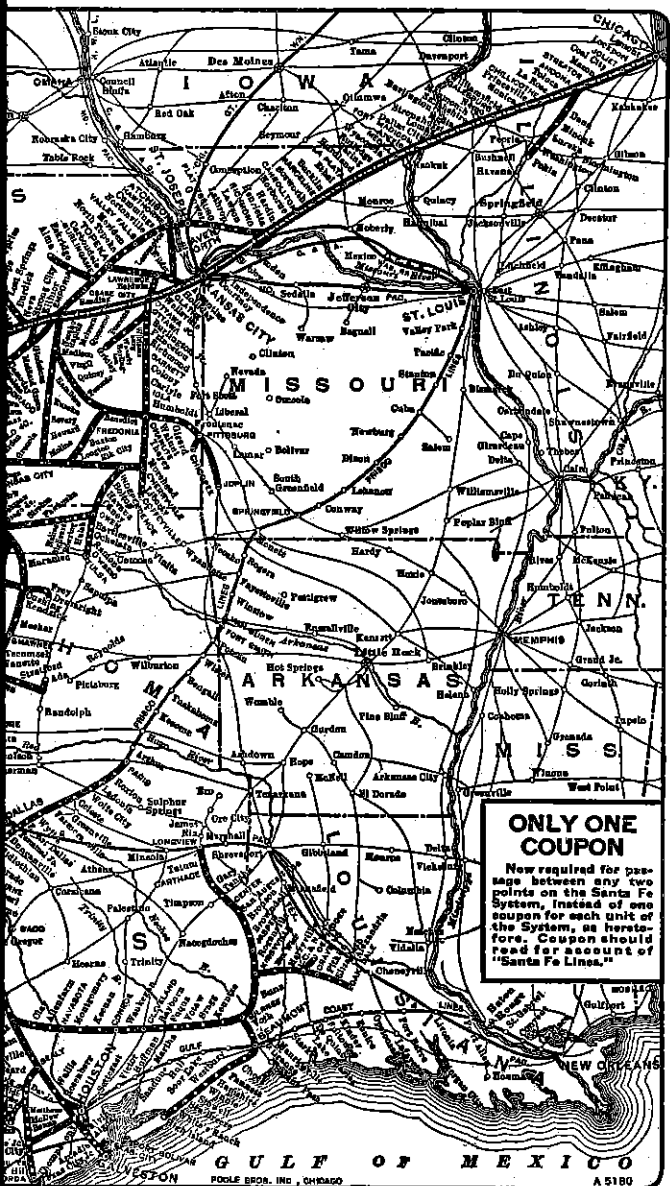


FIRST



ster or some member of Safety
tion or practice.



Gulf, Colorado and Santa Fe Railway Company

SOUTHERN DIVISION

EMPLOYEES' TIME TABLE No.

148

IN EFFECT

Sunday, March 25, 1945

At 12:01 A. M.
Central Standard Time

Superseding Time Table No. 147, Dated April 18,
1943, and Any Supplements Thereto.

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	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Distance from Galveston	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
5	15								16	6
The Ranger	Texas Express							Chicago Express	The Ranger	
Leave Daily	Leave Daily	Cars	Ft. Per Mile	STATIONS	Ft. Per Mile	Miles		Arrive Daily	Arrive Daily	
PM 11.40	AM 8.55	Yard	48.0	CLEBURNE 3.8	53.3	317.3	C	F W T Y	PM 6.10	AM 5.20
11.45	9.01	122	44.3	PONETTA 4.2	52.8	313.5			6.00	5.11
11.49	s 9.07	122	52.8	RIO VISTA 6.4	66.0	309.3	C	s	5.50	5.04
11.56 AM	s 9.17	122	66.0	BLUM 8.1	66.0	302.9	C	s	5.40	4.52
12.05	s 9.27	78	53.8	KOPFERL 7.2	66.0	294.8		W	s 5.28	4.40
12.14	s 9.39	63	47.5	M-K-T Crossing MORGAN 7.4	66.0	287.6	C	s	5.16	4.28
f 12.24	s 9.49	78	66.0	MERIDIAN 4.9	73.9	280.2	C	s	5.03	s 4.16
12.30	9.55	78	66.0	BOSQUE 5.4	38.9	275.3			4.52	4.05
s 12.42	s 10.06	84	53.3	CLIFTON 5.6	58.1	269.9	C	W	s 4.45	s 3.56
12.49	10.14	79	47.5	PENDELL 5.8	66.0	264.4			4.30	3.41
12.56	s 10.24	67	66.0	VALLEY MILLS 4.4	65.4	258.8	C	s	4.22	3.32
1.03	10.30	78	66.0	MANHATTAN 4.6	66.0	254.4			4.12	3.21
1.09	s 10.38	78	66.0	CRAWFORD 6.7	64.4	249.8			s 4.05	3.11
s 1.25	s 10.55	130	42.2	St. L. S. W. Crossing McGREGOR 4.4	66.0	243.1	C	W Y	s 3.55	s 2.59
1.31	11.02	80	47.5	BAGGETTS 5.6	31.1	238.7			3.42	2.47
1.38	s 11.12	71	66.0	MOODY 8.0	66.0	233.1	C	s	3.34	2.37
1.48	s 11.24	78	66.0	PENDELTON 5.1	66.5	225.1			s 3.23	2.25
1.55	11.33		66.0	BELCO 2.2	66.5	220.0			3.15	2.15
2.00 ⁶ AM	m 11.40 AM	Yard		TEMPLE		217.8	C	F W T Y	3.10 PM	2.10 ⁶ AM
Arrive Daily	Arrive Daily			(99.5)					Leave Daily	Leave Daily
42.6	36.2			Average speed per hour					33.2	31.4

All trains must obtain Clearance Card at Temple and Cleburne.

Trains have no time table superiority at Temple between Main Street and Stop and Proceed Signal No. 2189 located 640 feet north of Viaduct (First and Second Districts) and between remote control switch west end of freight connection Lampasas District and Lampasas District junction switch located just north of north water crane. Trains 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 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.

AUTOMATIC BLOCK SYSTEM
M. P. 217.8 to M. P. 317.3

Southern Division—Second District

3

SOUTHWARD First Class		Capacity of Sidings	Rolling Grade Ascending	TIME TABLE No. 148 March 25, 1945		Rolling Grade Ascending	Distance from Gatveston	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
5	15			16	6						
The Ranger	Texas Express			Chicago Express	The Ranger						
Leave Daily	Leave Daily	Cars	Ft. Per Mile	STATIONS	Ft. Per Mile	Miles			Arrive Daily	Arrive Daily	
AM 2.25 ⁸	PM 12.05	Yard	.0	TEMPLE 0.1	42.7	217.8	C	F W T Y	PM 2.55	AM 1.45 ⁵	
2.26	12.06		.0	MAIN ST. 0.6	42.7	217.7			2.50	1.40	
			.0	M-K-T Crossing 0.9	66.0	217.1					
2.30	12.10		28.5	KNOWD JCT. 4.2	66.0	216.2			2.46	1.35	
2.35	12.17	82	54.5	HEIDENHEIMER 4.2	54.4	212.0		s	2.41	1.28	
2.40	12.21	84	42.2	FINKS 3.4	64.4	207.8			2.35	1.22	
2.44	12.27	110	58.6	ROGERS 3.2	63.8	204.4	C	s	2.30	1.18	
2.47	12.31	84	32.0	BOWERS 4.2	21.1	201.2			2.24	1.14	
2.51	12.37	80	42.2	BUCKHOLTS 3.4	59.1	197.0		s	2.18	1.08	
2.55	12.41	84	42.2	PETTIBONE 5.5	60.2	193.6			2.13	1.03	
			.0	T. & N. O. Crossing 0.4	13.2	188.1					
s 3.04	s 12.53	172	42.2	CAMERON 8.6	52.8	187.7	C	W	s 2.04	s 12.55	
3.12	1.01	84	42.2	HOYTE 3.2	34.8	181.1			1.53	12.45	
3.16	1.05	84	43.3	ARION 3.8	31.6	177.9			1.49	12.40	
s 3.22	s 1.12	78	42.2	MILANO I-G-N Crossing 4.8	52.8	174.1	C	Y	s 1.45	s 12.35	
3.30	1.18	84	40.1	ELEVATION 4.8	66.0	169.3			1.30	12.15	
3.37	1.24 ¹⁶	87	39.6	CHRISMAN 6.9	66.0	164.5		s	1.24 ¹⁵	12.09	
s 3.50	s 1.45	121	42.2	CALDWELL 6.6	66.0	157.6	C	W	s 1.14	s 12.01 AM	
3.57	1.52	84	42.2	DAVIDSON 6.3	65.4	151.0			1.02	11.48	
4.05	2.00	83	13.2	LYONS 3.4	52.8	144.7	C		s 12.55	11.41	
s 4.15	s 2.10	Yard	42.2	SOMERVILLE 3.7	37.0	141.3	C	F W T Y	m 12.50 12.25	s 11.35	
4.20	2.15	82	42.2	QUARRY 2.0	.0	137.6			12.19	11.21	
4.23	2.20		42.2	GAY HILL 2.7	52.8	135.6		s	12.16	11.19	
4.27	2.26	84	42.2	LANDES 5.9	66.0	132.9			12.11	11.16	
4.34	2.33	69	42.2	NORTHEND 1.0	.0	127.0			12.04	11.08	
s 4.42	s 2.44	91	68.6	BRENHAM T. & N. O. Crossing 5.8	66.0	126.0	C	W Y	s 12.02	s 11.06	
4.50	2.52	85	67.0	PHILLIPSBURG 4.0	64.9	120.2			PM 11.52	10.56	
4.55	2.59	82	66.2	KENNEY 5.9	66.0	116.2		s	11.47	10.52	
5.02	3.08	85	23.3	DANT 2.7	42.2	110.3			11.39	10.44	
s 5.10	s 3.15	34	.0	BELLVILLE 1.4	66.0	107.6		s	11.35	s 10.40	
5.15 AM	3.20 PM	Yard		BELLVILLE YARD		106.2	C	F W T	11.30 AM	10.35 PM	
Arrive Daily	Arrive Daily			(111 6)					Leave Daily	Leave Daily	
39.1	34.3			Average speed per hour					36.4	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 Main Street and Stop and Proceed Signal No. 2189 located 640 feet north of Viaduct (First and Second Districts) and between remote control switch west end of freight connection Lampasas District and Lampasas District junction switch located just north of north water crane. Trains will move between such limits at restricted speed. Responsibility for accident within such limits will rest with the approaching train or engine.

Double track between Main St. and Knowd Jet.

AUTOMATIC BLOCK SYSTEM
M. P. 106.2 to M. P. 217.8

Southern Division—Lamparas District

SOUTH- WARD First Class	Capacity of Sidings	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Distance from Galveston	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTH- WARD First Class
			No. 148 March 25, 1945							76
75									The Texan
California Special									
Leave Daily	Cars	Ft. Per Mile	STATIONS	Ft. Per Mile	Miles				Arrive Daily
AM 2.20	Yard	0.0	TEMPLE	66.0	217.8	C	F W T Y	AM 1.00	
2.29	90	47.5	5.1 MIDWAY	70.2	222.9			12.48	
s 2.35	88	37.0	3.1 BELTON	72.8	226.0	C	Y	s 12.40	
2.41	91	61.6	3.8 GERRON	0.0	229.8			12.31	
f 2.50	90	57.0	5.5 NOLANVILLE	0.0	235.3			f 12.24	
s 3.10	84	68.6	7.8 KILLEEN	66.5	243.1	C	W	s 12.13 AM	
	0		3.6 CAMP HOOD		246.7		Y		
3.17	55	70.7	1.0 NICHOLLS	66.5	247.7			11.59	
s 3.27	88	69.6	6.1 COPPERAS COVE	68.6	253.8	C		s 11.49	
3.35	90	0.0	5.7 GOTCHER	47.5	259.5			11.39	
f 3.40	89	18.5	3.2 KEMPNER	10.5	262.7			f 11.34	
		49.6	2.0 LAMPASAS RIVER	32.7	264.7		W		
3.49	89	66.5	3.0 SHORTALL	0.0	267.7			11.24	
3.57	95	10.5	5.6 RADIO JCT.	54.4	273.3		Y	11.14	
s 4.05			1.0 LAMPASAS		274.3	C		s 11.08	
4.10	95	68.6	1.0 RADIO JCT.	0.0	273.3		Y	11.02	
4.19	91	69.7	4.0 REVISION	0.0	277.3			10.57	
4.27	90	71.2	5.9 OGLES	68.6	283.2			10.47	
s 4.45	Yard	65.5	8.1 LOMETA	63.4	291.3	C	F W T Y	s 10.35	
4.53	90	66.0	4.8 BOX	66.0	296.1			10.23	
4.59	98	66.0	3.5 ANTELOPE GAP	65.4	299.6			10.17	
5.09	90	66.0	6.2 CASTOR	66.0	305.8			10.07	
s 5.24	90	66.0	7.2 GOLDTHWAITE	66.0	313.0	C		s 9.55	
5.31	90	66.0	5.1 BOZAR	67.0	318.1		W	9.44	
f 5.39	93	66.0	5.2 MULLEN	66.0	323.3			f 9.36	
5.48	56	66.0	6.6 VILLA	66.0	329.9			9.28	
s 6.01	87	66.0	5.9 ZEPHYR	66.0	335.8	C		f 9.20	
6.14	90	21.1	6.1 RICKER	66.0	341.9	B		9.10	
6.30 AM	Yard		6.1 BROWNWOOD		348.0	C	F W T Y	9.00 PM	
Arrive Daily			(132.2)					Leave Daily	
32.9			Average speed per hour					34.2	

All trains must obtain Clearance Card at Temple and Brownwood.

Trains have no time table superiority at Temple between Main Street and Stop and Proceed Signal No. 2189 located 640 feet north of Viaduct (First and Second Districts) and between remote control switch west end of freight connection Lamparas District and Lamparas District junction switch located just north of north water crane. Trains 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 M. P. 350, Sweetwater District, and Stop and Proceed Signal No. 3472 located near south end new yard, Lamparas 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. 246.2 to M. P. 276.4
M. P. 313.7 to M. P. 324.1
M. P. 344.4 to M. P. 347.6

Southern Division—San Saba District

5

SOUTHWARD		Capacity of Sidings	Distance from Lometa	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Ways	NORTHWARD	
Second Class	First Class								First Class	Second Class
53	81							82	54	
Mixed	Motor							Motor	Mixed	
Leave Tues., Thur., Sun.	Leave Daily	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile		Arrive Daily	Arrive Mon., Wed., Fri.	
AM 9.00		Yard	.0		LOMETA		C		PM 6.40	
9.33		39	11.0	29.6	11.0 CHADWICK	31.7			f 6.07	
s 10.17				31.7	13.9	26.4				
10.45		57	24.9		SAN SABA		C		s 5.22	
s 11.10		32	32.8	51.2	7.9 ALGERITA	14.9		W	s 5.11	
s 11.40		35	39.6	47.5	6.8 RICHLAND SPRINGS	26.4		C	s 4.45	
s 12.01		31	46.1	31.7	6.5 HALL	.0		W	s 4.22	
f 12.14		14	49.8	31.7	3.7 SELLMAN	29.0			s 4.00	
f 12.38		38	56.6	39.9	6.8 SATUIT	26.4			f 3.48	
f 12.58	AM 6.26	38	56.6	31.7	5.6 PAUL JCT.	31.7			f 3.27	
s 1.15				31.7	4.0	31.7			PM 6.38	
s 2.00	s 6.38	50	66.1		BRADY		C	W Y	s 6.26	
f 2.12	f 6.51	38	69.8	36.9	3.7 NIBLOCK	5.3			s 6.21	
s 2.33	s 7.05	38	76.6	39.6	6.7 WHITELAND	39.6			f 6.12	
2.35	7.07		76.9	39.6	0.4 HOMER JCT.	36.9	C		s 5.57	
s 2.54	AM	36	82.1	39.6	5.2 MELVIN	36.9			5.54	
f 3.20		36	90.2	19.0	8.1 WELVIEW	.0			PM	
3.45		36	90.2	31.7	7.8	.0			s 12.55	
PM		Yard	98.0		EDEN		C	F W Y	f 12.24	
Arrive Tues., Thur., Sun.	Arrive Daily				(98.0)				12.01	
17.7	24.6				Average speed per hour			Leave Daily	Leave Mon., Wed., Fri.	
								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
San Saba Stock Yards.....	26.0	13
Pasche.....	88.4	9

Southern Division—Sweetwater District

SOUTHWARD						Railing Grade Ascending	TIME TABLE No. 148 March 25, 1945	Capacity of Sidings
First Class								
45	95	91	79	77	75			
Motor P. & S. F.	West Texas Express P. & S. F.	The Texan P. & S. F.	Motor	The Angelo	California Special			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ft. Per Mile	STATIONS	Cars
			AM 7.15	AM 4.50	AM 6.45	22.7	BROWNWOOD	Yard
			7.18	4.52	6.47	66.0	0.8 HULL JCT.	
			7.28	5.01	6.57	66.0	4.3 GRAVITY	90
			s 7.38	f 5.08	7.05	64.9	4.5 BANGS	90
			7.49	5.17	7.14	66.0	6.2 OBREGON	89
			s 8.01	f 5.25	f 7.24	64.9	5.5 SANTA ANNA	86
			8.12 AM	5.31 AM	7.30	66.0	3.7 SAN ANGELO JCT.	91
					s 7.43	31.7	4.8 COLEMAN	122
					7.51	31.7	4.6 HAMRICK	90
					f 8.01	31.7	8.2 SILVER VALLEY	122
					f 8.08	31.7	5.6 NOVICE	82
					8.17	31.7	6.4 GOLDSBORO	90
					s 8.27	31.7	6.5 LAWN	90
					s 8.35	31.7	5.9 TUSCOLA	90
						15.8	0.6 A. & S. Crossing	
					s 8.49	31.7	4.4 BUFFALO GAP	89
					s 9.03	31.7	6.2 VIEW	91
					9.11	31.7	6.5 COZART	90
					f 9.20	31.7	6.2 BLAIR	89
					9.27	31.7	5.9 TOLAND	91
					9.34	31.7	6.1 HERNDON	88
					9.43	31.7	6.1 TECIFIC	89
PM 7.40	AM 12.38	PM 5.00			9.52	52.8	6.8 P. & S. F. JCT.	Yard
7.48	12.43	5.06			9.58	52.8	1.8 NORTH JCT.	
7.50 8.00	12.45 AM	5.10 PM			10.10 ⁴⁶ AM	52.8	0.7 SWEETWATER	Yard
8.01 PM							0.1 SOUTH JCT.	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(114.6)	
14.2	21.4	15.0	26.4	36.7	35.0		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 Stop and Proceed Signal No. 3472 located near south end new yard, 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

Distance from Clavston	Office of Communication	TIME TABLE No. 148 March 25, 1945	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	NORTHWARD					
					First Class					
					76	78	80	94	46	92
					The Texan	The Angelo	Motor	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 0.8	.0	F W T Y	PM 8.35	AM 12.30	PM 7.50			
348.8		HULL JCT. 4.3	33.8		8.27	12.27	7.46			
353.1	B	GRAVITY 4.5	64.9		8.17	12.19	7.38			
357.6	C	BANGS 8.3	64.9		8.09	f 12.11	s 7.29			
363.9		OBREGON 5.5	20.5		7.58	12.01 AM	7.17			
369.4	C	SANTA ANNA 3.7	62.3	s	7.49	f 11.54	s 7.07			
373.1	C	SAN ANGELO JCT. 4.8	50.6	W Y	7.40	11.46 PM	6.58 PM			
377.9	C	COLEMAN 4.8	10.5	W Y	s 7.30					
382.5		HAMRICK 9.2	23.8		7.14					
390.7		SILVER VALLEY 5.6	31.7	f	7.03					
396.3	C	NOVICE 6.4	31.7	f	6.55					
402.7		GOLDSBORO 8.5	31.7		6.47					
409.2	C	LAWN 8.9	12.7	W	s 6.39					
415.1	C	TUSCOLA 0.8	.0	s	6.30					
415.7		A. & S. Crossing 1.4	31.7							
420.1	C	BUFFALO GAP 8.2	31.7	F W	s 6.21					
426.3	C	VIEW 5.5	31.7	Y	s 6.09					
431.8		COZART 8.2	31.7		6.01					
438.0	C	BLAIR 4.0	21.1	f	5.53					
443.0		TOLAND 5.1	31.7		5.47					
448.1		HERNDON 8.1	31.7		5.41					
454.2		TECIFIC 5.8	31.7		5.34					
460.0	C	P. & S. F. JCT. 1.8	10.5	F W T Y	5.27			AM 6.35	AM 10.20	AM 10.25
461.8		NORTH JCT. 0.7	10.5		5.23			6.32	10.13	10.22
462.5	C	SWEETWATER 0.1	10.5		5.20 PM			6.30 AM	10.10 ⁷⁵ 10.05	10.20 AM
462.6		SOUTH JCT.						10.04 AM		
		(114.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour			35.3	34.3	29.0	30.0	14.2	30.0

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

NAME	Mile Post	Car Capacity
Tesco.....	449.9	25

Southern Division—San Angelo District

SOUTHWARD				Capacity of Sidings	Distance from San Angelo Jct.	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
Second Class		First Class									First Class		Second Class
83		79	77								78	80	84
Mixed		Motor	The Angelo								The Angelo	Motor	Mixed
Leave Mon., Wed., Sat.		Leave Daily	Leave Daily	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily	Arrive Tues., Thur., Sun.
		AM 8.12	AM 5.31	60	.0	65.5	SAN ANGELO JCT. 8.1	63.4	C	W Y	PM 11.46	PM 6.58	
		8.24	5.40	60	6.1	66.5	OVERALL 5.3	42.2			11.36	6.48	
		s 8.34	s 5.48	59	11.4	66.0	VALERA 9.5	66.0	C		f 11.28	s 6.40	
		s 8.49	s 6.03	59	20.9	65.5	TALPA 7.8	66.0	C		s 11.11	s 6.20	
		f 9.02	6.14	60	28.7	62.8	BENOIT 7.8	66.0			10.56	f 6.00	
		s 9.18	s 6.27	32	36.9	52.8	A. & S. Crossing 0.4		C	W	s 10.40	s 5.48	
		9.21	6.30	60	38.3	34.8	BALLINGER 1.4	52.8			10.31	5.40	
		s 9.36	s 6.41	59	45.6	52.8	CATO 7.3	26.4	C		s 10.19	s 5.32	
		s 9.50	s 6.55	58	54.2	52.8	ROWENA 8.0	51.7	C		s 10.04	s 5.17	
		10.04	7.08	58	63.1	52.8	MILES 8.9	52.8	C		s 10.04	s 5.17	
		10.18	7.23		70.7	52.8	HARRIET 7.6	52.8			9.49	5.03	
		AM 10.25	AM 7.30			31.7	ALVEY JCT. 2.2	.0		Y	PM 9.37	PM 4.52	
PM 5.30				Yard		31.7	SAN ANGELO 2.2	.0	C	F W T Y	PM 9.30	PM 4.45	PM 4.00
PM 5.44					70.7	31.7	ALVEY JCT. 7.0	.0		Y			PM 3.47
f 6.08				50	77.7	37.7	PULLIAM 4.2	.0					f 3.11
f 6.21				50	81.9	27.4	TURNERDALE 5.9	.0					f 2.55
s 6.39				50	87.8	31.7	CARLSBAD 8.8	9.5	C				s 2.35
s 6.59				46	94.4	31.7	WATER VALLEY 8.5	31.7		W			s 2.07
f 7.28					103.9	31.7	BROOME 10.7	20.0					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				(114.6)				Leave Daily	Leave Daily	Leave Tues., Thur., Sun.
19.3		33.6	37.9				Average speed per hour				32.9	33.7	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
Ballinger Sand Pit.....	40.0	38

Southern Division—Dublin District

9

SOUTHWARD First Class		Capacity of Stings	Distance from Birds	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1946	Ruling Grade Ascending	Office of Communication Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
77	27							78	28
The Angelo	The Antelope	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile		The Angelo	The Antelope
Leave Daily	Leave Daily							Arrive Daily	Arrive Daily
PM 11.25 PM 11.35	PM 2.00 ²⁸ PM 2.12	Yard 132		.0	FORT WORTH 3.4		C	AM 8.10 AM 5.57	PM 2.00 ²⁷ PM 1.49
11.39	2.16		0.9	.0	BIRDS 0.9	64.4		5.46	1.45
f 11.53 AM	2.30	69	8.4	66.0	BELT JCT. 7.5	58.1		5.32	1.31
f 12.01	2.38	23	12.0	47.5	PRIMROSE 3.6	64.4		f 5.22	1.21
12.11	2.47	65	17.4	66.5	PLOVER 5.4	.0		5.11	1.10
s 12.22	2.57	48	21.8	64.4	WINSOTT 4.4	66.5	C	Y s 5.03	1.02
12.30	3.04	54	26.1	66.0	CRESSON 4.3	66.5		4.53	12.54
12.38	3.11	22	30.7	.0	CHAPIN 4.6	66.0		4.40	12.46
s 12.52	s 3.21	73	36.5	66.0	WAPLES 5.8	66.0	C	W s 4.28	s 12.36
s 1.11	3.39	71	46.4	66.0	GRANBURY 9.9	52.8	C	s 4.05	12.19
s 1.28	3.53	59	55.1	58.6	TOLAR 8.7	66.0	C	s 3.46	12.07
f 1.43	4.05	65	62.5	66.0	BLUFFDALE 7.4	.0	C	f 3.30	PM 11.57
1.55	4.15	60	68.8	66.0	IMMERMERE 6.3	26.4		3.18	11.46
s 2.07	s 4.27	28	72.3	66.0	JACKWELL 3.5	44.9	C	W s 3.10	s 11.40
f 2.23	4.40	62	80.9	66.0	STEPHENVILLE 8.6	66.0	C	W f 2.52	11.22
s 2.40 ⁷⁸	s 4.55	58	86.1	66.0	HARBIN 5.2	15.8	C	WT s 2.40 ⁷⁷	s 11.13
			86.2	.0	DUBLIN 0.1	31.6	C		
f 2.58	5.11	63	95.3	52.3	M-K-T Crossing 9.1	66.0			
f 3.11	5.20	64	100.6	66.0	PROCTOR 5.3	42.2		f 2.18	10.55
s 3.30	s 5.36	65	108.2	48.6	HASSE 7.6	.0	C	f 2.08	10.46
3.44	5.49	71	115.5	66.0	COMANCHE 7.3	.0	C	W s 1.55	s 10.33
f 3.56	6.01	63	121.7	66.0	WATSON 6.2	46.5		1.38	10.15
4.11	6.16	71	130.2	66.0	BLANKET 8.5	66.0		f 1.27	10.04
4.25	6.30		138.0	23.2	DELAWARE 7.8	66.0		1.11	9.49
4.35 AM	6.40 PM	Yard	138.8	.0	HULL JCT. 0.8	22.7		12.55	9.35
					BROWNWOOD		C	FW TY 12.50 AM	9.30 AM
Arrive Daily	Arrive Daily				(138.8)			Leave Daily	Leave Daily
27.8	31.0				Average speed per hour			27.1	32.1

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 Stop and Proceed Signal No. 3472 located near south end new yard, 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.

Trains 27 and 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
Boss	15.0	11
Jabco	32.4	42
Gravel Pit	56.7	20
Tabor Pens	135.1	16

Southern Division—Menard District

SOUTHWARD First Class				Capacity of Sidings	Ruling Grade Ascending	TIME TABLE No. 148 March 25, 1945	Ruling Grade Ascending	Distance from Bivus	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	
	81		82									
	Motor		Motor									
	Leave Daily	Cars	Ft. Per Mile	STATIONS	Ft. Per Mile	Miles					Arrive Daily	
	AM 4.45	Yard	52.8	BROWNWOOD 8.0	41.2	137.4	C	FW TY			PM 8.25	
f	5.04	45	.0	DALZELL 8.7	41.2	145.4			f		8.01	
s	5.19	50	34.3	BROOKESMITH 9.4	34.3	152.1			s		7.47	
s	5.33	29	50.7	WINCHELL 10.1	39.6	158.2			s		7.33	
s	5.43	35	52.8	MERCURY 10.8	52.8	162.7		W	s		7.22	
f	5.55	37	52.8	PLACID 11.5	29.0	169.2			f		7.07	
s	6.12	84	26.4	ROCHELLE 12.2	52.8	176.8			s		6.52	
	6.26 AM		31.7	PAUL JCT. 12.9	31.7	182.7					6.38 PM	
	Via San Saba District			BRADY 13.6		186.7				Via San Saba District		
	AM 7.07		39.6	NIBLOCK 14.3		190.4					PM 5.54	
f	7.25	58	39.6	WHITELAND 15.0	36.9	197.1					5.39	
f	7.43	58	39.6	HOMER JCT. 15.7	15.8	197.5			f		5.24	
f	7.53	58	39.6	LIGHTNER 16.4	39.6	204.7		W	f		5.15	
	8.10 AM	Yard	39.6	CALLAN 17.1	39.6	211.7			f		5.00 PM	
	Arrive Daily			SCALP CREEK 17.8	39.6	216.0					Leave Daily	
	26.1			MENARD 18.5		223.4	C	FWY				
				(86.0)								
				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 Stop and Proceed Signal No. 3472 located near south end new yard, 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
Morco.....	202.3	10

Southern Division

11

SOUTHWARD

Freight Train Terminals and Junctions.	25	35	37	39	21	71	TDF	GCF	435	85	31	51	437	CTX	47	97
	Way Freight	Fast 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
STATIONS	Leave Tues., Thur., Sat.	Leave Daily	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.
FORT WORTH												PM 8.50			AM 7.00	
BIRDS												9.05			7.15	
CLEBURNE	AM 5.30	PM 9.00	PM 11.30	AM 9.30												
CRESSON												10.10				
TEMPLE	1.25 PM	11.55 AM 12.15	AM 4.30 6.30	PM 1.00 2.30	AM 4.00	AM 7.00	PM 6.00	AM 4.15								
BROWNWOOD						3.00 PM	AM 1.00 4.45	9.15 10.40	AM 9.30		AM 3.45	AM 3.20	AM 10.00		5.30 PM	AM 5.15
SAN ANGELO JCT.									11.00 PM 4.15		4.45					
ALVEY JCT.											7.50					
SAN ANGELO									4.30 PM		8.00 AM					
MENARD																10.15 AM
P. & S. F. JCT.							10.00 AM	4.30 PM		12.30 PM			6.30 PM	7.00 PM		
SOMERVILLE			10.10	5.30 5.50												
BELLVILLE YARD		4.00 AM	12.01 PM	7.20 PM	1.00 PM											
	Arrive Tues., Thur., Sat.	Arrive Daily	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.

NORTHWARD

Freight Train Terminals and Junctions.	38	40	26	22	CTX	72	52	GCF	32	TDF	436	48	98	438		
	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		
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.		
FORT WORTH							AM 5.00					PM 5.00				
BIRDS							4.45					4.45 PM				
CLEBURNE	PM 9.00	AM 7.30	PM 2.00													
CRESSON							3.15 AM									
TEMPLE	4.15 2.00 PM	4.15 3.15 AM	6.00 AM	PM 2.10	AM 11.45	PM 3.00										
BROWNWOOD					5.00 3.25 AM	7.00 AM	9.45 8.00		PM 9.00		PM 11.45	8.15 AM	PM 8.15	PM 10.30		
SAN ANGELO JCT.									8.00		10.30					
ALVEY JCT.									4.45		5.15					
SAN ANGELO									4.30 PM		5.00 PM					
MENARD													2.15 PM			
P. & S. F. JCT.					8.45 PM		1.00 PM	6.00 PM		10.45 AM				2.00 PM		
SOMERVILLE	10.00 9.20															
BELLVILLE YARD	8.00 AM	11.00 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.		

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

Effective on the Southern Division and superseding all General Rules inconsistent therewith

1. A copy of the book entitled "The Atchison, Topeka and Santa Fe Railway System, Rules and Regulations of the Operating Department" dated 1927, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. 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.

3. 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.

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

5. 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 line 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.

6. 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.

7. The second paragraph of General Rule No. 210 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.

8. 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.

9. 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.

10. 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.

11. —

12. —

13. General Rules Nos. 705 and 706. 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.

14. 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.

15. 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 out of order 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.

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

17. Employes are forbidden to place their hands or feet on 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.

18. 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.

19. —

20. —

21. 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.

22. 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, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

23. SPEED RESTRICTIONS:

LOCATION	MILES PER HOUR	
	Passenger	Freight
SECOND DISTRICT		
Two Curves and Track, M.P. 112.1 to 113.0	70	50
Four Curves, M.P. 115.1 to 117.3	70	50
Curve, M.P. 118.8 to 119.0	70	50
Four Curves, M.P. 122.5 to 125.0	70	50
Curve, M.P. 127.5 to 127.8	70	50
Two Curves, M.P. 129.6 to 130.7	70	50
Two Curves, M.P. 132.6 to 133.5	70	50
Two Curves, M.P. 133.5 to 134.4	60	45
Two Curves, M.P. 138.2 to 139.8	70	55
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 175.8	65	50
Curve and Little River Bridge, M.P. 184.6 to 185.5	55	35
Curve, M.P. 194.8 to 195.3	70	55
Two Curves, M.P. 197.4 to 198.5	70	55
Curve, M.P. 202.8 to 202.9	70	50
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—Northward	45	25
—Southward	50	35
Three Curves, M.P. 263.7 to 264.9	70	55
Two Curves and Bosque River Bridge, M.P. 271.2 to 271.7	55	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	50	40
Curve and Leon River Bridge, M.P. 224.4 to 225.1—Southward	55	40
—Northward	55	40
Leon River Bridge, M.P. 225.0 to 225.1	55	40
Three Curves and Track, M.P. 226.2 to 228.1	60	45
Curve, M.P. 232.2 to 232.3	60	45
Curve, M.P. 246.3 to 246.5—Northward	60	45
Four Curves, M.P. 248.3 to 249.8	55	40
Seven Curves, M.P. 255.7 to 259.5	55	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. 265.4 to 272.1	55	40
Three Curves, M.P. 272.1 to 274.1	55	35
Curve, M.P. 283.8 to 284.3	55	40
Curve, M.P. 298.6 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	60	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
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	30	25
Curve, M.P. 24.9 to 25.3	40	35
Three Curves, M.P. 26.4 to 27.8	40	35
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. 48.3 to 50.5	35	30
Curve, M.P. 52.3 to 52.9	40	35
Curve and Paluxy Creek Bridge, M.P. 53.6 to 53.8	40	30
Six Curves and Paluxy Creek Bridge, M.P. 55.2 to 57.3	40	35
Ten Curves, M.P. 60.3 to 68.2	40	35
Two Curves and Bosque 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 91.8	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. 121.0 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 engineman 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
1226-1270-1290-1337-1480-1550	80	65	40
1600	35	35	30
1900-1950	45	40	35
3010-3020	35	35	30
3180	55	55	35
3400-3450-3500	80	55	40
3700-3750	70	50	40
3751-3775	80	50	40
3800-3900	60	55	35
4000	55	45	35
Gas Electric Motors M-120-150	55	.....	55
Switch, no truck	20	20	20
All other classes	30	30	30
All Classes, backing	20	20	20

23. (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	40
1900-1950	45	40	35
3010-3020	35	35	30
3160	55	45	35
3400-3450-3500	65	45	40
3700-3750	65	45	40
3751-3775	65	45	40
3800-3900	50	45	35
4000	65	45	35
Gas Electric Motors M-120-150	65	.....	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
3400-3450-3500	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	55	.....	55
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
1000-1014-1050	60	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	55	40	40
3700-3750-3751-3775	55	40	40
3800-3900	50	40	35
4000	50	40	35
Gas Electric Motors M-120-150	55	.....	55
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.
- Knowl Jct. South end siding.
- Rogers North end siding.
- Cameron North and south end siding.
- Hoyt 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.
- Brenham South end siding.
- Brownwood ... North tail track, north yard.

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

Trains using siding must move thereon at restricted speed.

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 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.

24. 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

25. 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
346 and 346	346B	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

26. **AUTOMATIC BLOCK:** On single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indications of signals in both directions have been observed.

27. **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

28. CABIN INTERLOCKERS:

Tuscola, A. & S. Crossing	M. P. 415.7
Ballinger, A. & S. Crossing	M. P. 36.5

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.

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.

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

29. **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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30. **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).

31. **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.

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.
- Knowd 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.....Connecting tracks.
- Milano.....North and south ends of pocket track.
- Milano.....South end siding.
- 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 equipped with spring switches, where dwarf signals are used to govern movement from siding to main track, if dwarf or high 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 General Rule No. 830(a).

On sidings equipped with spring switches where no dwarf signals are provided, employees will not foul circuit or use main track switch until indications of signals in both directions have been observed.

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.
- Heidenheimer.....North and south end siding.
- Rogers.....North and south end siding.
- Buckholts.....North and south end siding.
- Pettibone.....North and south end siding.
- Hoyle.....South end siding.
- Chriesman.....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.

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

- | | | |
|--|--|--------------|
| Cleburne | San Saba | |
| Clifton | 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). | |
| Valley Mills | Eden | |
| McGregor | Goldthwaite | |
| Temple | Brownwood (including Hull Jct.) | |
| Cameron | Santa Anna | |
| Milano | San Angelo Jct. | |
| Caldwell | Coleman | |
| Somerville | Lawn | |
| Brenham | Buffalo Gap | |
| Bellville (yard limits extend from yard limit board north of Bellville to yard limit board south of Bellville Yard). | View | |
| Belton | Sweetwater (including P. & S. F. Jct.). | |
| Killeen (yard limits extend from yard limit board north of Killieen to yard limit board south of Nicholls). | Ballinger | Jabco |
| Lampasas | Alvey Jct. | Granbury |
| Radio Jct. | Carlsbad | Stephenville |
| Lometa | Sterling City | Dublin |
| | Belt Jct. | Comanche |
| | Cresson | Menard |

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 governing bodies of every city or town having a population of five thousand (5,000) or more inhabitants according to the last Federal Census may regulate by ordinance the ringing of bells and blowing of whistles within their corporate limits, and a compliance with said ordinance, will be full compliance with the terms and provisions of this Act and a sufficient warning to the public at such crossings as such ordinance may affect.

• • • • •

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

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

• • • • •

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

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

Drunken or disorderly persons, or others whose conduct and appearance is such as is calculated to operate as a serious annoyance to other passengers or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train 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.

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18 Southern Division

Passengers or baggage will not be carried on freight trains.

Any train will carry stockmen when in charge of stock if they hold attendants agreement and transportation credentials, Form 67 Regular.

Agents must not sell tickets to or from stations where trains do not stop except as herein provided or on special instructions from Superintendent.

Trains 5, 6, 15 and 16 are operated via T. & N. O. R. R. between Rosenberg and Houston. Tickets must not be sold for these trains to passengers destined to Main Line points between Rosenberg and Alvin.

Train 5 will stop at any station to discharge passengers holding ticket of other lines' issue, including A. T. & S. F., P. & S. F. and A. T. & S. F. Coast Lines from Newton, Kansas, and beyond.

Train 5 will stop on flag at any station to receive or discharge passengers destined to or from points west of Temple.

Train 5 will stop at any station between Purcell and Galveston to receive or discharge passengers destined to or from stations Clay to Beaumont, inclusive.

Train 6 will stop at any station to receive passengers destined to points Newton, Kansas, and beyond.

Train 6 will stop on flag at any station between Galveston and Purcell to receive or discharge passengers to or from points west of Temple.

Train 6 will stop at any station between Galveston and Purcell to receive or discharge passengers destined to or from stations Beaumont to Clay, inclusive.

Train 75 will stop on flag at Bangs to receive passengers destined Coleman and points west thereof.

Train 76 will stop on flag at Bangs to discharge passengers from Coleman and points west thereof.

Train 27 will stop on flag at Cresson to discharge passengers originating at Fort Worth and beyond or receive passengers destined Brownwood and beyond.

Train 28 will stop on flag at Cresson to discharge passengers originating at Brownwood and beyond or receive passengers destined Fort Worth and beyond.

The following letters when placed in schedule or special columns, indicate:

s—Regular Stop; f—Stop on signals; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water; F—Fuel; T—Turn Table; Y—Wye.

W. A. J. CARTER,
Trainmaster,
Temple, Texas

E. E. BAKER,
Trainmaster,
Temple, Texas

R. S. THOMPSON,
Chief Dispatcher,
Temple, Texas

S. A. WORSHAM,
Night Chief Dispatcher,
Temple, Texas

G. E. KEITH,
Assistant Chief Dispatcher,
Temple, Texas

G. F. BISHOP
M. T. NEY
O. ARNOLD
J. A. HUNT

H. C. DeGRUMMOND
W. H. WEAVER
G. W. SHUFORD
J. C. MORLAN
Dispatchers,
Temple, Texas

R. H. BUDD
E. K. ADRIAN
F. E. WILLS

Surgeons of The G. C. & S. F. Hospital Association

Dr. O. F. GOBER, Chief Physician
 Dr. JOHN R. WINSTON, Assistant Chief Physician
 Drs. SCOTT, SHERWOOD & BRINDLEY, Chief Surgeons
 Dr. B. P. WOODSON, Chief Oculist
 Temple

Dr. L. H. REEVES.....	Ft. Worth	Dr. E. D. McDONALD.....	Santa Anna
Dr. JOHN T. TUCKER.....	Ft. Worth	Dr. E. J. BURNS.....	Bangs
Dr. WM. S. WEBB, Oculist.....	Ft. Worth	Dr. W. L. ALLEN.....	Brownwood
Dr. H. K. KIBBIE.....	Ft. Worth	Dr. D. R. SCOTT.....	Brownwood
Dr. M. DENNIS.....	Cleburne	Dr. HOMER B. ALLEN.....	Brownwood
Dr. W. R. WASHBURN, Oculist.....	Cleburne	Dr. B. M. SHELTON, Oculist.....	Brownwood
Dr. C. L. EDGAR, Oculist.....	Cleburne	Dr. A. O. CRAGWALL.....	Stephenville
Dr. R. D. HOLT.....	Meridian	Dr. J. A. LEGGETT.....	Menard
Dr. C. C. CATE.....	Morgan	Dr. J. O. LANE.....	Comanche
Dr. D. A. CARPENTER.....	Clifton	Dr. T. F. BRYAN.....	Dublin
Dr. V. D. GOODALL.....	Clifton	Dr. R. C. FELTS.....	San Saba
Dr. A. M. LONG.....	Valley Mills	Dr. J. S. ANDERSON.....	Brady
Dr. W. J. COMPTON.....	Crawford	Dr. J. G. McCALL.....	Brady
Dr. JOHN THOMPSON.....	McGregor	Dr. J. M. CAMPBELL.....	Goldthwaite
Dr. L. D. STUART.....	Temple	Dr. E. H. STRAUSS.....	Eden
Dr. C. E. MAYS.....	San Angelo	Dr. D. W. BLACK.....	Lampasas
Dr. F. T. McINTIRE.....	San Angelo	Dr. F. PAUL BUROW.....	Killeen
Dr. L. M. WIIG.....	San Angelo	Dr. JOE A. FOWLER.....	Killeen
Dr. J. B. McKNIGHT.....	Carlsbad	Dr. J. W. PITTMAN.....	Belton
Dr. W. B. HALLEY.....	Ballinger	Dr. T. L. DENSON.....	Cameron
Dr. CHAS. F. BAILEY.....	Ballinger	Dr. C. G. SWIFT.....	Cameron
Dr. C. A. ROSEBROUGH.....	Sweetwater	Dr. T. L. GOODNIGHT.....	Caldwell
Dr. A. H. FORTNER.....	Sweetwater	Dr. G. V. PAZDRAL.....	Somerville
Dr. W. R. SNOW.....	Abilene	Dr. W. A. KNOLLE.....	Brenham
Dr. R. H. TULL.....	Abilene	Dr. O. A. TRENCKMANN.....	Bellville
Dr. R. BAILEY.....	Coleman	Dr. O. E. STECK.....	Bellville

Watch Inspectors, Gulf, Colorado and Santa Fe Railway

A. J. STROBEL, General Watch Inspector.....	Topeka, Kansas
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
J. P. MAJORS.....	Sweetwater
W. T. DUNLAP.....	Somerville
W. H. FROEBEL.....	Bellville

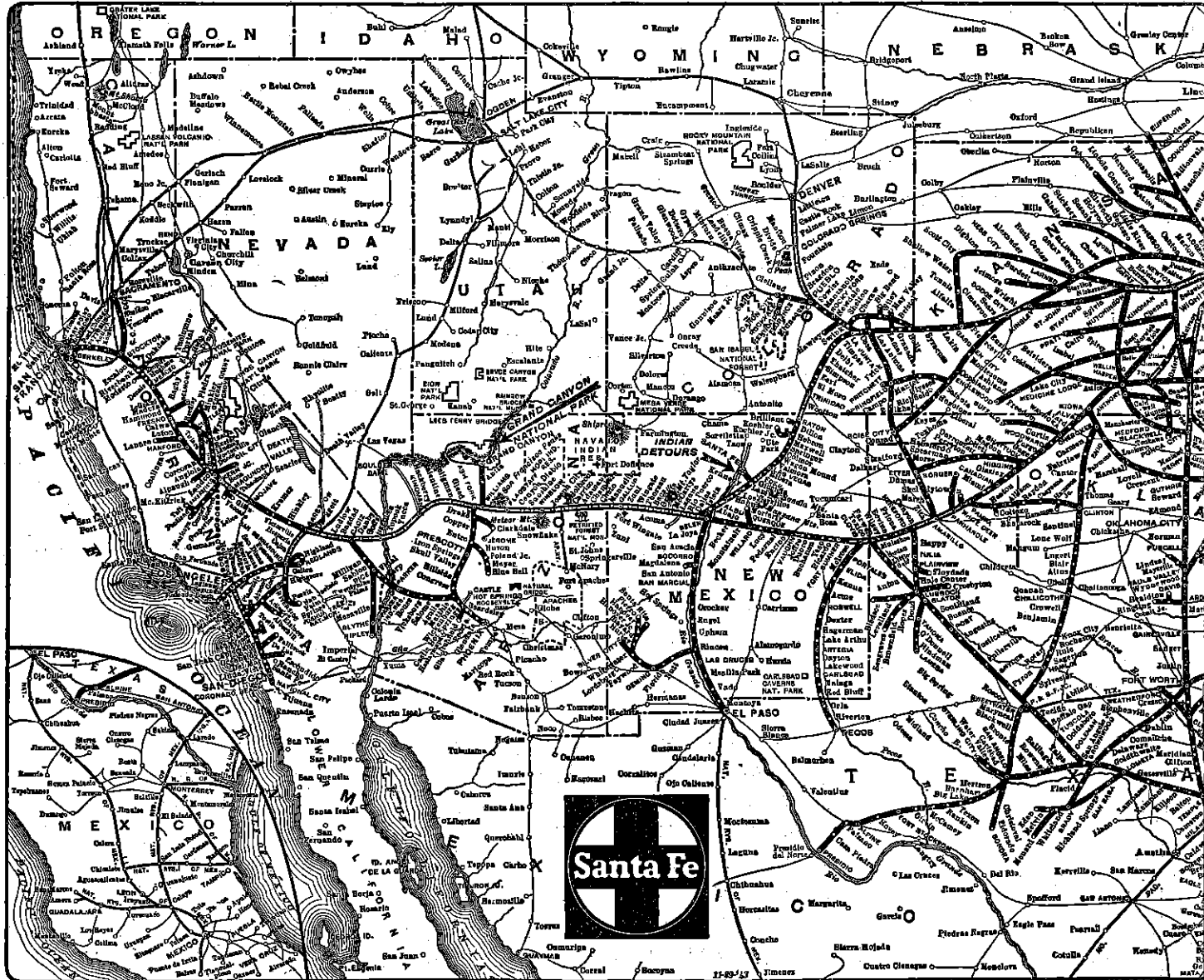


SANTA FE

SAFETY

Every employe should report promptly to his Superintendent, Trainmaster, Committee or other proper person, every unsafe condition.

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



— Santa Fe Through Lines — Double Track plus two main lines between Newton and Albuquerque - - - - - Steamship Lines