

2 First District

Northern Division

SOUTHWARD				Capacity of Sidings in 50-ft. Cars	Rolling Grade Ascending	TIME TABLE No. 3 June 26, 1960	Rolling Grade Ascending	Mile Post	Communications	Turn Tables and Ways	NORTHWARD	
First Class		12	16									
15	11											
Texas Chief	Texas Express	Chicago Express	Texas Chief									
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily									
AM 9.45	AM 2.05	Yard									AM 3.10	PM 5.10
9.54	f 2.19	165	.0		5.3	517.5	C	TY	s		f 2.55	5.00
10.02	f 2.37 ¹²	165	42.2		52.8	510.2	B				f 2.37 ¹¹	4.52
s 10.09	s 2.54	218	2.1		19.0	502.8					f 2.27	s 4.44
10.16	s 3.05	175	18.4		26.4	495.5	O	Y	s		s 2.27	s 4.44
10.25	s 3.20	190	42.2		8.1	488.1	C				s 2.09	4.35
10.33	s 3.30	177	31.6		32.7	478.0	C				s 1.54	4.27
10.44	f 3.45	170	52.8		52.8	469.6	C	Y	s		f 1.41	4.19
s 10.58	s 4.10	120	52.8		52.8	460.3					f 1.24	4.06
11.06	f 4.18	130	52.8		52.8	450.4	O	Y	s		s 1.10	s 3.53
11.15	s 4.27	199	52.8		52.8	443.0					f 12.52	3.44
11.24	f 4.40	158	52.8		52.8	438.0	C				s 12.40	3.35
			.0		52.8	423.0	B				f 12.25	3.26
s 11.37 AM	4.55 AM	Yard	52.8		52.8	418.3						
Arrive Daily	Arrive Daily					411.3	C	T			12.07 AM	3.12 PM
56.9	37.4				(105.9)						Leave Daily	Leave Daily
Average speed per hour											34.9	54.0

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

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

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

First Class trains register at North Yard by Form 903.

Nos. 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.

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

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Sand Spur	419.0	25
Crusher	465.7	238
Dolose Storage Track	466.9	65
Rayford Storage Track	473.3	112
Spur Track No. 1	474.1	38
Spur Track No. 2	474.1	26
Grimes Spur	498.4	4

Northern Division

Second District 3

SOUTHWARD				Capacity of Sidings in 60-ft. Cars	Rating Grade Ascending	TIME TABLE No. 3 June 26, 1960	Rating Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	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		Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	AM 11.47	AM 11.55	AM 4.55	Yard	.0		34.8	411.9	C	T	AM 12.07	PM 3.05	PM 2.55	
		PM 11.52	PM 12.01	61	.0		34.8	411.2						
			5.00	168	52.8		40.6	410.7			s 12.05	s 3.03	s 2.50	
			5.12	168	52.8		52.8	400.8	B		f 11.40	2.52	2.40	
			5.22	170	52.8		52.8	392.2	C		f 11.29	2.45	2.33	
			5.27	170	52.8		52.8	386.8			11.21	2.41	2.28	
			5.32		52.8		52.8	388.5	C		f 11.18	2.38		
			5.40	168	52.8		52.8	377.3			f 11.10	2.33		
			5.46	180	52.8		52.8	370.6	C		f 11.02	2.27		
			5.57	189	52.8		52.8	362.0			f 10.48	2.19		
			6.12	100 244	.0		52.8	353.9	C		f 10.38	2.12		
			6.30	88	52.8		52.8	348.8			10.32	2.06		
PM 9.20			6.30 7.00	Yard	21.1		52.8	346.0	O	T	s 10.20 9.00	s 2.00 1.45		AM 5.45
			7.02 AM		31.6			345.7			8.58 PM			
					31.6			345.6						
					47.5			345.5						
9.22	1.07			45	47.5			344.9				1.39		5.38
9.30 PM	1.10			120	36.9			342.6				1.35		5.30 AM
					71.2			342.2						
	1.26 ¹⁸			167	64.9		12.7	333.7				1.26 ¹⁶		
	1.34			167	19.5		8.2	325.3	C			1.18		
	1.41				.0		61.0	318.5				1.11		
	s 1.43 PM			Yard			80.6	317.5	C	TY		1.10 PM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(93.8)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
20.4	58.8	52.5	41.2			Average speed per hour					26.5	48.9	54.4	18.6

SIGNAL SYSTEM TWO IN EFFECT.

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

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 and North Yard and No. 12 before leaving Fort Worth.

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

First class trains register at North Yard by Form 903.

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.

Southward trains desiring to use siding at Birds will sound siding whistle signal immediately after passing Polks tower.

Rule 261 in effect on main track 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.

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

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

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (60-ft. Cars)
Danci	328.3	27

4 Dublin District

Northern Division

SOUTHWARD First Class				Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. 3 June 26, 1960	Ruling Grade Ascending	Communications	Turn Tables and Wyes	NORTHWARD First Class	
75	77	78	76									
California Special	The Angelo	The Angelo	California Special									
	Leave Daily											Arrive Daily
	PM 9.20	Yard										AM 5.45
	9.30	117	.0									5.30
	9.33		0.9									5.28
f	9.42	82	8.4	66.0								f 5.18
	9.55	61	17.4	66.0								5.07
f	10.04	96	21.8	64.4								s 5.01
	10.17	113	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	58.6								s 3.52
	11.05	140	62.6	66.0								3.40
s	11.19	140	72.3	66.0								s 3.20
	11.48	163	86.1	66.0								s 2.48
			86.2	.0								
	AM		95.3	52.3								
f	12.08	149	95.3	66.0								f 2.28
s	12.25	140	109.1	66.0								s 2.03
	12.55	140	121.6	66.0								1.36
	1.05	147	128.0	66.0								1.26
AM	1.22	112	135.1	.0								AM 1.15 ⁷⁷
1.35 AM	1.25 AM	Yard	348.4									1.00 AM
Arrive Daily	Arrive Daily											Leave Daily
18.5	36.0											31.4
												26.6

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Main track and sidings from Home Signal located 1491 feet north of Passenger Station Brownwood to Tolar.

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.

Between Belt Jct., and Birds, 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 or engines.

Between M. P. 17, Cresson 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 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 or engines.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

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

Northern Division

Sweetwater District 5

SOUTHWARD				Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. 3 June 26, 1960	Ruling Grade Ascending	Communications	Turn Tables and Wyes	NORTHWARD	
First Class		The Angelo	California Special								76	78
77	75											
Leave Daily	Leave Daily						STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily
AM 1.30	AM 2.00	Yard	348.4			66.0	BROWNWOOD YL	33.8	C	TY	AM 12.25	AM 12.05
2.45	2.08	81	353.5			66.0	5.1 GRAVITY	64.9	B		12.05	11.48
2.55	2.14	142	357.9			64.9	4.4 BANGS	64.9	C		AM 11.59	11.38
3.07	2.21	185	364.2			66.0	6.3 OBREGON	20.5	B		11.52	11.27
3.21	2.27	73	369.7			64.9	5.5 SANTA ANNA	62.3	C		11.46	11.18
3.29 AM	2.32	109	373.5			66.0	3.8 SAN ANGELO JCT.	50.6	C	Y	11.41	11.09 PM
	2.37	110	378.3			31.7	4.8 COLEMAN	10.5	C	Y	11.35	
	2.47	81	382.8			31.7	4.6 HAMRICK	23.8			11.26	
	2.58	110	391.0			31.7	8.2 SILVER VALLEY	31.7	B		11.17	
	3.05	108	396.5			31.7	5.5 NOVICE	31.7	C		11.10	
	3.13	82	403.0			31.7	6.5 GOLDSBORO	31.7			11.02	
	3.21	82	409.5			31.7	6.5 LAWN	12.7	C		10.55	
	3.29	104	415.4			15.8	5.9 TUSCOLA	.0			10.46	
			416.0			31.7	0.6 A. & S. Crossing	31.7				
	3.35	80	420.3			31.7	4.3 BUFFALO GAP	31.7			10.39	
	3.45	135	426.8			31.7	6.3 VIEW	31.7	C	Y	10.32	
	3.52	81	432.0			31.7	5.4 COZART	31.7			10.19	
	3.58	81	438.3			31.7	6.3 BLAIR	31.7			10.13	
	4.03	125	443.3			31.7	5.0 TOLAND	21.1	B		10.08	
	4.08	80	448.4			31.7	5.1 HERNDON	31.7			10.03	
	4.14	180	454.5			31.7	6.1 TEFIFIC	31.7			9.57	
	4.25 AM	Yard	459.6			52.8	SWEETWATER YL	10.5	C	TY	9.50 PM	
			2.1			52.8	2.4 NORTH JCT. YL	10.5				
			2.9				0.8 SOUTH JCT. YL					
Arrive Daily	Arrive Daily						(114.5)				Leave Daily	Leave Daily
25.5	44.5						Average speed per hour				44.3	26.9

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Between Orient Jct., on Slaton Division, and M. P. 455.6 Sweetwater District; between M. P. 455.6 Sweetwater District and North Jct., and on south leg of wye.

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

Between southward home signal located MP 348+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 Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. 3 June 26, 1960	Ruling Grade Ascending	Communications	Turn Tables and Wyes	NORTHWARD	
First Class		The Angelo	78									
77	75											
Leave Daily	Leave Daily						STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily
AM 3.29		58	.0			65.5	SAN ANGELO JCT.	68.4	C	Y	PM 11.09	
3.52		49	11.4			66.0	11.4 VALERA	66.0	B		10.49	
4.15		100	20.9			65.5	9.5 TALPA	66.0			10.33	
4.25		58	28.7			62.8	7.8 BENOIT	66.0			10.17	
			36.5			52.8	7.8 A. & S. Crossing					
4.47		28	36.9			34.8	0.4 BALLINGER	52.8	C		10.00	
4.50		51	38.3			26.4	1.4 CATO	51.7	C		9.53	
5.07		51	45.6			52.8	7.3 ROWENA	52.8	C		9.43	
5.25		49	54.2			52.8	8.6 MILES	52.8	C		9.28	
5.40		58	63.1			52.8	8.9 HARRIET	52.8			9.14	
5.55			70.7			31.7	7.8 ALVEY JCT. YL	.0		Y	9.03	
AM 6.10		Yard					SAN ANGELO YL		C	TY	PM 8.50	
Arrive Daily	Arrive Daily						(72.9)				Leave Daily	Leave Daily
28.9							Average speed per hour				30.5	

SIGNAL SYSTEM TWO IN EFFECT.

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

Extra trains will not register at 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 Siding in 50-ft. Cars	Rolling Grade Ascending	TIME TABLE No. 3 June 26, 1960				Rolling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTH- WARD First Class
			115	Texas Chief	116	Texas Chief					
Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile						Arrive Daily	
PM 12.23	170	42.2	DALTON JCT. 6.5	52.8	111.2					PM 2.28	
12.33		10.6	DENTON 2.3	42.2	104.7	C				2.20	
12.36	80	52.8	MINCHIN 27.1	52.8	102.4	B				2.17	
1.06	75	52.8	COWLEY 5.0	66.0	75.8	B				1.47	
1.12		15.8	RICHARDSON 0.2	.0	70.9					1.42	
		63.4	T. & N. O. Crossing 6.4	52.8	70.1						
1.20		31.7	WHITE ROCK 1.1	10.4	63.7					1.35	
1.31	112	.0	ZACHA JCT. 2.3	40.1	62.6	B				1.31	
		52.8	REINHARDT 6.0	53.8	60.8						
		.0	T. & P. Crossing 0.4	.0	53.7						
		.0	T. & N. O. Crossing 0.1	10.5	53.8						
1.45	Yard	.0	EAST DALLAS YL 0.7	38.0	53.2	C	T			1.18	
		.0	T. & N. O. Crossing 0.6	63.3	52.5						
		.0	St. L. S. W. Crossing 0.1	22.2	51.9						
1.50			SANTA FE JCT. YL 1.9							1.15	
1.55 PM			DALLAS U.D. 1.9			C				1.10 PM	
		.0	SANTA FE JCT. YL 0.1	22.2	51.8						
		23.0	M-K-T Crossing 0.1	.0	51.7		Y				
		87.0	TERMINAL JCT. YL 2.0	.0	51.6						
	42	67.0	OAK CLIFF YL 3.9	.0	49.6						
	36	66.0	HALE YL 5.6	70.2	45.7						
	34	77.6	DUNCANVILLE 6.5	68.6	40.1						
	19	67.5	CEDAR HILL 7.3	71.0	34.6						
		49.6	T. & N. O. Crossing 0.4	.0	27.3						
	47	46.9	MIDLOTHIAN 7.3	52.8	26.9	C					
	37	76.5	VENUS 6.9	71.2	19.6						
	34	26.4	ALVARADO 1.3	67.5	12.7	B					
		74.4	M-K-T Crossing 11.4	66.0	11.4						
	Yard		CLEBURNE YL			C	TY				
Arrive Daily			(111.2)							Leave Daily	
40.9			Average speed per hour							48.8	

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Between Zacha Jct. and northward controlled signal M.P. 53.3 East Dallas, and from southward home signal at T&NO Crossing M.P. 52.5 East Dallas to cantilever north end siding Hale.

Speed limit 20 miles per hour through 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. 53.3 East Dallas and southward home signal at T&NO 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)
Ward	24.7	A 18 B 13
Gasco	39.0	3
Maglab	43.4	15
Casa Linda Lead	61.7	No. 3 - 71 No. 5 - 92
White Rock Industrial Lead	63.7	122
Adleta Spur	66.4	55
Richardson Team Track	70.3	15

Northern Division

Paris District 7

SOUTHWARD			TIME TABLE No. 3 June 26, 1960	NORTHWARD		
Capacity of Sidings in 66-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
	Yard	151.1	PARIS YL	21.1	C	T
		150.3	0.8 T. & P. Crossing			
83		138.5	11.8 ROXTON	62.8	C	
		133.0	5.5 BEN FRANKLIN	52.8		
		127.6	5.4 PECAN GAP	3.7		
		121.6	6.0 LADONIA	52.8	C	
81		113.3	8.3 WOLFE CITY YL	12.6	C	
		104.4	8.0 M-K-T Crossing	52.8		
		104.3	0.1 CELESTE	14.2		
		98.8	7.5 MERIT	52.8		
		91.1	5.7 L. & A. Crossing L. & A. Jct.	57.0		
84		91.0	0.1 FARMERSVILLE YL	3.7	C	
		84.3	6.7 COPEVILLE	52.8		
		75.8	8.5 WYLIE	53.4	C	
		71.6	4.2 SACHSE	52.8		
		68.8	4.8 M-K-T Crossing	52.8		
89		66.4	0.4 GARLAND YL	.0	C	
112		62.6	3.8 ZACHA JCT.	53.3		
(88.5)						

SIGNAL SYSTEM TWO IN EFFECT:

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

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

No switch lights between Merit and Paris.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Team Track.....	63.0	19
Circle Concrete.....	63.0	No. 1 - 4 No. 2 - 1
Team Track.....	64.9	6
Inter-Continental Spur.....	67.4	39

Pauls Valley District

SOUTHWARD		Capacity of Sidings in 66-ft. Cars	Rolling Grade Ascending	TIME TABLE No. 3 June 26, 1960	Rolling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTHWARD	
Second Class									Second Class	
301	85							86	302	
Mixed	Mixed							Mixed	Mixed	
Leave Tue. Thur. Sat.	Leave Mon. Wed. Fri.		Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Mon. Wed. Fri.	Arrive Mon. Wed. Fri.	
PM 1.45			30.6	SHAWNEE YL	.0	132.0	C		PM 10.00	
f 2.00			31.6	4.4 TECUMSEH	31.6	136.4			f 9.45	
s 2.25		81	31.6	10.5 MACOMB	15.8	146.9			s 9.20	
f 2.35			31.6	4.0 TRIBBEY	31.6	150.9			f 9.10	
s 3.00		77	31.6	11.4 WANETTE	26.4	162.3			s 8.45	
	PM		.0	6.7 ADA JCT.	.2	169.0		PM		
s 8.20 8.25	8.30	80	.0	0.3 BYARS	31.7	169.3		s 8.05	s 8.25 3.25	
8.42	8.42	83	.0	5.4 BOUDINOT	10.5	174.7		7.50	3.09	
8.47	8.47		.0	2.1 CIVIT	22.1	176.3		7.45	3.05	
s 9.05 PM	s 9.05 PM	216	21.1	7.4 PAULS VALLEY YL			C Y	7.30 PM	2.50 PM	
Arrive Tue. Thur. Sat.	Arrive Mon. Wed. Fri.							Leave Mon. Wed. Fri.	Leave Mon. Wed. Fri.	
20.1	25.7			(82.2)				20.0	22.8	
Average speed per hour										

SIGNAL SYSTEM TWO IN EFFECT:

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

Extra trains will not register at Byars.

Between south switch of siding Byars and Ada Jct. there is no superiority of trains. Trains 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 or engines.

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

8 Lindsay District

Northern Division

SOUTHWARD				NORTHWARD				
Second Class	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	Communications	Turn Tables and Wyes	Second Class
303				No. 3				304
Mixed				June 26, 1960				Mixed
Leave Tues. Thur. Sat.			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Tues. Thur. Sat.
PM 2.15			81.6	PAULS VALLEY YL	81.6	C	Y	PM 7.30
3.30	25	12.1	10.5	12.6 MAYSVILLE YL	.0	C		6.30
4.10 PM	Yard	23.4		11.3 LINDSAY YL		C	Y	5.00 PM
Arrive Tues. Thur. Sat.				(23.0)				Leave Tues. Thur. Sat.
17.5				Average speed per hour				15.9

SIGNAL SYSTEM TWO IN EFFECT:

No. 303 is superior to No. 304.

Trains must get numbered Clearance Card before leaving Pauls Valley.

No switch lights Lindsay District.

TRACKS BETWEEN STATIONS

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

Ada District

SOUTHWARD				NORTHWARD				
Second Class	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	Communications	Turn Tables and Wyes	Second Class
85				No. 3				86
Mixed				June 26, 1960				Mixed
Leave Daily Ex. Sun.			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily Ex. Sun.
PM 3.25	80	66.7	.0	BYARS	9.5			PM 8.25
3.27		66.4	79.2	0.3 ADA JCT.	31.6			8.22
3.56	80	58.1	81.6	8.3 STRATFORD	81.6			7.53
4.19	17	51.4	69.7	6.7 VANOSS	81.7			7.30
5.10 PM	Yard	38.8		12.0 ADA YL		C	T	6.40 PM
Arrive Daily Ex. Sun.				(27.0)				Leave Daily Ex. Sun.
15.9				Average speed per hour				15.9

Between south switch of siding Byars and Ada Jct. 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 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.

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.

No. 85 is superior to No. 86.

No switch lights Ada District.

Northern Division

Cresson District 9

SOUTHWARD			TIME TABLE No. 3 June 26, 1960	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard		52.8	CLEBURNE YL		C	TY
	0.0		1.0 WEATHERFORD JCT. YL	56.4		
17	10.3		10.3 GODLEY			
96	18.4	55.4	11.1 CRESSON YL	34.8	C	Y
			(19.4)			

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Cleburne.

Between M.P. 17, Cresson 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 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 or engines.

No switch lights Cresson District.

Ringling District

SOUTHWARD Second Class		Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. 3 June 26, 1960	Ruling Grade Ascending	Communications	Turn Tables and Wyes	NORTHWARD Second Class	
315	311								310	314
Mixed	Mixed							Mixed	Mixed	
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			Ft. Per Mile	STATIONS	Ft. Per Mile		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
	AM 8.00	Yard		52.8	ARDMORE YL	52.8	C Y	PM 12.55		
	f 8.34	38	9.6	52.8	10.2 LONE GROVE	52.8		f 12.22		
	s 9.10	43	19.3	52.8	9.7 WILSON	52.8	C	s 11.46		
AM 9.26	9.26	13	24.3	52.8	5.0 COBALT JCT.	52.8		Y 11.30	AM 10.30	
s 9.47 AM		28	5.5	52.8	5.5 HEALDTON YL	52.8	C Y		10.10 AM	
	10.30	13	24.3	52.8	5.5 COBALT JCT.	52.8		Y		
	s 10.50 AM	Yard	29.4	52.8	5.1 RINGLING YL	52.8	C Y	11.10 AM		
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				(30.0)			Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	
15.7	16.7				Average speed per hour			16.8	16.5	

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Ardmore.

No. 311 is superior to No. 310.

No. 315 is superior to No. 314.

No switch lights Ringling District.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Prairie	25.7	11
Hewitt	18.0	9
Texas Co. Gas Spurs (between Healdton and Cobalt Jct.)	3.8	12
	4.2	10

Special Rules

Northern Division 11

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
SECOND DISTRICT (Cont'd)		
Curve, M.P. 340.4 to 341.2	80	55
Curve, M.P. 342.5 to 342.7	65	40
Curve, M.P. 344.2 to 344.5	50	30
Track, M.P. 345.4 to 346.6	10	10
3 Curves, M.P. 346.8 to 347.9	50	35
2 Curves, M.P. 349.6 to 351.0	70	50
2 Curves, M.P. 382.4 to 383.3	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 T. & N. O. Crossing (M.P. 27.3)		
M.P. 26.9 to 27.2—Northward	30	15
M.P. 28.1 to 27.4—Southward	50	30
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. 110.3 to 111.2	40	40
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
8 Curves, M.P. 25.0 to 28.5	40	35
3 Curves, M.P. 29.4 to 30.0	35	30
Curve, M.P. 34.7 to 35.1	40	30
2 Curves and Stroud's Creek Bridge, M.P. 39.0 to 39.5	30	30
11 Curves, M.P. 39.7 to 44.1	35	30
Curve, M.P. 45.6 to 45.8	40	35
7 Curves, M.P. 48.3 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
Curve, M.P. 72.4 to 72.6	55	40
5 Curves, M.P. 75.1 to 76.8	40	35
19 Curves, M.P. 79.6 to 86.2	40	35
Curve, M.P. 86.7 to 86.9	55	40
7 Curves, M.P. 89.0 to 91.8	40	35
8 Curves, M.P. 95.9 to 98.4	40	35
3 Curves, M.P. 98.6 to 99.7	50	40
4 Curves, M.P. 101.1 to 102.4	50	40
9 Curves, M.P. 111.1 to 114.0	40	35

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
Curve, M.P. 114.1 to 114.3	35	35
3 Curves, M.P. 114.3 to 115.1	40	35
Curve, M.P. 122.0 to 122.1	40	30
Curve, M.P. 122.6 to 122.8	35	30
8 Curves, M.P. 122.9 to 126.1	40	30
3 Curves, M.P. 126.1 to 126.8	35	30
3 Curves and Pecan Bayou Bridge 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
4 Curves, M.P. 350.8 to 353.2—Southward Northward	40 40	30 25
Curve, M.P. 358.9 to 359.1	65	50
Curve, M.P. 362.3 to 362.7	55	40
Curve, M.P. 366.8 to 367.0	65	50
Curve, M.P. 369.4 to 369.6	70	55
Curve, M.P. 371.2 to 371.5	70	55
3 Curves, M.P. 380.2 to 381.9	60	45
2 Curves, M.P. 383.4 to 383.8	60	50
Curve, M.P. 386.3 to 386.6	55	40
Curve, M.P. 391.3 to 391.7	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
PAULS VALLEY DISTRICT		
3 Curves, M.P. 151.9 to 152.9	35	30
Curve, M. P. 168.6 to 168.9	35	25
Curve, M.P. 176.5 to 176.8	50	35
Curve, M.P. 182.8 to 183.0	10	10
LINDSAY DISTRICT		
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
3 ply chord bridges 3.6, 8.6, 10.7, 12.7, 21.5 and 23.7: Diesels, all classes, single or multiple units (600, 602, 800, 900, 2100 and 2600 sin- gle head only).....	10	10
CRESSON DISTRICT		
Curve, M.P. 0.0 to 0.1	10	10

12 Northern Division

Special Rules

(B) MAXIMUM SPEED OF ENGINES AND MOTOR CARS.

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light	Backing Or When Controlled From Rear Unit	Dead-In-Train
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-823, 900-944	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M151, M176-M186	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75

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 (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-823, 2099-2162	3	5	5
51-73, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-944, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Trains handling derricks, cranes, 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	All Except AT 199452 AT 199453 AT 199454 MPH	AT 199452 AT 199453 AT 199454 MPH
First, Second and Sweetwater.....	30	45
All others	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 and west sidings	30
No. Ft. Worth	I	Both ends siding	30
Polks	I	North end siding	30
	I	South end siding	15
Birds	I	Both ends siding	30
	I	Dublin District Junction switch	15
Crowley	S	Both ends siding	30
Joshua	S	Both ends siding	30
Cleburne	S	North end tail track north end of yard	30
DALLAS DISTRICT			
Dallas	I	Terminal Junction	10
	I	South end two tracks	30
	I	Santa Fe Jct.	10
	I	North end two tracks, T. & N. O. Crossing	30
Zacha Jct.	I	Both ends siding	30
	I	Turnout to Paris District	30
DUBLIN DISTRICT			
Birds	I	South connecting track switch	15
Belt Jct.	S	North wye switch	15
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

Special Rules

Northern Division 13

STATION	TYPE	LOCATION	MILES PER HOUR
DUBLIN DISTRICT (Cont'd)			
	I	Lampasas District connection	40
Brownwood	I	North end tail track new yard	30
SWEETWATER DISTRICT			
Gravity	S	Both ends siding	30
Bangs	S	Both ends siding	30
Obregon	S	Both ends siding	30
Santa Anna	S	Both ends siding	30
San Angelo Jct.	S	Both ends siding	30
	S	San Angelo District connection	30
Coleman	S	Both ends siding	30
Hamrick	S	Both ends siding	30
Silver Valley	S	Both ends siding	30
Novice	S	Both ends siding	30
Goldsboro	S	Both ends siding	30
Lawn	S	Both ends siding	30
Tuscola	S	Both ends siding	30
Buffalo Gap	S	Both ends siding	30
View	S	Both ends siding	30
Cozart	S	Both ends siding	30
Blair	S	Both ends siding	30
Toland	S	Both ends siding	30
Herndon	S	Both ends siding	30
Tecific	S	Both ends siding	30
Sweetwater	S	North end Passenger yard, Track No. 1	30
	I	South end Passenger yard, Track No. 1	15
	S	Orient Jct.	15

(H) MOST RESTRICTIVE SPEED GOVERNING.

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

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

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

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

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

Mile Post	Name
381.6	Viaduct, Highway
388.6	Viaduct, Highway
411.85	Viaduct, Highway
413.1	Viaduct, Highway
418.3	Red River
450.8	Viaduct, Ardmore, 5th Ave.
451.1	Viaduct, Ardmore, SL-SF Ry.
452.1	Viaduct, Highway
465.7	Crusher Spur
466.4	Carter Bros. Spur
474.1	Rayford Spurs
476.1	Viaduct, Highway

DALLAS DISTRICT

12.3	Viaduct, Alvarado, Highway
19.94	Viaduct, Venus, I-G.N. Ry.
32.64	Viaduct, Highway
43.6	Viaduct, Highway
48.65	Viaduct, Highway
49.5	Viaduct, Marsalis Ave.
51.1	Trinity River
51.7	Signal Bridge
52.9	Viaduct, Dallas, Oakland St.
57.05	White Rock Creek
66.7	Viaduct, Skillman Road
66.83	Viaduct, Forest Lane Road
76.6	Viaduct, Highway
83.3	Viaduct, Highway
85.7	Viaduct, Government Road

DUBLIN DISTRICT

3.0	Viaduct, Highway
39.2	Strouds Creek
53.6	Paluxy Creek
56.4	South Paluxy Creek
70.43	Viaduct, Highway
71.3	Bosque River
98.0	Leon River
106.9	Viaduct, Highway
344.9	Viaduct, Highway
345.3	Pecan Bayou

SWEETWATER DISTRICT

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

SAN ANGELO DISTRICT

37.6	Colorado River
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PARIS DISTRICT

91.3	Viaduct, Farmersville, Highway
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PAULS VALLEY DISTRICT

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

LINDSAY DISTRICT

21.7	Washita River
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HALE CEMENT LINE

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

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

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

14. BULLETIN BOOKS ARE LOCATED AT:

Cleburne	Ardmore	Shawnee	San Angelo
Fort Worth	Purcell	Pauls Valley	Dallas
North Yard	Brownwood	Sweetwater	East Dallas
			Paris

15. STANDARD CLOCKS ARE LOCATED AT:

Cleburne (Yard Office, Passenger Station and Roundhouse)
 Fort Worth (Yard Office and Dispatcher's Office)
 North Yard (Yard Office and Roundhouse)
 Ardmore
 Pauls Valley
 Purcell (Passenger Station and Roundhouse)
 Shawnee
 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—T.& N.O. 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—T.& N.O. 0.5 mile south of station. Interlocking.
 POLKS—T.& N.O. Interlocking.
 BIRDS—St.L.S.F.& T. 0.4 mile south of station. Interlocking.
 ALVARADO—M-K-T. 1.3 mile south of station. Interlocking.
 MIDLOTHIAN—T.& N.O. 0.4 mile north of station. Interlocking.
 Maximum speed 15 M.P.H. Speed applies only to head end of train.
 DALLAS—M-K-T. Two crossings, 0.1 mile south of Santa Fe Jct. Interlocking.
 DALLAS—St.L.S.W. 0.1 mile north of Santa Fe Jct. Interlocking.
 DALLAS—T.& N.O. 0.8 mile north of Santa Fe Jct. Interlocking.
 EAST DALLAS—T.& N.O. 0.1 mile north of station. Crossing gate. Approach prepared to stop. When gate is set for movement, proceed over crossing at not exceeding 6 M.P.H. without first having made full stop. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.
 EAST DALLAS—T.& P. Two crossings 0.4 mile north of station. Interlocking.
 BETWEEN WHITE ROCK & RICHARDSON—M.P. 70.1 T.& N.O. Interlocking.
 GARLAND—M-K-T. 0.4 mile north of station. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.
 FARMERSVILLE—L.& A. 0.1 mile north of station Crossing Gate. STOP. See Rules 98, A, B, C & D.
 CELESTE—M-K-T. 0.1 mile north of station. Interlocking.
 PARIS—T.& P. 0.8 miles south of station. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.
 TUSCOLA—A.& S. 0.6 mile south of station. Cabin Interlocking. Maximum speed, Passenger 50 M.P.H. Freight and Mixed 40 M.P.H.

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

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

18. INTERLOCKING SIGNAL SOUTH END PASSENGER YARD-FORT WORTH: This is a two unit color light signal. Top unit governs southward movement to Santa Fe tracks and has three indications; Red, Yellow and Green. Bottom unit governs movement to the T. & N. O. track and has two indications; Red and Green. Conductor of train moving southward out of the Fort Worth passenger yard, just before the train is ready to depart, should communicate with T. & P. towerman over the phone. Push button in phone box and when towerman answers, announce, "No.....is ready to depart."

19. SIGNAL—WEATHERFORD JCT.: Signal governing movement of northward Cresson District trains and engines at Weatherford Jct., is located near clearance point. Trainmen of trains and engines making movement from Cresson District to Second District main track will go to switch and, if no train is approaching on Second District main track, will line switches for movement to that track. Trains or engines will then wait two minutes, after which if signal has not cleared they may proceed under protection required by Rule 99.

SIGNALS—SAN ANGELO JCT.: Signal 3734 governs movements from the San Angelo District to the Sweetwater District. Trains and engines finding Signal 3734 in stop position, and no trains are approaching on the Sweetwater District, may reverse the junction switch and wait two and one-half minutes, then if Signal 3734 fails to clear, proceed as required by Rule 320(A).

20. TRAIN SIGNALS: (Rule 19).

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

21. STATUTORY REGULATIONS.

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

IN OKLAHOMA, A passenger can only be ejected at any usual stopping place or any dwelling-house.

A passenger refusing to pay his fare can only be put off the cars at any usual stopping place the conductor shall elect.

Drunken or disorderly persons, or others whose conduct and appearance is such as is calculated to operate as a serious annoyance to other passengers or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assauling other passengers or train employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

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

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

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

LOCAL TIME INSPECTORS

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

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

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

LOCAL SURGEONS

Dr. W. C. McCURDY _____ Purcell
 Dr. W. T. STONE _____ Purcell
 Dr. C. C. YOUNG _____ Shawnee
 Dr. S. A. McKEEL _____ Ada
 Dr. OLLIE McBRIDE _____ Ada
 Dr. RAY H. LINDSEY _____ Pauls Valley
 Dr. R. E. SPENCE _____ Pauls Valley
 Dr. D. M. EGGENBERG _____ Davis
 Dr. W. H. SMITH _____ Lindsay
 Dr. M. E. ROBERSON _____ Wynnewood
 Dr. W. J. GRAY _____ Marietta
 Dr. DON J. WILSON _____ Marietta
 Dr. J. M. GORDON _____ Ardmore
 Dr. THORNTON KELL _____ Ardmore
 Dr. ROGER REID _____ Ardmore
 Dr. RAY B. GRAYBILL _____ Ardmore
 Dr. E. SAIKIN _____ Gainesville
 Dr. VAN G. KADEN _____ Gainesville
 Dr. D. M. BROWN _____ Gainesville
 Dr. R. W. COCHNOUR _____ 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. CARL M. AUSTIN _____ Ft. Worth
 Dr. M. H. CRABB _____ Ft. Worth
 Dr. H. K. KIBBIE _____ Ft. Worth
 Dr. E. L. CLARK _____ Cleburne
 Dr. GATES R. BARKER _____ Cleburne
 Dr. P. L. ALLEN _____ Weatherford
 Dr. H. EARL TAYLOR _____ Dallas
 Dr. SIDNEY GALT _____ Dallas
 Dr. C. L. TUBB _____ Dallas
 Dr. O. J. WADDELL _____ Dallas
 Dr. J. W. LANIUS _____ Dallas
 Dr. PAUL W. MATHEWS _____ 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. GERALD J. KOCHVAR _____ Midlothian
 Dr. RICHARD B. HARTIN _____ Garland
 Dr. JACK L. WEBB _____ Farmersville
 Dr. T. H. ALLISON _____ Farmersville
 Dr. WM. De G. HAYDEN _____ Paris
 Dr. C. A. KUNATH _____ San Angelo
 Dr. G. L. NESRSTA _____ San Angelo
 Dr. CHAS. F. BAILEY _____ Ballinger
 Dr. A. H. FORTNER _____ Sweetwater
 Dr. J. K. RICHARDSON _____ Sweetwater
 Dr. R. H. TULL _____ Abilene
 Dr. J. C. SNOW _____ Abilene
 Dr. J. C. YOUNG _____ Coleman
 Dr. C. M. HENNER _____ Santa Anna
 Dr. J. R. REHNGREN _____ Santa Anna
 Dr. J. B. STEPHENS _____ Bangs
 Dr. ERNEST F. CADENHEAD _____ Brownwood
 Dr. P. M. WHEELIS _____ Brownwood
 Dr. NED SNYDER _____ Brownwood
 Dr. ROGERS K. COLEMAN _____ Brownwood
 Dr. O. N. MAYO _____ Brownwood
 Dr. P. T. MCGOWAN _____ Brownwood
 Dr. F. D. SPENCER _____ Brownwood
 Dr. J. C. TERRELL _____ Stephenville
 Dr. L. K. ORY _____ Comanche
 Dr. T. F. BRYAN _____ Dublin

EYE, EAR, NOSE AND THROAT SPECIALISTS

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

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, Bellville, Sealy and Wallis.		Brownwood and beyond.
66	Wallis, Sealy, Bellville, Somerville, Milano and Rogers.	Brownwood and beyond.	
75	Belton. Bangs and Santa Anna.	West of Brownwood. West of Coleman.	Houston and beyond.
76	Santa Anna and Bangs. Belton.	Houston and beyond.	West of Coleman. West of Brownwood.

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



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)

