W. J. McNAMARA, Trainmaster — Ft. Worth
H. D. FISH, Trainmaster — Ft. Worth
J. F. HARRISON, Chief Dispatcher — Ft. Worth
O. W. PIERCE, Assistant Chief Dispatcher — Ft. Worth

TRAIN DISPATCHERS—FT. WORTH, TEXAS

R. L. LEEMAN	P. N. MADDOX	C. S. McCORD
G. E. GILBY	H. E. TODD	W. C. SPANN
R. F. LUTKER	B. E. HICKS	R. A. SCHILLING

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

LOCAL TIME INSPECTORS

BERNARD L. GORDON — Shawnee
LEON R. WYATT — Purcell
M. B. SMITH — Pauls Valley
DON A. DRAKE — Healdton
W. S. ABRAMS — Ardmore
BALLARD N. WATTS — Gainesville
W. L. ALLEN — Gainesville
E. P. HALTOM — Ft. Worth
W. B. SARGENT — Ft. Worth
W. M. HOUSE — Paris
W. E. ALTFATHER — Dallas
GEO. E. WATKINS — Cleburne

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

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

LOCAL SURGEONS

Dr. W. C. McCURDY, JR. — Purcell
Dr. C. C. YOUNG — Shawnee
Dr. S. A. McKEEL — Ada
Dr. OLLIE McBRIDE — Ada
Dr. F. P. STAFF — Stratford
Dr. W. H. SMITH — Lindsay
Dr. RAY H. LINDSEY — Pauls Valley
Dr. R. E. SPENCE — Pauls Valley
Dr. M. E. ROBBERSON — Wynnewood
Dr. W. P. RUDELL — Davis
Dr. W. J. GRAY — Marietta
Dr. R. C. SULLIVAN — Ardmore
Dr. J. M. GORDON — Ardmore
Dr. THORNTON KELL — Ardmore
Dr. D. E. CANTRELL, JR. — Healdton
Dr. V. C. CIRONE — Gainesville
Dr. BEN R. FISCH — Gainesville
Dr. J. H. ALLEN — Justin
Dr. J. M. SULLIVAN — Sanger
Dr. L. H. REEVES — Ft. Worth
Dr. JOHN T. TUCKER — Ft. Worth
Dr. JOHN T. TUCKER, JR. — Ft. Worth
Dr. H. K. KIBBIE — Ft. Worth
Dr. M. H. CRABB — Ft. Worth
Dr. E. L. CLARK — Cleburne
Dr. GATES R. BARKER — Cleburne
Dr. P. L. ALLEN — Weatherford
Dr. H. EARL TAYLOR — Dallas
Dr. SIDNEY GALT — Dallas
Dr. C. L. TUBB — Dallas
Dr. O. J. WADDELL — Dallas
Dr. J. W. LANIUS — Dallas
Dr. P. H. MATHEWS — Dallas
Dr. GERALD KOCHEVAR — Midlothian
Dr. R. B. HARTIN — Garland
Dr. L. M. MORRISSET — Wylie
Dr. J. M. ANTHONY — Farmersville
Dr. JACK L. WEBB — Farmersville
Dr. M. A. WALKER — Paris

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS

Dr. W. R. MOTE — Ardmore
Dr. C. K. MILLS — Gainesville
Dr. WEBB WALKER — Fort Worth
Dr. BURK BREWSTER — Fort Worth
Dr. J. W. PICKENS — Cleburne
Dr. F. H. NEWTON — Dallas
Dr. D. S. STAYER — Dallas
Dr. T. E. HUNT, JR. — Paris

Gulf, Colorado and Santa Fe Railway Company

NORTHERN DIVISION

TIME TABLE No.

A159

IN EFFECT

Sunday, April 24, 1955

At 12:01 A. M.
Central Standard Time

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

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

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

O. D. CRILL,
Superintendent,
Ft. Worth, Texas

SOUTHWARD First Class			Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. A 159 April 24, 1955	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class		
5	15	111								112	6	16
Passenger	Texas Chief	Texas Express								Chicago Express	Passenger	Texas Chief
Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily
PM 7.28	AM 9.45	AM 2.05	Yard	.0	PURCELL	5.3	517.5	C	F T Y	s AM 3.10	s AM 10.10	s PM 5.10
7.40	9.546	f 2.19	165	42.2	7.3 WAYNE	52.8	510.2	C		f 2.55	9.5415	5.00
7.50	10.02	f 2.37112	165	2.1	7.6 PAOLI	19.0	502.6			f 2.37111	9.43	4.52
s 8.01	s 10.10	s 2.54	216	18.4	7.1 PAULS VALLEY	26.4	495.5	C	Y	s 2.27	s 9.35	s 4.45
8.09	10.18	s 3.05	175	42.2	7.4 WYNNEWOOD	3.1	488.1	C		s 2.09	9.23	4.35
8.18	10.27	s 3.20	190	31.6	10.0 DAVIS	32.7	478.0	C		s 1.54	s 9.10	4.27
8.23	10.32	3.26	112	13.2	4.7 RAYFORD YL	30.0	473.3			1.47	9.05	4.22
8.27	10.36	s 3.30	102	17.9	3.8 DOUGHERTY YL	10.5	469.6	C	Y	s 1.41	9.00	4.18
8.30	10.39	3.33	68	52.8	2.7 DOLESE YL	52.8	466.9			1.36	8.57	4.15
8.41	10.48	f 3.45	80	52.8	6.6 GENE AUTRY	52.8	460.3			f 1.24	8.46	4.05
8.47	10.53	3.53	74	52.8	4.7 MAURICE	0.0	455.6			1.17	8.40	3.59
s 8.58	s 11.05	s 4.10	116	52.8	5.2 ARDMORE YL	52.8	450.4	C	FY	s 1.10	s 8.32	s 3.52
				52.8	0.6 RINGLING JCT. YL	52.8	449.8					
9.06	11.14	f 4.18	130	52.8	6.8 OVERBROOK	52.8	443.0			f 12.52	8.20	3.41
s 9.17	11.24	s 4.27	N-108 S- 92	52.8	9.7 MARIETTA	52.8	433.1	C		s 12.40	s 8.10	3.33
9.22	11.30	4.35	69	52.8	5.1 BOMAR	39.0	428.0			12.31	8.05	3.29
9.27	11.34	f 4.40	109	.0	4.9 THACKERVILLE	52.8	423.0			f 12.25	8.01	3.25
9.32	11.39	4.45	113	.0	3.9 RED	24.8	419.1			12.20	7.56	3.20
				52.8	0.8 State Line	.0	418.3					
9.38	11.44	4.51	113	.0	3.7 WINDSOR YL	52.8	414.6			12.12	7.51	3.15
9.42 PM	11.48 AM	4.55 AM	Yard		3.3 NORTH YARD YL		411.3	C	F T	12.07 AM	7.48 AM	3.12 PM
Arrive Daily	Arrive Daily	Arrive Daily			(105.9					Leave Daily	Leave Daily	Leave Daily
47.4	51.7	37.4			Average speed per hour					34.9	44.8	53.8

CTC

Automatic Block System

SIGNAL SYSTEM TWO IN EFFECT:
Except Ardmore Interlocking.

SIGNAL SYSTEM ONE IN EFFECT:
Ardmore Interlocking.

RULE 261 (CTC) IN EFFECT:
Main track and sidings:
Purcell to south siding switch Davis.

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

First Class trains register at North Yard by Form 903.

Trains and engines will be governed by Time Table and Rules of A. T. & S. F. Ry., Oklahoma Division, while occupying tracks in Purcell Terminal.

Nos. 111 and 112 will stop on flag at Crusher.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Crusher	465.7	64
Carter	466.4	85
Rayford Spurs	474.1	No. 1 38
		No. 2 26
Grimes Spur	498.4	4

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SOUTHWARD

First Class

77	5	15	111	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. A 159 April 24, 1955
The Angelo	Passenger	Texas Chief	Texas Express			
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS
	PM 9.42	AM 11.48	AM 4.55	Yard		NORTH YARD YL
					.0	0.1
					.0	M-K-T Crossing
	s 9.46	s 11.50	s 5.00	61		0.5
	9.51	11.55 PM	5.05	89	52.8	GAINESVILLE YL
	9.56	12.01	f 5.12	128	48.4	4.3
	10.04	12.08	f 5.22	78	52.8	FAIR PLAINS
	10.12	12.16	f 5.32	131	52.8	5.6
	10.17	12.21	f 5.40	79	52.8	VALLEY VIEW
	10.22	12.27	f 5.46	130	52.8	8.6
	10.30	12.35	f 5.57	139	52.8	SANGER
					52.8	8.7
	10.38 112	12.42	f 6.12	100 244		KRUM
					.0	6.2
	10.44	12.48	6.20	88		PONDER
					52.8	6.7
PM 9.20	s 10.55 11.20	s 12.55 1.05	s 6.30 7.00 6	Yard		JUSTIN
			7.02 AM		21.1	8.6
						HASLET
					31.6	8.1
					31.6	F.W. & D. Crossing
						SAGINAW YL
					47.5	C. R. I. & P. Crossing
9.23	11.23	1.07		45		5.1
					47.5	F. W. Belt Crossing
9.30 PM	11.28	1.11		117		St. L. S. W. Crossing
					36.9	NORTH FORT WORTH YL
					71.2	2.8
	f 11.30					FORT WORTH YL
	11.35	1.17		71	47.5	0.3
	f 11.39	1.22		109	34.3	T. & N. O. Crossing
	11.43	1.29 16		72	28.5	T. & P. Crossing
	f 11.49	1.34		77	64.9	T. & P. JCT.
	11.53	1.37		70	.0	0.1
	11.57	1.41			19.5	T. & P. Crossing
	AM s 12.01 AM	s 1.43 PM		Yard	.0	0.1
						T. & N. O. Crossing
						T. & P. Crossing
						0.6
						POLKS YL
						T. & N. O. Crossing
						2.3
						BIRDS YL
						0.4
						St.L.S.F. & T.Crossing
						1.2
						SEMINARY HILL YL
						3.9
						MOSELLE
						3.4
						CROWLEY
						3.2
						KEELER
						5.2
						JOSHUA
						3.1
						REPUBLIC
						3.7
						WEATHERFORD JT. YL
						1.0
						CLEBURNE YL
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(93.8)
20.4	40.4	53.6	41.2			Average speed per hour

Automatic Train Stop System

Automatic Block System

Automatic Train Stop System

Rule 261

SIGNAL SYSTEM TWO IN EFFECT:
Except Fort Worth (T. & P.) Interlocking.

SIGNAL SYSTEM ONE IN EFFECT:
Fort Worth (T. & P.) Interlocking.

Dublin District trains must get Northern Division numbered Clearance Card before leaving Fort Worth.

Trains and engines using passenger station tracks at Fort Worth will be governed by Operating Rules of Fort Worth Union Passenger Station Company.

RULE 261 IN EFFECT:
Between first northward governing signal south of St. L. S. F. & T. Crossing and first northward governing signal on Dublin District south of switch where Dublin District trains enter Second District main track, Birds, and southward governing signals at south end of 17th St. yard, Fort Worth; and between northward governing signals at north end of 17th St. yard and southward home signal north of F. W. & D. Crossing, Saginaw. The movement of trains and engines in this territory is supervised by the train dispatcher. Within the above limits trains or engines must not foul nor enter main track through hand-thrown switches until authority to do so has been received from the towerman and switches have been properly lined. Hand-throw switches to north and south ends of storage track on west side of main track, Birds, and to spur track MP 349 plus 5000 feet, North Fort Worth, are equipped with electric switch locks. When proceed indication can not be promptly accepted towerman must be immediately notified. Towerman at Saginaw will, before flagging a southward train through interlocking, ascertain from towerman at North Fort Worth if traffic lever is in proper position for movement beyond the interlocking.

TIME TABLE
No. A 159
April 24, 1955

NORTHWARD — First Class

STATIONS	Ruling Grade Ascending Ft. Per Mile	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	112 Chicago Express Arrive Daily	16 Texas Chief Arrive Daily	6 Passenger Arrive Daily	78 The Angelo Arrive Daily
NORTH YARD YL		411.3	C	FT	AM 12.07	PM 3.12	AM 7.48	
0.1	34.3							
M-K-T Crossing		411.2						
0.5	34.3							
GAINESVILLE YL		410.7			s 12.05 AM	s 3.11	s 7.45	
4.3	40.6				11.47	3.05	7.38	
FAIR PLAINS		406.4						
5.6	40.6							
VALLEY VIEW		400.8	C		f 11.40	3.00	7.31	
8.6	52.8							
SANGER		392.2	C		f 11.29	2.52	7.23	
8.7	52.8							
KRUM		383.5	C		f 11.18	2.44	7.15	
6.2	52.8							
PONDER		377.3			f 11.10	2.39	7.09	
6.7	52.8							
JUSTIN		370.6	C		f 11.02	2.33	7.04	
8.6	52.8							
HASLET		362.0			f 10.48	2.25	6.57	
8.1	52.8							
F.W. & D. Crossing SAGINAW YL C. R. I. & P. Crossing		353.9	C		f 10.38 5	2.18	6.49	
5.1	52.8							
F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH YL		348.8			10.28	2.12	6.43	
2.8	52.8							
FORT WORTH YL		346.0	C	FT	s 10.20 9.00	s 2.05 1.50	s 6.35 6.05 111	s AM 5.45
0.3	.0							
T. & N. O. Crossing T. & P. Crossing T. & P. JCT.		345.7			8.58 PM			
0.1	.0							
T. & P. Crossing		345.6						
0.1	.0							
T. & N. O. Crossing T. & P. Crossing		345.5						
0.6	.0							
POLKS T. & N. O. Crossing		344.9				1.47	5.56	5.41
2.3	.0							
BIRDS YL		342.6				1.43	5.51	5.33 AM
0.4	.0							
St.L.S.F. & T.Crossing		342.2						
1.2	.0							
SEMINARY HILL YL		341.0					f 5.47	
3.9	12.7							
MOSELLE		337.1				1.36	5.42	
3.4	12.1							
CROWLEY		333.7				1.33	f 5.38	
3.2	8.2							
KEELER		330.5				1.29 15	5.34	
5.2	31.6							
JOSHUA		325.3	C			1.24	f 5.28	
3.1	61.0							
REPUBLIC		322.2				1.21	5.23	
3.7	38.5							
WEATHERFORD JCT. YL		318.5				1.18	5.18	
1.0	30.6							
CLEBURNE YL		317.5	C	FTY		1.17 PM	5.15 AM	
(93.8)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour					36.5	56.2	45.6	13.6

Automatic Block System
Automatic Train Stop System
Automatic Train Stop System
Rule 261

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Danci	328.3	6

FOR INFORMATION ONLY, AND NOT TO BE USED FOR TRAIN MOVEMENT

Trains 111 and 112 operate via T. & P. Railway between T. & P. Jct., (Ft. Worth) and Dallas on following schedules:

111 Leave Daily	STATIONS	112 Arrive Daily
AM 7.00	FORT WORTH	PM 9.00
	0.1	
7.02	T. & P. JCT.	8.58
	30.9	
7.45 AM	DALLAS	8.15 PM
Arrive Daily	(31.0)	Leave Daily

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

Nos. 111 and 112 and Dublin District trains only register at Fort Worth.

No. 112 must get numbered Clearance Card before leaving Ft. Worth.

First class trains register at North Yard by Form 903.

Between north lead main track switch just north of Fourth St. and T. & P. Jct., Fort Worth, 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, Cleburne, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Southern Division, Dublin District trains will use Northern Division tracks between Dublin District connection at south end of Birds, and Fort Worth, and will display signals as authorized on Dublin District, to and from Birds.

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

Trains 111 and 112 using T. & P. Railway between Dallas and T. & P. Jct. will be governed by Time Table and Rules of the T. & P. Railway Company.

SOUTHWARD Second Class 301 Mixed — Leave Mon. Wed. Fri.	SOUTHWARD Second Class 85 Mixed — Leave Daily Ex. Sun.	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending Ft. Per Mile	TIME TABLE No. A 159 April 24, 1955 — STATIONS	Ruling Grade Ascending Ft. Per Mile	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD Second Class 86 Mixed — Arrive Daily Ex. Sun.	NORTHWARD Second Class 302 Mixed — Arrive Tue. Thur. Sat.
Leave Mon. Wed. Fri.	Leave Daily Ex. Sun.		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily Ex. Sun.	Arrive Tue. Thur. Sat.
AM 10.15				SHAWNEE YL		132.0	C			PM 6.00
				1.6	.0					
f 10.30		Yard		SOUTH SHAWNEE YL		133.6		Y		f 5.45
			30.6	2.8	.0					
f 10.40		71		TECUMSEH		136.4				f 5.30
			31.6	5.8	31.6					
10.51		81		BROOKSVILLE		142.2				5.12
			26.4	4.7	20.5					
s 11.10		81		MACOMB		146.9				s 5.00
			31.6	4.0	15.8					
f 11.20		81		TRIBBEY		150.9				f 4.45
			31.6	5.6	31.6					
11.31		57		TROUSDALE		156.5				4.32
			31.6	5.8	31.6					
s 11.50		77		WANETTE		162.3	C			s 4.20
			31.6	6.7	26.4					
				ADA JCT. YL		169.0				
PM	PM		.0	0.3	.2				PM	
s 12.10	8.30	80		BYARS YL		169.3	C		s 3.20	s 4.00
			.0	5.4	31.7					
12.22	8.42	88		BOUDINOT		174.7			3.09	3.45
			.0	2.1	10.5					
12.28	8.47			CIVIT		176.8			3.05	3.38
			.0	3.2	22.1					
12.35	8.54	93		IROQUOIS		180.0			3.00	3.22
			21.1	4.2	6.9					
s 12.50 PM	s 9.05 PM	216		PAULS VALLEY YL				Y	2.50 PM	3.00 PM
Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sun.			(52.0)					Leave Daily Ex. Sun.	Leave Tue. Thur. Sat.
20.1	25.7			Average speed per hour					30.0	18.9

SIGNAL SYSTEM TWO IN EFFECT:

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

Extra trains will not register at Byars.

Between south switch of siding and north switch of storage track, 27 feet south of M.P. 169, Byars, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains and engines will be governed by Time Table and Rules of the A. T. & S. F. Ry., Oklahoma Division, while occupying tracks in Shawnee Terminal, and between Shawnee and South Shawnee.

SOUTHWARD Second Class		Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. A 159 April 24, 1955	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD Second Class	
301									302	
Mixed									Mixed	
Leave Mon. Wed. Fri.				Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Tues. Thur. Sat.	
PM 2.00		37		31.6	PAULS VALLEY YL	31.6		Y	s PM 1.45	
					5.9					
	f 2.25	13	5.9	31.6	WHITE BEAD	31.6			f 1.20	
					6.7					
	s 2.45	25	12.1	10.5	MAYSVILLE YL	.0	C		s 12.55	
					6.2					
	f 3.00	13	18.3	10.5	NEILL	5.3			f 12.35	
					5.1					
3.20 PM		Yard	23.4		LINDSAY YL		C	Y	12.15 PM	
Arrive Mon. Wed. Fri.					(23.4)				Leave Tues. Thur. Sat.	
17.5					Average speed per hour				15.9	

SIGNAL SYSTEM TWO IN EFFECT:

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

No switch lights Lindsay District.

Ada District

NORTHWARD Second Class		Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. A 159 April 24, 1955	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	SOUTHWARD Second Class	
86									85	
Mixed									Mixed	
Leave Daily Ex. Sun.				Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily Ex. Sun.	
PM 6.40		Yard	38.8	31.7	ADA YL	69.7	C	T	PM 5.10	
					12.6					
	f 7.30	17	51.4	31.6	VANOSS	31.6			f 4.19	
					6.7					
	s 7.53	30	58.1	31.6	STRATFORD YL	79.2			s 3.56	
					8.3					
	8.22		66.4	9.5	ADA JCT. YL	.0			3.27	
					0.3					
	s 8.25 PM	80	66.7		BYARS YL		C		3.25 PM	
Arrive Daily Ex. Sun.					(27.6)				Leave Daily Ex. Sun.	
15.9					Average speed per hour				15.9	

Between south switch of siding and north switch of storage track, 27 feet south of M.P. 169, Byars, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Ada District trains and engines will use O. C. A. & A. Ry., yard tracks at Ada between Townsend and Stockton Avenues and at point of connection within 150 feet of O. C. A. & A. Ry., main track in vicinity of American Glass Casket Company, keeping out of the way of O. C. A. & A. Ry., trains and engines and will be governed by Time Table and Rules of the O. C. A. & A. Ry.

At Ada, O. C. A. & A. Ry., trains and engines will use Ada District main and yard tracks at point of connection between Townsend and Stockton Avenues, south of station, and Oklahoma Portland Cement Company plant prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour and will be governed by G. C. & S. F. Ry., Time Table and Rules. Ada District trains and engines must operate within the above limits prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour looking out for O. C. A. & A. Ry., trains and engines.

No. 85 is superior to No. 86.

No switch lights Ada District.

SOUTHWARD				Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. A 159 April 24, 1955	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
Second Class			First Class								First Class	Second Class	
93	95	97	67								68	94	96
Frisco Frt. No. 37	Frisco Local No. 42	Frisco Frt. No. 39	Passenger								Passenger	Frisco Local No. 42	Frisco Frt. No. 30
Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily
				Yard			CLEBURNE YL		C	F T Y			
					11.4	66.0	11.4	74.4					
						67.5	M-K-T Crossing	26.4					
				34	12.7		1.3						
				37	19.6	71.2	ALVARADO YL	76.5					
				47	26.9	52.8	6.9	46.9					
					27.3	.0	VENUS	49.6	C				
				19	34.6	71.0	7.3	67.5					
				34	40.1	68.6	MIDLOTHIAN YL	77.6					
				36	45.7	70.2	0.4	66.0	C				
				42	49.6	.0	T. & N. O. Crossing	67.0					
					51.6	.0	7.3	87.0					
			AM 8.45		53.3	.0	CEDAR HILL				PM 6.00		
					51.6	.0	5.5	23.0					
					51.7	22.2	DUNCANVILLE	.0					
PM 8.50	AM 10.20	AM 3.50	8.52		51.8	22.2	5.6	.0		Y	5.53	AM 11.10	PM 7.40
					51.9	63.3	HALE YL	.0					
					52.5	38.0	3.9	.0					
9.00 PM	10.30 AM	4.00 AM	8.59 AM	Yard	53.2		OAK CLIFF YL		C	F T	5.46 PM	11.00 AM	7.30 PM
Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily				2.0				Leave Daily	Leave Daily Ex. Sun.	Leave Daily
8.4	8.4	8.4	13.7				TERMINAL JCT. YL (53.2)				13.7	8.4	8.4
							Average speed per hour						

U.T.Co. — 1.7 — DALLAS YL — 1.7 — TERMINAL JCT. YL — 0.1 — M-K-T Crossing — 0.1 — SANTA FE JCT. YL — Two Tracks: 0.1 — St. L. S.W. Crossing — 0.7 — T. & N. O. Crossing — 0.6 — EAST DALLAS YL

Rule 261

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Between cantilever at south end siding Hale and T. & N. O. Crossing, East Dallas. The movement of trains and engines in this territory is supervised by the train dispatcher. Within the above limits trains or engines must not foul nor enter main track through hand-thrown switches until authority to do so has been received from the towerman. Telephones are conveniently located near such switches. When such authority can not be accepted promptly towerman must be immediately notified.

Trains must get numbered Clearance Card before leaving Cleburne and East Dallas.

First class trains must get numbered Clearance Card before leaving Dallas.

Trains 93, 94, 95, 96 and 97 have no time table authority.

Between signal 3172 and signal 3177, Cleburne, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Santa Fe Jct. and automatic distant signal 542, near Carroll Avenue, south of T. & P. automatic interlocking, Paris District, East Dallas, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains and engines using Union Terminal tracks at Dallas will be governed by Operating Rules of The Union Terminal Company.

Two tracks between Santa Fe Jct., and T. & N. O. Crossing M. P. 52.5.

No switch lights Dallas District.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Gasco	39.0	8
Maglab	43.4	15

SOUTHWARD First Class 67 Passenger	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. A 159 April 24, 1955	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class 68 Passenger
Leave Daily			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily
AM 8.59	Yard	53.2		**EAST DALLAS** YL		C	FT	PM 5.46
		53.3	10.5	0.1	.0			
		53.7	.0	T. & N. O. Crossing 0.3 T. & P. Crossing	.0			
f 9.20	38	60.3	53.8	6.6 REINHARDT	52.8			f 5.24
s 9.30	39	66.4	53.3	6.1 GARLAND YL	48.5	C		s 5.14
		66.8	.0	0.4 M-K-T Crossing	40.6			
f 9.39	34	71.6	52.8	4.8 SACHSE	51.2			f 5.04
s 9.47	34	75.8	52.8	4.2 WYLIE YL	52.8	C		s 4.57
f 10.02	34	84.3	53.4	8.5 COPEVILLE	53.4			f 4.41
s 10.14	34	91.0	52.8	6.7 **FARMERSVILLE** YL	52.8	C		s 4.29
		91.1	3.7	0.1 L. & A. JCT. L. & A. Crossing	.0			
f 10.25	34	96.8	57.0	5.7 MERIT	52.8			f 4.15
s 10.40	34	104.3	52.8	7.6 CELESTE YL	52.8	C	Y	s 4.01
		104.4	14.2	0.1 M-K-T Crossing	.0			
s 10.57	31	113.3	52.8	8.9 WOLFE CITY YL	.0	C	Y	s 3.43
s 11.13	30	121.6	12.6	8.3 LADONIA YL	52.8	C		s 3.26
s 11.25	51	127.6	52.8	6.0 PECAN GAP	52.8			s 3.13
s 11.36		133.0	3.7	5.4 BEN FRANKLIN	53.0			s 3.01
s 11.47	33	138.5	52.8	5.5 ROXTON	52.8	C		s 2.49
f 11.57	30	143.7	62.3	5.2 AMBIA	52.8			f 2.37
		150.3	52.8	6.6 T. & P. Crossing	52.8			
PM 12.15 PM	Yard	151.1	21.1	0.8 **PARIS** YL	.0	C	FT	2.20 PM
Arrive Daily				(97.9)				Leave Daily
29.9				Average speed per hour				28.5

SIGNAL SYSTEM TWO IN EFFECT:
Except Celeste Interlocking.

SIGNAL SYSTEM ONE IN EFFECT:
Celeste Interlocking.

Trains must get numbered Clearance Card before leaving Paris and East Dallas.

Nos. 67 and 68 register at East Dallas by Form 903.

No. 67 is superior to No. 68.

Between Santa Fe Jct., Dallas District, and automatic distant signal 542, near Carroll Avenue, south of T. & P. automatic interlocking, East Dallas, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Viaduct 91-C, just south of College Avenue, and north yard limit board, Farmersville, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

First class trains must approach Paris passenger station expecting to find tracks occupied.

No switch lights between Merit and Ambia.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

	Mile Post	Capacity (50-ft. Cars)
Casa Linda Lead	61.7	71
Team Track	63.0	19
Inter-Continental Spur	67.4	39

SOUTHWARD	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. A 159 April 24, 1955	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD
			Ft. Per Mile	STATIONS	Ft. Per Mile			
	Yard		52.8	**CLEBURNE** YL	56.4	C	F W T Y	
		0.0		1.0 WEATHERFORD JCT. YL 10.3				
	17	10.3	55.4	GODLEY 8.1	34.8			
	32	18.4	55.0	CRESSON YL 8.8	.0	C	Y	
	18	27.2	52.8	PARSONS 11.6	57.0			
	Yard	38.8		**WEATHERFORD** YL			T	
				(38.8)				
				Average speed per hour				

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
McFarland	24.6	3

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Cleburne.

Between signal 3172 and signal 3177, Cleburne, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between M.P. 17, Weatherford District, and M.P. 23, Dublin District, and between M.P. 21 and M.P. 23, Dublin District, Cresson, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

No switch lights Weatherford District.

Ringling District

SOUTHWARD Second Class		Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. A 159 April 24, 1955	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD Second Class	
315	311								310	314
Mixed	Mixed								Mixed	Mixed
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	AM 8.00	Yard		52.8	**ARDMORE** YL	.0	C	F Y	PM 12.55	
	8.04		0.0	52.8	0.6 RINGLING JCT. YL 9.1	52.8			12.52	
	f 8.34	38	9.6	52.8	LONE GROVE 9.7	52.8			f 12.22 PM	
	s 9.10	48	19.3	52.8	WILSON YL 5.0	52.8	C		s 11.46	
AM 9.26	9.26	13	24.3	52.8	COBALT JCT. YL 5.5	52.8		Y	11.30	AM 10.30
9.47 AM		26	5.5	52.8	HEALDTON YL 5.5	52.8	C	Y		10.10 AM
	10.30	13	24.3	52.8	COBALT JCT. YL 5.1	52.8		Y		
	10.50 AM	Yard	29.4		**RINGLING** YL		C	Y	11.10 AM	
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				(28.9)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
15.7	16.7				Average speed per hour				16.8	16.5

TRACKS NOT SHOWN ON FACE OF TIME TABLE

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

SIGNAL SYSTEM ONE IN EFFECT.

Trains must get numbered Clearance Card before leaving Ardmore.

No. 311 is superior to No. 310.

No. 315 is superior to No. 314.

No switch lights Ringling District.

SOUTHWARD

Freight Train Terminals and Junctions	321	41	37	337	39	339	First 71	Second 71	49	D-CTX	43	91	45	55
	Way Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	L. & A. Freight No. 53	Way Freight	Way Freight
STATIONS	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily Ex. Sat.	Leave Mon. Wed. Fri.
PURCELL	AM 3.00	PM 1.00	AM 10.00	PM 4.00	PM 10.10	AM 6.00								
SHAWNEE														
PAULS VALLEY		1.45 PM												
NORTH YARD	11.00 AM		PM 1.20 2.00	7.45 8.45	AM 1.10 1.40	9.45 10.45 PM								
FORT WORTH			4.00 6.30	11.00 11.59	3.35 3.55	1.00 2.00	PM 8.10							
BIRDS							8.25 PM	PM	AM	PM	PM			AM
CLEBURNE			7.30 PM	1.00 AM	4.45 AM	3.00 PM		8.40	6.00	1.15	9.45			8.00
CRESSON								9.40 PM						8.40
WEATHERFORD														9.45
EAST DALLAS									8.00	3.45	11.55	AM 4.00	PM 7.30	AM
L. & A. JCT.									AM	PM	PM	5.30 AM		
PARIS													3.00 AM	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.

NORTHWARD

Freight Train Terminals and Junctions	322	42	38	40	CWT	50	D-CTX	44	92	46	56	F-CTX	
	Way Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Way Freight	L. & A. Freight No. 54	Way Freight	Way Freight	Fast Freight	
STATIONS	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Mon.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Mon. Wed., Fri.,	Arrive Daily	
PURCELL	AM 11.45	PM 10.55	AM 7.00	PM 4.00									
SHAWNEE													
PAULS VALLEY		10.00 PM											
NORTH YARD	3.30 AM		3.00 1.20 AM	AM 11.25 10.25 AM									
FORT WORTH			10.50 10.30	7.50 7.30	AM 5.00							AM 6.00	
BIRDS					4.45 AM	PM	AM	AM			PM	5.45 AM	
CLEBURNE			9.30 PM	6.30 AM		8.00	11.00	4.15			12.45		
CRESSON							10.15 AM				11.55		
WEATHERFORD											10.45		
EAST DALLAS						6.00		1.15	AM 3.30	PM 2.30	AM		
L. & A. JCT.						PM		AM	1.50 AM				
PARIS										7.00 AM			
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Mon.	Leave Daily	Leave Daily Ex. Sun.	Leave Mon. Wed., Fri.,	Leave Daily	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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

2. Rule 104(D): Reference in third paragraph to Rule 509(a) should read 509(A).

3. Rule 16 is amended as follows:
   (e) Cancelled.
   (l) _____ When standing—apply or release air brakes.
   (m) _____ When running—brakes sticking; look back for hand signals.

   Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

4.—

5.—

6.—

7.—

8.—

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

JUNCTION	M. P.	JUNCTION WITH	Switch Normally Lined For Movement
		FIRST DISTRICT	
Ringling Jct.	449.8	Ringling District	First District
		SECOND DISTRICT	
Birds	342.2	Dublin District	Second District
WeatherfordJct.	318.5	Weatherford District	Second District
		PAULS VALLEY DISTRICT	
Ada Jct.	169.0	Ada District	Pauls Valley Dist.
		PARIS DISTRICT	
Farmersville	91.1	L. & A. Jct.	Paris District
		WEATHERFORD DISTRICT	
Cresson	18.4	Dublin District	Dublin District
		RINGLING DISTRICT	
Cobalt Jct.	24.3	Healdton line	Ringling District

10. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
SECOND DISTRICT		
Gainesville-Saginaw	90	60
Saginaw-Birds	79	60
Birds-Cleburne	90	60
FIRST DISTRICT	79	60
PAULS VALLEY DISTRICT	50	40
LINDSAY DISTRICT	25	25
ADA DISTRICT	25	25
RINGLING DISTRICT	20	20
DALLAS DISTRICT	50	40
PARIS DISTRICT		
Dallas-Farmersville	55	35
Farmersville-Paris	45	30
WEATHERFORD DISTRICT		
Cleburne-Cresson	30	30
Cresson-Weatherford	20	20
SECOND DISTRICT		
2 Curves, M.P. 317.2 to 318.7	50	30
Curve, M.P. 325.8 to 325.9	80	55
Curve, M.P. 327.2 to 327.5	70	55
Curve, M.P. 329.1 to 329.3	70	55
Curve, M.P. 334.7 to 335.1	80	55
Curve, M.P. 340.4 to 341.2	80	55
Curve, M.P. 342.5 to 342.7	65	40
Curve, M.P. 344.2 to 344.5	50	30
Track, M.P. 345.4 to 346.6	10	10
3 Curves, M.P. 346.8 to 347.9	50	35
2 Curves, M.P. 349.6 to 351.0	70	50
2 Curves, M.P. 379.2 to 380.2	85	60
2 Curves, M.P. 382.4 to 383.3	80	60
Curve, M.P. 389.3 to 389.7	60	50
Curve, M.P. 398.8 to 399.1	70	55
Curve, M.P. 400.5 to 400.7	80	60
2 Curves, M.P. 410.4 to 412.1	60	35
FIRST DISTRICT		
2 Curves, M.P. 410.4 to 412.1	60	35
Curve, M.P. 416.3 to 416.5	70	55
12 Curves, M.P. 416.9 to 422.3	50	40
Ardmore, main track and siding, M.P. 449.7 to 451.0	25	25
3 Curves, M.P. 451.6 to 452.7	60	40
12 Curves, M.P. 453.2 to 460.0	50	40
Curve, M.P. 462.0 to 462.6	60	50
9 Curves, M.P. 462.8 to 466.2	35	35
2 Curves, M.P. 466.2 to 467.5	60	45
2 Curves, M.P. 471.1 to 472.5	70	55
4 Curves, M.P. 473.7 to 475.1	50	45
2 Curves, M.P. 475.3 to 476.3	70	55
2 Curves, M.P. 503.3 to 504.5	70	50
5 Curves, M.P. 504.5 to 506.7	50	45
2 Curves, M.P. 507.3 to 508.8	70	50
Curve, M.P. 510.9 to 511.2	70	55
4 Curves, M.P. 513.2 to 515.4	55	45
PAULS VALLEY DISTRICT		
2 Curves, M.P. 137.2 to 137.6	35	35
3 Curves, M.P. 141.5 to 143.8	45	35
3 Curves, M.P. 151.9 to 152.9	35	30
Curve, M.P. 154.5 to 154.9	45	35
2 Curves, M.P. 165.9 to 166.7	40	35
Curve, M.P. 168.6 to 168.9	35	25
Curve, M.P. 176.5 to 176.8	50	35
Curves, M.P. 182.8 to 183.0	10	10
LINDSAY DISTRICT		
Washita River Bridge, M.P. 21.7 to 21.8:		
Diesels, all classes, except 2100 and 2600, single or multiple units	15	15
Diesels, classes 2100 and 2600, single unit only	15	15
Steam engines, 1000, 1050 and 1100 class (Steam engines heavier than the above class, or double heading of steam engines, not permitted over this bridge.)	10	10

10. SPEED RESTRICTIONS. (Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
DALLAS DISTRICT		
Curve, M.P. 0.0 to 0.3	10	10
Curve, M. P. 1.8 to 1.9	45	35
Curve, M.P. 4.6 to 5.0	40	35
4 Curves, M.P. 7.0 to 7.6	35	35
2 Curves, M.P. 9.1 to 10.3	40	35
2 Curves, M.P. 11.0 to 11.3	35	35
2 Curves, M.P. 12.3 to 13.4	35	25
Approaching Interlocking T. & N. O. Crossing (M.P. 27.3)		
M.P. 26.9 to 27.2—Southward	30	15
M. P. 28.1 to 27.4—Northward	50	30
2 Curves, M.P. 32.3 to 32.7	35	35
2 Curves, M.P. 36.5 to 36.8	35	35
2 Curves, M.P. 38.7 to 39.9	45	35
6 Curves, M.P. 41.7 to 42.9	35	35
Curve, M.P. 43.5 to 43.9	40	35
4 Curves, M.P. 48.1 to 48.9	25	25
2 Curves, M.P. 49.6 to 49.8	40	30
Curve, M.P. 51.0 to 51.1	40	30
PARIS DISTRICT		
Track, M.P. 113.4 to 113.6 Wolfe City	15	15
2 Curves, M.P. 121.4 to 122.0	30	25
Track M.P. 143.7 to 150.4	30	20
WEATHERFORD DISTRICT		
Curve, M.P. 0.0 to 0.1	10	10

(B) MAXIMUM SPEED OF ENGINES.

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M-190	80	65	25	75
Note: *65 MPH applies when backing handling train.				
STEAM				
6-wheel and 8-wheel switch	20	20	20	
777, 856, 900-984, 1600-1698, 1902-1977, 2542-2568	35	35	25	
3113-3154	45	35	25	
1001-1133, 1801-1882, 3168-3236, 4013-4114, 5000-5035	60	40	25	
3516, 3751-3775	90	40	25	
2900-2929, 3403-3435, 3450-3465, 3776-3785	100	40	25	
2508-2522	55	40	25	
3715-3744	70	40	25	
3828-3933	50	40	25	

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

(C) DEAD ENGINES.

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

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

(D) MAXIMUM SPEED THROUGH INTERLOCKINGS.

LOCATION		MILES PER HOUR	
		Passenger	Freight and Mixed
DALLAS DISTRICT			
Midlothian*	T. & N. O. Crossing	20	20
Dallas	M-K-T Crossing	20	20
PARIS DISTRICT			
East Dallas*	T. & P. Crossing	15	15
Garland*	M-K-T Crossing	20	20
Paris*	T. & P. Crossing	20	20

* Speed indicated applies only to head end of train.

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

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

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

(F) PASSENGER TRAINS HANDLING DINING CARS.

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

10. SPEED RESTRICTIONS. (Cont'd)

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

DISTRICT	Pile Driver (With leads down) Steam Derrick (Boom on idler)	Brown Hoist Steam Shovel Clam Shell Steam Ditcher Spreader*
FIRST	30	24
PAULS VALLEY	24	24
SECOND	30	24
DALLAS	20	20
PARIS	20	20
WEATHERFORD	15	15
RINGLING	15	15
LINDSAY	15	15
ADA	15	15

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

(H) TURNOUTS AND CROSSOVERS.

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

I — Interlocking
S — Spring
R — Rigid

STATION	TYPE	LOCATION	MILES PER HOUR
		FIRST DISTRICT	
Purcell	I	South end siding	30
Wayne	I	Both ends siding	30
Paoli	I	Both ends siding	30
Pauls Valley	I	South leg wye Lindsay District	15
Pauls Valley	I	Both ends siding	30
Pauls Valley	I	Three intermediate crossovers	30
Wynnewood	I	Both ends siding	30
Davis	I	Both ends siding	30
Rayford	S	Both ends siding	30
Dougherty	S	South end siding	15
Dougherty	S	North end siding	30
Dolese	S	Both ends siding	15
Gene Autry	S	Both ends siding	30
Maurice	S	South end siding	15
Maurice	S	North end siding	30
Ardmore	I	Both ends siding	25
Overbrook	S	Both ends siding	30
Marietta	S	Both ends both sidings	30
Bomar	S	Both ends siding	30
Thackerville	S	Both ends siding	30
Red	S	Both ends siding	30
Windsor	S	Both ends siding	30
North Yard	S	North end lead to yard	30
		SECOND DISTRICT	
Gainesville	S	South end siding	15
Fair Plains	S	Both ends siding	30
Valley View	S	Both ends siding	30
Sanger	S	Both ends siding	30
Krum	S	Both ends siding	30
Ponder	S	Both ends siding	30
Justin	S	Both ends siding	30
Haslet	S	Both ends siding	30
Saginaw	I	Both ends west siding	30
Saginaw	I	Both ends east siding	30
No. Ft. Worth	I	Both ends siding	30
Polks	I	North end siding	30
Polks	I	South end siding	15
Birds	I	Both ends siding	30
Moselle	S	Both ends siding	30
Crowley	S	Both ends siding	30
Keeler	S	Both ends siding	30
Joshua	S	Both ends siding	30
Republic	S	Both ends siding	30
Cleburne	S	North end tail track north end of yard	30
		DALLAS DISTRICT	
Dallas	I	North ends two tracks Santa Fe Jct.	30
Dallas	I	South ends two tracks, T. & N. O. Crossing	30

(I) SPEED THROUGH CORPORATE LIMITS.

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

	M.P.H.
Midlothian	25
Cleburne, Fort Worth	18
Gainesville, Ardmore, Weatherford	15
Dallas, Sanger, Marietta	12
Ada	10

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

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

Pauls Valley (on Lindsay and Pauls Valley Districts only.)

Dougherty (including Rayford and Dolese).

Ardmore (including Ringling Jct.).

North Yard (including Windsor and Gainesville).

Fort Worth (from yard limit board south of Seminary Hill, and south of Belt Jct. on Dublin District, to yard limit board north of Saginaw).

Cleburne (including Weatherford Jct.).

Alvarado

Midlothian

Dallas (including Hale and East Dallas).

Garland

Wylie

Farmersville

Celeste

Wolfe City

Ladonia

Paris

Shawnee (including South Shawnee).

Byars (from yard limit board north and south of Byars on Pauls Valley District to yard limit board south of Byars on Ada District).

Ada

Stratford

Lindsay

Maysville

Cresson

Weatherford

Wilson

Ringling

Cobalt Jct.

Healdton

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

Between Mile Posts	Bridge Number	Name
FIRST AND SECOND DISTRICTS		
318 and 319	318.1	Viaduct, Cleburne yard
318 and 319	318.8	Viaduct, Cleburne, Boone St.
320 and 331	320.9	Viaduct, Highway
344 and 345	344.1	Viaduct, Ft. Worth, S. Main St.
344 and 345	344.3	Viaduct, Ft. Worth, Allen Ave.
345 and 346	345.1	Viaduct, Ft. Worth, Hattie St.
348 and 349	348.5	Trinity River
349 and 350	349.39	Viaduct, Highway
350 and 350	350.9	Viaduct, Highway
381 and 382	381.6	Viaduct, Highway
413 and 414	413.1	Viaduct, Highway
418 and 419	418.3	Red River
450 and 451	450.8	Viaduct, Ardmore, 5th Ave.
451 and 452	451.1	Viaduct, Ardmore, SL-SF Ry.
464 and 465	464.34	Washita River
465 and 467.7	.....	Crusher Spur
466 and 466.7	.....	Carter Bros. Spur
474 and 474.2	.....	Rayford Spurs
476 and 477	476.1	Viaduct, Highway
PAULS VALLEY DISTRICT		
176 and 177	176.0	Viaduct, Highway
169 and 170	169.5	Viaduct, Highway
166 and 167	166.2	Canadian River
164 and 165	164.8	Viaduct, Highway
137 and 138	137.29	Viaduct, Highway
132 and 133	.....	Viaduct, O. C. A. & A. Ry.
132 and 133	.....	Viaduct, C. R. I. & P. Ry.
DALLAS AND PARIS DISTRICTS		
12 and 13	12.3	Viaduct, Alvarado, Highway
19 and 20	19.94	Viaduct, Venus, I-GN Ry.
32 and 33	32.64	Viaduct, Highway
43 and 44	43.6	Viaduct, Highway
48 and 49	48.65	Viaduct, Highway
50 and 51	.....	Viaduct, Interurban
51 and 52	51.1	Trinity River
51 and 52	.....	Signal Bridge
42 and 53	52.9	Viaduct, Dallas, Merlin St.
57 and 58	57.05	White Rock Creek
91 and 92	91.3	Viaduct, Farmersville, Highway
HALE CEMENT LINE		
3 and 4	3.56	Overhead Gas Main (M.P. 3 plus 2833-ft.)
4 and 5	4.68	Viaduct, Highway
	4.71	Viaduct, Highway
LINDSAY DISTRICT		
21 and 23	21.7	Washita River

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

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

14. BULLETIN BOOKS ARE LOCATED AT:

Cleburne, Fort Worth, North Yard, Ardmore, Purcell, Shawnee, Lindsay, Dallas, East Dallas, Paris

15. STANDARD CLOCKS ARE LOCATED AT:

Cleburne (Yard Office, Passenger Station and Roundhouse)
Fort Worth (Yard Office and Dispatcher's Office)
North Yard
Ardmore
Purcell (Passenger Station and Roundhouse)
Shawnee
Lindsay
Dallas (Passenger Station)
East Dallas
Paris

16. STANDARD THERMOMETERS ARE LOCATED AT:

Cleburne, Fort Worth, North Yard, Ardmore, Dougherty, Purcell, East Dallas, Paris

17. RAILROAD CROSSINGS AND INTERLOCKINGS.

LOCATION	M. P.	FACILITY	NAME
FIRST DISTRICT			
Purcell	517.5	South end siding	Interlocking
Wayne	510.2	Both ends siding	Interlocking
Paoli	502.6	Both ends siding	Interlocking
Pauls Valley	496.1	South leg wye Lindsay Dist.	Interlocking
Pauls Valley	495.5	Both ends siding	Interlocking
Pauls Valley	495.5	Three intermediate crossovers	Interlocking
Wynnewood	488.1	Both ends siding	Interlocking
Ardmore	451.0	North end siding	Interlocking
Ardmore	449.8	South end siding	Interlocking
North Yard	411.2	Both ends crossover north of M-K-T Crossing	Interlocking
North Yard	411.2	South end round house lead off siding	Interlocking
North Yard	411.2	South end scale track	Interlocking
SECOND DISTRICT			
North Yard	411.2	M-K-T Crossing	Interlocking
North Yard	411.2	Both ends crossover south of M-K-T Crossing	Interlocking
Saginaw	353.9	F. W. & D. Crossing	Interlocking
Saginaw	353.9	Burrus Mill Connection	Interlocking

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

LOCATION	M. P.	FACILITY	NAME
Saginaw	353.9	C. R. I. & P. Crossing	Interlocking
Saginaw	353.8	North end east and west sidings	Interlocking
Saginaw	351.4	South end east and west sidings	Interlocking
No. Ft. Worth	349.9	North end siding	Interlocking
No. Ft. Worth	349.0	South end siding	Interlocking
No. Ft. Worth	349.0	South end No. 1 track	Interlocking
No. Ft. Worth	349.0	North end St. L. S. W. transfer	Interlocking
No. Ft. Worth	349.0	F. W. Belt Crossing	Interlocking
No. Ft. Worth	348.9	U. S. Cold Storage track	Interlocking
No. Ft. Worth	348.9	St. L. S. W. Crossing	Interlocking
Ft. Worth	346.5	North end 17th St. yard	Interlocking
Ft. Worth	345.8	South end passenger yard	Interlocking
Ft. Worth	345.8	South end passenger yard to T. & N. O.	Interlocking
Ft. Worth	345.7	South end FW&D-RI Con.	Interlocking
Ft. Worth	345.7	T. & N. O. Crossing	Interlocking
Ft. Worth	345.7	Two T. & P. Crossings	Interlocking
Ft. Worth	345.7	T. & P. Junction	Interlocking
Ft. Worth	345.7	T. & P. Crossing	Interlocking
Ft. Worth	345.6	Two T. & P. Crossings	Interlocking
Ft. Worth	345.6	T. & P. Crossing	Interlocking
Ft. Worth	345.6	Crossover to M-K-T between T. & P. Crossings	Interlocking
Ft. Worth	345.5	T. & P. Crossing	Interlocking
Ft. Worth	345.5	Crossover to T. & N. O. between T. & P. Crossings	Interlocking
Ft. Worth	345.5	T. & N. O. Crossing	Interlocking
Polks	345.4	North end siding	Interlocking
Polks	344.9	South end siding	Interlocking
Polks	344.9	South end storage track	Interlocking
Polks	344.9	North end crossover, siding to T. & N. O. main track	Interlocking
Polks	344.9	T. & N. O. Crossing	Interlocking
Birds	343.5	North end siding	Interlocking
Birds	342.3	South end siding	Interlocking
Birds	342.2	North switch connecting track	Interlocking
Birds	342.2	St. L. S. F. & T. Crossing	Interlocking

DALLAS DISTRICT

Alvarado	11.8	M-K-T Crossing	Interlocking
Midlothian	27.3	T. & N. O. Crossing	Interlocking
Dallas	51.5	Terminal Jct. switch	Interlocking
Dallas	51.6	Two M-K-T Crossings	Interlocking
Dallas	51.7	North end two tracks	Interlocking
Dallas	51.8	Santa Fe Jct. switches	Interlocking
Dallas	51.8	North end T. & N. O. main track	Interlocking
Dallas	51.8	T. & N. O. connection	Interlocking
Dallas	51.8	Armstrong Packing House switch	Interlocking
Dallas	51.8	Both ends two crossovers	Interlocking
Dallas	51.8	Compress track switch	Interlocking
Dallas	51.8	St. L. S. W. Crossing	Interlocking
Dallas	51.9	St. L. S. W. connection	Interlocking
Dallas	51.9	North end interchange tracks	Interlocking
Dallas	51.9	North end storage and interchange tracks	Interlocking
Dallas	51.9	North end City spur switch	Interlocking
Dallas	52.1	South end City spur switch	Interlocking
Dallas	52.1	South end storage and interchange tracks	Interlocking
Dallas	52.2	Both ends six crossovers between north leg city wye and T. & N. O. crossing M.P. 52.5	Interlocking
Dallas	52.2	Old ice track switch	Interlocking
Dallas	52.3	Harwood team track switch	Interlocking
Dallas	52.4	T. & N. O. interchange track switch	Interlocking
Dallas	52.5	T. & N. O. Crossing	Interlocking
Dallas	52.5	Junk track switch just south of T. & N. O. Crossing	Interlocking
Dallas	52.6	South end two tracks	Interlocking

PARIS DISTRICT

East Dallas	53.3	T. & N. O. Crossing	Rules 98-98A-98B Crossing gate
East Dallas	53.7	Two T. & P. Crossings	Interlocking
Garland	66.8	M-K-T Crossing	Interlocking
Farmersville	91.1	L. & A. Crossing	Rules 98-98A-98B Crossing gate
Celeste	104.4	South end siding	Interlocking
Celeste	104.4	South end house track	Interlocking
Celeste	104.4	M-K-T Crossing	Interlocking
Paris	150.2	T. & P. Crossing	Interlocking

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

19. SIGNALS—RINGLING JCT.: Signals governing movement of trains and engines entering First District main track at north and south wye switches at Ringling Jct., are located near clearance points. Normal position is stop. Trainmen will go to switch and, if no train is approaching on First District main track, will line switch for movement to that track. Trains or engines will then wait two minutes, after which, if signal has not cleared, they may proceed under protection required by Rule 99.

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

21. ASSIGNED SIDINGS—MARIETTA (Rules 5 and 105).

Siding located east of main track, north of station and extending between signals 4341 and 4332, is assigned for use of northward trains. Time of southward trains in schedule or train orders applies at south switch of this siding.

Siding located west of main track, south of station and extending between signals 4322 and 4331, is assigned for use of southward trains. Time of northward trains in schedule or train orders applies at north switch of this siding.

22. TRAIN SIGNALS: (Rule 19).

The St. L. & S. F. Ry., St. L. S. F. & T. Ry., and L. & A. Ry., markers will display green instead of yellow indications and such green indications will have same meaning as yellow. (Rule 19).

STATE LAWS GOVERNING RAILROAD EMPLOYES
TEXAS

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

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

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

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

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

• • • • •

ARTICLE 6377. FORMING PASSENGER TRAINS. In forming a passenger train, baggage or freight, or merchandise, or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accident happen to life or limb, the officer or agent who so directed or knowingly suffered such arrangement and the conductor and engineer of the train shall each be held guilty of intentionally causing 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.

In Oklahoma, a passenger can only be ejected at any usual stopping place or any dwelling-house.

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

Oklahoma Corporation Commission Order No. 804, effective April 12, 1914, provides:

"The rear door of smoking car and one door of each first class car shall be opened for the egress and ingress of passengers, and the entrance of the car for colored passengers shall be opened. That is, the vestibule door of each coach shall be opened. The defendants (Railways) shall not be required to keep a box or extra step for the smoking car door."

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

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

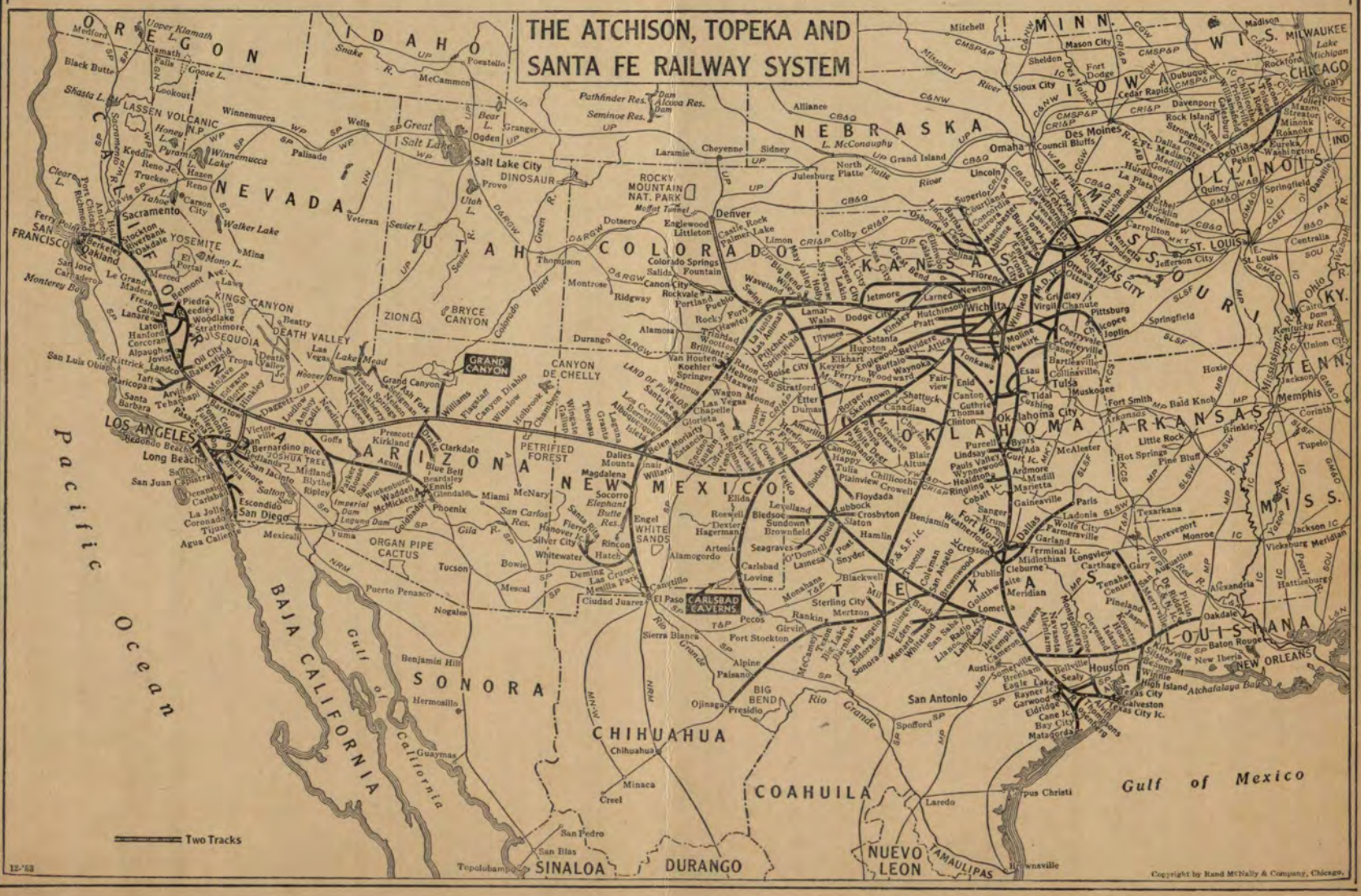
CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

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

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

SANTA FE SAFETY FIRST

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

(See Rules E and F)