

E. E. BAKER, Trainmaster	Temple
E. B. JONES, Trainmaster	Temple
S. A. WORSHAM, Chief Dispatcher	Temple
G. E. KEITH, Assistant Chief Dispatcher	Temple
E. K. ADRIAN, Assistant Chief Dispatcher	Temple

TRAIN DISPATCHERS — TEMPLE, TEXAS

G. F. BISHOP	H. C. DeGRUMMOND	M. T. NEY
O. ARNOLD	G. W. SHUFORD	F. E. WILLS
J. C. MORLAN	R. O. ROWE	E. A. THOMAS
T. D. McKINNEY	J. V. HIGGINBOTHAM	F. A. CONNELL

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
L. S. JAMES	Temple
B. L. MALONE	Brady
MRS. MOLLIE W. ARMSTRONG	Brownwood
R. W. BEYER	Menard
M. L. LEFFEL	San Angelo
I. J. C. HOLLAND	San Angelo
L. M. SANFORD	San Angelo
PAUL TERRELL	Sweetwater
W. T. DUNLAP	Somerville
GEO. L. MILLER	Somerville
W. H. FROEBEL	Bellville

SURGEONS OF

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

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

LOCAL SURGEONS

Dr. L. H. REEVES	Fort Worth
Dr. JOHN T. TUCKER	Fort Worth
Dr. M. H. CRABB	Fort Worth
Dr. H. K. KIBBIE	Fort Worth
Dr. JOHN T. TUCKER, JR.	Fort Worth
Dr. E. L. CLARK	Cleburne
Dr. GATES R. BARKER	Cleburne
Dr. R. D. HOLT	Meridian
Dr. J. T. ARCHER, JR.	Meridian
Dr. C. C. CATE	Morgan
Dr. V. D. GOODALL	Clifton
Dr. S. L. WITCHER	Clifton
Dr. A. M. LONG	Valley Mills
Dr. W. J. COMPTON	Crawford
Dr. ROBERT S. CUMMINGS	McGregor
Dr. JOHN THOMPSON	McGregor
Dr. E. R. McCAULEY	Moody
Dr. ERNEST W. KEIL	Temple
Dr. DAVID EANES	Temple
Dr. F. W. HOWELL	Temple
Dr. JACK S. WEINBLATT	Temple
Dr. J. C. MOORE	Temple
Dr. CHAS. H. COX JR.	Temple
Dr. F. T. McINTYRE	San Angelo
Dr. C. A. KUNATH	San Angelo
Dr. CHAS. F. BAILEY	Ballinger
Dr. A. H. FORTNER	Sweetwater
Dr. J. K. RICHARDSON	Sweetwater
Dr. W. R. SNOW	Abilene
Dr. R. H. TULL	Abilene
Dr. J. C. YOUNG	Coleman
Dr. CHARLES M. HENNER	Santa Anna
Dr. J. B. STEPHENS	Bangs
Dr. HOMER B. ALLEN	Brownwood
Dr. E. F. CADENHEAD	Brownwood
Dr. P. M. WHEELIS	Brownwood
Dr. J. C. TERRELL	Stephenville
Dr. MAURICE HYMAN	Menard
Dr. H. W. MARTIN	Menard
Dr. L. K. ORY	Comanche
Dr. T. F. BRYAN	Dublin
Dr. R. C. FELTS	San Saba
Dr. F. W. FARLEY	San Saba
Dr. W. D. FOWLER	Eden
Dr. M. A. CHILDRESS	Goldthwaite
Dr. D. W. BLACK	Lampasas
Dr. RUSH McMILLIN	Lampasas
Dr. F. PAUL BUROW	Killeen
Dr. JOE A. FOWLER	Killeen
Dr. J. W. PITTMAN	Belton
Dr. A. R. KIRKLEY	Belton
Dr. T. L. DENSON	Cameron
Dr. C. G. SWIFT	Cameron
Dr. T. S. ROACH	Caldwell
Dr. G. V. PAZDRAL	Somerville
Dr. W. A. KNOLLE	Brenham
Dr. H. E. ROENSCH	Bellville
Dr. J. B. HARLE	Bellville
Dr. WINSTON B. NEELY	Bellville

**EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS**

Dr. WEBB WALKER	Fort Worth
Dr. BURK BREWSTER	Fort Worth
Dr. J. W. PICKENS	Cleburne
Dr. S. W. HUGHES	Brownwood
Dr. J. C. GALBREATH	Brownwood
Dr. S. B. LOCKER	Brownwood
Dr. VANCE TERRELL	Stephenville
Dr. C. S. THOMPSON	San Angelo
Dr. VIRGINIA BOYD	Abilene

Gulf, Colorado and Santa Fe Railway Company

SOUTHERN DIVISION

TIME TABLE No.

B159

IN EFFECT

Sunday, April 24, 1955

At 12:01 A. M.
Central Standard Time

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

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

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

A. B. CLEMENTS,
Superintendent,
Temple, Texas

2 Southern Division

First District

SOUTHWARD First Class		Capacity of Staging in 50-ft. Cars	Rating Grade Ascending	TIME TABLE No. B 159 April 24, 1955	Rating Grade Ascending	Mile Post	Communications	Fuel, Water, Tires, Oil and Wyes	NORTHWARD First Class	
15	5								6	16
Texas Chief	Passenger								Passenger	Texas Chief
Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily
PM 1.45	AM 12.05	Yard	48.0	CLEBURNE YL 3.8	53.3	317.5	C	FTY	AM 5.05	PM 1.15
1.49	12.09	110	44.3	PONETTA 4.2	52.8	313.7			5.00	1.10
1.53	f 12.13	111	52.8	RIO VISTA 5.7	66.0	309.5		f	4.53	1.06
1.59	f 12.19	119	31.7	BLUM 9.1	39.6	303.5	C	f	4.45	1.01
2.08	f 12.28	143	37.5	KOPPEL 6.5	52.8	294.4		f	4.35	12.52
2.15	s 12.38	59	47.5	M-K-T Crossing MORGAN 7.4	66.0	287.8	C	s	4.25	12.46
2.22	s 12.50	129	66.0	MERIDIAN 4.9	73.9	280.7	C	s	4.13	12.39
2.27	12.55	89	66.0	BOSQUE 5.4	36.9	275.8			4.05	12.34
2.33	s 1.04	133	53.3	CLIFTON 5.5	58.1	270.4	C	s	3.58	12.28
2.38	1.10	71	47.5	FENDELL 5.9	66.0	264.9			3.48	12.22
2.44	f 1.17	61	66.0	VALLEY MILLS 4.4	65.4	259.2	C	s	3.41	12.17
2.49	1.22	73	66.0	MANHATTAN 4.6	66.0	254.7			3.34	12.12
2.53	f 1.28	67	66.0	CRAWFORD 6.7	64.4	250.1		f	3.28	12.08
3.00	s 1.47	113	42.2	St. L. S. W. Crossing McGREGOR YL 9.9	66.0	243.4	C	Y	3.20	12.01
3.10	s 1.58	133	66.0	MOODY 8.1	66.0	233.5	C	s	3.03	11.51
3.18	f 2.07	130	66.0	FENDETON 4.2	66.5	225.4		f	2.54	11.43
3.22	2.12		66.0	BELCO YL 3.0	66.5	221.2			2.49	11.39
s 3.27 PM	s 2.20 AM	Yard	66.0	TEMPLE YL	66.5	218.2	C	FTY	2.45 AM	11.35 AM
Arrive Daily	Arrive Daily			(99.4)					Leave Daily	Leave Daily
58.5	44.2			Average speed per hour					42.5	59.0

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Temple and Cleburne.

Nos. 15 and 16 register by Form 903 at Temple.

Between First Street, Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, Lampasas District, Temple, 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, Northern Division, 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.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Lone Star Gas Co.....	267.8	4

Second District

Southern Division 3

SOUTHWARD First Class			Capacity of Bridging in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. B 159 April 24, 1955	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Tires and Lubes	NORTHWARD First Class		
15	65	5								16	66	6
Texas Chief	California Special	Passenger								Texas Chief	California Special	Passenger
Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily
PM 3.20	AM 4.00	AM 2.40	Yard							AM 11.33	PM 10.40	AM 2.30
				.0	TEMPLE YL	218.2	C	FTY				
				.0	M-K-T Crossing	217.4						
3.32	4.05	2.44		28.5	KNOWD JCT. YL	216.5				11.30	10.31	2.23
3.36	4.10	2.50	180	54.5	HEIDENHEIMER	212.3				11.26	10.27	2.18
3.43	4.18	3.00	180	58.6	ROGERS	204.7	C			11.19	10.19	2.09
3.49	4.26	3.10	124	42.2	BUCKHOLTS	197.3				11.11	10.11	1.58
				.0	T. & N. O. Crossing	188.4						
3.59	4.37	3.27	147	42.2	CAMERON	188.0	C			11.03	10.03	1.47
4.06	4.44	3.35	131	42.2	HOYTE	181.3				10.57	9.56	1.33
				42.2	MILANO YL	174.4	C	Y		10.50	9.49	1.25
4.13	4.51	3.42	110	42.2	I-O-N Crossing	164.8				10.41	9.36	12.53
4.22	5.02	4.10	139	39.6	CHRISMAN	157.8	C			10.34	9.29	12.45
4.29	5.10	4.22	101	42.2	CALDWELL	151.3				10.28	9.20	12.34
4.35	5.17	4.30	128	42.2	DAVIDSON	144.8				10.22	9.13	12.28
4.41	5.23	4.36	72	13.2	LYONS	141.4	C	FTY		10.18	9.08	12.22
4.45	5.29	4.45	Yard	42.2	SOMERVILLE YL	135.6				10.12	9.01	12.15
4.50	5.36	4.53		42.2	GAY HILL	132.9				10.09	8.58	12.10
4.53	5.39	4.58	164	42.2	LANDES	127.0				10.03	8.52	12.02
4.59	5.46	5.04	66	42.2	NORTHEND							
				68.6	BRENNHAM YL	126.0	C	Y		10.01	8.50	AM 11.59
5.01	5.49	5.13	71	67.0	T. & N. O. Crossing	120.1				9.55	8.44	11.53
5.07	5.57	5.20	128	66.2	PHILLIPSBURG	116.2				9.51	8.39	11.48
5.11	6.02	5.25		28.8	KENNEY	110.3				9.46	8.33	11.40
5.16	6.11	5.31	134	.0	DANT	107.6				9.43	8.30	11.36
5.18	6.16	5.41	84		BELLVILLE YL	106.2	C	FT		9.41 AM	8.27 PM	11.30 PM
5.21 PM	6.22 AM	5.46 AM	Yard		BELLVILLE YARD YL							
Arrive Daily	Arrive Daily	Arrive Daily			(111.6)					Leave Daily	Leave Daily	Leave Daily
59.7	48.1	37.1			Average speed per hour					59.7	50.3	37.3

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Between Knowd Jct., and southward control signals just north of First Street, Temple. 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 tracks through hand-thrown switches until authority to do so has been received from the towerman. Telephones are conveniently located near such switches. When such authority cannot be promptly accepted, towerman must be immediately notified.

The hand-thrown switches in main tracks within the above limits, also in house track crossover near Eighth Street, are equipped with electric switch locks.

When movement is from main track to another main track, or from a main track to any other track, electric locks will release upon removing the switch padlock and waiting two (2) minutes.

When movement is to main track, if main track is unoccupied and control signals are in stop position, electric locks will release immediately upon removal of the switch padlock.

Switches must be properly lined after use and switch padlock restored.

Trains must get numbered Clearance Card before leaving Temple and Bellville Yard.

First class trains register by Form 908 at Bellville Yard.

Nos. 15 and 16 register by Form 908 at Temple.

Between First Street, Second District, and Adams Avenue Viaduct No. 218.6, and 26th Street, Lampasas District, Temple, 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 1062 and signal 1063, Bellville Yard, 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.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Sand Spur.....	160.9	25

4 Southern Division

Lampasas District

SOUTHWARD			Capacity of Seating in 50-ft. Cars	Rating Grade Ascending	TIME TABLE No. B 159 April 24, 1955	Rating Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
First Class										First Class		
75	73	77								76	78	74
California Special	Motor	The Angelo								California Special	The Angelo	Motor
Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily
PM 10.50	AM 4.15		Yard	0.0	Two Tracks TEMPLE YL 1.7 GOBER YL 6.5	66.0	218.2	C	FTY	AM 3.45		AM 1.20
10.53	4.20		110	66.0		BELTON 9.3	219.9			3.36		1.10
11.02	4.40		107	37.0	NOLANVILLE 7.8	72.8	226.4	C	Y	3.28		12.58
11.13	4.54		105	57.0	KILLEEN YL 3.6	0.0	236.0			3.18		12.40
11.23	5.15			68.6	FORT HOOD YL 1.0	66.5	243.5	C		3.09		12.30
			53		NICHOLLS YL 6.1		247.0		Y			
11.28	5.25		101	70.7	68.5	248.1			3.03			12.15
11.35	5.40		108	69.6	68.6	254.1	C		2.57			12.06 AM
11.41	5.47			0.0	47.5	260.0			2.49			11.52
11.45 ⁷⁴	5.55		121	18.5	10.5	263.1			2.45			11.45 ⁷⁶
			72	49.6	32.7	265.1						
11.51	6.03		124	66.5	0.0	268.1			2.39			11.37
	6.10			10.5	54.4	273.7		Y	2.33			11.27
	6.30			68.6	0.0	274.7	C					11.22
11.58 AM	6.35		81	69.7	0.0	277.7		Y	2.27			11.09
12.03	6.45		97	71.2	68.6	283.7			2.21			10.55
12.11	6.58		Yard	65.5	63.4	291.7	C	Y	2.12			10.43
12.21	7.20		97	66.0	65.4	300.0			2.02			10.25
12.31	7.33		108	66.0	66.0	306.1			1.55			10.14
12.38	7.43		101	66.0	66.0	313.3	C		1.47			10.03
12.46	7.55		82	66.0	67.0	318.4			1.40			9.50
12.52	8.02		103	66.0	66.0	323.7			1.33			9.42
12.58	8.12		96	66.0	66.0	330.3			1.22			9.32
1.06	8.22		101	66.0	66.0	336.2	C		1.13 ⁷⁵			9.22
1.13 ⁷⁶	8.35	AM 1.15 ⁷⁸	112	21.1	66.0	344.4	B		12.54	AM 1.15 ⁷⁷		9.08
1.22	8.46		Yard		66.0	348.4	C	FTY	12.45 AM	1.00 AM		9.00 PM
1.35 AM	9.00 AM	1.25 AM										
Arrive Daily	Arrive Daily	Arrive Daily			(180.2)					Leave Daily	Leave Daily	Leave Daily
47.3	37.9	21.6			Average speed per hour					43.4	14.4	30.5

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 (CTC) IN EFFECT:

Between southward home signal at Dublin District connection, Ricker, and northward home signal 714 feet north of passenger station, Brownwood.

Between southward home signal 100 feet north of M.P. 348, Lampasas District, and northward home signal 714 feet north of passenger station, Brownwood, trains and engines must not exceed a speed of twenty (20) miles per hour.

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

Dublin District trains will use Lampasas District tracks between Dublin District connection at Ricker, and Brownwood, and will display signals as authorized on Dublin District.

No. 77 from Dublin District will assume the schedule of No. 77 at Ricker.

Between First Street, Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, Lampasas District, Temple, 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 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.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Midway	223.3	10
Charter Oak	225.0	20
Kay Spur	251.4	280

San Saba District

Southern Division 5

SOUTHWARD				TIME TABLE				NORTHWARD			
Second Class	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	No. 5 159		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wye	Second Class		
53				April 24, 1955					54		
Mixed										Mixed	
Leave Tues. Thur. Sun.			Ft. Per Mile	STATIONS		Ft. Per Mile			Arrive Mon. Wed. Fri.		
AM 9.00	Yard	.0		LOMETA	YL				PM 6.40		
9.33	84	10.9	29.6	11.0		81.7	C	Y	6.07		
10.17			31.7	CHADWICK		26.4			5.22		
10.45	50	24.7		13.8					5.11		
11.10	80	32.6	51.2	SAN SABA		14.0	C		4.45		
11.40	83	39.5	47.5	7.9		26.4			4.22		
12.01	28	45.9	31.7	ALGERITA		.0	C		4.00		
12.14	13	49.6	31.7	6.9		29.0			3.48		
12.38	83	56.4	39.9	RICHLAND SPRINGS		26.4			3.27		
12.58			31.7	0.4		31.7			3.12		
1.15			31.7	HALL		31.7			3.00		
2.00	48	65.9		3.7		5.8	C	Y	1.48		
2.12	83	69.7	39.9	SELLMAN	YL	39.6			1.36		
2.32	81	76.4	39.6	0.8		36.9			1.15		
2.55		76.8	39.6	SATUIT		36.9			1.13		
3.45	83	82.0	39.6	5.6		36.9			12.55		
PM	Yard	97.9	31.7	PAUL JCT.	YL	.0			12.01		
				3.9			C	FY	PM		
Arrive Tues. Thur. Sun.				BRADY	YL				Leave Mon. Wed. Fri.		
17.7				3.8							
				NIBLOCK							
				0.7							
				WHITELAND							
				0.4							
				HOMER JCT.							
				5.3							
				MELVIN							
				15.9							
				EDEN							
				(88.0)							
				Average speed per hour						18.8	

Trains must get numbered Clearance Card before leaving Lometa and Eden.

Nos. 53 and 54 will stop on flag at Pasche, M. P. 88.4.

No switch lights San Saba District.

Between Homer Jct., and passenger station, Whiteland, and between Paul Jct., and passenger station, Brady, 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.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
San Saba Stock Yards	25.9	13
Pasche	88.4	10

6 Southern Division

Sweetwater District

SOUTHWARD							Ruling Grade Ascending	TIME TABLE No. B 159 April 24, 1956	Capacity of Sidings in 50-ft. Cars
First Class									
			45	79	77	75			
			Motor P. & S. F.	The Angelo	The Angelo	California Special			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily			
					AM 2.30	AM 2.00			
					2.40	2.08	66.0		
					s 2.48	2.14	66.0		
					2.56	2.21	64.9		
					s 3.05	2.27	66.0		
				PM 10.55	3.10	2.32	64.9		
				s 11.05 PM	s 3.20 AM	2.41	66.0		
						2.47	31.7		
						2.58	31.7		
						s 3.05	31.7		
						3.13	31.7		
						s 3.21	31.7		
						s 3.29	31.7		
							15.8		
						f 3.35	31.7		
						s 3.45	31.7		
						3.52	31.7		
						3.59	31.7		
						4.05	31.7		
						4.11	31.7		
						4.18	31.7		
			PM 9.50			s 4.25 AM	31.7		
			10.00				52.8		
			10.02 PM				52.8		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			10.0	24.0	25.5	44.5			

STATIONS		
BROWNWOOD	YL	Yard
5.1		
GRAVITY		81
4.4		
BANGS		75
6.3		
OBREGON		135
5.5		
SANTA ANNA		78
3.8		
SAN ANGELO JCT.		109
4.8		
COLEMAN	YL	110
4.0		
HAMRICK		81
8.2		
SILVER VALLEY		110
5.6		
NOVICE		108
6.4		
GOLDSBORO		82
6.5		
LAWN		82
5.9		
TUSCOLA		104
0.6		
A. & S. Crossing		
4.3		
BUFFALO GAP		80
6.3		
VIEW		80
5.4		
COZART		81
6.3		
BLAIR		81
5.0		
TOLAND		125
5.1		
HERNDON		80
6.1		
TECIFIC		81
5.1		
SWEETWATER	YL	Yard
2.4		
NORTH JCT.	YL	
0.8		
SOUTH JCT.	YL	

Automatic Block System

Rule 261

(114.4)

Average speed per hour

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Between Orient Jct., on Slaton Division, and M. P. 457.5 Sweetwater District; between M. P. 457.5 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.

The hand-thrown switches in main track within the above limits are equipped with electric switch locks, except north stock track switch.

When movement is from main track, electric locks will release upon removing the switch padlock and waiting two (2) minutes.

When movement is to main track, if main track is unoccupied and control signals are in stop position, electric locks will release immediately upon removal of switch padlock.

Switches must be properly lined after use and switch padlock restored.

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

Nos. 45 and 46 register by Form 908 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.

Sweetwater District

Southern Division 7

Mile Post	Communication	TIME TABLE No. B 159 April 24, 1955	Ruling Grade Ascending	Foot, Water, Trestle and Wye	NORTHWARD								
					First Class								
					76	78	80	46					
					California Special	The Angelo	The Angelo	Motor P. & S. F.					
		STATIONS	Ft. Per Mile		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
348.4	C	BROWNWOOD YL 5.1	33.8	FTY	AM 12.25	AM 12.05							
353.6	B	GRAVITY 4.4	64.9		12.05 AM	11.48							
357.9	C	BANGS 6.3	64.9		11.59	11.42							
364.2		OBREGON 5.5	20.6		11.52	11.33							
369.7	C	SANTA ANNA 3.8	62.3		11.46	11.27							
373.5	C	SAN ANGELO JCT. 4.8	50.8	Y	11.41	11.18	AM 3.45						
378.3	C	COLEMAN YL 4.6	10.5	Y	11.35	11.10 PM	3.25 AM						
382.8		HAMRICK 8.2	28.8		11.26								
391.0		SILVER VALLEY 5.6	31.7		11.17								
396.5		NOVICE 6.4	31.7		11.10								
403.0		GOLDSBORO 6.5	31.7		11.02								
409.5	C	LAWN 5.9	12.7		10.55								
415.4	C	TUSCOLA 0.6	.0		10.46								
416.0		A. & S. Crossing 4.3	31.7										
420.3		BUFFALO GAP 6.3	31.7	F	10.39								
426.6	C	VIEW 5.4	31.7	Y	10.32								
432.0		COZART 6.2	31.7		10.23								
438.3		BLAIR 5.0	21.1		10.16								
443.3		TOLAND 5.1	31.7		10.10								
448.4		HERNDON 6.1	31.7		10.04								
454.6		TECIFIC 5.1	31.7		9.57								
459.6	C	SWEETWATER YL 2.4	10.5	FTY	9.50 PM		AM 4.30						
2.1		NORTH JCT. YL 0.8	10.5				4.10						
2.9		SOUTH JCT. YL					4.08 AM						
		(114.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Average speed per hour					44.3	32.6	11.9	16.0					

Nos. 78 and 80 must get numbered Clearance Card before leaving Coleman.

Nos. 75 and 77 are superior to No. 80.

No. 79 is superior to No. 78.

Nos. 75, 76, 77 and 78 register by Form 903 at San Angelo Jct.

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

No. 78 from San Angelo District will assume the schedule of No. 79 at San Angelo Jct.

No. 80 will assume the schedule of No. 77 on San Angelo District, 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)
Tesco	450.1	23

8 Southern Division

San Angelo District

SOUTHWARD			Capacity of Sidings in 60-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. B 153 April 24, 1955	Ruling Grade Ascending	Communications	Fuel, Water, Tables and Flyer	NORTHWARD		
First Class										First Class		
	77									78		
	The Angelo									The Angelo		
	Leave Daily				Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily		
	AM 3.45	58	.0	65.5		SAN ANGELO JCT. 6.1	63.4	C	Y	PM 10.55		
	4.00	58	6.1	66.5		OVERALL 5.3	42.2			10.45		
	s 4.10	49	11.4	66.0		VALERA 9.5	66.0			s 10.35		
	s 4.25	49	20.9	65.5		TALPA 7.8	66.0			s 10.20		
	4.37	58	28.7	62.8		BENOIT 7.8	66.0			10.05		
				36.5		A. & S. Crossing 0.4						
	s 4.55	28	36.9	52.8		BALLINGER 1.4	52.8	C		s 9.53		
	4.58	51	38.8	34.8		CATO 7.3	26.4			9.44		
	s 5.13	51	45.6	52.8		ROWENA 8.6	51.7	C		s 9.34		
	s 5.26	49	54.2	52.8		MILES 8.9	52.8	C		s 9.22		
	5.41	58	63.1	52.8		HARRIET 7.6	52.8			9.08		
	5.55		70.7	31.7		ALVEY JCT. 2.2	.0		Y	8.58		
	AM 6.10	Yard		31.7		SAN ANGELO 2.3	.0	C	FTY	PM 8.50		
	AM		70.7	31.7		ALVEY JCT. 9.6	.0		Y	PM		
		48	80.2	9.9		PULLIAM 6.8	17.9					
		48	83.0	27.4		TURNERDALE 5.6	.0					
		45	87.8	31.7		CARLEAD 8.0	9.5	C				
		40	94.4	31.7		WATER VALLEY 9.5	31.7					
			103.9	31.7		BROOME 10.7	20.0					
		Yard	114.6			STERLING CITY		C	Y			
	Arrive Daily					(114.6)				Leave Daily		
	80.3					Average speed per hour				35.0		

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Sterling City.

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.

San Angelo District trains and engines using the P. & S. F. Ry. Co., tracks between Alvey Jct., and San Angelo, will be governed by Time Table and Rules of the P. & S. F. Ry. Co.

No switch lights between Pulliam and Sterling City.

No. 80 from Sweetwater District will assume the schedule of No. 77 on San Angelo District, at San Angelo Jct.

Dublin District

Southern Division 9

SOUTHWARD		Capacity of Sidings in 60-ft. Cars	Mile Post	Rolling Grade Ascending	TIME TABLE No. 8 159 April 24, 1955	Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
First Class									First Class	
	77								78	
	The Angelo								The Angelo	
	Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	
	PM 9.20 PM 9.30	Yard			A.B.S. { FORT WORTH YL } Rule 261 3.4 BIRDS YL 1.2 BELT JCT. YL 7.5 PRIMROSE 8.8 WINSCOTT 4.4 CRESSON YL 4.8 CHAPIN 4.5 WAPLES 5.8 GRANBURY YL 9.9 TOLAR 8.7 BLUFFDALE 7.4 IMMERMERE 6.3 JACKWELL 3.5 STEPHENVILLE YL 8.6 HARBIN 5.2 DUBLIN YL 0.1 M-K-T Crossing 9.1 PROCTOR 5.3 HASSE 7.5 COMANCHE YL 7.3 WATSON 6.2 BLANKET 6.4 DELAWARE 7.1 RICKER 4.0 BROWNWOOD YL					
	9.33	117	.0	66.0		64.4	58.1	52.8	66.5	66.5
f	9.42	82	8.4	66.0						
	9.55	61	17.4	64.4						
f	10.04	96	21.8	66.0						
	10.10	51	26.1	66.0						
	10.17	19	30.7	.0						
s	10.28	57	36.5	66.0						
f	10.43	100	46.4	66.0						
f	10.55	47	55.1	58.6						
	11.05	99	62.5	66.0						
	11.14	58	68.8	66.0						
s	11.19	23	72.3	66.0						
	11.39	115	80.9	66.0						
s	11.48	54	86.1	.0						
			86.2	52.3						
f	AM 12.08	100	95.3	66.0						
f	12.16	57	100.6	48.6						
s	12.25	60	108.1	66.0						
	12.45	63	115.4	66.0						
f	12.55	57	121.6	66.0						
	1.05	115	128.0	.0						
	1.15 ⁷⁸	112	135.1							
	AM 1.25 AM	Yard								
	Arrive Daily				(135.1)					
	86.0				Average speed per hour				81.4	

SIGNAL SYSTEM TWO IN EFFECT.

Southward Dublin District trains enter C. T. C. (Rule 261) at Ricker.

Trains must get numbered Clearance Card before leaving Fort Worth, and must get both Lampasas District and Dublin District numbered Clearance Cards before leaving Brownwood.

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.

No. 78 from Lampasas District will assume the schedule of No. 78 at Ricker.

Dublin District trains will use Northern Division tracks between Dublin District connection, at south end of Birds, and Fort Worth, and will be governed by Time Table and Rules of Northern Division.

Dublin District trains will use Lampasas District tracks between Dublin District connection at Ricker, and Brownwood, and will be governed by Lampasas District special rules and instructions.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Boss	15.0	9

10 Southern Division

Menard District

SOUTHWARD		TIME TABLE					NORTHWARD	
	Capacity of Staging in 50-ft. Cars	Ruling Grade Ascending	No. B 159 April 24, 1955	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	
		Ft. Per Mile	STATIONS	Ft. Per Mile				
	Yard	52.8	BROWNWOOD YL 8.0	41.2		C	FTY	
	41	.0	DALZELL 6.8	41.2	145.8			
	45	34.3	BROOKSMITH 6.1	34.3	152.1			
	26	50.7	WINCHELL 4.4	39.6	158.2			
	32	52.8	MERCURY 8.5	52.8	162.6			
	32	52.8	PLACID 7.3	29.0	169.1			
	70	26.4	ROCHELLE 5.9	52.8	176.7			
		31.7	PAUL JCT. YL 3.9	31.7	182.6			
			BRADY YL 3.8			C		
			NIBLOCK 6.7					
		39.6	WHITELAND 0.4	39.6				
		39.6	HOMER JCT. 7.3	15.8	197.5			
	53	39.6	LIGHTNER 7.0	39.6	204.8			
	50	39.6	CALLAN 4.3	39.6	211.7			
	52	39.6	SCALP CREEK 7.4	39.6	216.0			
	Yard		MENARD		223.4	C	FY	
			(86.2)					
			Average speed per hour					

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

Menard District trains will use San Saba District tracks between Paul Jct., and Homer Jct., and will be governed by San Saba District special rules and instructions.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Moreco	202.2	8

Southern Division 11

Freight Train Terminals and Junctions		SOUTHWARD												
		25	37	39	21	171	TSF	GCF	435	31	First 71	Second 71	437	97
		Way Freight	Fast Freight	Fast Freight	Way Freight	Way Freight	Tex-Denver to Calif. Freight	Gulf California Freight	Way Freight	West Texas Fast Freight	Fast Freight	Fast Freight	Way Freight	Way Freight
STATIONS		Leave Tues., Thur., Sat.	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Tues., Thur., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Sat.
FORT WORTH											PM 8.10			
BIRDS											8.25			
CLEBURNE		AM 5.30	PM 9.00	AM 6.45								PM 8.40		
CRESSON											9.25	9.40		
TEMPLE		1.25 PM	11.55 AM 12.15	9.45 11.00	AM 4.00	AM 7.00	PM 6.00	AM 3.15						
BROWNWOOD						3.00 PM	AM 1.00 3.00	8.00 9.15	AM 9.30	AM 3.15	2.20 AM	2.40 AM	AM 10.00	AM 8.15
SAN ANGELO JCT.									11.00 PM	4.15				
ALVEY JCT.									4.15	6.50				
SAN ANGELO									4.30	7.00 AM				
STERLING CITY									8.00 PM					
MENARD														10.15 AM
SWEETWATER							6.00 AM	1.30 PM					6.30 PM	
SOMERVILLE				PM 1.20 1.40										
BELLVILLE YARD			4.00 AM	3.40 PM	1.00 PM									
		Arrive Tues., Thur., Sat.	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Tues., Thur., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Sat.

Freight Train Terminals and Junctions		NORTHWARD													
		38	40	26	22	CTX	172	CWT	32	436	F-CTX	98	438	BTX	D-CTX
		Fast Freight	Fast Freight	Way Freight	Way Freight	California Texas Freight	Way Freight	Colorado West Texas Freight	Fast Freight	Way Freight	California Fast Freight	Way Freight	Way Freight	California Texas Freight	California Fast Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Tues., Thur., Sat.	Arrive Daily	Arrive Tues., Thur., Sat.	Arrive Daily	Arrive Daily	Arrive Wed., Fri., Sun.	Arrive Daily	Arrive Sun., Tues., Thur.	Arrive Tues., Thur., Sat.	Arrive Daily	Arrive Daily
FORT WORTH								AM 5.00			AM 6.00				
BIRDS								4.45			5.45 AM				
CLEBURNE		PM 7.30	AM 5.25	PM 2.00											AM 11.00
CRESSON								3.15 AM							10.00
TEMPLE		3.30 1.45 PM	2.25 1.30 AM	6.00 AM	PM 2.10	AM 6.30	PM 3.00							AM 5.30	
BROWNWOOD						12.30 AM 10.30	7.00 AM	9.45 7.00	PM 9.00	PM 9.15	12.01 AM	PM 8.15	PM 2.00	11.30 8.15	5.00 AM
SAN ANGELO JCT.									8.00	8.30					
ALVEY JCT.									4.45	2.45					
SAN ANGELO									4.30 PM	2.30					
STERLING CITY										9.30 AM					
MENARD												2.15 PM			
SWEETWATER						6.30 PM		3.30 PM					7.00 AM	3.45 PM	
SOMERVILLE		10.00 9.20													
BELLVILLE YARD		8.00 AM	10.10 PM		5.20 AM										
		Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Tues., Thur., Sat.	Leave Daily	Leave Tues., Thur., Sat.	Leave Daily	Leave Daily	Leave Wed., Fri., Sun.	Leave Daily	Leave Sun., Tues., Thur.	Leave Tues., Thur., Sat.	Leave Daily	Leave Daily

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

1. Except as otherwise provided, all northward trains are superior to southward trains of the same class.
 2. Rule 104(D): Reference in third paragraph to Rule 509(a) should read 509(A).
 3. Rule 16 is amended as follows:
 - (e) Cancelled.
 - (l) _____ When standing—apply or release air brakes.
 - (m) _____ When running—brakes sticking; look back for hand signals.
- Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

4.—

5.—

6.—

7.—

8.—

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

JUNCTION	M.P.	JUNCTION WITH	Switch Normally Lined For Movement
LAMPASAS DISTRICT			
Radio Jct.	278.7	Main Spur to Lampasas	Lampasas District
SWEETWATER DISTRICT			
San Angelo Jct.	878.5	San Angelo District	Sweetwater Dist.
SAN ANGELO DISTRICT			
Alvey Jct.	70.7	P. & S. F. Ry.	San Angelo Dist.
SAN SABA DISTRICT			
Paul Jct.	62.0	Menard District	Menard District
Homer Jct.	76.8	Menard District	Menard District
DUBLIN DISTRICT			
Cresson	21.8	Weatherford District	Dublin District
Birds	.0	Second District Northern Division	Second District Northern Div.

10. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
FIRST DISTRICT	79	60
SECOND DISTRICT	79	60
LAMPASAS DISTRICT	79	60

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
SWEETWATER DISTRICT	79	60
SAN ANGELO DISTRICT		
San Angelo Jct. to Alvey Jct.	50	35
Alvey Jct. to Sterling City	25	20
DUBLIN DISTRICT	55	40
SAN SABA DISTRICT	25	20
MENARD DISTRICT	35	25

SECOND DISTRICT

Curve, M.P. 106.5 to 106.8	45	30
2 Curves and Track, M.P. 112.0 to 113.0	70	55
3 Curves, M.P. 115.1 to 116.6	70	55
Curve, M.P. 118.8 to 119.0	70	55
4 Curves, M.P. 122.5 to 125.1	70	55
2 Curves, M.P. 125.5 to 126.2	40	30
2 Curves, M.P. 126.4 to 127.8	70	55
2 Curves, M.P. 129.5 to 130.6	70	55
2 Curves, M.P. 133.5 to 134.4	60	45
2 Curves, M.P. 138.2 to 139.8	70	55
4 Curves, M.P. 140.8 to 141.7	50	40
3 Curves, M.P. 156.5 to 157.6	55	45
3 Curves, M.P. 169.1 to 170.8	60	50
3 Curves, M.P. 174.1 to 175.7	65	50
Little River Bridge, M.P. 185.4 to 185.5	55	45
2 Curves, M.P. 187.3 to 188.4	65	50
Curve, M.P. 194.8 to 195.3	70	55
2 Curves, M.P. 197.3 to 198.5	70	55
3 Curves, M.P. 205.9 to 207.7	70	55
7 Curves, M.P. 217.6 to 218.8	30	30

FIRST DISTRICT

7 Curves, M.P. 217.6 to 218.8	30	30
2 Curves, M.P. 251.5 to 253.3	70	55
7 Curves, M.P. 257.5 to 260.6	50	45
3 Curves, M.P. 263.7 to 264.9	70	55
2 Curves and Bosque River Bridge, M.P. 271.2 to 271.7	55	45
2 Curves, M. P. 275.8 to 276.4	70	55
5 Curves, M.P. 282.3 to 286.2	70	55
2 Curves, M.P. 287.0 to 287.6	60	55
Curve, M.P. 306.3 to 306.7	70	55
2 Curves, M.P. 317.2 to 318.7	50	30

LAMPASAS DISTRICT

2 Curves, M.P. 218.4 to 219.1	15	15
Curve, M.P. 219.2 to 219.5	55	40
2 Curves, M.P. 220.1 to 220.8	70	55
2 Curves, M. P. 221.8 to 222.3	40	40
Curve, M.P. 223.5 to 223.8	70	55
Curve and Leon River Bridge, M.P. 224.3 to 225.1	55	45
2 Curves, M.P. 226.2 to 227.0	70	55
2 Curves, M.P. 227.7 to 228.4	50	45
Curve, M.P. 230.0 to 230.2	70	55
Curve, M.P. 234.1 to 234.6	70	55
2 Curves, M.P. 239.5 to 240.1	70	55
Curve, M.P. 246.3 to 246.5	70	55
4 Curves, M.P. 248.4 to 249.8	50	50
Curve, M.P. 250.5 to 250.9	70	55
3 Curves, M.P. 253.3 to 255.1	70	55

Special Rules

Southern Division 13

10. SPEED RESTRICTIONS (Cont'd)

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
5 Curves, M.P. 255.7 to 258.2	55	50
2 Curves, M.P. 258.6 to 259.5	50	50
2 Curves, M.P. 260.4 to 261.1	65	55
Curve, M.P. 262.5 to 263.1	55	50
Curve, M.P. 263.8 to 264.3	70	55
Curve and Lampasas River Bridge, M.P. 264.9 to 265.4	55	40
11 Curves, M.P. 266.4 to 274.1	55	50
2 Curves, M.P. 278.3 to 279.4	70	55
Curve, M.P. 280.0 to 280.1	65	55
2 Curves, M.P. 281.3 to 282.5	70	55
2 Curves, M.P. 283.9 to 285.2	55	50
Curve, M.P. 295.0 to 295.5	70	55
4 Curves, M.P. 297.5 to 299.9	55	50
2 Curves, M.P. 302.3 to 303.7	55	50
Curve, M.P. 304.0 to 304.7	65	50
Curve, M.P. 305.5 to 305.9	70	55
Curve, M.P. 307.3 to 307.7	70	55
Curve, M.P. 308.5 to 308.6	65	55
Curve, M.P. 309.1 to 309.5	70	55
Curve, M.P. 310.1 to 310.5	55	50
Curve, M.P. 311.6 to 311.8	65	55
2 Curves, M.P. 317.4 to 318.2	70	55
Curve, M.P. 319.8 to 320.2	70	55
Curve, M.P. 321.4 to 321.8	70	55
7 Curves, M. P. 327.1 to 331.9	55	50
Curve, M.P. 334.1 to 334.4	70	55
3 Curves, M.P. 336.8 to 338.7	70	55
Curve, M.P. 340.6 to 341.2	70	55
3 Curves and Pecan Bayou Bridge M.P. 345.2 to 345.9	35	25
3 Curves, M.P. 347.6 to 348.2	30	30
SWEETWATER DISTRICT		
Entrance Brownwood Yard M.P. 348.0 to 350.2	50	35
4 Curves, M.P. 350.8 to 353.2—Southward	40	30
—Northward	40	25
Curve, M.P. 358.9 to 359.1	65	50
Curve, M.P. 362.3 to 362.7	55	40
Curve, M.P. 366.8 to 367.0	65	50
Curve, M.P. 369.4 to 369.6	70	55
Curve, M.P. 371.2 to 371.5	70	55
3 Curves, M.P. 380.2 to 381.9	60	45
2 Curves, M.P. 383.4 to 383.8	50	45
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	45	40
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
2 Curves, M.P. 8.1 to 9.2	40	25
Curve, M.P. 10.5 to 10.7	40	25
6 Curves, M.P. 12.8 to 14.0	40	25
Curve and Colorado River Bridge, M.P. 37.4 to 37.7	30	20

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
DUBLIN DISTRICT		
2 Curves, and 3 Turnouts, M.P. 0.0 to 0.9	10	10
Track, M.P. 21.3 to 22.0	10	10
2 Curves, M.P. 22.7 to 22.9	30	25
Curve, M.P. 25.0 to 25.2	40	35
3 Curves, M. P. 26.4 to 27.8	40	35
3 Curves, M.P. 29.4 to 30.0	35	30
Curve and Brazos River Bridge, M.P. 34.7 to 35.4	40	30
2 Curves and Stroud's Creek Bridge, M.P. 39.0 to 39.5	30	30
9 Curves, M.P. 39.7 to 43.4	35	30
Curve, M.P. 45.6 to 45.8	40	35
3 Curves, M.P. 48.3 to 49.3	35	30
2 Curves, M.P. 49.4 to 49.9	30	30
2 Curves, M.P. 50.1 to 50.5	35	30
Curve, M. P. 52.3 to 52.9	40	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	30	30
3 Curves, M.P. 55.3 to 55.8	40	35
3 Curves and Paluxy Creek Bridge, M.P. 56.4 to 57.4	30	30
10 Curves, M.P. 60.3 to 66.2	40	35
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.9	30	30
5 Curves, M.P. 75.1 to 76.8	40	35
18 Curves, M.P. 79.6 to 85.9	40	35
6 Curves, M.P. 89.3 to 91.8	40	35
2 Curves, M.P. 95.9 to 96.3	35	35
5 Curves, M. P. 96.3 to 98.0	40	35
4 Curves and Leon River Bridge, M.P. 98.0 to 99.7	25	25
Curve, M.P. 101.1 to 101.2	40	35
9 Curves, M.P. 111.1 to 114.0	40	35
Curve, M.P. 114.1 to 114.3	35	35
3 Curves, M.P. 114.3 to 115.1	40	35
Curve, M.P. 122.0 to 122.1	40	30
Curve, M.P. 122.6 to 122.8	35	30
8 Curves, M.P. 122.9 to 126.1	40	30
3 Curves, M.P. 126.1 to 126.8	35	30

(B) MAXIMUM SPEED OF ENGINES.

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	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M-190	80	65	25	75

Note: *65 MPH applies when backing handling train.

10. SPEED RESTRICTIONS (Cont'd)

STEAM	MILES PER HOUR			Dead-In-Train
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	
6-wheel and 8-wheel switch.....	20	20	20	
777, 856, 900-984, 1600-1698, 1902-1977, 2542-2568	35	35	25	
3113-3154	45	35	25	
1001-1133, 1801-1882, 3168-3236, 4013-4114, 5000-5035	60	40	25	
8516, 3751-3775	90	40	25	
2900-2929, 3403-3435, 3450-3465, 3776-3785	100	40	25	
2508-2522	55	40	25	
3715-3744	70	40	25	
3828-3933	50	40	25	

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

(C) DEAD ENGINES.

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

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

(D) MAXIMUM SPEED THROUGH INTERLOCKINGS.

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
SWEETWATER DISTRICT		
Tuscola, A. & S. Crossing M. P. 416.0.....	50	40
SAN ANGELO DISTRICT		
Ballinger, A. & S. Crossing M.P. 36.5.....	20	20
DUBLIN DISTRICT		
Dublin*, M-K-T Crossing M.P. 86.2.....	20	20

* Speed indicated applies only to head end of train.

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

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes:			
450-451	2	5	5
1-11-50-80-2099-2100	3	5	5
51-90-650-2300-2301-2310-2600-3000	4	5	5
460-2400	4½	5	5
16-37-100-200-300-325-500-501-503-625-1500-2201-2207-2260-2303-2322-2394-2403-2418-2611-2650	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines			
Roller Bearings	9	5	5
Passenger Cars			
Roller Bearings	8	5	---
Friction Bearings	12	5	---

(F) PASSENGER TRAINS HANDLING DINING CARS.

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

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

DISTRICT	Pile Driver (With leads down) Steam Derrick (Boom on idler)	Brown Hoist Steam Shovel Clam Shell Steam Ditcher Spreader*
FIRST	30	24
SECOND	30	24
LAMPASAS	30	24
SWEETWATER	30	24
SAN ANGELO		
San Angelo Jct. to Alvey Jct.	20	20
Alvey Jct. to Sterling City.....	15	15
DUBLIN	20	20
SAN SABA	15	15
MENARD	15	15

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

(H) TURNOUTS AND CROSSOVERS.

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

I — Interlocking
S — Spring
R — Rigid

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT			
Ponetta	S	Both ends siding.....	30
Rio Vista	S	Both ends siding.....	30
Blum	S	Both ends siding.....	30
Kopperl	S	Both ends siding.....	30
Morgan	I	Both ends siding.....	30
Meridian	S	North end siding.....	30
Meridian	S	South end siding.....	15
Bosque	S	North end siding.....	15
Clifton	S	Both ends siding.....	30
Valley Mills	S	Both ends siding.....	15
Manhattan	S	Both ends siding.....	15
Crawford	S	Both ends siding.....	30
McGregor	I	Both ends siding.....	30
Moody	S	Both ends siding.....	30
Pendleton	S	Both ends siding.....	30
Belco	I	Switch to Freight Yard.....	40
Temple	S	North end Freight Yard.....	15
SECOND DISTRICT			
Knowd Jct.	I	Switch at end of two tracks.....	40
Heidenheimer	S	Both ends siding.....	30
Rogers	S	Both ends siding.....	30
Buckholts	S	Both ends siding.....	30
Cameron	I	Both ends siding.....	30
Hoyte	S	Both ends siding.....	30
Milano	I	Both ends siding.....	30

Special Rules

Southern Division 15

10. SPEED RESTRICTIONS. (Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
Chriesman	S	Both ends siding	30
Caldwell	S	Both ends siding	30
Davidson	S	North end siding	30
Davidson	S	South end siding	15
Somerville	I	Both ends siding	30
Landes	S	North end siding	30
Landes	S	South end siding	15
Northend	S	South end siding	15
Northend	S	North end siding	30
Brenham	I	North end siding	15
Brenham	I	South end siding	30
Phillipsburg	S	Both ends siding	30
Dant	S	Both ends siding	30
Bellville Yard	S	North end tail track	15
LAMPASAS DISTRICT			
Gober	I	Switch at end of two tracks	40
Temple	S	Main track switch—North end Passenger Yard	30
Belton	S	Both ends siding	30
Nolanville	S	Both ends siding	30
Killeen	S	Both ends siding	30
Copperas Cove	S	Both ends siding	30
Gotcher	S	Both ends siding	30
Kempner	S	Both ends siding	30
Shortall	S	Both ends siding	30
Radio Jct.	S	Both ends siding	30
Revision	S	Both ends siding	30
Ogles	S	Both ends siding	30
Lometa	S	Both ends siding	30
Antelope Gap	S	Both ends siding	30
Castor	S	Both ends siding	30
Goldthwaite	S	Both ends siding	30
Bozar	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
Ricker	I	Both ends siding	30
Ricker	I	South end pocket track	30
Ricker	I	Dublin 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
San Angelo Jct.	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

STATION	TYPE	LOCATION	MILES PER HOUR
Sweetwater	S	North end Passenger yard, Track No. 1	30
Sweetwater	I	South end Passenger yard, Track No. 1	15
DUBLIN DISTRICT			
Ricker	I	North end pocket track	30

(I) SPEED THROUGH CORPORATE LIMITS.

While running through the corporate limits of cities and towns named below, trains must not exceed speed shown, and the engine bell must be kept ringing within such limits:

	M.P.H.
Brenham, Ballinger	6
Brady	8
Coleman	10
Sweetwater	12
Dublin, San Angelo	15
Cleburne, Clifton, Moody, Temple, Brownwood, Fort Worth	18
Crawford, McGregor, Cameron, Belton, Killeen, Comanche	20
Caldwell	30
Rogers	40

(J) MOST RESTRICTIVE SPEED GOVERNING.

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

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

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

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

Cleburne	Brady (from yard limit board south of Brady to yard limit boards north of Paul Jct. on Menard and San Saba Districts).
McGregor	
Temple (including Knowd Jct. Belco and Gober)	
Milano	
Somerville	Brownwood (from End CTC, northward home signal 714 feet north of passenger station, Brownwood, Lampasas District, to yard limit boards south of Brownwood on Sweetwater and Menard Districts).
Brenham	
Bellville (from yard limit board north of Bellville to yard limit board south of Ball, Gulf Division).	
Killeen (from yard limit board north of Killeen to yard limit board south of Nicholls).	Coleman Sweetwater Ballinger Alvey Jct. Belt Jct.
Lometa	Cresson Granbury Stephenville Dublin Comanche

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

Between Mile Posts	Bridge No.	Name
FIRST AND SECOND DISTRICTS		
128 and 129.....	128.6	Viaduct
130 and 131.....	130.6	Viaduct
174 and 175.....	174.6	Viaduct
185 and 186.....	185.4	Little River
218 and 219.....	218.6	Viaduct
2 and 3 Freight yard Temple.....	2.12	Viaduct
236 and 237.....	236.2	Viaduct
258 and 259.....	258.8	Viaduct
262 and 263.....	262.1	Viaduct
290 and 291.....	290.5	Viaduct
299 and 300.....	299.7	Viaduct
301 and 302.....	301.4	Viaduct
302 and 303.....	302.0	Viaduct

LAMPASAS AND SAN ANGELO DISTRICTS		
219 and 220.....	219.5	Viaduct
225 and 226.....	225.0	Leon River
226 and 227.....	226.1	Viaduct
264 and 265.....	264.9	Lampasas River
276 and 277.....	276.9	Viaduct
344 and 345.....	344.9	Viaduct
345 and 346.....	345.3	Pecan Bayou
37 and 38.....	37.6	Colorado River

SWEETWATER DISTRICT		
417 and 418.....	417.8	Viaduct
449 and 450.....	449.34	Viaduct
3 and 4.....	3.016	Viaduct

SAN SABA DISTRICT		
2 and 3.....	2.9	Viaduct
13 and 14.....	13.7	Colorado River
29 and 30.....	29.1	San Saba River

DUBLIN DISTRICT		
39 and 40.....	39.2	Strouds Creek
53 and 54.....	53.6	Paluxy Creek
56 and 57.....	56.4	South Paluxy Creek
70 and 71.....	70.48	Viaduct
71 and 72.....	71.3	Bosque River
98 and 99.....	98.0	Leon River
106 and 107.....	106.9	Viaduct

MENARD DISTRICT		
151 and 152.....	151.2	Clear Creek
158 and 159.....	158.7	Colorado River
160 and 161.....	160.2	Viaduct
220 and 221.....	220.6	Viaduct

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

13. It is dangerous to have flame lights of any kind near oil tanks, oil cars, oil pipe lines, oil pumps, oil vats, or any receptacle used in handling or storing oil. Employes are particularly enjoined against having flame lights near openings where oil is exposed.

14. BULLETIN BOOKS ARE LOCATED AT:

Bellville Yard	Temple	Cleburne	Ft. Worth
Lometa	Brownwood	Sweetwater	San Angelo

15. STANDARD CLOCKS ARE LOCATED AT:

- Bellville Yard (Yard Office and Roundhouse).
- Somerville.
- Temple (Yard Office, Passenger Station and Roundhouse).
- Cleburne (Yard Office and Passenger Station).
- Brownwood (Passenger Station and Roundhouse).
- San Angelo.
- Sweetwater (Yard Office, Round House and Passenger Station).
- Fort Worth (Yard Office).
- Menard.

16. STANDARD THERMOMETERS ARE LOCATED AT:

Temple	San Saba	Lometa	Brenham
Caldwell	Brownwood	Ballinger	Coleman
Milano	Cameron	Stephenville	San Angelo
Sweetwater	Somerville	McGregor	Menard

17. RAILROAD CROSSINGS AND INTERLOCKINGS.

LOCATION	M. P.	FACILITY	NAME
FIRST DISTRICT			
Morgan	287.8	M-K-T Crossing	Interlocking
Morgan	288.1	North end siding	Interlocking
Morgan	287.4	South end siding	Interlocking
Morgan	287.7	North end house track	Interlocking
McGregor	243.4	St. L. S. W. Crossing	Interlocking
McGregor	243.4	Compress track	Interlocking
McGregor	243.5	North end siding	Interlocking
McGregor	242.3	South end siding	Interlocking
Belco	221.2	Switch to freight yard	Interlocking

SECOND DISTRICT			
Temple	218.1	South connection to passenger yard	Interlocking
Temple	218.1	Crossover from north to south main tracks just south passenger yard	Interlocking
Temple	217.4	M-K-T Crossing	Interlocking
Temple	217.3	Two crossovers just south M-K-T Crossing	Interlocking
Temple	217.4	M-K-T Transfer	Interlocking
Temple	217.7	South end freight house track	Interlocking
Knowld Jct.	216.5	South end two tracks	Interlocking
Cameron	189.4	North end siding	Interlocking
Cameron	187.9	South end siding	Interlocking
Cameron	188.4	T. & N. O. Crossing	Interlocking
Cameron	188.4	Compress track	Interlocking
Cameron	188.4	Crossover main track to siding north T.&N.O. Crossing	Interlocking
Cameron	188.3	Crossover main track to siding south T.&N.O. Crossing	Interlocking
Cameron	188.3	North end stock track	Interlocking
Cameron	188.3	Short south transfer	Interlocking
Milano	175.3	North end siding	Interlocking
Milano	174.4	South end siding	Interlocking
Milano	174.3	L-G.N. Crossing	Interlocking
Milano	174.3	Both ends pocket track	Interlocking
Milano	174.4	West wye connecting track	Interlocking
Milano	174.6	South transfer	Interlocking
Somerville	142.6	North end freight yard	Interlocking
Somerville	141.6	North end siding	Interlocking
Somerville	140.5	South end siding	Interlocking
Brenham	126.0	T. & N. O. Crossing	Interlocking
Brenham	126.0	North connecting track	Interlocking
Brenham	125.9	North end scale track	Interlocking
Brenham	125.9	North end siding	Interlocking
Brenham	125.1	South end siding	Interlocking

LAMPASAS DISTRICT			
Temple	218.6	Connection inbound Lampasas District main track to southbound Second District main track	Interlocking
Temple	218.8	South Wye switch	Interlocking
Temple	218.8	Both ends crossover	Interlocking
Gober	219.9	South end two tracks	Interlocking
Ricker	344.4	Both ends siding	Interlocking

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

LOCATION	M. P.	FACILITY	NAME
Ricker	344.4	South end pocket track.....	Interlocking
Ricker	344.4	Dublin District connection.....	Interlocking
Brownwood	346.5	North end tail track new yard..	Interlocking
SWEETWATER DISTRICT			
Tuscola	416.0	A. & S. Crossing.....	Cabin Interlocking
Sweetwater	459.6	South switch to passenger yard track No. 1.....	Interlocking
	460.2	Three wye switches.....	Interlocking
		Both ends crossover main track to yard lead.....	Interlocking
		Main track switch to north wye.....	Interlocking
SAN ANGELO DISTRICT			
Ballinger	36.5	A. & S. Crossing.....	Cabin Interlocking
DUBLIN DISTRICT			
Ricker	135.1	North end pocket track.....	Interlocking
Dublin	86.2	M-K-T Crossing.....	Interlocking
Birds	0.0	South switch connecting track	Interlocking

18. SIGNALS—TEMPLE: Automatic interlocking signals govern movement over Lampasas District main track, roundhouse lead, south and north freight main tracks, at Temple. In the event governing signal fails to indicate proceed, when conflicting movement is not evident, member of crew shall go to crossing, see that signals on conflicting routes are in stop position; then give proceed hand signal being governed by Rule 509(a).

19. 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. BIRDS CONNECTING TRACK: South switch connecting track is operated from Birds Interlocking, normally lined for connecting track. Standard switch target indicates green for normal and yellow for reverse. North switch is equipped with standard spring switch normally lined for Birds.

STATE LAWS GOVERNING RAILROAD EMPLOYES
TEXAS

ARTICLE 6368. BADGE. Every conductor, baggage master, engineer, brakeman or other servant of such railroad corporation employed in a passenger train, or at its stations for passengers, shall wear upon his hat or cap a badge which shall indicate his office and the initial letters or the style of the corporation by which he is employed. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket, or exercise any power of his office, and no other of the said officers or servants, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or property.

ARTICLE 6371. BELL; STEAM OR AIR WHISTLE OR SIREN; SOUNDING OR BLOWING. A bell of at least thirty (30) pounds weight and a steam whistle, air whistle or air siren shall be placed on such locomotive engine, and the steam whistle, the air whistle or air siren shall be sounded and the bell rung at a distance of at least eighty (80) rods from the place where the railroad shall cross any public road or street, and such bell shall be kept ringing until it shall have crossed such public road, or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall, before reaching such railway crossing be brought to a full stop; and the corporation operating such railways shall be liable for all damages which shall be sustained by any person by reason of

any such neglect; the full stop at such crossing may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus or shall have a flagman in attendance at such crossing.

ARTICLE 1672. FAILURE TO RING BELL OR BLOW WHISTLE; STOP AT CROSSINGS; ORDINANCES, COMPLIANCE WITH. Any engineer having charge of a locomotive engine while such engine is approaching a place where two lines of railway cross each other, who shall, before reaching such railway crossing fail to bring such engine to a full stop or who shall fail to blow the whistle and ring the bell on such engine at the distance of at least eighty (80) rods from the place where the railroad shall cross any public road or streets, or who shall fail to keep said bell ringing until such engine shall have crossed said road or street or stopped, shall be fined not less than Five (\$5.00) Dollars nor more than One Hundred (\$100.00) Dollars, provided that the full stop at such crossings may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, or shall have a flagman in attendance at such crossings; provided, however, that the governing bodies of every city or town having a population of five thousand (5,000) or more inhabitants according to the last Federal Census may regulate by ordinance the ringing of bells and blowing of whistles within their corporate limits, and a compliance with said ordinance, will be full compliance with the terms and provisions of this Act and a sufficient warning to the public at such crossings as such ordinance may affect.

• • • • •

In addition to complying with the above law, when anyone in an automobile or other vehicle, riding, or walking, is approaching a crossing and apparently does not intend to stop, an additional alarm should be given by whistle, brakes set in emergency, and everything possible done to prevent an accident.

Where the engineer cannot at the same time blow the whistle and set the brakes, and it is apparent that the train or engine cannot be stopped before reaching the crossing, and other party has still time to stop before reaching the crossing, additional alarm by whistle should be first given and then brakes immediately set.

• • • • •

ARTICLE 6377. FORMING PASSENGER TRAINS. In forming a passenger train, baggage or freight, or merchandise, or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accident happen to life or limb, the officer or agent who so directed or knowingly suffered such arrangement and the conductor and engineer of the train shall each be held guilty of intentionally causing the injury, and be punished accordingly. Provided, however, that this Article shall not apply where railroad trains are carrying only personnel and equipment in connection with military or naval movements.

In Texas a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected from the train at a station where suitable accommodation can be procured for his safety and comfort.

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.

The attention of all employees is called to the extracts of law published above.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
The term "beyond" refers to regular, flag or conditional stops authorized herein.

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

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



SANTA FE SAFETY FIRST



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

(See Rules E and F)

