

W. A. J. CARTER, Trainmaster	Temple
R. E. KNAPP, Trainmaster	Temple
S. A. WORSHAM, Chief Dispatcher	Temple
T. W. GOOLSEY, 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	F. E. WILLS
J. A. HUNT	J. C. MORLAN	

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

LOCAL WATCH INSPECTORS—SOUTHERN DIVISION

E. P. HALTOM	Ft. Worth
H. C. QUINN	Cleburne
GEO. E. WATKINS	Cleburne
C. D. BLACKMAN	Temple
L. S. JAMES	Temple
F. W. BISCHOFF	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 E. 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. JOHN T. TUCKER, JR.	Ft. Worth
Dr. T. F. YATER	Cleburne
Dr. LEE YATER	Cleburne
Dr. O. T. SMYTH, JR.	Cleburne
Dr. R. D. HOLT	Meridian
Dr. J. T. ARCHER, JR.	Meridian
Dr. C. C. CATE	Morgan
Dr. V. D. GOODALL	Clifton
Dr. S. L. WITCHER	Clifton
Dr. A. M. LONG	Valley Mills
Dr. W. J. COMPTON	Crawford
Dr. ROBERT S. CUMMINGS	McGregor
Dr. E. R. McCAULEY	Moody
Dr. WENDELL P. WARD	Temple
Dr. DAVID EAMES	Temple
Dr. F. A. TURMAN	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. J. B. STEPHENS	Bangs
Dr. T. A. CARRIGAN	Brownwood
Dr. E. F. CADENHEAD	Brownwood
Dr. HOMER B. ALLEN	Brownwood
Dr. A. O. CRAGWALL	Stephenville
Dr. OLIVER BUSH	Menard
Dr. MAURICE HYMAN	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. RUSH McMILLIN	Lampasas
Dr. F. PAUL BUROW	Killeen
Dr. JOE A. FOWLER	Killeen
Dr. J. W. PITTMAN	Belton
Dr. T. L. DENSON	Cameron
Dr. C. G. SWIFT	Cameron
Dr. T. S. ROACH	Caldwell
Dr. G. V. PAZDRAL	Somerville
Dr. W. A. KNOLLE	Brenham
Dr. 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
Dr. C. S. THOMPSON	San Angelo
Dr. VIRGINIA BOYD	Abilene

Gulf, Colorado and Santa Fe Railway Company

SOUTHERN DIVISION

TIME TABLE No.

154

IN EFFECT

Sunday February 20, 1949

At 12:01 A. M.
Central Standard Time

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

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

J. N. LANDRETH,
Assistant
General Manager,
Galveston, Texas

A. B. CLEMENTS,
Superintendent,
Temple, Texas

2 Southern Division

First District

SOUTHWARD First Class		Capacity of Sliding in 60-ft. Car	Rating Grade Ascending	TIME TABLE No. 154 February 20, 1949	Rating Grade Ascending	Distance from Cleburne	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
5	15								6	16
Passenger	Texas Chief								Passenger	Texas Chief
Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile	Miles			Arrive Daily	Arrive Daily
PM 11.40	PM 1.46	Yard	48.0	CLEBURNE YL 3.8	53.3	317.3	C	FW TY s	AM 5.45	PM 1.14
11.46	1.49	110	44.3	PONETTA 4.2	52.8	313.5			5.35	1.09
f 11.51	1.53	111	52.8	RIO VISTA 6.4	66.0	309.3		f	5.26	1.05
f 11.59 AM	1.59	111	66.0	BLUM 8.1	66.0	302.9	C	f	5.18	12.59
f 12.09	2.08	71	53.8	KOPPERL 7.2	66.0	294.8		W f	5.08	12.51
s 12.21	2.15	59	47.5	M-K-Y Crossing MORGAN 7.4	66.0	287.6	C	s	4.58	12.44
s 12.32	2.22	69	66.0	MERIDIAN 4.9	73.9	280.2	C	s	4.46	12.37
12.38	2.27	70	66.0	BOSQUE 5.4	36.9	275.3			4.37	12.32
s 12.48	2.33	73	53.8	CLIFTON 5.5	58.1	269.9	C	W s	4.30	12.26
12.55	2.38	71	47.5	PENDELL 5.6	66.0	264.4			4.18	12.20
f 1.05	2.44	61	66.0	VALLEY MILLS 4.4	65.4	258.8	C	s	4.11	12.15
1.12	2.49	73	66.0	MANHATTAN 4.6	66.0	254.4			4.02	12.10
f 1.18	2.53	67	66.0	CRAWFORD 6.7	64.4	249.8		f	3.56	12.06 PM
s 1.35	3.00	113	42.2	St. L. S. W. Crossing McGREGOR YL 4.4	66.0	243.1	C	WY s	3.45	11.59
1.40	3.04	73	47.5	BAGGETTS 5.6	31.1	238.7			3.35	11.54
s 1.48	3.10	63	66.0	MOODY 8.0	66.0	233.1	C	s	3.29	11.48
f 1.57	3.18	68	66.0	PENDELTON 5.1	66.5	225.1		f	3.18	11.40
2.03	3.23		66.0	BELCO YL 2.2	66.5	220.0			3.10	11.35
s 2.10 AM	s 3.27 PM	Yard		TEMPLE YL		217.8	C	FW TY	3.05 AM	11.32 AM
Arrive Daily	Arrive Daily			(94.5)					Leave Daily	Leave Daily
39.8	53.5			Average speed per hour					37.2	53.5

Signal System One in effect.

Trains must secure numbered Clearance Card at Temple and Cleburne.

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

Between First Street, Second District, and Adams Avenue Viaduct No. 218F, and 25th Street, Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between signal 3172 and signal 3177, Northern Division, Cleburne, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (60-ft. Cars)
Lone Star Gas Co.....	267.8	4

Second District

Southern Division 3

SOUTHWARD First Class			Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 154 February 20, 1949	Ruling Grade Ascending	Distance from Galveston	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class		
15	65	5								6	16	66
Texas Chief	The Texan	Passenger								Passenger	Texas Chief	California Special
Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile	Miles			Arrive Daily	Arrive Daily	Arrive Daily
PM 3.29	AM 3.32	AM 2.25	Yard	.0	TEMPLE YL	42.7	217.8	C	FW TY	AM 2.55	AM 11.30	PM 11.20
				.0	M-K-T Crossing	66.0	217.1					
3.32	3.35	2.30		28.5	KNOWD JCT. YL	66.0	216.2			2.47	11.27	11.12
		f 2.37 ⁶	74	54.5	HEIDENHEIMER	54.4	212.0			f 2.37 ⁵	11.23	11.06
3.36	3.40	2.41	76	42.2	FINKS	64.4	207.8			2.30	11.19	11.01
3.40	3.44	s 2.47	98	58.6	ROGERS	68.3	204.4	C		s 2.25	11.16	10.57
3.43	3.48	2.51	76	32.0	BOWERS	21.1	201.2			2.19	11.13	10.52
3.46	3.51	f 2.57	75	42.2	BUCKHOLTS	59.1	197.0			s 2.15	11.09	10.48
3.50	3.55	3.01	76	42.2	PETTIBONE	60.2	193.6			2.09	11.06	10.44
				.0	T. & N. O. Crossing	13.2	188.1					
3.59	4.05	s 3.13	147	42.2	CAMERON	52.8	187.7	C	W	s 2.01	11.00	10.37
4.06	4.14	3.21	78	42.2	HOYTE	34.8	181.1			1.48	10.54	10.27
4.09	4.17	3.24	82	48.3	ARION	31.6	177.9			1.44	10.51	10.24
				42.2	MILANO YL	52.8	174.1	C	Y	s 1.40	10.47	10.20
4.13	4.22	f 3.28	81	40.1	ELEVATION	66.0	169.3			1.22	10.42	10.12
4.18	4.30	s 3.50	81	39.6	CHRISMAN	66.0	164.5			f 1.17	10.38	10.04
4.22	4.35	4.02	101	42.2	CALDWELL	66.0	157.6	C	W	s 1.05	10.31	9.55
4.29	4.44	4.10	76	42.2	DAVIDSON	65.4	151.0			12.54	10.25	9.47
4.35	4.51	f 4.18	72	13.2	LYONS	52.8	144.7	C		f 12.48	10.19	9.40
4.41	4.59	4.30	Yard	42.2	SOMERVILLE YL	37.0	141.3	C	FW TY	s 12.40	10.15	9.32
		4.35	78	42.2	QUARRY	.0	137.6			12.28	10.11	9.26
4.45	5.08	f 4.40		42.2	GAY HILL	52.8	135.6			f 12.25	10.09	9.23
4.48	5.13	4.45	76	42.2	LANDES	66.0	132.9			12.20	10.06	9.20
4.50	5.16	4.52	66	42.2	NORTHEND	.0	127.0			12.12	10.00	9.14
4.53	5.19	s 5.02	71	68.6	BRENHAM YL	66.0	126.0	C	WY	s 12.09	9.58	9.12
4.59	5.27	5.10	78	87.0	T. & N. O. Crossing	66.0	120.2			12.03	9.52	9.05
		f 5.16	64	66.2	PHILLIPSBURG	64.9	116.2			f 11.58	9.48	9.00
5.01	5.32	5.22	78	23.3	KENNEY	66.0	110.3			11.50	9.43	8.54
5.07	5.42	s 5.35	34	.0	DANT	42.2	107.6			s 11.46	9.40	8.50
5.11	5.47	5.40	Yard		BELLVILLE YL	66.0	106.2	C	FWT	11.40	9.38	8.45
5.16	5.54	AM			BELLVILLE YARD YL					PM	AM	PM
5.18	6.00	AM			(111.6)					Leave Daily	Leave Daily	Leave Daily
s 5.21 PM	s 6.05 AM	s 5.40 AM	Yard		Average speed per hour					34.3	59.7	43.2
Arrive Daily	Arrive Daily	Arrive Daily										
59.7	43.7	34.3										

Signal system One in effect.

Rule 261 in effect between Knowd Jct. and southward control signals just north of First Street, Temple.

Trains must secure numbered Clearance Card at Temple and Bellville Yard.

First class trains register by Form 903 at Bellville Yard.

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

Between First Street, Second District, and Adams Avenue Viaduct No. 218F, and 25th Street, Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between signal 1052 and signal 1063, Bellville Yard, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

4 Southern Division

Lampasas District

SOUTHWARD		Capacity of Sidings in 50-ft. Cars	Rating Grade Ascending	TIME TABLE		Rating Grade Ascending	Distances from Galveston	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
First Class				No. 154						First Class	
75	73			76	74						
California Special	Motor			February 20, 1949					The Texan	Motor	
Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile	Miles			Arrive Daily	Arrive Daily	
PM 11.32	AM 4.15	Yard	0.0	TEMPLE YL	66.0	217.8	C	F W TY	AM 3.20	AM 1.20	
11.40	4.25	81	47.5	5.1 MIDWAY	70.2	222.9			3.09	1.05	
11.44	s 4.40	83	37.0	3.1 BELTON	72.8	226.0	C	Y	s 3.03	s 12.58	
11.49	4.45	84	61.6	3.8 GERRON	0.0	229.8			2.59	12.46	
11.55	f 4.54	77	57.0	5.5 NOLANVILLE	0.0	235.3			2.53	f 12.40	
AM 12.08	s 5.15	74	68.6	7.8 KILLEEN YL	66.5	243.1	C	W	s 2.44	s 12.30	
				3.6 CAMP HOOD YL		246.7		Y			
12.14 ⁷⁴	5.25	53	70.7	1.0 NICHOLLS YL	66.5	247.7			2.36	12.14 ⁷⁵	
12.22	s 5.40	77	69.6	6.1 COPPERAS COVE	68.6	253.8	C		s 2.29	s 12.04	
12.29	5.47	83	0.0	5.7 GOTCHER	47.5	259.5			2.21	AM 11.51	
12.33	f 5.55	83	18.5	3.2 KEMPNER	10.5	262.7			2.17	f 11.45	
			49.6	2.0 LAMPASAS RIVER	32.7	264.7		W			
12.39	6.03	83	68.5	3.0 SHORTALL	0.0	267.7			2.11	11.35	
	6.10	86	10.5	5.6 RADIO JCT. YL	54.4	273.3		Y	2.04	11.25	
	s 6.30		68.6	1.0 LAMPASAS YL	0.0	274.3	C			s 11.20	
12.45	6.35	86	69.7	4.0 RADIO JCT. YL	0.0	273.3		Y		11.07	
12.50	6.45	83	71.2	5.9 REVISION	0.0	277.3			1.59	11.02	
12.57	6.58	83	65.5	8.1 OGLS	68.6	283.2			1.52	10.52	
1.07	s 7.20	Yard	66.0	4.8 LOMETA YL	63.4	291.3	C	F W TY	1.42	s 10.40	
1.13	7.27	83	66.0	3.5 BOX	66.0	296.1			1.36	10.28	
1.17	7.33	90	66.0	8.2 ANTELOPE GAP	65.4	299.6			1.32	10.22	
1.25 ⁷⁶	7.43	83	66.0	7.2 CASTOR	66.0	305.8			1.25 ⁷⁵	10.12	
1.33	s 7.55	75	66.0	5.1 GOLDTHWAITE	66.0	313.0	C		1.10	s 10.01	
1.39	8.02	82	66.0	5.1 BOZAR	67.0	318.1		W	1.03	9.48	
1.46	s 8.12	77	66.0	5.2 MULLEN	66.0	323.3			12.57	f 9.40	
1.55	8.22	54	66.0	6.6 VILLA	66.0	329.9			12.49	9.30	
2.03	s 8.35	77	66.0	5.9 ZEPHYR	66.0	335.8	C		12.42	f 9.22	
2.11	8.44	83	21.1	6.1 RICKER	66.0	341.9	B		12.34	9.10	
s 2.25 AM	s 9.00 AM	Yard		6.1 BROWNWOOD YL		348.0	C	F W TY	12.25 AM	9.00 PM	
Arrive Daily	Arrive Daily			(132.2)					Leave Daily	Leave Daily	
45.5	27.9			Average speed per hour					44.9	30.5	

Signal System One in effect:

Temple to M. P. 344.4.

Signal System Two in effect:

M. P. 344.4 to Brownwood.

Trains must secure numbered Clearance Card at Temple and Brownwood.

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

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Charter Oaks	225.0	20

Between First Street, Second District, and Adams Avenue Viaduct No. 218F, and 25th Street, Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between crossover from main track to New Yard lead, 932 feet north of signal 3471, and south main track switch at north end storage yard, 2 poles south of signal 3494, Sweetwater District, Brownwood, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

San Saba District

Southern Division 5

SOUTHWARD				NORTHWARD						
Second Class	First Class	Capacity of Sidings in 50-ft. Cars	Distance from Lometa	Ruling Grade Ascending	TIME TABLE No. 154 February 20, 1949	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 YL		C	FWTY	PM 6.40	
9.33		34	11.0	31.7	11.0 CHADWICK	31.7			f 6.07	
s 10.17 10.45		50	24.9	51.2	13.9 SAN SABA YL	26.4	C	W	s 5.22 5.11	
s 11.10		30	32.8	47.5	7.9 ALGERITA	26.4			s 4.45	
s 11.40 PM		33	39.6	31.7	6.8 RICHLAND SPRINGS	.0	C	W	s 4.22	
s 12.01		28	46.1	31.7	6.5 HALL	29.0			s 4.00	
f 12.14		13	49.8	39.9	3.7 SELLMAN	26.4			f 3.48	
f 12.38		38	56.6	31.7	6.8 SATUIT	31.7			f 3.27	
12.58	AM 6.26		62.1	31.7	6.5 PAUL JCT. YL	31.7			PM 6.38	
s 1.15 2.00	s 6.38 6.43	43	66.1	36.9	4.0 BRADY YL	5.3	C	WY	s 6.26 6.21	
f 2.12	f 6.51	33	69.8	39.6	3.7 NIBLOCK	39.6			f 6.12	
s 2.33	s 7.05	31	76.5	39.6	6.7 WHITELAND	38.9	C		s 5.57	
2.35	7.07		76.9	39.6	0.4 HOMER JCT.	38.9			5.54	
s 2.54	AM	33	82.1	19.0	6.2 MELVIN	.0			PM	
f 3.20		27	90.2	31.7	8.1 WELVIEW	.0			f 12.55	
3.45 PM		Yard	98.0		7.8 EDEN YL		C	FWY	12.01 PM	
Arrive Tues. Thur. Sun.	Arrive Daily				(98.0)				Leave Daily	
17.7	24.6				Average speed per hour				22.6	
									13.6	

Trains must secure numbered Clearance Card at Lometa and Eden.

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

No switch lights San Saba District.

Between Homer Jct., and passenger station, Whiteland, and between Paul Jct., and passenger station, Brady, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

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

6 Southern Division

Sweetwater District

SOUTHWARD							Ruling Grade Ascending	Ft. Per Mile	TIME TABLE		Capacity of Sidings in 50-ft. Cars
First Class									No. 154		
	45	91	95	79	77	75		February 20, 1949			
	Motor P. & S. F.	The Texan P. & S. F.	West Texas Express P. & S. F.	The Angelo	The Angelo	California Special		STATIONS			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
					AM 4.30	AM 2.35	22.7	BROWNWOOD YL		Yard	
					4.32	2.37	66.0	0.8 HULL JCT. YL			
					4.40	2.44	66.0	4.3 GRAVITY		81	
					s 4.49	2.52	64.9	4.5 BANGS		75	
					4.57	2.59	66.0	6.3 OBREGON		80	
					s 5.06	3.07	64.9	5.5 SANTA ANNA		73	
				PM 10.40	5.11	3.12	66.0	3.7 SAN ANGELO JCT.		109	
				s 10.50 PM	s 5.20 AM	s 3.22	31.7	4.8 COLEMAN YL		110	
						3.28	31.7	4.6 HAMRICK		81	
						f 3.38	31.7	8.2 SILVER VALLEY		110	
						f 3.45	31.7	5.6 NOVICE		108	
						3.53	31.7	6.4 GOLDSBORO		82	
						s 4.02	31.7	6.5 LAWN		82	
						s 4.10	15.8	5.9 TUSCOLA		80	
						4.18	31.7	0.6 A. & S. Crossing			
						s 4.28	31.7	4.4 BUFFALO GAP		80	
						4.35	31.7	6.2 VIEW		80	
						f 4.43	31.7	5.5 COZART		81	
						4.49	31.7	6.2 BLAIR		81	
						4.56	31.7	5.0 TOLAND		83	
						5.03	31.7	5.1 HERNDON		80	
						5.12	62.8	6.1 TECIFIC		81	
	PM 8.50	PM 9.05	PM 11.50			5.20	52.8	5.8 P. & S. F. JCT. YL		Yard	
	8.58	9.10	11.55			5.30 AM	52.8	1.8 NORTH JCT. YL			
	s 9.00 9.30	s 9.15 PM	s 11.59 PM				52.8	0.7 SWEETWATER YL		Yard	
	9.31 PM						52.8	0.1 SOUTH JCT. YL			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(114.6)			
	6.0	16.6	22.2	24.0	35.5	39.3		Average speed per hour			

Automatic Block System

Rule 261

Signal System Two in effect.

Rule 261 in effect between Orient Jct., on Slaton Division, and north switch P. & S. F. Jct.; between north switch P. & S. F. Jct. and North Jct., and on south leg of wye.

Trains must secure numbered Clearance Card at Brownwood.

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

First class trains register by Form 903 at P. & S. F. Jct.

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

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

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

Between crossover from main track to New Yard lead, 932 feet north of signal 3471, and south main track switch at north end storage yard, 2 poles south of signal 3494, Sweetwater District, Brownwood, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Sweetwater District

Southern Division 7

Distance from Galveston	Communications	TIME TABLE No. 154 February 20, 1949	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	NORTHWARD					
					First Class					
					76	78	80	94	46	92
					The Texan	The Angelo	The Angelo	Kansas City Express 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
348.0	C	BROWNWOOD YL 0.8	.0	F W T Y s	AM 12.15	s AM 12.01				
348.8		HULL JCT. YL 4.3	33.8		12.08 AM	AM 11.57				
353.1	B	GRAVITY 4.5	64.9		11.58	11.47				
357.6	C	BANGS 6.3	64.9		11.48	s 11.37				
363.9		OBREGON 5.5	20.5		11.40	11.28				
369.4	C	SANTA ANNA 3.7	62.3		11.34	s 11.20				
373.1	C	SAN ANGELO JCT. 4.8	50.6	W Y	11.26	11.10	AM 5.45			
377.9	C	COLEMAN YL 4.6	10.5	W Y s	11.20	10.55 PM	5.25 AM			
382.5		HAMRICK 8.2	23.8		11.09					
390.7		SILVER VALLEY 5.8	31.7	f	11.00					
396.3		NOVICE 6.4	31.7	f	10.53					
402.7		GOLDSBORO 6.5	31.7		10.45					
409.2	C	LAWN 5.9	12.7	W s	10.38					
415.1	C	TUSCOLA 0.6	.0	s	10.28					
415.7		A. & S. Crossing 4.4	31.7							
420.1		BUFFALO GAP 6.2	31.7	F W f	10.20					
426.3	C	VIEW 5.5	31.7	Y s	10.11					
431.8		COZART 6.2	31.7		10.03					
438.0	C	BLAIR 5.0	21.1	f	9.56					
443.0		TOLAND 5.1	31.7		9.50					
448.1		HERNDON 6.1	31.7		9.44					
454.2		TECIFIC 5.8	31.7		9.37					
460.0	C	P. & S. F. JCT. YL 1.8	10.5	F W T Y	9.30		AM 4.37	AM 5.53	AM 5.47	
461.8		NORTH JCT. YL 0.7	10.5		9.27		4.32	5.48	5.42	
462.5	C	SWEETWATER YL 0.1	10.5		9.25 PM		4.30 AM	s 5.45 AM	5.40 AM	
462.6		SOUTH JCT. YL						5.18 AM		
		(114.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		Average speed per hour			40.0	29.4	11.9	30.0	18.7	16.7

Nos. 78 and 80 must secure numbered Clearance Card at Coleman.

No. 77 is superior to No. 80.

No. 79 is superior to No. 78.

No. 78 will back from Brownwood to Hull Jct.

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

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

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

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

TRACKS NOT SHOWN ON FACE OF TIME TABLE

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

8 Southern Division

San Angelo District

SOUTHWARD			Capacity of Sidings in 96-ft. Cars	Distance from San Angelo Jct.	Ruling Grade Ascending	TIME TABLE No. 154 February 20, 1949	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
First Class										First Class		
		77										
		The Angelo										
		Leave Daily		Miles	Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily		
		AM 5.45	53	.0	65.5	SAN ANGELO JCT.	63.4	C	W Y	PM 10.40		
		6.00	53	6.1	66.5	6.1 OVERALL	42.2			10.29		
	s	6.10	49	11.4	66.0	5.3 VALERA	66.0	C	s	10.21		
	s	6.25	49	20.9	65.5	9.5 TALPA	66.0	C	s	10.07		
		6.37	53	28.7	62.8	7.8 BENOIT	66.0			9.52		
				36.5		7.8 A. & S. Crossing						
	s	6.53	28	36.9	52.8	0.4 BALLINGER YL	52.8	C	W	s 9.40		
		6.56	51	38.3	34.8	1.4 CATO	26.4			9.29		
	s	7.07	51	45.6	52.8	7.3 ROWENA	51.7	C	s	9.20		
	s	7.20	49	54.2	52.8	8.6 MILES	52.8	C	s	9.03		
		7.35	53	63.1	52.8	8.9 HARRIET	52.8			8.50		
		7.50		70.7	31.7	7.6 ALVEY JCT. YL	.0		Y	8.40		
		AM 8.00	Yard		31.7	2.2 SAN ANGELO YL	.0	C	FW TY	PM 8.30		
		AM		70.7	31.7	7.0 ALVEY JCT. YL	.0		Y	PM		
			45	77.7	37.7	4.2 PULLIAM	.0					
			45	81.9	27.4	5.9 TURNERDALE	.0					
			45	87.8	31.7	6.6 CARLSBAD YL	9.5	C				
			40	94.4	31.7	9.5 WATER VALLEY	31.7		W			
				103.9	31.7	10.7 BROOME	20.0					
			Yard	114.6		STERLING CITY YL		C	W Y			
		Arrive Daily				(114.6)				Leave Daily		
		32.4				Average speed per hour				33.6		

Signal System One in effect:

Ballinger—Interlocking.

Trains must secure numbered Clearance Card at Sterling City.

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

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

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

No switch lights between Pulliam and Sterling City.

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

Dublin District

Southern Division 9

SOUTHWARD		Capacity of Sidings in 60-ft. Cars	Distance from Birds	Ruling Grade Ascending	TIME TABLE No. 154 February 20, 1949	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Ways	NORTHWARD	
First Class									First Class	
	77								78	
	The Angelo								The Angelo	
	Leave Daily		Miles	Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	
	PM 11.00	Yard			FORT WORTH YL				AM 6.25	
	PM 11.10		117			3.4 BIRDS YL			AM 6.10	
	11.14		0.9	.0	0.9 BELT JCT. YL	64.4			6.05	
	11.25		63	66.0	7.5 PRIMROSE	58.1			5.55	
f	11.32		20	47.5	3.6 PLOVER	64.4		f	5.48	
	11.42		61	66.5	5.4 WINSOTT	.0			5.38	
s	11.48		43	64.4	4.4 CRESSON YL	66.5	C	s	5.28	
	11.56		51	66.0	4.3 CHAPIN	66.5			5.15	
	12.03		19	.0	4.6 WAPLES	66.0			5.05	
s	12.17		57	66.0	6.8 GRANBURY YL	66.0	C	W	4.55	
s	12.35		61	66.0	9.9 TOLAR	52.8	C		4.34	
s	12.50		47	58.6	8.7 BLUFFDALE	66.0			4.19	
	1.02		60	66.0	7.4 IMMERMERE	.0			4.07	
	1.14		53	66.0	6.3 JACKWELL	26.4			3.55	
s	1.20		23	66.0	3.5 STEPHENVILLE YL	44.9	C	W	3.45	
	1.40		55	66.0	8.6 HARBIN	66.0			3.23	
s	1.50		54	66.0	6.2 DUBLIN YL	15.8	C	W T	3.12	
			86.2	.0	0.1 M-K-T Crossing	31.6				
f	2.10		61	52.3	9.1 PROCTOR	66.0			2.48	
f	2.35 ⁷⁸		57	66.0	5.3 HASSE	42.2			2.35 ⁷⁷	
s	2.45		60	48.6	7.6 COMANCHE YL	.0	C	W	2.18	
	3.10		63	66.0	7.3 WATSON	.0			1.56	
f	3.23		57	66.0	6.2 BLANKET	46.5			1.40	
	3.40		63	66.0	8.5 DELAWARE	66.0			1.25	
	4.00			23.2	7.8 HULL JCT. YL	66.0			1.10	
s	4.15 AM	Yard	138.8	.0	0.8 BROWNWOOD YL	22.7	C	FW TY	1.05 AM	
	Arrive Daily				(138.8)				Leave Daily	
	26.2				Average speed per hour				26.0	

Signal System One in Effect:
Birds to M.P. 2.1

Trains must secure numbered Clearance Card at Fort Worth and Brownwood.

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

No. 78 will back from Brownwood to Hull Jct.

Between Belt Jct., and Birds, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between M. P. 17, Weatherford District, and M. P. 23, Dublin District, and between M. P. 21 and M. P. 23, Dublin District, Cresson, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

Between crossover from main track to New Yard lead, 932 feet north of signal 3471, and south main track switch at north end storage yard, 2 poles south of signal 3494, Sweetwater District, Brownwood, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

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

10 Southern Division

Menard District

SOUTHWARD First Class			Capacity of Stidings in 60-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 154 February 20, 1949	Ruling Grade Ascending	Distance from Birds	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
81		82									
Motor		Motor									
Leave Daily		Arrive Daily									
AM 4.45		PM 8.25									
f 5.04		f 8.01									
s 5.19		s 7.47									
s 5.33		s 7.33									
s 5.43		s 7.22									
f 5.55		f 7.07									
s 6.12		s 6.52									
6.26 AM		6.38 PM									
Via San Saba District		Via San Saba District									
AM 7.07		PM 5.54									
f 7.25		f 5.39									
f 7.43		f 5.24									
f 7.53		f 5.15									
8.10 AM		5.00 PM									
Arrive Daily		Leave Daily									
26.1		26.5									
Average speed per hour											
		Yard	52.8	BROWNWOOD YL 8.0	41.2	137.4	C	F W T Y	s		
		41	.0	DALZELL 6.7	41.2	145.4			f		
		45	34.3	BROOKESMITH 6.1	34.3	152.1			s		
		26	50.7	WINCHELL 4.5	39.6	158.2		W	s		
		32	52.8	MERCURY 6.5	52.8	162.7			f		
		32	52.8	PLACID 7.6	29.0	169.2			s		
		70	26.4	ROCHELLE 5.9	52.8	176.8					
			31.7	PAUL JCT. YL 4.0	31.7	182.7					
				BRADY YL 3.7		186.7					
				NIBLOCK 6.7		190.4					
			39.6	WHITELAND 0.4	36.9	197.1					
			39.6	HOMER JCT. 7.2	15.8	197.5					
		53	39.6	LIGHTNER 7.0	39.6	204.7			f		
		50	39.6	CALLAN 4.3	39.6	211.7		W	f		
		52	39.6	SCALP CREEK 7.4	39.6	216.0			f		
		Yard		MENARD YL		223.4	C	F W Y			
				(88.0)							

Trains must secure numbered Clearance Card at Brownwood and Menard.

Between crossover from main track to New Yard lead, 932 feet north of signal 3471, and south main track switch at north end storage yard, 2 poles south of signal 3494, Sweetwater District, Brownwood, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Homer Jct., and passenger station, Whiteland, and between Paul Jct., and passenger station, Brady, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between yard limit board, Menard District, and passenger station, Brownwood, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

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

Southern Division 11

SOUTHWARD

Freight Train Terminals and Junctions	25	37	39	21	171	TDF	GCF	435	85	31	71	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. 71	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 Ex. Sun.	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		6.50						
SAN ANGELO								8.00 PM		7.00 AM						
STERLING CITY																
MENARD															10.15 AM	
P. & S. F. JCT.						6.15 AM	3.30 PM		12.30 PM			6.30 PM	10.00 PM			8.00 PM
SOMERVILLE			5.00 8.20													
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 Ex. Sun.	Arrive Mon., Wed., Sat.	Arrive Daily

NORTHWARD

Freight Train Terminals and Junctions	38	40	26	22	CTX	172	72	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 Ex. Sun.	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 2.00	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					
STERLING CITY											1.00 PM					
MENARD													2.15 PM			
P. & S. F. JCT.					11.45 PM		1.00 PM	6.00 PM		7.00 AM				7.00 AM	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 Ex. Sun.	Leave Sun., Tues., Thur.	Leave Tues., Thur., Sat.	Leave Daily	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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

2. Rule 509 (A) is amended to read:

On single track, wait five minutes, then proceed at restricted speed, except that when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

3. Rule 511 is amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "Stop" and intervening track is seen to be clear.

4. Rule 660 is amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "Stop" and intervening track is seen to be clear.

5.—

6.—

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

JUNCTION	M. P.	JUNCTION WITH	Switch Normally Lined For Movement
LAMPASAS DISTRICT			
Radio Jct.	273.3	Main Spur to Lampasas	Lampasas District
SWEETWATER DISTRICT			
Hull Jct.	348.8	Dublin District	Sweetwater Dist.
San Angelo Jct.	373.1	San Angelo District	Sweetwater Dist.
SAN ANGELO DISTRICT			
Alvey Jct.	70.7	P. & S. F. Ry.	San Angelo Dist.
SAN SABA DISTRICT			
Paul Jct.	62.1	Menard District	Menard District
Homer Jct.	76.9	Menard District	Menard District
DUBLIN DISTRICT			
Cresson	21.8	Weatherford District	Dublin District
Birds	.0	Second District Northern Division	Second District Northern Div.

8. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight And Mixed
FIRST DISTRICT	40	20	75	55
SECOND DISTRICT	40	20	75	55
LAMPASAS DISTRICT				
Temple to Camp Hood	40	20	55	40
Camp Hood to Radio Jct.	40	20	60	45
Radio Jct. to Goldthwaite	40	20	55	40
Goldthwaite to Mullen	40	20	60	45
Mullen to Brownwood	40	20	55	40
SWEETWATER DISTRICT				
Brownwood to M.P. 424	40	20	60	45
M.P. 424 to P.&S.F. Jct.	40	20	75	55
SAN ANGELO DISTRICT				
San Angelo Jct. to Alvey Jct.	30	15	50	35
Alvey Jct. to Sterling City	20	12	25	20
DUBLIN DISTRICT				
SAN SABA DISTRICT	20	12	25	20
MENARD DISTRICT	20	15	35	25
SECOND DISTRICT				
2 Curves and Track, M.P. 112.1 to 113.0			70	50
3 Curves, M.P. 115.1 to 116.6			70	50
Curve, M.P. 118.8 to 119.0			70	50
4 Curves, M.P. 122.5 to 125.0			70	50
2 Curves, M.P. 125.5 to 126.2			40	30
2 Curves, M.P. 126.2 to 127.8			70	50
2 Curves, M.P. 129.6 to 130.7			70	50
2 Curves, M.P. 133.5 to 134.4			60	45
2 Curves, M.P. 138.2 to 139.8			70	55
2 Curves, M.P. 140.8 to 140.9			40	40
North Siding Switch, Somerville, M.P. 141.6			25	20
3 Curves, M.P. 156.6 to 157.6			55	45
3 Curves, M.P. 169.1 to 170.7			60	50
3 Curves, M.P. 174.1 to 175.6			65	50
Little River Bridge, M.P. 185.4 to 185.5			55	45
2 Curves, M.P. 187.3 to 188.4			65	50
Curve, M.P. 194.8 to 195.3			70	55
2 Curves, M.P. 197.4 to 198.5			70	55
3 Curves, M.P. 205.9 to 207.6			70	50
7 Curves, M.P. 217.6 to 218.8			30	30
FIRST DISTRICT				
7 Curves, M.P. 217.6 to 218.8			30	30
2 Curves, M.P. 251.4 to 253.3			70	55
6 Curves, M.P. 257.4 to 260.5			50	45
3 Curves, M.P. 263.7 to 264.9			70	55
2 Curves and Bosque River Bridge, M.P. 271.2 to 271.7			55	45
2 Curves, M.P. 275.8 to 276.3			70	55
5 Curves, M.P. 282.3 to 287.0			70	55
2 Curves, M.P. 287.0 to 287.6			60	55

Special Rules

Southern Division 13

8. SPEED RESTRICTIONS. (Cont'd)

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
FIRST DISTRICT (Cont'd)		
2 Curves and Brazos River Bridge, M.P. 297.0 to 297.7	55	45
4 Curves, M.P. 299.8 to 302.4	70	55
3 Curves, M.P. 304.3 to 306.7	70	55
2 Curves, M.P. 317.2 to 318.7	50	30
LAMPASAS DISTRICT		
2 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
3 Curves and Track, M.P. 226.2 to 228.1	50	40
Curve, M.P. 246.3 to 246.5—Northward	60	45
4 Curves, M.P. 248.3 to 249.8	50	35
7 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
8 Curves, M.P. 266.4 to 272.1	55	40
3 Curves, M.P. 272.1 to 274.1	50	35
Curve, M.P. 283.8 to 284.3	55	40
Curve, M.P. 298.6 to 299.1	55	40
2 Curves, M.P. 302.3 to 303.7	55	40
3 Curves, M.P. 310.1 to 311.8	55	40
Curve, M.P. 321.4 to 321.8	60	45
5 Curves, M.P. 328.0 to 332.0	55	40
3 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
4 Curves, M.P. 350.8 to 353.2—Southward	40	30
—Northward	40	25
Curve, M.P. 362.3 to 362.7	55	40
3 Curves, M.P. 380.2 to 381.9—Northward	60	45
2 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
4 Curves, M.P. 397.6 to 400.0	45	40
Curve, M.P. 410.8 to 410.9	55	40
2 Curves, M.P. 455.7 to 457.1	60	45
Curve, M.P. 457.9 to 458.3	55	40
SAN ANGELO DISTRICT		
5 Curves, M.P. 8.1 to 10.7	40	25
6 Curves, M.P. 12.8 to 14.0	40	25
Curve and Colorado River Bridge, M.P. 37.4 to 37.7	30	20
DUBLIN DISTRICT		
Curve, M.P. 0.7 to 0.9	25	25
2 Curves, M.P. 10.8 to 11.9	40	35
Track, M.P. 21.3 to 22.0	10	10
2 Curves, M.P. 22.6 to 22.9	30	25
Curve, M.P. 24.9 to 25.3	40	35
3 Curves, M.P. 26.4 to 27.8	40	35
3 Curves, M.P. 29.3 to 30.0	35	30
Curve and Brazos River Bridge, M.P. 34.7 to 35.4	40	30
11 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
7 Curves, M.P. 48.3 to 50.5	35	30

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
Curve, M.P. 52.3 to 52.9	40	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	40	30
6 Curves and Paluxy Creek Bridge, M.P. 55.2 to 57.3	40	35
10 Curves, M.P. 60.3 to 66.2	40	35
2 Curves and Bosque River Bridge, M.P. 71.0 to 71.8	35	30
6 Curves, M.P. 74.5 to 76.8	40	35
18 Curves, M.P. 79.6 to 85.8	40	35
6 Curves, M.P. 89.3 to 91.8	40	35
7 Curves, M.P. 95.8 to 97.7	40	35
5 Curves, and Leon River Bridge, M.P. 97.7 to 99.7	35	30
Curve, M.P. 101.0 to 101.2	40	35
14 Curves, M.P. 111.2 to 115.1	40	35
24 Curves, M.P. 122.0 to 131.5	40	30
5 Curves and Pecan Bayou Bridge, M.P. 134.4 to 137.5	40	35

(B) MAXIMUM SPEED THROUGH INTERLOCKINGS.

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
SWEETWATER DISTRICT		
Tuscola, A. & S. Crossing M.P. 415.7	50	40
SAN ANGELO DISTRICT		
Ballinger, A. & S. Crossing M.P. 36.5	20	20

(C) MAXIMUM SPEED FOR ENGINES.

CLASS OR ENGINE NUMBER	MILES PER HOUR		
	With Train or Cars	Light Engines Forward	All Engines Backward
542	80	40	20
640-649-664	35	35	20
729-759-769	35	35	20
900	35	30	20
1014-1050-1100	60	40	20
1226-1270-1290-1337-1480-1550	80	40	20
1600	35	30	20
1800	55	35	20
1900-1950	45	35	20
3010-3020	35	30	20
3100-3129	45	35	20
3160	55	35	20
3400-3450-3500	80	40	20
3700-3750	70	40	20
3751-3775	80	40	20
3800-3900	50	35	20
4000	55	35	20
Gas Elec. Motors M-120-150	55	55	20
Diesels 1-90 incl. and 158, 159, 162-164 and 166-168 incl.	80	40	20
Diesels 100-157, 160, 161, 165 and 169-185 incl. and 200-201	65	40	20
Diesels (Yard)	30	30	30
Switch, no truck	20	20	20
Other Classes	30	30	20

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

8. SPEED RESTRICTIONS. (Cont'd)

(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			
—Passenger	3	5	5
—Freight	5	5	5
—44 Ton Yard	2	5	5
—Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines			
—Roller Bearing	9	5	5
Passenger Cars			
—Roller Bearing	8	5
—Friction Bearing	12	5

(E) PASSENGER TRAINS HANDLING DINING CARS.

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

(F) MAXIMUM SPEED OF TRAINS HANDLING DEAD ENGINES.

	M.P.H.
With side rods in position	20
With side rods removed and all drivers on rail	15
With one pair wheels suspended	10
Gas or Diesel—Electric Motor Cars	60
Passenger Diesels	80
Freight Diesels	65
Yard Diesels	30

(G) MAXIMUM SPEED FOR TRAINS HANDLING:

Steam Derrick	Steam Shovel	Steam Ditcher
Brown Hoist	Clam Shell	Pile Driver

Spreader (except with wings folded and fastened)

Other similar machines moving on own running gear.

Such equipment must not be moved in any train except on authority of Trainmaster.

DISTRICT	M.P.H.
FIRST	24
SECOND	24
LAMPASAS	24
SWEETWATER	24
SAN ANGELO	
San Angelo Jct. to Alvey Jct.	20
Alvey Jct. to Sterling City	15
DUBLIN	20
SAN SABA	15
MENARD	15

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

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, train may proceed as required by Rule 509(a).

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

I — Interlocking
S — Spring
R — Rigid

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
FIRST DISTRICT				
Ponetta	S	Both ends siding	25	20
Rio Vista	S	Both ends siding	25	20
Blum	S	Both ends siding	25	20
Kopperl	S	South end siding	10	10
Morgan	I	Both ends siding	25	20
Meridian	S	North end siding	25	20
Meridian	S	South end siding	10	10
Clifton	S	Both ends siding	25	20
Valley Mills	S	Both ends siding	10	10
Manhattan	S	Both ends siding	10	10
Crawford	S	Both ends siding	10	10
McGregor	I	Both ends siding	25	20
Moody	S	Both ends siding	10	10
Pendleton	S	Both ends siding	10	10
SECOND DISTRICT				
Knowld Jct.	I	Switch at end of two tracks	40	30
Heidenheimer	S	Both ends siding	10	10
Rogers	S	North end siding	25	20
Rogers	S	South end siding	10	10
Buckholts	S	Both ends siding	10	10
Pettibone	S	Both ends siding	10	10
Cameron	I	Both ends siding	25	20
Hoyte	S	South end siding	25	20
Hoyte	S	North end siding	10	10
Milano	I	Both ends siding	25	20
Elevation	S	North end siding	10	10
Chriesman	S	Both ends siding	25	20
Caldwell	S	Both ends siding	25	20
Davidson	S	North end siding	25	20
Davidson	S	South end siding	10	10
Somerville	I	Both ends siding	25	20
Landes	S	North end siding	25	20
Landes	S	South end siding	10	10
Northend	S	North end siding	25	20
Brenham	I	North end siding	10	10
Brenham	I	South end siding	25	20
Phillipsburg	S	Both ends siding	25	20
Kenney	S	Both ends siding	25	20
Dant	S	North end siding	25	20
Dant	S	South end siding	10	10
LAMPASAS DISTRICT				
Copperas Cove	S	Both ends siding	10	10
Kempner	S	North end siding	10	10
Radio Jct.	S	Both ends siding	10	10
Mullen	S	North end siding	10	10
Brownwood	R	North end tail track new yard	25	20
SWEETWATER DISTRICT				
Hull Jct.	S	Both Wye switches connecting Dublin and Sweetwater Districts	10	10
Gravity	S	Both ends siding	10	10
Bangs	S	Both ends siding	10	10
Obregon	S	Both ends siding	10	10
Santa Anna	S	Both ends siding	10	10

Special Rules

Southern Division 15

8. SPEED RESTRICTIONS. (Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
SWEETWATER DISTRICT (Cont'd)				
San Angelo Jct.	S	Both ends siding	10	10
San Angelo Jct.	S	Switch connecting San Angelo and Sweetwater Districts	25	20
Coleman	S	Both ends siding	10	10
Hamrick	S	Both ends siding	10	10
Silver Valley	S	Both ends siding	10	10
Novice	S	Both ends siding	10	10
Goldsboro	S	Both ends siding	10	10
Lawn	S	Both ends siding	10	10
Tuscola	S	Both ends siding	10	10
Buffalo Gap	S	Both ends siding	10	10
View	S	Both ends siding	25	20
Cozart	S	Both ends siding	25	20
Blair	S	Both ends siding	25	20
Toland	S	Both ends siding	25	20
Herndon	S	Both ends siding	25	20
Tecific	S	Both ends siding	25	20
P.&S.F. Jct.	S	North end storage track	25	20
Sweetwater	S	South lead switch to main track	10	10
Sweetwater	S	Connection hole track to main track	10	10
North Jct.	S	North Jct. switch	10	10

(I) SPEED THROUGH CORPORATE LIMITS.

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

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

(J) MOST RESTRICTIVE SPEED GOVERNING.

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

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

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

9. YARD LIMITS: Following stations have yard limits. (Rule 99).

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 (including Knowld Jct. and Belco)	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
Killeen (yard limits extend from yard limit board north of Killeen to yard limit board south of Nicholls).	Alvey Jct.
Lampasas	Carlsbad
Radio Jct.	Sterling City
Lometa	Belt Jct.
	Cresson
	Granbury
	Stephenville
	Dublin
	Comanche
	Menard

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

Between Mile Posts	Bridge Number	Name
FIRST AND SECOND DISTRICTS		
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

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

417 and 418	417B	Viaduct
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SAN SABA DISTRICT

2 and 3	2Ca	Viaduct
13 and 14	13C	Colorado River
29 and 30	29A	San Saba River

DUBLIN DISTRICT

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

151 and 152	151A	Clear Creek
158 and 159	158B	Colorado River
160 and 161	160B	Viaduct
220 and 221	220B	Viaduct

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

11. 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.

12. BULLETIN BOOKS ARE LOCATED AT:

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

13. 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.

14. STANDARD THERMOMETERS ARE LOCATED AT:

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

15. RAILROAD CROSSINGS AND INTERLOCKINGS.

LOCATION	M. P.	FACILITY	NAME
FIRST DISTRICT			
Morgan	287.6	M-K-T Crossing	Interlocking
Morgan	287.9	North end siding	Interlocking
Morgan	287.2	South end siding	Interlocking
Morgan	287.5	North end house track	Interlocking
McGregor	243.1	St. L. S. W. Crossing	Interlocking
McGregor	243.1	Compress track	Interlocking
McGregor	243.1	North end siding	Interlocking
McGregor	242.2	South end siding	Interlocking
Belco	220.0	Switch to freight yard	Interlocking
SECOND DISTRICT			
Temple	217.8	South connection to passenger yard	Interlocking
Temple	217.8	Crossover from north to south main tracks just south passenger yard	Interlocking
Temple	217.1	M-K-T Crossing	Interlocking
Temple	217.0	Two crossovers just south M-K-T Crossing	Interlocking
Temple	217.1	M-K-T Transfer	Interlocking
Temple	217.2	South end freight house track	Interlocking
Knowld Jct.	216.2	South end two tracks	Interlocking
Cameron	189.4	North end siding	Interlocking
Cameron	187.9	South end siding	Interlocking
Cameron	188.1	T. & N. O. Crossing	Interlocking
Cameron	188.1	Compress track	Interlocking
Cameron	188.1	Crossover main track to siding north T.&N.O. Crossing	Interlocking
Cameron	188.0	Crossover main track to siding south T.&N.O. Crossing	Interlocking

LOCATION	M. P.	FACILITY	NAME
Cameron	188.0	North end stock track	Interlocking
Cameron	188.0	Short south transfer	Interlocking
Milano	175.1	North end siding	Interlocking
Milano	174.2	South end siding	Interlocking
Milano	174.1	I-G-N Crossing	Interlocking
Milano	174.1	Both ends pocket track	Interlocking
Milano	174.2	West wye connecting track	Interlocking
Milano	174.1	South transfer	Interlocking
Somerville	142.5	North end freight yard	Interlocking
Somerville	141.5	North end siding	Interlocking
Somerville	140.5	South end siding	Interlocking
Brenham	126.0	T. & N. O. Crossing	Interlocking
Brenham	126.0	North connecting track	Interlocking
Brenham	126.0	North end scale track	Interlocking
Brenham	126.0	North end siding	Interlocking
Brenham	125.1	South end siding	Interlocking

LAMPASAS DISTRICT

Temple	217.8	West end freight connection	Interlocking
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SWEETWATER DISTRICT

Tuscola	415.7	A. & S. Crossing	Cabin Interlocking
P.&S.F. Jct.	460.0	Three Wye Switch	Interlocking
		Both ends crossover Main track to Yard lead	Interlocking
		Main Track Switch to north Wye	Interlocking

SAN ANGELO DISTRICT

Ballinger	36.5	A. & S. Crossing	Cabin Interlocking
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DUBLIN DISTRICT

Dublin	86.2	M-K-T Crossing	Rules 98, 98(A) and 98(B) Crossing Gate
Birds	0.0	South switch connecting track	Interlocking

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

17. 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. 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 as required by Rule S-513.

18. SIGNAL—SAN ANGELO JCT.: Signal 3734 governs movements from the San Angelo District to the Sweetwater District. Trains and engines finding Signal 3734 in stop position, and no trains are approaching on the Sweetwater District, may reverse the junction switch and wait two and one-half minutes, then if Signal 3734 fails to clear, proceed as required by Rule 509(a).

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

STATE LAWS GOVERNING RAILROAD 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 governing bodies of every city or town having a population of five thousand (5,000) or more inhabitants according to the last Federal Census may regulate by ordinance the ringing of bells and blowing of whistles within their corporate limits, and a compliance with said ordinance, will be full compliance with the terms

and provisions of this Act and a sufficient warning to the public at such crossings as such ordinance may affect.

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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.

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

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

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

The attention of all 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
15	Marietta, Okla. McGregor, Texas.	Fort Worth and beyond. Houston and beyond.	Oklahoma City and beyond. Kansas City and beyond.
16	McGregor, Texas. Marietta, Okla.	Kansas City and beyond. Oklahoma City and beyond.	Houston and beyond. Fort Worth and beyond.
65	Cameron, Caldwell, Somerville, Brenham, Bellville, Sealy, Wallis and Rosenberg.		Brownwood and beyond.
66	Rosenberg, Wallis, Sealy, Bellville, Brenham, Somerville, Caldwell and Cameron.	Brownwood and beyond.	
75	Belton, Killeen, Radio Jct., Lometa and Goldthwaite. Bangs and Santa Anna.	West of Brownwood. West of Coleman.	Houston and beyond.
76	Santa Anna and Bangs. Goldthwaite, Lometa, Radio Jct., Killeen and Belton.	Houston and beyond.	West of Coleman. West of Brownwood.

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



SANTA FE SAFETY FIRST



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

(See Rules E and F)

