8	COWLEY 5.2	66.0	75.8			2.05
		68.4	T. & N. O. Crossing 6.4	52.8	70.1			
1.40		31.7	WHITE ROCK 1.1	10.4	63.7			1.53
1.51 ¹¹⁶	112	.0	ZACHA JCT. 2.3	40.1	62.6			1.51 ¹¹⁶
		52.8	REINHARDT 6.6	53.8	60.3			
		.0	T. & P. Crossing 0.3	.0	53.7			
		.0	T. & N. O. Crossing 0.1	10.5	53.8			
2.05	Yard	.0	EAST DALLAS YL 0.6	38.0	53.2	C	FTY	1.38
		.0	T. & N. O. Crossing 0.7	63.3	52.5			
		.0	St. L. S. W. Crossing 0.1	22.2	51.9			
2.08 PM		.0	SANTA FE JCT. YL 0.1	22.2	51.8			1.35 PM
		23.0	M-K-T Crossing 0.1	.0	51.7			
		37.0	TERMINAL JCT. YL 2.0	.0	51.6			
	42	67.0	OAK CLIFF YL 3.9	.0	49.6			
	36	66.0	HALE YL 5.6	70.2	45.7			
	34	77.6	DUNCANVILLE 5.5	68.6	40.1			
	19	67.5	CEDAR HILL 7.3	71.0	34.6			
		49.6	T. & N. O. Crossing 0.4	.0	27.8			
	47	46.9	MIDLOTHIAN 7.3	52.8	26.9	C		
	37	76.5	VENUS 6.9	71.2	19.6			
	34	26.4	ALVARADO 1.3	67.5	12.7			
	Yard	74.4	M-K-T Crossing 11.4	66.0	11.4			
			CLEBURNE YL			C	FTY	
Arrive Daily			(111.2)					Leave Daily
40.0			Average speed per hour					50.4

FOR INFORMATION ONLY
AND NOT TO BE USED FOR
TRAIN MOVEMENT

Trains 115 and 116 operate via
Dallas Union Terminal between
Santa Fe Jct. and Dallas U. D.

115		116
Leave Daily	STATIONS	Arrive Daily
PM 2.08	SANTA FE JCT. 1.7	PM 1.35
2.15 PM	DALLAS U. D.	1.30 PM
Arrive Daily	(1,7)	Leave Daily

SIGNAL SYSTEM TWO IN EFFECT.

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Between northward CTC signal MP 53.3, East Dallas, and Zacha Jct.

RULE 261 IN EFFECT:

Between cantilever north end siding Hale and southward home signal at T&NO Crossing (MP 52.5) East Dallas. The movement of trains and engines is supervised by train dispatcher. Trains and engines must not foul nor enter main track through hand-thrown switches until authority received from towerman. Telephones located near switches. When such authority cannot be accepted promptly towerman must be immediately notified.

Trains must get numbered Clearance Card before leaving Cleburne and East Dallas.

Trains originating at Dallas Union Station must get numbered Clearance Card before leaving.

First Class trains register at East Dallas by Form 903.

Between northward CTC signal MP 53.3 and southward home signal at T&NO crossing MP 52.5, 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 to exceed twenty (20) 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.

No switch lights between Terminal Jct. and Cleburne.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Gasco	39.0	3
Maglab	43.4	15
Casa Linda Lead	61.7	71
Adleta Spur	66.4	55

Paris District

Northern Division 8

SOUTH- WARD	Capacity of Sidings in 60-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. E 159 November 25, 1956	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTH- WARD
			Ft. Per Mile	STATIONS	Ft. Per Mile			
	Yard	151.1	.0	PARIS YL	21.1	C	FT	
		150.3	52.8	T. & P. Crossing	52.8			
	30	143.7	52.8	AMBIA	62.8			
	33	138.5	52.8	ROXTON	52.8	C		
		133.0	52.8	BEN FRANKLIN	3.7			
		127.6	52.8	PECAN GAP	52.8			
	30	121.6	52.8	LADONIA	12.6	C		
	31	113.3	.0	WOLFE CITY YL	52.8	C		
		104.4	.0	M-K-T Crossing	14.2			
	34	104.3	52.8	CELESTE	52.8			
		98.8	52.8	MERIT	57.0			
		91.1	.0	L. & A. Crossing L. & A. Jct.	3.7			
	34	91.0	52.8	FARMERSVILLE YL	52.8	C		
	34	84.3	53.4	COPEVILLE	53.4			
	34	75.8	52.8	WYLIE	52.8	C		
	34	71.6	51.2	SACHSE	52.8			
		66.8	40.6	M-K-T Crossing	.0			
	39	66.4	48.5	GARLAND YL	53.3	C		
	112	62.6		ZACHA JCT.				
				(88.5)				
				Average speed per hour				

SIGNAL SYSTEM TWO IN EFFECT:

Trains must get numbered clearance card before leaving Paris.

Between viaduct 91.3 and south 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 twenty (20) 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 Merit and Ambia.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Team Track.....	63.0	19
Circle Concrete.....	63.0	No. 1 - 4 No. 2 - 1
Team Track.....	64.9	6
Inter-Continental Spur.....	67.4	89

Special Rules

Northern Division 10

1. Except as otherwise provided, all northward trains are superior to southward trains of the same class.
2. Rule 16 is amended as follows:
 - (e) Cancelled.
 - (1) _____ When standing—apply or release air brakes.
 - (m) _____ When running—brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

3. Rule 104(A): At meeting or passing points, the employe attending the switch must not unlock derail or main track 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 opposing train enters siding.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

4. Rule 104(D): Reference in third paragraph to Rule 509(a) should read 509(A).

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

JUNCTION	M. P.	JUNCTION WITH	Switch Normally Lined For Movement
FIRST DISTRICT			
Ardmore	449.8	Ringling District	First District
SECOND DISTRICT			
Weatherford Jct.	318.5	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	18.4	Dublin District	Dublin District
RINGLING DISTRICT			
Cobalt Jct.	24.3	Healdton line	Ringling District

10. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
SECOND DISTRICT		
Gainesville-Saginaw	90	60
Saginaw-Birds	79	60
Birds-Cleburne	90	60
FIRST DISTRICT		
PAULS VALLEY DISTRICT	50	40
LINDSAY DISTRICT	25	25
ADA DISTRICT	25	25
RINGLING DISTRICT	20	20
DALLAS DISTRICT		
Cleburne-East Dallas	50	40
East Dallas-Zacha Jct.	59	40
Zacha Jct.-Dalton Jct.	59	49

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
PARIS DISTRICT		
Zacha Jct.-Farmersville	55	35
Farmersville-Paris	45	30
WEATHERFORD DISTRICT		
Cleburne-Cresson	30	30
Cresson-Weatherford	20	20
SECOND DISTRICT		
2 Curves, M.P. 317.2 to 318.7	50	30
Curve, M.P. 325.8 to 325.9	80	55
Curve, M.P. 327.2 to 327.5	70	55
Curve, M.P. 329.1 to 329.3	70	55
Curve, M.P. 334.7 to 335.1	80	55
Curve, M.P. 340.4 to 341.2	80	55
Curve, M.P. 342.5 to 342.7	65	40
Curve, M.P. 344.2 to 344.5	50	30
Track, M.P. 345.4 to 346.6	10	10
3 Curves, M.P. 346.8 to 347.9	50	35
2 Curves, M.P. 349.6 to 351.0	70	50
2 Curves, M.P. 382.4 to 383.3	80	60
Curve, M.P. 389.3 to 389.7	60	50
Curve, M.P. 398.8 to 399.1	70	55
2 Curves, M.P. 410.4 to 412.1	60	35
FIRST DISTRICT		
2 Curves, M.P. 410.4 to 412.1	60	35
Curve, M.P. 416.3 to 416.5	70	55
12 Curves, M.P. 416.9 to 422.3	55	50
Ardmore, main track and siding, M.P. 449.7 to 451.0	25	25
3 Curves, M.P. 451.6 to 452.7	60	40
11 Curves, M.P. 453.2 to 459.3	55	45
Curve, M.P. 459.6 to 460.3	50	40
Curve, M.P. 462.0 to 462.6	60	50
9 Curves, M.P. 462.8 to 466.2	40	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	55	50
2 Curves, M.P. 476.3 to 476.3	70	55
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. 507.3 to 508.8	70	50
Curve, M.P. 510.9 to 511.2	70	55
4 Curves, M.P. 513.2 to 515.4	60	50
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
Curve, M.P. 176.5 to 176.8	50	35
Curves, M.P. 182.8 to 183.0	10	10
LINDSAY DISTRICT		
Washita River Bridge, M.P. 21.7 to 21.8: Diesels, all classes, single or multiple units (Class 600, 602, 2100 and 2600 single head only)	10	10

11 Northern Division

Special Rules

10. SPEED RESTRICTIONS. (Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
DALLAS DISTRICT		
Curve, M.P. 0.0 to 0.3	10	10
Curve, M. P. 1.3 to 1.9	45	35
Curve, M.P. 4.6 to 5.0	40	35
4 Curves, M.P. 7.0 to 7.6	40	35
2 Curves, M.P. 9.1 to 10.3	40	35
2 Curves, M.P. 11.0 to 11.3	40	35
2 Curves, M.P. 12.3 to 13.4	35	25
Approaching Interlocking T. & N. O. Crossing (M.P. 27.3)		
M.P. 26.9 to 27.2—Northward	30	15
M.P. 28.1 to 27.4—Southward	50	30
1 Curve, M.P. 32.3 to 32.4	40	35
2 Curves, M.P. 36.5 to 36.8	40	35
2 Curves, M.P. 38.7 to 39.9	45	35
6 Curves, M.P. 41.7 to 42.9	40	35
Curve, M.P. 43.5 to 43.9	40	35
4 Curves, M.P. 48.1 to 48.9	25	25
2 Curves, M.P. 49.6 to 49.8	35	30
Curve, M.P. 51.0 to 51.1	40	30
3 Curves, M.P. 61.9 to 62.9	40	30
Curve, M.P. 110.3 to 111.2	40	40
PARIS DISTRICT		
Curve, M.P. 62.6 to 62.7	40	30
Track, M.P. 113.4 to 113.6 Wolfe City	15	15
2 Curves, M.P. 121.4 to 122.0	30	25
Track M. P. 143.7 to 150.4	45	30
WEATHERFORD DISTRICT		
Curve, M.P. 0.0 to 0.1	10	10

(B) MAXIMUM SPEED OF ENGINES AND MOTOR CARS.

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-480	65	65	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450, 451	30	30	30	20
460-468	35	35	35	20
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75

* 65 MPH applies when backing handling train.

MILES PER HOUR

STEAM	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
1010, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3416, 3776-3785	100	40	25	

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

(C) DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 miles per hour without special instructions.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

(D) MAXIMUM SPEED THROUGH INTERLOCKINGS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
DALLAS DISTRICT		
Midlothian*.....	T. & N. O. Crossing	20 20
Dallas.....	M-K-T Crossing	20 20
East Dallas*.....	T. & P. Crossing	15 15
PARIS DISTRICT		
Garland*.....	M-K-T Crossing	20 20
Paris*.....	T. & P. Crossing	20 20

* Speed indicated applies only to head end of train.

(E) 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, Classes:			
450, 451	2	5	5
11, 50, 80, 600, 602, 2099, 2100	3	5	5
51, 52, 90, 650, 651, 2300, 2301, 2310, 2600, 3000	4	5	5
460, 2400	4½	5	5
16, 37, 99, 100, 200, 231, 300, 325, 500, 501, 503, 541, 625, 700, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2650	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	---
Friction Bearings	12	5	---

Special Rules

Northern Division 12

10. SPEED RESTRICTIONS. (Cont'd)

(F) 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.

(G) MAXIMUM SPEED AT ANY POINT FOR TRAINS HANDLING THE FOLLOWING OR OTHER SIMILAR EQUIPMENT:

DISTRICT	Pile Driver (With leads down) Steam Derrick (Boom on idler)	Brown Hoist Steam Shovel Clam Shell Steam Ditcher Spreader*
FIRST.....	30	24
PAULS VALLEY.....	24	24
SECOND.....	30	24
DALLAS.....	20	20
PARIS.....	20	20
WEATHERFORD.....	15	15
RINGLING.....	15	15
LINDSAY.....	15	15
ADA.....	15	15

* Normal train speed permissible when wings folded and fastened. Equipment mentioned above must not be moved in any train except on authority of trainmaster.

(H) TURNOUTS AND CROSSOVERS.

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
FIRST DISTRICT			
Purcell	I	South end tail track south end yards....	30
Wayne	I	Both ends siding.....	30
Paoli	I	Both ends siding.....	30
Pauls Valley	I	South leg wye Lindsay District.....	15
Pauls Valley	I	Both ends siding.....	30
Pauls Valley	I	Three intermediate crossovers.....	30
Wynnewood	I	Both ends siding.....	30
Davis	I	Both ends siding.....	30
Dougherty	I	Both ends siding.....	30
Gene Autry	I	Both ends siding.....	30
Ardmore	I	Both ends siding.....	25
Overbrook	I	Both ends siding.....	30
Marietta	I	Both ends siding.....	30
Thackerville	I	Both ends siding.....	30
North Yard	I	North end tail track north end yards....	30
North Yard	I	Crossover main track to tail track.....	30
SECOND DISTRICT			
Gainesville	I	South end siding.....	15
Valley View	I	Both ends siding.....	30
Dalton Jct.	I	Both ends siding.....	30
Dalton Jct.	I	Turnout to Dallas District.....	40
Ponder	I	Both ends siding.....	30

STATION	TYPE	LOCATION	MILES PER HOUR
Justin	I	Both ends siding.....	30
Haslet	I	Both ends siding.....	30
Saginaw	I	Both ends east and west sidings.....	30
No. Ft. Worth	I	Both ends siding.....	30
Polks	I	North end siding.....	30
Polks	I	South end siding.....	15
Birds	I	Both ends siding.....	30
Crowley	S	Both ends siding.....	30
Joshua	S	Both ends siding.....	30
Cleburne	S	North end tail track north end of yard.....	30

DALLAS DISTRICT

Dallas	I	South end two tracks Santa Fe Jct.	30
Dallas	I	North end two tracks, T. & N. O. Crossing.....	30
Zacha Jct.	I	Both ends siding.....	30
Zacha Jct.	I	Turnout to Paris District.....	30

(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.

13 Northern Division

Special Rules

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

Pauls Valley (on Lindsay and Pauls Valley Districts only).	Dallas (including Hale and East Dallas).		
	Garland		
Ardmore (on Ringling District only).	Farmersville		
	Wolfe City		
	Paris		
Birds (from yard limit board south of Birds on Second District, and south of Belt Jct. on Dublin District, to northward home signals south end Birds).	Shawnee (including South Shawnee).		
	Ada	Weatherford	
	Lindsay	Ringling	
Cleburne (including Weatherford Jct.).	Maysville	Healdton	
	Cresson		

12. 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.....	318.1	Viaduct, Cleburne yard
318 and 319.....	318.8	Viaduct, Cleburne, Boone St.
320 and 321.....	320.9	Viaduct, Highway
344 and 345.....	344.1	Viaduct, Ft. Worth, S. Main St.
344 and 345.....	344.8	Viaduct, Ft. Worth, Allen Ave.
345 and 346.....	345.1	Viaduct, Ft. Worth, Hattie St.
348 and 349.....	348.5	Trinity River
349 and 350.....	349.39	Viaduct, Highway
350 and 351.....	350.9	Viaduct, Highway
381 and 382.....	381.6	Viaduct, Highway
413 and 414.....	413.1	Viaduct, Highway
418 and 419.....	418.3	Red River
450 and 451.....	450.8	Viaduct, Ardmore, 5th Ave.
451 and 452.....	451.1	Viaduct, Ardmore, SL-SF Ry.
464 and 465.....	464.34	Washita River
465 and 467.7.....		Crusher Spur
466 and 466.7.....		Carter Bros. Spur
474 and 474.2.....		Rayford Spurs
476 and 477.....	476.1	Viaduct, Highway

PAULS VALLEY DISTRICT

Between Mile Posts	Bridge Number	Name
176 and 177.....	176.0	Viaduct, Highway
169 and 170.....	169.5	Viaduct, Highway
166 and 167.....	166.2	Canadian River
164 and 165.....	164.8	Viaduct, Highway
137 and 138.....	137.29	Viaduct, Highway
132 and 133.....		Viaduct, O. C. A. & A. Ry.
132 and 133.....		Viaduct, C. R. I. & P. Ry.

DALLAS DISTRICT

Between Mile Posts	Bridge Number	Name
12 and 13.....	12.3	Viaduct, Alvarado, Highway
19 and 20.....	19.94	Viaduct, Venus, I-GN Ry.
32 and 33.....	32.64	Viaduct, Highway
43 and 44.....	43.6	Viaduct, Highway

Between Mile Posts	Bridge Number	Name
48 and 49.....	48.65	Viaduct, Highway
50 and 51.....		Viaduct, Interurban
51 and 52.....	51.1	Trinity River
51 and 52.....		Signal Bridge
52 and 53.....	52.9	Viaduct, Dallas, Oakland St.
57 and 58.....	57.05	White Rock Creek
66 and 67.....	66.7	Viaduct, Skillman Road
66 and 67.....	66.8	Viaduct, Forest Lane Road
76 and 77.....	76.6	Viaduct, Highway
83 and 84.....	83.3	Viaduct, Highway
85 and 86.....	85.7	Viaduct, Government Road

PARIS DISTRICT

Between Mile Posts	Bridge Number	Name
91 and 92.....	91.3	Viaduct, Farmersville, Highway

HALE CEMENT LINE

Between Mile Posts	Bridge Number	Name
3 and 4.....	3.56	Overhead Gas Main (M.P. 3 plus 2838-ft.)
4 and 5.....	4.68	Viaduct, Highway
	4.71	Viaduct, Highway

LINDSAY DISTRICT

Between Mile Posts	Bridge Number	Name
21 and 23.....	21.7	Washita River

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

13. 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.

14. BULLETIN BOOKS ARE LOCATED AT:

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

15. STANDARD CLOCKS ARE LOCATED AT:

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

16. STANDARD THERMOMETERS ARE LOCATED AT:

Cleburne	Ardmore	Purcell	East Dallas
Fort Worth	Dougherty		Paris
North Yard			

17. RAILROAD CROSSINGS AND INTERLOCKINGS.

LOCATION	M. P.	FACILITY	NAME
FIRST DISTRICT			
North Yard	411.2	Both ends crossover north of M-K-T Crossing.....	Interlocking
North Yard	411.2	South end round house lead off siding.....	Interlocking
North Yard	411.2	South end scale track.....	Interlocking
SECOND DISTRICT			
North Yard	411.2	M-K-T Crossing.....	Interlocking
North Yard	411.2	Both ends crossover south of M-K-T Crossing.....	Interlocking
Saginaw	353.9	F. W. & D. Crossing.....	Interlocking
Saginaw	353.9	Burrus Mill Connection.....	Interlocking

Special Rules

Northern Division 14

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

LOCATION	M.P.	FACILITY	NAME
Saginaw	353.9	C. R. I. & P. Crossing.....	Interlocking
Sagnaw	353.8	North end east and west sidings.....	Interlocking
Saginaw	351.4	South end east and west sidings.....	Interlocking
No.Ft.Worth	349.9	North end siding.....	Interlocking
No.Ft.Worth	349.0	South end siding.....	Interlocking
No.Ft.Worth	349.0	South end No. 1 track.....	Interlocking
No.Ft.Worth	349.0	North end St. L. S. W. transfer..	Interlocking
No.Ft.Worth	349.0	F. W. Belt Crossing.....	Interlocking
No.Ft.Worth	348.9	U. S. Cold Storage track.....	Interlocking
No.Ft.Worth	348.9	St. L. S. W. Crossing.....	Interlocking
No.Ft.Worth	348.6	St. L. S. F. & T. Crossing.....	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 FW&D-RI Con.	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	342.3	South end siding.....	Interlocking
Birds	342.2	North switch connecting track	Interlocking
Birds	342.2	St. L. S. F. & T. Crossing.....	Interlocking

DALLAS DISTRICT

Alvarado	11.3	M-K-T Crossing.....	Interlocking
Midlothian	27.3	T. & N. O. Crossing.....	Interlocking
Dallas	51.5	Terminal Jet. switch.....	Interlocking
Dallas	51.6	Two M-K-T Crossings.....	Interlocking
Dallas	51.7	South end two tracks.....	Interlocking
Dallas	51.8	Santa Fe Jet. switches.....	Interlocking
Dallas	51.8	South end T.&N.O. main track	Interlocking
Dallas	51.8	T. & N. O. connection.....	Interlocking
Dallas	51.8	Armstrong Packing House switch.....	Interlocking
Dallas	51.8	Both ends two crossovers.....	Interlocking
Dallas	51.8	Compress track switch.....	Interlocking
Dallas	51.8	St. L. S. W. Crossing.....	Interlocking
Dallas	51.9	St. L. S. W. connection.....	Interlocking
Dallas	51.9	South end interchange tracks..	Interlocking
Dallas	51.9	South end storage and interchange tracks.....	Interlocking
Dallas	51.9	South end City spur switch.....	Interlocking

LOCATION	M.P.	FACILITY	NAME
Dallas	52.1	North end City spur switch	Interlocking
Dallas	52.1	North end storage and interchange tracks.....	Interlocking
Dallas	52.2	Both ends six crossovers between north leg city wye and T. & N. O. crossing M.P. 52.5.....	Interlocking
Dallas	52.2	Old ice track switch.....	Interlocking
Dallas	52.3	Harwood team track switch....	Interlocking
Dallas	52.4	T. & N. O. interchange track switch.....	Interlocking
Dallas	52.5	T. & N. O. Crossing.....	Interlocking
Dallas	52.5	Junk track switch just north of T. & N. O. Crossing.....	Interlocking
Dallas	52.6	North end two tracks.....	Interlocking
East Dallas	53.3	T. & N. O. Crossing.....	Rules 98-98A-98B Crossing gate
East Dallas	53.7	Two T. & P. Crossings.....	Interlocking
Between White Rock and Cowley	70.1	T. & N. O. Crossing.....	Interlocking

PARIS DISTRICT

Garland	66.8	M-K-T Crossing.....	Interlocking
Farmersville	91.1	L. & A. Crossing.....	Rules 98-98A-98B Crossing gate
Celeste	104.4	M-K-T Crossing.....	Interlocking
Paris	150.2	T. & P. Crossing.....	Interlocking

18. INTERLOCKING SIGNAL SOUTH END PASSENGER YARD-FORT WORTH: This is a two unit color light signal. Top unit governs southward movement to Santa Fe tracks and has three indications; Red, Yellow and Green. Bottom unit governs movement to the T. & N. O. track and 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."

19. 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.

20. TRAIN SIGNALS: (Rule 19).

The St. L. & S. F. Ry., St. L. S. F. & T. Ry., and L. & A. Ry., markers will display green instead of yellow indications and such green indications will have same meaning as yellow. (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.

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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.

Special Rules

Northern Division 16

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

LOCAL TIME INSPECTORS

BERNARD L. GORDON.....Shawnee
 LEON R. WYATT.....Purcell
 M. B. SMITH.....Pauls Valley
 DON A. DRAKE.....Heraldton
 W. S. ABRAMS.....Ardmore
 R. C. BROWNING.....Gainesville
 W. L. ALLEN.....Gainesville
 E. P. HALTOM.....Ft. Worth
 STANLEY RIGGS.....Paris
 W. B. SARGENT.....Ft. Worth
 W. E. ALTFATHER.....Dallas
 ROBERT MONTGOMERY.....Dallas
 GEO. E. WATKINS.....Cleburne

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

Dr. G. P. BAIN, Chief Physician.....Temple
 Drs. SCOTT, BRINDLEY & SPEED, Chief Surgeons.....Temple
 Dr. EVERETT R. VEIRS, Chief Oculist.....Temple

LOCAL SURGEONS

Dr. W. T. STONE.....Purcell
 Dr. W. C. McCURDY.....Purcell
 Dr. C. C. YOUNG.....Shawnee
 Dr. S. A. McKEEL.....Ada
 Dr. OLLIE McBRIDE.....Ada
 Dr. F. P. STAFF.....Stratford
 Dr. W. H. SMITH.....Lindsay
 Dr. RAY H. LINDSEY.....Pauls Valley
 Dr. R. E. SPENCE.....Pauls Valley
 Dr. M. E. ROBERSON.....Wynnewood
 Dr. DON J. WILSON.....Marietta
 Dr. W. J. GRAY.....Marietta
 Dr. RAY B. GRAYBILL.....Ardmore
 Dr. RODGER REID.....Ardmore
 Dr. J. M. GORDON.....Ardmore
 Dr. THORNTON KELL.....Ardmore

Dr. E. SAIKIN.....Gainesville
 Dr. V. C. CIRONE.....Gainesville
 Dr. BEN R. FISCH.....Gainesville
 Dr. J. H. ALLEN.....Justin
 Dr. J. M. SULLIVAN.....Sanger
 Dr. H. M. BURGESS.....Denton
 Dr. W. S. MILLER, JR.....Denton
 Dr. CONRAD KINARD.....Denton
 Dr. JAMES D. THOMAS.....Denton
 Dr. J. H. JONES.....Denton
 Dr. HAL V. NORGAARD.....Denton
 Dr. L. H. REEVES.....Ft. Worth
 Dr. CARL M. AUSTIN.....Ft. Worth
 Dr. JACK E. DALY.....Ft. Worth
 Dr. H. K. KIBBIE.....Ft. Worth
 Dr. M. H. CRABB.....Ft. Worth
 Dr. E. L. CLARK.....Cleburne
 Dr. GATES R. BARKER.....Cleburne
 Dr. P. L. ALLEN.....Weatherford
 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. P. W. MATHEWS.....Dallas
 Dr. W. T. GREEN.....Dallas
 Dr. GERALD J. KOCHER.....Midlothian
 Dr. RICHARD B. HARTIN.....Garland
 Dr. L. M. MORRISSET.....Wylie
 Dr. J. M. ANTHONY.....Farmersville
 Dr. JACK L. WEBB.....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. WEBB WALKER.....Ft. Worth
 Dr. J. W. PICKENS.....Cleburne
 Dr. F. H. NEWTON.....Dallas
 Dr. DAVID S. STAYER.....Dallas
 Dr. T. E. HUNT.....Paris

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, and Dallas Houston and beyond.	Oklahoma City and beyond. Oklahoma City and beyond.
16	McGregor, Texas. Marietta, Okla.	Oklahoma City and beyond. Oklahoma City and beyond.	Houston and beyond. Fort Worth and beyond.
65	Rogers, Cameron, Milano, Somerville, Bellville, Sealy, and Wallis.		Brownwood and beyond.
66	Wallis, Sealy, Bellville, Somerville, Milano, Cameron and Rogers.	Brownwood and beyond.	
75	Belton, 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. 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)

