



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

ASSISTANT SUPERINTENDENT

A. N. WADE Houston, Tex.

TRAINMASTERS

M. W. GIBSON Houston, Tex.
R. E. CALDWELL Silsbee, Tex.
D. G. McINNES Temple, Tex.

**ROAD FOREMAN OF ENGINES — TRAINMASTER
(AMTRAK OPERATIONS)**

A. C. RICKETTS Ft. Worth, Tex.

ASSISTANT TRAINMASTERS

R. P. BENSON Temple, Tex.
H. D. IRISH Pearland, Tex.
D. H. GILL Bellville, Tex.
R. A. HOLDAWAY Temple, Tex.

**SUPERVISORS OF AIR BRAKES
GENERAL ROAD FOREMEN OF ENGINES**

E. E. REYNOLDS Amarillo, Tex.
R. E. KING Amarillo, Tex.

ROAD FOREMEN OF ENGINES

R. B. GAINES Temple, Tex.
C. W. LEE Silsbee, Tex.
C. D. TODD Houston, Tex.

CHIEF DISPATCHER

E. A. THOMAS Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

R. O. ROWE Temple, Tex.
C. E. FURLOW Temple, Tex.
R. E. SMITH Temple, Tex.
J. S. KIRK Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

J. V. HIGGINBOTHAM	G. T. ROSS
B. R. MARTIN	C. C. McFARLAND
J. L. CONNOR	J. E. JONES
L. F. MOORE	R. A. KOLODZIEJCZYK
C. G. PULLEN	L. P. GILES
R. J. GAUER	T. E. LEWIS
G. M. STANDARD	W. H. ANDERSON
J. E. ROSE	W. D. GUTHRIE
K. W. ANGLIN	G. E. COUSINS

**AVOID DAMAGE—SWITCH CUSTOMERS' CARS
CAREFULLY**

OVERSPEED COUPLINGS ARE DAMAGING

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK. Rule 112(C)

**HANDLE FREIGHT CAREFULLY AND KEEP OUR
CUSTOMERS.**

IT'S EVERYBODY'S JOB ON THE SANTA FE

**The Atchison, Topeka and Santa Fe
Railway Company**

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.



IN EFFECT

Sunday, January 5, 1975

At 12:01 A. M.

Central Standard Time

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

**J. R. FITZGERALD, General Manager,
Amarillo, Texas.** **F. A. BEAUCHAMP,
Asst. General Manager,
Amarillo, Texas.**

**D. E. MADER,
Superintendent,
Temple, Texas.**

WESTWARD			Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class		First Class								
15	21	16							22	
Leave Daily PM	Leave Mon., Thur., Sat. AM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM	Arrive Sun., Tue., Fri. PM	
2.50	10.03		48.0	CLEBURNE YL	53.3	317.5	TY CR	3.18	7.30	
2.58	10.11	5570	52.8	7.2 RIO VISTA	66.0	310.3	B	3.10	7.22	
¹⁶ 3.04	10.16	6670	31.7	6.5 BLUM	39.6	303.5		¹⁵ 3.04	7.16	
3.12	10.23	6900	37.5	9.1 KOPPERL	52.8	294.4		2.54	7.08	
3.18	10.29	7010	47.5	6.6 MORGAN	66.0	287.8	B	2.48	7.02	
3.27	10.36	6580	66.0	7.4 MERIDIAN	73.9	280.7		2.42	6.56	
3.36	10.45	6790	53.3	10.3 CLIFTON	66.0	270.4	CR	2.32	6.46	
3.46	10.55	2960	66.0	11.0 VALLEY MILLS	66.0	259.2		2.22	6.36	
3.51	10.59	6730	66.0	4.5 MANHATTAN	65.4	254.7	B	2.18	6.32	
s 4.01	s 11.08	8050	42.2	11.3 St. L. S. W. Crossing McGREGOR	66.0	243.4	Y CR	s 2.05	s 6.20	
4.11	11.18	6970	66.0	9.9 MOODY	66.0	233.5	B	1.55	6.05	
4.19	11.26	7030	66.0	8.1 PENDLETON	66.0	225.4	B	1.49	5.55	
4.23	11.30		66.0	4.2 BELCO	66.5	221.2		1.45	5.50	
s 4.28	s 11.35		66.0	3.0 TEMPLE YL	66.5	218.2	Y CR	1.42	5.45	
PM	AM			(99.1)				PM	PM	
Arrive Daily	Arrive Mon., Thur., Sat.							Leave Daily	Leave Sun., Tue., Fri.	
60.7	64.6			Average speed per hour				61.9	56.6	

Trains must get clearance card before leaving Temple and Cleburne.

RULE 94 IN EFFECT: At Cleburne, between Signals 3172 and 3177.

At Temple, trains and engines will be governed by Second District time table rules and instructions.

At Temple, first class trains must register by Form 903.

At Cleburne, Trains 21 and 22 must register by Form 903.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
First District	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 70 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons and over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK, BRIDGES & RR CROSSINGS

Location	MPH
6 Curves and track, M.P. 217.4 to 218.8	20
RR Crossing, M.P. 243.4 Auto. Interlocking	40
2 Curves, M.P. 251.5 to 253.3	65
7 Curves, M.P. 257.5 to 260.6	55
3 Curves, M.P. 263.7 to 264.9	65
2 Curves and Bosque River Bridge, M.P. 271.2 to 271.7	45
2 Curves, M.P. 275.8 to 276.4	65
7 Curves, M.P. 282.3 to 287.6	65
2 Curves, M.P. 317.2 to 318.7	50

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches except those listed below 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"T"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Cleburne	S	East end tail track east end yard	30
Rio Vista	S	Both ends siding	30

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS (Cont'd)

Station	Type	Location	MPH
Blum	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Morgan	S	Both ends siding	30
Meridian	S	Both ends siding	30
Clifton	S	Both ends siding	30
Valley Mills	S	Both ends siding	15
Manhattan	S	Both ends siding	30
McGregor	S	Both ends siding	30
Moody	S	Both ends siding	30
Pendleton	S	Both ends siding	30
Belco	I	Switch to freight yard	20
Temple	S	East end freight yard	15
	I	Psgr. main at Lampasas Dist. junction	15
	I	West end psgr. main	20
	I	Crossover main street M.P. 218	20

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Temple	M.P. 217.0 to 221.2	35 MPH
Moody	M.P. 233.0 to 233.8	50 MPH
McGregor	M.P. 242.8 to 244.0	40 MPH
Clifton	M.P. 270.5 to 270.6	40 MPH
Cleburne	M.P. 317.0 to 319.0	18 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 2.1	Viaduct, I-35, east end Temple freight yard
M.P. 236.2	Viaduct, highway
M.P. 262.1	Viaduct, highway
M.P. 290.5	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Tonk Quarries	249.9	4620
Crawford	250.1	1560
Clifstone Chemical	266.5	1800
Brazlime	300.2	1550

4 SECOND DISTRICT

SOUTHERN DIVISION

WESTWARD		Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wires	EASTWARD	
First Class								First Class	
15	21							16	22
Leave Daily PM	Leave Mon., Thur., Sat. AM		Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily PM	Arrive Sun., Tue., Fri. PM	
4.38	11.38		.0	TEMPLE YL	42.7	218.2	Y CR	1.37	5.42
			.0	M-K-T Crossing	66.0	217.4			
			54.5	KNOWD	66.0	215.7			
		11620	58.6	ROGERS	63.3	204.7			
		12140	42.2	BUCKHOLTS	59.1	196.0			
	PM	11180	42.2	CAMERON	52.8	188.0	C		
5.22	12.30	10620	42.2	MILANO	52.8	174.4	CR	12.42	5.00
	PM	11010	39.6	M.P. Crossing	66.0	165.8			PM
	Arrive Mon., Thur., Sat.		42.2	CHRISMAN	66.0	157.8	C		Leave Sun., Tue., Fri.
		11350	42.2	CALDWELL	66.0	151.3	B		
		5030	42.2	DAVIDSON	65.4	141.4	Y CR		
	Via M.P.	11640	42.2	SOMERVILLE	52.8	132.9	B		Via M.P.
			68.6	LANDES	66.0	126.0	C	12.01	
s 6.18		11350	67.0	BRENHAM	64.9	120.1		PM	
		6850	23.3	S.P. Crossing	66.0	110.3			
				PHILLIPSBURG	66.0	106.2	T CR	11.38	
6.42				DANT				AM	
PM				BELLVILLE				Leave Daily	
Arrive Daily				(111.7)					
54.1	50.5			Average speed per hour				56.3	82.6

TWO TRACKS: Between Knowd and Temple.

TCS IN EFFECT: At Temple, on Passenger Main; on main tracks and sidings between Temple, M.P. 218.3, and Bellville.

Trains must get clearance card before leaving Temple and Bellville.

At Bellville, trains which do not change crews may register by Form 903.

At Bellville, speed limit 20 M P H on main track between M.P. 105.5 and M.P. 106.8. Restriction applies only while head end of train is passing through these limits.

At end of two tracks Knowd, the signal governing westward movements on South Track is located on field side of South Track.

At Bellville, controlled signal governing eastward movements from east end of tail track at east end of yard is located on field side of tail track.

At each siding between Bellville and Knowd the controlled signal governing movements at leaving end of siding in the direction of movement is located on field side of track they govern.

At Temple, first class trains must register by Form 903.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frnt.
Second District	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 70 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons and over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK, BRIDGES, AND RR CROSSINGS

Location	MPH
Curve, M.P. 106.5 to 106.8	45
8 Curves, M.P. 112.0 to 119.0	65
4 Curves, M.P. 122.5 to 125.1	65
3 Curves, M.P. 125.5 to 126.6	40
RR Crossing, M.P. 126.0 Auto. Interlocking*	25
4 Curves, M.P. 127.5 to 130.6	65
2 Curves, M.P. 133.5 to 134.4	60
2 Curves, M.P. 138.2 to 139.8	65
4 Curves, M.P. 140.8 to 141.7	50
3 Curves, M.P. 156.5 to 157.6	50
3 Curves, M.P. 169.1 to 170.8	55
3 Curves, M.P. 174.1 to 175.7	65
RR Crossing, M.P. 174.4 Auto. Interlocking*	65
Little River Bridge, M.P. 185.4 to 186.0	40
2 Curves, M.P. 187.3 to 188.4	60
Curve, M.P. 194.8 to 195.3	65
2 Curves, M.P. 197.3 to 198.5	65
3 Curves, M.P. 205.9 to 207.7	65
RR Crossing, M.P. 217.4 Interlocking	20
6 Curves and track, M.P. 217.4 to 218.8	20

*If controlled signal governing movement over railroad crossing is in stop position, communicate with control station. If authorized to pass stop signal, before proceeding a member of crew must go to control box at crossing and follow instructions therein.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Knowd and Bellville 30 MPH; main track switches except those listed below 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Switches at each end of siding between Knowd and Bellville are interlocked.

"I"—Interlocking
 "S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	15
	I	Psgr. main at Lampasas Dist. junction	15
	I	West end psgr. main	20
	I	Crossover Main Street, M.P. 218	20
Knowd	I	End of two tracks	40
Somerville	I	East end yard	30
Bellville	I	East end tail track	15
	I	West switch west lead	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossing in cities or towns named below:

Brenham	M.P. 125.0 to 127.0	25 MPH
Cameron	M.P. 186.8 to 188.9	30 MPH
Temple	M.P. 217.0 to 221.2	35 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 128.6	Viaduct, highway
M.P. 130.6	Viaduct, highway
M.P. 174.6	Viaduct, highway
M.P. 185.4	Bridge, Little River
M.P. 2.1	Viaduct, I 35, East end Temple freight yard

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hoyte	180.3	4850
Heidenheimer	212.3	2300

WEST- WARD First Class	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD First Class
15							16
Leave Daily PM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily AM
6.42		18.3	BELLVILLE	29.0	106.2	T CR	11.38
	10550	34.8	11.6 M-K-T Crossing				
			SEALY	37.4	94.6	YC	
	11740		12.4 S. P. Crossing		82.2		
		12.1	1.4 WALLIS	13.2	80.8		
		8.4	4.6 ORCHARD	16.3	76.2		
7.28 PM		.0	10.0 TOWER 17				11.04
Arrive Daily	12420	29.0	0.4 S. P. Crossing	7.3	66.2	C	AM
	11350	7.9	ROSENBERG	26.9	65.8		Leave Daily
		2.6	10.8 BOOTH	33.7	55.0		
Via S.P.		18.4	4.6 THOMPSONS	33.7	50.4	C	
	8810	2.4	4.2 SUGARLAND JCT.		46.2		Via S.P.
	12250	7.9	1.9 M. P. Crossing	4.7			
		5.2	DUKE		44.3		
		3.2	8.3 M. P. Crossing	6.3	36.0		
	6300	14.7	7.4 MANVEL	10.5			
		.0	ALVIN	6.3	28.6	Y CR	
		.0	4.2 ALGOA	12.1	24.4	Y	
		.0	13.4 TEXAS CITY JCT.	8.9	11.0	YB	
		.0	4.7 VIRGINIA POINT YL	.0	6.3		
		.0	2.1 ISLAND YL	15.3	4.2		
		.0	2.0 GALVESTON YL	.0	2.2	T CR	
		.0	0.8 S. P. Crossing	.0	1.4		
		.0	1.1 Wharves Crossing	.0	0.3		
		.0	0.7 End of Track YL	.0	0.0		
			(106.6)				
52.2			Average speed per hour				70.6

TWO TRACKS: Between Algoa, M.P. 23.9, and Alvin.
TCS IN EFFECT: On Main tracks and sidings between Bellville and Algoa, M.P. 24.3.

Trains must get clearance card before leaving Bellville and Galveston.

At Bellville, trains which do not change crews may register by Form 903.

At Bellville, speed limit 20 M P H on main track between M.P. 105.5 and M.P. 106.8. Restriction applies only while head end of train is passing through these limits.

At Bellville, controlled signal at west end yard governing westward movement on main track is located on field side of main track.

At Sealy, Matagorda District junction switch normally lined for Third District.

At Thompsons, Hall District junction switch normally lined for Third District.

At Alvin, controlled signal governing westward movements at east leg of wye located on left side of main track as viewed by westward trains.

At west end of siding Sealy and at each end of sidings Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding in the direction of movement is located on field side of track they govern.

SOUTHERN DIVISION

THIRD DISTRICT 7

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psg.	Fr.
Galveston and Virginia Point	20	20
Virginia Point and Alvin	79	60*
Alvin and Tower 17	50	50
Tower 17 and Bellville	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 70 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS—Between Virginia Point and Bellville:

(a) Speed limit on North Track between Algoa and Alvin 50 MPH.

(b) Maximum authorized speed for freight trains when averaging 85 tons and over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK, BRIDGES, AND RR CROSSINGS

Location	MPH
RR Crossing, Wharves (35th St.) Galveston M.P. 0.3 Stop. Rule 98(B) Gate left lined and locked as last used.	
RR Crossing, M.P. 0.3 (R.I.) Stop. Rule 98(B)	
RR Crossing, M.P. 1.4 Stop. Rule 98(B)	
Track, East leg of wye Alvin (Bellville side)	10
Track, West leg of wye Alvin (Galveston side)	25
RR Crossing, M.P. 42.9 Auto. Interlocking	40
3 Curves, M.P. 43.8 to 45.3	40
RR Crossing, M.P. 46.2 Auto. Interlocking	50
Curve, M.P. 50.6 to 51.0	50
3 Curves, M.P. 63.2 to 66.2	30
RR Crossing, M.P. 66.2 Interlocking	30
RR Crossing, M.P. 82.2 Auto. Interlocking	75
RR Crossing, M.P. 94.6 Auto. Interlocking*	50
Curve, M.P. 106.5 to 106.8	45

*If controlled signal governing movement over railroad crossing is in stop position communicate with control station. If authorized to pass stop signal before proceeding a member of crew must go to control box at crossing and follow instructions therein.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Bellville and Alvin 30 MPH; main track switches except those listed below 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

Switches at each end of sidings between Bellville and Alvin are interlocked.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Bellville	I	East end tail track	15
	I	West switch west lead	30
Tower 17	I	S.P. Junction	20
Rosenberg	I	S.P. transfer	20
Alvin	I	Crossovers	15
	I	Turnouts, East leg of wye (Bellville side)	10
	I	Turnouts, West leg of wye (Galveston side)	25
M.P. 27.1	I	Crossovers between North and South Tracks	30
Algoa	I	Crossovers between North and South Tracks	30
	I	East connections to M.P.	30
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	S.P. and G. H. & H. junctions	30
Island	I	S.P. and G. H. & H. junctions	30
Galveston	S	Crossover, east end west yard	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Alvin	M.P. 28.5 to 29.0	30 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 4.7	Bridge, Galveston Bay
M.P. 48.5	Bridge, Brazos River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hitchcock	14.1	5660
Alta Loma	18.2	5630
Arcadia	20.7	3630
Wickes Spur	34.5	1200
Arcola team track	42.6	1160
Crabb	58.6	360
Richmond	63.3	1140
El Pleasant	87.1	4990

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
	13530	1.5	T.C.S.	ALVIN 4.1	.0	.0	Y CR	
	5360	2.6		HASTINGS 5.9	.0	4.1		
	S 11090 N 7690	.0		PEARLAND 4.0	10.5	10.0	CR	
				MYKAWA 5.4	0.1	14.0	Y	
				S.P. Crossing T. & N.O. JCT. YL 0.9		19.4		
		.0		NEW SOUTH YARD 3.8		20.3	CR	
				HOUSTON H.B. & T.R.V.		24.1	T CY	
				(24.1)				

TCS IN EFFECT: At Alvin, on east and west legs of wye; on main track and sidings between Alvin and controlled signals east of Southern Pacific crossing at T&NO Jct., except on North siding Mykawa, Houston District Sidings 1, 2, 3, 4, 5 and 6.

Trains originating Houston and New South Yard must get clearance card before leaving New South Yard.

Trains originating and terminating at Houston must register by Form 903 at New South Yard.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between Alvin and T&NO Jct. **60 MPH**

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons **45 MPH**

(B) SPEED RESTRICTIONS - TRACK AND RR CROSSING

Location	MPH
Track, East leg of wye Alvin (Bellville side)	10
Track, West leg of wye Alvin (Galveston side)	25
RR Crossing, M.P. 19.4 Interlocking	40

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches except those listed below 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Alvin	I	Turnouts, East leg of wye (Bellville side)	10
	I	Turnouts, West leg of wye (Galveston side)	25
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends South siding	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Houston	M.P. 17.2 to 19.4	45 MPH
Alvin	M.P. 28.5 to 29.0 (Third District)	30 MPH

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Stanolind	5.8	1020
H.D. Siding No. 1	6.1	5160
H.D. Siding No. 2	7.1	5280
H.D. Siding No. 3	8.2	5070
Houdaille-Duval-Wright	9.0	1020
H.D. Siding No. 4	10.9	2800
American Rice Drier	11.0	1190
H.D. Siding No. 5	11.6	3210
H.D. Siding No. 6	13.0	6520
T.O.F.C. Facilities	14.5	2200
Central Industrial Park	15.0	3350
Carters Spur	15.8	350
Golf Crest Spur	18.1	500
Storage Track	18.4	1250
Gifford Hill Spur	18.5	2160
Industrial Tracks	18.9	7900

SOUTHERN DIVISION

CONROE DISTRICT 9

WESTWARD		TIME TABLE No. 1 January 5, 1975	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	Feet Per Mile	STATIONS	Feet Per Mile		
		SOMERVILLE YL		0.0	Y CR
	52.8	5.4 SCOFIELD	31.7	5.4	
2840	52.8	12.9 ALLENFARM	40.2	18.3	
5640	52.8	9.8 NAVASOTA	42.2		
2090	44.8	5.0 S.P. Crossing	26.4	28.1	CR
4680	106.1	4.6 WOOD	68.6	33.1	
2670	67.0	4.6 YARBORO	61.7	37.7	
	.0	11.2 BOBVILLE	61.7	48.9	
		1.0 CRIP-FWD Crossing	53.3	49.9	
	82.8	5.7 DOBBIN	57.0	55.6	C
	73.9	8.2 MONTGOMERY	60.7	63.8	
7970	65.4	8.4 HONEA	55.9		
		CONROE YL		72.2	CR
5660	56.4	2.4 M.P. Crossing	60.2	74.6	
3350	54.9	4.5 BEACH	61.2	79.1	
1900	76.5	5.9 WAUKEGAN	63.3	85.0	
9720	52.8	4.6 SECURITY	41.1	89.6	
1920	60.1	5.3 FOSTORIA	57.0		
3920	26.4	7.0 S.P. Crossing	17.4	94.9	CR
2850	24.8	3.6 CLEVELAND	31.7	101.9	
1930	19.5	5.5 HIGHTOWER	31.1	105.5	
8600	37.7	6.7 RAYBURN	10.0	111.0	CY
	31.7	3.8 FUQUA	34.8	117.7	
1940	17.4	6.6 VOTAW	19.3	121.5	
7710	15.8	5.3 BRAGG	23.2	128.1	
1910	30.6	4.9 LELAVALE	27.9	133.4	
1930	31.7	5.0 DIES	31.7	138.3	
4650	31.7	8.9 S.P. Crossing	31.7	143.8	
		KOUNTZE		152.2	TY CR
		SILSBBE YL			
		(152.2)			

Trains must get clearance card before leaving Somerville and Silsbee.

At Conroe, trains may register by Form 903 when operator on duty.

Wye at Dolen.

At Silsbee, Silsbee District junction switches normally lined for Conroe and Longview Districts.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Conroe District 49 MPH

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK, BRIDGES AND RR CROSSINGS

	MPH
4 Curves, M.P. 26.4 to 28.2	30
RR Crossing, M.P. 28.1 Auto. Interlocking	25
Curve, M.P. 28.2 to 28.3	20
Curve, M.P. 28.7 to 28.9	40
3 Curves, M.P. 35.3 to 35.9	30
8 Curves, M.P. 36.1 to 38.6	20
3 Curves, M.P. 42.6 to 44.0	40
RR Crossing, M.P. 49.9 Auto. Interlocking	49
2 Curves, M.P. 50.3 to 50.9	35
6 Curves, M.P. 52.0 to 55.0	40
RR Crossing, M.P. 72.2 Auto. Interlocking	20
RR Crossing, M.P. 94.9 Auto. Interlocking*	20
RR Crossing, M.P. 143.3 Crossing Gate**	6
4 Curves, M.P. 151.7 to 151.8	10
East and west legs of wye, Silsbee	10

*Speed applies only while head end of train is passing crossing.

**Gate normally lined against Southern Pacific. Approach Southern Pacific crossing prepared to stop. When gate is set for movement, proceed over crossing, head end of train not exceeding 6 M.P.H. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Navasota	M.P. 27.5 to 29.0	25 MPH
Conroe	M.P. 71.0 to 73.5	30 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 14.6	Bridge, Brazos River
M.P. 26.3	Bridge, Navasota River
M.P. 110.4	Bridge, Trinity River
M.P. 146.2	Bridge, Village Creek

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Clay	11.9	1350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1040
Keenan	60.6	370
Owens-Corning Spur	76.1	420
Youens	76.4	1750
Timber	83.1	680
Seaman	98.1	260
Dolen	107.3	1550
Milvid	114.0	1780
Honey Island	135.5	780

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				TEMPLE YL		218.2	Y CR	
		33.8		1.7 GOBER YL	66.0	219.9		
	5510	70.4		6.5 BELTON	70.4	226.4	CY	
	5590	37.0		9.3 NOLANVILLE	72.8	235.7		
	5720	57.0		7.8 KILLEEN	0.0	243.5	CR	
		68.6		2.6 FORT HOOD	0.0	246.1	Y	
	5490	70.7		8.0 COPPERAS COVE	66.5	254.1	B	
	5980	69.6		8.5 KEMPNER	68.6	263.1	B	
	6290	66.5		10.6 LAMPASAS	32.7	273.7	CBY	
	4950	69.7	A.B.S.	9.9 OGLES	47.5	283.6		
		71.2		8.1	68.6			
	4000			LOMETA		291.7	Y CR	
	5000	65.5		8.3 ANTELOPE GAP	63.4	300.0	B	
	5090	66.0		6.1 CASTOR	65.4	306.1		
	5310	66.0		7.2 GOLDTHWAITE	66.0	313.3		
	5220	66.0		10.3 MULLEN	67.0	323.6		
	4960	66.0		6.7 VILLA	66.0	330.8		
	5280	66.0		5.9 ZEPHYR	66.0	336.2	B	
	5600	66.0		8.2 RICKER	66.0	344.4		
		21.1	T.C.S.	4.0 BROWNWOOD YL	66.0	348.4	TY CR	
				(130.2)				

TCS IN EFFECT: On main track between westward controlled signal M.P. 343.7, Ricker, and eastward controlled signal M.P. 348.2, Brownwood, and on siding Ricker.

At Temple, trains and engines will be governed by Second District time table rules and instructions.

Trains must get clearance card before leaving Temple and Brownwood.

Lampasas District trains will use Northern Division, Dublin District, tracks between Ricker and Brownwood.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lampasas District 60 MPH

EXCEPTIONS

Maximum authorized speed for freight trains:

- (1) When averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH
- (2) Eastward trains between M.P. 282.0 and M.P. 272.0 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH
- (3) Westward trains between M.P. 340.0 and M.P. 344.0 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK & BRIDGES

Location	MPH
2 Curves, M.P. 218.4 to 219.1	15
Curve, M.P. 219.2 to 219.5	40
2 Curves, M.P. 220.1 to 220.8	55
2 Curves, M.P. 221.8 to 222.3	40
5 Curves, M.P. 223.5 to 227.0	55
2 Curves, M.P. 227.7 to 228.4	50
Curve, M.P. 230.0 to 230.2	55
Curve, M.P. 234.1 to 234.6	55
2 Curves, M.P. 239.5 to 240.1	55
Curve, M.P. 246.3 to 246.5	55
4 Curves, M.P. 248.4 to 249.8	50
Curve, M.P. 250.5 to 250.9	55
3 Curves, M.P. 253.3 to 255.1	55
5 Curves, M.P. 255.7 to 259.1	50
Curve, M.P. 262.5 to 263.1	55
11 Curves, M.P. 266.4 to 274.1	50
2 Curves, M.P. 283.9 to 285.2	55
2 Curves, M.P. 298.6 to 299.9	55
2 Curves, M.P. 302.3 to 303.7	55
Track and curves, M.P. 305.4 to 311.8—Eastward	25
M.P. 305.4 to 310.5—Westward	55
Track and curves, M.P. 317.4 to 321.8—Eastward	25
M.P. 317.4 to 321.8—Westward	55
3 Curves, M.P. 327.1 to 329.0—Eastward	25
—Westward	50
4 Curves, M.P. 329.0 to 331.9	50
Curve, M.P. 334.1 to 334.4	55
3 Curves, M.P. 336.8 to 338.7	55
Curve, M.P. 340.6 to 341.2	55
4 Curves and Pecan Bayou Bridge	
M.P. 345.2 to 346.3	25
2 Curves, M.P. 347.7 to 348.2	30

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches except those listed below 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

“I”—Interlocking
“S”—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	15
	I	Psgr. main at Lampasas	
	I	Dist. junction	
	I	West end psgr. main	
Gober	I	Crossover main street, M.P. 218	20
	I	End of track 48	40
Belton	S	Both ends siding	30
Nolanville	S	Both ends siding	30
Killeen	S	Both ends siding	30
Copperas Cove	S	Both ends siding	30
Kempner	S	Both ends siding	30
Lampasas	S	Both ends siding	30
Ogles	S	Both ends siding	30
Lometa	S	Both ends siding	30
Antelope Gap	S	Both ends siding	30
Castor	S	Both ends siding	30
Goldthwaite	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Dublin District Junction	40
Brownwood	I	East end tail track new yard	20

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Temple	M.P. 217.0 to 225.3	35 MPH
Belton	M.P. 225.3 to 227.0	20 MPH
Killeen	M.P. 241.5 to 244.5	40 MPH
Lometa	M.P. 291.5 to 291.8	50 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 225.0	Bridge, Leon River
M.P. 264.9	Bridge, Lampasas River
M.P. 344.9	Viaduct, highway
M.P. 345.3	Bridge, Pecan Bayou

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Charter Oak	225.0	1140
Mayflower	236.7	350
Central Forwarding Co.	241.4	420
Nichols	248.0	2360

GARWOOD DISTRICT

WESTWARD ↓		TIME TABLE No. 1 January 5, 1975			EASTWARD ↑				
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	Feet Per Mile	STATIONS		Feet Per Mile			Feet Per Mile		
58.0		RAYNER JCT.	YL	58.0	0.0				
		9.6							
		GARWOOD	YL		9.6				
		(9.6)							

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 ON GARWOOD DISTRICT.

At Rayner Jct., Garwood District junction switch normally lined for Matagorda District.

No switch lights on Garwood District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood District 20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
River Track	1.7	14600
Blueroan	5.5	7100

HALL DISTRICT

WESTWARD ↓		TIME TABLE No. 1 January 5, 1975			EASTWARD ↑				
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	Feet Per Mile	STATIONS		Feet Per Mile			Feet Per Mile		
5010	7.9	THOMPSONS	YL	5.3	34.0	C			
		11.1							
	5.3	LONG POINT	YL	11.6	22.9				
		5.1							
	6.3	GUY	YL	10.6	17.8	Y			
		11.2							
	4.8	NEWGULF	YL		6.6	C			
		S.P. Crossing							
		6.6		4.2	0.0	Y			
		CANE JCT.	YL						
		(34.0)							

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 ON HALL DISTRICT.

At Thompsons, Hall District junction switch normally lined for Third District.

At Cane Jct., Hall District junction switch normally lined for Matagorda District.

No switch lights on Hall District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Thompsons and Long Point	25 MPH
Long Point and Newgulf	20 MPH
Newgulf and Cane Jct.	30 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSING

Location	MPH
East Leg of wye, Cane Jct.	10
RR Crossing, M.P. 6.6 Stop. Rule 98 (B)	

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 10.3 Bridge, San Bernard River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Smithers Lake	31.2	2500

WESTWARD		TIME TABLE No. 1 January 5, 1975	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways
		STATIONS			
		SEALY YL		0.0	CY
	23.7	10.1 BEARD	19.5	10.0	
3660	17.9	7.3 S. P. Crossing	11.6	17.3	
	.0	0.3 S. P. Crossing	17.9	17.6	
	31.6	0.9 EAGLE LAKE YL	31.6	18.5	CR
3780	15.7	1.3 RAYNER JCT. YL	26.4	19.8	
	34.3	8.2 BONUS	13.2	28.0	
1290	21.2	4.4 EGYPT	23.7	32.4	
	4.2	4.6 GLEN FLORA	6.3	37.0	
3410	.0	5.8 S. P. Crossing	19.5	42.8	
	.0	0.3 WHARTON	22.1	43.1	C
3340	4.2	8.3 LANE CITY	8.9	51.4	
	4.7	3.8 CANE JCT. YL	12.6	55.2	Y
	10.6	5.3 RUNNELLS	10.6	60.5	
	7.9	7.8 S. P. Crossing	11.6	68.3	
	.0	0.3 BAY CITY YL	3.1	68.6	CR
2660	.0	0.4 M. P. Crossing	1.5	69.0	
	11.6	7.3 SOUTH BAY CITY YL	23.7	76.3	
	15.8	3.3 WADSWORTH YL	12.1	79.6	
	12.1	10.4 MATAGORDA YL	11.0	90.0	Y
		(90.1)			

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Sealy and Bay City	30 MPH
Bay City and Matagorda	20 MPH

(B) SPEED RESTRICTIONS - RR CROSSINGS

Location	MPH
RR Crossing, M.P. 17.3 Interlocking	20
RR Crossing, M.P. 17.6 Interlocking	20
RR Crossing, M.P. 42.8 Manual Interlocking	20
RR Crossing, M.P. 68.3 Stop. Rule 98(B)	
RR Crossing, M.P. 69.0 Interlocking	20

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
American Cyanamid Spur	42.5	520
E. E. Conner	45.2	720

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN BAY CITY AND MATAGORDA.

Trains and engines originating at Sealy, Eagle Lake and Bay City must get clearance card before leaving.

At Sealy, trains and engines will be governed by Third District time table rules and instructions.

Eagle Lake is a register station for trains and engines originating at Eagle Lake.

At Sealy, Matagorda District junction switch normally lined for Third District.

At Rayner Jet., Garwood District junction switch normally lined for Matagorda District.

At Cane Jct., Hall District junction switch normally lined for Matagorda District.

At South Bay City, main track switch to Celanese Plant normally lined for Celanese Plant.

No switch lights on Matagorda District.

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 1					
			January 5, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
		139.9	LONGVIEW	YL	93.4	207.6	Y CR	
			12.2					
		69.7	EASTON		63.4	195.4		
			7.6					
		61.7	TATUM		79.2	187.8	C	
			6.4					
3160		90.2	BECKVILLE		73.9	181.4		
			9.7					
4050		124.6	CARTHAGE	YL	144.1	171.7	C	
			10.0					
1210		52.8	GARY		63.3	161.7		
			10.1					
2580			S.P. Crossing					
		32.7	TENAHA	YL	64.9	151.6	C	
			11.8					
2230		81.8	CENTER	YL	47.5	139.8	CY	
			12.8					
3230		43.8	CALGARY		48.0	127.0		
			6.6					
2440			SAN AUGUSTINE	YL		120.4	CR	
		81.8	5.5		45.4			
2420			VENABLE		48.5	114.9		
		54.9	10.2					
2880			BRONSON		52.8	104.7		
		50.6	7.2					
2180		52.8	PINELAND	YL	52.8	97.5	C	
			9.9					
6030		76.0	BROWDELL		.0	87.4		
			3.2					
2170		82.7	HORTON		41.1	84.2		
			5.5					
2160		38.0	COLLINS		42.7	78.7		
			5.1					
4140			JASPER	YL		73.6	CY	
		39.0	6.5		47.5			
2820			KEITHTON		52.8	67.1		
		58.0	4.7					
1800		41.1	ROGANVILLE		48.5	62.4		
			10.0					
1840			KIRBYVILLE	YL		52.4	CR	
		40.1	4.4		31.1			
2880		31.7	CALL		42.2	48.0		
			4.8					
3180		30.0	LE VERTE		31.7	43.2		
			4.8					
2700		26.4	BESSMAY		23.7	38.4		
			2.3					
		16.8	BUNA		27.9	36.1		
			6.0					
3190		3.1	QUINN	YL	12.6	30.1		
			2.4					
4850		31.6	EVADALE	YL	19.0	27.7		
			7.0					
			SILSBEE	YL		21.0	TY CR	
			(186.7)					

Trains must get clearance card before leaving San Augustine and Longview.

Trains and engines must get clearance card before leaving Silsbee.

At Silsbee, Silsbee District junction switches normally lined for Longview and Conroe Districts.

At Kirbyville, Oakdale District junction switch normally lined for Longview District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Longview District	49 MPH*
Swepeco Industrial Spur	10 MPH

***EXCEPTION**

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, BRIDGES, TRACK AND RR CROSSINGS

Location	MPH
Curve and Neches River Bridge, M.P. 26.1 to 26.5	25
2 Curves, M.P. 63.3 to 64.5	40
2 Curves, M.P. 72.0 to 73.5	35
16 Curves, M.P. 80.7 to 86.9	20
Curve, M.P. 102.4 to 102.5	20
5 Curves, M.P. 103.7 to 106.2	30
Curve, M.P. 106.6 to 106.7	30
Curve, M.P. 108.3 to 108.5	30
6 Curves, M.P. 115.1 to 117.5	20
3 Curves, M.P. 117.8 to 118.8	35
8 Curves, M.P. 120.7 to 126.3	35
6 Curves, M.P. 128.8 to 130.7	20
2 Curves, M.P. 150.6 to 152.8	35
RR Crossing, M.P. 151.6 Interlocking	20
Curve, M.P. 155.8 to 156.1	40
2 Curves, M.P. 161.4 to 161.7	10
2 Curves, M.P. 164.6 to 165.5	45
3 Curves, M.P. 166.1 to 167.7	35
Curve, M.P. 171.3 to 171.5	20
2 Curves, M.P. 181.4 to 182.0	35
3 Curves, M.P. 184.2 to 184.7	40
Curve, M.P. 187.3 to 187.6	45
2 Curves, M.P. 190.3 to 190.9	40
Curve, M.P. 194.7 to 194.9	40
2 Curves & Sabine River Bridge, M.P. 196.5 to 197.1	10

(B) SPEED RESTRICTIONS - CURVES, BRIDGES, TRACK AND RR CROSSINGS (Cont'd)

Location	MPH
Curve, M.P. 199.2 to 199.5	45
Curve, M.P. 200.5 to 200.6	45
4 Curves, M.P. 203.1 to 204.6	40
2 Curves, M.P. 205.2 to 205.7	25
9 Curves, M.P. 206.2 to 207.8	15
East and west legs of wye, Silsbee	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Buna	M.P. 35.5 to 36.5	25 MPH
Jasper	M.P. 72.8 to 73.9	30 MPH
Tenaha	M.P. 150.2 to 152.7	35 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 22.6	Viaduct, highway
M.P. 72.9	Viaduct, highway
M.P. 146.6	Viaduct, highway
M.P. 196.8	Bridge, Sabine River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Rebecca	109.6	800
Neuville	131.4	2050
Rite-Care	149.9	770
Daniels	165.6	120
Texas Utilities	184.9	1800
Swepeco Industrial Spur (3.58 mi.)	195.5	

WESTWARD		TIME TABLE No. 1 January 5, 1975	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turt Tables and Wyes
		OAKDALE YL		80.8	C
		M.P. Crossing		80.6	
		Vancouver Plywood Crossing		80.2	Y
	32.2	8.8	20.0		
2270		ELIZABETH YL		72.0	C
	34.8	9.7	45.9		
2780		PITKIN		62.3	
	33.2	11.9	47.5		
2720		MARKEE		50.4	
	36.9	11.3	47.5		
	32.0	S. P. Crossing		39.1	
		0.7			
2260		DeRIDDER		38.4	CR
		K. C. S. Crossing YL		38.4	
		4.9	21.0		
2290		SHEAR YL		33.5	
	25.3	1.0	18.4		
2480		BOISE SOUTHERN YL		32.5	C
	25.3	5.0	18.4		
2690		NEALE		27.5	
	15.8	5.4	32.2		
2570		MERRYVILLE YL		22.1	
		6.4			
1950		BONWIER		15.7	
	26.4	3.5	23.8		
1270		FAWIL			
	28.5	12.2	33.7		
		KIRBYVILLE YL		0.0	CR
		(80.8)			

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Oakdale District 30 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
Curve, M.P. 0.5 to 0.7	10
RR Crossing, M.P. 38.4 Stop. Rule 98(B) Gate normally lined against AT&SF	
RR Crossing, M.P. 39.1 Stop. Rule 98(B) Gate normally lined against AT&SF	
Curve, M.P. 79.6 to 79.8	20
RR Crossing, M.P. 80.2 Stop. Rule 98(B)	
RR Crossing, M.P. 80.6 Stop. Gate electrically locked. Rule 98(B)	

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 17.3 Bridge, Sabine River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Bleakwood	5.2	600
Boise Southern Industrial Spur (4.7 miles)	32.5	
Hite	36.1	1700
Ikes	43.5	1000
Sugrue	55.5	2100
Cravens	56.9	1250

Trains must get clearance card before leaving Oakdale.

At Kirbyville, Oakdale District junction switch normally lined for Longview District.

No switch lights on Oakdale District.

WESTWARD		TIME TABLE No. 1 January 5, 1975	EASTWARD		
Capacity of Siding in Feet	Rating Grade Ascending		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes
Feet Per Mile	STATIONS	Feet Per Mile			
	SILSBEE YL		21.0	TY CR	
2660	6.9 LUMBERTON	41.1	14.1		
	3.8 LOEB JCT. YL		10.3		
	S.P. Connection				
1900	1.8 VOTH YL	20.1	8.5		
	6.8	16.8			
	BEAUMONT YL		1.7	Y CR	
	1.0	6.3	0.7		
	S.P. Crossing	6.3			
	0.1				
	M.P. Crossing		76.4		
	S.P. Crossing				
	5.5	2.6			
770	BROOKS YL		70.9		
	11.5	15.8			
720	MOREY YL		59.4		
	2.3	1.0			
1990	HAMSHIRE YL		57.1		
	5.3	7.3			
2300	WINNIE YL		51.8	C	
	2.1	6.8			
2480	STOWELL YL		49.7		
	4.9	12.6			
1960	SEA BREEZE YL		44.8		
	7.8	9.5			
	END OF TRACK		37.0		
	(59.8)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Silsbee and Loeb Jct.	49*
Loeb Jct. and M.P. 41.8	20
M.P. 41.8 and M.P. 37.0	10

***EXCEPTION**

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS

Location	MPH
Both legs of wye, Silsbee	10
Curve, M.P. 18.8 to 19.1	35
2 Curves, M.P. 15.1 to 16.3	35
8 Curves, M.P. 1.1 to 2.3	10
RR Crossing, M.P. 0.7 Interlocking	10
RR Crossing, M.P. 76.4 Interlocking	10
2 Curves, M.P. 76.2 to 76.4	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

	MPH
Beaumont M.P. 9.1 to 69.9	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Port of Beaumont	Bridge, KCS Ry.
M.P. 1.9	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Seth	16.1	550
Whites Ranch	41.8	440
Texas Gas Corporation	55.1	940
Fannett	63.0	940
Galloway	65.9	600
Goodyear Storage	66.8	3000
Cheek	68.0	1300
Walden	72.7	450

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN LOEB JCT. AND END OF TRACK, M.P. 37.0.

Trains must get clearance card before leaving Silsbee.

Trains and engines must get clearance card before leaving Beaumont.

No switch lights between M.P. 76.4 and M.P. 37.0.

At Silsbee, Silsbee District junction switches normally lined for Conroe and Longview Districts.

At Loeb Jct., Southern Pacific junction switch normally lined for Silsbee District.

Permission must be secured from the Santa Fe yardmaster at Beaumont for any movement to be made by Southern Pacific trains or engines between Beaumont and Loeb Jct. before entering the Santa Fe main track at Calder Ave., Beaumont, or Loeb Jct. as follows:

(1) For eastward movements the S.P.-M.P. operator at Tower 74, Beaumont, must contact the Santa Fe yardmaster.

(2) For westward movements a member of the Southern Pacific crew must contact the Santa Fe yardmaster Beaumont.

WESTWARD		TIME TABLE No. 1 January 5, 1975	EASTWARD		
Capacity of Siding in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
	31.7	LOMETA YL		0.0	Y CR
2690	31.7	24.7 SAN SABA YL	31.7	24.7	C
1690	51.2	7.9 ALGERITA	14.9	32.6	
1720	47.6	6.9 RICHLAND SPRINGS	26.4	39.5	
	31.7	10.1 SELLMAN	29.0	49.6	
670	39.9	16.3	31.7		
2280		BRADY YL		65.9	CY
	.0	1.6 END OF TRACK	52.8	67.5	
		(67.5)			

Tains must get clearance card before leaving Lometa and Brady.

No switch lights on San Saba District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Brady M.P. 65.9 (North Bridge Street) 6 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759).

M.P. 13.7 Bridge, Colorado River
M.P. 29.1 Bridge, San Saba River

4. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-operated switch not electrically locked for any purpose.

Locations of switches not electrically locked:

- Second District—M.P. 124.5, Brenham, Sealy Mattress Co. spur.
 M.P. 126.8, Brenham, Goedecke spur.
 M.P. 180.3, Hoyte, spur track.
 M.P. 196.0, Buckholts, house track spur.
 M.P. 212.3, Heidenheimer, old siding.
- Third District—M.P. 34.5, Wickes spur.
 M.P. 42.6, Arcola, team track.
 M.P. 42.8, Arcola, interchange
 M.P. 55.0, Booth, house spur.
 M.P. 58.6, Crabb.
 M.P. 63.6, Richmond, house spur.
 M.P. 76.2, Orchard, house track.
 M.P. 87.1, El Pleasant.
- Houston District—M.P. 9.0, Houdaille-Duval-Wright.

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	Backing or when not controlled from leading unit MPH
AMTRAK 100-539 5637-5714, 5930-5939*, 5940-5948	90**	45
1150, 1218, 1260, 1418-1419, 1420-1438, 1439-1441, 500-1537, 2322, 2394	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when engine handling train is on the head end being controlled from lead unit of G.P. type turned in backing position.

*Units 5930, 5931, 5935 and 5933 RESTRICTED TO 70 MPH until Gear Ratio changed to 59:18.

**Engines without cars must not exceed 70 MPH.

6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED.

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:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
All Classes	4	5	5

7. Derricks, cranes, pile drivers, spreaders and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derrick MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 Derrick AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 and	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 MPH
First, Second, Third, Houston, Lampasas	40	45		30
CONROE	30	30		30
SILSBEE				
Between: Silsbee and Loeb Jct.	30	30		30
Loeb Jct. and Beaumont	20	20		20
Beaumont and M.P. 37.0	10	10		10
LONGVIEW				
Between: Silsbee and M.P. 126.0	30	30		30
M.P. 126.0 and Longview	20	20		20
Oakdale, Matagorda, between Sealy and Bay City, between Bay City and Matagorda	20	20		20
	10	10		10
Garwood, Hall, San Saba	10	10		10

Derricks AT 199720 and 199775, and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in train immediately ahead of caboose at speed not exceeding 50 MPH.

Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 MPH.

8. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected.
Lampasas District.		
M.P. 238.0	High Water	Eastward—Block Signal 2382 Westward—Block Signal 2371
M.P. 339.8	Dragging Equipment	Rotating white lights—Block Signals 3391 and 3411.
Second District.		
M.P. 182.3	Dragging Equipment	Rotating white lights—M.P. 182.3 and at Block Signals 1841 and 1842
M.P. 192.4	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights—Eastward—M.P. 192.4 and locator at west switch of siding Buckholts Westward—M.P. 192.4 and locator at east switch of siding Cameron.

RULE 105 (A) - HOT BOX DETECTORS

When hot box detector is actuated, train must stop immediately. If stopped short of locator, inspect all units of engine and if no overheated axle, traction motor or suspension bearings found on engine, engine may be cut off and proceed to locator to obtain reading.

If overheated journal is not found on unit, car or cars indicated by locator, make close inspection of the ten cars on each side of designated car or cars. If unable to locate overheated journals within this location of train, make close inspection of entire train. Train may then proceed at normal speed, but must make two stops within next 60 miles at approximately 30 mile intervals for thorough inspection of train unless passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. If crews are changed without mechanical inspection, inbound crew must notify outbound crew where next stop for inspection must be made.

When suspected abnormal journal on freight equipment, indicated by locator, is a roller bearing journal, the car must be set out unless cause is found to be sticking brakes and condition corrected.

If hot box indicator (rotating white light) at scanner is illuminated before train reaches the scanner, or if notified of a detector malfunction by the dispatcher, stop for detector is not required and train must be watched closely to detect overheated journals or dragging equipment.

Trains must not exceed 30 MPH while passing over hot box detectors (the scanner) when it is snowing or sleeting or when there is snow on ground which can be agitated by moving train.

HIGH WATER DETECTORS

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train.

DRAGGING EQUIPMENT DETECTORS

When actuated, rotating white light type indicators will be illuminated; letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

9. YARD LIMITS: Following districts and stations have yard limits (Rule 93).

Bay City—Matagorda inclusive	Loeb Jct.—End of Track, M.P. 37.0 inclusive
Boise Southern	Longview
Brady	Merryville
Brownwood	Oakdale
Cane Jct.—Thompsons inclusive	Pineland
Carthage	Rayner Jct.—Garwood inclusive
Center	San Augustine
Cleburne	San Saba
Cleveland	Sealy (Matagorda District only)
Conroe	Shear
DeRidder	Silsbee—Quinn inclusive
Eagle Lake—Rayner Jct. inclusive	Somerville (Conroe District only)
Elizabeth	Temple—from end TCS Temple-Belco-Gober inclusive
Galveston—Virginia Point inclusive	Tenaha
Jasper	Thompsons (Hall District only)
Kirbyville	

10. BULLETIN BOOKS ARE LOCATED:

Alvin	Eagle Lake	Jasper
Bay City	Galveston	Longview
Beaumont	Houston (S.P. Depot, Rusk Ave.,	Milano
Bellville	New South	Pearland
Brady	Yard and	San Augustine
Brownwood	Settegast	San Augustine
Caldwell (SP)	Yard)	Silsbee
Cleburne		Somerville
Conroe		Temple

11. STANDARD CLOCKS ARE LOCATED:

Alvin	Eagle Lake	Milano
Bay City	Galveston	Oakdale
Beaumont	Houston (S.P. Depot, Rusk Ave. and	Pearland
Bellville	New South Yard)	San Augustine
Brady	Jasper	Sealy
Brownwood	Longview	Silsbee
Cleburne		Somerville
Conroe		Temple

TIME SERVICE

R. W. WELLS, General Watch Inspector Topeka

12. SPECIAL RULES GOVERNING MOVEMENTS GALVESTON CAUSEWAY

A. Between Virginia Point and Island trains will be governed by interlocking signals which supersede superiority of trains within these limits, but do not dispense with the use or observance of other signals whenever and wherever required. All switches, derails and signals are operated by towerman at Lift Bridge. Lift Bridge protected by derails.

B. Trains or engines approaching Causeway at Virginia Point or Island must sound one long blast of whistle. If clear signal cannot be accepted immediately, member of crew must promptly notify towerman by telephone located at home signals. If train or engine is stopped at Virginia Point or Island, member of crew must immediately communicate with towerman for instructions.

C. Towerman or signal maintainer in charge, from location on ground, may give hand signals with yellow flag or yellow light, authorizing train to pass signal displaying "stop" indication.

When stopped by home signal, towerman, after definitely determining route to be used is set and clear of opposing trains, may, over telephone, authorize train or engine to proceed with flag ahead to check on conflicting routes, open derails and other obstructions in the block. Trains or engines accepting such authority must not exceed six (6) miles per hour to next signal or end of block.

D. Dual control switches on the Galveston Causeway are equipped with AT&SF, M.P. and S.P. switch locks. When a train is stopped by a "stop" signal, if no conflicting movement is evident, member of crew must immediately communicate with, and be governed by instructions from the towerman at the lift bridge. If authorized to operate dual control switches by hand, be governed by the instructions which are placed in each telephone box on the causeway.

Derails at the lift bridge will be placed in non-derailing position by hand, only when authorized by the towerman at the lift bridge.

E. Speed limits between Virginia Point and Island—20 M.P.H.

WHISTLE SIGNALS (Passing Lift Bridge)

- (a) _____ A. T. & S. F. Main Track
- (b) _____ S. P. Main Track
- (c) _____ o G. H. & H. Main Track

13. JOINT TRACK FACILITIES:

Cameron-Caldwell: Southern Pacific trains use AT&SF tracks between Cameron and Caldwell and are governed by AT&SF Time Table and Rules.

Tower 17-Houston: AT&SF trains using Southern Pacific tracks between Tower 17 and Houston are governed by Southern Pacific R.R. Time Table, Rules and Regulations.

Houston-Galveston: CRI&P trains use AT&SF tracks between T&NO Jct., Houston Dist., and Galveston and are governed by AT&SF Time Table and Rules.

Houston-Algoa: Missouri Pacific trains use AT&SF tracks between T&NO Jct., Houston Dist., and Algoa and are governed by M.P. Time Table and Rules.

Galveston Causeway:—AT&SF, S.P., CRI&P and GH&H trains using joint track between Island, M.P. 4.1, and Virginia Point, M.P. 6.3, are governed by Special Rule No. 13.

T&NO Jct.-Houston: AT&SF trains use HB&T tracks and are governed by HB&T Ry Co. Time Table, Rules and Regulations.

Beaumont-Loeb Jct.: Southern Pacific trains use AT&SF tracks between Beaumont and Loeb Jct. and are governed by AT&SF Time Table and Rules.

Beaumont: AT&SF trains and engines use Southern Pacific track between Calder Ave. and Cedar Street and are governed by bulletin instructions.

Guy-Long Point: Southern Pacific trains use AT&SF tracks between Guy and Long Point and are governed by AT&SF Time Table and Rules.

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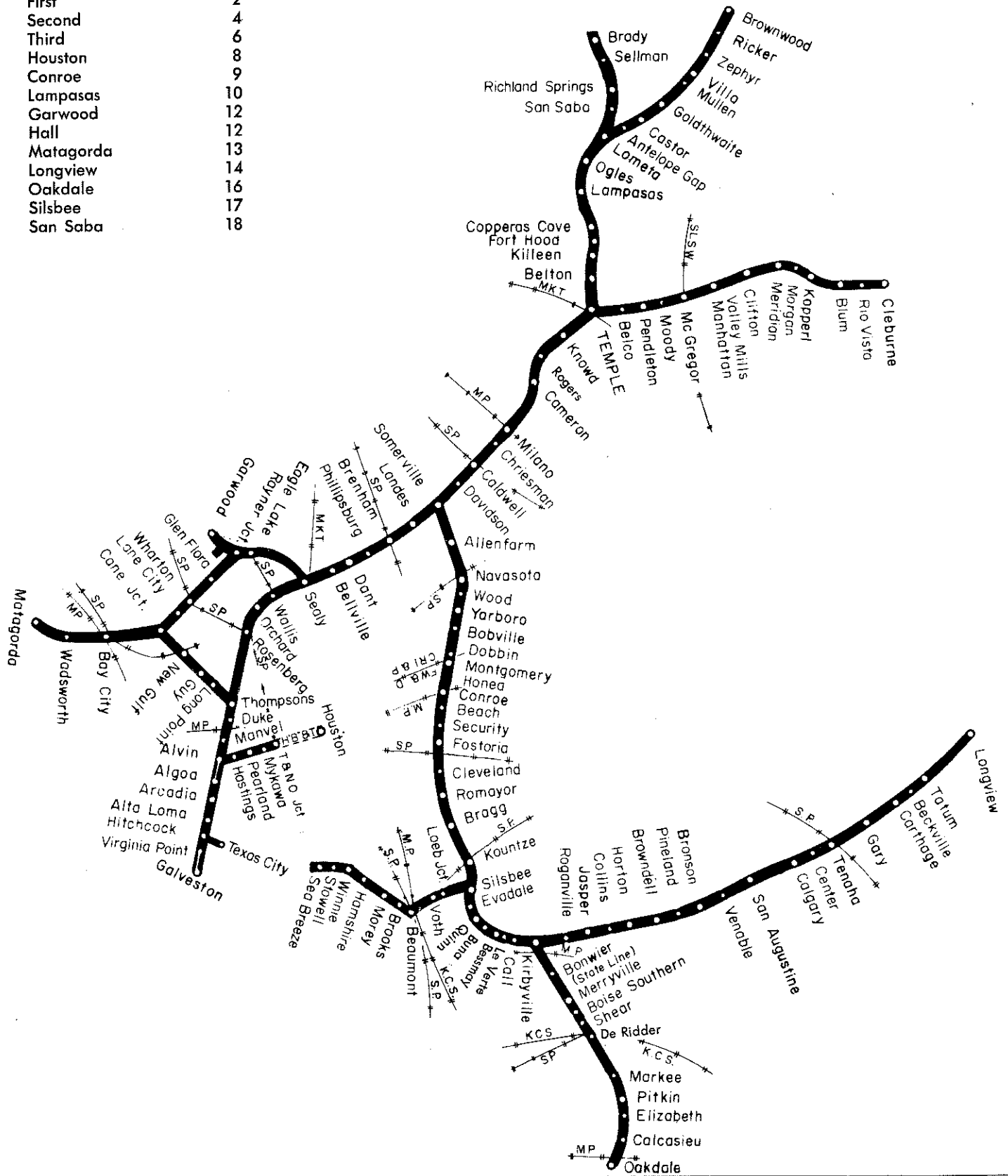
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SPEED TABLE — FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100	58	62.1	1 40	36.0
37	97.3	59	61.0	1 42	35.3
38	94.7	1	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	5	12.0
56	64.2	1 36	37.5	6	10.0
57	63.2	1 38	36.8	12	5.0

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SOUTHERN DIVISION