

W. J. McNAMARA, Trainmaster.....Ft. Worth
 C. F. STANFORD, JR., TrainmasterBrownwood
 J. H. THOMAS, TrainmasterFt. Worth
 ROY HOLLEY, Road Foreman of EnginesBrownwood
 J. C. PAIR, Road Foreman of EnginesCleburne
 J. F. HARRISON, Chief DispatcherFt. Worth
 O. W. PIERCE, Assistant Chief DispatcherFt. Worth
 H. E. TODD, Assistant Chief DispatcherFt. Worth

TRAIN DISPATCHERS—FT. WORTH, TEXAS

R. F. LUTKER W. C. SPANN, JR.
 O. ARNOLD R. A. SCHILLING
 P. N. MADDOX K. W. WRIGHT
 B. E. HICKS E. L. DE CANNIERE
 J. A. ANDERSEN D. B. ASHLEY
 W. M. VANDERBURG C. P. PIERCE, JR.

**AVOID DAMAGE—SWITCH CUSTOMERS CARS
 CAREFULLY**

OVERSPEED Couplings Are DAMAGING

—Here's What Happens:

Safe - Danger		SAFE COUPLING SPEED
4 MILES PER HOUR	□	
5 MILES PER HOUR	◻	DAMAGE BEGINS
6 MILES PER HOUR	◻◻	2¼ 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 MPH
10 MILES PER HOUR	◻◻◻◻◻◻	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. Rule 820 (D).

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.

6

IN EFFECT

SUNDAY, APRIL 26, 1964

At 12:01 A. M.
 Central Standard Time

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

O. H. OSBORN,
 Vice-President and
 General Manager,
 Galveston, Texas

T. W. GOOLSBY,
 Assistant General
 Manager,
 Galveston, Texas

B. O. BERNARD,
 Superintendent,
 Ft. Worth, Texas

2 First District

Northern Division

SOUTHWARD				Capacity of Sidings in 50-ft. Cars	Rating Grade Ascending	TIME TABLE No. 6 April 26, 1964	Rating Grade Ascending	Mile Post	Communications	Turn Tables and Ways	NORTHWARD			
First Class		Yard	Ft. Per Mile								STATIONS	Ft. Per Mile	First Class	
15	11												12	16
Texas Chief	Texas Express										Chicago Express	Texas Chief		
Leave Daily	Leave Daily										Arrive Daily	Arrive Daily		
AM 9.45	AM 2.05										AM 2.40	PM 5.20		
	f 2.13	165	42.2	PURCELL 7.3	5.3	517.5	C	TY	s		f 2.30			
	f 2.21 ¹²	165	2.1	WAYNE 7.5	52.8	510.2	B		f					
s 10.09	s 2.54	216	18.4	PAOLI 7.1	19.0	502.6			f		f 2.21 ¹¹			
	s 3.05	175	42.2	PAULS VALLEY 7.4	26.4	495.5	C	Y	s		s 1.51	s 4.47		
	s 3.20	190	81.6	WYNNEWOOD 10.1	8.1	488.1	C		s		s 1.43			
10.33	s 3.30	177	52.8	DAVIS 8.4	32.7	478.0	C		s		s 1.33			
	f 3.45	170	52.8	DOUGHERTY 9.3	52.8	469.6	C	Y	s		s 1.19	4.15		
	s 4.10	120	52.8	GENE ATRY 9.9	52.8	460.3			f		f 1.06			
s 11.01	s 4.18	130	52.8	ARDMORE 7.4	52.8	450.4	C	Y	s		s 12.46	s 3.50		
	f 4.27	199	52.8	OVERBROOK 9.7	52.8	448.0			f		f 12.22			
	f 4.40	158	52.8	MARIETTA 10.0	52.8	438.0	C		s		s 12.12	3.30		
			.0	THACKERVILLE 4.7	52.8	428.0			f		f 11.57			
			52.8	State Line 7.0	52.8	418.8								
s 11.41 AM	4.55 AM	Yard		NORTH YARD		411.8	C	T			11.37 PM	3.04 PM		
Arrive Daily	Arrive Daily			(103.9)							Leave Daily	Leave Daily		
53.0	37.4			Average speed per hour							34.7	46.7		

RULE 261 IN EFFECT:

Main track and sidings,
Purcell to North Yard, except siding Ardmore.

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

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

First Class trains register at North Yard by Form 903.

Nos. 11 and 12 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.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Red	419.0	25
Crusher	465.7	221
Dolese Storage Tracks	466.9	62
Rayford Storage Tracks	473.3	112
Spur Track No. 1	474.1	38
Spur Track No. 2	474.1	26
Grimes Spur	498.4	4

Northern Division

Second District 3

SOUTHWARD				Capacity of Sidings in 60-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 6 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Ways	NORTHWARD			
First Class											First Class			
77	15	115	11								12	16	116	78
The Angelo	Texas Chief	Texas Chief	Texas Express								Chicago Express	Texas Chief	Texas Chief	The Angelo
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	AM 11.55	AM 11.59	AM 4.55	Yard	.0	NORTH YARD 0.1	34.8	411.8	C	T	PM 11.37	PM 2.50	PM 2.45	
		PM 11.59	PM 12.04	61	.0	M-K-T Crossing 0.5	34.8	411.2						
			5.00	188	52.8	GAINESVILLE 9.9	40.6	410.7			11.34	2.48	2.40	
			5.12	188	52.8	VALLEY VIEW 8.6	52.8	400.8	B		11.19			
	PM 12.21	12.25	5.27	170	52.8	SANGER 5.4	52.8	392.2	C		11.12			
		PM	5.32	170	52.8	DALTON JCT. 3.3	52.8	386.8			11.08	2.25	2.18	
			5.40	182	52.8	KRUM 8.2	52.8	383.5			11.05			
	12.34		5.46	180	52.8	PONDER 8.7	52.8	377.3			11.00			
			5.57	180	52.8	JUSTIN 8.8	52.8	370.6	C		10.54	2.10		
			6.13	E 100 W244	52.8	HASLET 8.1	52.8	362.0			10.46			
			6.30	88	.0	F.W. & D. Crossing SAGINAW	52.8	353.9	C		10.38			
PM 9.20	1.05 ¹⁰ 1.25		7.00	Yard	52.8	C. R. I. & P. Crossing 8.1	52.8	348.8			10.38			
			7.02 AM		21.1	F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH St.L.S.F. & T. Crossing 2.8	52.8	346.0	C	T	10.20 9.00	1.40 ¹⁵ 1.25		AM 5.45
					31.6	FORT WORTH 0.3	.0	345.7			8.58 PM			
					31.6	SouPac Crossing T. & P. Crossing T. & P. JCT. 0.1	.0	345.6						
					47.5	T. & P. Crossing 0.1	.0	345.5						
				45	47.5	SouPac Crossing T. & P. Crossing 0.6	.0	344.9						
				120	36.9	POLKS 2.3	.0	342.6					1.12	5.30 AM
9.30 PM	1.29				71.2	BIRDS YL 0.4	.0	342.2						
	1.37			159	64.9	St.L.S.F. & T. Crossing 8.5	12.7	338.7					1.06	
	1.45			167	19.5	CROWLEY 8.4	8.2	325.3					12.59	
	1.50				.0	JOSHUA 6.8	61.0	318.5					12.54	
	1.53 PM			Yard	.0	WEATHERFORD JCT. YL 1.0	30.6	317.5	C	TY			12.53 PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			CLEBURNE YL					Leave Daily	Leave Daily	Leave Daily	Leave Daily
30.4	59.8	52.5	40.6			(93.8)					49.8	56.2	54.4	13.6
Average speed per hour														

RULE 261 IN EFFECT:

Main track and sidings North Yard to Saginaw, except siding Gainesville.

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

Trains must get numbered Clearance Card before leaving Cleburne, Fort Worth and North Yard.

Nos. 11 and 12 and Dublin District trains only register at Fort Worth.

First class trains register at North Yard by Form 908.

Between southward signals Fort Worth (17th St. Yard) and signals north end Fort Worth (17th St. Yard) there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; 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 or engines within these limits must proceed

at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 261 in effect main track and siding, except sidings Polks, North Fort Worth and Saginaw, between first signal south of St. L. S. F. & T. Crossing and first northward signal Dublin Dist. Birds and southward signal Fort Worth (17th Street Yard) and between signals north end Fort Worth (17th Street Yard) to signal north of FW&D crossing Saginaw. Trains or engines must not foul nor enter main track through hand-throw switches within these limits until authority to do so has been obtained from control station and switches are properly lined.

Speed limit in siding Birds 30 miles per hour.

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	823.3	27

4 Dublin District

Northern Division

SOUTHWARD First Class		Capacity of Sidings in 60-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. 6 April 26, 1964	Ruling Grade Ascending	Communications	Turn Tables and Wyes	NORTHWARD First Class	
75 California Special	77 The Angelo								78 The Angelo	76 California Special
	Leave Daily									Arrive Daily
	PM 9.20	Yard								AM 5.45
	9.30	120	.0							5.30
	9.33		0.9							5.28
	f 9.42	140	8.4	66.0						f 5.18
	f 10.04	140	21.8	66.0						s 5.01
	10.17	140	30.7	66.0						4.38
	s 10.28		36.5	66.0						s 4.28
	f 10.43	140	46.4	66.0						s 4.07
	10.55		55.1	66.0						s 3.52
	11.05	140	62.5	66.0						3.40
	s 11.19	140	72.3	66.0						s 3.20
	11.48	163	86.1	.0						s 2.48
			86.2	52.3						
	f 12.08	149	95.3	66.0						f 2.28
	s 12.25	140	108.1	66.0						s 2.03
	12.55	140	121.6	66.0						1.36
	AM 12.58 ⁷⁶	147	126.0	.0						1.26
	1.10 AM	s 1.25 AM	112	136.1						1.15 ⁷⁷
	1.10 AM	s 1.25 AM	Yard	348.4						1.00 AM
	Arrive Daily	Arrive Daily								Leave Daily
	20.0	33.0								28.4
										30.0

RULE 261 IN EFFECT:

Main track and sidings from Home Signal located 1491 feet north of Passenger Station Brownwood to northward home signal Dublin Dist., Birds.

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

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.

Rule 261 in effect main track and siding, except siding Polks, between first signal south of St. L. S. F. & T. crossing and first northward signal Dublin Dist. Birds and southward signal Ft. Worth (17th Street Yard). Trains or engines must not foul or enter main track thru hand throw switches within the limits until authority to do so has been obtained from control station and switches are properly lined.

Speed limit in siding Birds 30 miles per hour.

Speed limit 20 miles per hour M.P. 0.9 to M.P. 1.7.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Westcliff Industrial Lead	1.4	66
Granbury Road Team Track	1.6	8
Westcliff Industrial Lead	1.7	57
Westcliff Team Track	3.3	6
Boss	15.0	6
Centex	110.8	9

Northern Division

Sweetwater District 5

SOUTHWARD		Capacity of Siding in 50-ft. Cars	Mile Post	Rolling Grade Ascending	TIME TABLE No. 6 April 26, 1964	Rolling Grade Ascending	Communications	Turn Tables and Ways	NORTHWARD	
First Class									First Class	
77	75								76	78
The Angelo	California Special							California Special	The Angelo	
Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	
AM 2.30	AM 2.00	Yard	348.4					AM 12.35	PM 11.45	
2.38	2.08	81	353.5	66.0	BROWNWOOD YL 5.1	33.8	C	TY	AM 12.05	PM 11.29
2.47	2.14	142	357.9	64.9	GRAVITY 4.4	64.9	B		AM 11.59	11.19
2.56	2.21	185	364.2	66.0	BANGS 6.3	64.9	C		11.52	11.08
3.07	2.27	78	369.7	64.9	OBREGON 5.5	20.5	B		11.46	10.59
3.13	2.32	108	378.5	66.0	SANTA ANNA 3.8	62.3	C	Y	11.41	10.50
AM 2.37		110	378.3	31.7	SAN ANGELO JCT. 4.3	50.6	C	Y	11.35	PM 11.26
2.47		81	382.8	31.7	COLEMAN 4.8	10.5	C	Y	11.26	
2.58		110	391.0	31.7	HAMRICK 8.2	23.8	B		11.17	
3.05		108	396.5	31.7	SILVER VALLEY 6.5	31.7	B		11.10	
3.13		82	403.0	31.7	NOVICE 8.5	31.7	C		11.02	
3.21		82	409.5	31.7	GOLDSBORO 8.5	31.7	C		10.55	
3.29		104	415.4	15.8	LAWN 8.0	12.7	C		10.46	
			418.0	31.7	TUSCOLA 4.3					
		80	420.3	31.7	A. & S. Crossing 8.3	31.7			10.39	
		135	426.6	31.7	BUFFALO GAP 8.4	31.7	C	Y	10.31	
		81	432.0	31.7	VIEW 8.3	31.7			10.16	
		81	438.3	31.7	COZART 5.0	21.1	B		10.09	
		125	443.8	31.7	BLAIR 5.1	31.7			10.04	
		78	448.4	31.7	TOLAND 8.1	31.7			9.58	
		180	454.5	31.7	HERNDON 8.1	31.7			9.52	
	4.25 AM	Yard	459.6	52.8	TECIFIC 8.1	31.7			9.45 PM	
			2.1	52.8	SWEETWATER 3.4	10.5	C	TY		
			2.9		NORTH JCT. 0.8	10.5				
					SOUTH JCT.					
Arrive Daily	Arrive Daily				(114.5)			Leave Daily	Leave Daily	
35.1	47.4				Average speed per hour			41.7	27.4	

RULE 261 IN EFFECT:

Main track and siding between Orient Jct., on Slaton Division, and M.P. 454.2 Sweetwater District; and on Secondary Track Sweetwater.

Speed limit on Secondary Track Sweetwater and siding Tecific, 30 M.P.H.

Trains must get numbered Clearance Card before leaving Brownwood and Sweetwater.

Between southward home signal located MP 348 plus 4960 feet and the northward home signal 1491 feet north of passenger station, Brownwood, there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

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

SOUTHWARD		Capacity of Siding in 50-ft. Cars	Mile Post	Rolling Grade Ascending	TIME TABLE No. 6 April 26, 1964	Rolling Grade Ascending	Communications	Turn Tables and Ways	NORTHWARD	
First Class									First Class	
77	78								76	78
The Angelo								The Angelo		
Leave Daily								Arrive Daily		
AM 3.13	58	.0						PM 10.50		
3.33	49	11.4	65.5	68.4	SAN ANGELO JCT. 11.4	68.4	C	Y	10.34	
3.49	100	20.9	66.0	66.0	VALERA 9.5	66.0	B		10.20	
3.59	58	28.7	65.5	66.0	TALPA 7.8	66.0			10.08	
		36.6	62.8	66.0	BENOIT 7.8	66.0				
4.21	28	38.9	62.8	52.8	A. & S. Crossing 8.4	52.8	C		9.50	
4.24	51	39.8	62.8	26.4	BALLINGER 1.4	26.4			9.46	
4.40	51	45.6	62.8	51.7	CATO 7.3	51.7	C		9.37	
4.57	49	54.2	62.8	52.8	ROWENA 8.6	52.8	C		9.26	
5.10	58	63.1	62.8	52.8	MILES 8.9	52.8			9.13	
5.25		70.7	31.7	52.8	HARRIET 7.6	52.8			9.03	
5.40 AM	Yard			.0	ALVEY JCT. YL 1.2	.0		Y		
Arrive Daily					SAN ANGELO YL		C	TY	8.50 PM	
29.7					(72.9)				Leave Daily	
					Average speed per hour				36.5	

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

Extra trains will not register at Alvey Jct.

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

6 Dallas District

Northern Division

SOUTH-WARD First Class		Capacity of Stalings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 6 April 26, 1964		Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTH-WARD First Class	
115				116							
Texas Chief										Texas Chief	
Leave Daily			Ft. Per Mile	STATIONS		Ft. Per Mile				Arrive Daily	
PM 12.25		170	42.2	DALTON JCT. 6.6		52.8	111.2			PM 2.18	
12.33			10.6	DENTON 2.3		42.2	104.7	C		2.10	
12.36		77	52.8	MINCHIN 27.1		52.8	102.4	B		2.07	
1.04		71	52.8	COWLEY 5.0		66.0	75.8	B		1.37	
1.10			15.8	RICHARDSON 0.2			70.8			1.32	
			68.4	SouPac Crossing 6.4			70.1				
1.18			81.7	WHITE ROCK 1.1			68.7			1.25	
1.22 116		112	.0	ZACHA JCT. 2.3			62.6	B		1.22 116	
			52.8	REINHARDT 6.6			60.8				
			.0	T. & P. Crossing 0.4			58.7				
			.0	SouPac Crossing 0.1			58.8				
1.36		Yard	.0	EAST DALLAS YL 0.7			58.2	C	T	1.08	
			.0	SouPac Crossing 0.6			52.5				
			.0	St. L. S. W. Crossing 0.1			51.9				
1.41			.0	SANTA FE JCT. YL 1.9						1.05	
1.55 PM			.0	DALLAS U.D. 1.9				C		1.00 PM	
			.0	SANTA FE JCT. YL 0.1			51.8				
			28.0	M-K-T Crossing 0.1			51.7		Y		
			37.0	TERMINAL JCT. YL 2.0			51.6				
		42	67.0	OAK CLIFF YL 3.9			49.6				
		36	66.0	HALE YL 5.6			45.7				
		34	77.6	DUNCANVILLE 5.6			40.1				
		19	67.5	CEDAR HILL 7.3			34.6				
			49.6	SouPac Crossing 0.4			27.8				
		47	46.9	MIDLOTHIAN 7.3			26.9	C			
		37	76.5	VENUS 6.9			19.6				
		34	26.4	ALVARADO 1.3			12.7	B			
			74.4	M-K-T Crossing 11.4			11.4				
		Yard		CLEBURNE YL				C	TY		
Arrive Daily				(111.2)						Leave Daily	
40.9				Average speed per hour						48.8	

FOR INFORMATION
ONLY AND NOT TO
BE USED FOR
TRAIN MOVEMENT

Trains 11 and 12 operate
via T. & P. Railway between
T. & P. Jct. (Ft. Worth) and
Dallas on following sched-
ules:

11		12
Leave Daily	STATIONS	Arrive Daily
AM 7.00	FORT WORTH	PM 9.00
7.02	T. & P. JCT. 0.1 30.9	8.58
7.45 AM	DALLAS	8.15 PM
Arrive Daily	(31.0)	Leave Daily

RULE 261 IN EFFECT:

Between Zacha Jct. and northward controlled signal M.P. 53.7 East Dallas, and from southward home signal at SouPac Crossing M.P. 52.5 East Dallas to cantilever north end siding Hale, and in siding Zacha Jct.

Speed limit 20 miles per hour in siding Zacha Jct.

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

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

First Class trains register at East Dallas by Form 903.

Between northward controlled signal M.P. 53.7 East Dallas and southward home signal at SouPac Crossing M.P. 52.5, East Dallas, there is no superiority of trains. Trains or engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against regular and extra trains or 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.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Storage	24.3	19
Ward	24.7	A 18 B 13 C 30
Gasco	39.0	3
Maglab	43.4	15
Casa Linda Lead	61.7	No. 3 - 70 No. 5 - 92
White Rock Industrial Lead	63.7	122
Dal-Gar	66.4	55
Richardson Team Track	70.3	15
Lewisville Team Track	90.8	10

Paris District

SOUTHWARD			TIME TABLE No. 6 April 26, 1964	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Ways
Yard	151.1	.0	PARIS YL	21.1	C T	
	150.3	52.8	T. & P. Crossing	62.8		
83	138.5	52.8	ROXTON	52.8	C	
	133.0	53.0	BEN FRANKLIN	3.7		
	127.6	52.8	PECAN GAP	52.8		
	121.6	52.8	LADONIA	12.6	C	
31	113.3	52.8	WOLFE CITY YL	52.8	C	
	104.4	.0	M-K-T Crossing	14.2		
34	104.8	52.8	CELESTE	52.8		
	96.8	52.8	MERIT	57.0		
	91.1	.0	L. & A. Crossing	3.7		
34	91.0	52.8	FARMERSVILLE YL	52.8	C	
34	84.3	53.4	COPEVILLE	53.4		
34	75.8	52.8	WYLIE	52.8		
34	71.6	51.2	SACHSE	52.8		
	66.8	40.6	M-K-T Crossing	.0		
39	66.4	48.5	GARLAND YL	53.3	C	
112	62.6		ZACHA JCT.			
(66.5)						

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

Ada District

SOUTHWARD			TIME TABLE No. 6 April 26, 1964	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Ways
216		22.1	PAULS VALLEY YL	21.1	C Y	
83	174.7	31.7	BOUDINOT	0.0		
80	169.3	79.2	BYARS	31.6		
80	68.1	31.6	STRATFORD	31.6		
17	51.4	69.7	VANOSS	31.7		
Yard	38.8		ADA YL	31.7	C T	
(42.8)						

At Ada, O. C. A. & A. Ry., trains or 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 or 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 or 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.

No switch lights Ada District.

Lindsay District

SOUTHWARD			TIME TABLE No. 6 April 26, 1964	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Ways
		31.6	PAULS VALLEY YL	31.6	C Y	
25	12.1	10.5	MAYSVILLE YL	.0	C	
Yard	23.4		LINDSAY YL		C Y	
(23.9)						

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)
Neill	18.3	13

8 Cresson District

Northern Division

SOUTHWARD			TIME TABLE No. 6 April 26, 1964	NORTHWARD		
Capacity of Stations in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Wyes
			STATIONS			
Yard		52.8	CLEBURNE YL 1.8	56.4	C	Y
	0.0		WEATHERFORD JCT. YL 10.3			
17	10.3	55.4	GODLEY 1.1	84.8		
140	18.4		CRESSON YL (19.4)		C	Y

Trains must get numbered Clearance Card before leaving Cleburne.

No switch lights Cresson District.

Ringling District

SOUTHWARD			TIME TABLE No. 6 April 26, 1964	NORTHWARD		
Capacity of Stations in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Wyes
			STATIONS			
Yard		52.8	ARDMORE YL 10.3	52.8	C	Y
38	9.6	52.8	LONE GROVE 9.7			
43	19.3	52.8	WILSON 5.0	52.8	C	
13	24.3	52.8	COBALT JCT. 4.5	52.8		Y
26	5.5	52.8	HEALDTON YL 5.5	52.8	C	Y
13	24.3	52.8	COBALT JCT. 5.1	52.8		Y
Yard	29.4		RINGLING YL (30.0)	52.8	C	Y

Trains must get numbered Clearance Card before leaving Ardmore.

No switch lights Ringling District.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Hewitt	18.0	9
Prairie	25.7	11

Signal System Two in Effect.

1. Except as otherwise provided, all northward trains are superior to southward trains of the same class.
2. Within Traffic Control System limits a train or engine must not clear the main track through a hand thrown switch not electrically locked for the purpose of meeting, passing, or being passed, by another train or engine. Not applicable Hale to Santa Fe Jct. Dallas District or M.P. 0.9 to M.P. 1.7 Dublin District.
3. Rule 320(B) should read: On two or more tracks, or on any track where Rule 261 is in effect; stop, then proceed at once at restricted speed.
4. Work equipment, such as rail detectors, ballast agitators, weed burners and similar 'on-track' equipment cannot be depended upon to activate block, cab or interlocking signals, and warning devices at public crossings.
When protecting such equipment as required by Rule 99, it must not be assumed that such equipment is under the protection of block, cab or interlocking signals, and a sufficient distance to insure full protection is the distance necessary to insure full protection against a following, or opposing, train or engine approaching at maximum authorized speed.
5. The following addition to General Rule 813. "When radio communication is being used in connection with a train or yard movement, in-lieu-of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employe directing the movement, immediate stop must be made until communication is restored or other signals are used to complete the movement."

9. JUNCTION SWITCHES. Rule 98(C).

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.	Sayard District
PARIS DISTRICT	
L & A Jct.	L & A
CRESSON DISTRICT	
Cresson	Dublin District
RINGLING DISTRICT	
Cobalt Jct.	Ringling District

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		
Brownwood-Ricker	79	60
Ricker-Birds	65	50
SWEETWATER DISTRICT	79	60
SAN ANGELO DISTRICT		
San Angelo Jct. to Alvey Jct.	50	35
PARIS DISTRICT		
Zacha Jct.-Farmersville	55	35
Farmersville-Paris	45	30
ADA DISTRICT		
Pauls Valley-Byars	50	40
Byars-Ada	25	25
LINDSAY DISTRICT	25	25
CRESSON DISTRICT	40	40
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	60
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

10 Northern Division

Special Rules

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
SECOND DISTRICT (Cont'd)		
Curve, M.P. 327.2 to 327.5	70	55
Curve, M.P. 329.1 to 329.3	70	55
Curve, M.P. 342.5 to 342.7	65	40
Curve, M.P. 344.2 to 344.5	30	30
Track, M.P. 345.4 to 346.6	10	10
3 Curves, M.P. 346.8 to 347.9	50	35
2 Curves, M.P. 349.6 to 351.0	70	50
2 Curves, M.P. 382.4 to 383.3	75	60
Curve, M.P. 389.3 to 389.7	60	50
Curve, M.P. 398.8 to 399.1	70	55
2 Curves, M.P. 410.4 to 412.1	60	35
DALLAS DISTRICT		
Curve, M.P. 0.0 to 0.3	10	10
Curve, M.P. 1.8 to 1.9	45	35
Curve, M.P. 4.6 to 5.0	40	35
4 Curves, M.P. 7.0 to 7.6	40	35
2 Curves, M.P. 9.1 to 10.3	40	35
2 Curves, M.P. 11.0 to 11.3	40	35
2 Curves, M.P. 12.3 to 13.4	35	25
Approaching Interlocking SouPac Crossing (M.P. 27.3)		
M.P. 26.9 to 27.2—Northward	30	15
M.P. 28.1 to 27.4—Southward	50	30
Curve, M.P. 32.3 to 32.4	40	35
2 Curves, M.P. 36.5 to 36.8	40	35
2 Curves, M.P. 38.7 to 39.9	45	35
6 Curves, M.P. 41.7 to 42.9	40	35
Curve, M.P. 43.5 to 43.9	40	35
M.P. 48 to 50	25	25
Curve, M.P. 51.0 to 51.1	40	30
3 Curves, M.P. 61.9 to 62.9	40	30
Curve, M.P. 70.1 to 70.8	55	40
Curve, M.P. 110.3 to 111.2	40	40
DUBLIN DISTRICT		
2 Curves, and 3 Turnouts, M.P. 0.0 to 0.9	10	10
3 Curves, M.P. 5.5 to 6.6	60	45
Curve, M.P. 21.3 to 21.7	60	45
8 Curves, M.P. 25.0 to 28.5	45	40
3 Curves, M.P. 29.4 to 30.0	40	30
Curve, M.P. 34.7 to 35.1	50	40
2 Curves and Stroud's Creek Bridge, M.P. 39.0 to 39.5	40	30
4 Curves, M.P. 39.7 to 41.0	45	40
5 Curves, M.P. 41.0 to 43.4	40	30
2 Curves, M.P. 43.5 to 44.1	55	45
Curve, M.P. 45.6 to 45.8	50	40
Curve, M.P. 48.3 to 48.6	50	40
6 Curves, M.P. 48.9 to 50.5	40	30
Curve, M.P. 52.3 to 52.9	40	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	45	40
6 Curves and Paluxy Creek Bridge, M.P. 55.3 to 57.4	45	40
10 Curves, M.P. 60.3 to 66.2	45	40
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9	40	30
Curve, M.P. 72.4 to 72.6	45	30
Curve, M.P. 73.4 to 73.6	60	45
Curve, M.P. 75.1 to 75.3	60	45
4 Curves, M.P. 75.6 to 76.8	50	40
Curve, M.P. 79.1 to 79.4	60	45
17 Curves, M.P. 79.6 to 85.5	50	40

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
2 Curves, M.P. 85.7 to 86.2	40	35
Curve, M.P. 86.7 to 86.9	60	45
7 Curves, M.P. 89.0 to 91.8	45	40
8 Curves, M.P. 95.9 to 98.4	40	35
3 Curves, M.P. 98.6 to 99.8	50	40
Curve, M.P. 100.3 to 100.4	60	45
4 Curves, M.P. 101.1 to 102.4	50	40
9 Curves, M.P. 111.1 to 114.0	50	40
4 Curves, M.P. 114.1 to 115.1	40	40
Curve, M.P. 118.1 to 118.4	60	45
13 Curves, M.P. 122.0 to 126.9	40	40
3 Curves and Pecan Bayou Bridge M.P. 345.2 to 345.9	35	25
2 Curves, M.P. 347.7 to 348.2	30	30
Entrance Brownwood Yard M.P. 348.2 to 349	20	20
SWEETWATER DISTRICT		
Entrance Brownwood Yard M.P. 348.2 to 349	20	20
Curve, M.P. 349.8 to 350.1	50	35
4 Curves, M.P. 350.8 to 353.2	40	30
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	60	45
Curve, M.P. 395.2 to 395.7	70	55
2 Curves, M.P. 397.6 to 398.3	50	45
Curve, M.P. 399.6 to 400.1	60	45
Curve, M.P. 410.7 to 410.9	55	40
Curve, M.P. 411.0 to 411.3	70	55
2 Curves, M.P. 455.7 to 457.1	60	45
Curve, M.P. 458.0 to 458.3	55	40
Curve, M.P. 460.4 to 460.6	60	50
SAN ANGELO DISTRICT		
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	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
PARIS DISTRICT		
Curve, M.P. 62.6 to 62.7	40	30
Track, M.P. 113.4 to 113.6 Wolfe City	15	15
2 Curves, M.P. 121.4 to 122.0	30	25
Track M.P. 143.7 to 150.4	45	30
ADA DISTRICT		
Curve, M.P. 66.1 to 66.4	20	20
Curve, M.P. 176.5 to 176.8	50	35
Curve, M.P. 182.8 to 183.0	10	10
LINDSAY DISTRICT		
Washita River Bridge, M.P. 21.7 to 21.8: Diesels, all classes, single or multiple units (Class 600, 602, 800, 900, 2100 and 2600 single head only)	15	15
CRESSON DISTRICT		
Curve, M.P. 0.0 to 0.1	10	10

Special Rules

(B) MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

DIESEL LOCOMOTIVES AND MOTOR CARS	MILES PER HOUR			
	Forward	Light	Backing Or When Controlled From Rear Unit	Dead-In Train
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344	80	80	45	80
325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB, 337LAB	90	90	45	90
100-289, 407-430	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60
M160	80	65	25	75
M190	80	65	25	75

*NOTE: Forward speed applies when backing handling train controlled from leading unit.

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.

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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines: 450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

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(E) DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 M.P.H.	Derricks M.P.H.	Other Machines M.P.H.
First, Second and Sweetwater	45	40	30
Any point on all other Districts	20	20	20

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 siding	30
	I	South end west siding	30
	I	North end west siding	15
No. Ft. Worth	I	Both ends siding	30
Polks	I	Both ends siding	30
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, SouPac Crossing	30
Zacha Jct.	I	Both ends siding	30
	I	Turnout to Paris District	30

12 Northern Division

Special Rules

STATION	TYPE	LOCATION	MILES PER HOUR
DUBLIN DISTRICT			
Birds	I	South connecting track switch	15
Belt Jct.	S	North wye switch	15
Primrose	I	Both ends siding	30
Cresson	I	Both ends siding and Cresson Dist. Connection	30
Waples	I	Both ends siding	30
Tolar	I	Both ends siding	30
Immermere	I	Both ends siding	30
Stephenville	I	Both ends siding	30
Dublin	I	Both ends siding	30
Proctor	I	Both ends siding	30
Comanche	I	Both ends siding	30
Blanket	I	Both ends siding	30
Delaware	I	Both ends siding	30
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	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	I	Both ends siding	30
Sweetwater	I	Orient Jct.	15
	I	Both ends Secondary Track	30

(G) 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 Ada Districts only.)	Sweetwater (Sayard District only).
Ardmore (on Ringling District.)	Dallas (including Hale and East Dallas).
Birds (from yard limit board south of Birds on Second District to northward home signal south end Birds).	Cleburne (including Weatherford Jct.).
Brownwood (from end T.C.S., northward home signal 1491 feet north of Passenger Station, Brownwood, Dublin District, to yard limit board south of Brownwood on Sweetwater District).	Garland Wolfe City
	Farmersville Paris
	Ada
	Lindsay
	Maysville Cresson (Cresson Dist. only)
	Ringling
	Healdton 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
381.6	Viaduct, Highway
388.6	Viaduct, Highway
411.85	Viaduct, Highway
413.1	Viaduct, Highway
418.3	Red River
426.1	Viaduct, Highway
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	
11.6	Viaduct, Alvarado, Highway
12.0	Viaduct, Highway
12.3	Viaduct, Alvarado, Highway
19.94	Viaduct, Venus, I-G.N. Ry.
32.64	Viaduct, Highway
35.7	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.
53.3	Viaduct, Highway
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
73.4	Viaduct, Highway
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
426.5	Viaduct, Highway
449.34	Viaduct, Highway
3.02	Viaduct, Highway
SAN ANGELO DISTRICT	
36.1	Viaduct, Highway
37.6	Colorado River
PARIS DISTRICT	
91.3	Viaduct, Farmersville, Highway
ADA DISTRICT	
176.0	Viaduct, Highway
169.5	Viaduct, Highway
LINDSAY DISTRICT	
21.7	Washita River

12. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761.) Cont'd.

Mile Post	Name
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.

18. 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	Pauls Valley	Dallas
Fort Worth	Purcell	Sweetwater	East Dallas
North Yard	Brownwood	San Angelo	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
 Pauls Valley
 Purcell (Passenger Station and Roundhouse)
 Dallas (Passenger Station)
 East Dallas
 Paris
 Brownwood (Passenger Station, Roundhouse and Yard Office)
 San Angelo.
 Sweetwater (Yard Office, Round House and Passenger Station).

16. STANDARD THERMOMETERS ARE LOCATED AT:

Cleburne	Ardmore	Purcell	Coleman
Fort Worth	Dougherty	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—SouPac 0.3 mile south of station. Interlocking.
 FORT WORTH—T.& P. Six crossings, 0.3 mile, 0.4 mile and 0.5 mile south of station. Interlocking.
 FORT WORTH—SouPac 0.5 mile south of station. 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—SouPac 0.4 mile north of station. Interlocking.
 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—SouPac 0.8 mile north of Santa Fe Jct. Interlocking.

EAST DALLAS—SouPac 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 SouPac. 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. 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.

TUSCOLA—A.&S. 0.6 mile south of station. Cabin Interlocking. If Home Signal in stop position and cause is not apparent crew member must go to cabin and be governed by instructions contained therein. Maximum speed, Passenger 75 M.P.H. Freight and Mixed 50 M.P.H.

BALLINGER—A.&S. 0.4 mile north of station. Cabin Interlocking. If Home Signal in stop position and cause is not apparent crew member must go to cabin and be governed by instructions contained therein. Maximum speed 20 M.P.H.

DUBLIN—M-K-T. 0.1 mile south of station. Interlocking.

18. INTERLOCKING SIGNAL SOUTH END OLD PASSENGER YARD-FORT WORTH: This is a two unit color light signal. Top unit governs southward movement to Santa Fe tracks, bottom unit governs movement to the SouPac track and has two indications; Red and Green.

19. SIGNAL—WEATHERFORD JCT.: Rule 321(E) applies at the signal governing movements from Cresson Dist. to Second Dist.

SIGNAL—SAN ANGELO JCT.: Rule 321(E) applies at the signal governing movements from San Angelo Dist. to Sweetwater Dist.

20. TRAIN SIGNALS: (Rule 19).

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

The L. & A. Ry. freight trains will display two electric markers of prescribed type on top of caboose showing red to rear and green to front, sunset to sunrise, in lieu of conventional markers.

A. J. STROBEL, General Watch Inspector _____ Topeka, Kansas
 R. W. GOOCH, Asst. General Watch Inspector _____ Topeka, Kansas

LOCAL TIME INSPECTORS

J. B. RIDDLE _____ Fort Worth
 GEO. E. WATKINS _____ Cleburne
 MRS. MOLLIE W. ARMSTRONG _____ Brownwood
 ARCHIE OWINGS (Assistant) _____ Brownwood
 ERNIE W. STROBEL _____ Brownwood
 I. J. C. HOLLAND _____ San Angelo
 L. M. SANFORD _____ San Angelo
 PAUL TERRELL _____ Sweetwater
 BERNARD L. GORDON _____ Shawnee
 LEON R. WYATT _____ Purcell
 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

SURGEONS OF THE GC & SF HOSPITAL ASSOCIATION

Dr. G. P. BAIN, Chief Physician _____ Temple
 Dr. T. SPEED, Chief Surgeon _____ Temple
 Dr. E. R. VEIRS, Chief Oculist _____ Temple

LOCAL SURGEONS

Dr. W. C. McCURDY _____ Purcell
 Dr. W. T. STONE _____ Purcell
 Dr. OLLIE McBRIDE _____ Ada
 Dr. RAY H. LINDSEY _____ Pauls Valley
 Dr. R. E. SPENCE _____ Pauls Valley
 Dr. HENRY G. RYAN _____ Lindsay
 Dr. E. M. EGGENBERG _____ Davis
 Dr. M. E. ROBERSON _____ Wynnewood
 Dr. W. J. GRAY _____ Marietta
 Dr. DON J. WILSON _____ Marietta
 Dr. J. M. GORDON _____ Ardmore
 Dr. THORNTON KELL _____ Ardmore
 Dr. ROGER REID _____ Ardmore
 Dr. TOM C. SPARKS _____ Ardmore
 Dr. F. D. MANNERBERG _____ Ardmore
 Dr. CLIFFORD LORENTZEN _____ Ardmore
 Dr. JOHN H. VEAZENY _____ Ardmore
 Dr. E. SAIKIN _____ Gainesville
 Dr. DAN M. BROWN _____ Gainesville
 Dr. R. W. GOCHNOUR _____ Justin
 Dr. H. M. BURGESS _____ Denton
 Dr. W. S. MILLER, JR. _____ Denton
 Dr. CONRAD KINARD _____ Denton
 Dr. JAMES D. THOMAS _____ Denton
 Dr. J. H. JONES _____ Denton
 Dr. HAL V. NORGAARD _____ Denton
 Dr. A. E. GUTHRIE, JR. _____ Hurst
 Dr. PHILIP SHEINBERG _____ Hurst

Dr. CARL M. AUSTIN _____ Ft. Worth
 Dr. M. H. CRABB _____ Ft. Worth
 Dr. H. K. KIBBIE _____ Ft. Worth
 Dr. EARL P. PRICE, JR. _____ Ft. Worth
 Dr. E. L. CLARK _____ Cleburne
 Dr. GATES R. BARKER _____ Cleburne
 Dr. H. EARL TAYLOR _____ Dallas
 Dr. SIDNEY GALT _____ Dallas
 Dr. C. L. TUBB _____ Dallas
 Dr. O. J. WADDELL _____ Dallas
 Dr. J. W. LANIUS _____ Dallas
 Dr. W. T. GREEN _____ Dallas
 Dr. E. R. RICHARDSON _____ Dallas
 Dr. A. W. SHANNON _____ Dallas
 Dr. FRANK O. SEAY _____ Dallas
 Dr. J. S. TERRY _____ Dallas
 Dr. JAMES SCARBOROUGH _____ Dallas
 Dr. FRED W. HORN _____ Dallas
 Dr. FRANK G. GARTIAS _____ Dallas
 Dr. J. WILLIAM JONES _____ Dallas
 Dr. A. L. SARRIS _____ Dallas
 Dr. BERNARD MYCOSKIE _____ Arlington
 Dr. ROBERT W. BRENTLINGER _____ Arlington
 Dr. GERALD KOCHER _____ Midlothian
 Dr. RICHARD B. HARTIN _____ Garland
 Dr. JACK L. WEBB _____ Farmersville
 Dr. WM. DE G. HAYDEN _____ Paris
 Dr. C. A. KUNATH _____ San Angelo
 Dr. G. L. NESRSTA _____ San Angelo
 Dr. CHARLES F. BAILEY _____ Ballinger
 Dr. A. H. FORTNER _____ Sweetwater
 Dr. J. K. RICHARDSON _____ Sweetwater
 Dr. R. H. TULL _____ Abilene
 Dr. J. C. SNOW _____ Abilene
 Dr. J. C. YOUNG _____ Coleman
 Dr. MORRIS D. MANN _____ Coleman
 Dr. J. D. MURRELL _____ Santa Anna
 Dr. J. B. STEPHENS _____ Bangs
 Dr. P. M. WHEELIS _____ Brownwood
 Dr. NED SNYDER _____ Brownwood
 Dr. ROGERS K. COLEMAN _____ Brownwood
 Dr. F. D. SPENCER _____ Brownwood
 Dr. SEALE T. CUTBIRTH _____ Brownwood
 Dr. HARRY N. THOMAS _____ Brownwood
 Dr. J. C. TERRELL _____ Stephenville
 Dr. JOE PATE _____ Dublin
 Dr. BEN H. BRADLEY _____ Dublin

EYE, EAR, NOSE AND THROAT SPECIALISTS

Dr. W. R. MOTE _____ Ardmore
 Dr. CHAS. K. MILLS _____ Gainesville
 Dr. J. E. MITCHELL _____ Ft. Worth
 Dr. WILLIAM SKOKAN _____ Ft. Worth
 Dr. J. W. PICKENS _____ Cleburne
 Dr. F. H. NEWTON _____ Dallas
 Dr. DAVID STAYER _____ Dallas
 Dr. R. GRADY BRUCE _____ 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

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
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, Sealy and Wallis.		Brownwood and beyond.
66	Wallis, Sealy, 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.



SANTA FE SAFETY FIRST



Every employee should report promptly to his Foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

