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
K. W. WRIGHT	E. L. DE CANNIERE	

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
STANLEY RIGGS ..... Paris
W. B. SARGENT ..... Ft. Worth
W. M. HOUSE ..... Paris
W. E. ALTFATHER ..... Dallas
ROBERT MONTGOMERY ..... 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. T. STONE ..... Purcell
Dr. W. C. McCURDY ..... 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. DON J. WILSON ..... Marietta
Dr. W. J. GRAY ..... Marietta
Dr. R. C. SULLIVAN ..... Ardmore
Dr. RODGER REED ..... Ardmore
Dr. J. M. GORDON ..... Ardmore
Dr. THORNTON KELL ..... Ardmore
Dr. D. E. CANTRELL ..... Healdton
Dr. E. SAIKIN ..... Gainesville
Dr. V. C. CIRONE ..... Gainesville
Dr. BEN R. FISCH ..... Gainesville
Dr. J. H. ALLEN ..... Justin
Dr. J. M. SULLIVAN ..... Sanger
Dr. H. M. BURGESS ..... Denton
Dr. W. S. MILLER, JR. ..... Denton
Dr. L. H. REEVES ..... Ft. Worth
Dr. CARL M. AUSTIN ..... Ft. Worth
Dr. JACK E. DALY ..... 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. F. H. MATHEWS ..... Dallas
Dr. GERALD J. KOCHEVAR ..... Midlothian
Dr. RICHARD 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 ..... Ft. Worth
Dr. J. W. PICKENS ..... Cleburne
Dr. F. H. NEWTON ..... Dallas
Dr. DAVID S. STAYER ..... Dallas
Dr. T. E. HUNT ..... Paris

Gulf, Colorado and Santa Fe Railway Company

NORTHERN DIVISION

TIME TABLE No.

C159

IN EFFECT

Sunday, December 4, 1955

At 12:01 A. M.
Central Standard Time

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

L. M. OLSON,
Vice-President and
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. C 159 December 4, 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 9.25	AM 2.05	Yard			PURCELL		517.5	C	F T Y	s AM 3.10	s AM 10.10	s PM 5.10
				.0		7.3	5.8						
7.40	9.34	f 2.19	165			WAYNE		510.2			f 2.55	9.54	5.00
				42.2		7.6	52.8						
7.50	9.43[6]	f 2.37[112]	165			PAOLI		502.6			f 2.37[111]	9.43[15]	4.52
				2.1		7.1	19.0						
s 8.01	s 9.51	s 2.54	216			PAULS VALLEY		495.5	C	Y	s 2.27	s 9.33	s 4.45
				18.4		7.4	26.4						
8.09	9.58	s 3.05	175			WYNNEWOOD		488.1	C		s 2.09	9.23	4.35
				42.2		10.1	3.1						
8.18	10.07	s 3.20	190			DAVIS		478.0	C		s 1.54	s 9.10	4.27
				31.6		8.4	32.7						
8.27	10.16	s 3.30	177			DOUGHERTY		469.6	C	Y	s 1.41	9.00	4.18
				52.8		9.3	52.8						
8.41	10.28	f 3.45	170			GENE AUTRY		460.3			f 1.24	8.46	4.05
				52.8		9.9	52.8						
s 8.58	s 10.44	s 4.10	120			ARDMORE		450.4	C	FY	s 1.10	s 8.32	s 3.52
				52.8		7.4	52.8						
9.06	10.53	f 4.18	130			OVERBROOK		443.0			f 12.52	8.20	3.41
				52.8		9.7	52.8						
s 9.17	11.03	s 4.27	199			MARIETTA		433.0	C		s 12.40	s 8.10	3.33
				52.8		10.0	52.8						
9.27	11.13	f 4.40	158			THACKERVILLE		423.0			f 12.25	8.01	3.25
				.0		4.7	52.8						
						State Line		418.3					
				52.8		7.0	52.8						
9.42 PM	11.27 AM	4.55 AM	Yard			NORTH YARD		411.3	C	FT	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

Centralized Traffic Control

SIGNAL SYSTEM TWO IN EFFECT:

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:
Main track and sidings:
Purcell to North Yard.

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

First Class trains register at North Yard by Form 903.

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

Trains and engines will move at restricted speed between west stock track switch west of station and eastward interlocking signal east of station Purcell.

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

TRACKS BETWEEN STATIONS

NAME	MP	Capacity (50-ft. Cars)
Sand Spur	419.0	25
Crusher	465.7	64
Carter	466.4	35
Dolese Storage Track	466.9	65
Rayford Storage Track	473.3	112
Spur Track No. 1	474.1	38
Spur Track No. 2	474.1	26
Grimes Spur	498.4	4

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SOUTHWARD — First Class

77	5	15	115	111	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. C 159 December 4, 1955
The Angelo	Passenger	Texas Chief	Texas Chief	Texas Express			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS
	PM 9.42	AM 11.27	AM 11.27	s AM 4.55	Yard	.0	NORTH YARD
						.0	0.1 M-K-T Crossing 0.5
	s 9.46	s 11.35	s 11.30	f 5.00	61	52.8	GAINESVILLE 9.9
	9.56	11.47	11.39	f 5.12	168	52.8	VALLEY VIEW 8.6
	10.04	11.55	11.46	f 5.22		52.8	SANGER 5.4
	10.08	11.59 PM	11.50 AM	5.27	170	52.8	DALTON JCT. 3.3
	10.12	12.03		f 5.32		52.8	KRUM 6.2
	10.17	12.10		f 5.40	168	52.8	PONDER 6.7
	10.22	12.17		f 5.46	130	52.8	JUSTIN 8.6
	10.30	12.26		f 5.57	139	52.8	HASLET 8.1
	10.38 112	12.35		f 6.12	100 244		F.W. & D. Crossing SAGINAW YL C. R. I. & P. Crossing
	10.44	12.42		6.20	88	.0	5.1 F. W. Belt Crossing St. L. S. W. Crossing NORTH FORT WORTH YL
PM 9.20	s 10.55 11.20	s 12.50 1.00		s 6.30 7.00 6	Yard	52.8	2.8 FORT WORTH YL
				7.02 AM		21.1	0.3 T. & N. O. Crossing T. & P. Crossing T. & P. JCT.
						31.6	0.1 T. & P. Crossing
						31.6	0.1 T. & N. O. Crossing T. & P. Crossing
						47.5	0.6 POLKS YL T. & N. O. Crossing
9.23	11.23	1.03			45	47.5	2.3 BIRDS YL
9.30 PM	11.28	1.09			120	36.9	0.4 St.L.S.F. & T.Crossing
						71.2	5.1
	11.35	1.16			71	34.3	MOSELLE 3.4
	f 11.39	1.20			109	28.5	CROWLEY 3.2
	11.43	1.29 16			72	64.9	KEELER 5.2
	f 11.49	1.34			77	.0	JOSHUA 3.1
	11.53	1.37			70	19.5	REPUBLIC 3.7
	11.57 AM	1.41				.0	WEATHERFORD JCT. YL 1.0
	s 12.01 AM	s 1.43 PM			Yard		CLEBURNE YL
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(93.8)
20.4	40.4	41.4	61.5	41.2			Average speed per hour

C.T.C. — Automatic Train Stop System — Automatic Block System — A.T.S. System — Rule 261

SIGNAL SYSTEM TWO IN EFFECT:

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

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Main track and sidings North Yard to and including Dalton Jct.

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

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

RULE 261 IN EFFECT:

Between first signal south of St. L. S. F. & T. Crossing and first northward signal on Dublin District, Birds, and signal at south end of 17th Street yard, Fort Worth; and between signal at north end of 17th Street yard and signal north of FW&D crossing, Saginaw. The movement of trains and engines is supervised by train dispatcher. Trains or engines must not foul nor enter main track through hand-thrown switches until authorized by towerman. Hand-thrown switches to storage track, Birds, and to spur track MP 349 plus 5000 feet, North Fort Worth, are equipped with electric locks. When proceed indication cannot 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. C 159
December 4, 1955

NORTHWARD
First Class

STATIONS	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	112 Chicago Express	6 Passenger	16 Texas Chief	116 Texas Chief	78 The Angelo
	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
NORTH YARD		411.3	C	FT	AM 12.07	AM 7.48	PM 3.12	PM 4.01	
0.1	34.3								
M-K-T Crossing		411.2							
0.5	34.3								
GAINESVILLE		410.7			s 12.05 AM	s 7.45	s 3.11	s 4.00	
9.9	40.6								
VALLEY VIEW		400.8	C		f 11.40	7.31	3.00	3.49	
8.6	52.8								
SANGER		392.2	C		f 11.29	7.23	2.52	3.41	
5.4	52.8								
DALTON JCT.		386.8			11.21	7.18	2.47	3.36 PM	
3.3	52.8								
KRUM		383.5	C		f 11.18	7.15	2.44		
6.2	52.8								
PONDER		377.3			f 11.10	7.09	2.39		
6.7	52.8								
JUSTIN		370.6	C		f 11.02	7.04	2.33		
8.6	52.8								
HASLET		362.0			f 10.48	6.57	2.25		
8.1	52.8								
F.W. & D. Crossing									
SAGINAW YL		353.9	C		f 10.38 5	6.49	2.18		
C. R. I. & P. Crossing									
5.1	52.8								
F. W. Belt Crossing									
St. L. S. W. Crossing		348.8			10.28	6.43	2.12		
NORTH FORT WORTH YL									
2.8	52.8								
FORT WORTH YL		346.0	C	FT	10.20 s 9.00	6.35 s 6.05 111	2.05 s 1.50		AM s 5.45
0.3	.0								
T. & N. O. Crossing									
T. & P. Crossing		345.7			8.58 PM				
T. & P. JCT.									
0.1	.0								
T. & P. Crossing		345.6							
0.1	.0								
T. & N. O. Crossing									
T. & P. Crossing		345.5							
0.6	.0								
POLKS YL									
T. & N. O. Crossing		344.9				5.56	1.47		5.41
2.3	.0								
BIRDS YL		342.6				5.51	1.43		5.33 AM
0.4	.0								
St. L. S. F. & T. Crossing		342.2							
5.1	12.7								
MOSELLE		337.1				5.42	1.36		
3.4	12.1								
CROWLEY		333.7				f 5.38	1.33		
3.2	8.2								
KEELER		330.5				5.34	1.29 15		
5.2	31.6								
JOSHUA		325.3	C			f 5.28	1.24		
3.1	61.0								
REPUBLIC		322.2				5.23	1.21		
3.7	38.5								
WEATHERFORD JCT. YL		318.5				5.18	1.18		
1.0	30.6								
CLEBURNE YL		317.5	C	FTY		5.15 AM	1.17 PM		
(93.8)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour					36.5	45.6	56.2	58.3	13.6

C.T.C. — Automatic Block System — Automatic Train Stop System — A. T. S. System — Rule 261

TRACKS BETWEEN STATIONS

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

FOR INFORMATION ONLY AND NOT TO BE USED FOR TRAIN MOVEMENT

Train 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 and No. 112 before leaving Fort Worth.

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

Dublin District trains will use Northern Division tracks between 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.

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

SOUTHWARD Second Class 301 Mixed	SOUTHWARD Second Class 85 Mixed	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. C 159 December 4, 1955	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD Second Class 86 Mixed	NORTHWARD Second Class 302 Mixed
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			0.3	.2				PM	
s 12.10	8.30	80	.0	BYARS YL		169.3			s 3.20	s 4.00
			.0	5.4	31.7					
12.22	8.42	83		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			C	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 60-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. C 159 December 4, 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			PAULS VALLEY YL		C	Y	PM s 1.45	
				31.6	5.9	31.6				
2.25	f	13	5.9		WHITE BEAD				f 1.20	
				31.6	6.7	31.6				
2.45	s	25	12.1		MAYSVILLE YL		C		s 12.55	
				10.5	6.2	.0				
3.00	f	13	18.3		NEILL				f 12.35	
				10.5	5.1	5.3				
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 60-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. C 159 December 4, 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		ADA YL		C	T	PM 5.10	
				31.7	12.6	69.7				
7.30	f	17	51.4		VANOSS				f 4.19	
				31.6	6.7	31.6				
7.53	s	30	58.1		STRATFORD YL				s 3.56	
				31.6	8.3	79.2				
8.22			66.4		ADA JCT. YL				3.27	
				9.5	0.3	.0				
8.25 PM	s	80	66.7		BYARS YL				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 First Class 67 Passenger	SOUTHWARD First Class 115 Texas Chief	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. C 159 December 4, 1955	Ruling Grade Ascending	Mile Post	Communications	Fule, Water, Turn Tables and Wyes	NORTHWARD First Class 68 Passenger	NORTHWARD First Class 116 Texas Chief
Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily
	AM 11.50	170		DALTON JCT.		111.2				PM 3.36
			42.2	6.5	52.8					
	s 11.59 PM			DENTON		104.7	C			s 3.27
	12.01	80	10.6	2.3 MINCHIN	42.2	102.4				3.24
			52.8	27.1	52.8					
	12.30	75		COWLEY		75.3				2.54
			52.8	5.2	66.0					
				T. & N. O. Crossing		70.1				
			63.4	6.4	52.8					
	s 12.44			WHITE ROCK		63.7				s 2.42
PM 5.20	12.46	112	31.7	1.1 ZACHA JCT.	10.4	62.6			AM 9.23	2.40
			.0	C.T.C. 2.3	40.1					
t 5.24	12.50			REINHARDT		60.3			t 9.20	2.37
			52.8	6.6	53.8					
				T. & P. Crossing		53.7				
			.0	0.3	.0					
				T. & N. O. Crossing		53.3				
			.0	0.1	10.5					
5.46	1.05	Yard		EAST DALLAS YL		53.2	C	F T Y	8.59	2.24
			.0	0.6	38.0					
				T. & N. O. Crossing		52.5				
			.0	0.7	63.3					
				St. L. S. W. Crossing		51.9				
			.0	0.1	22.2					
5.53 PM	1.10 PM			SANTA FE JCT. YL		51.8			8.52 AM	2.20 PM
			.0	0.1	22.2					
				M-K-T Crossing		51.7				
			23.0	0.1	.0					
				TERMINAL JCT. YL		51.6				
			37.0	2.0	.0					
		42		OAK CLIFF YL		49.6				
			67.0	3.9	.0					
		36		HALE YL		45.7				
			66.0	5.6	70.2					
		34		DUNCANVILLE		40.1				
			77.6	5.5	68.6					
		19		CEDAR HILL		34.6				
			67.5	7.3	71.0					
				T. & N. O. Crossing		27.3				
			49.6	0.4	.0					
		47		MIDLOTHIAN YL		26.9	C			
			46.9	7.3	52.8					
		37		VENUS		19.6				
			76.5	6.9	71.2					
		34		ALVARADO YL		12.7				
			26.4	1.3	67.5					
				M-K-T Crossing		11.4				
			74.4	11.4	66.0					
		Yard		CLEBURNE YL			C	F T Y		
Arrive Daily	Arrive Daily			(111.2)					Leave Daily	Leave Daily
19.6	44.5			Average speed per hour					20.9	46.9

Two Tracks: T. & N. O. Crossing — St. L. S. W. Crossing — SANTA FE JCT. YL — M-K-T Crossing — TERMINAL JCT. YL — Rule 261

FOR INFORMATION ONLY AND NOT TO BE USED FOR TRAIN MOVEMENT

Trains 67, 68, 115 and 116 operate via Dallas Union Terminal between Santa Fe Jct. and Dallas U. D.

67 Leave Daily	115 Leave Daily	STATIONS	68 Arrive Daily	116 Arrive Daily
PM 5.53	PM 1.10	SANTA FE JCT.	AM 8.52	PM 2.20
		1.7		
6.00 PM	1.15 PM	DALLAS U. D.	8.45 AM	2.15 PM
Arrive Daily	Arrive Daily	(1.7)	Leave Daily	Leave Daily

SIGNAL SYSTEM TWO IN EFFECT.

MANUAL BLOCK SYSTEM IN EFFECT:

Between Dalton Jct. and Zacha Jct.

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Between northward CTC signal MP 53.3, East Dallas, and Zacha Jct.

RULE 261 IN EFFECT:

Between cantilever at north end siding Hale and T&NO Crossing (MP 52.5) East Dallas. The movement of trains and engines is supervised by train dispatcher. Trains and engines must not foul nor enter main track through hand-thrown switches until authority received from towerman. Telephones located near switches. When such authority cannot be accepted promptly towerman must be immediately notified.

No. 115 is superior to No. 116.

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

Trains originating at Dallas Union Station must get numbered Clearance Card before leaving.

First Class trains register at East Dallas by Form 903.

Between northward CTC signal, MP 53.3, East Dallas, and Santa Fe Jct., 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.

No switch lights between Terminal Jct. and Cleburne.

TRACKS BETWEEN STATIONS

NAME	Mile Post	Capacity (50-ft. Cars)
Gasco	39.0	3
Maglab	43.4	15
Casa Linda Lead	61.7	71

SOUTHWARD First Class 67 Passenger	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. C 159 December 4, 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
PM 2.20	Yard	151.1	.0	**PARIS** YL		C	F T	PM 12.15 AM
		150.3	52.8	0.8 T. & P. Crossing	21.1			
f 2.37	30	143.7	52.8	6.6 AMBIA	52.8			f 11.57
s 2.49	33	138.5	52.8	5.2 ROXTON	62.8	C		s 11.47
s 3.01		133.0	53.0	5.5 BEN FRANKLIN	52.8			s 11.36
s 3.13	51	127.6	52.8	5.4 PECAN GAP	3.7			s 11.25
s 3.26	30	121.6	52.8	6.0 LADONIA YL	52.8	C		s 11.13
s 3.43	31	113.3	.0	8.3 WOLFE CITY YL	12.6	C		s 10.57
		104.4	.0	8.9 M-K-T Crossing	52.8			
s 4.01	34	104.3	52.8	0.1 CELESTE YL	14.2	C	Y	s 10.40
f 4.15	34	96.8	52.8	7.6 MERIT	52.8			f 10.25
		91.1		5.7 L. & A. Crossing L. & A. Jct.	57.0			
s 4.29	34	91.0	.0	0.1 **FARMERSVILLE** YL	3.7	C		s 10.14
f 4.41	34	84.3	52.8	6.7 COPEVILLE	52.8			f 10.02
s 4.57	34	75.8	53.4	8.5 WYLIE YL	53.4	C		s 9.47
f 5.03	34	71.6	52.8	4.2 SACHSE	52.8			f 9.39
		66.8	51.2	4.8 M-K-T Crossing	52.8			
s 5.14	39	66.4	40.6	0.4 GARLAND YL	.0	C		s 9.30
5.20 PM	112	62.6	48.5	3.8 ZACHA JCT.	53.3			9.23 AM
Arrive Daily				(88.5)				Leave Daily
30.4				Average speed per hour				31.2

SIGNAL SYSTEM TWO IN EFFECT:
Except Celeste Interlocking which is SIGNAL SYSTEM ONE.

Trains must get numbered clearance card before leaving Paris.

Between viaduct 91.3 and south 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 BETWEEN STATIONS

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

SOUTHWARD	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. C 159 December 4, 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				
	17	10.3		10.3 GODLEY				
	32	18.4	55.4	8.1 CRESSON YL	34.8	C	Y	
	18	27.2	55.0	8.8 PARSONS	.0			
			52.8	11.6	57.0			
	Yard	38.8		**WEATHERFORD** YL			T	
				(38.8)				
				Average speed per hour				

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Cleburne.

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.

TRACKS BETWEEN STATIONS

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

Ringling District

SOUTHWARD Second Class 315	SOUTHWARD Second Class 311	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	TIME TABLE No. C 159 December 4, 1955	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD Second Class 310	NORTHWARD Second Class 314
Mixed	Mixed			Ft. Per Mile	STATIONS	Ft. Per Mile			Mixed	Mixed
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.								Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	AM 8.00	Yard		52.8	**ARDMORE** 9.7	52.8	C	F Y	PM 12.55	
	f 8.34	38	9.6	52.8	LONE GROVE 9.7	52.8			f 12.22	
	s 9.10	43	19.3	52.8	WILSON YL 5.0	52.8	C		PM s 11.46	
AM 9.26	9.26	13	24.8	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 BETWEEN STATIONS

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

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Ardmore.

No. 311 is superior to No. 310.

No. 315 is superior to No. 314.

No switch lights Ringling District.

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	
Ardmore	449.8	Ringling District	First 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		
Cleburne-East Dallas	50	40
East Dallas-Zacha Jct.	60	35
Zacha Jct.-Dalton Jct.	79	60
Zacha Jct.-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. 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	55	50
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
11 Curves, M.P. 453.2 to 459.3	55	45
Curve, M.P. 459.6 to 460.3	50	40
Curve, M.P. 462.0 to 462.6	60	50
9 Curves, M.P. 462.8 to 466.2	40	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	55	50
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	60	50
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, single or multiple units (Class 2100 and 2600 single head only)	15	15
1000, 1050 and 1100 class steam engines (Steam engines heavier than the above class not permitted on this bridge. Double heading of steam engines over this bridge not permitted.	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	40	35
2 Curves, M.P. 9.1 to 10.3	40	35
2 Curves, M.P. 11.0 to 11.3	40	35
2 Curves, M.P. 12.3 to 13.4	35	25
Approaching Interlocking T. & N. O. Crossing (M.P. 27.3)		
M.P. 26.9 to 27.2—Northward	30	15
M.P. 28.1 to 27.4—Southward	50	30
1 Curve, M.P. 32.3 to 32.4	40	35
2 Curves, M.P. 36.5 to 36.8	40	35
2 Curves, M.P. 38.7 to 39.9	45	35
6 Curves, M.P. 41.7 to 42.9	40	35
Curve, M.P. 43.5 to 43.9	40	35
4 Curves, M.P. 48.1 to 48.9	25	25
2 Curves, M.P. 49.6 to 49.8	35	30
Curve, M.P. 51.0 to 51.1	40	30
3 Curves, M.P. 61.9 to 62.9	40	30
Curve, M.P. 110.3 to 111.2	40	40
PARIS DISTRICT		
Curve, M.P. 62.6 to 62.7	40	30
Track, M.P. 113.4 to 113.6 Wolfe City	15	15
2 Curves, M.P. 121.4 to 122.0	30	25
Track M.P. 143.7 to 150.4	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, 600-611, 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	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
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
East Dallas*	T. & P. Crossing	15	15
PARIS DISTRICT			
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	....

10. SPEED RESTRICTIONS. (Cont'd)

(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.

(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 tail track south end yards	30
Wayne	I	Both ends siding	30
Paoli	I	Both ends siding	30
Pauls Valley	I	South leg wye Lindsay District	15
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
Dougherty	I	Both ends siding	30
Gene Autry	I	Both ends siding	30
Ardmore	I	Both ends siding	25
Overbrook	I	Both ends siding	30
Marietta	I	Both ends siding	30
Thackerville	I	Both ends siding	30
North Yard	I	North end tail track north end yards	30
North Yard	I	Crossover main track to tail track	30
		SECOND DISTRICT	
Gainesville	I	South end tail track south end yard	15
Valley View	I	Both ends siding	30
Dalton Jct.	I	Both ends siding	30
Dalton Jct.	I	Turnout to Dallas District	40
Ponder	S	Both ends siding	30
Justin	S	Both ends siding	30
Haslet	S	Both ends siding	30
Saginaw	I	Both ends east and west sidings	30
No. Ft. Worth	I	Both ends siding	30
Polks	I	North end siding	30
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	South end two tracks Santa Fe Jct.	30
Dallas	I	North end two tracks, T. & N. O. Crossing	30
Zacha Jct.	I	Both ends siding	30
Zacha Jct.	I	Turnout to Paris District	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.	Sec.	Miles Per Hour	1 Mile in Min.	Sec.	Miles Per Hour	1 Mile in 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

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

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

Ardmore (on Ringling District only).

Fort Worth (from yard limit board north of Moselle, 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	Weatherford
Stratford	Wilson
Lindsay	Ringling
Maysville	Cobalt Jct.
Cresson	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 321	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 351	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 DISTRICT		
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
52 and 53	52.9	Viaduct, Dallas, Oakland St.
57 and 58	57.05	White Rock Creek
67 and 68	67.64	Viaduct, Skillman Road
67 and 68	67.73	Viaduct, Forest Lane Road
78 and 79	78.5	Viaduct, Highway
85 and 86	85.2	Viaduct, Highway
87 and 88	87.6	Viaduct, Government Road
PARIS DISTRICT		
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	Ardmore	Shawnee	Dallas
Fort Worth	Purcell	Lindsay	East Dallas
North Yard			Paris

15. STANDARD CLOCKS ARE LOCATED AT:

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

16. STANDARD THERMOMETERS ARE LOCATED AT:

Cleburne	Ardmore	Purcell	East Dallas
Fort Worth	Dougherty		Paris
North Yard			

17. RAILROAD CROSSINGS AND INTERLOCKINGS.

LOCATION	M. P.	FACILITY	NAME
FIRST DISTRICT			
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
Sagniaw	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
No.Ft.Worth	348.6	St. L. S. F. & T. 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	11.3	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	South end two tracks	Interlocking
Dallas	51.8	Santa Fe Jct. switches	Interlocking
Dallas	51.8	South 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	South end interchange tracks	Interlocking
Dallas	51.9	South end storage and interchange tracks	Interlocking
Dallas	51.9	South end City spur switch	Interlocking
Dallas	52.1	North end City spur switch	Interlocking
Dallas	52.1	North 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 north of T.& N.O. Crossing	Interlocking
Dallas	52.6	North end two tracks	Interlocking
East Dallas	53.3	T. & N. O. Crossing	Rules 98-98A-98B Crossing gate
East Dallas	53.7	Two T. & P. Crossings	Interlocking
Between White Rock and Cowley	70.1	T. & N. O. Crossing	Rules 98-98A-98B Crossing gate

PARIS DISTRICT

Garland	66.8	M-K-T Crossing	Interlocking
Farmersville	91.1	L. & A. Crossing	Rules 98-98A-98B Crossing gate
Celeste	104.4	North end siding	Interlocking
Celeste	104.4	North 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. 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.

20. TRAIN SIGNALS: (Rule 19).

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

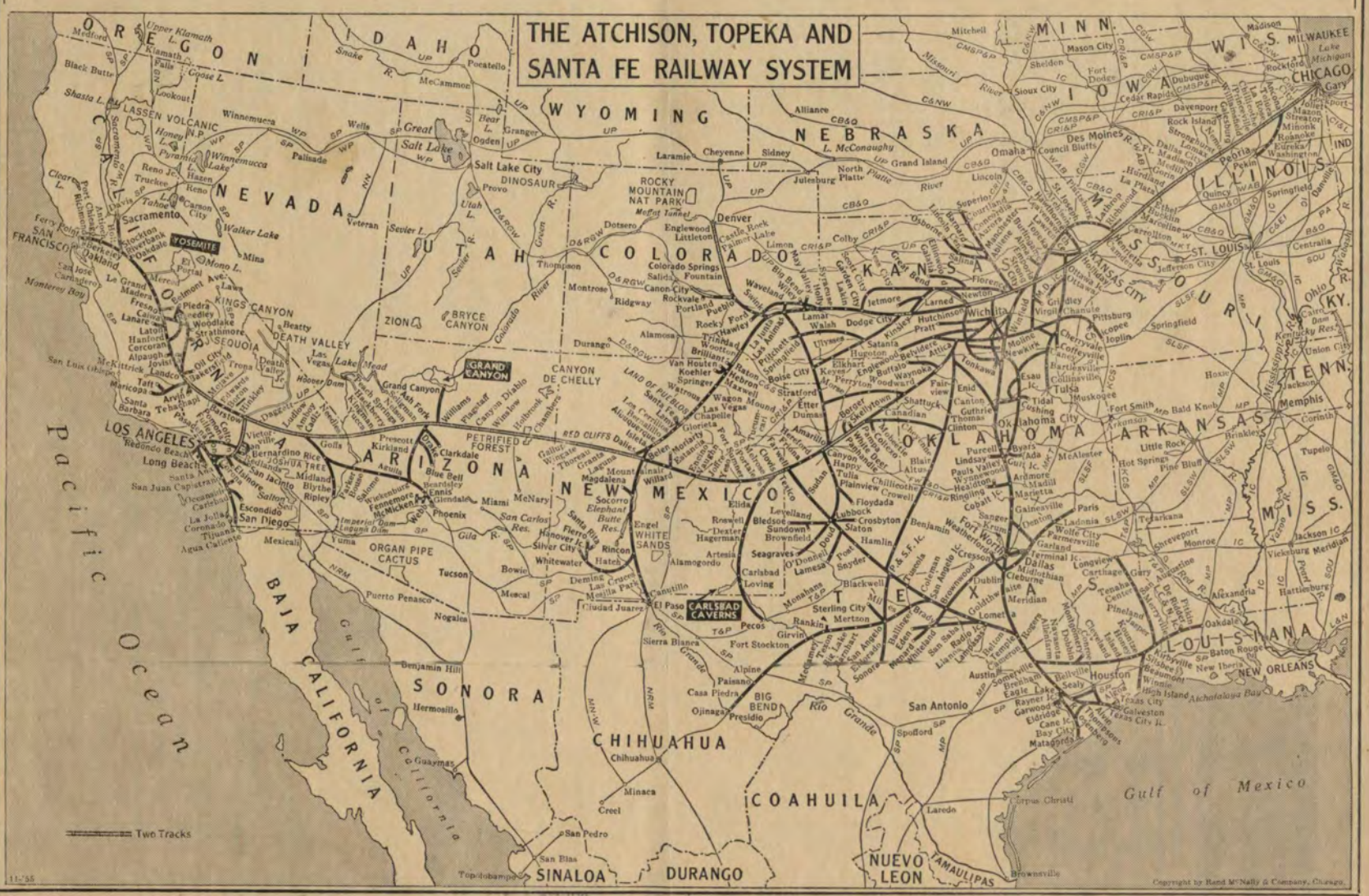
CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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, and Dallas 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)