

W. J. McNAMARA, TrainmasterFt. Worth
 H. D. FISH, TrainmasterFt. Worth
 L. CENA, TrainmasterBrownwood
 J. F. HARRISON, Chief DispatcherFt. Worth
 O. W. PIERCE, Assistant Chief DispatcherFt. 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.
 B. E. HICKS R. A. SCHILLING
 K. W. WRIGHT

**AVOID DAMAGE—SWITCH CUSTOMERS CARS
 CAREFULLY**

OVERSPEED Couplings Are DAMAGING

—Here's What Happens:

Safe - Danger		
4 MILES PER HOUR	<input type="checkbox"/>	SAFE COUPLING SPEED
5 MILES PER HOUR	<input type="checkbox"/>	DAMAGE BEGINS
6 MILES PER HOUR	<input type="checkbox"/>	2½ TIMES AS DAMAGING AS 4 MPH
7 MILES PER HOUR	<input type="checkbox"/>	3 TIMES AS DAMAGING AS 4 MPH
8 MILES PER HOUR	<input type="checkbox"/>	4 TIMES AS DAMAGING AS 4 MPH
9 MILES PER HOUR	<input type="checkbox"/>	5 TIMES AS DAMAGING AS 4 MPH
10 MILES PER HOUR	<input type="checkbox"/>	6 TIMES AS DAMAGING AS 4 MPH

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

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 Employees.**

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

2 Northern Division

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

SOUTHWARD			Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
First Class										First Class		
5	15	111								112	6	16
Passenger	Texas Chief	Texas Expres								Chicago Expres	Passenger	Texas Chief
Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily
PM 7.28	AM 9.45	AM 2.05	Yard	.0	PURCELL 7.3	5.8	517.5	C	F T Y	AM 8.10	AM 10.30	PM 5.10
7.40	9.54	f 2.19	165	42.2	WAYNE	52.8	510.2	B		f 2.55	10.15	5.00
7.50	10.02	f 2.37 ¹¹²	165	2.1	PAOLI	19.0	502.6			f 2.37 ¹¹²	10.02 ¹⁵	4.52
s 8.01	s 10.10	s 2.54	216	18.4	PAULS VALLEY	26.4	495.5	C	Y	s 2.27	s 9.51	s 4.44
8.09	10.17	s 3.05	175	42.2	WYNNEWOOD	8.1	488.1	C		s 2.09	9.41	4.34
8.18	10.27	s 3.20	190	81.6	DAVIS	32.7	478.0	C		s 1.54	s 9.28	4.25
8.27	10.36	s 3.30	177	52.8	DOUGHERTY	52.8	469.6	C	Y	s 1.41	9.18	4.15
8.41	10.47	f 3.45	170	52.8	GENE AUTRY	52.8	460.3			f 1.24	9.04	4.02
s 8.58	s 11.01	s 4.10	120	52.8	ARDMORE	52.8	450.4	C	FY	s 1.10	s 8.50	s 3.48
9.06	11.09	f 4.18	130	52.8	OVERBROOK	52.8	443.0			f 12.52	8.40	3.38
s 9.17	11.18	s 4.27	199	52.8	MARIETTA	52.8	433.0	C		s 12.40	s 8.30	3.29
9.27	11.27	f 4.40	158	.0	THACKERVILLE	52.8	423.0	B		f 12.25	8.21	3.20
				52.8	State Line	52.8	418.3					
9.42 PM	s 11.40 AM	4.55 AM	Yard		NORTH YARD	52.8	411.8	C	FT	12.07 AM	8.08 AM	3.05 PM
Arrive Daily	Arrive Daily	Arrive Daily			(105.9)					Leave Daily	Leave Daily	Leave Daily
47.4	55.3	27.4			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.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50 ft. cars)
Sand Spur	419.0	25
Crusher	465.7	204
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

4 Northern Division

Second District

SOUTHWARD					Capacity of Sidings in 60-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959		
First Class								Ft. Per Mile	STATIONS
77	5	15	115	111					
The Angels	Passenger	Texas Chief	Texas Chief	Texas Express					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	PM 9.42	AM 11.40	AM 11.55	AM 4.55	Yard	.0			
	9.46	11.50 PM	PM 12.01	5.00	61	.0			
	9.56	12.01	12.10	5.12	168	52.8			
	10.04	12.08	12.17	5.22		52.8			
	10.08	12.13	12.23 PM	5.27	170	52.8			
	10.12	12.16		5.32		52.8			
	10.17	12.21		5.40	168	52.8			
	10.22	12.27		5.46	130	52.8			
	10.30	12.35		5.57	189	52.8			
	10.38 112	12.42		6.12	100 244	.0			
	10.44	12.48		6.30	88	52.8			
PM 9.20	10.55 11.20	12.55 1.05		6.38 7.00 ⁶	Yard	21.1			
				7.02 AM		31.6			
						31.6			
9.23	11.23	1.07			45	47.5			
9.30 PM	11.28	1.10			120	36.9			
	11.39	1.26 ¹⁶				71.2			
	11.49	1.34				64.9			
	11.57 AM	1.41				19.5			
	12.01 AM	1.43 PM			Yard	.0			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
30.4	49.3	49.9	52.5	41.2					

NORTH YARD		
0.1	M-K-T Crossing	
0.5	GAINESVILLE	
9.0	VALLEY VIEW	
8.6	SANGER	
5.4	DALTON JCT.	
3.3	KRUM	
6.2	PONDER	
6.7	JUSTIN	
	HASLET	
8.1	F.W. & D. Crossing	
	SAGINAW	
	C. R. I. & P. Crossing	
8.1	F. W. Belt Crossing	
	St. L. S. W. Crossing	
	NORTH FORT WORTH	
	St.L.S.F. & T. Crossing	
2.8	FORT WORTH	
0.3	T. & N. O. Crossing	
	T. & P. Crossing	
	T. & P. JCT.	
0.1	T. & P. Crossing	
0.1	T. & N. O. Crossing	
	T. & P. Crossing	
0.6	POLES	
2.8	T. & N. O. Crossing	
	BIRDS	YL
0.4	St.L.S.F. & T. Crossing	
8.5	CROWLEY	
8.4	JOSHUA	
6.8	WEATHERFORD JCT.	YL
1.0	CLEBURNE	YL

C.T.C.
Automatic Train Stop System
ABS
Automatic Block System
A.T.S. & S.V.

Rule 261
Rule 261

(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, 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.

Second District

Northern Division 5

TIME TABLE No. 1 January 1, 1959		Ruling Grade Ascending	Mile Post	Communications	Foot, Water, Turn Tables and Wyes	NORTHWARD				
						First Class				
						112	6	16	116	78
STATIONS		Ft. Per Mile				Chicago Express	Passenger	Texas Chief	Texas Chief	The Angelo
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
NORTH YARD		34.3	411.8	C	FT	AM 12.07	AM 8.08	PM 3.05	PM 2.55	
0.1 M-K-T Crossing		34.3	411.2							
0.5 GAINESVILLE		40.6	410.7			s 12.05 AM	s 8.05	s 3.03	s 2.50	
0.9 VALLEY VIEW		52.8	400.8			f 11.40	7.55	2.54	2.40	
8.8 SANGER		52.8	392.2	C		f 11.29	7.48	2.46	2.33	
5.4 DALTON JCT.		52.8	386.8			11.21	7.43	2.41	2.28 PM	
3.3 KRUM		52.8	388.5	C		f 11.18	7.39	2.38		
0.2 PONDER		52.8	377.8			f 11.10	7.34	2.33		
0.7 JUSTIN		52.8	370.6	C		f 11.02	7.28	2.27		
3.6 HASLET		52.8	362.0			f 10.48	7.20	2.19		
8.1 F.W. & D. Crossing SAGINAW		52.8	353.9	C		f 10.38	7.13	2.12		
5.1 C. R. I. & P. Crossing										
F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH		52.8	348.8			10.28	7.07	2.06		
St. L. S. F. & T. Crossing		52.8								
2.8										
FORT WORTH		.0	346.0	C	FT	s 10.20 9.00	s 7.00 6.05 ¹¹¹	s 2.00 1.45		s AM 5.45
0.3 T. & N. O. Crossing T. & P. Crossing T. & P. JCT.		.0	345.7			8.58 PM				
0.1 T. & P. Crossing		.0	345.6							
0.1 T. & N. O. Crossing T. & P. Crossing		.0	345.5							
0.6 POLKS		.0	344.9				8.56	1.39		5.41
2.3 T. & N. O. Crossing		.0	342.6				5.51	1.35		5.33 AM
0.4 BIRDS YL		.0	342.2							
0.4 St. L. S. F. & T. Crossing		12.7	338.7				f 5.38	1.26 ¹⁵		
8.5 CROWLEY		8.2	325.3	C			f 5.28	1.18		
8.4 JOSHUA		61.0	318.5				5.18	1.11		
6.8 WEATHERFORD JCT. YL		30.6					8.15 AM	1.10 PM		
1.0 CLEBURNE YL			317.5	C	FTY					
(93.8)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour						36.5	45.6	48.9	54.4	13.6

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	0.3 T. & P. JCT.	8.58
7.45 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.

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.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Danci	328.3	27

6 Northern Division

Dallas District

SOUTH-WARD		Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE				Ruling Grade Ascending	Mile Post	Communications	Fule, Water, Turn Tables and Wyes	NORTH-WARD	
First Class	115			No. 1	116	First Class							
	Texas Chief			January 1, 1959								Texas Chief	
Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile						Arrive Daily		
PM 12.23	170		42.2	DALTON JCT.	52.8	111.2					PM 2.28		
12.33			10.6	DENTON	42.2	104.7	C				2.20		
12.36	80		52.8	MINCHIN	52.8	102.4	B				2.17		
1.06	75		52.8	COWLEY	66.0	75.3	B				1.47		
1.12			15.8	RICHARDSON	.0	70.3					1.42		
			63.4	T. & N. O. Crossing		70.1							
1.20			31.7	WHITE ROCK	52.8	63.7					1.35		
1.31 116	112		.0	ZACHA JCT.	10.4	62.6	B				1.31 116		
			52.8	REINHARDT	40.1	60.3							
			.0	T. & P. Crossing	53.8	53.7							
			.0	T. & N. O. Crossing	.0	53.3							
1.45	Yard		.0	EAST DALLAS YL	10.5	53.2	C FT				1.18		
			.0	T. & N. O. Crossing	38.0	52.5							
			.0	St. L. S. W. Crossing	63.3	51.9							
1.50			.0	SANTA FE JCT. YL	22.2						1.15		
1.55 PM			.0	DALLAS U.D.							1.10 PM		
			23.0	SANTA FE JCT. YL	22.2	51.8							
			37.0	M-K-T Crossing	.0	51.7	Y						
	42		37.0	TERMINAL JCT. YL	.0	51.6							
	86		67.0	OAK CLIFF YL	.0	49.6							
	34		66.0	HALE YL	.0	45.7							
	19		77.6	DUNCANVILLE	70.2	40.1							
			67.5	CEDAR HILL	68.6	34.6							
			49.6	T. & N. O. Crossing	71.0	27.3							
	47		46.9	MIDLOTHIAN	.0	26.9	C						
	37		76.5	VENUS	52.8	19.6							
	34		26.4	ALVARADO	71.2	12.7	B						
	Yard		74.4	M-K-T Crossing	67.5	11.4							
				CLEBURNE YL	66.0								
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.

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
White Rock Industrial Lead	63.7	122
Richardson Team Track	70.3	15

Dublin District

Northern Division 7

SOUTHWARD				Capacity of Sidings in 50-ft. Cars	Mile Post	Rating Grade Ascending	TIME TABLE No. 1 January 1, 1959	Rating Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD			
First Class		78	76											
75	77													
California Special	The Angelo										The Angelo	California Special		
	Leave Daily										Arrive Daily			
	PM 9.20	Yard									AM 5.45			
	9.30	117	.0								5.33			
	9.33		0.9		.0						5.28			
f	9.42	82	8.4		66.0						f	5.18		
	9.55	61	17.4		66.0							5.07		
f	10.04	96	21.8		64.4							s	5.01	
	10.10	51	26.1		66.0								4.48	
	10.17	113	30.7		.0								4.38	
s	10.28	57	36.5		66.0							s	4.28	
f	10.43	100	46.4		66.0							s	4.07	
	10.55	47	55.1		58.6								3.52	
	11.05	145	62.5		66.0								3.40	
	11.14	53	68.8		66.0								3.28	
s	11.19	23	72.3		66.0							s	3.20	
	11.39	115	80.9		66.0								2.58	
	11.48	142	86.1		66.0								2.48	
	AM		86.2		.0									
f	12.08	157	95.3		52.3								2.28	
f	12.16	57	100.6		66.0								f	2.15
	12.25	122	108.1		48.8								f	2.03
	12.45	93	115.4		66.0									1.46
	12.55	123	121.6		66.0									1.36
	1.05	115	128.0		66.0									1.26
AM 1.22	1.15 ⁷⁸	112	135.1		.0								AM 1.15 ⁷⁷	12.54
1.35 AM	1.25 AM	Yard	348.4										1.00 AM	12.45 AM
Arrive Daily	Arrive Daily												Leave Daily	Leave Daily
18.5	36.0												31.4	26.6

Average speed per hour

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)
Boss	15.0	9
Centex	119.8	9

8 Northern Division

Sweetwater District

SOUTHWARD			Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Rolling Grade Ascending	Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
First Class										First Class		
45	77	75								76	78	46
Motor P. & S. F.	The Angelo	California Special								California Special	The Angelo	Motor P. & S. F.
Leave Daily	Leave Daily	Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily	Arrive Daily
	AM 2.30	AM 2.00	Yard	348.4		BROWNWOOD YL 5.1	33.8	C	FTY	AM 12.25	AM 12.05	
	2.45	2.08	81	353.5	66.0	GRAVITY 4.4	64.9	B		12.05 AM	11.48 AM	
	s 2.55	2.14	142	357.9	66.0	BANGS 6.3	64.9	C		11.59 AM	s 11.38	
	3.07	2.21	185	364.2	64.9	OBREGON 5.5	20.5	B		11.52	11.27	
	s 3.21	2.27	78	369.7	66.0	SANTA ANNA 2.8	62.3	C		11.46	s 11.18	
	3.29 AM	2.32	109	373.5	64.9	SAN ANGELO JCT. 4.8	50.6	C	Y	11.41	11.09 PM	
		s 2.37	110	378.3	66.0	COLEMAN 4.6	10.5	C	Y	s 11.35		
		2.47	81	382.8	31.7	HAMRICK 8.2	28.8			11.26		
		2.58	110	391.0	31.7	SILVER VALLEY 5.5	31.7	B		11.17		
		s 3.05	108	396.5	31.7	NOVICE 8.5	31.7	B		s 11.10		
		3.13	82	403.0	31.7	GOLDSBORO 6.5	31.7			11.02		
		s 3.21	82	409.5	31.7	LAWN 5.9	12.7	C		s 10.55		
		f 3.29	104	415.4	31.7	TUSCOLA 0.6	.0			f 10.46		
				418.0	15.8	A. & S. Crossing 4.3	31.7					
		f 3.35	80	420.3	31.7	BUFFALO GAP 6.3	31.7			f 10.39		
		s 3.45	135	426.6	31.7	VIEW 5.4	31.7	C	Y	s 10.32		
		3.52	81	432.0	31.7	COZART 6.3	31.7			10.23		
		3.59	81	438.3	31.7	BLAIR 5.0	21.1			10.16		
		4.05	125	443.3	31.7	TOLAND 5.1	31.7	B		10.10		
		4.11	80	448.4	31.7	HERNDON 6.1	31.7			10.04		
		4.18	130	454.5	31.7	TECIFIC 5.1	31.7			9.57		
PM 9.50		s 4.25 AM	Yard	459.6	62.8	SWEETWATER YL 2.4	10.5	C	FTY	9.50 PM		AM 4.20
10.00				2.1	52.8	NORTH JCT. YL 0.8	10.8					4.10
10.02 PM				2.9		SOUTH JCT. YL						4.08 AM
Arrive Daily	Arrive Daily	Arrive Daily				(114.5)				Leave Daily	Leave Daily	Leave Daily
16.0	25.5	44.5				Average speed per hour				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 Brownwood 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	445.8	11
Tesco	450.1	23

San Angelo District

Northern Division 9

SOUTHWARD				NORTHWARD				
First Class	Capacity of Sidings in 80-ft. Cars	Mile Post	Rating Grade Ascending	TIME TABLE No. 1 January 1, 1959	Rating Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	First Class
77								78
The Angelo								The Angelo
Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily
AM 3.29	58	.0	65.5	SAN ANGELO JCT. 6.1	68.4	C	Y	PM 11.09
3.39	58	6.1	66.5	OVERALL 5.3	42.2			10.57
s 3.52	49	11.4	66.0	VALERA 8.5	66.0			s 10.49
s 4.15	49	20.9	65.5	TALPA 7.8	66.0			s 10.33
4.25	53	28.7	62.8	BENOIT 7.8	66.0			10.17
		36.5		A. & S. Crossing 0.4				
s 4.47	28	36.9	52.8	BALLINGER 1.4	52.8	C		s 10.00
4.50	51	38.8	34.8	CATO 7.2	26.4			9.53
s 5.07	51	45.6	52.8	ROWENA 8.6	51.7	B		s 9.43
s 5.25	49	54.2	52.8	MILES 8.9	52.8			s 9.28
5.40	53	63.1	52.8	HARRIET 7.6	52.8			9.14
5.55		70.7	31.7	ALVEY JCT. YL 2.2	.0		Y	9.03
AM 6.10	Yard		31.7	SAN ANGELO YL 2.2	.0	C	FTY	PM 8.50
AM		70.7	31.7	ALVEY JCT. YL 17.9	.0		Y	PM
	45	87.8	31.7	CARLSBAD 6.6	9.5			
	40	94.4	31.7	WATER VALLEY 20.2	31.7			
	Yard	114.6		STERLING CITY			Y	
Arrive Daily				(115.4)				Leave 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.

10 Northern Division

Paris District

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rating Grade Ascending		Rating Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	151.1	.0	PARIS YL	21.1	C	FT
	150.3		0.8 T. & P. Crossing			
38	138.5	52.8	11.8 ROXTON	62.8	C	
	133.0	52.8	5.5 BEN FRANKLIN	52.8		
	127.6	53.0	5.4 PECAN GAP	3.7		
	121.6	52.8	6.0 LADONIA	52.8	C	
31	113.3	52.8	8.3 WOLFE CITY YL	12.6	C	
	104.4	.0	8.9 M-K-T Crossing	52.8		
34	104.3	.0	0.1 CELESTE	14.2		
	96.8	52.8	7.5 MERIT	52.8		
	91.1	52.8	5.7 L. & A. Crossing	57.0		
34	91.0	.0	L. & A. Jct.	3.7		
	84.3	52.8	0.1 FARMERSVILLE YL	52.8	C	
34	84.3	52.8	6.7 COPEVILLE	52.8		
34	75.8	53.4	8.5 WYLIE	53.4	C	
34	71.6	52.8	4.2 SACHSE	52.8		
	66.8	51.2	4.8 M-K-T Crossing	52.8		
39	66.4	40.6	0.4 GARLAND YL	.0	C	
112	62.6	48.5	3.8 ZACHA JCT.	53.3		
(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		Capacity of Sidings in 50-ft. Cars	Rating Grade Ascending	TIME TABLE No. 1 January 1, 1959	Rating 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 Tue. Thur. Sat.	Leave Mon. Wed. Fri.		Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Mon. Wed. Fri.	Arrive Mon. Wed. Fri.	
PM 1.45				SHAWNEE YL		132.0	C		PM 10.00	
f 2.00		71	30.6	4.4 TECUMSEH	.0	136.4			f 9.45	
2.15			31.6	5.8 BROOKSVILLE	31.6	142.2			9.30	
s 2.25		81	26.4	4.7 MACOMB	20.5	146.9			s 9.20	
f 2.35			31.6	4.0 TRIBBEY	15.8	150.9			f 9.10	
s 3.00		77	31.6	11.4 WANETTE	31.6	162.3	C		s 8.45	
			31.6	6.7 ADA JCT.	26.4	169.0				
s 3.20 8.25	PM		.0	0.3 BYARS	.2	169.3		PM	s 8.25 3.25	
8.42	8.30	80	.0	5.4 BOUDINOT	31.7	174.7		s 8.05	s 3.09	
8.47	8.42	83	.0	2.1 CIVIT	10.5	176.8		7.50	3.09	
	8.47		21.1	7.4 PAULS VALLEY YL	22.1			7.45	3.05	
s 9.05 PM	s 9.05 PM	216						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	35.7			Average speed per hour				30.0	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.

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

Lindsay District

Northern Division 11

SOUTHWARD				NORTHWARD			
Second Class				Second Class			
303				304			
Mixed				Mixed			
Leave Tues. Thur. Sat.				Arrive Tues. Thur. Sat.			
PM 2.15				PM 7.30			
3.30				6.30			
4.10 PM				5.00 PM			
Arrive Tues. Thur. Sat.				Leave Tues. Thur. Sat.			
17.6				15.9			
Capacity of Sidings in 60-ft. Cars	Mile Post	Rolling Grade Ascending	Ft. Per Mile	TIME TABLE No. 1 January 1, 1959	Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
				STATIONS			
				PAULS VALLEY YL 12.6	31.6	C	Y
	26	12.1	31.6	MAYSVILLE YL 11.3	.0	C	
	Yard	23.4	10.5	LINDSAY YL		C	Y
				(23.9)			
Average speed per hour				Average speed per hour			

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

NORTHWARD				SOUTHWARD			
Second Class				Second Class			
86				85			
Mixed				Mixed			
Leave Daily Ex. Sun.				Arrive Daily Ex. Sun.			
PM 6.40				PM 5.10			
7.30				4.19			
7.53				3.56			
8.22				3.27			
8.25 PM				3.25 PM			
Arrive Daily Ex. Sun.				Leave Daily Ex. Sun.			
15.9				15.9			
Capacity of Sidings in 60-ft. Cars	Mile Post	Rolling Grade Ascending	Ft. Per Mile	TIME TABLE No. 1 January 1, 1959	Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
				STATIONS			
	Yard	98.8	31.7	ADA YL 12.6	69.7	C	T
	17	51.4	31.6	VANOSS 6.7	31.6		
	30	58.1	31.6	STRATFORD 8.3	79.2		
		66.4	9.5	ADA JCT. 0.3	.0		
	80	66.7		BYARS			
				(27.9)			
Average speed per hour				Average speed per hour			

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.

12 Northern Division

Weatherford District

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Ways
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard		52.8	CLEBURNE YL 1.0	56.4	C	FW TY
	0.0		WEATHERFORD JCT. YL 10.3			
17	10.8	55.4	GODLEY 1.1	34.8		
32	18.4	52.8	CRESSON YL 20.4	57.0	G	Y
Yard	38.8		WEATHERFORD YL			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		Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Ways	NORTHWARD Second Class	
315	311								310	314
Mixed	Mixed				STATIONS	Ft. Per Mile			Mixed	Mixed
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			Ft. Per Mile				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
	AM 8.00	Yard		52.8	ARDMORE YL 10.2	52.8	C F Y	PM 12.55		
	1 8.34	38	9.6	52.8	LONE GROVE 9.7	52.8		1 12.22		
	s 9.10	43	19.3	52.8	WILSON 5.0	52.8	C	s 11.46		
AM 9.26	9.26	13	24.3	52.8	COBALT JCT. 5.5	52.8		Y 11.30	AM 10.30	
s 9.47 AM		26	5.5	52.8	HEALDTON YL 5.5	52.8	C Y		10.10 AM	
	10.30	13	24.3	52.8	COBALT JCT. 5.1	52.8		Y		
	s 10.50 AM	Yard	29.4		RINGLING YL		C Y	11.10 AM		
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				(30.0)			Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	
15.7	16.7				Average speed per hour			16.8	16.6	

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Ardmore.

No. 311 is superior to No. 310.

No. 315 is superior to No. 314.

No switch lights Ringling District.

TRACKS BETWEEN STATIONS

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

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

- 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 established.

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
SWEETWATER DISTRICT	
San Angelo Jct.	Sweetwater District
North Jct.	Sweetwater District
South Jct.	Sweetwater District
SAN ANGELO DISTRICT	
Alvey Jct.	San Angelo District
PARIS DISTRICT	
L & A Jct.	L & A
PAULS VALLEY DISTRICT	
Ada Jct.	Pauls Valley Dist.

WEATHERFORD DISTRICT

Cresson	Dublin District
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RINGLING DISTRICT

Cobalt Jct.	Ringling District
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10. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
FIRST DISTRICT	79	60
SECOND DISTRICT		
Gainesville-Saginaw	90	60
Saginaw-Birds	79	60
Birds-Cleburne	90	60
DALLAS DISTRICT		
Cleburne-East Dallas	50	40
East Dallas-Zacha Jct.	59	40
Zacha Jct.-Dalton Jct.	59	49
DUBLIN DISTRICT	59	45
SWEETWATER DISTRICT	79	60
SAN ANGELO DISTRICT		
San Angelo Jct. to Alvey Jct.	50	35
Alvey Jct. to Sterling City	25	20
PARIS DISTRICT		
Zacha Jct.-Farmersville	55	35
Farmersville-Paris	45	30
PAULS VALLEY DISTRICT		
Shawnee-Ada Jct.	35	35
Ada Jct.-Pauls Valley	50	40
LINDSAY DISTRICT	25	25
ADA DISTRICT	25	25
WEATHERFORD DISTRICT		
Cleburne-Cresson	30	30
Cresson-Weatherford	20	20
RINGLING DISTRICT	20	20
FIRST DISTRICT		
2 Curves, M.P. 410.4 to 412.1	60	35
Curve, M.P. 416.3 to 416.5	65	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. 475.3 to 476.3	70	55
2 Curves, M.P. 503.3 to 504.5	65	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		
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

Special Rules

Northern Division 15

(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, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2898, 3000-3019	65	65	45*	60
450, 451	30	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 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:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	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, 2650-2898	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
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 — Spring

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
	I	Both ends siding	30
	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
	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
	I	Both ends pocket track	30
	I	Turnout to Dallas District	40
Ponder	I	Both ends siding	30
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
	I	South end siding	15
Birds	I	Both ends siding	30
	I	Dublin District Junction switch	15
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	Terminal Junction	10
	I	South end two tracks	30
	I	Santa Fe Jct.	10
	I	North end two tracks, T. & N. O. Crossing	30
Zacha Jct.	I	Both ends siding	30
	I	Turnout to Paris District	30
DUBLIN DISTRICT			
Birds	I	South connecting track switch	15
Belt Jct.	S	North wye switch	15
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30

STATION	TYPE	LOCATION	MILES PER HOUR
DUBLIN DISTRICT (Cont'd)			
	I	Lampasas District connection	40
Brownwood	I	North end tail track new yard	30
SWEETWATER 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 Jct.	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	S	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
	I	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.)

Pauls Valley (on Lindsay and Pauls Valley Districts.)	Dallas (including Hale and East Dallas).
Ardmore (on Ringling District.)	Cleburne (including Weatherford Jct.).
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
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).	Farmersville Paris
	Ada Weatherford
	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	Viaduct, Cleburne yard
318.8	Viaduct, Cleburne, Boone St.
320.9	Viaduct, Highway
339.9	Viaduct, Highway
344.1	Viaduct, Ft. Worth, S. Main St.
344.3	Viaduct, Ft. Worth, Allen Ave.
345.1	Viaduct, Ft. Worth, Hattie St.
348.13	Viaduct, Highway
348.5	Trinity River
349.39	Viaduct, Highway
350.9	Viaduct, Highway

Mile 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.
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	Viaduct, Highway
85.7	Viaduct, Government Road

DUBLIN DISTRICT

3.0	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
346.3	Pecan Bayou

SWEETWATER DISTRICT

370.7	Viaduct, Highway
417.8	Viaduct, Highway
449.34	Viaduct, Highway
3.02	Viaduct, Highway

SAN ANGELO DISTRICT

37.6	Colorado River
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PARIS DISTRICT

91.3	Viaduct, Farmersville, Highway
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PAULS VALLEY DISTRICT

176.0	Viaduct, Highway
169.5	Viaduct, Highway
166.2	Canadian River
164.8	Viaduct, Highway
137.29	Viaduct, Highway
132.7	Viaduct, O. C. A. & A. Ry.
132.6	Viaduct, C. R. I. & P. Ry.

LINDSAY DISTRICT

21.7	Washita River
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HALE CEMENT LINE

3.54	Overhead Gas Main
3.56	Viaduct, Highway
4.68	Viaduct, Highway
4.71	Viaduct, Highway
5.5	Viaduct, Highway
7.2	Viaduct, Highway

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

14. BULLETIN BOOKS ARE LOCATED AT:

Cleburne	Ardmore	Shawnee	San Angelo
Fort Worth	Purcell	Pauls Valley	Dallas
North Yard	Brownwood	Sweetwater	East Dallas
			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, STOP, and route must be known to be clear before proceeding.
 EAST DALLAS—T. & P. Two crossings 0.4 mile north of station. Interlocking.
 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.

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.

SIGNALS—SAN ANGELO JCT.: Signal 3734 governs movements from the San Angelo District to the Sweetwater District. Trains and engines finding Signal 3734 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 employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, 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.

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

LOCAL TIME INSPECTORS

E. P. HALTOM _____ Fort Worth
 W. B. SARGENT _____ Fort Worth
 GEO. 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 E. WYATT _____ Purcell
 M. B. SMITH _____ Pauls Valley
 DON A. DRAKE _____ Healdton
 W. S. ABRAMS _____ Ardmore
 R. C. BROWNING _____ Gainesville
 W. L. ALLEN _____ Gainesville
 STANLEY RIGGS _____ Paris
 W. E. ALTFATHER _____ Dallas
 ROBERT MONTGOMERY _____ Dallas

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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

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 Dr. W. T. STONE _____ Purcell
 Dr. C. C. YOUNG _____ Shawnee
 Dr. S. A. McKEEL _____ Ada
 Dr. OLLIE McBRIDE _____ Ada
 Dr. F. P. STAFF _____ Stratford
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 Dr. R. E. SPENCE _____ Pauls Valley
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Dr. W. S. MILLER, JR. _____ Denton
 Dr. CONRAD KINARD _____ Denton
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 Dr. J. H. JONES _____ Denton
 Dr. HAL V. NORGAARD _____ Denton
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 Dr. J. S. TERRY _____ Dallas
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 Dr. C. A. KUNATH _____ San Angelo
 Dr. G. L. NESRSTA _____ San Angelo
 Dr. CHAS. F. BAILEY _____ Ballinger
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 Dr. R. H. TULL _____ Abilene
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 Dr. J. B. STEPHENS _____ Bangs
 Dr. ERNEST F. CADENHEAD _____ Brownwood
 Dr. P. M. WHEELIS _____ Brownwood
 Dr. NED SNYDER _____ Brownwood
 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. OBY _____ Comanche
 Dr. T. F. BRYAN _____ Dublin

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 Dr. CHAS. K. MILLS _____ Gainesville
 Dr. WEBB WALKER _____ Ft. Worth
 Dr. J. E. MITCHELL _____ Ft. Worth
 Dr. J. W. PICKENS _____ Cleburne
 Dr. F. H. NEWTON _____ Dallas
 Dr. DAVID S. STAYER _____ Dallas
 Dr. T. E. HUNT _____ Paris
 Dr. CHASE S. THOMPSON _____ San Angelo
 Dr. VIRGINIA BOYD _____ Abilene
 Dr. S. BRASWELL LOCKER _____ Brownwood
 Dr. VANCE TERRELL _____ Stephenville



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)

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

