W. J. McNAMARA, Trainmaster	Ft. Worth
H. D. FISH, Trainmaster	Ft. Worth
L. CENA, Trainmaster	Brownwood
J. F. HARRISON, Chief Dispatcher	Ft. Worth
O. W. PIERCE, Assistant Chief Dispatcher	Ft. Worth
H. E. TODD, Assistant Chief Dispatcher	Ft. Worth

TRAIN DISPATCHERS-FT. WORTH, TEXAS

G. E. GILBY

J. A. ANDERSEN

R. F. LUTKER

C. S. McCORD

ô. ARNOLD

W. M. VANDERBURG

P. N. MADDOX W. C. SPANN, JR.

R. A. SCHILLING

B. E. HICKS

K. W. WRIGHT

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings Are DAMAGING
—Here's What Happens:

Safe - Danger

4	MILES	PER	HOUR	U	SAFE COUPLING SPEED
- 5	MILES	PER	HOUR		DAMAGE BEGINS
6	MILES	PER	HOUR		21/4 TIMES AS DAMAGING AS 4 MPH
7	MILES	PER	HOUR		3 TIMES AS DAMAGING AS 4 MPH
8	MILES	PER	HOUR		4 TIMES AS DAMAGING AS 4 MPH
9	MILES	PER	HOUR		5 TIMES AS DAMAGING AS 4 MPR
10	MILES	PER	HOUR		6 TIMES AS DAMAGING AS 4 MPB

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers. IT'S EVERYBODY'S JOB ON THE SANTA FE

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

Miles	l	_	Miles			Miles		
Per	1 Mi	le in	Per	1 Mil	e in	Per	1 Mil	le in
Hour	Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.
6	10	0	30	2	0	49	1	13
6 8	7	30	31	1	56	50	1	12
10	6 5	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9 7
15	4	0 0 45	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6 5
17	3	31	36	1	40	55	1	
18	3	20	37	1	37	56	1	4 3 2
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51 43	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	Q	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	400000000000000000000	8 4	47	1	16	90	0	40
29	2	4	48	[1	15	95	0	38
i	1	l	L			100	0	36

Gulf, Colorado and Santa Fe Railway Company

NORTHERN DIVISION

TIME TABLE No.



IN EFFECT

Thursday, January 1, 1959

At 12:01 A. M. Central Standard Time

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

L. M. OLSON, Vice-President and General Manager, Galveston, Texas O. D. CRILL,
Superintendent,
Ft. Worth, Texas

J. W. MURPHY, Superintendent of Terminals, Galveston, Texas

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. Mykawa, Pearland, Algoa, Arcadia, Alta Loma and Hitchcock.	Fort Worth, Dallas and beyond. Houston and beyond.	Oklahoma City and beyond. Oklahoma City and beyond. Stations beyond Houston.
16	Marietta, Okla. McGregor, Texas. Algoa, Pearland and Mykawa, Hitchcock, Alta Loma, Arcadia.	Oklahoma City and beyond. Oklahoma City and beyond. Stations beyond Houston.	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 and Rogers.	Brownwood and beyond.	
75	Belton. Bangs and Santa Anna.	West of Brownwood. West of Coleman.	Houston and beyond.
76	Santa Anna and Bangs. 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.

First District

Northern Division 3

1		SOUTHWAR	D					1				ORTHWARD	
		First Class		₽₽ Žo		TIME TABLE	ABLE S		g a		First Class		
	5	15	111	Capacity of Sidings in 50-ft. Care	Ruling Grade Ascending	No. 1 January 1, 1959	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	112	6	16
Pa	assenger	Texas Chief	Texas Express	Sidi.	8		Ru	X	3	Tur	Chicago Express	Passenger	Texas Chief
	Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arnve Daily
	PM 7.28	AM 0.45	AM 2.05	Yard		PURCELL	- 5.8	517.5	C	FTY	AM 8 \$.10	AM s 10.30	PM 8.10
	7.40	9.54	f 2.19	165	.0	7,3 WAYNE	_ 52.8	510.2	В		f 2.55	10.15	5.00
	7.50	10.026	1 2.37112	165	42.2	PAOLI	- 02.8 - 19.0	502.6			1 2.37111	10.0215	4.52
5	8.01	8 10.10	s 2.54	216	18.4	PAULS VALLEY	- 26.4	495.5	C	T	2.27	s 9.51	4.44
	8.09	10.17	s 3.05	175	42.2	PAULS VALLEY 7.4 WYNNEWOOD 10.1	- 8.1	488.1	C		2.09	9.41	4.34
_	8.18	10.27	s 3.20	190	81.6		82.7	478.0	C		1.54	s 9.28	4.25
	8.27	10.36	s 3.30	177	52.8	DAVIS 8.4 DOUGHERTY 9.3	- 52.8	469.6	C	Y	s 1.41	9.18	4.15
	8.41	10.47	f 3.45	170	52.8		- 52.8	460.3			t 1.24	9.04	4.02
•	8.58	8 11.01	s 4.10	120	52.8	GENE AUTRY 9.9 ARDMORE 7.4 OVERBROOK 9.7	52.8	480.4	0	FY	1.10	8.50	3.48
	9.06	11.09	1 4.18	180	52.8	OVERBROOK 9.7	- 52.8	443.0			1 12.52	8.40	3,38
8	9.17	11.18	8 4.27	199	52.8	MARIETTA	- 52.8	433.0	С		12.40	8.30	3.29
	9.27	11.27	1 4.40	158	.0	THACKERVILLE	52.8	423.0	В		f 12.25	8.21	3.20
					52.8	State Line	52.8	418.3					
	9.42 PM	s 11.40	4.55 AM	Yard	02.0	NORTH YARD		411.8	c	FT	12.07 AM	8,08 MA	3.05 PM
	Arrive Daily	Arrive Daily	Arrive Daily			(105.9)					Leave Daily	Leave Daily	Leave Daily
	47.4	55.3	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, except siding Ardmore.

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.

Train and engines will move at restricted speed between westward interlocking signal east of station and east stock track switch at M. P. 418 Purcell.

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

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

NAME	Mile Post	Capacity (50 ft. cars)
Sand Spur Crusher Carter Dolese Storage Track Rayford Storage Track Spur Track No. 1 Spur Track No. 2 Grimes Spur	419.0 465.7 466.4 466.9 473.3 474.1 474.1	25 204 35 65 112 38 26 4

Second District

SOUTHWARD					1		
		First Class] _ਬ ਵ਼ੱ	₹	TIME TABLE
77	5	15	115	111	Capacity of Skings in 50-ft. Cars	Ruling Grade Ascending	No. 1 January 1, 1959
The Angelo	Passenger	Texas Chief	Texas Chief	Terns Express		Rul	ganuary 1, 1500
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS
	PM 9.42	AM 11.40	AM 11.55	AM 4.55	Yard		NORTH YARD
						.0	M-K-T Crossing
	9.46	8 11.50 		s 5.00	61	52.8	GAINESVILLE
_	9.56	12.01	12.10	f 5.12	168	i	VALLEY VIEW
	10.04	12.08	12.17	f 5.22		52.8	VALLEY VIEW SANGER
	10.08	12.13	12.23 PM	5.27	170	52.8	SANGER 5.4 DALTON JCT.
	10.12	12.16	PM	f 5.32		52.8	da da da da da da da da
	10.17	12.21		t 5.40	168	62.8	
	10.22	12.27		f 5.46	130	52.8	PONDER 0.7 JUSTIN 4.6 HASIFT
	10.30	12.35		t 5.57	189	52.8	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	10.38 112	12.42		f 6.12	100 244	52.8	F.W. & D. Crossing SAGINAW C. R. I. & P. Crossing
- PM	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
9.20	8 10.55 11.20	8 12.55 1.05		s 6.30 7.00 ⁶	Yard	21.1	FORT WORTH
				7.02 AM		31.6	T. & N. O. Crossing T. & P. Crossing T. & F. JCT. 0.1
		_					T. & P. Crossing 글
	_				<u> </u>	47.5	T. & N. O. Crossing T. & P. Crossing
9.23	11.23	1.07			45		POLKS 7. & N. O. Crossing
9.80 - PM -	11.28	1.10			120	47.5 36.9	
		<u> </u>				71.2	St.L.S.F. & T.Crossing
	f 11.39	1.2616			167	64.9	St.L.S.F. & T.Crossing St.L.S.F. & T.Crossing St. CROWLEY St. St. CROWLEY JOSHUA
	1 11.49	1.34			167	19.5	JOSHUA 6,8
	11.57	1.41				18.5	WEATHERFORD JCT. YL
	s 12.01 AM	s 1.43 PM			Yard		CLEBURNE YL
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(93.8)
10.4	49.3	49.9	52.5	41.2	1		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, except siding Gainesville.

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. notified.

							NORTHWARD						
		TIME TABLE		#	Figure 6	P E	First Class						
	No. 1 January 1, 1959				Ruling Grade	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	112	6	16	116	78
January 1, 1959		B.R.	×	Comm	Tur	Chicago Express	Passenger	Texas Chief	Texas Chief	The Angelo			
		STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		NORTH YARD		411.8	c	FT	12.07	AM 8.08	PM 8 3.05	PM 2,55			
		M-K-T Crossing	84.3	411.2									
١	_	GAINESVILLE	84.8	410.7		·	s 12,05	s 8.05	s 3. 03	2.50			
I	g (VALLEY VIEW	40.6	400.8		\ -	s 12.05 f 11.40	7,55	2.54	2.40			
.	System	SANGER	52.8	892.2	С		t 11.29	7.48	2.46	2.33			
; ;	Stop	DALTON JCT.	52.8	386.8			11.21	7.43	2.41	2.28 			
از	E S	3,3 KRUM	52.8	888.5	C		f 11.18	7.39	2.38	— РМ —			
1	F 2	PONDER	52.8	877.8	-		f 11.10	7.34	2.33				
ı	Antomatic	JUSTIN	52.8	870.6	C	1	f 11.02	7.28	2.27	-			
-	Ŧ.	HASLET	- 52.8	862.0			1 10.48	7.20	2.19				
(· ·	F.W. & D. Crossing SAGINAW C. R. I. & P. Crossing	52.8	858.9	c		f 10.38 5	7.13	2.12				
2		F, W. Beit Crossing St. L. S. W. Crossing NORTH FORT WORTH St. L. S. F. & T. Crossing	52.8 Rule 261	848.8	<u> </u>		10.28	7.07	3.06				
l		7.8 FORT WORTH	52.8	846.0	O	FT	10.20 s 9.00	7.00 6.05 ¹¹¹	2.00 s 1.45		AM s 5.45		
		T. & N. O. Crossing T. & P. Crossing T. & P. JCT.		845.7			8.58 PM						
.	_	T, & P. Crossing	.0	845.6		-							
System		T. & P. Crossing 0.1 T. & N. O. Crossing T. & P. Crossing O. 6 POLKS	.0 .0 Rule 261	845.5									
		T. & N. O. Crossing	`	844.9				8.56	1.89		5.41		
	_	BIRDS YL	.0	842.6				5.51	1.35		5.33		
Automatic		St.L.S.F. & T.Crossing	.0	842.2		┤──			1		— АМ		
11 12	B. Sys.	CROWLEY	12.7	333.7				t 5.38	1.2615				
4	A.T.B.	Joshua	8.2	825.3	c	1		f 5.28	1.18				
	4	WEATHERFORD JCT. YL	61.0	318.5				5.18	1.11				
l	_	CLEBURNE YL	80.6	317.5	С	FTY		5.16 AM	1.10 PM				
		(93.8)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		Average speed per hour	_	 		-	26.5	45.8	48.9	54.4	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 schedules:

111		112
Leave Daily	STATIONS	Arrive Daily
AM 7.00	FORT WORTH	PM 9.00
7.02	T. & P. JCT.	8.58
7.45 AM	DALLAS	8.15 PM
Arrive Daily	(81.0)	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.

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.

NAME	Mile Post	Capacity (50-ft. Cars)
Danci	828.3	27

Dallas District

SOUTH-WARD First Class 115 Texas Chief	Capacity of Sidings in 50-ft, Cars	Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Mils Post	Communications	Fule, Water, Turn Tables and Wyes	NORTH-WARD First Class 116 Texas Chief
Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile			<u> </u>	Arrive Daily
PM								PM
12.23	170	42.2	DALTON JCT. 6.5 DENTON	52.8	111.2 104.7		 -	2.28
\$ 12,33	80	10.6	MINCHIN	42.2	102.4	В		s 2.20
12.36	75	52.8	COWLEY	52.8	75.3	В		2.17
1.06		52.8	RICHARDSON	66.0	70.3	_ <u>_</u>	 	$\frac{1.47}{1.42}$
1.12		15.8	7. & N. O. Crossing	.0	70.1			1.42
1,20		63.4	WHITE ROCK	52.B	63.7		 -	s 1.35
1.31116	112	81.7	ZACHA JCT.	10.4	62.6		├─	1.31116
1.01		0	O 2.3	40.1	60.8		-	1.011.0
J		52.8	REINHARDT 6.6 T. & P. Crossing	53.8	53.7			
		.0	T, & N. O. Crossing	.0	53.8		<u> </u>	
1.45	Yard	۰.0	EAST DALLAS YL	10.5	53.2	C	FT	1,18
		•0	T. & N. O. Crossing 0.0	88.0	52.5	—		
i		.0	St. L. S. W. Crossing [💆	63.3	51.9	-		
1.50		.0	[2] SANTA FE JCT. YL	22.2				1.15
1.55			DALLAS U.D.					1.10
—PM—		_	SANTA FE JCT. YL		51.8			—PM—
		.0	M-K-T Crossing	22.2	51.7		Y	
- · · · ·		23.0	TERMINAL JCT.YL	.0	51.6			
	42	87.0	OAK CLIFF YL	•0	49.6			
	86	67.0 66.0	HALE YL	.0 70.2	45.7			
	34	77.6	DUNCANVILLE 5,5	68.6	40.1			
	19	67.5	CEDAR HILL	71.0	34.6			
		49.6	T. & N. O. Crossing	.0	27.8			
	47	46.9	MIDLOTHIAN	52.8	26.9	C		
	37	76.5	VENUS	71.2	19.6			
	84	26.4	ALVARADO	67.5	12.7	В		
		74.4	M-K-T Crossing	66.0	11.4			
	Yard		CLEBURNE YL			c	FTY	ł
Arrive Daily			(111.2)					Leave Daily
40.9			Average speed per hour					48.8

SIGNAL SYSTEM TWO IN EFFECT.

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

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

Speed limit 20 miles per hour thru siding 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.

Be governed by Operating Rules of The Union Terminal Company while using Union Terminal tracks at Dallas.

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

No switch lights between Terminal Jct. and Cleburne.

NAME	Mile Post	Capacity (50-ft. Cars)
Gasco	39.0	8
Maglab	43.4	15
Casa Linda Lead	61.7	į 71
Adleta Spur	66.4	55
White Rock Industrial Lead	63.7	122
Richardson Team Track	70.3	15

	HWARD	1					_	_		IWARD Class
75	77	Capacity of Sidings in 50-ft. Cara	Part	Ruling Grade Ascending	TIME TABLE No. 1	Ruling Grade Ascending	Communications	Water, bles and res	78	76
alifornia Special	The Angelo	Capa Sidings	Mile	Raking Asce	January 1, 1959	Ruling Ascen	Commu	Fuel, Water, Turn Tables and Wyes	The Angelo	California Special
	Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	
	PM 9.20	Yard			FORT WORTH YL				AM 5.45	
	9.30	117	.0	_	vi (BIRDS YL) ™				5.33	
	9.33		0.9	.0	BIRDS YL SE	64.4		-	5.28	
	f 9.42	82	8.4	66.0	PRIMROSE	58.1	В		f 5.18	
	9.55	61	17.4	86.0	WINSCOTT	52.8	<u> </u>		5.07	
-	f 10.04	96	21.8	64.4 66.0	CRESSON YL	66.5	C	Y	s 5.01	
	10.10	51	26.1	.0	CHAPIN	66.5 66.0			4.48	
	10.17	113	30.7	66.0	WAPLES	66.0			4.38	-
	9 10.28	57	86.5	66.0	GRANBURY	52.8	С		s 4.28	
	1 10.43	100	48.4	58.6	TOLAR	i	В	-	s 4.07	
	10.55	47	55.1	66.0	BLUFFDALE	66.0	В		s 3.52	
	11.05	145	62.5	66.0	1.4	.0 26.4	В		3.40	
	11.14	53	68.8	66.0	JACKWELL	44.9			3.28	
	s 11.19	28	72.8	66.0	STEPHENVILLE	66.0	С		s 3.20	
	11.39	115	80.8	66.0	HARBIN	15.8			2.58	
	s 11.48	142	86.1	۰.0	DUBLIN 0.1	31.6	C		s 2.48	
	AM	<u> </u>	86.2	52.8	M-K-T Crossing	66.0				
	1 12.08	157	95.8	66.0	PROCTOR	42.2		!	t 2.28	
	1 12.16	57	100.8	48.6	HASSE	.0			t 2.15	
	s 12.25	122	108.1	88.0	COMANCHE	.0	C		s 2.03	
	12.45	68	115.4	66.0	7.3 WATSON 6.2	46.5			1.46	
	12.55	123	121.6	66.0	BLANKET	66.0	В		1.36	<u> </u>
AM	1.05	115	128.0	.0	DELAWARE	63.4			1.26	— АМ -
1.22	1.15 78	112	185.1		RICKER	0013			1.15 77	12.54
1.35 AM	1.25 AM	Yard	348.4		BROWNWOOD YL		С	FTY	1,00 AM	12.45 AM
Arrive Daily	Arrive Daily				(134.9)				Leave Daily	Leave Daily
18.5	36.0	 			Avarage speed per hour	-		 	31.4	26.6

SIGNAL SYSTEM TWO IN EFFECT.

C.T.C. in effect between Brownwood and Ricker and in siding Ricker.

Southward Dublin District trains enter C. T. C. at Ricker.

Trains must get numbered Clearance Card before leaving Fort Worth and Brownwood. Dublin District trains must, in addition, get Second District numbered Clearance Card before leaving Fort Worth.

Between Belt Jct., and Birds, 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.

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 twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
BossCentex	15.0 110.8	9

Sweetwater District

SOUTHWARD					Т					NORTHWARD			
F	irst Clas	s	فير	1	_				la	2	Fir	st Class	
45	77	75	Cappaity of Sidings in 50-ft.	e Post	Ruling Grade Ascending		TIME TABLE No. 1	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyen	76	78	46
Motor P. & S. F.	The Angelo	California Special	Siding	Müe	Rulir Asc		January 1, 1959	Rulli	Comm	Fuel Ture	California Special	The Angelo	Motor P. & S. F.
Leave Daily	Leave Daily	Leave Daily			Ft. Per Mile		STATIONS	Ft. Per Mile			Arrive Daily	Azrive Daily	Arrive Delly
	AM 2.30	AM 2.00	Yard	348.4			BROWNWOOD YL	20.0	С	PTY	AM 8 12.25	AM s 12.05	
	2.45	2.08	81	858.5	66.0		GRAVITY	88.8	В		12.05 AM	11.48	
	s 2.55	2.14	142	857.9	66.0		BANGS	64.9	С		11.59	s 11.38	
	3.07	2.21	185	864.2	64.9	l	OBREGON	64.9	В		11.52	11.27	
	3. 21	2.27	73	869.7	66.0	١.	SANTA ANNA	20.5	C		11.46	s 11.18	
	3.29 —AM	2,32	109	879.5	64.9		SAN ANGELO JCT.	62.3	c	Y	11.41	11.09 PM	
	AW	2.37	110	878.3	66.0		COLEMAN	50.6	C	Y	s 11.35	PM	
		2.47	81	382.8	81.7		HAMRICK	10.5			11.26	- · · · -	
		2.58	110	891.0	81.7	_	SILVER VALLEY	28.8	В		11.17		
	-	a 3.05	108	896.5	81.7	System	NOVICE	81.7	В		s 11.10		
		3.13	82	408.0	31.7	18	GOLDSBORO	81.7			11.02		
		s 3.21	82	409.5	81.7	Block	LAWN	81.7	c		10.55		
		f 3.29	104	415.4	31.7		TUSCOLA	12.7			f 10.46		
				418.0	15.8	Automatic	A. & S. Crossing	.0					
		t 3.35	80	420.8	81.7	uton	BUFFALO GAP	81.7			f 10.39		
		s 3.45	135	426.6	81.7	4	VIEW	81.7	c	Y	10.32		
		3.52	81	482.0	31.7		COZART	81.7			10.23		
		3.59	81	488.8	31.7		BLAIR	31.7			10.16		
		4.05	125	448.8	81.7		TOLAND	21.1	В		10.10		
		4.11	80	448.4	81.7		HERNDON	81.7			10.04		
		4.18	130	454.5	81.7		TECIFIC	31.7			9.57		
PM 9.50		8 4.25 AM	Yard	459.6	81.7		SWEETWATER YL	81.7	С	FTY	9. 50 PM		AM 8 4.20
10.00				2.1	52.8 52.8		NORTH JCT. YL J 🗠	10.5 10.5					4.10
10.02				2.9	02.8		SOUTH JCT. YL	10.6					4.08 AM
Arrive Deily	Arrive Daily	Artive Daily					(114.5)		_		Leave Daily	Leave Daily	Leave Daily
16.0	25.5	44.5				1	Average speed per bour				44.3	26.9	16.0

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Between Orient Jct., on Slaton Division, and M. P. 455.6 Sweetwater District; between M. P. 455.6 Sweetwater District and North Jct., and on south leg of wye. The movement of trains and engines in this territory is supervised by the train dispatcher. Within the above limits trains or engines must not foul nor enter main track through hand-thrown switches until authority to do so has been received from the operator. Telephones are conveniently located near such switches. When such authority cannot be promptly accepted, operator must be immediately notified.

Trains must get numbered Clearance Card before leaving Brown-wood and Sweetwater.

Nos. 45 and 46 register by Form 903 at Sweetwater yard office.

Between south main track switch at north end storage yard, 2 poles south of Signal 3494, Sweetwater District, and northward home signal 714 feet north of passenger station, Brownwood, 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.

Nos. 75, 76, 77 and 78 register by Form 903 at San Angelo Jct. Extra trains will not register at San Angelo Jct.

No. 45 will back from passenger station, Sweetwater to south wye switch.

No. 46 will back from south wye switch to passenger station, Sweetwater.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Grimes		11 23

so	UTHWARD								NORTHWARD
F	irst Class		;	· ep	TIME TABLE		5	E S	First Class
	77	Caparity of Sidings in 50-ft. Cars		TIME TABLE Open No. 1 January 1, 1959		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	78
	The Angelo		, A	ă,	January 1, 1959	- E	3		The Angelo
	Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily
	AM 3.29	58	.0	65.5	SAN ANGELO JCT.	30.4	C	Y	PM 11.09
	3.39	58	6.1		OVERALL	68.4		_	10.57
,	3.52	49	11.4	66.5 66.0	VALERA 9.5	42.2		<u> </u>	s 10.49
ı	4.15	40	20.9	65.5	TALPA	86.0		_	s 10.33
	4.25	53	28.7	62.8	BENOIT	88.0			10.17
			36.5	92.8	A. & S. Crossing	66.0			
ı	4.47	28	86.9	50.0	BALLINGER		O		s 10.00
	4.50	51	88.8	52.8	CATO	52.8	_		9.53
	5.07	51	45.6	34.8	ROWENA	26.4	В.	 	9.43
,	5.25	49	54.2	52.8	MILES	51.7	-		s 9.28
	5.40	58	63.1	52.8	HARRIET	52.8		 	9.14
	5.55		70.7	52.8	ALVEY JCT. YL	52.8		Y	9.03
	AM 6.10 AM	Yard		81.7	SAN ANGELO YL	.0	C	FTY	PM 8.50 PM
_			70.7	81.7	ALVEY JCT. YL	.0		Y	
		45	87.8	81.7	CARLSBAD 6.6	9.5			
		40	94.4	81.7	WATER VALLEY	81.7			
		Yard	114.6		STERLING CITY			Y	
	Arrive Daily				(115.4)				Loave Daily
_	26.9				Average speed per hour				30.5

SIGNAL SYSTEM TWO IN EFFECT.

Trains originating San Angelo must get numbered Clearance Card from G. C. & S. F. Dispatcher.

Extra trains will not register at San Angelo Jct. or Alvey Jct.

Be governed by Time Table and Rules of the P. & S. F. Ry., between Alvey Jct., and San Angelo.

No switch lights south of Alvey Jct.

Paris District

so	OUTHWAR	RD OF		NORT	THWA	RD
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	151.1 150.3	.0	PARIS YL 0.8 T. & P. Crossing	21.1	С	FT
33	138.5	52.8 52.8	11.8 ROXTON 5.5	62.8 52.8	С	
	133.0	53.0	BEN FRANKLIN	3.7		
	127.6 121.6	52.8 52.8	PECAN GAP 6.0 LADONIA 8.8	52.8 12.6		ļ
31	113.3	.0	WOLFE CITY YL 8.9 M-K-T Crossing	52.8	C	
34	104.3	.0 52.8	0.1	14.2 52.8		
	96.8	52.8	MERIT 5.7 L. & A. Crossing L. & A. Jet.	57.0		
84	91.0	.0 52.8	FARMERSVILLE YL	3.7 52.8	c	
34	84.3 75.8	53.4	COPEVILLE 8.5 WYLIE	53.4		
34	71.6	52.8 51.2	9.2 SACHSE 4.8	52.8 52.8		
39	66.8	40.6	M-K-T Crossing 0,4 GARLAND YL	.0		
112	62.6	48.5	ZACHA JCT.	53.8		
			(88.5)			

SIGNAL SYSTEM TWO IN EFFECT:

Trains must get numbered clearance card before leaving Paris and East Dallas.

Paris District trains must, in addition, get Dallas District numbered clearance card before leaving East Dallas.

No switch lights between Merit and Paris.

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	39

Pauls Valley District

SOUTHWARD		l							NORT	HW.	ARD	ī	
-	Secon	d Class	پي ا	45	TIME TABLE		43	NG.	F G	Secon	d C	lees	-] <u> </u>
	301	85	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	No. 1	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	86		302	Т
	Mixed	Mixed	3 3 3	He He L	January 1, 1959	Ra A	E	Com	Ton	Mixed		Mixed	
	Leave Tue. Thur. Sat.	Leave Mon. Wed. Fri,		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Mon. Wed. Fri.	-	Arrive Mon. Wed. Fri.	- a
	PM 1.45			80.6	SHAWNEE YL		132.0	c			s	PM 10.00	- 1
t	2.00		71	31.6	TECUMSEH	31.6	186.4				f	9.45	- 1
	2.15			26.4	BROOKSVILLE	20.5	142.2					9.30	٦ s
В	2.25		81	31.6	MACOMB	15.8	146.9				B	9,20	
1	2.35			81.6	TRIBBEY	81.6	150.9				t	9.10	11
<u>B</u>	3.00		77	81.6	WANETTE 6.7	26.4	162.3	C				8,45	- t
II		PM		.0	ADA JCT.	.2	169.0			PM]
8	3.20 8.25	8.30	80	.0	BYARS	31.7	169.3			s 8.05	8	$\substack{8.25\\3.25}$	
	8.42	8.42	88	.0	BOUDINOT	10.5	174.7			7.50		3.09	Πo
II_	8.47	8.47		21.1	civit	22.1	176.8			7.45	-	3.05	- 🤈
8	9,05 PM	s 9.05	216	21.1	PAULS VALLEY YL			a	Y	7,30 PM		2.50 PM	
	Arrive Tue. Thur. Sat.	Arrive Mon. Wed. Fri.			(52.2)					Leave Mon. Wed. Fri.		Leave Mon. Wed. Fri.	
	20.1	25.7	l		Average speed per hour					80.0	1	22.9	7

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.

Be governed by Time Table and Rules of the A. T. & S. F. Ry., Oklahoma Division, while occupying tracks in Shawnee Terminal.

ŀ	SOUTHWARD								NORTHWAR	D
	Second Class	يظ	يد	A.,	TIME TABLE		8	28	Second Class	5
	303	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	No. 1 January 1, 1959	Buling Grade Assending	Communications	Fuel, Water, Turn Tables and Wyes	304	
	Mixed) <u>25</u>	4	A T			S	F.	Mixed	ı
	Leave Tues. Thur. Sat.			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Tues. Thur. Set.	-
	PM 2.15			31.6	PAULS VALLEY YI	81.6	С	Y	PM 8 7.30	
4	3.30	25	12.1	10.5	MAYSVILLE YI	0.0	O		s 6.30	
	4.10 PM	Yard	28.4	10.8	LINDSAY YI	Į.	O	Y	5.00 P M	
	Arrive Tues. Thur. Sat.				(23.9)				Leave Tues. Thur, Est.	
	17.5				Average speed per hour		-		15.9	1_

SIGNAL SYSTEM TWO IN EFFECT:

Trains must get numbered Clearance Card before leaving Pauls Valley.

No switch lights Lindsay District.

TRACKS BETWEEN STATIONS

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

Ada District

- 1-	ORTHWARD						l g	1 1	SOUTHWARD Second Class
	86	Capenity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	No. 1	Ruling Grade Ascending	Communications	Fuel, Water, urn Tables and Wyes	85
	Mixed	Siding	WII	R. A.	January 1, 1959	Raile As	Some	Turn	Mixed
	Leave Daily Ex. Sun.			Ft. Per Mile	STATIONS	Ft. Per Mile			Atrive Daily Ex. Sun.
	PM 6.40	Yard	88.8	31.7	ADAYL	80 5	С	Т	PM s 5.10
f	7.30	17	51.4	31.7	VANOSS	69.7			t 4.19
5	7.53	80	58.1	31.6	STRATFORD	81.6 79.2			s 3.56
	8.22		66.4	9.5	ADA ĴCT.	.0			3.27
В	8.25 PM	80	66.7		BYARS				3.25 PM
	Arrive Daily Ex. Bun.	·			(27.9)				Leave Daily Ex. Sun.
1	15.9				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.

Weatherford District

sc	AWHTUC	RD		NORT	HWAF	₹D
Ospocity of Bidings in 50-ft.	Mile Post	Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard		52.8	CLEBURNE YL	56.4	С	F W
	0.0	02.0	WEATHERFORD JCT.YL	00.4		
17	10.3	4	GODLEY			
32	18.4	55.4	CRESSON YL	34.8	C	Y
Yard	38.8	52.8	WEATHERFORD YL	57. 0		T
			(39.8)			

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Cleburne.

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 twenty (20) 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 Second Class				1		İ	1		NORTI	IWARD
Se			نه_ ا	ــــــــــــــــــــــــــــــــــــــ				a	g		d Class
315	; <u> </u>	311	Capenty of Sidings in 50-ft.	le Post	Ruling Grade Ascending	TIME TABLE No. 1	Ruling Grade Assending	Ruing Grade Ascending Communications	Fuel, Water, Turn Tables and Wyes	310	314
Mixed	ĺ	Mixed	S. S	Mile	Ruli	January 1, 1959	Rulin Ask	Comme	Fuel Ture	Mixed	Mixed
Leave Daily Ez. Sun.	-	Leave Daily Ex. Sun.			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily Ex. Sun.	Arrive Daily Ex. Son.
		8.00	Yard			ARDMORE YL		C	FY	PM s 12.55	
	f	8.34	38	9.6	52.8	LONE GROVE	52.8			1 12.22 PM _	
	s	9.10	43	19.3	52.8	WILSON	52.8	C	_	- PM - 11.46	
- AM 9.26	; _	9.26	18	24.8	52.8	COBALT JCT.	52.8		Y	11,30	AM 10.30
s 9,47	, 		26	5.5	52.8	HEALDTON YL	52.8	C	T		10,10
- AM	_	10.30	13	24.3	52.8	COBALT JCT.	52.8		Y		AM
	8	10,50	Yard	29.4	52.8	RINGLING YL	52.8	c	Y	11,10	
Arrive Daily Ex. Sun.		Arrive Daily Est. Sun.				(30.0)				Leave Daily Ex. Sun.	Lenve Daily Ex. Sun.
16.7		16.7				Average speed per bour				15.8	10.5

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Ardmore.

No. 811 is superior to No. 810.

No. 315 is superior to No. 314.

No switch lights Ringling District.

NAME	Mile Post	Capacity (50-ft. Cars)					
Prairie	25.7	11					
Hewitt	18.0	9					
Gaspurs (between Healdton)	3. 8	12					
Texas Co. and Cobalt Jct.)	4.2	10					

Special Rules

- 1. Except as otherwise provided, all northward trains are superior to southward trains of the same class.
- 2. Rule 104(A). Amended to read: When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

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.

3. Rule 686. Amended to read: When the ATS device on an engine fails or is cut out enroute, within ATS territory, train may proceed according to signal indication, but not to exceed medium speed, to next office of communication where it will report to train dispatcher. If train order authority is received for further movement, train may proceed according to signal indication but not to exceed medium speed; except, if absolute block is established in advance of the train, it may proceed in accordance with signal indication but not to exceed 79 miles per hour.

Absolute block is defined as "A block in which no train or engine is permitted to enter while it is occupied by another train or engine."

Absolute block may be established by the use of manual block signals, or by train order in the following form:

"Absolute block is established in advance of your train between D and Z by the use of block signals. Rules 509 and 606 are suspended." $\,$

This example will be used to establish absolute block within ATS limits. If any part of such ATS limits are within CTC territory, Rules 652, 653 and 655 must also be suspended.

A train receiving this order must not pass a block signal in stop position except to leave the main track. This train order will be addressed to the train in advance of which absolute block is being exterblished.

If a light engine with an ATS device operates through ATS territory, the ATS device must be cut in.

9. JUNCTION SWITCHES. (Rule 98).

LOCATION	NORMAL POSITION
-	FIRST DISTRICT
Ardmore	First District
	SECOND DISTRICT
Weatherford Jct.	Second District
	DUBLIN DISTRICT
Cresson	Dublin District
SV	VEETWATER DISTRICT
San Angelo Jct.	Sweetwater District
North Jct.	Sweetwater District
South Jet.	Sweetwater District
SA	AN ANGELO DISTRICT
Alvey Jct.	San Angelo District
	PARIS DISTRICT
L & A Jct.	L & A
PA	ULS VALLEY DISTRICT
Ada Jct.	Pauls Valley Dist.

	WEATHERFORD DISTRICT	
Cresson	Dublin District	<u> </u>
	RINGLING DISTRICT	
Cobalt Jct.	Ringling District	

10. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

(A) MAXIMUM AUTHORIZED SPEED I	MI	LES HOUR
LOCATION	Pass- enger	Freight And
HIDOR DIGEDION	<u> </u>	Mixed
FIRST DISTRICT	79	60
SECOND DISTRICT		
Gainesville-Saginaw	90	60
Saginaw-Birds	79	60
Birds-Cleburne	90	60
DALLAS DISTRICT	<u> </u>	1 40
Cleburne-East Dallas	50	40
East Dallas-Zacha Jct. Zacha JctDalton Jct.	59	49
DUBLIN DISTRICT	59	45
SWEETWATER DISTRICT	79	60
SAN ANGELO DISTRICT	13	1 00 _
San Angelo Jct. to Alvey Jct.	50	35
Alvey Jct. to Sterling City	25	20
PARIS DISTRICT	20	1 20
Zacha JctFarmersville	55	35
Farmersville-Paris	1 45	30
	1 40	1 00
PAULS VALLEY DISTRICT	95	35
Shawnee-Ada Jct.	35	40
Ada JctPauls Valley	25	25
LINDSAY DISTRICT	25	25
ADA DISTRICT	20	1 20
WEATHERFORD DISTRICT	1 00	1 90
Cleburne-Cresson	30	30 20
Cresson-Weatherford	20	20
RINGLING DISTRICT	20	20
FIRST DISTRICT	60	35
2 Curves, M.P. 410.4 to 412.1	65	T 55
Curve, M.P. 416.3 to 416.5	1 55	1 50 1 50
12 Curves, M.P. 416.9 to 422.3	25	25
Ardmore, main track and siding, M.P. 449.7 to 451.0 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. 475.3 to 476.3	70	55
2 Curves, M.P. 503.3 to 504.5	65	1 55
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
SECOND DISTRICT	i -	
2 Curves, M.P. 317.2 to 318.7	50	80
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

SECOND DISTRICT (Cont'd) Curve, M.P. 340.4 to 341.2 80 5		MILES PER HOUR		
SECOND DISTRICT (Cont'd)	LOCATION		Freight	
Curve, M.P. 340.4 to 341.2 Curve, M.P. 342.5 to 342.7 Curve, M.P. 344.5 to 344.5 Curve, M.P. 344.5 to 344.5 Curve, M.P. 345.4 to 346.6 Curve, M.P. 346.8 to 347.9 Curves, M.P. 346.8 to 347.9 Curves, M.P. 386.8 to 347.9 Curves, M.P. 389.3 to 389.7 Curve, M.P. 389.3 to 389.7 Curve, M.P. 398.3 to 389.7 Curve, M.P. 398.3 to 399.1 Curve, M.P. 410.4 to 412.1 Curve, M.P. 410.4 to 412.1 Curve, M.P. 410.4 to 412.1 Curve, M.P. 1.8 to 1.9 Curve, M.P. 1.8 to 1.9 Curve, M.P. 1.8 to 1.9 Curves, M.P. 1.0 to 10.3 Curves, M.P. 1.1.0 to 11.3 Curves, M.P. 11.0 to 11.3 Curves, M.P. 11.0 to 11.3 Curves, M.P. 12.3 to 13.4 Approaching Interlocking T. & N. O. Crossing (M.P. 27.3) M.P. 26.9 to 27.2—Northward M.P. 28.1 to 27.4—Southward Curve, M.P. 38.5 to 38.9 Curves, M.P. 31.5 to 51.1 Curve, M.P. 43.5 to 43.9 M.P. 48 to 50 Curve, M.P. 51.0 to 51.1 Curve, M.P. 21.0 to 22.9 Curves, M.P. 21.0 to 22.9 Curves, M.P. 21.0 to 22.9 Curves, M.P. 25.0 to 28.5 Curves, M.P. 25.3 to 55.8 Curves, M.P. 25.3 to 55.9 Curves, M.P. 25.3 to 55.9 Curves, M.P. 25.1 to 76.6 Curves, M.P. 51.1 to 76.8 Curves, M.P. 75.1 to 76.8 Curves, M.P. 77.1 to 77.9 Curves and Bosque River Bridge, M.P. 53.6 to 53.8 Curves, M.P. 75.1 to 76.8 Curves, M.P. 77.1 to 77.9 Curves, M.P. 78.6 to 85.9 Curves, M.P. 77.1 to 78.6 Curves, M.P. 77.4 to 78.6			And Mixed	
Curve, M.P. 342.5 to 342.7 Curve, M.P. 342.5 to 344.5 Curve, M.P. 345.4 to 346.6 10 11 3 Curves, M.P. 345.4 to 346.6 10 3 Curves, M.P. 349.6 to 351.0 Curves, M.P. 349.6 to 351.0 Curves, M.P. 349.6 to 351.0 Curve, M.P. 389.3 to 389.7 Curve, M.P. 389.3 to 389.7 Curve, M.P. 389.8 to 399.1 Curves, M.P. 410.4 to 412.1 Curves, M.P. 410.4 to 412.1 Curve, M.P. 0.0 to 0.3 Curve, M.P. 1.8 to 1.9 Curve, M.P. 4.6 to 5.0 Curve, M.P. 4.6 to 5.0 Curves, M.P. 4.10 to 11.3 Curves, M.P. 11.0 to 11.3 Curves, M.P. 11.0 to 11.3 Curves, M.P. 11.0 to 11.3 Curves, M.P. 27.3 M.P. 26.9 to 27.2—Northward M.P. 28.1 to 27.4—Southward Curves, M.P. 38.7 to 39.9 Curves, M.P. 38.7 to 39.9 M.P. 48 to 50 Curve, M.P. 43.5 to 43.9 M.P. 48 to 50 Curve, M.P. 41.7 to 42.9 Curves, M.P. 41.7 to 42.9 Curves, M.P. 11.0 to 11.1 Curve, M.P. 43.5 to 43.9 M.P. 48 to 50 Curve, M.P. 21.3 to 51.4 Curves, M.P. 21.5 to 51.1 Curve, M.P. 21.5 to 51.1 Curve, M.P. 38.7 to 39.9 M.P. 48 to 50 Curve, M.P. 21.5 to 51.1 Curve, M.P. 21.5 to 51.1 Curve, M.P. 21.5 to 43.9 M.P. 48 to 50 Curve, M.P. 21.5 to 51.1 Curves, M.P. 21.5 to 51.1 Curves, M.P. 21.5 to 51.1 Curves, M.P. 21.5 to 52.9 Curves, M.P. 22.7 to 22.9 Curves, M.P. 23.5 to 30.0 Curve and Brazos River Bridge, M.P. 34.7 to 35.4 Curves, M.P. 22.7 to 22.9 Curves, M.P. 38.7 to 44.1 Curves, M.P. 39.7 to 44.1 Curves, M.P. 30.0 to 55.8 Curves, M.P. 26.5 to 45.8 Curves, M.P. 30.7 to 44.1 Curves, M.P. 55.3 to 55.8 Curves, M.P. 30.7 to 44.1 Curves, M.P. 50.3 to 55.8 Curves, M.P. 55.3 to 55.8 Curves, M.P. 55.3 to 55.8 Curves, M.P. 60.3 to 66.2 Curves, M.P. 60.3 to 66.2 Curves, M.P. 75.1 to 76.8 Curves, M.P. 86.7 to 86.9	SECOND DISTRICT (Cont'd)			
Curve, M.P. 344.2 to 344.5 Track, M.P. 345.4 to 346.6 10 11 12 13 Curves, M.P. 346.8 to 347.9 50 2 Curves, M.P. 349.6 to 351.0 70 50 Curves, M.P. 389.3 to 389.7 60 50 Curve, M.P. 389.3 to 389.7 70 51 Curve, M.P. 389.8 to 399.1 70 52 Curves, M.P. 410.4 to 412.1 60 3 DALLAS DISTRICT Curve, M.P. 0.0 to 0.3 10 11 Curve, M.P. 1.8 to 1.9 45 45 34 Curves, M.P. 7.0 to 7.6 40 3 4 Curves, M.P. 7.0 to 7.6 40 3 4 Curves, M.P. 1.10 to 11.3 40 3 Curves, M.P. 11.0 to 11.3 40 3 Curves, M.P. 12.3 to 13.4 40 3 Approaching Interlocking T. & N. O. Crossing (M.P. 27.3) M.P. 26.9 to 27.2—Northward 50 3 Curves, M.P. 32.3 to 32.4 40 3 Curves, M.P. 38.7 to 39.9 45 6 Curves, M.P. 31.7 to 42.9 40 3 Curves, M.P. 43.5 to 43.9 40 3 Curve, M.P. 43.5 to 43.9 40 3 Curve, M.P. 41.0 to 51.1 40 3 Curve, M.P. 110.3 to 111.2 40 40 41 3 Curves, M.P. 110.3 to 111.2 40 40 41 3 Curves, M.P. 25.0 to 28.5 40 3 Curves, M.P. 25.3 to 52.9 40 3 Curves, M.P. 39.7 to 44.1 35 40 3 Curves, M.P. 39.7 to 44.1 36 3 Curves, M.P. 39.7 to 44.1 36 3 Curves, M.P. 30.7 to 44.1 36 3 Curves, M.P. 30.7 to 44.1 36 3 Curves, M.P. 45.5 to 55.8 40 3 Curves and Stroud's Creek Bridge, M.P. 34.7 to 35.4 40 3 Curves and Paluxy Creek Bridge, M.P. 36.4 to 57.4 30 3 Curves, M.P. 55.3 to 56.8 4 Curves, M.P. 56.7 to 86.9 40 3 Curves, M.P. 56.7 to 86.9	Curve, M.P. 340.4 to 341.2	80	55	
Track, M.P. 345.4 to 346.6 3 Curves, M.P. 349.8 to 347.9 5 Curves, M.P. 349.8 to 347.9 5 Curves, M.P. 349.8 to 383.3 75 6 5 Curve, M.P. 389.8 to 389.7 6 Curve, M.P. 398.8 to 399.1 7 Curves, M.P. 410.4 to 412.1 7 Curves, M.P. 410.4 to 412.1 7 Curve, M.P. 398.8 to 399.1 7 Curve, M.P. 410.4 to 412.1 7 Curve, M.P. 0.0 to 0.3 7 Curve, M.P. 1.8 to 1.9 7 Curve, M.P. 1.8 to 1.9 7 Curve, M.P. 4.6 to 5.0 7 Curves, M.P. 410.0 to 11.3 7 Curves, M.P. 11.0 to 11.3 7 Curves, M.P. 2.3 to 13.4 7 Curves, M.P. 2.3 to 13.4 7 Curves, M.P. 2.3 to 13.4 7 Curves, M.P. 2.3 to 32.4 7 Curves, M.P. 38.7 to 39.9 7 Curves, M.P. 38.7 to 39.9 7 Curves, M.P. 43.5 to 43.9 7 Curves, M.P. 41.7 to 42.9 7 Curves, M.P. 41.7 to 42.9 7 Curves, M.P. 61.9 to 62.9 7 Curves, M.P. 61.9 to 62.9 7 Curves, M.P. 22.7 to 22.9 7 Curves, M.P. 23.7 to 22.9 7 Curves, M.P. 23.7 to 22.9 7 Curves, M.P. 24.3 to 52.4 7 Curves, M.P. 25.0 to 28.5 7 Curves, M.P. 25.1 to 22.0 7 Curves, M.P. 25.1 to 25.5 7 Curves, M.P. 25.1 to 25.6 7 Curves, M.P. 25.1 to 25.5 7 Curves and Brazos River Bridge, M.P. 36.1 to 57.4 7 Curves and Paluxy Creek Bridge, M.P. 53.6 to 53.8 7 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 7 Curves, M.P. 75.1 to 76.8 7 Curves, M.P. 75.1 to 76.8 7 Curves, M	Curve, M.P. 342.5 to 342.7	65	40	
3 Curves, M.P. 346.8 to 347.9 2 Curves, M.P. 349.6 to 351.0 70 5 Curves, M.P. 389.3 to 389.7 60 5 Curve, M.P. 389.3 to 389.7 70 5 Curve, M.P. 389.3 to 389.7 70 5 Curve, M.P. 389.8 to 389.1 70 5 Curve, M.P. 410.4 to 412.1 70 71 72 73 74 75 75 76 76 77 76 76 77 77 76 76 77 77 76 76			30	
2 Curves, M.P. 349.6 to 351.0 70 5 2 Curves, M.P. 389.4 to 389.3 75 6 Curves, M.P. 389.3 to 389.7 60 5 Curve, M.P. 389.8 to 389.1 70 5 2 Curves, M.P. 410.4 to 412.1 60 3 DALLAS DISTRICT Curve, M.P. 0.0 to 0.3 10 1 Curve, M.P. 1.8 to 1.9 45 3 4 Curves, M.P. 1.0 to 7.6 40 3 2 Curves, M.P. 7.0 to 7.6 40 3 2 Curves, M.P. 1.1 to 10.3 40 3 2 Curves, M.P. 1.1 to 10.3 40 3 2 Curves, M.P. 1.1.0 to 11.3 40 3 2 Curves, M.P. 1.2 so 1.3 40 3 2 Curves, M.P. 2.3 to 1.3 4 35 2 2 Curves, M.P. 2.3 to 1.3 4 35 2 2 Curves, M.P. 2.3 to 32.4 30 1 M.P. 26.9 to 27.2—Northward 50 1 M.P. 28.1 to 27.4—Southward 50 3 Curve, M.P. 32.5 to 32.4 40 3 2 Curves, M.P. 38.7 to 39.9 45 3 6 Curves, M.P. 38.7 to 39.9 45 3 6 Curves, M.P. 41.7 to 42.9 40 3 M.P. 48 to 50 25 2 Curves, M.P. 43.5 to 43.9 40 3 M.P. 48 to 50 25 2 Curve, M.P. 1.0 to 51.1 40 3 Curve, M.P. 110.3 to 111.2 40 40 3 Curve, M.P. 110.3 to 111.2 40 40 4 Curve, M.P. 21.3 to 22.0 10 1 Track, M.P. 21.3 to 22.0 10 1 Track, M.P. 21.3 to 22.0 10 1 Track, M.P. 25.0 to 28.5 40 3 Curves, M.P. 39.7 to 44.1 35 3 Curves, M.P. 25.0 to 28.5 40 3 Curve and Brazos River Bridge, M.P. 34.7 to 35.4 40 3 Curve and Paluxy Creek Bridge, M.P. 36.4 to 57.4 30 3 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 Curves, M.P. 25.3 to 56.9 40 3 Curve, M.P. 75.1 to 76.8 5 6 Curves, M.P. 77.0 to 71.9 30 5 Curve, M.P. 77.1 to 77.9 56 5 Curve, M.P. 78.6 to 85.9 56 5			10	
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Curves, M.P. 410.4 to 412.1			55	
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Curve, M.P. 0.0 to 0.3 Curve, M.P. 1.8 to 1.9 Curve, M.P. 1.8 to 1.9 Curve, M.P. 1.6 to 5.0 40 3 Curves, M.P. 7.0 to 7.6 40 3 Curves, M.P. 9.1 to 10.3 40 3 Curves, M.P. 9.1 to 10.3 40 3 Curves, M.P. 11.0 to 11.3 40 3 Curves, M.P. 11.0 to 11.3 40 3 Curves, M.P. 12.3 to 13.4 Approaching Interlocking T. & N. O. Crossing (M.P. 27.3) M.P. 26.9 to 27.2—Northward 50 30 11 M.P. 28.1 to 27.4—Southward 50 30 Curve, M.P. 32.3 to 32.4 40 3 Curves, M.P. 38.7 to 39.9 45 3 Curves, M.P. 38.7 to 39.9 45 3 Curve, M.P. 43.5 to 43.9 M.P. 48 to 50 Curve, M.P. 51.0 to 51.1 3 Curve, M.P. 51.0 to 51.1 40 3 Curve, M.P. 61.9 to 62.9 40 3 Curve, M.P. 110.3 to 111.2 40 40 40 Curves, M.P. 22.7 to 22.9 5 Curves, M.P. 29.4 to 30.0 Curves, M.P. 29.4 to 30.0 Curves, M.P. 29.4 to 30.0 Curve, M.P. 39.7 to 44.1 Curves, M.P. 39.7 to 44.1 Curves, M.P. 48.5 to 45.8 40 3 Curves, M.P. 29.4 to 30.0 Curves, M.P. 39.7 to 44.1 Curves, M.P. 48.3 to 50.5 Curve, M.P. 45.6 to 45.8 40 31 Curves, M.P. 45.6 to 45.8 40 32 Curves, M.P. 45.6 to 45.8 40 33 Curves, M.P. 45.6 to 45.8 40 34 Curves, M.P. 55.3 to 55.8 40 35 Curves, M.P. 55.3 to 55.8 40 36 Curves, M.P. 50.3 to 66.2 40 37 Curves and Bosque River Bridge, M.P. 56.4 to 57.4 30 30 31 Curves, M.P. 51.1 to 76.8 32 Curves, M.P. 75.1 to 76.8 34 Curves, M.P. 79.6 to 85.9 Curve, M.P. 86.7 to 86.9				
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2 Curves, M.P. 22.7 to 22.9 30 2 8 Curves, M.P. 25.0 to 28.5 40 3 3 Curves, M.P. 29.4 to 30.0 35 3 Curve and Brazos River Bridge, M.P. 34.7 to 35.4 40 3 2 Curves and Stroud's Creek Bridge, M.P. 39.0 to 39.5 30 3 11 Curves, M.P. 39.7 to 44.1 35 3 Curve, M.P. 45.6 to 45.8 40 3 7 Curves, M.P. 48.3 to 50.5 35 3 Curve, M.P. 52.3 to 52.9 40 3 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 3 Curves, M.P. 55.3 to 55.8 40 3 3 Curves, M.P. 55.3 to 66.2 40 3 2 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			10	
8 Curves, M.P. 25.0 to 28.5			25	
3 Curves, M.P. 29.4 to 30.0 Curve and Brazos River Bridge, M.P. 34.7 to 35.4 2 Curves and Stroud's Creek Bridge, M.P. 39.0 to 39.5 30 31 Curves, M.P. 39.7 to 44.1 35 Curve, M.P. 45.6 to 45.8 40 37 Curves, M.P. 48.3 to 50.5 38 Curves, M.P. 52.3 to 52.9 40 30 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 3 Curves, M.P. 55.3 to 55.8 40 3 Curves, M.P. 55.3 to 55.8 40 3 Curves, M.P. 56.4 to 57.4 30 3 Curves, M.P. 60.3 to 66.2 40 3 Curves, M.P. 72.4 to 72.6 5 Curves, M.P. 72.5 to 76.8 40 3 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9			35	
Curve and Brazos River Bridge, M.P. 34.7 to 35.4 40 3 2 Curves and Stroud's Creek Bridge, M.P. 39.0 to 39.5 30 3 11 Curves, M.P. 39.7 to 44.1 35 3 Curve, M.P. 45.6 to 45.8 40 3 7 Curves, M.P. 48.3 to 50.5 35 3 Curve, M.P. 52.3 to 52.9 40 3 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 3 Curves, M.P. 55.3 to 55.8 40 3 3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			30	
2 Curves and Stroud's Creek Bridge, M.P. 39.0 to 39.5 30 3 11 Curves, M.P. 39.7 to 44.1 35 3 Curve, M.P. 45.6 to 45.8 40 3 7 Curves, M.P. 48.3 to 50.5 35 35 Curve, M.P. 52.3 to 52.9 40 3 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 3 Curves, M.P. 55.3 to 55.8 40 3 3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			30	
11 Curves, M.P. 39.7 to 44.1 35 3 Curve, M.P. 45.6 to 45.8 40 3 Curves, M.P. 48.3 to 50.5 35 3 Curve, M.P. 52.3 to 52.9 40 3 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 Curves, M.P. 55.3 to 55.8 40 3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 Curves, M.P. 60.3 to 66.2 40 3 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 Curves, M.P. 75.1 to 76.8 40 3 R Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			30	
Curve, M.P. 45.6 to 45.8 40 3 7 Curves, M.P. 48.3 to 50.5 35 3 Curve, M.P. 52.3 to 52.9 40 3 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 3 Curves, M.P. 55.3 to 55.8 40 3 3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4		<u> </u>	30	
Curve, M.P. 52.3 to 52.9 40 3 Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 3 Curves, M.P. 55.3 to 55.8 40 3 3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			35	
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8 30 3 3 Curves, M.P. 55.3 to 55.8 40 3 3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			30	
3 Curves, M.P. 55.3 to 55.8 40 3 3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			35	
3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4 30 3 10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4	Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8		30	
10 Curves, M.P. 60.3 to 66.2 40 3 2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			35	
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9 30 3 Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			35	
Curve, M.P. 72.4 to 72.6 55 4 5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			30	
5 Curves, M.P. 75.1 to 76.8 40 3 18 Curves, M.P. 79.6 to 85.9 40 3 Curve, M.P. 86.7 to 86.9 55 4			40	
Curve, M.P. 86.7 to 86.9 55 4			35	
			35	
· Out vee, M.F. 05.0 to 51.0			40	
9.0			35 35	

	MILES PER HOUR		
LOCATION	PER		
LOCATION	Pass-	Freight And	
	enger	Mixed	
5 Curves, M.P. 96.3 to 98.0	40	35	
4 Curves and Leon River Bridge, M.P. 98.0 to 99.7	25	25	
4 Curves, M.P. 101.1 to 102.4	40	35	
9 Curves, M.P. 111.1 to 114.0	40	35	
Curve, M.P. 114.1 to 114.3	35	35	
3 Curves, M.P. 114.3 to 115.1	40	35	
Curve, M.P. 122.0 to 122.1	40	30	
Curve, M.P. 122.6 to 122.8	35	30	
8 Curves, M.P. 122.9 to 126.1	40	30	
3 Curves, M.P. 126.1 to 126.8	35	30	
3 Curves and Pecan Bayou Bridge	00	1	
M.P. 345.2 to 345.9	35	25	
3 Curves, M.P. 347.6 to 348.2	30	30	
	<u> </u>		
SWEETWATER DISTRICT	ł		
Entrance Brownwood Yard M.P. 348.2 to 350.2	50	35	
4 Curves, M.P. 350.8 to 353.2—Southward	40	30	
Northward	40	25	
Curve, M.P. 358.9 to 359.1	65	50	
Curve, M.P. 362.3 to 362.7	55	40	
Curve, M.P. 366.8 to 367.0	65	50	
Curve, M.P. 369.4 to 369.6	70	55	
Curve, M.P. 371.2 to 371.5	70	55	
3 Curves, M.P. 380.2 to 381.9	60	45	
2 Curves, M.P. 383.4 to 383.8	60	50	
Curve, M.P. 386.3 to 386.6	55	40	
Curve, M.P. 391.3 to 391.7	i 60	45	
Curve, M.P. 395.2 to 395.7	70	55	
2 Curves, M.P. 397.6 to 398.3	50	1 45	
Curve, M.P. 399.6 to 400.1	i 60	1 45	
Curve, M.P. 410.7 to 410.9	55	1 40	
Curve, M.P. 411.0 to 411.3	, 70	55	
2 Curves, M.P. 455.7 to 457.1	i 60	45	
Curve, M.P. 458.0 to 458.3	55	1 40	
Curve, M.P. 460.4 to 460.6	60	50	
04170, 1112, 10011 00 10010	1 00	1	
SAN ANGELO DISTRICT	Ì		
Curve, M.P. 0.0 to 0.3	35	30	
Curve, M.P. 8.7 to 9.2	40	35	
Curve, M.P. 10.5 to 10.7	i 40	25	
4 Curves, M.P. 13.1 to 14.0	45	35	
Curve and Colorado River, Bridge, M.P. 37.4 to 37.7	30	20	
	i .	<u> </u>	
PARIS DISTRICT		ľ	
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	
		<u> </u>	
PAULS VALLEY DISTRICT	<u> </u>	<u> </u>	
3 Curves, M.P. 151.9 to 152.9	35	30	
Curve, M. P. 168.6 to 168.9	35	25	
Curve, M.P. 176.5 to 176.8	50	35	
Curve, M.P. 182.8 to 183.0	10	10	
	!	!	
LINDSAY DISTRICT	1	<u>!</u>	
Washita River Bridge, M.P. 21.7 to 21.8:	10	10	
Diesels, all classes, single or multiple units (Class 600, 602, 2100 and 2600 single head only)	10	10	
Crace ove, our, and and adve single nead only)	1	1	
	1	I	
WEATHERFORD DISTRICT			
	10	10	

MILES

(B) MAXIMUM SPEED OF ENGINES AND MOTOR CARS.

	1	MILES	PER HOUI	
DIESEL AND GAS-ELECTRIC			Backing Or When Controlled	
	Ì., ,	Light	From	Dead-In-
44.00.000	 	·	Rear Unit	
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893,	05	A.	474	20
3000-3019	65	65	45*	60
450, 451	80	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399,				
2400-2438, 2600-2606	45	45	45	45
650-653, 2300	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.				
STEAM				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

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

(C) DEAD ENGINES.

Steam engines must not be handled dead in train without special instructions.

(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	Maximum Depth	Maximum Speed	Maximum
of		Encod.	
of		preed	Speed
	Above	in	Under
Equipment 7	Top of Rail	Tow	Own Power
- Ligarphione	(Inches)	(M.P.H.)	(M.P.H.)
<u> </u>	(LIICHOS)	(14.1 .11.)	
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611,			
2099-2162	8	5	5
51-78, 90, 650-653, 2300-2302,			
	•		,
2310-2321, 2600-2606,	1	=	_
3000-3019	4	5	5
460-468, 2400-2402	41/2	5	5
16-48, 99, 101-344, 407-430,			
500-564, 625-633, 700-751,			
1500-1537, 2200-2299,			
2303-2304, 2322-2399,			
2403-2438, 2650-2893	5	- 5	. 5
2100 2100, 2000 2000			
Diesel-Electric and	ĺ		
Gas-Electric Motor Cars	3	5	5
Gas-Electric Motor Cars	<u>-</u>		
B	ļ		
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Trains handling derrick, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed 30 M.P.H. at any point on First, Second and Sweetwater Districts, 20 M.P.H. on Dallas, Paris, Pauls Valley, Dublin and San Angelo Districts (between San Angelo Junction and Alvey Junction) and 15 M.P.H. on San Angelo District between Alvey Junction and Sterling City and on all other districts. Such equipment must not be moved in any train except on authority of trainmaster.

(F) TURNOUTS AND CROSSOVERS.

In heading in or out over the following turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen (15) miles per hour. On all other turnouts and crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

I - Interlocking

S - Spr	ing
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STATION	TYP	E LOCATION	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
•	Ī	Both ends siding	30
	<u>I</u> _	Three intermediate crossovers	30
Wynnewood	I	Both ends siding	30
Davis	I	Both ends siding	30
Dougherty	<u>I</u>	Both ends siding	30
Gene Autry	I_	Both ends siding	80
Ardmore	I	Both ends siding	25
Overbrook	Ι	Both ends siding	30
<u>Marietta</u>	I	Both ends siding	30
Thackerville	I	Both ends siding	30
North Yard	I	North end tail track north end yards Crossover main track to tail track	30 30
		SECOND DISTRICT	
Gainesville	I	South end siding	15
Valley View	Ι	Both ends siding	30
Dalton Jct.	Ĩ	Both ends siding	30
	Ţ	Both ends pocket track	30 40
Ponder	<u> I</u>	Turnout to Dallas District Both ends siding	30
Justin	Ī	Both ends siding	30
Haslet	Ť	Both ends siding	30
Saginaw	- <u>i</u> -	Both ends east and west sidings	30
No. Ft. Worth	Ī	Both ends siding	30
Polks	Ī	North end siding	30
	Ī	South end siding	15
Birds	Ī	Both ends siding Dublin District Junction switch	30
<u> </u>	I		15 30
Crowley	S	Both ends siding	30
Joshua	S	Both ends siding North end tail track north end of yard	30
Cleburne	S	DALLAS DISTRICT	
Dallas	Ι	Terminal Junction	10
	Ī	South end two tracks	30
	I	Santa Fe Jct. North end two tracks, T. & N. O.	10
		Crossing	30
Zacha Jct.	I	Both ends siding	30
	<u></u>	Turnout to Paris District DUBLIN DISTRICT	30
Birds		South connecting track switch	15
Belt Jct.	s	North wye switch	15
Ricker	Ī	Both ends siding	30
TelCHOT	Ť	Both ends pocket track	3ŏ

STATION	TYPE	LOCATION	MILES PER HOUR
	DUBI	IN DISTRICT (Cont'd)	
	Ī	Lampasas District connection	40
Brownwood	I	North end tail track new yard	30
	SWE	ETWATER DISTRICT	
Gravity	S	Both ends siding	30
Bangs	S	Both ends siding	30
Obregon	S	Both ends siding	30
Santa Anna	S	Both ends siding	30
San Angelo Jo	t. S	Both ends siding	30
	S	San Angelo District connection	30
Coleman	S _	Both ends siding	30
Hamrick	S	Both ends siding	30
Silver Valley	S	Both ends siding	30
Novice	S	Both ends siding	30
Goldsboro	S	Both ends siding	30
Lawn	S	Both ends siding	30
Tuscola	ร	Both ends siding	30
Buffalo Gap	S	Both ends siding	30
View	S	Both ends siding	30
Cozart	S	Both ends siding	30
Blair	S	Both ends siding	30
Toland	S	Both ends siding	30
Herndon	s	Both ends siding	30
Tecific	S	Both ends siding	30
Sweetwater	S	North end Passenger yard, Track No. 1	30
	1	South end Passenger yard, Track No. 1	15
	S	Orient Jct.	15

(H) 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.

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

Jct.).

Pauls Valley (on Lindsay and Pauls Valley Districts.) Dallas (including Hale and East Dallas).

Cleburne (including Weatherford

Ardmore (on Ringling District.)
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).

Garland Wolfe City
Farmersville Paris
Ada

Brownwood (from End CTC, northward home signal 714 feet north of passenger station, Brownwood, Dublin District, to yard limit boards south of Brownwood on Sweetwater and Menard Districts).

Lindsay Weatherford Maysville Cresson Ringling

Healdton Sweetwater Shawnee Alvey Jct.

12. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761.)

Mile Post	Name	
	FIRST AND SECOND DISTRICTS	
318.1 318.8 320.9 339.9 344.1 344.3 345.1 348.13 348.5 349.39	Viaduct, Cleburne yard Viaduct, Cleburne, Boone St. Viaduct, Highway Viaduct, Highway Viaduct, Ft. Worth, S. Main St. Viaduct, Ft. Worth, Allen Ave. Viaduct, Ft. Worth, Hattie St. Viaduct, Highway Trinity River Viaduct, Highway	
350.9	Viaduct, Highway	

Iile Post	Name
381.6	Viaduct, Highway
388.6	Viaduct, Highway
411.84	Viaduct, Highway
413.1	Viaduct, Highway
418.3	Red River
450.8	Viaduct, Ardmore, 5th Ave.
451.1	Viaduct, Ardmore, SL-SF Ry.
452.1	Viaduct, Highway
465.7	Crusher Spur
466.4	Carter Bros. Spur
474.1	Rayford Spurs
476.1	Viaduct, Highway
 	DALLAS DISTRICT
12.3	Viaduct, Alvarado, Highway
19.94	Viaduct, Venus, I-G.N. Ry. Viaduct, <u>Highway</u>
32.64	Viaduct, Highway
43.6	Viaduct, Highway
48.65	Viaduct, Highway
49.5	Viaduct, Marsalis Ave.
51.1	Trinity River
51.7	Signal Bridge
52.9	Viaduct, Dallas, Oakland St.
57.05	White Rock Creek
66.7	Viaduct, Skillman Road
66.83	Viaduct, Forest Lane Road
76.6	Viaduct, Highway
83.3 85.7	Viaduct, Highway Viaduct, Government Road
00.1	<u> </u>
3.0	DUBLIN DISTRICT Viaduct, Highway
39.2	Strouds Creek
53.6	Paluxy Creek
56.4	South Paluxy Creek
70.48	Viaduct, Highway
71.3	Bosque River
98.0	Leon River
106.9	Viaduct, Highway
344.9	Viaduct, Highway
345.3	Pecan Bayou
	SWEETWATER DISTRICT
370 .7	Viaduct, Highway
417.8	Viaduct, Highway
449.34	Viaduct, Highway
3.02	
	Viaduct, Highway
05.4	SAN ANGELO DISTRICT
37.6	SAN ANGELO DISTRICT Colorado River
	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT
37.6 91.3	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway
91.3	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT
91.3	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway
91.3 176.0 169.5	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Viaduct, Highway
91.3 176.0 169.5 166.2	SAN ANGELO DISTRICT Colorado River
91.3 176.0 169.5 166.2 164.8	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway
91.3 176.0 169.5 166.2 164.8 137.29	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, Highway
91.3 176.0 169.5 166.2 164.8	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway
91.3 176.0 169.5 166.2 164.8 137.29 132.7	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, O. C. A. & A. Ry.
91.3 176.0 169.5 166.2 164.8 137.29 132.7	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, O. C. A. & A. Ry. Viaduct, C. R. I. & P. Ry.
91.3 176.0 169.5 166.2 164.8 137.29 132.7 132.6	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, C. C. A. & A. Ry. Viaduct, C. R. I. & P. Ry. LINDSAY DISTRICT
91.3 176.0 169.5 166.2 164.8 137.29 132.7 132.6	SAN ANGELO DISTRICT Colorado River
91.3 176.0 169.5 166.2 164.8 137.29 132.7 132.6	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, C. R. I. & P. Ry. LINDSAY DISTRICT Washita River HALE CEMENT LINE Overhead Gas Main Viaduct, Highway
91.3 176.0 169.5 166.2 164.8 137.29 132.7 132.6	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, C. R. I. & P. Ry. LINDSAY DISTRICT Washita River HALE CEMENT LINE Overhead Gas Main Viaduct, Highway
91.3 176.0 169.5 166.2 164.8 137.29 132.6 21.7 3.54 3.56	SAN ANGELO DISTRICT Colorado River PARIS DISTRICT Viaduct, Farmersville, Highway PAULS VALLEY DISTRICT Viaduct, Highway Viaduct, Highway Canadian River Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, G. C. A. & A. Ry. Viaduct, C. R. I. & P. Ry. LINDSAY DISTRICT Washita River HALE CEMENT LINE Overhead Gas Main Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, Highway Viaduct, Highway
91.3 176.0 169.5 166.2 164.8 137.29 132.7 132.6 21.7	SAN ANGELO DISTRICT Colorado River

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:

Ardmore Cleburne Shawnee San Angelo Fort Worth Purcell Pauls Valley Dallas North Yard East Dallas Brownwood Sweetwater **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 Dallas (Passenger Station)

East Dallas

Paris

Brownwood (Passenger Station and Roundhouse).

San Angelo.

Sweetwater (Yard Office, Round House and Passenger Station).

16. STANDARD THERMOMETERS ARE LOCATED AT:

Cleburne Ardmore Purcell Coleman Fort Worth Daugherty Brownwood East Dallas North Yard Sweetwater San Angelo Paris Ballinger

17. RAILROAD CROSSINGS AT GRADE.

NORTH YARD-M-K-T. 0.1 mile south of station. Interlocking.

SAGINAW-F.W.& D. Interlocking.

SAGINAW-C.R.I.& P. Interlocking.

NORTH FORT WORTH .-- F.W. Belt. Interlocking.

NORTH FORT WORTH-St.L.S.W. Interlocking.

NORTH FORT WORTH-St.L.S.F.& T. Interlocking

FORT WORTH-T.& N.O. 0.3 mile south of station. Interlocking. FORT WORTH-T.& P. Seven crossings, 0.3 mile, 0.4 mile and 0.5 mile south of station. Interlocking.

FORT WORTH-T.& N.O. 0.5 mile south of station. Interlocking.

POLKS-T.& N.O. Interlocking.

BIRDS-St.L.S.F.& T. 0.4 mile south of station. Interlocking.

ALVARADO-M-K-T. 1.3 mile south of station. Interlocking. MIDLOTHIAN-T.& N.O. 0.4 mile north of station, Interlocking.

Maximum speed 15 M.P.H. Speed applies only to head end of train.

DALLAS-M-K-T. Two crossings, 0.1 mile south of Santa Fe Jct. Interlocking.

DALLAS-St.L.S.W. 0.1 mile north of Santa Fe Jct. Interlocking. DALLAS-T.& N.O. 0.8 mile north of Santa Fe Jct. Interlocking.

EAST DALLAS-T.& N.O. 0.1 mile north of station. Crossing gate. Approach prepared to stop. When gate is set for movement, proceed over crossing at not exceeding 6 M.P.H. without first having made full stop. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed,

EAST DALLAS-T.& P. Two crossings 0.4 mile north of station. Interlocking.

STOP, and route must be known to be clear before proceeding.

BETWEEN WHITE ROCK & RICHARDSON-M.P. 70.1 T.&N.O. Interlocking.

GARLAND-M-K-T. 0.4 mile north of station. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.

FARMERSVILLE-L.& A. 0.1 mile north of station Crossing Gate. STOP. See Rules 98, A, B, C & D.

CELESTE-M-K-T. 0.1 mile north of station. Interlocking.

PARIS-T.& P. 0.8 miles south of station. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.

TUSCOLA—A.& S. 0.6 mile south of station. Cabin Interlocking. Maximum speed, Passenger 50 M.P.H. Freight and Mixed 40 M.P.H.

BALLINGER-A.& S. 0.4 mile north of station. Cabin Interlocking. Maximum speed 20 M.P.H.

DUBLIN-M-K-T. 0.1 mile south of station. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.

- 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.

SIGNALS - SAN ANGELO JCT.: Signal 3734 governs movements from the San Angelo District to the Sweetwater District. Trains and engines finding Signal 8734 in stop position, and no trains are approaching on the Sweetwater District, may reverse the junction switch and wait two and one-half minutes, then if Signal 3734 fails to clear, proceed as required by Rule 509(a).

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).

21. STATUTORY REGULATIONS.

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.

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.

In addition to complying with the law requiring blowing of whistle and ringing of bell at crossings of public roads or streets, 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.

Special Rules

A. J. STROBEL, General Watch Inspector	Topeka, Kansas
LOCAL TIME INSPECTORS	
E. P. HALTOM	Fort Worth
W. B. SARGENT	Fort Worth
CEO E WATKINS	Cleburne
MRS. MOLLIE W. ARMSTRONG	Brownwood
ARCHIE OWINGS (Assistant)	Brownwood
ERNIE W. STROBEL	Brownwood
M. L. LEFFEL	San Angelo
I. J. C. HOLLAND	San Angelo
L. M. SANFORD	San Angelo
PAUL TERRELL	Sweetwater
BERNARD L. GORDON	Shawnee
LEON R. WYATT	Purcell
M. B. SMITH	Pauls Valley
DON A, DRAKE	Healdton
W. S. ABRAMS	Ardmore
R. C. BROWNING	Gainesville
W. T. ALLEN	Gainesville
STANLEY RIGGS	Paris
W. E. ALTFATHER	Dallas
ROBERT MONTGOMERY	Dallas

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

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

LOCAL SURGEONS

Dr. W. C. McCURDY	Purcell
Dr. W. T. STONE	
Dr. C. C. YOUNG	
Dr. C. C. TOUNG	Ada
Dr. S. A. McKEEL	Ada
Dr. OLLIE McBRIDE	
Dr. F. P. STAFF	
Dr. RAY H. LINDSEY	Pauls Valley
Dr. R. E. SPENCE	Pauls Valley
Dr. D. M. EGGENBERG	Davis
Dr. W. H. SMITH	Lindsay
Dr. M. E. ROBERSON	Wynnewood
Dr. W. J. GRAY	Marietta
Dr. DON J. WILSON	Marietta
Dr. J. M. GORDON	Ardmore
Dr. THORNTON KELL	Androro
DI. THURNIUN KELL	Andreas
Dr. ROGER REID	Ardmore
Dr. RAY B. GRAYBILL	Aramore
Dr. E. SAIKIN	
Dr. VAN G. KADEN	
Dr. R. W. COCHNOUR	Justin
Dr. H. M. BURGESS	
DII III III, DONOLDO	

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. JAMES D. THOMAS	Denton
Dr. L. H. REEVES	Ft. Worth
Dr. CARL M. AUSTIN	Ft. Worth
Dr. JACK E. DALY	Ft. Worth
Dr. M. H. CRABB	Et Worth
Dr. H. K. KIBBIE	Ft Worth
Dr. E. L. CLARK	Clebyrne
Dr. GATES R. BARKER	Cloburno
Dr. GATES R. BARKER	Washarford
Dr. P. L. ALLEN Dr. H. EARL TAYLOR	weatherford
Dr. H. EARL TAYLOR	
Dr. SIDNEY GALT	Danas
Dr. C. L. TUBB	Dallas
Dr. O. J. WADDELL	Danas
Dr. J. W. LANIUS	Danas
Dr. PAUL W. MATHEWS	DRIMS
Dr. W. J. GREEN	——————————————————————————————————————
Dr. E. R. RICHARDSON	Tellas
Dr. J. S. TERRY	Dailas
Dr. GERALD J. KOCHEVAR	Midlothian
Dr. RICHARD B. HARTIN	Garland
Dr. JACK L. WEBB	Farmersville
Dr. WM, De G. HAYDEN Dr. C. A. KUNATH	Paris
Dr. C. A. KUNATH	San Angelo
Dr. G. L. NESRSTA	San Angelo
Dr. CHAS. F. BAILEY	Ballinger
Dr. A. H. FORTNER	Sweetwater
Dr. J. K. RICHARDSON	Sweetwater
Dr. R. H. TULL	Abilene
Dr. J. C. YOUNG	Coleman
Dr. WILLIAM TRYON	Santa Anna
Dr. J. B. STEPHENS	Bangs
Dr. J. B. STEPHENS Dr. ERNEST F. CADENHEAD	Brownwood
Dr. P. M. WHEELIS	Brownwood
Dr. NED SNYDER	Brown wood
Dr. ROGERS K. COLEMAN	Brownwood
Dr. O. N. MAYO	Brownwood
Dr. P. T. McGOWAN	Brownwood
Dr. F. D. SPENCER	Brownwood
Dr. J. C. TERRELL	Stephenville
Dr. L. K. ORY	Comanche
Dr. T. F. BRYAN	- Dublin
Dr. I. F. Dittan	
THE TAN MOST AND THE CAME	PPPLTATATE

EYE, EAR, NOSE AND THROAT SPECIALISTS

Dr. W. R. MOTE Ardn	ore
Dr. CHAS. K. MILLS Gainesy	ville
Dr. WEBB WALKERFt. Wo	orth
Dr. J. E. MITCHELL Ft. We	orth
Dr. J. W. PICKENSClebu	ırne
Dr. F. H. NEWTONDa	llas
Dr. DAVID S. STAYERDa	llas
Dr. T. E. HUNT	агів
Dr. CHASE S. THOMPSONSan An	gelo
Dr. VIRGINIA BOYD	lene
Dr. S. BRASWELL LOCKERBrownw	
Dr. VANCE TERRELLStephen	ville



SANTA FERST



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)

