

A. N. WADE, Trainmaster.....Temple  
 C. F. STANFORD, JR., Trainmaster.....Galveston  
 J. H. THOMAS, Trainmaster—R. F. of E.....Silsbee  
 N. L. ANDREWS, Chief Dispatcher.....Temple  
 G. E. KEITH, Assistant Chief Dispatcher.....Temple  
 E. K. ADRIAN, Assistant Chief Dispatcher.....Temple

**TRAIN DISPATCHERS — TEMPLE, TEXAS**

G. F. BISHOP                      F. E. WILLS  
 H. C. DE GRUMMOND              J. C. MORLAN  
 M. T. NEY                         W. T. UNDERWOOD  
 C. M. PEARCY                      R. O. ROWE  
 P. E. JOHNSON                      E. A. THOMAS  
 G. W. SHUFORD                      E. E. WALLACE

**AVOID DAMAGE — SWITCH CUSTOMERS CARS  
 CAREFULLY**

**OVERSPEED Couplings Are DAMAGING**

—Here's What Happens:

Safe - Danger		
4 MILES PER HOUR	<input type="checkbox"/>	SAFE COUPLING SPEED
5 MILES PER HOUR	<input type="checkbox"/>	DAMAGE BEGINS
6 MILES PER HOUR	<input type="checkbox"/>	2½ TIMES AS DAMAGING AS 4 MPH
7 MILES PER HOUR	<input type="checkbox"/>	3 TIMES AS DAMAGING AS 4 MPH
8 MILES PER HOUR	<input type="checkbox"/>	4 TIMES AS DAMAGING AS 4 MPH
9 MILES PER HOUR	<input type="checkbox"/>	5 TIMES AS DAMAGING AS 4 MPH
10 MILES PER HOUR	<input type="checkbox"/>	6 TIMES AS DAMAGING AS 4 MPH

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.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE

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

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

# Gulf, Colorado and Santa Fe Railway Company

## SOUTHERN DIVISION

# TIME TABLE No. 1

IN EFFECT

**THURSDAY, JANUARY 1, 1959**

At 12:01 A. M.  
 Central Standard Time

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

L. M. OLSON,  
 Vice-President and  
 General Manager,  
 Galveston, Texas

E. E. BAKER,  
 Superintendent,  
 Temple, Texas

J. W. MURPHY,  
 Superintendent of Terminals,  
 Galveston, Texas

## 2 Southern Division

## First District

SOUTHWARD First Class		Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turo Tables and Wyes	NORTHWARD First Class	
15	5								6	16
Texas Chief	Passenger								Passenger	Texas Chief
Leave Daily	Leave Daily	Ft. Per Mile	STATIONS	Ft. Per Mile	Arrive Daily	Arrive Daily				
PM 1.45	AM 12.05	Yard	CLEBURNE YL	53.3	AM 5.05	PM 1.08				
1.53	f 12.13	111	8.0 RIO VISTA	53.3	f 4.53	12.59				
1.59	f 12.19	119	5.7 BLUM	66.0	f 4.45	12.54				
2.08	f 12.28	148	9.1 KOPPEL	39.6	f 4.35	12.46				
2.15	s 12.38	89	8.6 M-K-T Crossing MORGAN	52.8	s 4.25	12.40				
2.22	s 12.50	129	7.4 MERIDIAN	66.0	s 4.13	12.33				
2.27	12.55	89	4.9 BOSSUE	73.9	4.05	12.28				
2.33	s 1.04	133	5.4 CLIFTON	36.9	s 3.58	12.22				
2.38	1.10	71	5.5 PENDELL	58.1	3.48	12.17				
2.44	s 1.17	61	5.5 VALLEY MILLS	66.0	s 3.41	12.12				
2.49	1.22	130	4.5 MANHATTAN	65.4	3.34	12.07				
2.53	f 1.28	67	5.8 CRAWFORD	66.0	f 3.28	12.03				
3.00	s 1.47	152	5.7 St. L. S. W. Crossing MCGREGOR	64.4	s 3.12	PM 11.56				
3.10	s 1.58	133	9.9 MOODY	66.0	s 3.03	11.46				
3.18	f 2.07	130	8.1 PENDELYON	66.0	f 2.54	11.38				
3.22	2.12		4.2 HELCO YL	66.5	2.49	11.34				
s 3.27 PM	s 2.20 AM	Yard	2.0 TEMPLE YL	66.5	2.45 AM	11.31 AM				
Arrive Daily	Arrive Daily		(99.1)		Leave Daily	Leave Daily				
58.5	44.2		Average speed per hour		42.5	61.4				

### SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Temple and Cleburne.

Between First Street, (M.P. 218.1) Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, (M.P. 219.0) Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

### TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Lone Star Gas Co.....	267.8	4

# Second District

# Southern Division 3

SOUTHWARD First Class			Capacity of Shaling in 90-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Tuna Tables and Wyes	NORTHWARD First Class		
15 Texas Chief	65 California Special	5 Passenger								16 Texas Chief	66 California Special	6 Passenger
Leave Daily	Leave Daily	Leave Daily	Yard	Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily
PM 3.29	AM 4.00	AM 2.40 6								AM 11.29	PM 10.40	AM 2.30 5
				.0	TEMPLE YL	42.7	218.2	C	FTY			
				.0	M-K-T Crossing	66.0	217.4					
3.32	4.05	2.44		28.5	KNOWD JCT. YL	66.0	216.6			11.26	10.31	2.23
3.36	4.10	2.50	180	54.5	HEIDENHEIMER	54.4	212.8			11.22	10.27	2.18
3.43	4.18	3.00	180	58.6	ROGERS	63.8	204.7	C		11.15	10.19	2.09
3.49	4.26	3.10	124	42.2	BUCKHOLTS	59.1	197.3			11.08	10.11	1.58
				.0	T. & N. O. Crossing	13.2	188.4					
3.59	4.37	3.27	147	42.2	CAMERON	52.8	188.0	C		11.00	10.03	1.47
4.06	4.44	3.35	181	42.2	HOYTE	34.8	181.8			10.54	9.56	1.33
				.0	MILANO							
4.13	4.51	3.42	110	42.2	MoPac Crossing	52.8	174.4	C		10.47	9.49	1.25
4.22	5.02	4.10	189	39.6	CHRISMAN	66.0	164.8			10.38	9.36	12.53
4.29	5.10	4.22	101	42.2	CALDWELL	66.0	157.8	C		10.31	9.29	12.45
4.35	5.17	4.30	126	42.2	DAVIDSON	65.4	151.8	B		10.25	9.20	12.34
4.41	5.23	4.36		13.2	LYONS	52.8	144.8			10.19	9.13	12.28
				.0	SOMERVILLE YL	37.0	141.4	C	FTY	10.15	9.08	12.22
4.45	5.29	4.45	Yard	42.2	GAY HILL	52.8	136.6			10.10	9.01	12.15
4.50	5.36	4.53		42.2	LANDES	66.0	132.9			10.07	8.58	12.10
4.53	5.39	4.58	184	42.2	NORTHEND YL	.0	127.0			10.01	8.52	12.02
4.59	5.46	5.04	66	42.2	BRENHAM YL			C				
				.0	T. & N. O. Crossing	66.0	126.0			10.00	8.50	11.59
5.01	5.49	5.13	71	68.6	PHILLIPSBURG	64.9	120.1			9.54	8.44	11.53
5.07	5.57	5.20	128	67.0	KENNEY	66.0	116.2	B		9.50	8.39	11.48
5.11	6.02	5.25		66.2	DANT	42.2	110.8			9.45	8.33	11.40
5.16	6.11	5.31	184	23.8	BELLVILLE YL	66.0	107.6			9.42	8.30	11.36
5.18	6.16	5.41		.0	BELLVILLE YARD YL		106.2	C	FT	9.40 AM	8.27 PM	11.30 PM
5.21 PM	6.22 AM	5.46 AM	Yard									
Arrive Daily	Arrive Daily	Arrive Daily			(111.7)					Leave Daily	Leave Daily	Leave Daily
59.7	48.1	37.1			Average speed per hour					61.4	50.3	37.3

### SIGNAL SYSTEM TWO IN EFFECT.

#### RULE 261 IN EFFECT:

Between Knowd Jct., and southward control signals just north of First Street, Temple (M.P. 218.1). The movement of trains and engines in this territory is supervised by the train dispatcher. Within the above limits trains or engines must not foul nor enter main tracks through hand-thrown switches until authority to do so has been received from the towerman. Telephones are conveniently located near such switches. When such authority cannot be promptly accepted, towerman must be immediately notified.

The hand-thrown switches in main tracks within the above limits, also in house track crossover near Eighth Street, (M.P. 217.7) are equipped with electric switch locks.

When movement is from main track to another main track, or from a main track to any other track, electric locks will release upon removing the switch padlock and waiting two (2) minutes.

When movement is to main track, if main track is unoccupied and control signals are in stop position, electric locks will release immediately upon removal of the switch padlock.

Switches must be properly lined after use and switch padlock restored.

Trains must get numbered Clearance Card before leaving Temple and Bellville Yard.

First class trains register by Form 908 at Bellville Yard.

Between First Street, (M.P. 218.1) Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, (M.P. 219.0) Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between M.P. 106 and M.P. 107, Bellville Yard, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

#### TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Sand Spur.....	160.9	25

# 4 Southern Division

# Third District

## SOUTHWARD

### First Class

315	321	15	65	5	Rating Grade According	TIME TABLE No. 1 January 1, 1959		Capacity of Bldg. in 24-hr. Cars	
						MoPac Mail & Express	MoPac Mail & Express		Texas Chief
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ft. Per Mile				
		PM 5.23	AM 6.27	AM 6.48	.0	A.B.S. {	BELLVILLE YARD	YL	Ysd
		5.25	6.29	5.50	18.3		1.0 BALL	YL	
					28.7	Automatic Train Stop C.T.C.	M-K-T Crossing		
		5.34	6.41	6.06			SEALY		113
		5.41	6.49	6.15	34.8	A.B.S. {	EL PLEASANT		100
							T. & N. O. Crossing		
		5.45	6.55	6.24	12.1	A.B.S. {	WALLIS		95
		5.50	7.01	6.34	8.4		ORCHARD		100
		5.54	7.07	6.40	1.6	A.B.S. {	DYER		118
		5.59 PM Arrive Daily	7.14 AM Arrive Daily	6.50 AM Arrive Daily	.0		TOWER 17	YL	
					2.1	A.B.S. {	T. & N. O. Crossing		
					29.0		ROSENBERG	YL	125
					3.2	A.B.S. {	RICHMOND		
					7.9		CRABB		118
					2.6	A.B.S. {	BOOTH		120
					18.4		THOMPSONS		109
					1.0	A.B.S. {	SUGARLAND JCT.		
					2.4		MoPac Crossing		
					7.9	A.B.S. {	DUKE		113
					5.2		ARCOLA		16
					.0	C.T.C. {	MoPac Crossing		
					1.0		MANVEL		118
					5.2	C.T.C. {	ALVIN	YL	Yard
					.0		ALGOA		
					1.0	Automatic Block System	ARCADIA		72
					1.6		ALTA LOMA		112
					3.2	Automatic Block System	HITCHCOCK		108
					14.7		TEXAS CITY JCT.		118
					.0	Automatic Block System	VIRGINIA POINT	YL	89
					.0		ISLAND	YL	
					.0	Automatic Block System	59th STREET	YL	Yard
					.0		T. & N. O. Crossing		
					.0	Automatic Block System	Wharves Crossing		
					.0		35th STREET JCT.	YL	
					.0	Automatic Block System	GALVESTON	YL	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(106.6)		
31.5	50.4	58.0	51.0	38.7			Average speed per hour		

### SIGNAL SYSTEM TWO IN EFFECT:

Except Galveston 50th Street and Causeway Interlockings, which are SIGNAL SYSTEM ONE.

### CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Between southward home signal at north wye switch, Alvin, and northward home signal 400 feet south of Algoa station on G. C. & S. F. track, and northward home signal south end Missouri Pacific siding in Missouri Pacific yard, Algoa.

Between south end siding Sealy and Ball. At MKT crossing Sealy Rule 606(c) must also be observed. Speed limit through siding Sealy 20 M.P.H.

Trains must get numbered Clearance Card before leaving Galveston and Bellville Yard.

Northward extra trains must get numbered Clearance Card before leaving 59th Street.

First class trains register by Form 903 at 59th Street and Bellville Yard.

Be governed by Time Table, Rules and Regulations of T. & N. O. R. R. between Tower 17 and T. & N. O. Jct.

# Third District

# Southern Division 5

Mile Post	Communications	TIME TABLE No. 1 January 1, 1959	Rising Grade Ascending	Ft. Per Mile	Ft. Water, Turn Tables and Wyes	NORTHWARD				
						First Class				
						16	66	6	322	316
						Time Chief	California Special	Passenger	MoPac Mail & Express	MoPac Mail & Express
		<b>STATIONS</b>				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
106.2	C	BELLVILLE YARD YL			FT	AM 9.39	PM 8.22	PM 11.25		
104.6		1.6 BALL YL	29.0			9.37	8.19	11.21		
		10.0 M-K-T Crossing	29.0							
94.6	C	SEALY	37.4		Y	9.28	8.08	11.11		
86.9		EL PLEASANT				9.21	8.01	10.59		
		4.7 T & N. O. Crossing	27.9							
82.2		WALLIS				9.17	7.55	10.53		
		8.0 ORCHARD	18.2			9.12	7.48	10.43		
76.2	C	4.9 DYER	16.8			9.08	7.44	10.35		
71.8		5.1	12.1			9.03	7.38	10.28		
		TOWER 17 YL				AM Leave Daily	PM Leave Daily	PM Leave Daily		
66.2	C	0.4 T. & N. O. Crossing	7.3							
65.8		ROSENBERG YL	2.1							
63.3		2.5 RICHMOND	26.9							
58.6		4.7 CRABB	9.5							
55.0	B	3.6 BOOTH	33.7							
50.4	C	4.2 THOMPSONS	33.7			Via Houston District and T. & N. O. R. R.	Via Houston District and T. & N. O. R. R.	Via Houston District and T. & N. O. R. R.		
46.2		1.9 SUGARLAND JCT. MoPac Crossing	4.7							
44.3	B	1.0 DUKE	6.8							
42.9		1.2 ARCOLA MoPac Crossing	4.7							
36.0		6.9 MANVEL	10.5							
		7.4								
28.6	C	4.2 ALVIN YL	6.8		Y	Arrive Daily AM 7.20			PM 2.41	AM 6.37
24.4		3.7 ALGOA	2.1		Y	7.16			2.35 PM	6.30 AM
20.7		2.7 ARCADIA	5.2			7.13				
18.2		2.5 ALTA LOMA	12.1			7.11				
14.1	C	4.1 HITCHCOCK	7.9			7.07				
11.0	B	3.1 TEXAS CITY JCT.	8.9		Y	7.04				
6.8		4.7 VIRGINIA POINT YL	.0			7.00				
4.2		2.1 ISLAND YL	15.3			6.56				
2.2	C	2.0 59th STREET YL	.0			6.54				
1.4		0.8 T. & N. O. Crossing	.0							
0.3		1.1 Wharves Crossing 35th STREET JCT. YL	.0			6.51				
		0.7								
	C	GALVESTON YL			FT	6.50 AM				
		(106.6)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour						54.8	54.5	42.1	42.0	36.0

Northward regular trains at Tower 17 will assume schedule indicated on Clearance Card received at that point.

MoPac No. 322 will assume the schedule of No. 322, MoPac No. 316 will assume the schedule of No. 316, and other northward MoPac trains originating at Algoa will display signals as prescribed by Rule 21.

Between M.P. 106 and M.P. 107, Bellville Yard, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Southward train or engine movements stopped at home signal in stop position south end siding Sealy, after complying with Rule 652 at south end siding Sealy, and it is necessary to flag over spring switch, movement to next governing signal will be made as prescribed by Rule 509(a).

Northward train or engine movement stopped at home signal in stop position at Ball, after complying with Rule 652 at Ball, and it is necessary to flag over interlocking, movement to next governing signal will be made as prescribed by Rule 509(a).

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

Nos. 5, 6, 15, 16, 65 and 66 operate via H. B. & T. Railway between Houston and T. & N. O. Jct., and via T. & N. O. R. R. between T. & N. O. Jct., and Tower 17, on following schedules:

16	66	6	STATIONS	5	65	15
Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily
AM 8.10	PM 6.45	PM 9.25	HOUSTON	AM 8.00	AM 8.15	PM 7.00
8.23	6.58	9.40	T. & N. O. JCT.	7.44	7.55	6.40
9.05 AM	7.38 PM	10.28 PM	TOWER 17	6.50 AM	7.14 AM	5.59 PM
Arrive Daily	Arrive Daily	Arrive Daily	(36.3)	Leave Daily	Leave Daily	Leave Daily

M.P. 0.0 located 0.4 miles from Galveston Passenger Station.

See Special Rules Governing Movements—Galveston Causeway between Island and Virginia Point on Page 17.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Iowa Colony	39.7	10

# 6 Southern Division

# Houston District

SOUTHWARD						Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Capacity of Siding in 60-ft. Cars	Mile Post				
First Class													
315	321	119	165	105	15	Ft. Per Mile	STATIONS						
MoPac Mail & Express	MoPac Mail & Express	G. C. & S. F. No. 6	G. C. & S. F. No. 66	G. C. & S. F. No. 16	Texas Chief								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.1 10.5 .0 .0 1.0	H. B. & T. C.T.C.						
PM 9.40	AM 11.30	PM 9.25	PM 6.45	AM 8.10	PM 7.10					HOUSTON 2.3 Double Track Jct. 0.5 New South Yard 0.9	H. B. & T.		24.1
9.55	11.40	9.36	6.56	8.20	7.20								20.8
9.56	11.41	9.37	6.57	8.21	7.21								20.3
PM 9.57	AM 11.42	PM 9.40	PM 6.58	AM 8.23	PM 7.23					T. & N. O. JCT. YL T. & N. O. Crossing 5.4	YL		19.4
10.05	11.50				7.28								187
10.09	11.53				7.32					PEARLAND 4.0		108	10.0
10.15	11.58				7.37					HASTINGS 5.9		127	4.1
10.21 PM	12.02 PM				7.41 PM					ALVIN 4.1		Yard	.0
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(24.1)			
26.1	45.2	18.8	21.5	21.6	46.6	Average speed per hour							

Communications	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	NORTHWARD						
				First Class						
				16	106	166	120	322	316	
				Texas Chief	G. C. & S. F. No. 16	G. C. & S. F. No. 66	G. C. & S. F. No. 6	MoPac Mail & Express	MoPac Mail & Express	
	STATIONS	Ft. Per Mile		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
C.T.C.	HOUSTON 2.3 Double Track Jct. 0.5 New South Yard 0.9	H. B. & T.		AM 7.55	PM 7.09	AM 8.15	AM 8.00	PM 8.25	AM 7.30	
				7.43	6.43	7.57	7.46	8.09	7.11	
				7.42	6.41	7.56	7.45	8.08	7.10	
		T. & N. O. JCT. YL T. & N. O. Crossing 5.4	.0		AM 7.41	PM 6.40	AM 7.55	AM 7.44	PM 3.07	AM 7.09
		MYKAWA 4.0			7.34				2.57	6.57
		PEARLAND 4.0	.0		7.30				2.53	6.53
		HASTINGS 5.9	2.6		7.25				2.47	6.47
	ALVIN 4.1	1.5	Y	7.20 AM				2.42 PM	6.41 AM	
	(24.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	Average speed per hour			41.3	14.1	14.1	17.6	33.6	29.5	

SIGNAL SYSTEM TWO IN EFFECT.

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Between signal, located 550 feet south of T. & N. O. Crossing at T. & N. O. Jct., and Alvin.

Speed limit through sidings

Hastings 30 M.P.H.

Pearland 30 M.P.H.

Mykawa 40 M.P.H.

Trains must get numbered Clearance Card before leaving Houston.

Southward extra trains must get numbered Clearance Card before leaving New South Yard.

Be governed by Time Table, Rules and Regulations of H. B. & T. Ry. Co., between 600 feet north of T. & N. O. Crossing and Houston.

Be governed by Time Table, Rules and Regulations of T. & N. O. R. R., between Tower 17 and T. & N. O. Jct.

### TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Stanolind .....	5.8	22
American Rice Drier.....	11.0	23
Carters Spur .....	15.8	7
Golf Crest Spur .....	18.1	10
Industrial Tracks, Houston Tower 81.....	18.9	33

# Lampasas District

SOUTHWARD		Capacity of Sidings in 60-ft. Cars	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Ways	NORTHWARD	
First Class	75			No. 1	76						
California Special				January 1, 1959					California Special		
Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile					Arrive Daily		
PM 10.50	Yard	0.0	Two Tracks TEMPLE YL	66.0	218.2	C	FTY	AM 3.45			
10.53		66.0		GOBER YL		219.9			3.36		
11.02	110	87.0	BELTON	72.8	226.4	C	Y	3.28			
11.13	107	87.0	NOLANVILLE	0.0	235.7			3.18			
11.23	105	70.7	KILLEN YL	66.6	243.5	C	Y	3.09			
11.35	101	69.6	COPPERAS COVE	68.6	254.1	C		2.57			
11.41	108	0.0	GOTCHER	47.5	259.9			2.49			
11.45	121	49.6	KEMPNER	82.7	263.1	B		2.45			
11.51	72	66.5	SHORTALL	0.0	268.1			2.39			
	124	10.5	RADIO JCT.	54.4	273.7	B	Y	2.33			
			LAMPASAS		274.7	C					
11.58 AM	124	68.6	RADIO JCT.	0.0	273.7	B	Y				
12.03	81	69.7	REVISION	0.0	277.7			2.27			
12.11	97	71.2	OGLES	68.6	283.6			2.21			
12.21	Yard	65.5	LOMETA YL	69.4	291.7	C	Y	2.12			
12.31	97	66.0	ANTELOPE GAP	65.4	300.0	B		2.02			
12.38	108	66.0	CASTOR	66.0	306.1			1.55			
12.46	101	66.0	GOLDTHWAITE	66.0	313.3	C		1.47			
12.52	82	66.0	BOZAR	67.0	318.4			1.40			
12.58	103	66.0	MULLEN	66.0	323.6			1.33			
1.06	96	66.0	VILLA	66.0	330.3			1.22			
1.13 76	101	66.0	ZEPHYR	66.0	336.2	B		1.13 75			
1.22	112	21.1	RICKER	66.0	344.4			12.54			
1.35 AM	Yard		BROWNWOOD YL	66.0	348.4	C	FTY	12.48 AM			
Arrive Daily			(130.2)					Leave Daily			
47.3			Average speed per hour					43.4			

## SIGNAL SYSTEM TWO IN EFFECT.

## CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Between southward home signal at Lampasas District connection, Ricker, and northward home signal 714 feet north of passenger station, Brownwood.

Be governed by Time Table and Rules of Northern Division between Lampasas District connection at Ricker, and Brownwood.

Trains must get numbered Clearance Card before leaving Temple and both Northern and Southern Division numbered Clearance Card before leaving Brownwood.

Lampasas District trains will use Dublin District tracks between Lampasas District connection at Ricker, and Brownwood, and will display signals as authorized on Lampasas District.

Between First Street, (M.P. 218.1) Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, (M.P. 219.0) Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

## TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. Cars)
Charter Oak	225.0	20
Kay Spur	251.4	230

# Southern Division 7

## San Saba District

SOUTHWARD			TIME TABLE		NORTHWARD		
Capacity of Sidings in 60-ft. Cars	Mile Post	Ruling Grade Ascending	No. 1	January 1, 1959	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Ways
		Ft. Per Mile	STATIONS	Ft. Per Mile			
Yard	0.0	81.7	LOMETA YL	31.7	C	Y	
50	24.7	51.2	SAN SABA	14.9	C		
80	32.6	47.8	ALGERITA	26.4	C		
83	39.5	31.7	RICHLAND SPRINGS	29.0	C		
13	49.6	39.9	SELLMAN	31.7			
	62.0	81.7	PAUL JCT. YL	31.7			
48	65.9	36.9	BRADY YL	5.3	C	Y	
83	69.7	39.6	NIBLOCK	39.6			
81	76.4	39.6	WHITELAND	36.9			
	76.8	39.6	HOMER JCT.	36.9			
83	82.0	31.7	MELVIN	.0	C	Y	
Yard	97.9		EDEN				

(97.0)

Trains must get numbered Clearance Card before leaving Lometa and Eden.

No switch lights San Saba District.

## Menard District

SOUTHWARD		TIME TABLE		NORTHWARD		
Capacity of Sidings in 60-ft. Cars	Ruling Grade Ascending	No. 1	January 1, 1959	Ruling Grade Ascending	Mile Post	Communications
	Ft. Per Mile	STATIONS	Ft. Per Mile			
Yard	52.8	BROWNWOOD YL	41.2			C FTY
41	.0	DALZELL	41.2	145.3		
45	50.7	BROOKESMITH	39.6	152.1		
32	52.8	MERCURY	52.8	162.6		
70	26.4	ROCHELLE	52.8	176.7		
	31.7	PAUL JCT. YL	31.7	182.6		
		BRADY YL			C	
		NIBLOCK				
	39.6	WHITELAND	36.9			
	39.6	HOMER JCT.	15.8	197.5		
53	39.6	LIGHTNER	39.6	204.8		
50	39.6	CALLAN	39.6	211.7		
Yard	39.6	MENARD	39.6	223.4	C	Y

(86.0)

Trains must get numbered Clearance Card before leaving Brownwood.

Be governed by San Saba District special rules and instructions between Paul Jct. and Homer Jct.

No switch lights Menard District.

# 8 Southern Division

Matagorda District							Garwood District						
SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD			SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Mile Post	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyse	Communications	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyse	Communications
		Ft. Per Mile		Ft. Per Mile					Ft. Per Mile		Ft. Per Mile		
			STATIONS							STATIONS			
0.0	Yard		SEALY YL										
		23.7	10.1			19.5							
10.0	61		BEARD					0.0					
		17.9	7.3			11.6		6.7	58.0				
17.8		.0	T. & N. O. Crossing			17.9			.0				
		.0	T. & N. O. Crossing			17.9		Yard	9.6				
17.6		.0	DAR JCT. YL										
		.0	0.1										
17.7	36		T. & N. O. Crossing			.0							
		.0	0.4			.0							
18.1		.0	DAR JCT. YL										
		.0	0.1										
18.2		.0	EAGLE LAKE YL			.0							
		.0	0.1										
18.1		.0	T. & N. O. Crossing			.0							
		.0	0.4										
17.7	36		DAR JCT. YL			31.6							
		31.6	0.8										
18.5	53		LAKESIDE YL			26.4							
		15.7	1.3										
19.8		9.5	RAYNER JCT.			9.4							
		34.3	2.9										
22.7	12		MATHEWS			13.2							
		21.2	5.3			23.7							
28.0	26		BONUS										
		4.2	4.4			6.3							
32.4	31		EGYPT										
		.0	4.6			19.5							
37.0	67		GLEN FLORA			22.1							
		.0	5.8										
42.8		.0	T. & N. O. Crossing			8.9							
		4.2	0.3			12.6							
43.1	61		WHARTON			10.6							
		4.7	8.3			11.6							
51.4	30		LANE CITY			3.1							
		10.6	3.8			1.5							
55.2		7.9	CANE JCT.			23.7							
		.0	5.3			11.0							
60.5	14		RUNNELLS										
		.0	7.8										
68.3		.0	T. & N. O. Crossing										
		.0	0.3										
68.6	45		BAY CITY YL										
		.0	0.4										
69.0		11.6	MoPac Crossing										
		12.1	10.6										
79.6	42		WADSWORTH										
			10.4										
90.0	Yard		MATAGORDA YL										
			(90.1)										

No switch lights Garwood District.

## Hall District

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyse	Communications
		Ft. Per Mile		Ft. Per Mile		
			STATIONS			
			THOMPSONS YL			
108	34.0	7.9	11.1	5.3		C
100	22.9	5.3	LONG POINT YL	11.6		C
			8.1			
91	17.8	6.3	T. & N. O. Crossing			
			GUY YL	10.6		Y
93	6.6	6.3	11.3			
		4.9	NEWGULF YL	4.2		Y C
			T. & N. O. Crossing			
11	0.0		6.6			
			CANE JCT.			
			(84.0)			

SIGNAL SYSTEM TWO IN EFFECT.

No switch lights Matagorda District.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Rexville .....	5.5	51
Lafitte .....	10.8	16

Trains must get numbered Clearance Card before leaving Thompsons.

No switch lights Hall District.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Smithers Lake .....	31.2	50



Somerville District							Conroe District						
SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD			SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 60-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 60-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile							Ft. Per Mile				
STATIONS			STATIONS			STATIONS			STATIONS				
Yard	0.0	52.8	SOMERVILLE YL	31.7	C	F	Yard	72.2	56.4	CONROE YL	60.2	C	
56	5.4	52.8	5.4 SCOFIELD	40.2			51	74.6	54.9	2.4 MoPac Crossing			
37	11.9	26.9	8.5 CLAY	30.0	B		38	79.1	76.5	4.5 BEACH	61.2		
111	18.3	52.8	6.4 ALLENFARM	42.2			109	85.0	52.8	5.9 WAUKEGAN	63.3		
Yard	28.1	44.8	9.8 NAVASOTA	26.4	C				60.1	4.6 SECURITY	41.1		
93	33.1	106.1	5.0 T. & N. O. Crossing	68.6			38	89.6	60.1	5.3 FOSTORIA	57.0	C	
51	37.7	59.1	4.6 WOOD	51.7			78	94.9	26.4	2.3 T. & N. O. Crossing			
	40.5	.0	1.8 YARBORO	52.8			57	102.3	24.8	7.4 CLEVELAND YL	17.4	C	
16	43.4	67.0	2.9 STONEHAM	61.7			38	105.5	19.5	2.2 HIGHTOWER	31.7		
58	48.9	.0	5.5 PLANTERSVILLE	53.3			91	111.0	37.7	5.5 RAYBURN	31.1	C	
	49.9	82.8	1.0 BOBVILLE	57.0		Y	80	117.7	31.7	6.7 ROMAYOR	10.0	C	
27	54.6	61.7	4.7 CRIP-FWD Crossing	52.9			37	121.5	17.4	2.8 FUQUA	34.8		
	55.5	73.9	0.9 DOBBIN	60.7		Y	76	126.1	15.8	8.8 VOTAW	19.3		
27	54.6	65.4	0.9 PEEL JCT. YL	54.9			36	133.4	16.3	5.3 BRAGG	23.2		
38	63.4	59.6	3.8 HONEA	55.9			38	138.3	30.6	2.1 LELAVALE	7.9	C	
38	67.3		3.9 LEONIDAS						31.7	5.0 HONEY ISLAND	27.9	C	
Yard	72.2		4.9 CONROE YL		C		111	143.3	30.6	2.1 DIES	31.7		
			(72.2)				39	148.3	31.7	5.0 T. & N. O. Crossing	31.7	C	
							Yard	152.2		2.1 KOUNTZE	10.5		
										1.9 FRESERIUS		F	
										2.9 SILSBEE YL		TY	
										(80.0)			

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Somerville and Conroe.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Keenan .....	60.6	11

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Conroe and Silsbee.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Youens .....	76.4	35
Timber .....	83.1	13
Seaman .....	98.1	5
Dolen .....	107.3	31
Milvid .....	114.0	35
Rye .....	116.0	6

# 10 Southern Division

## Silsbee District

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	21.0	25.3	SILSBEE YL 6.9	41.1	C	F TY
53	14.1	24.8	LUMBERTON 5.8	12.1		
38	8.5	23.2	VOTH 7.3	16.8		
Yard	1.2	4.7	CALDER AVENUE YL 0.5	6.3	C	F
	0.7		T. & N. O. Crossing 0.1			
	0.6		P. B. JCT. YL 0.6			Y
	0.0	2.6	BEAUMONT YL 0.6	6.3		
	0.6		P. B. JCT. YL MoPac Crossing K. C. S. Crossing T. & N. O. Crossing			Y
	78.4	1.0	BROOKS 11.6	2.6		
15	70.9	12.6	MOREY 2.3	15.8		
14	59.4	5.2	HAMSHIRE 5.3	1.0	C	
39	57.1	11.0	WINNIE 2.1	7.3	C	
25	51.8	.0	STOWELL 4.9	6.8		
47	49.7	4.2	SEA BREEZE 10.6	12.6		
39	44.8	.0	HIGH ISLAND YL	9.5		Y
Yard	34.2					
			(62.6)			

## Oakdale District

SOUTHWARD				TIME TABLE No. 1 January 1, 1959	NORTHWARD			
Second Class	Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes	Second Class
295							296	
Way Freight							Way Freight	
Leave Mon. Wed. Fri.			Ft. Per Mile	STATIONS	Ft. Per Mile		Arrive Tues. Thur. Sun.	
AM 7.00	Yard	80.8	.0	OAKDALE YL	20.0	C	PM 1.00	
		80.6 80.2 80.0		MoPac Crossing H.D.E. Co. Tram Cross. CALCASEU YL 8.8				
		7.35	32.2	ELIZABETH YL 9.7	16.8	C	12.30 PM	
		8.30	34.8	PITKIN 11.9	45.9	C	11.40	
		9.25	33.2	MARKEE 11.3	47.5		10.55	
	Yard	89.1	36.9	L. C. & N. JCT. YL 0.7	47.5		10.10	
		89.8	32.0	DERIDDER 0.7	21.0	C	9.50	
	Yard	89.1		L. C. & N. JCT. T. & N. O. Crossing YL 0.7			9.20	
		88.4	31.7	K. C. S. Crossing 4.9	31.7			
		11.15	45	SHEAR 6.0	18.4	B	8.57	
		11.50	53	NEALE 5.4	32.2	C	8.40	
		12.15	47	MERRYVILLE YL 4.7			8.20	
				State Line 1.7				
		12.30	39	BONWIER 10.5	26.4		8.00	
		1.25	26.4	O. & N. W. Crossing BLEAKWOOD 4.6	26.4		7.30	
			28.5	J. & E. JCT. 0.6	38.7			
	Yard	0.0		KIRBYVILLE YL		C	7.15 AM	
Arrive Mon. Wed. Fri.				(80.8)		Y	Leave Tues. Thur. Sun.	
12.1			Average speed per hour				14.9	

### SIGNAL SYSTEM TWO IN EFFECT:

Except P.B. Jct. Interlocking which is SIGNAL SYSTEM ONE.

Mud Bayou Swing Bridge at M.P. 36.0 is Interlocking.

Trains must get numbered Clearance Card before leaving Silsbee, and Calder Avenue.

Trains and engines will stop and members of crew must precede movement over following streets or highways:

Beaumont: Fourth Street and College Street.  
Crockett and Mariposa Streets, between 10:00 P. M. and 6:00 A. M.

North Street, Calder Avenue and Laurel Avenue, between 11:00 P. M. and 7:00 A. M.

High Island: Highway No. 124.

No switch lights between P. B. Jct. and High Island.

### TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Lucas Drive Team Track.....	4.4	6
Seth .....	17.7	8
Whites Ranch .....	41.8	9
Figridge .....	47.7	3
Texas Gas Corporation .....	55.1	20
Fannett .....	63.0	19
Cheek .....	68.0	26
Walden .....	72.7	9

Trains must get numbered Clearance Card before leaving Kirbyville and Oakdale.

Be governed by Time Table, Rules and Regulations of T. & N. O. R. R., between L. C. & N. Jct. and DeRidder.

No switch lights Oakdale District.

### TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. Cars)
Fawil .....	12.0	3
Hite .....	36.1	34
Ikes .....	43.5	20
Sugrue .....	55.5	42
Cravens .....	56.9	42
Mab .....	74.1	10

San Augustine District

Longview District

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile		Ft. Per Mile		
			<b>STATIONS</b>			
Yard	120.4	81.8	<b>SAN AUGUSTINE</b> YL	45.4	6	
50	114.9	54.9	5.5 VENABLE	48.5		
41	104.7	50.6	10.2 BRONSON		0	
30	97.5	41.1	7.2 PINELAND	52.8	0	YL
41	90.6	32.2	4.9 BROOKELAND	44.8	C	
41	87.4	76.0	3.2 BROWDELL	.0		
43	84.2	82.7	3.2 HORTON	41.1	B	
43	78.7	88.0	5.5 COLLINS	42.7		
81	73.6	89.0	5.1 JASPER	47.5	C	Y
43	67.1	58.0	6.5 KEITHON	52.8		
34	62.4	41.1	4.7 ROGANVILLE	48.5		
	53.0		9.4 J. and E. JCT.			
			0.5			
Yard	52.4	40.1	<b>KIRBYVILLE</b> YL	31.1	C	Y
57	48.0	31.7	4.4 CALL JCT.	42.2		
63	43.2	30.0	4.8 LE VERTE	31.7		
	38.4	26.4	4.8 BESSMAY	23.7		
54	37.1	26.4	1.3 LONG	23.7		
	36.1	16.8	1.0 BUNA	27.9	C	
63	30.1	8.1	6.0 QUINN	12.6		
	26.6	15.8	3.5 EVADALE	19.0		YL
39	23.5	31.6	3.1 LILLARD	10.0		
			2.3			
Yard			<b>SILSBEЕ</b> YL		C	F TY
			(99.7)			

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile		Ft. Per Mile		
			<b>STATIONS</b>			
Yard	207.6	139.9	<b>LONGVIEW</b> YL	93.4	C	Y
82	201.1	71.2	6.5 ESTES	73.9		
	187.8	61.7	13.3 TATUM	79.2	C	
59	181.4	90.2	6.4 HECKVILLE	73.9	C	
Yard	171.7	124.6	9.7 CARTHAGE	144.1	C	
20	165.2	83.5	6.5 DANIELS	108.2		
24	161.7	52.8	3.5 GARY	63.3		
33	155.2	31.1	6.5 SAXET	32.2		
			3.6 T. & N. O. Crossing			
51	151.6	32.7	11.8 TENAHA	64.9	C	
37	139.8	67.5	8.4 CENTER	47.5	C	Y
41	131.4	81.3	2.9 NEUVILLE	32.7		
22	128.5	43.8	1.5 DUFF	48.0		
64	127.0	43.8	6.6 CALGARY	48.0	B	
Yard	120.4		<b>SAN AUGUSTINE</b> YL		C	
			(87.2)			

SIGNAL SYSTEM TWO IN EFFECT.  
Trains must get numbered Clearance Card before leaving Longview and San Augustine.  
TRACKS NOT SHOWN ON FACE OF TIME TABLE

MILE	Mile Post	Capacity (50 ft. cars)
Easton .....	195.3	9
Bland Lake.....	124.6	12

Trains must get numbered Clearance Card before leaving Silsbee and San Augustine.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Temco .....	28.4	3
McElroy .....	93.8	3
Magasco .....	99.6	5

1. Except as otherwise provided, all northward trains are superior to southward trains of the same class.
2. Rule 104(A). Amended to read: When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

3. Rule 686. Amended to read: When the ATS device on an engine fails or is cut out enroute, within ATS territory, train may proceed according to signal indication, but not to exceed medium speed, to next office of communication where it will report to train dispatcher. If train order authority is received for further movement, train may proceed according to signal indication but not to exceed medium speed; except, if absolute block is established in advance of the train, it may proceed in accordance with signal indication but not to exceed 79 miles per hour.

Absolute block is defined as "A block in which no train or engine is permitted to enter while it is occupied by another train or engine."

Absolute block may be established by the use of manual block signals, or by train order in the following form:

"Absolute block is established in advance of your train between D and Z by the use of block signals. Rules 509 and 606 are suspended."

This example will be used to establish absolute block within ATS limits. If any part of such ATS limits are within CTC territory, Rules 652, 653 and 655 must also be suspended.

A train receiving this order must not pass a block signal in stop position except to leave the main track. This train order will be addressed to the train in advance of which absolute block is being established.

If a light engine with an ATS device operates through ATS territory, the ATS device must be cut in.

## 9. JUNCTION SWITCHES. (Rule 98).

LOCATION	NORMAL POSITION
<b>THIRD DISTRICT</b>	
Thompsons Sealy	Third District
<b>LAMPASAS DISTRICT</b>	
Radio Jct.	Lampasas District
<b>SAN SABA DISTRICT</b>	
Paul Jct.	San Saba District
Homer Jct.	Menard District
<b>MATAGORDA DISTRICT</b>	
Cane Jct.	Matagorda District
Rayner Jct.	Matagorda District
Dar Jct.	Matagorda District
<b>SOMERVILLE DISTRICT</b>	
Peel Jct.	Somerville District
<b>CONROE, SILSBEE AND SAN AUGUSTINE DISTRICTS</b>	
Silsbee	To and from Conroe-Silsbee Dists.
<b>OAKDALE DISTRICT</b>	
J. & E. Jct.	San Augustine District
L. C. & N. Jct.	Oakdale District

## 10. SPEED RESTRICTIONS.

### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
<b>FIRST DISTRICT</b>	79	60
<b>SECOND DISTRICT</b>	79	60
<b>THIRD DISTRICT</b>		
Galveston to Alvin	79	60
Alvin to Tower 17	55	45
Tower 17 to Ball	90	60
Ball to Bellville Yard	79	60
<b>HOUSTON DISTRICT</b>	79	60
<b>LAMPASAS DISTRICT</b>	79	60
<b>SAN SABA DISTRICT</b>	25	25
<b>MENARD DISTRICT</b>	35	25
<b>MATAGORDA DISTRICT</b>		
Sealy to Bay City	30	30
Bay City to Matagorda	20	20
<b>GARWOOD DISTRICT</b>	20	20
<b>HALL DISTRICT</b>	20	20
<b>SOMERVILLE DISTRICT</b>	50	35
<b>CONROE DISTRICT</b>	50	35
<b>SILSBEE DISTRICT</b>		
Silsbee to Calder Avenue	50	35
Calder Avenue to High Island	25	25
<b>OAKDALE DISTRICT</b>	45	30
<b>SAN AUGUSTINE DISTRICT</b>	50	35
<b>LONGVIEW DISTRICT</b>	50	35
<b>FIRST DISTRICT</b>		
7 Curves, M.P. 217.6 to 218.8	30	30
2 Curves, M.P. 251.5 to 253.3	70	55
7 Curves, M.P. 257.5 to 260.6	60	50
3 Curves, M.P. 263.7 to 264.9	70	55
2 Curves and Bosque River Bridge, M.P. 271.2 to 271.7	55	45
2 Curves, M.P. 275.8 to 276.4	65	55
7 Curves, M.P. 282.3 to 287.6	65	55
2 Curves, M.P. 317.2 to 318.7	50	30

# Special Rules

# Southern Division 13

## 10. SPEED RESTRICTIONS. (Cont'd)

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
<b>SECOND DISTRICT</b>		
Curve, M.P. 106.5 to 106.8	45	30
M.P. 109 to 112	75	45
2 Curves and Track, M.P. 112.0 to 113.0	70	55
3 Curves, M.P. 115.1 to 116.6	65	55
Curve, M.P. 118.8 to 119.0	65	55
4 Curves, M.P. 122.5 to 125.1	65	55
2 Curves, M.P. 125.5 to 126.2	40	30
2 Curves, M.P. 126.4 to 127.8	70	55
2 Curves, M.P. 129.5 to 130.6	70	55
2 Curves, M.P. 133.5 to 134.4	60	45
M.P. 135 to 139 Northward Trains	75	45
2 Curves, M.P. 138.2 to 139.8	70	55
4 Curves, M.P. 140.8 to 141.7	50	40
M.P. 148 to 150	75	45
3 Curves, M.P. 156.5 to 157.6	55	45
3 Curves, M.P. 169.1 to 170.8	60	50
3 Curves, M.P. 174.1 to 175.7	65	50
Little River Bridge, M.P. 185.4 to 185.5	55	45
2 Curves, M.P. 187.3 to 188.4	65	50
Curve, M.P. 194.8 to 195.3	70	55
2 Curves, M.P. 197.3 to 198.5	70	55
3 Curves, M.P. 205.9 to 207.7	70	55
7 Curves, M.P. 217.6 to 218.8	30	30
<b>THIRD DISTRICT</b>		
4 Curves, M.P. 0.6 to 1.4	30	20
Curve, M.P. 2.2 to 2.3	60	40
North leg wye, Alvin	8	8
3 Curves, M.P. 43.8 to 45.3	45	35
Brazos River Bridge, M.P. 48.5 to 48.6	50	35
Curve, M.P. 63.2 to 63.7—Northward	40	30
—Southward	35	25
Curve, M.P. 66.0 to 66.2	40	30
Curve, M.P. 106.5 to 106.8	45	30
<b>HOUSTON DISTRICT</b>		
2 Curves, M.P. 0.0 to 0.4	15	15
North leg wye, Alvin	8	8
<b>LAMPASAS DISTRICT</b>		
2 Curves, M.P. 218.4 to 219.1	15	15
Curve, M.P. 219.2 to 219.5	55	40
2 Curves, M.P. 220.1 to 220.8	70	55
2 Curves, M.P. 221.8 to 222.3	50	40
Curve, M.P. 223.5 to 223.8	70	55
Curve and Leon River Bridge, M.P. 224.3 to 225.1	55	45
2 Curves, M.P. 226.2 to 227.0	70	55
2 Curves, M.P. 227.7 to 228.4	55	50
Curve, M.P. 230.0 to 230.2	70	55
Curve, M.P. 234.1 to 234.6	70	55
2 Curves, M.P. 239.5 to 240.1	70	55

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
Curve, M.P. 246.3 to 246.5	70	55
4 Curves, M.P. 248.4 to 249.8	55	50
Curve, M.P. 250.5 to 250.9	70	55
3 Curves, M.P. 253.3 to 255.1	70	55
6 Curves, M.P. 255.7 to 259.1	55	50
3 Curves, M.P. 259.1 to 261.1	65	55
Curve, M.P. 262.5 to 263.1	55	50
Curve, M.P. 263.8 to 264.3	70	55
Curve and Lampasas River Bridge M.P. 264.9 to 265.4	55	40
11 Curves, M.P. 266.4 to 274.1	55	50
2 Curves, M.P. 278.3 to 279.4	70	55
Curve, M.P. 280.0 to 280.1	65	55
2 Curves, M.P. 281.3 to 282.5	70	55
2 Curves, M.P. 283.9 to 285.2	55	50
Curve, M.P. 295.0 to 295.5	70	55
4 Curves, M.P. 297.5 to 299.9	55	50
2 Curves, M.P. 302.3 to 303.7	55	50
Curve, M.P. 304.0 to 304.7	65	50
M.P. 305.4 to 306.5—Northward	75	35
Curve, M.P. 305.5 to 305.9	70	55
Curve, M.P. 307.3 to 307.7	70	55
M.P. 308.5 to 311.8—Northward	75	35
Curve, M.P. 308.5 to 308.6	65	55
Curve, M.P. 309.1 to 309.5	70	55
Curve, M.P. 310.1 to 310.5	55	50
Curve, M.P. 311.6 to 311.8	65	55
M.P. 317.4 to 321.8—Northward	75	35
2 Curves, M.P. 317.4 to 318.2	65	55
Curve, M.P. 319.8 to 320.2	70	55
Curve, M.P. 321.4 to 321.8	70	55
M.P. 327.1 to 329—Northward	75	35
7 Curves, M.P. 327.1 to 331.9	55	50
Curve, M.P. 334.1 to 334.4	70	55
3 Curves, M.P. 336.8 to 338.7	70	55
Curve, M.P. 340.6 to 341.2	70	55
<b>MATAGORDA DISTRICT</b>		
Curve, M.P. 68.9 to 69.1	20	20
<b>SOMERVILLE DISTRICT</b>		
Track, M.P. 10.9 to 11.8	20	15
2 Curves and Brazos River Bridge, M.P. 14.1 to 15.0	30	20
7 Curves, Navasota River Bridge and R.R. Crossing, M.P. 25.4 to 28.9	30	25
11 Curves, M.P. 35.3 to 38.6	30	20
3 Curves, M.P. 43.3 to 44.2	40	30
2 Curves, M.P. 50.3 to 50.9	40	35
Curve, M.P. 52.0 to 52.1	40	30
2 Curves, M.P. 54.2 to 55.0	30	25
<b>SILSBBEE DISTRICT</b>		
East and West leg wye, Silsbee	20	15

# 14 Southern Division

# Special Rules

## 10. SPEED RESTRICTIONS. (Cont'd)

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
<b>OAKDALE DISTRICT</b>		
Curve, M.P. 0.5 to 0.7	20	15
Sabine River Bridge, M.P. 17.3 to 17.7	30	20
Curve, M.P. 79.6 to 79.8	30	20
<b>SAN AUGUSTINE DISTRICT</b>		
Curve and Neches River Bridge, M.P. 26.1 to 26.5	35	25
4 Curves, M.P. 80.7 to 83.2	35	20
12 Curves, M.P. 83.2 to 86.9	25	15
Curve, M.P. 102.4 to 102.5	25	20
Curve, M.P. 103.7 to 103.9	40	30
2 Curves, M.P. 105.0 to 105.6	40	30
Curve, M.P. 106.6 to 106.7	40	30
Curve, M.P. 108.3 to 108.5	40	30
6 Curves, M.P. 115.1 to 117.5—Northward	25	15
—Southward	25	20
<b>LONGVIEW DISTRICT</b>		
6 Curves, M.P. 128.8 to 130.7—Northward	25	15
—Southward	30	20
Curve, M.P. 155.8 to 156.1	40	30
2 Curves, M.P. 161.4 to 161.7	15	10
Curve, M.P. 166.1 to 166.2	45	30
2 Curves, M.P. 167.2 to 167.7	40	30
Curve, M.P. 171.3 to 171.5	25	20
2 Curves, M.P. 181.4 to 182.0	35	30
3 Curves, M.P. 184.2 to 184.7	45	30
2 Curves and Sabine River Bridge, M.P. 196.5 to 197.1	25	15
Curve, M.P. 203.1 to 203.3	40	30
10 Curves, M.P. 204.4 to 207.4	30	25

### (B) MAXIMUM SPEED OF ENGINES AND MOTOR CARS.

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	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	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
M190	80	65	25	75

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
*65 MPH applies when backing handling train.				
<b>STEAM</b>				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

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

### (C) DEAD ENGINES.

Steam engines must not be handled dead in train without special instructions.

### (D) MOVEMENTS OVER SUBMERGED TRACKS. (Rule 817).

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
<b>Diesel Engines:</b>			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
<b>Diesel-Electric and Gas-Electric Motor Cars</b>	3	5	5
<b>Passenger Cars:</b>			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

### (E) DERRICKS, CRANES, ETC.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed 30 M.P.H. at any point on First, Second, Third, Houston, and Lampasas Districts and 20 M.P.H. at any point on all other Districts. Such equipment must not be moved in any train except on authority of trainmaster.

### (F) TURNOUTS AND CROSSOVERS.

In heading in or out over the following turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen (15) miles per hour. On all other turnouts and crossovers trains or engines must not exceed speed of ten (10) miles per hour.

I — Interlocking  
S — Spring

# Special Rules

# Southern Division 15

## 10. SPEED RESTRICTIONS. (Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
<b>FIRST DISTRICT</b>			
Rio Vista	S	Both ends siding	30
Blum	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Morgan	S	Both ends siding	30
Meridian	S	North end siding	30
	S	South end siding	15
Bosque	S	North end siding	15
Clifton	S	Both ends siding	30
Valley Mills	S	Both ends siding	15
Manhattan	S	Both ends siding	30
Crawford	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	40
Temple	S	North end Freight Yard	15
<b>SECOND DISTRICT</b>			
Knowd Jct.	I	Switch at end of two tracks	40
Heidenheimer	S	Both ends siding	30
Rogers	S	Both ends siding	30
Buckholts	S	Both ends siding	30
Cameron	S	Both ends siding	30
Hoyte	S	Both ends siding	30
Milano	I	Both ends siding	30
Chriesman	S	Both ends siding	30
Caldwell	S	Both ends siding	30
Davidson	S	Both ends siding	30
Somerville	I	Both ends siding	30
Landes	S	Both ends siding	30
Northend	S	South end siding	15
	S	North end siding	30
Brenham	S	South end siding	30
Phillipsburg	S	Both ends siding	30
Dant	S	Both ends siding	30
Bellville Yard	S	North end tail track	15
<b>THIRD DISTRICT</b>			
Bellville Yard	S	North end tail track	15
Ball	I	South switch south lead	30
Sealy	S	North end siding	15
Sealy	S	South end siding	30
El Pleasant	S	Both ends siding	30
Wallis	S	Both ends siding	30
Orchard	S	Both ends siding	30
Dyer	S	Both ends siding	30
Rosenberg	I	T. & N. O. Transfer	20
	I	North end siding	30
	I	Siding to T. & N. O.	20
Alvin	I	North end two tracks	30
	I	Turnout to Houston Dist.	15
	I	North leg of wye	15
M.P. 27 plus 700 ft.	I	Both ends two crossovers between two tracks	30
Algoa	I	Both ends three crossovers between two tracks	30
Arcadia	S	Both ends siding	30
Alta Loma	S	Both ends siding	30
Hitchcock	S	Both ends siding	30

STATION	TYPE	LOCATION	MILES PER HOUR
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	Both end two crossovers	30
	I	T. & N. O. and G. H. & H. junctions	30
	I	Both ends crossover	30
Island	I	Both ends crossover	30
	I	Two switches T. & N. O. and G.H. & H. junctions	30
<b>HOUSTON DISTRICT</b>			
Alvin	I	North leg of wye	15
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends siding	40
<b>LAMPASAS DISTRICT</b>			
Temple	S	Main track switch—North end Passenger Yard	30
Gober	I	Switch at end of two tracks	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
Gotcher	S	Both ends siding	30
Kempner	S	Both ends siding	30
Shortall	S	Both ends siding	30
Radio Jct.	S	Both ends siding	30
Revision	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
Bozar	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
<b>SILSBEE DISTRICT</b>			
Beaumont	I	Turnout to High Island—P. B. Jct.	8
	I	South wye switch P. B. Jct.	8
	I	North wye switch P. B. Jct.	15
	I	Railroad Ave. connection at Crockett Street	15
High Island	I	Mud Bayou Swing Bridge, M.P. 36.0	20

### (G) 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.

### 11. YARD LIMITS: Following stations have yard limits. (Rule 98).

Cleburne	Brady (from yard limit board south of Brady to yard limit boards north of Paul Jct. on Menard and San Saba District).
Temple (includes Knowd Jct., Belco and Gober).	
Somerville	Brownwood (from End CTC, northward home signal 714 feet north of passenger station, Brownwood, Dublin District, to yard limit boards south of Brownwood on Sweetwater and Menard Districts).
Brenham (from yard limit board south of Brenham to yard limit board north of Northend).	
Killeen	
Lometa	

11. YARD LIMITS: (Cont'd)

Galveston (yard limits extend to yard limit board north of Virginia Point).

Alvin (yard limits First District only from southward CTC signal north leg of wye to north yard limit board).

Rosenberg Tower 17

Sealy (on Matagorda District only).

Bellville Yard (yard limit extend from yard limit board south of Ball to yard limit board north of Bellville).

T. & N. O. Jct.

Eagle Lake (yard limits extend to yard limit board north of Eagle Lake to yard limit board south of Lakeside.)

Garwood  
Bay City  
Matagorda  
Newgulf  
Guy  
Long Point

Thompsons (on Hall District only).

Somerville

Peel Jct.

Conroe

Cleveland

Silsbee

Beaumont (yard limits extend from yard limit board north of Calder Ave. to yard limit board south of P. B. Jct., including Beaumont).

High Island

Evadale

Kirbyville

Jasper

Pineland

San Augustine

Center

Tenaha

Carthage

Longview

Merryville

L. C. & N. Jct.

Elizabeth

Calcasieu

Oakdale

12. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761).

Mile Post	Name
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FIRST AND SECOND DISTRICTS

124.7	Viaduct, Highway
128.6	Viaduct, Highway
130.6	Viaduct, Highway
174.6	Viaduct, Highway
185.4	Little River
218.6	Viaduct, Highway
2.12	Viaduct, Highway (Freight yard, Temple)
236.2	Viaduct, Highway
258.8	Viaduct, Highway
262.1	Viaduct, Highway
290.5	Viaduct, Highway
299.7	Viaduct, Highway
301.4	Viaduct, Highway
302.0	Viaduct, Highway

THIRD DISTRICT

1.5	Viaduct, Highway
4.7	Galveston Bay
6.7	Viaduct, Highway
48.5	Brazos River
93.7	Viaduct, Highway

LAMPASAS DISTRICT

219.5	Viaduct, Highway
225.0	Leon River
226.1	Viaduct, Highway
264.9	Lampasas River
276.9	Viaduct, Highway

SAN SABA DISTRICT

2.9	Viaduct, Highway
13.7	Colorado River
29.1	San Saba River

MENARD DISTRICT

151.2	Clear Creek
158.7	Colorado River
160.2	Viaduct, Highway
220.6	Viaduct, Cattle Pass

HALL DISTRICT

10.3	San Bernard River
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SOMERVILLE AND CONROE DISTRICTS

14.6	Brazos River
26.3	Navasota River

88.2	Viaduct, Highway
110.4	Trinity River
146.2	Village Creek

SILSBEE DISTRICT

1.9	Viaduct, Highway
36.0	Mud Bayou

OAKDALE DISTRICT

17.3	Sabine River
38.1	Viaduct, Highway
40.3	Viaduct, Highway

SAN AUGUSTINE DISTRICT

72.9	Viaduct, Highway
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LONGVIEW DISTRICT

146.6	Viaduct, Highway
180.8	Viaduct, Highway
196.8	Sabine 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	New South Yard	Conroe
Temple	Houston	Silsbee
Brownwood	Rosenberg	Calder Ave
Lometa	Bellville Yard	Beaumont
Galveston Passenger Station	Bay City	San Augustine
Galveston 42nd St.	Matagorda	Longview
Galveston 59th St.	Newgulf	Oakdale
Alvin	Somerville	

15. STANDARD CLOCKS ARE LOCATED AT:

Cleburne (Yard Office, Psgr. Station and Round House)	Galveston Round House	Somerville
Temple (Yard Office Psgr. Station and Round House)	Galveston 59th St. Alvin	Silsbee Yard Office
Brownwood (Psgr. Station and Round House)	New South Yard Houston	Silsbee Round House
Galveston Telegraph Office	Bellville Yard Office Bellville Yard Round House	Conroe
		Calder Avenue
		Longview
		San Augustine
		Oakdale

16. STANDARD THERMOMETERS ARE LOCATED AT:

Temple	Lometa	New South Yard
Brenham	San Saba	Silsbee
Somerville	Galveston	Calder Avenue
Caldwell	Alvin	Kirbyville
Milano	Sealy	San Augustine
Cameron	Bellville Yard	Longview
McGregor	Bay City	Oakdale

17. RAILROAD CROSSINGS AT GRADE.

MORGAN—M-K-T. Interlocking.

McGREGOR—St.L.S.W. Interlocking.

TEMPLE—M-K-T. 0.7 mile south of station, Second District. Interlocking.

CAMERON—T.&N.O. 0.4 mile north of station. Interlocking.

MILANO—MoPac. Interlocking.

BRENNHAM—T.&N.O. Interlocking.

GALVESTON—Wharves, 35th Street. Interlocking. Maximum speed 20 M.P.H. Movement over R. I. tracks. STOP. See Rules 98, A and B.



17. RAILROAD CROSSINGS AT GRADE. (Cont'd)
- GALVESTON—T.&N.O. 0.8 mile south of 59th Street. Interlocking. Maximum speed 20 M.P.H.
- T. & N. O. JCT.—T.&N.O. Interlocking.
- ARCOLA—MoPac. Interlocking
- SUGARLAND JCT.—MoPac. Interlocking
- TOWER 17—T.&N.O. Interlocking. Maximum speed 20 M.P.H.
- WALLIS—T.&N.O. Interlocking.
- SEALY—M-K-T. Interlocking.
- EAGLE LAKE—T.&N.O. Three crossings. 0.9 mile, 0.6 mile and 0.1 mile north of station. Interlocking. Maximum speed 20 M.P.H.
- WHARTON—T.&N.O. 0.3 mile north of station. Cabin interlocking. Maximum speed 20 M.P.H.
- BAY CITY—T.&N.O. 0.3 mile north of station. STOP. See Rules 98, A, B, C and D.
- BAY CITY—MoPac. 0.4 mile south of station. Interlocking. CTC controlled. Maximum speed 20 M.P.H.
- NEWGULF—T.&N.O. STOP. See Rules 98, A, B, C & D.
- GUY—T.&N.O. STOP. See Rules 98, A, B, C & D.
- NAVASOTA—T.&N.O. Interlocking.
- DOBBIN—C.R.I.P-F.W.D Interlocking.
- CONROE—MoPac. Interlocking. Maximum speed 20 M.P.H.
- CLEVELAND—T.&N.O. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.
- KOUNTZE—T.&N.O. Crossing gate. Approach prepared to stop. When gate is set for movement, proceed over crossing at not exceeding 6 M.P.H. without first having made full stop. 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.
- BEAUMONT—T.&N.O. 0.5 mile south of Calder Avenue. Interlocking. Maximum speed 15 M.P.H.
- BEAUMONT—MoPac - K.C.S. - T.&N.O. 0.6 mile south of station. STOP. See Rules 98, A, B, C, & D.
- TENAHA—T.&N.O. Cabin Interlocking. Maximum speed 15 M.P.H.
- BLEAKWOOD—O.&N.W. STOP. See Rules 98, A, B, C & D.
- L. C. & N. JCT.—K.C.S. 0.5 mile north of station. STOP. See Rules 98, A, B, C & D.
- L. C. & N. JCT.—T.&N.O. STOP. See Rules 98, A, B, C & D.
- OAKDALE—H.D.E. Co. Tram. 0.7 mile south of station. Stop not required. Trains and engines proceed over crossing prepared to stop short of train or obstruction.
- OAKDALE—MoPac 0.3 mile south of station. STOP. See Rules 98, A, B, C & D. (Gate equipped with electric lock.)

18. TRAIN SIGNALS: (Rules 19, 20 and 21)
1. MoPac Ry., T. & N. O. R. R. and C. R. I. P.-F. W. D. R. R. markers will display green instead of yellow indications and such green indications will have the same meaning as yellow. (Rule 19).  
Except, MoPac Ry. passenger trains will display, instead of conventional markers, a single electric light of prescribed type showing red to the rear.
2. T. & N. O. R.R. engines will display indicators instead of white lights. Such indicators will have the same meaning as white lights. (Rule 21).
3. MoPac Ry. trains will omit the green flags prescribed by Rule 20 and will by day and by night display two green lights only.
19. SIGNALS—TEMPLE: Automatic interlocking signals govern movement over Lampasas District main track, roundhouse lead, south and north freight main tracks, at Temple. In the event governing signal fails to indicate proceed, when conflicting movement is not evident, member of crew shall go to crossing, see that signals on conflicting routes are in stop position, provide full protection against conflicting movement; then give proceed hand signal being governed by Rule 509(a).
20. STATUTORY REGULATIONS.
- IN TEXAS a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected from the train at a station where suitable accommodation can be procured for his safety and comfort.

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

In addition to complying with the law requiring blowing of whistle and ringing of bell at crossings of public roads or streets, 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.

All persons are prohibited from blowing whistles on any locomotive or single blast therefrom within the limits of the city of Houston, for a period of longer than five seconds, except when there is imminent danger of accident.

**Special Rules Governing Movements—Galveston Causeway**

- 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.
- Trains approaching Causeway at Virginia Point or Island must sound one long blast of whistle. Route given must be used. If clear signal cannot be accepted immediately, conductor or engine-man must promptly notify towerman by telephone located at home signals. If train is stopped at Virginia Point or Island, conductor or engine-man must immediately communicate with towerman for instructions.
- 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 conductor or engine-man to proceed with flag ahead to check on conflicting routes, open derails and other obstructions in the block. Trains accepting such authority must not exceed six (6) miles per hour to next signal or end of block.

4. Speed limits between Virginia Point and Island:
- |                  |           |
|------------------|-----------|
| Passenger trains | 30 M.P.H. |
| Freight trains   | 20 M.P.H. |

WHISTLE SIGNALS (Passing Lift Bridge)	
(a)	_____ G. C. & S. F. Main Track
(b)	_____ T. & N. O. Main Track
(c)	_____ o G. H. & H. Main Track
(d)	o _____ Siding

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

**LOCAL TIME INSPECTORS**  
 GEO. E. WATKINS..... Cleburne  
 L. W. KLEYPAS..... Temple  
 L. S. JAMES..... Temple  
 B. L. MALONE..... Brady  
 MRS. MOLLIE W. ARMSTRONG..... Brownwood  
 ARCHIE OWINGS (Assistant)..... Brownwood  
 ERNIE W. STROBEL..... Brownwood  
 R. W. BEYER..... Menard  
 W. H. FROEBEL..... Bellville  
 W. G. PUGH..... Alvin  
 L. C. McFADDIN..... Houston  
 W. A. SANFORD..... Houston  
 P. A. KUHN..... Galveston  
 J. LEWIS LOPEZ..... Galveston  
 W. T. DUNLAP..... Somerville  
 GEORGE L. MILLER..... Somerville  
 MARVIN ANDERSON, JR..... Conroe  
 FRANK RUDISALE..... Silsbee  
 HARRY C. LEE..... Beaumont  
 ROGER F. REESE..... Beaumont  
 MRS. ALPHA ELDRD..... Oakdale  
 BEN R. WILLIAMS..... San Augustine  
 T. C. PRICE..... Center  
 M. G. MARTIN..... Carthage  
 J. CARROLL CALLAHAN..... Longview

**SURGEONS OF THE G. C. & S. F. HOSPITAL ASSOCIATION**  
 Dr. G. P. BAIN, Chief Physician..... Temple  
 Drs. BRINDLEY and SPEED, Chief Surgeons..... Temple  
 Dr. EVERETT R. VEIRS, Chief Oculist..... Temple

**LOCAL SURGEONS**  
 Dr. E. L. CLARK..... Cleburne  
 Dr. GATES R. BARKER..... Cleburne  
 Dr. RUSSELL D. HOLT..... Meridian  
 Dr. V. D. GOODALL..... Clifton  
 Dr. S. L. WITCHER..... Clifton  
 Dr. A. M. LONG..... Valley Mills  
 Dr. W. J. COMPTON..... Crawford  
 Dr. ROBERT S. CUMMINGS..... McGregor  
 Dr. JOHN THOMPSON..... McGregor  
 Dr. DAVID EANES..... Temple  
 Dr. ERNEST W. KEIL..... Temple  
 Dr. F. W. HOWELL..... Temple  
 Dr. J. C. MOORE..... Temple  
 Dr. CHAS. H. COX, JR..... Temple  
 Dr. JACK S. WEINBLATT..... Temple  
 Dr. W. J. BRUCE..... Temple  
 Dr. R. C. FELTS..... San Saba  
 Dr. F. W. FARLEY..... San Saba  
 Dr. RUSH McMILLIN..... Lampasas  
 Dr. M. A. CHILDRRESS..... Goldthwaite  
 Dr. ERNEST F. CADENHEAD..... Brownwood  
 Dr. P. M. WHEELIS..... Brownwood  
 Dr. NED SNYDER..... Brownwood  
 Dr. ROGERS K. COLEMAN..... Brownwood  
 Dr. O. N. MAYO..... Brownwood  
 Dr. P. T. McGOWAN..... Brownwood  
 Dr. F. D. SPENCER..... Brownwood  
 Dr. H. W. MARTIN..... Menard  
 Dr. J. H. GARDNER..... Menard  
 Dr. W. D. FOWLER..... Eden  
 Dr. F. PAUL BUROW..... Killeen  
 Dr. JOE A. FOWLER..... Killeen

Dr. J. W. PITTMAN..... Belton  
 Dr. A. R. KIRKLEY..... Belton  
 Dr. CLIFFORD G. SWIFT..... Cameron  
 Dr. E. O. SMITH..... Cameron  
 Dr. GEORGE D. RAILSBACK..... Caldwell  
 Dr. JOE C. SMITH..... Caldwell  
 Dr. G. V. PAZDRAL..... Somerville  
 Dr. W. A. KNOLLE..... Brenham  
 Dr. THOMAS H. GIDDINGS..... Brenham  
 Dr. H. E. ROENSCH..... Bellville  
 Dr. WINSTON B. NEELY..... Bellville  
 Dr. J. B. HARLE..... Bellville  
 Dr. VIRGIL B. GORDON..... Sealy  
 Dr. F. T. SMITH, JR..... Sealy  
 Dr. C. V. NICHOLS..... Richmond  
 Dr. STANLEY E. THOMPSON..... Richmond  
 Dr. FRANZ E. AMMAN..... Rosenberg  
 Dr. CARLOS E. FUSTE..... Alvin  
 Dr. W. S. RED, JR..... Houston  
 Dr. IRVINE W. MOODY..... Houston  
 Dr. FLOYD J. McSPADEN..... Houston  
 Dr. A. H. REDMON, JR..... Houston  
 Dr. JOHN McGIVNEY..... Galveston  
 Dr. C. T. ADRIANCE..... Galveston  
 Dr. A. J. JINKINS..... Galveston  
 Dr. L. B. OUTLAR..... Wharton  
 Dr. R. H. JACKSON, JR..... Bay City  
 Dr. J. W. SIMONS..... Newgulf  
 Dr. S. D. COLEMAN..... Navasota  
 Dr. A. N. WILKINS..... Conroe  
 Dr. E. B. CLEMENTS..... Cleveland  
 Dr. W. J. POSHATASKE..... Silsbee  
 Dr. GEORGE D. JENNISON..... Silsbee  
 Dr. H. GRADY BEVIL..... Beaumont  
 Dr. J. J. ESSLINGER..... Beaumont  
 Dr. RUFUS K. SIMPSON..... Beaumont  
 Dr. HUGH E. ALEXANDER..... Beaumont  
 Dr. PHILIP N. McNEMER..... Beaumont  
 Dr. FRANK B. HART..... Beaumont  
 Dr. NORMAN DUREN..... Beaumont  
 Dr. H. M. HENNINGTON..... Beaumont  
 Dr. B. B. WESTBROOK..... Beaumont  
 Dr. W. C. ROLLO..... Winnie  
 Dr. J. T. McREE..... Longview  
 Dr. G. G. McKELLAR..... Longview  
 Dr. EDWIN E. BUCKNER..... Longview  
 Dr. K. C. PRINCE..... Carthage  
 Dr. WILLIAM C. SMITH..... Carthage  
 Dr. T. L. HURST..... Center  
 Dr. SPENCER WARREN..... Center  
 Dr. W. J. BUCHELE..... San Augustine  
 Dr. A. J. RICHARDSON, JR..... Jasper  
 Dr. LUKE MARCELLO..... DeRidder  
 Dr. L. F. GRAY..... Oakdale  
 Dr. JOEL J. HOLLADAY..... Oakdale

**EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS**  
 Dr. J. W. PICKENS..... Cleburne  
 Dr. R. A. NEELY..... Bellville  
 Dr. SIDNEY W. HUGHES..... Brownwood  
 Dr. S. BRASWELL LOCKER..... Brownwood  
 Dr. CHARLES S. ALEXANDER..... Houston  
 Dr. G. S. McREYNOLDS..... Galveston  
 Dr. W. B. POTTER..... Galveston  
 Dr. J. H. CARTER..... Beaumont

**CONDITIONAL STOP 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. Mykawa, Pearland, Algoa, Arcadia, Alta Loma and Hitchcock.	Fort Worth, Dallas and beyond. Houston and beyond.	Oklahoma City and beyond. Oklahoma City and beyond.  Stations beyond Houston.
16	Marietta, Okla. McGregor, Texas. Algoa, Pearland and Mykawa. Hitchcock, Alta Loma, Arcadia	Oklahoma City and beyond. Oklahoma City and beyond.  Stations beyond Houston.	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 and Rogers.	Brownwood and beyond.	
75	Belton. Bangs and Santa Anna.	West of Brownwood. West of Coleman.	Houston and beyond.
76	Santa Anna and Bangs. 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)

