

W. A. J. CARTER, Trainmaster.....	Temple
R. E. KNAPP, Trainmaster.....	Temple
S. A. WORSHAM, Chief Dispatcher.....	Temple
T. W. GOOLSBY, Assistant Chief Dispatcher.....	Temple
G. E. KEITH, Assistant Chief Dispatcher.....	Temple

TRAIN DISPATCHERS—TEMPLE, TEXAS

G. F. BISHOP	H. C. DeGRUMMOND	R. H. BUDD
M. T. NEY	W. H. WEAVER	E. K. ADRIAN
O. ARNOLD	G. W. SHUFORD	

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

LOCAL WATCH INSPECTORS—SOUTHERN DIVISION

E. P. HALTOM.....	Ft. Worth
H. C. QUINN.....	Cleburne
C. D. BLACKMAN.....	Temple
W. S. CARTER.....	Temple
B. L. MALONE.....	Brady
MRS. MOLLIE ARMSTRONG.....	Brownwood
M. L. LEFFEL.....	San Angelo
I. J. C. HOLLAND.....	San Angelo
PAUL TERRELL.....	Sweetwater
W. T. DUNLAP.....	Somerville
W. H. FROEBEL.....	Bellville

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

Dr. JOHN R. WINSTON, Chief Physician.....	Temple
Drs. SCOTT, SHERWOOD & BRINDLEY, Chief Surgeons.....	Temple
Dr. EVERETT R. VEIRS, Chief Oculist.....	Temple

LOCAL SURGEONS

Dr. L. H. REEVES.....	Ft. Worth
Dr. JOHN T. TUCKER.....	Ft. Worth
Dr. H. K. KIBBIE.....	Ft. Worth
Dr. T. F. YATER.....	Cleburne
Dr. LEE YATER.....	Cleburne
Dr. O. T. SMYTH.....	Cleburne
Dr. R. D. HOLT.....	Meridian
Dr. C. C. CATE.....	Morgan
Dr. V. D. GOODALL.....	Clifton
Dr. A. M. LONG.....	Valley Mills
Dr. W. J. COMPTON.....	Crawford
Dr. JOHN THOMPSON.....	McGregor
Dr. L. D. STUART.....	Temple
Dr. WENDELL P. WARD.....	Temple
Dr. DAVID EANES.....	Temple
Dr. F. T. McINTIRE.....	San Angelo
Dr. C. A. KUNATH.....	San Angelo
Dr. J. B. McKNIGHT.....	Carlsbad
Dr. W. B. HALLEY.....	Ballinger
Dr. CHAS. F. BAILEY.....	Ballinger
Dr. C. A. ROSEBROUGH.....	Sweetwater
Dr. A. H. FORTNER.....	Sweetwater
Dr. W. R. SNOW.....	Abilene
Dr. R. H. TULL.....	Abilene
Dr. JOHN M. NICHOLS.....	Coleman
Dr. R. R. LOVELADY.....	Santa Anna
Dr. E. J. BURNS.....	Bangs
Dr. T. A. CARRIGAN.....	Brownwood
Dr. E. F. CADENHEAD.....	Brownwood
Dr. HOMER B. ALLEN.....	Brownwood
Dr. A. O. CRAGWALL.....	Stephenville
Dr. J. A. LEGGETT.....	Menard
Dr. L. K. ORY.....	Comanche
Dr. T. F. BRYAN.....	Dublin
Dr. R. C. FELTS.....	San Saba
Dr. F. W. FARLEY.....	San Saba
Dr. J. S. ANDERSON.....	Brady
Dr. J. G. McCALL.....	Brady
Dr. W. D. FOWLER.....	Eden
Dr. D. W. BLACK.....	Lampasas
Dr. F. PAUL BUROW.....	Killeen
Dr. JOE C. FOWLER.....	Killeen
Dr. J. W. PITTMAN.....	Belton
Dr. T. L. DENSON.....	Cameron
Dr. C. G. SWIFT.....	Cameron
Dr. T. L. GOODNIGHT.....	Caldwell
Dr. T. S. ROACH.....	Caldwell
Dr. G. V. PAZDRAL.....	Somerville
Dr. W. A. KNOLLE.....	Brenham
Dr. O. A. TRENCKMANN.....	Bellville
Dr. O. E. STECK.....	Bellville

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

Dr. WM. S. WEBB.....	Ft. Worth
Dr. J. W. PICKENS.....	Cleburne
Dr. S. W. HUGHES.....	Brownwood

Gulf, Colorado and Santa Fe Railway Company

SOUTHERN DIVISION

EMPLOYEES'

TIME TABLE No.

150

IN EFFECT

Sunday, June 8, 1947

At 12:01 A. M.
Central Standard Time

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

R. B. BALL,
Vice-President and
General Manager,
Galveston, Texas

J. P. COWLEY,
Assistant
General Manager,
Galveston, Texas

A. B. CLEMENTS,
Superintendent,
Temple, Texas

Southern Division—First District

SOUTHWARD First Class		Capacity of Sidings in 30-ft. Cars	Rating Grade Ascending	TIME TABLE No. 150 June 8, 1947	Rating Grade Ascending	Distance from Glaiverton	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
5	15								6	16
The Ranger	Texas Express								The Ranger	Chicago Express
Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile	Miles		Arrive Daily	Arrive Daily	
PM 11.30	AM 10.30	Yard	48.0	CLEBURNE 3.3	53.3	317.3	C	FW TY	AM 5.30	PM 5.00
11.35	10.36	110	44.3	PONETTA 4.2	52.8	313.5			5.24	4.52
11.39	s 10.42	111	52.8	RIO VISTA 6.4	66.0	309.3			s 4.45	4.45
11.46	s 10.52	111	66.0	BLUM 3.7	66.0	302.9	C		s 4.37	4.37
11.55	s 11.02	71	53.8	KOPPERL 7.2	66.0	294.8		W	s 4.25	4.25
AM 12.05	s 11.14	59	47.5	M-K-T Crossing MORGAN 7.4	66.0	287.6	C		s 4.15	4.15
f 12.15	s 11.24	69	66.0	MERIDIAN 4.9	73.9	280.2	C	s	s 4.03	4.03
12.21	11.30	70	66.0	BOSQUE 6.4	36.9	275.3			4.36	3.52
s 12.34	s 11.41	73	53.3	CLIFTON 5.5	58.1	269.9	C	W	s 3.45	3.45
12.41	11.49	71	47.5	FENDELL 5.6	66.0	264.4			4.16	3.30
12.49	s 11.59	61	66.0	VALLEY MILLS 4.4	65.4	258.8	C	f	4.10	s 3.22
12.56	PM 12.05	73	66.0	MANHATTAN 4.4	66.0	254.4			4.00	3.12
1.02	s 12.13	67	66.0	CRAWFORD 5.7	64.4	249.8			3.53	s 3.05
s 1.18	s 12.30	113	42.2	St. L. S. W. Crossing McGREGOR 4.4	66.0	243.1	C	WY	s 3.45	s 2.55
1.24	12.37	73	47.5	BAGGETTS 5.3	31.1	238.7			3.33	2.42
1.32	s 12.47	63	66.0	MOODY 3.9	66.0	233.1	C		s 2.35	2.35
1.42	s 12.59	68	66.0	FENDETON 5.1	66.5	225.1			s 2.24	2.24
1.50	1.08		66.0	BELCO 2.2	66.5	220.0			3.10	2.15
s 1.55 AM	s 1.15 PM	Yard		TEMPLE		217.8	C	FW TY	3.05 AM	2.10 PM
Arrive Daily	Arrive Daily			(99.5)					Leave Daily	Leave Daily
41.2	36.2			Average speed per hour					41.1	35.1

All trains must obtain Clearance Card at Temple and Cleburne.

Trains have no time table superiority at Temple between 8th Street and Stop and Proceed Signal No. 2189 located 640 feet north of Viaduct (First and Second Districts) and between 25th Street on Lampasas District and Lampasas District junction switch located just north of water crane. Trains will move between such limits at restricted speed, but not to exceed ten (10) miles per hour. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between Weatherford Jct. and south end of Bridge 316-C, south of south wye switch, Cleburne, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Southern Division—Second District

SOUTHWARD		Capacity of Stitches in 80-ft Cars	Rating Grade Ascending	TIME TABLE				Rating Grade Ascending	Distance from Galveston	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
First Class				No. 150								First Class	
15	5			June 8, 1947								16	6
Texas Express	The Ranger										Chicago Express	The Ranger	
Leave Daily	Leave Daily		Ft. Per Mile	STATIONS				Ft. Per Mile	Miles		Arrive Daily	Arrive Daily	
PM 2.15	AM 2.10	Yard	.0	TEMPLE				42.7	217.8	C	F W T Y s	PM 1.30	s 2.50
2.16	2.11		.0	0.1 MAIN ST.				42.7	217.7			1.28	2.48
			.0	0.6 M-K-T Crossing				66.0	217.1				
2.18	2.13		.0	0.9 KNOWD JCT.				66.0	216.2			1.25	2.44
s 2.24	2.18	74	28.5	4.2 HEIDENHEIMER				66.0	212.0			1.19	s 2.38
2.28	2.22	76	42.2	4.2 FINKS				54.4	207.8			1.15	2.31
s 2.35	2.26 ⁶	98	58.6	3.4 ROGERS				64.4	204.4	C		1.11	s 2.26 ⁵
2.41	2.29	76	32.0	3.2 BOWERS				63.3	201.2			1.07	2.16
s 2.48	2.33	75	42.2	4.2 BUCKHOLTS				21.1	201.2			1.03	s 2.11
2.53	2.36	76	42.2	3.4 PETTIBONE				59.1	197.0			12.59	2.06
			.0	5.5 T. & N. O. Crossing				60.2	193.6				
s 3.06	s 2.45	147	42.2	0.4 CAMERON				18.2	188.1				
3.14	2.53	78	42.2	6.6 HOYTE				52.8	187.7	C	W	s 12.50	s 1.58
3.18	2.56	82	42.2	3.2 ARION				34.8	181.1			12.36	1.45
			43.3	3.8 MILANO				31.6	177.9			12.33	1.41
s 3.25	s 3.02	68	42.2	4.8 I-G-N Crossing				52.8	174.1	C	Y	s 12.28	s 1.36
3.31	3.10	78	40.1	4.8 ELEVATION				66.0	169.3			12.13	1.21
s 3.37	3.15	81	39.6	6.9 CHRISMAN				66.0	164.5			12.07	s 1.14
s 3.55	s 3.25	101	42.2	6.6 CALDWELL				66.0	157.6	C	W	PM 11.59	s 1.05
4.02	3.32	76	42.2	6.3 DAVIDSON				66.0	151.0			11.43	12.53
s 4.10	3.40	72	13.2	3.4 LYONS				65.4	144.7	C		11.36	s 12.46
			42.2	3.7 SOMERVILLE				37.0	141.3	C	F W T Y s	s 11.30	s 12.40
4.25	3.57	78	42.2	2.0 QUARRY				.0	137.6			11.20	12.29
s 4.30	3.59		42.2	2.7 GAY HILL				52.8	135.6			11.18	s 12.26
4.36	4.02	76	42.2	5.9 LANDES				66.0	132.9			11.15	12.21
4.42	4.09	66	42.2	1.0 NORTHEND				.0	127.0			11.07	12.14
s 4.45	s 4.20	71	68.6	5.8 BRENHAM				66.0	126.0	C	W Y	s 11.02	s 12.12
4.59	4.27	78	67.0	4.0 PHILLIPSBURG				64.9	120.2			10.55	12.02
s 5.06	4.32	64	66.2	5.9 KENNEY				66.0	116.2			10.50	s 11.57
5.13	4.38	78	23.3	2.7 DANT				42.2	110.3			10.44	11.49
s 5.20	s 4.50	34	.0	1.4 BELLVILLE				66.0	107.6			s 10.40	s 11.45
s 5.25 PM	s 4.55 AM	Yard		BELLVILLE YARD					108.2	C	F W T	10.35 AM	11.40 PM
Arrive Daily	Arrive Daily			(111.6)								Leave Daily	Leave Daily
35.2	41.8			Average speed per hour								38.2	35.2

All trains must obtain Clearance Card at Temple and Bellville Yard.

Trains have no time table superiority at Bellville Yard between Stop and Proceed Signal No. 1063, located immediately north of north tail track switch, and Stop and Proceed Signal No. 1052, located immediately south of south lead main track switch, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Gulf Division, Somerville District trains have no time table superiority at Somerville, between Mile Post 1, Somerville District, Gulf Division and Passenger Station, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority at Temple between 8th Street and Stop and Proceed Signal No. 2189 located 640 feet north of Viaduct (First and Second Districts) and between 25th Street on Lampasas District and Lampasas District junction switch located just north of water crane. Trains will move between such limits at restricted speed, but not to exceed ten (10) miles per hour. Responsibility for accident within such limits will rest with the approaching train or engine.

Southern Division—Lampasas District

SOUTHWARD		Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 150 June 8, 1947	Ruling Grade Ascending	Distance from Galveston	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
First Class									First Class	
75	73								76	74
California Special	Motor							The Texan	Motor	
Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile	Miles		Arrive Daily	Arrive Daily	
PM 1.50	AM 3.40	Yard	0.0	TEMPLE	66.0	217.8	C	FW TY s	PM 1.45 s	AM 1.30 s
1.58	3.48	81	47.5	5.1 MIDWAY	70.2	222.9			1.30	1.17
2.06 s	4.05	83	37.0	3.1 BELTON	72.8	226.0	C	Y	1.22 s	1.10
2.12	4.11	84	61.6	3.8 GERRON	0.0	229.8			1.15	12.58
2.22 t	4.20	77	57.0	5.5 NOLANVILLE	0.0	235.3			1.09	t 12.50
2.34 s	4.42	74	68.6	7.8 KILLEEN	66.5	243.1	C	W	1.00 s	12.40
				3.6 CAMP HOOD		246.7		Y		
2.40	4.50	53	70.7	1.0 NICHOLLS	66.5	247.7			12.51	12.27
2.48 s	5.02	77	69.6	6.1 COPPERAS COVE	68.6	253.8	C		12.44 s	12.17
2.55	5.08	83	0.0	5.7 GOTCHER	47.5	259.6			12.36	12.07
3.00 t	5.15	83	18.5	3.2 KEMPNER	10.5	262.7			12.32	t 12.01 AM
			49.6	2.0 LAMPASAS RIVER	32.7	264.7		W		
3.07	5.23	83	66.5	3.0 SHORTALL	0.0	267.7			12.24	11.50
	5.32	86	10.5	5.6 RADIO JCT.	54.4	273.3		Y	12.14	11.40
	5.52		68.6	1.0 LAMPASAS		274.3	C			s 11.36
3.15	5.56	86	68.6	1.0 RADIO JCT.	0.0	273.3		Y		11.23
3.22	6.04	83	69.7	4.0 REVISION	0.0	277.3			12.09	11.18
3.30	6.15	83	71.2	5.9 OGLES	68.6	283.2			12.01 PM	11.08
s 3.50	s 6.35	Yard	65.5	8.1 LOMETA	63.4	291.3	C	FW TY s	s 11.49	s 10.56
3.56	6.42	83	66.0	4.8 BOX	66.0	296.1			11.36	10.41
4.01	6.48	90	66.0	3.5 ANTELOPE GAP	65.4	299.6			11.30	10.35
4.08	6.57	83	66.0	6.2 CASTOR	66.0	305.8			11.23	10.25
4.16 s	7.13	75	66.0	7.2 GOLDTHWAITE	66.0	313.0	C		11.15 s	10.13
4.23	7.20	82	66.0	5.1 BOZAR	67.0	318.1		W	11.08	9.58
4.29 s	7.30	77	66.0	5.2 MULLEN	66.0	323.3			11.01	t 9.50
4.36	7.40	54	66.0	6.6 VILLA	66.0	329.9			10.54	9.40
4.44 s	7.55	77	66.0	5.9 ZEPHYR	66.0	335.8	C		10.47	t 9.32
4.50	8.05	83	21.1	6.1 RICKER	66.0	341.9	B		10.40	9.20
s 5.05 PM	s 8.20 AM	Yard		6.1 BROWNWOOD		348.0	C	FW TY	10.30 AM	9.10 PM
Arrive Daily	Arrive Daily			(132.2)					Leave Daily	Leave Daily
40.6	28.3			Average speed per hour					40.6	30.5

All trains must obtain Clearance Card at Temple and Brownwood.

Trains have no time table superiority at Temple between 8th Street and Stop and Proceed Signal No. 2189 located 640 feet north of Viaduct (First and Second Districts) and between 25th Street on Lampasas District and Lampasas District junction switch located just north of water crane. Trains will move between such limits at restricted speed, but not to exceed ten (10) miles per hour. Responsibility for accident within such limits will rest with the approaching train or engine.

Nos. 75 and 76 and Extra trains will not register at Radio Jct., unless directed by train order.

Trains have no time table superiority at Brownwood between south storage track switches five poles south MP 350, Sweetwater District, and south end of Pecan Bayou Bridge 345-B, Lampasas District, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

AUTOMATIC BLOCK SYSTEM:

M. P. 218.3 to M. P. 220.0
M. P. 227.2 to M. P. 228.6
M. P. 344.4 to M. P. 348.0

Southern Division—San Saba District

SOUTHWARD				NORTHWARD					
Second Class	First Class	Capacity of Sidings in 50-ft. Cars	Distance from Lometa	Ruling Grade Ascending	TIME TABLE No. 150 June 8, 1947	Ruling Grade Ascending	Communications Fuel, Water, Turn Tables and Wyes	First Class	Second Class
53	81							82	54
Mixed	Motor							Motor	Mixed
Leave Tues., Thur., Sun.	Leave Daily		Miles	Ft. Per Mile	STATIONS	Ft. Per Mile		Arrive Daily	Arrive Mon., Wed., Fri.
AM 9.00		Yard	.0	29.6	LOMETA 11.0	31.7	C	FW TY	s PM 6.40
9.33		34	11.0	31.7	CHADWICK 13.9	26.4			f 6.07
s 10.17 10.45		50	24.9	51.2	SAN SABA 7.9	14.9	C	W	s 5.22 5.11
s 11.10		30	32.8	47.5	ALGERITA 6.8	26.4	C	W	s 4.45
s 11.40 PM		33	39.6	31.7	RICHLAND SPRINGS 6.5	.0	C	W	s 4.22
s 12.01		28	46.1	31.7	HALL 3.7	29.0			s 4.00
f 12.14		13	49.8	39.9	SELLMAN 6.8	26.4			f 3.48
f 12.38		33	56.6	31.7	SATUIT 5.5	31.7			f 3.27
12.58	AM 6.26		62.1	31.7	PAUL JCT. 4.0	31.7			PM 6.38 3.12
s 1.15 2.00	s 6.38 6.43	43	66.1	36.9	BRADY 3.7	5.3	C	WY	s 6.26 6.21 s 3.00 1.48
f 2.12	f 6.51	33	69.8	39.6	NIBLOCK 6.7	39.6			f 6.12 f 1.36
s 2.33	s 7.05	31	76.5	39.6	WHITELAND 0.4	36.9	C		s 5.57 s 1.15
2.35	7.07 AM		76.9	39.6	HOMER JCT. 5.2	36.9			5.54 PM 1.13
s 2.54		33	82.1	19.0	MELVIN 8.1	.0			s 12.55
f 3.20		27	90.2	31.7	WELVIEW 7.8	.0			f 12.24
3.45 PM		Yard	98.0		EDEN		C	FWY	12.01 PM
Arrive Tues., Thur., Sun.	Arrive Daily				(98.0)				Leave Daily Leave Mon., Wed., Fri.
17.7	24.6				Average speed per hour			22.8	18.6

All trains must obtain Clearance Card at Lometa and Eden.

Trains have no time table superiority between Homer Jct. and Passenger Station at Whiteland and between Paul Jct. and Passenger Station at Brady and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

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

No switch lights on San Saba District.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity (50-ft. Cars)
San Saba Stock Yards.....	26.0	13
Pasche.....	88.4	10

Southern Division—Sweetwater District

SOUTHWARD								Rolling Grade Ascending	TIME TABLE No. 150 June 8, 1947	Capacity of Sidings in 50-ft. Cars	
First Class											
45	145	91	95	79	75	73	77	Ft. Per Mile	STATIONS		
Motor P. & S. F.	Motor P. & S. F.	The Texan P. & S. F.	West Texas Express P. & S. F.	Motor	California Special	Motor	The Angelo				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
					PM 5.15	AM 8.40	AM 4.50	22.7	Automatic Block System	BROWNWOOD 0.8	Yard
					5.17	8.43	4.52	66.0		HULL JCT. 4.3	
					5.26	8.53	5.00	66.0		GRAVITY 4.5	81
					s 5.35	s 9.03	s 5.09	64.9		BANGS 6.3	75
					5.43	9.13	5.17	66.0		OBREGON 5.5	80
					s 5.53	s 9.25	s 5.26	64.9		SANTA ANNA 3.7	73
					PM 7.25	6.00	9.36 ⁷⁶	64.9		SAN ANGELO JCT. 4.8	109
					s 7.35	s 6.13	s 9.45	66.0		COLEMAN 4.8	110
					PM 6.20			31.7		HAMRICK 4.8	81
					f 6.30			31.7		SILVER VALLEY 5.2	110
					f 6.38			31.7		NOVICE 5.6	108
					6.46			31.7		GOLDSBORO 8.4	82
					s 6.56			31.7		LAWN 6.5	82
					s 7.05			31.7		TUSCOLA 5.0	80
								15.8		A. & S. Crossing 0.4	
					s 7.20			31.7		BUFFALO GAP 8.2	80
					s 7.32			31.7		VIEW 5.5	80
					7.39			31.7		COZART 6.2	81
					f 7.46			31.7		BLAIR 6.2	81
					7.51			31.7		TOLAND 5.0	83
					7.57			31.7	HERNDON 5.1	80	
					8.04			31.7	TECIFIC 6.1	81	
PM 8.10		AM 7.06	AM 12.08		8.14			31.7	P. & S. F. JCT. 1.8	Yard	
8.18		7.11	12.13		8.20			52.8	NORTH JCT. 0.7		
s 8.20 PM	AM 7.30	s 7.15 AM	s 12.15 AM		s 8.25 PM			52.8	SWEETWATER 0.1	Yard	
	7.31 AM							52.8	SOUTH JCT.		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(114.0)		
15.8	6.0	16.6	22.2	28.8	36.2	27.6	80.7		Average speed per hour		

All trains must obtain Clearance Card at Brownwood.

First class trains except No. 94 must obtain Clearance Card at Sweetwater. No. 94 and all other trains except first class must obtain Clearance Card at P. & S. F. Jct.

Passenger trains must register by Form 903 at P. & S. F. Jct.

P. & S. F. Ry. trains and engines will approach and move at restricted speed through P. & S. F. Jct., expecting to find G. C. & S. F. Ry. trains and engines occupying main track. G. C. & S. F. Ry. trains and engines will approach and move at restricted speed through P. & S. F. Jct., expecting to find P. & S. F. Ry. trains and engines occupying main track. These regulations apply equally to each of the three wye switches forming the connection between the Sweetwater District and the Slaton Division Second District.

Trains have no time table superiority between P. & S. F. Jct. and South Jct. and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority at Brownwood between south storage track switches five poles south MP 350, Sweetwater District, and south end of Pecan Bayou Bridge 345-B, Lampasas District, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

No. 91 will back from north or east P. & S. F. Jct. switch to passenger station, Sweetwater.

No. 75 will back from south or west P. & S. F. Jct. switch to passenger station, Sweetwater.

No. 77 will back from Hull Jct. to Brownwood.

No. 78 will back from Brownwood to Hull Jct.

AUTOMATIC BLOCK SYSTEM

M. P. 459.3 to 460.0

Southern Division—Sweetwater District

Distances from Galveston	Communications	TIME TABLE No. 150 June 8, 1947	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	NORTHWARD							
					First Class							
					76	74	78	80	94	46	146	92
					The Texan	Motor	The Angelo	Motor	Kansas City Express P. & S. F.	Motor P. & S. F.	Motor P. & S. F.	California Special P. & S. F.
Miles		STATIONS	Ft. Per Mile		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
348.0	C	BROWNWOOD 0.8	.0	FW TY	AM 10.20	PM 8.55	AM 12.25					
348.8		HULL JCT. 4.3	33.8		10.15	8.50	12.22					
353.1	B	GRAVITY 4.5	64.9		10.08	8.40	12.14					
357.6	C	BANGS 4.5	64.9	s	10.01	8.30	12.08					
363.9		OBREGON 5.3	64.9		9.51	8.15	11.59					
369.4	C	SANTA ANNA 5.5	20.5		9.44	8.05	11.52					
373.1	C	SAN ANGELO JCT. 3.7	62.3	WY	9.36 ⁷³	7.55	11.44	AM 10.05				
377.9	C	COLEMAN 5.8	50.6	WY	9.30	7.37 PM	9.47 AM					
382.5		HAMECK 4.6	10.5		9.17							
390.7		SILVER VALLEY 8.2	23.8		9.08							
396.3		NOVICE 8.6	31.7	f	9.01							
402.7		GOLDSBORO 8	31.7		8.53							
409.2	C	LAWN 6.5	31.7	W	8.45							
415.1	C	TUSCOLA 5.9	12.7		8.36							
415.7		A. & S. Crossing 0.6	.0									
420.1		BUFFALO GAP 5.8	31.7	FW	8.28							
426.3	C	VIEW 6.2	31.7	Y	8.11							
431.8		COZART 5.5	31.7		8.03							
438.0	C	BLAIR 6.3	31.7	f	7.56							
443.0		TOLAND 5.0	21.1		7.51							
448.1		HERNDON 5.1	31.7		7.45							
454.2		TECIFIC 8.1	31.7		7.38							
460.0	C	P. & S. F. JCT. 5.8	31.7	FW TY	7.31			AM 4.35	AM 7.53			PM 8.43
461.8		NORTH JCT. 1.8	10.5		7.27			4.32	7.48			8.37
462.5	C	SWEETWATER 0.7	10.5		7.25 AM			4.30 AM	7.45 AM	s	PM 8.15	8.35 PM
462.6		SOUTH JCT. 0.1	10.5								8.14 PM	
		(114.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour			39.2	28.5	36.7	16.0	30.0	18.7	6.0	16.7

Nos. 80 and 74 must obtain clearance card at Coleman.

No. 73 is superior to No. 80.

No. 79 is superior to No. 74.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity (50-ft. Cars)
Tesco.....	449.9	23

Southern Division—San Angelo District

SOUTHWARD				Capacity of Sidings in 50-ft. Cars	Distance from San Angelo Jct. Miles	Ruling Grade Ascending Ft. Per Mile	TIME TABLE No. 150 June 8, 1947	Ruling Grade Ascending Ft. Per Mile	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
Second Class		First Class									First Class		Second Class
83		73	77								78	74	84
Mixed		Motor	The Angelo								The Angelo	Motor	Mixed
Leave Mon., Wed., Sat.		Leave Daily	Leave Daily				STATIONS				Arrive Daily	Arrive Daily	Arrive Tues., Thur., Sun.
		AM 10.05	AM 5.31	53	.0	65.5	SAN ANGELO JCT.		C	W Y	PM 11.44	PM 7.25	
		10.15	5.40	53	6.1	66.5	OVERALL				11.34	7.15	
		s 10.26	s 5.48	49	11.4	66.0	VALERA		C		s 11.26	s 7.05	
		s 10.41	s 6.03	49	20.9	65.5	TALPA		C		s 11.12	s 6.50	
		10.55	6.14	53	28.7	62.8	BENOIT				11.00	6.35	
					36.5	52.8	A. & S. Crossing						
		s 11.11	s 6.27	28	36.9	52.8	BALLINGER		C	W	s 10.48	s 6.23	
		11.14	6.30	51	38.8	34.8	CATO				10.41	6.16	
		s 11.30	s 6.41	51	45.6	52.8	ROWENA		C		s 10.30	s 6.03	
		s 11.44	s 6.54	49	54.2	52.8	MILES		C		s 10.17	s 5.48	
		11.57 PM	7.06	53	63.1	52.8	HARRIET				10.04	5.35	
		12.10	7.20 AM		70.7	31.7	ALVEY JCT.			Y	9.55 PM	5.25	
PM 5.30		PM 12.20	7.30 AM	Yard		31.7	SAN ANGELO		C	FW TY	9.45 PM	PM 5.15	PM 4.00
5.44		PM			70.7	31.7	ALVEY JCT.			Y		PM	3.47
f 6.08				45	77.7	37.7	PULLIAM						f 3.11
f 6.21				45	81.9	27.4	TURNERDALE						f 2.55
s 6.39				45	87.8	31.7	CARLSBAD		C				s 2.35
s 6.59				40	94.4	31.7	WATER VALLEY			W			s 2.07
f 7.28					103.9	31.7	BROOME						f 1.32
8.00 PM				Yard	114.6		STERLING CITY		C	W Y			1.00 PM
Arrive Mon., Wed., Sat.		Arrive Daily	Arrive Daily				(114.0)				Leave Daily	Leave Daily	Leave Tues., Thur., Sun.
19.3		32.4	36.5				Average speed per hour				36.5	33.6	15.7

All trains must obtain Clearance Card at Sterling City.

All trains originating San Angelo must obtain Clearance Card from G. C. & S. F. Dispatcher.

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, Rules and Regulations of the P. & S. F. Ry. Co. Times shown herein between those points are for information only and do not confer Time Table Authority.

No switch lights between Pulliam and Sterling City.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity (50-ft. Cars)
Ballinger Sand Pit.....	40.0	29

Southern Division—Dublin District

9

SOUTHWARD First Class				Capacity of Shiners in 80-ft. Cars	Distance from Birds	Ruling Grade Ascending	TIME TABLE No. 150 June 8, 1947	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
77	The Angelo	Leave Daily	78								The Angelo	Arrive Daily
PM 11.00 PM 11.10	Yard	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile	AM 6.15 AM 6.00						
				FORT WORTH								
				3.4 BIRDS					C			
			.0	0.9 BELT JCT.	64.4							5.55
f		63	8.4	7.5 PRIMROSE	58.1						f	5.45
f		20	12.0	3.6 PLOVER	64.4						f	5.37
		61	17.4	5.4 WINSOTT	.0							5.25
s		43	21.8	4.4 CRESSON	66.5				C	Y	s	5.15
AM 12.04		51	26.1	4.3 CHAPIN	66.5							5.02
		19	30.7	4.6 WAPLES	66.0							4.52
s		57	36.5	5.8 GRANBURY	66.0				C	W	s	4.42
s		61	46.4	9.9 TOLAR	52.8				C		s	4.22
s		47	55.1	8.7 BLUFFDALE	66.0						s	4.06
f		60	62.5	7.4 IMMERMERE	.0						f	3.54
		53	68.8	6.3 JACKWELL	26.4							3.42
s		23	72.3	3.5 STEPHENVILLE	44.9				C	W	s	3.35
f		55	80.9	8.6 HARBIN	66.0						f	3.15
		54	86.1	5.2 DUBLIN	15.8				C	WT	s	3.02
			86.2	0.1 M-K-T Crossing	31.6							
f		61	95.3	9.1 PROCTOR	66.0						f	2.40 ⁷⁸
f		57	100.6	5.3 HASSE	42.2						f	2.17
s		60	108.2	7.6 COMANCHE	.0				C	W	s	2.00
		63	115.5	7.3 WATSON	.0							1.36
f		57	121.7	6.2 BLANKET	46.5						f	1.20
		63	130.2	8.5 DELAWARE	66.0							1.05
			138.0	7.8 HULL JCT.	66.0							12.50
s		Yard	138.8	0.8 BROWNWOOD	22.7				C	FW TY	s	12.45 AM
Arrive Daily				(138.8)							Leave Daily	
25.2				Average speed per hour							25.2	

All trains must obtain Clearance Card at Fort Worth and Brownwood.

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, Rules and Regulations of the Northern Division. Times shown herein between Birds and Fort Worth are for information only.

Trains have no time table superiority at Brownwood between south storage track switches five poles south MP 350, Sweetwater District, and south end of Pecan Bayou Bridge 345-B, Lampasas District, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between M. P. 17, Weatherford District, and M. P. 23, Dublin District, and between M. P. 21 and M. P. 23, Dublin District, Cresson, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority between Belt Jct. and Birds and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Train 77 will back from Hull Jct. to Brownwood.

Train 78 will back from Brownwood to Hull Jct.

AUTOMATIC BLOCK SYSTEM:
Birds to M. P. 2.1.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity (50-ft. Cars)
Boss.....	15.0	9
Jabco.....	33.9	38
Tabor Pens.....	135.1	14

Southern Division—Menard District

SOUTHWARD First Class		Capacity of Stings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 158 June 8, 1947	Ruling Grade Ascending	Distance from Birds	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
81	Motor								82	Motor
Leaves Daily			Ft. Per Mile	STATIONS	Ft. Per Mile	Miles			Arrive Daily	
AM 4.45		Yard		BROWNWOOD 8.0		137.4	C	F W T Y	PM 8.25	
f 5.04		41	52.8	DALZELL 6.7	41.2	145.4			f 8.01	
s 5.19		45	.0	BROOKESMITH 6.1	41.2	152.1			s 7.47	
s 5.33		26	34.3	WINCHELL 4.5	34.3	158.2			s 7.33	
s 5.43		32	50.7	MERCURY 6.5	39.6	162.7		W	s 7.22	
f 5.55		32	52.8	PLACID 7.6	52.8	169.2			f 7.07	
s 6.12		70	52.8	ROCHELLE 5.9	29.0	176.8			s 6.52	
6.26 AM			26.4	PAUL JCT. 4.0	52.8	182.7			6.38 PM	
			31.7	BRADY 3.7	31.7	186.7				
Via San Saba District				NIBLOCK 6.7		190.4			Via San Saba District	
			39.6	WHITELAND 0.4	36.9	197.1				
AM 7.07				HOMER JCT. 7.2		197.5			PM 5.54	
f 7.25		53	39.6	LIGHTNER 7.0	15.8	204.7			f 5.39	
f 7.43		50	39.6	CALLAN 4.3	39.6	211.7		W	f 5.24	
f 7.53		52	39.6	SCALP CREEK 7.4	39.6	216.0			f 5.15	
8.10 AM		Yard		MENARD		223.4	C	F W Y	5.00 PM	
Arrive Daily				(86.0)					Leave Daily	
26.1				Average speed per hour					26.5	

All trains must obtain Clearance Card at Brownwood and Menard.

Trains have no time table superiority between Homer Jct. and Passenger Station at Whiteland and between Paul Jct. and Passenger Station at Brady and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority at Brownwood between south storage track switches five poles south MP 350, Sweetwater District, and south end of Pecan Bayou Bridge 345-B, Lampasas District, and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Trains have no time table superiority at Brownwood on Menard District between yard limit board located near Mile Post 140 and Passenger Station and will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE.

NAME	Mile Post	Car Capacity (50-ft. Cars)
Morco.....	202.3	8

Southern Division

11

SOUTHWARD

Freight Train Terminals and Junctions.	SOUTHWARD															
	25	37	39	21	71	TDF	GCF	435	85	31	51	437	CTX	47	97	BTX
	Way Freight	Fast Freight	Fast Freight	Way Freight	Way Freight	Tex-Denver to Calif. Freight	Gulf California Freight	Way Freight	Way Freight P. & S. F. No. 51	West Texas Fast Freight	Fast Freight	Way Freight	California Texas Freight P. & S. F.	Way Freight	Way Freight	California Texas Freight P. & S. F.
STATIONS	Leave Tues., Thur., Sat.	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Mon., Wed., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed., Fri.	Leave Daily	Leave Daily	Leave Mon., Wed., Sat.	Leave Daily
FORT WORTH											PM 8.10			AM 7.00		
BIRDS											8.25			7.15		
CLEBURNE	AM 5.30	PM 9.00	AM 8.00													
CRESSON											9.25					
TEMPLE	1.25 PM	11.55 AM 12.15	11.45 PM 2.00	AM 4.00	AM 7.00	PM 6.00	AM 3.15									
BROWNWOOD					3.00 PM	AM 1.00 3.00	8.15 9.40	AM 9.30		AM 3.15	AM 2.20	AM 10.00		5.30 PM	AM 5.15	
SAN ANGELO JCT.								11.00 PM 4.15		4.15						
ALVEY JCT.								4.30 PM		7.00 AM						
SAN ANGELO																
MENARD															10.15 AM	
P. & S. F. JCT.						8.15 AM	3.30 PM		12.30 PM			6.30 PM	10.00 PM			8.00 PM
SOMERVILLE			5.00 5.20													
BELLVILLE YARD		4.00 AM	6.50 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 Mon., Wed., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Sat.	Arrive Daily

NORTHWARD

Freight Train Terminals and Junctions.	NORTHWARD															
	38	40	26	22	CTX	72	52	GCF	32	TDF	436	48	98	438	BTX	
	Fast Freight	Fast Freight	Way Freight	Way Freight	California Texas Freight	Way Freight	Fast Freight	Gulf California Freight P. & S. F.	Fast Freight	Tex-Denver to Calif. Freight	Way Freight	California Fast Freight	Way Freight	Way Freight	California Texas 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 Daily	Arrive Daily	Arrive Tues., Thur., Sun.	Arrive Daily	Arrive Sun., Tues., Thur.	Arrive Tues., Thur., Sat.	Arrive Daily	
FORT WORTH							AM 5.00					PM 2.00				
BIRDS							4.45					1.45 PM				
CLEBURNE	PM 7.30	AM 5.25	PM 2.00													
CRESSON							3.15 AM									
TEMPLE	3.30 1.45 PM	2.25 1.30 AM	6.00 AM	PM 2.10	PM 12.45	PM 3.00									AM 10.45	
BROWNWOOD					6.45 5.15 AM	7.00 AM	9.45 8.00		PM 9.00		PM 11.45	6.00 AM	PM 8.15	PM 10.30	4.45 3.15 AM	
SAN ANGELO JCT.									8.00		10.30					
ALVEY JCT.									4.45		5.15					
SAN ANGELO									4.30 PM		5.00 PM					
MENARD																
P. & S. F. JCT.					11.45 PM		1.00 PM	5.00 PM		7.00 AM			2.15 PM	2.00 PM	9.45 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 Daily	Leave Daily	Leave Tues., Thur., Sun.	Leave Daily	Leave Sun., Tues., Thur.	Leave Tues., Thur., Sat.	Leave Daily	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

1. The first paragraph of General Rule No. 5 is abrogated. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. Unless otherwise indicated the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated. Where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

2. General Rule No. 15 is amended to provide that the restricted speed signal shall be observed for a distance of one mile after exploding unattended torpedoes.

3. The second paragraph of General Rule No. 103 (A) is abrogated.

4. First paragraph of General Rule No. 104 (A) is revised to read:
At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

5. General Rule No. 204 is amended by adding:

An additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

6. General Rule No. 210:

Second paragraph is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakemen; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

Fifth paragraph is amended to read:

The operator must, before delivering a train order to a train, fill out clearance card, Form 902, enter thereon, without alteration or erasure the numbers of all orders for that train, repeat the address and the order numbers to the train dispatcher, who will check the correctness thereof and make record in his train order book, give the operator the next train order number with "OK," time and his initials which the operator will endorse on clearance card and deliver with the orders.

Sixth paragraph is abrogated.

7. General Rule No. 360 is modified as follows:

Station announcements will be omitted between the hours of 10:00 p. m. and 6:00 a. m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

8. General Rule No. 632 is amended to read:

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

9. General Rules Nos. 701, 702, 703 and 704. When upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for stop indication.

10.—

11.—

12. General Rules Nos. 705 and 706, (293 and 294, Supplement "A" dated March 1946). Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or enginemen from protecting their train as provided for by the rules.

13. General Rule No. 711 is amended to read:

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

14. General Rule No. 872 is amended to read:

When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

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

16. Employes are forbidden to place their hands or feet or couplers on moving cars or engines. When necessary to adjust coupler by other means than with lifting levers, it should be done only when engines or cars are standing and not less than ten (10) feet apart.

17. All employes are hereby advised that in order to decrease the killing of stock the Company has found it necessary to extend its fences at a number of stations on the line so as to include portions of the side tracks, and that surface or pit cattle guards have been or will be placed in the main and side tracks at various stations. All employes having to do switching or other work on such tracks will take notice hereof, and from time to time advise themselves of the location of such cattle guards and use the necessary precaution to prevent being caught in same, as the Company will not be liable or responsible in damages to anyone injured by being caught in such cattle guards.

18.—

19.—

20. 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.

21. The presence of more than two men on the foot-board of an engine, one on each side of coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employees must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

22. SPEED RESTRICTIONS:

LOCATION	MILES PER HOUR	
	Passenger	Freight
SECOND DISTRICT		
Two Curves and Track, M.P. 112.1 to 113.0	70	50
Three Curves, M.P. 115.1 to 116.6	70	50
Curve, M.P. 118.8 to 119.0	70	50
Four Curves, M.P. 122.5 to 126.0	70	50
Two Curves, M.P. 125.5 to 126.2	40	30
Two Curves, M.P. 126.2 to 127.8	70	50
Two Curves, M.P. 129.8 to 130.7	70	50
Two Curves, M.P. 133.5 to 134.4	60	45
Two Curves, M.P. 138.2 to 139.8	70	55
North Siding Switch, Somerville, M.P. 141.6	25	20
Three Curves, M.P. 156.6 to 157.6	55	45
Three Curves, M.P. 169.1 to 170.7	60	50
Three Curves, M.P. 174.1 to 175.6	65	50
Curve and Little River Bridge, M.P. 184.6 to 185.5	55	35
Curve, M.P. 194.9 to 195.3	70	55
Two Curves, M.P. 197.4 to 198.5	70	55
Three Curves, M.P. 205.9 to 207.6	70	50
FIRST DISTRICT		
Two Curves, M.P. 227.4 to 228.6	70	50
Five Curves and Track, M.P. 235.7 to 240.5	65	45
Two Curves, M.P. 251.4 to 253.3	70	55
Six Curves, M.P. 257.7 to 260.5	50	35
Three Curves, M.P. 263.7 to 264.9	70	55
Two Curves and Boeque River Bridge, M.P. 271.2 to 271.7	65	45
Two Curves, M.P. 275.8 to 276.3	70	55
Seven Curves, M.P. 282.3 to 287.6	70	55
Two Curves and Brazos River Bridge, M.P. 297.0 to 297.7	45	25
Four Curves, M.P. 299.8 to 302.4	70	55
Three Curves, M.P. 304.3 to 306.7	70	50
LAMPASAS DISTRICT		
Two Curves, M.P. 221.7 to 222.3	40	40
Curve and Leon River Bridge, M.P. 224.4 to 225.1—Southward	55	40
Leon River Bridge, M.P. 225.0 to 225.1—Northward	55	40
Three Curves and Track, M.P. 225.2 to 228.1	60	40
Curve, M.P. 246.3 to 246.5—Northward	60	45
Four Curves, M.P. 248.3 to 249.8	50	35
Seven Curves, M.P. 255.7 to 259.5	45	40
Curve, M.P. 262.5 to 263.1	55	40
Lampasas River Bridge, M.P. 264.9 to 265.0	55	40
Eight Curves, M.P. 268.4 to 272.1	55	40
Three Curves, M.P. 272.1 to 274.1	50	35
Curve, M.P. 283.8 to 284.3	55	40
Curve, M.P. 288.6 to 299.1	55	40
Two Curves, M.P. 302.3 to 303.7	55	40
Three Curves, M.P. 310.1 to 311.8	55	40
Curve, M.P. 321.4 to 321.8	60	45
Five Curves, M.P. 328.0 to 332.0	55	40
Three Curves and Pecan Bayou Bridge, M.P. 345.2 to M.P. 346.0	35	25
SWEETWATER DISTRICT		
Entrance Brownwood Yard, M.P. 348.8 to 350.2—Northward	25	15
Four Curves, M.P. 350.8 to 353.2—Southward	45	30
—Northward	45	25
Curve, M.P. 362.3 to 362.7	55	40
Three Curves, M.P. 380.2 to 381.9—Northward	60	45
Two Curves, M.P. 383.4 to 383.9	50	35
Curve, M.P. 386.3 to 386.5	55	40
Curve, M.P. 391.3 to 391.7	60	45
Four Curves, M.P. 397.6 to 400.0	50	40
Curve, M.P. 410.8 to 410.9	55	40
Two Curves, M.P. 455.7 to 457.1	60	45
Curve, M.P. 457.9 to 458.3	55	40

LOCATION	MILES PER HOUR	
	Passenger	Freight
SAN ANGELO DISTRICT		
Six Curves, M.P. 8.8 to 10.7	40	25
Six Curves, M.P. 12.8 to 14.0	40	25
One curve & Colorado River Bridge, M.P. 37.4 to 37.7	30	20
DUBLIN DISTRICT		
Curve, M.P. 0.7 to 0.9	25	25
Two Curves, M.P. 10.8 to 11.9	40	35
Track, M.P. 21.3 to 22.0	10	10
Curve, M.P. 24.9 to 25.3	40	35
Three Curves, M.P. 26.4 to 27.8	40	30
Three Curves, M.P. 29.3 to 30.0	35	30
Curve and Brazos River Bridge, M.P. 34.7 to 35.4	40	30
Eleven Curves and Stroud's Creek Bridge, M.P. 39.0 to 43.4	35	30
Curve, M.P. 45.6 to 45.8	40	35
Seven Curves, M.P. 49.3 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	40	30
Six Curves and Paluxy Creek Bridge, M.P. 55.2 to 57.3	40	35
Ten Curves, M.P. 60.3 to 66.2	40	35
Two Curves and Boeque River Bridge, M.P. 71.0 to 71.8	35	30
Six Curves, M.P. 74.5 to 76.8	40	35
Eighteen Curves, M.P. 79.6 to 85.8	40	35
Six Curves, M.P. 89.3 to 91.9	40	35
Seven Curves, M.P. 95.8 to 97.7	40	35
Five Curves and Leon River Bridge, M.P. 97.7 to 99.7	35	30
Curve, M.P. 101.0 to 101.2	40	35
Fourteen Curves, M.P. 111.2 to 115.1	40	35
Twenty-four Curves, M.P. 122.0 to 131.5	40	35
Five Curves and Pecan Bayou Bridge, M.P. 134.4 to 137.5	40	35

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:

Six (6) miles per hour—Brenham, Ballinger.

Eight (8) miles per hour—Brady.

Ten (10) miles per hour—Coleman.

Twelve (12) miles per hour—Sweetwater.

Fifteen (15) miles per hour—Dublin.

Eighteen (18) miles per hour—Cleburne, Clifton, Moody, Temple, Brownwood.

Twenty (20) miles per hour—Crawford, McGregor, Rogers, Cameron, Belton, Killeen, Comanche.

Speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to regain schedules, make meeting points, or secure connections, the speed may be so moderately increased above that prescribed in the schedule, but not exceeding the maximum engine speed specified in this rule, as in the judgment of the conductor and engineer in charge of the train may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

MAXIMUM ENGINE SPEED IN MILES PER HOUR (NO TOLERANCE)

CLEBURNE TO BELLVILLE YARD

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
542	80	55	40
640-649-664	35	35	35
729-759-769	35	35	35
900	35	35	30
1014-1050	60	55	40
1226-1270-1290-1337-1480-1650	80	55	40
1600	35	35	30
1900-1950	45	40	35
3010-3020	35	35	30
3160	55	55	35
3400-3450-3500	80	55	40
3700-3750	70	50	40
3751-3775	80	50	40
3800-3900	50	45	35
4000	55	55	35
Diesel Engines 1-15, Inclusive, and 50	80	55	40
Diesel Engines 158 to 169 Inclusive	80	55	40
Diesel Engines 100 to 157 and 169 to 179, Inclusive	65	55	40
Gas Electric Motors M-120-160	55		55
Switch, no truck	20	20	20
All other classes		30	30
All Classes, backing	20	20	20

22. (Cont'd)

TEMPLE TO COLEMAN

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
542.....	65	45	40
640-649-664.....	35	35	35
729-759-769.....	35	35	35
900.....	35	35	30
1014-1050.....	60	45	35
1226-1270-1290-1337-1480-1550.....	65	45	40
1600.....	35	35	30
1900-1950.....	45	40	35
3010-3020.....	35	35	30
3160.....	55	45	35
3400-3450-3600.....	65	45	40
3700-3750.....	65	45	40
3751-3775.....	65	45	40
3800-3900.....	50	45	35
4000.....	55	45	35
Gas Electric Motors M-120-150.....	55	.....	55
Switch, no truck.....	20	20	20
All other classes.....	20	30	30
All Classes, backing.....	20	20	20

COLEMAN TO P. & S. F. JCT.

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
542.....	70	50	40
640-649-664.....	35	35	35
729-759-769.....	35	35	35
900.....	35	35	30
1014-1050.....	60	50	40
1226-1270-1290-1337-1480-1550.....	70	50	40
1600.....	35	35	30
1900-1950.....	45	40	35
3010-3020.....	35	35	30
3160.....	55	50	35
3400-3450-3600.....	70	50	40
3700-3750.....	70	50	40
3751-3775.....	70	50	40
3800-3900.....	50	45	35
4000.....	55	50	35
Gas Electric Motors M-120-150.....	65	.....	65
Switch, no truck.....	20	20	20
All other classes.....	20	30	30
All Classes, backing.....	20	20	20

SAN ANGELO JCT. TO ALVEY JCT.

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
900-1600-1900-1950-3010-3020.....	35	35	30
All other classes.....	50	35	25
Gas Electric Motors M-120-150.....	50	.....	50
All Classes, backing.....	15	15	15

BIRDS TO BROWNWOOD

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
542.....	55	40	40
640-649-664.....	35	35	35
729-759-769.....	35	35	35
900.....	35	35	30
1080-1014-1050.....	55	40	35
1226-1270-1290-1337-1480-1550.....	55	40	40
1600.....	35	35	30
1900-1950.....	45	40	35
2445-2446.....	35	35	35
3010-3020.....	35	35	30
3160.....	55	40	35
3400-3450-3500.....	65	40	40
3700-3750-3751-3775.....	55	40	40
3800-3900.....	50	40	35
4000.....	50	40	35
Gas Electric Motors M-120-150.....	65	.....	65
Switch, no truck.....	20	20	20
All Classes, backing.....	20	20	20

SAN SABA DISTRICT, and ALVEY JCT., TO STERLING CITY

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
All Classes.....	25	20	20
All Classes, backing.....	12	12	12

MENARD DISTRICT

CLASS OF ENGINES	SERVICE		
	Passenger	Freight and Mixed	Light
	M.P.H.	M.P.H.	M.P.H.
All Classes.....	30	25	20
Gas Electric Motors M-108-120-150.....	35	.....	35
All Classes, backing.....	15	15	15

Where permanent slow boards permit train speeds in excess of the maximum engine speeds prescribed in these tables, the maximum engine speeds prescribed in these tables must be observed.

Gas electric motor cars when operating through water must not exceed a speed of two miles per hour and must not be operated through water exceeding four inches over ball of rail.

Other lines' engines operating over the Southern Division will not exceed the maximum speed prescribed in these tables for engines of the same type in the same class of service.

Passenger trains will not exceed a rate of speed of twenty-five (25) miles per hour and freight trains will not exceed a rate of speed of twenty (20) miles per hour through turnouts at:

- Ponetta..... North and south end siding.
- Rio Vista..... North and south end siding.
- Blum..... North and south end siding.
- Morgan..... North and south end siding.
- Meridian..... North end siding.
- Clifton..... North and south end siding.
- McGregor..... North and south end siding.
- Knowd Jct..... South end siding.
- Rogers..... North end siding.
- Cameron..... North and south end siding.
- Hoyte..... South end siding.
- Milano..... North and south end siding.
- Chriesman..... North and south end siding.
- Caldwell..... North and south end siding.
- Davidson..... North end siding.
- Somerville..... North and south end siding.
- Landes..... North end siding.
- Northend..... North end siding.
- Brenham..... South end siding.
- Phillipsburg..... North and south end siding.
- Kenney..... North and south end siding.
- Dant..... North end siding.
- Brownwood..... North tail track, north yard.
- San Angelo Jct..... North Wye switch connecting San Angelo and Sweetwater Districts.

Maximum speed of all trains entering or leaving all other turnouts and crossovers, ten (10) miles per hour.

Trains handling dead engines with side rods in position must not exceed speed of twenty (20) miles per hour.

Locomotives with side rods all removed, and all drivers on the rail may be handled at speed of fifteen (15) miles per hour. Where tire is broken, or axle is broken, necessitating the swinging of one pair of wheels, the speed must not exceed ten (10) miles per hour.

Trains handling steam derrick, steam shovel, steam ditcher, clam shell, spreader or pile driver must not exceed rate of speed of fifteen (15) miles per hour on San Saba District and between Alvey Jct. and Sterling City, and on Menard District. A rate of speed of twenty (20) miles per hour between San Angelo Jct. and Alvey Jct. and on Dublin District. A rate of speed of twenty-four (24) miles per hour on all other districts.

23. 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	58	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

24. LIST OF OVERHEAD AND SIDE OBSTRUCTIONS WHICH MAY BE DANGEROUS: (See General Rule No. 310).

FIRST AND SECOND DISTRICTS

BETWEEN MILE POSTS	Bridge Number	NAME
128 and 129	128C	Viaduct
130 and 131	130C	Viaduct
174 and 175	174B	Viaduct
185 and 186	185A	Little River
218 and 219	218F	Viaduct
236 and 237	236aA	Viaduct
262 and 263	262aA	Viaduct
290 and 291	290A	Viaduct
297 and 298	297A	Brazos River

LAMPASAS AND SAN ANGELO DISTRICTS

BETWEEN MILE POSTS	Bridge Number	NAME
225 and 226	225A	Leon River
226 and 227	226A	Belton Viaduct
264 and 265	264A	Lampasas River
276 and 277	276Ea	Viaduct
344 and 345	344C	Viaduct
345 and 346	345B	Pecan Bayou
37 and 38	37K	Colorado River

SWEETWATER DISTRICT

BETWEEN MILE POSTS	Bridge Number	NAME
417 and 418	417B	Viaduct

SAN SABA DISTRICT

BETWEEN MILE POSTS	Bridge Number	NAME
2 and 3	2Ca	Viaduct
13 and 14	13C	Colorado River
29 and 30	29A	San Saba River

DUBLIN DISTRICT

BETWEEN MILE POSTS	Bridge Number	NAME
11 and 12	11C	Mustang Creek
39 and 40	39B	Stroud's Creek
53 and 54	53D	Paluxy Creek
56 and 57	56A	South Paluxy Creek
71 and 72	71C	Bosque River
98 and 99	98A	Leon River
134 and 135	134D	Viaduct
135 and 136	135C	Pecan Bayou
136 and 137	136E	Viaduct

MENARD DISTRICT

BETWEEN MILE POSTS	Bridge Number	NAME
151 and 152	151A	Clear Creek
158 and 159	158B	Colorado River
160 and 161	160B	Viaduct
220 and 221	220B	Viaduct

25. AUTOMATIC BLOCK: On single track in automatic block territory where main track switches are not equipped with switch indicators, or where no dwarf or high signal is provided to govern movement to main track, trains or engines in clear on sidings or other tracks will not foul main track until the indications of main track signals in both directions have been observed.

If signals governing moves in either or both directions display a Stop or Proceed at Restricted Speed indication, and there is no evidence of an approaching train, switch must be reversed and after waiting five minutes, train or engine may proceed, being governed by Rule 830(a).

When heading out through a spring switch, the same practice must be observed, except that after the lead wheels have fouled the circuit, spring switch must be returned to normal position.

This does not apply to signals governing movements in the opposite direction if an opposing train has been met and is still occupying the circuit.

26. INTERLOCKING PLANTS: Following railroad crossings and junctions are protected by interlocking plants:

Morgan, M-K-T. Crossing	M. P. 287.6
McGregor, St. L. S. W. Crossing	M. P. 243.1
Temple, M-K-T. Crossing	M. P. 217.1
Cameron, T. & N. O. Crossing	M. P. 188.1
Milano, I.-G. N. Crossing	M. P. 174.1
Brenham, T. & N. O. Crossing	M. P. 126.0

27. CABIN INTERLOCKERS:

Ballinger, A. & S. Crossing	M. P. 36.5
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If the home signal is found in stop position and no conflicting train movement is in evidence, the train shall remain at the home signal until a flagman of that train shall have proceeded to the crossing and after he becomes satisfied that no train is approaching on the conflicting road and that all home signals governing conflicting movements are in stop position, he may then give hand or lamp signals for his train to pass the home signals and over the crossing.

Trains will not exceed speed of Twenty-five (25) miles per hour over the A. & S. Crossing, M. P. 36.5, Ballinger.

Tuscola, A. & S. Crossing	M. P. 415.7
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If the home signal is found in stop position and no conflicting train movement is in evidence, the train shall remain at the home signal until a flagman of that train shall have proceeded to the crossing and after he becomes satisfied that no train is approaching on the conflicting road and that all home signals governing conflicting movements are in stop position, then give proceed hand signal, being governed by General Rule No. 830(a).

Passenger trains will not exceed speed of Forty-five (45) miles per hour and freight trains will not exceed speed of Twenty-five (25) miles per hour over the A. & S. Crossing, M. P. 415.7, Tuscola.

28. RAILROAD CROSSINGS: General Rules Nos. 98(A) and 98(B). All trains and engines must stop at the following railroad crossings at grade:

Dublin District, M-K-T Crossing	M. P. 86.2
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29. 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 General Rule No. 830(a).

30. SIGNALS—RADIO JCT.: Signals governing movement of trains and engines entering Lampasas District main track at north and south wye switches at Radio Jct., are located near clearance points. Normal position is stop, and trains and engines must stop at these

signals. Trainmen will go to switch and, if no train is approaching on Lampasas District main track, will line switch for movement to that track. Trains or engines will then wait one and one-half minutes, after which, if signal has not cleared, they may proceed under protection required by General Rule No. 99.

31. SIGNALS—SAN ANGELO JCT.:

Signal No. 3734 governs movements from the San Angelo Dist. to the Sweetwater Dist. Trains and engs. finding Signal 3734 in stop position, and no trains are approaching on the Sweetwater Dist., may reverse the Jct. switch and wait two and one-half mins., then if Signal 3734 fails to clear, proceed as per General Rule No. 830(a).

32. BIRDS CONNECTING TRACK: South switch connecting track is operated from Birds Interlocker. 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. Trains and engines may trail through this switch in northward movement but must not take slack nor make backward movement until switch is properly lined.

33. INTERLOCKED REMOTE CONTROL SWITCHES:

These switches are equipped with switch targets indicating green for main track and yellow for turnouts, in facing point direction only. Interlocking signals governing movements over these switches indicate proceed or proceed at restricted speed for main track, and proceed at restricted speed for turnouts.

Trains stopped by any of these signals will confer with signalman by telephone, and, unless otherwise instructed by signalman, will spike switch, then block will be flagged as prescribed by General Rule No. 830(a).

Telephones are located on signal masts at all remote control switches, in boxes marked "Telephone."

Remote control switches handled by operators:

McGregor.....South end siding.
Belco.....
Temple.....West end freight connection.
Temple.....South connection to passenger yard.
Temple.....Crossovers from north and south main, just south of passenger yard.
Knowl Jct.....
Cameron.....North and south end siding.
Milano.....North end siding.
Somerville.....North end freight yard.
Somerville.....North and south end siding.
Brenham.....South end siding.

Switches handled by interlocking:

Morgan.....North and south end siding.
Morgan.....North end house track.
McGregor.....North end siding.
McGregor.....Compress track.
Temple.....Two crossovers just south M-K-T. crossing.
Temple.....M-K-T. transfer track.
Temple.....South end freight house lead.
Cameron.....Compress track.
Cameron.....Crossovers between main track and siding, south and north of T. & N. O. crossing.
Cameron.....Stock yard track.
Cameron.....Short south transfer track.
Milano.....South end siding.
Milano.....North and south ends of pocket track.
Milano.....West wye connecting track.
Milano.....South transfer connecting track.
Brenham.....North end siding.
Brenham.....North connecting track.
Brenham.....North end scale track.

34. SPRING SWITCHES:

Trains and engines may trail through these switches, but must not take slack nor make backward movement until switch is properly lined.

On sidings or other tracks equipped with spring switches, where dwarf or high signals are used to govern movement to main track, if such dwarf or high signal or main track signal is in stop position, instructions how to proceed will be found posted in box painted white. After instructions have been complied with, trains may proceed as per Rule 830(a).

Location of spring switches:

Ponetta.....North and south end siding.
Rio Vista.....North and south end siding.
Blum.....North and south end siding.
Kopperl.....South end siding.
Meridian.....North end siding.
Valley Mills.....North and south end siding.
Manhattan.....North and south end siding.
Crawford.....North and south end siding.
Moody.....North and south end siding.
Pendleton.....North and south end siding.
Heldenheimer.....North and south end siding.
Rogers.....North and south end siding.
Buckholts.....North and south end siding.
Pettibone.....North and south end siding.
Hoyte.....South end siding.
Chrlesman.....North and south end siding.
Caldwell.....North and south end siding.
Davidson.....North end siding.
Landes.....North end siding.
Northend.....North end siding.
Phillipsburg.....North and south end siding.
Kenney.....North and south end siding.
Dant.....North end siding.
Copperas Cove.....North and south end siding.
Kempner.....North end siding.
Radio Jct.....North and South end siding.
Mullen.....North end siding.
Hull Jct.....Both wye switches connecting Dublin and Sweetwater Districts.
Gravity.....North and south end siding.
Bangs.....North and South end Siding.
Obregon.....North and South end Siding.
Santa Anna.....North and south end siding.
San Angelo Jct.....North wye switch connecting San Angelo and Sweetwater Districts.
San Angelo Jct.....North and south end siding.
Coleman.....North and south end siding.
Hamrick.....North and south end siding.
Silver Valley.....North and south end siding.
Novice.....North and south end siding.
Goldsboro.....North and south end siding.
Lawn.....North and south end siding.
Tuscola.....North and south end siding.
Buffalo Gap.....North and south end siding.

35. YARD LIMITS: The following stations have yard limits. (General Rule No. 93):

Cleburne	San Saba	
McGregor	Brady (yard limits extend from yard limit board south of Brady to yard limit board north of Paul Jct. on Menard and San Saba Districts).	
Temple	Eden	
Milano	Brownwood (including Hull Jct.)	
Somerville	Coleman	
Brenham	Sweetwater (including P. & S. F. Jct.).	
Bellville (yard limits extend from yard limit board north of Bellville to yard limit board south of Bellville Yard).	Ballinger	Granbury
Killeen (yard limits extend from yard limit board north of Killeen to yard limit board south of Nicholls).	Alvey Jct.	Stephenville
Lampasas	Carlsbad	Dublin
Radio Jct.	Sterling City	Comanche
Lometa	Belt Jct.	Menard
	Cresson	

36. BULLETIN BOOKS OR BOARDS ARE LOCATED AT:

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

37. STANDARD CLOCKS ARE LOCATED AT:

Bellville Yard
 Somerville.
 Temple (Yard Office and Passenger Station).
 Cleburne (Yard Office and Passenger Station).
 Lometa.
 Brownwood.
 San Angelo.
 Sweetwater (Yard Office and Passenger Station).
 Fort Worth (Yard Office).
 Menard.

38. STANDARD THERMOMETERS ARE LOCATED AT:

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

**STATE LAWS GOVERNING RAILROAD EMPLOYEES
 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 govern-

ing 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 employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

The attention of all employes 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	Any Station.	Clay to Beaumont, inclusive.	Between Purcell and Ft. Worth—from Newton and beyond and west of Guthrie, Okla. and between Ft. Worth and Galveston—from Oklahoma City and beyond.
6	Any Station.	Hitchcock to Pearland, incl., and Temple to Purcell, incl., to Newton and beyond and west of Guthrie, Okla.	Beaumont to Clay, inclusive.
16	Any Station.	West of Brownwood.	
27	Wynnewood.	Gainesville and beyond.	Oklahoma City and beyond
28	Wynnewood.	Oklahoma City and beyond.	Gainesville and beyond.
75	Belton, Killeen, Radio Junction and Goldthwaite.	West of Coleman.	Houston and beyond.
76	Goldthwaite, Radio Junction, Killeen and Belton.	Houston and beyond.	West of Coleman.

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 General Rules E and F, Book of Rules)

