



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

A. N. WADE, Trainmaster Houston
 W. C. PARKS, Trainmaster Temple
 J. E. GILL, Trainmaster—R. F. of E. Silsbee
 V. BARBER, Road Foreman of Engines Brownwood
 R. B. GAINES, Road Foreman of Engines Temple
 G. E. KEITH, Chief Dispatcher Temple
 E. K. ADRIAN, Assistant Chief Dispatcher Temple
 F. E. WILLS, Assistant Chief Dispatcher Temple

TRAIN DISPATCHERS—TEMPLE, TEXAS

C. M. PEARCY	J. V. HIGGINBOTHAM
P. E. JOHNSON	R. M. BETHUNE
J. C. MORLAN	C. E. FURLOW
R. O. ROWE	B. R. MARTIN
E. A. THOMAS	J. L. CONNER
E. E. WALLACE	C. G. PULLEN
R. E. JOHNSON	

SPEED TABLE.

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	4 30	13.3
56	64.2	1 36	37.5	5 ..	12.0
57	63.2	1 38	36.8	6 ..	10.0

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

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.

9

IN EFFECT

Sunday, August 4, 1968

At 12:01 A. M.

Central Standard Time

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

F. N. STUPPI,
General Manager,
Amarillo, Texas.

T. W. GOOLSBY,
Assistant General
Manager,
Amarillo, Texas.

E. E. BAKER,
Superintendent,
Temple, Texas.

WEST- WARD First Class	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE NO. 9 August 4, 1968			Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD First Class
	15									
Passenger										Passenger
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post		Arrive Daily PM
2.12	Yard		Automatic Block System	CLEBURNE	YL		317.5	TY CR	12.21	
2.20		1 1 1		8.0	RIO VISTA		53.3	309.5	B	12.12
2.26	20	1 19		52.8	5.7	BLUM		303.5		12.07
2.35		1 43		31.7	9.1	KOPPERL		294.4		11.59
				37.5	6.6	M-K-T Crossing				
2.42	18	1 31		47.5	MORGAN		66.0	287.8	B	11.53
2.49	22	1 22		66.0	7.4	MERIDIAN		280.7	CR	11.46
2.58	90	1 33		53.3	10.3	CLIFTON		270.4	C	11.35
3.08	69	6 1		66.0	11.0	VALLEY MILLS		269.2		11.25
3.13		1 30		66.0	4.5	MANHATTAN		254.7	B	11.20
				66.0	11.3	St. L. S. W. Crossing				
3.25	90	1 50		42.2	McGREGOR		66.0	243.4	Y CR	11.07
3.36	47	1 29		66.0	9.9	MOODY		233.5	C	10.59
3.44	17	1 30		66.0	8.1	PENDLETON		225.4	B	10.52
3.48				66.0	4.2	BELCO	YL	221.2		10.48
3.52	Yard			66.0	3.0	TEMPLE	YL	218.2	TY CR	10.45
PM									AM	
Arrive Daily				(99.1)					Leave Daily	
59.4				Average speed per hour					62.0	

Trains must get numbered clearance card before leaving Temple and Cleburne.

At Cleburne, between signal 3172 and signal 3177, and at Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, and 25th Street, M.P. 219, Lampasas District, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

SIGNALS-TEMPLE: At Temple, automatic interlocking signals govern movement over Lampasas District main track, roundhouse lead, west and east freight main tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing, if no conflicting movement is evident, foul track circuit beyond the signal, but must not foul conflicting routes or tracks, and after expiration of 3 minutes train or engine may proceed.

FIRST DISTRICT

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frnt.
Temple to Cleburne	79	60

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frnt.
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

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking
 "S"—Spring

Station	Type	Location	MPH
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	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

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Pendleton	S	Both ends siding	30
Belco	I	Switch to Freight Yard	40
Temple	S	East end Freight Yard	15

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Cleburne	City Limits M.P. 317 to M.P. 319	18
Clifton	Two street crossings East of depot	40
Moody	City Limits M.P. 233 to M.P. 233.8	50

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frnt.
McGregor	243.4	Interlocking	79	60
Morgan	287.8	Interlocking	79	60

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
218.1	Viaduct, Highway
218.6	Viaduct, Highway
2.1	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

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Crawford	250.1	26
Vamiltex	263.6	14
Clifstone Chemical	266.5	36
Brazlime	300.2	31

WEST-WARD		Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 9 August 4, 1968			Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST-WARD		
First Class	15										First Class	16	Passenger
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post		Arrive Daily AM			
4.02	Yard		.0	TEMPLE YL 0.8 M-K-T Crossing 0.9 KNOWD YL			42.7	218.2	TY CR	10.40			
			.0	T.C.S. } } HEIDENHEIMER 7.6 ROGERS 7.4 BUCKHOLTS 9.3 CAMERON 6.5 HOYTE 7.0 MILANO MoPac Crossing 9.6 CHRISMAN 7.0			66.0	217.4					
4.07			28.5	Automatic Block System } } CALDWELL 6.5 DAVIDSON 9.8			66.0	216.5		10.35			
4.12	39	131	54.5	SOMERVILLE YL 8.4 LANDES 6.9 BRENHAM SouPac Crossing 5.9 PHILLIPSBURG 9.8 DANT 2.7 BELLVILLE YL 1.4			54.4	212.3		10.32			
4.20	38	175	58.6				63.3	204.7		10.26			
4.28	37	124	42.2				59.1	197.3		10.19			
4.39	158	141	42.2				52.8	188.0	C	10.11			
4.47		120	42.2				34.8	181.3		10.05			
4.55	130	200	42.2				52.8	174.4	CR	9.58			
5.05		139	39.6				66.0	164.8		9.49			
5.13	102	101	42.2				66.0	157.8	C	9.42			
5.20		126	42.2				65.4	151.3	B	9.36			
5.31	Yard	100	42.2				52.8	141.4	Y CR	9.26			
5.40		164	42.2				66.0	132.9	B	9.18			
5.47	220		68.6				64.9	126.0	CR	9.11			
5.56		128	67.0				66.0	120.1		9.05			
6.06		134	23.3				42.2	110.3		8.56			
6.10	60		.0				66.0	107.6		8.53			
6.14	Yard			BELLVILLE YARD YL				106.2	T CR	8.51			
PM										AM			
Arrive Daily				(111.7)						Leave Daily			
50.8				Average speed per hour						61.5			

TWO TRACKS: Between Knowd and Temple.

Booth telephone at Kenney.

RULE 261-TCS IN EFFECT: On main tracks between Knowd and westward controlled signals just east of First Street, Temple.

SouPac R.R. engines will display indicators instead of white lights. Such indicators will have the same meaning as white lights (Rule 21).

Trains must get numbered clearance card before leaving Temple and Bellville Yard.

SIGNALS-TEMPLE: At Temple, automatic interlocking signals govern movement over Lampasas District main track, roundhouse lead, west and east freight main tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing, if no conflicting movement is evident, foul track circuit beyond the signal, but must not foul conflicting routes or tracks, and after expiration of 3 minutes train or engine may proceed.

First class trains register by Form 903 at Bellville Yard.

At Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, and 25th Street, M.P. 219, Lampasas Dist, and at Bellville Yard, between M.P. 106 and M.P. 107, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

At Temple, west switch storeroom lead at First Street, M.P. 218 plus 360 feet, Second District, color-light switch point indicator indicates position of spring switch points only.

SECOND DISTRICT

SOUTHERN DIVISION 5

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Bellville Yard to Temple	79	60

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH	
	Psg.	Fr.
Curve, M.P. 106.5 to 106.8	45	30
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
2 Curves, M.P. 138.2 to 139.8	70	55
4 Curves, M.P. 140.8 to 141.7	50	40
3 Curves, M.P. 156.5 to 157.6	55	50
3 Curves, M.P. 169.1 to 170.8	60	55
3 Curves, M.P. 174.1 to 175.7	65	60
Little River Bridge, M.P. 185.4 to 185.5	70	55
2 Curves, M.P. 187.3 to 188.4	65	60
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	60
7 Curves, M.P. 217.6 to 218.8	30	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	I	3 switches west end passenger yard	20
Knowd	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

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Chriesman	S	Both ends siding	30
Caldwell	S	Both ends siding	30
Davidson	S	Both ends siding	30
Somerville	I	East end yard	30
	I	Both ends siding	30
Landes	S	Both ends siding	30
Brenham	S	West end of East Team	15
	S	East end of East Team	30
Phillipsburg	S	Both ends siding	30
Dant	S	Both ends siding	30
Bellville Yard	S	East end tail track	15

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Brenham	City Limits, M.P. 125 to M.P. 127	25

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Fr.
Brenham	126.0	Interlocking	40	30
Milano	174.4	Interlocking	65	60
Temple	217.4	Interlocking TCS	40	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
124.7	Viaduct, Highway
127.8	Viaduct, Highway
128.6	Viaduct, Highway
130.6	Viaduct, Highway
174.6	Viaduct, Highway
185.4	Bridge, Little River
218.1	Viaduct, Highway
218.6	Viaduct, Highway
2.1	Viaduct, Highway (Freight yard, Temple)

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Kenney	116.3	21

JOINT TRACK FACILITIES

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

THIRD DISTRICT

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Galveston to Alvin	79	60
Alvin to Tower 17	59	49
Tower 17 to Ball	90	60
Ball to Bellville Yard	79	60

Speed limit on South Track of two tracks between Algoa and Alvin 50 MPH.

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH	
	Psgr.	Frts.
4 Curves. M.P. 0.6 to 1.4	30	20
Curve, M.P. 2.2 to 2.3	60	40
East leg wye, Alvin	8	8
M.P. 41.7 to 43.8—Eastward	55	40
3 Curves, M.P. 43.8 to 45.3	45	35
M.P. 45.3 to 47.4—Westward	55	40
Curve, M.P. 50.6 to 51.0	55	45
Curve, M.P. 63.2 to 63.7—Eastward	40	30
—Westward	35	25
Curve, M.P. 66.0 to 66.2	40	30
Curve, M.P. 106.5 to 106.8	45	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Bellville Yard	S	East end tail track	15
Ball	I	West switch west lead	30
Sealy	I	East end siding	15
	S	West end siding	30
El Pleasant	S	Both ends siding	30
Orchard	S	Both ends siding	30
Rosenberg	I	SouPac Transfer	20
	I	East end siding	30
	I	Siding to SouPac Ry. Co.	20
Alvin	I	East end two tracks	15
	I	Turnout to Houston Dist.	15
	I	East leg of wye	8
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
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	SouPac and G. H. & H. junctions	30
Island	I	SouPac and G. H. & H. junctions	30
59th Street	S	Crossover, east end West Yard	15

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding except speed limit through siding Sealy 20 M.P.H.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Rosenberg	Within city limits, M.P. 63.7 to M.P. 66.8	30

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frts.
Galveston	Wharves 0.3	(35th St.) Stop. Rule 98 (A)		
Galveston	R.I. 0.3	Stop. Rule 98 (A)		
Galveston	1.4	Interlocking	20	20
Arcola	42.9	Interlocking	59	49
Sugarland Jct.	46.2	Interlocking	59	49
Tower 17	66.2	Interlocking Eastward	20*	20*
		Westward	40	30
Wallis	82.2	Interlocking	75	50
Sealy	94.6	Interlocking	75	50

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

Mile Post	Name
1.5	Viaduct, Highway
4.7	Bridge, Galveston Bay
6.7	Viaduct, Highway
11.4	Viaduct, Highway
27.6	Viaduct, Highway
48.5	Bridge, Brazos River
93.3	Viaduct, Highway
93.7	Viaduct, Highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Wickes Spur	34.5	24
Iowa Colony	39.7	10

JOINT TRACK FACILITIES.

Tower 17-T&NO Jct.: AT&SF trains using SouPac tracks between Tower 17 and T&NO Jct. are governed by SouPac 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 Santa Fe Time Table and Rules.

Houston-Algoa: Mo-Pac. trains use AT&SF tracks between T&NO Jct., Houston Dist., and Algoa and are governed by Santa Fe Time Table and Rules.

Galveston Causeway:—AT&SF, SouPac, CRI&P and GH&H trains use joint track between Island, MP 4.1 and Virginia Point, MP 6.3, and are governed by Special Rules on Page 19 Governing Movements-Galveston Causeway.

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

8 SOUTHERN DIVISION

HOUSTON DISTRICT

WEST-WARD	TIME TABLE No. 9						EAST-WARD
First Class	August 4, 1968						First Class
161	Passenger No. 16						150
Track Capacity 50ft. per car	Ruling Grade Ascending						Passenger No. 16
Leave Daily	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes
7.20				HOUSTON		24.1	C
7.30				Double Track Jct.		20.8	
7.31				New South Yard		20.3	CR
7.33 AM				T. & N.O. JCT. SouPac Crossing		19.4	
	14	187	0.1	MYKAWA		14.0	
	56	108	10.5	PEARLAND		10.0	C
	30	256	.0	HASTINGS		4.1	
			.0	ALVIN		.0	Y CR
Arrive Daily				(24.1)			Leave Daily
21.7	Average speed per hour						17.6

RULE 261-TCS IN EFFECT: On main track and sidings between signal, located 550 feet west of SouPac Crossing at T&NO Jct., and Alvin.

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

At Alvin, trains entering Houston District may proceed on proceed signal indication in lieu of numbered clearance card.

MoPac Ry. trains will omit the green flags prescribed by Rule 20 and will by day and by night display two green lights only.

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frt.
Alvin to T&NO Jct.	79	60

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frt.
2 Curves, M.P. 0.0 to 0.4	15	15
East leg wye, Alvin	8	8

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Alvin	I	East end two tracks	15
	I	Turnout to Houston Dist.	15
	I	East leg of wye	8
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends siding	40

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

(D) SPEED REGULATIONS - STREET CROSSINGS —(Cont'd)

Station	Streets	MPH
Houston	Houston City Limits M.P. 12.3 to Bellfort Rd. M.P. 17.2	60
	Bellfort Rd., M.P. 17.2, to T&NO Jct.	45

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frt.
T&NO Jct.	19.4	Interlocking	40	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

Mile Post	Name
19.1	Viaduct, Highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Stanolind	5.8	21
American Rice Drier	11.0	23
Central Industrial Park	15.0	67
Carters Spur	15.8	7
Golf Crest Spur	18.1	10
Industrial Tracks	18.9	158

4. JOINT TRACK FACILITIES

TOWER 17—T&NO Jct.: AT&SF trains using SouPac tracks between Tower 17, Third District, and T&NO Jct. are governed by SouPac Time Table, Rules and Regulations.

Houston-Algoa: MoPac, trains use AT&SF tracks between T&NO Jct. and Algoa and are governed by AT&SF Time Table and Rules.

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

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

CONROE DISTRICT

WESTWARD				TIME TABLE No. 9	EASTWARD	
↓					Rolling Grade Ascending	Communications Turn Tables and Wyes
Track Capacity 50 ft. per car	Distance from Somerville	Ruling Grade Ascending	STATIONS			
Other Tracks	Sidings	Mile Post	Feet Per Mile			
Yard		0.0	52.8	SOMERVILLE YL	31.7	CR Y
	56	5.4	52.8	5.4 SCOFIELD	40.2	
30	111	18.3	52.8	12.9 ALLENFARM	42.2	
Yard		28.1	44.8	9.8 NAVASOTA SouPac Crossing	26.4	CR
	93	33.1	106.1	5.0 WOOD	68.6	
	51	37.7	67.0	4.6 YARBORO	61.7	
	58	48.9	0	11.2 BOBVILLE	53.3	
17		49.9	82.8	1.0 CRIP-FWD Crossing DOBBIN	57.0	B
52		55.6	73.9	5.7 MONTGOMERY	60.7	C
12	158	63.8	65.4	8.2 HONEA	55.9	
Yard		72.2	56.4	8.4 CONROE YL MoPac Crossing	60.2	CR
51	51	74.6	54.9	2.4 BEACH	61.2	
25	38	79.1	76.5	4.5 WAUKEGAN	63.3	
	180	85.0	52.8	5.9 SECURITY	41.1	
20	38	89.6	60.1	4.6 FOSTORIA	57.0	
Yard	78	94.9	26.4	5.3 SouPac Crossing CLEVELAND	17.4	CR
	57	101.9	24.8	7.0 HIGHTOWER	31.7	
	38	105.5	19.5	3.6 RAYBURN	31.1	
15	91	111.0	37.7	5.5 ROMAYOR	10.0	CY
	30	117.7	31.7	6.7 FUQUA	34.8	
23	37	121.5	17.4	3.8 VOTAW	19.3	
17	154	128.1	15.8	6.6 BRAGG	23.2	B
	38	133.4	30.6	5.3 LELAVALE	27.9	
	38	138.3	31.7	4.9 DIES	31.7	
32	111	143.8	31.7	5.0 SouPac Crossing KOUNTZE	31.7	C
Yard		152.2		8.9 SILSBEE YL		CR TY
				(152.2)		

Trains must get numbered clearance card before leaving Somerville and Silsbee.

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

Booth Telephone at Clay.

Wye at Dolen.

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

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Somerville to Navasota	49	49
Navasota to Plantersville (M.P. 43.4)	40	40
Plantersville to Cleveland	49	49
Cleveland to Silsbee	45	45

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
4 Curves, M.P. 26.4 to M.P. 28.2	30	30
Curve, M.P. 28.2 to M.P. 28.3	20	20
Curve, M.P. 28.7 to M.P. 28.9	40	40
11 Curves, M.P. 35.3 to M.P. 38.6	20	20
3 Curves, M.P. 42.6 to M.P. 44.0	40	40
2 Curves, M.P. 50.3 to M.P. 50.9	35	35
6 Curves, M.P. 52.0 to M.P. 55.0	40	40
2 Curves, M.P. 151.7	15	15

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Navasota	City Limits	25
Conroe	City Limits	30

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Fr.
Navasota	28.1	Interlocking	30	30
Dobbin	49.9	Interlocking	49	49
Conroe	72.2	Interlocking	20	20
Cleveland	94.9	Interlocking	20*	20*
Kountze**	143.3	Crossing Gate	6	6

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

**KOUNTZE—SouPac. 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. 6 M.P.H. applies to head end of train only. 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.

2. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761)

Mile Post	Name
14.6	Bridge, Brazos River
26.3	Bridge, Navasota River
71.3	Viaduct, Highway
88.2	Viaduct, Highway
110.4	Bridge, Trinity River
146.2	Bridge, Village Creek

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Clay	11.9	27
Stoneham	40.5	8
Plantersville	43.4	20
Keenan	60.6	7
Youens	76.4	35
Timber	83.1	13
Seaman	98.1	24
Dolen	107.3	31
Milvid	114.0	35
Honey Island	135.5	10

WEST- WARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 9 August 4, 1968		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
	Yard		33.8	} 2 Tracks	TEMPLE YL	66.0	218.2		TY CR
			70.4		1.7 GOBER YL	66.0	219.9		
	131	110	37.0	6.5 BELTON	70.4	226.4		CY	
	23	107	57.0	9.3 NOLANVILLE	72.8	236.7			
	51	105	68.6	7.8 KILLEEN YL	0.0	243.5		CR	
	Yard		70.7	2.6 FORT HOOD YL	0.0	246.1		Y	
	16	101	69.6	8.0 COPPERAS COVE	66.5	254.1		C	
			0.0	5.3 GOTCHER	68.6	259.9			
	16	121	49.6	3.2 KEMPNER	47.5	263.1		B	
		72	66.5	5.0 SHORTALL	32.7	268.1			
	90	124	68.6	5.6 LAMPASAS	0.0	273.7		CY	
		81	69.7	4.0 REVISION	47.5	277.7			
		97	71.2	5.9 OGLES	0.0	283.6			
	Yard	76	65.5	8.1 LOMETA YL	68.6	291.7		Y CR	
		97	66.0	8.3 ANTELOPE GAP	63.4	300.0		B	
		108	66.0	6.1 CASTOR	65.4	306.1			
	45	101	66.0	7.2 GOLDTHWAITE	66.0	313.3		C	
		82	66.0	5.1 BOZAR	66.0	318.4			
		108	66.0	5.2 MULLEN	67.0	323.6			
		96	66.0	6.7 VILLA	66.0	330.8			
	16	101	66.0	5.9 ZEPHYR	66.0	336.2		B	
		112	66.0	8.2 RICKER	66.0	344.4			
	Yard		21.1	4.0 BROWNWOOD YL	66.0	348.4		TY CR	
				(130.2)					

TWO TRACKS: Between Temple and Gober.

RULE 261-TCS IN EFFECT: On main track between Westward home signal Ricker, M.P. 343.7, and eastward home signal 1491 feet east of passenger station Brownwood and on siding Ricker.

Trains must get numbered clearance card before leaving Temple and Brownwood.

Lampasas District trains will use Northern Division, Dublin District, tracks between Ricker and Brownwood and may proceed on proceed signal indication in lieu of numbered clearance card.

At Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, and 25th Street, M.P. 219, Lampasas District, and at Brownwood, between westward home signal located M.P. 348 plus 4960 feet and the eastward home signal 1491 feet east of passenger station, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

SIGNALS-TEMPLE: At Temple, automatic interlocking signals govern movement over Lampasas District main track, roundhouse lead, west and east freight main tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing, if no conflicting movement is evident, foul track circuit beyond the signal, but must not foul conflicting routes or track, and after expiration of 3 minutes train or engine may proceed.

TRACK SIDE WARNING DEVICE

Bridge 238.0—High Water Detector—actuates following signals:

Eastward—Signal 2382
Westward—Signal 2371

Note: When high water detector actuated signals indicated will display their most restrictive indication. When signals so displayed trains must stop, notify train dispatcher, and make thorough inspection to ascertain bridges and track are safe before proceeding.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Temple to Brownwood	79	60

LAMPASAS DISTRICT

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH	
	Psgr.	Frt.
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
5 Curves, M.P. 223.5 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
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	60
Curve, M.P. 262.5 to 263.1	60	55
2 Curves, M.P. 263.8 to 265.4	65	60
11 Curves, M.P. 266.4 to 274.1	55	50
5 Curves, M.P. 278.3 to 282.5	65	60
2 Curves, M.P. 283.9 to M.P. 285.2	60	55
2 Curves, M.P. 297.5 to 298.5	65	60
2 Curves, M.P. 298.6 to 299.9	60	55
2 Curves, M.P. 302.3 to 303.7	60	55
Curve, M.P. 304.0 to 304.7	65	60
M.P. 305.4 to 305.5—Eastward	65	35
Curve, M.P. 305.5 to 305.9—Eastward	65	35
—Westward	65	55
M.P. 305.9 to 306.5—Eastward	65	35
Curve, M.P. 307.3 to 307.7	65	55
Curve, M.P. 308.5 to 308.6—Eastward	65	35
—Westward	65	55
M.P. 308.6 to 309.1—Eastward	65	35
Curve, M.P. 309.1 to 309.5—Eastward	65	35
—Westward	65	55
M.P. 309.5 to 310.1—Eastward	65	35
Curve, M.P. 310.1 to 310.5—Eastward	60	35
—Westward	60	55
M.P. 310.5 to 311.6—Eastward	65	35
Curve, M.P. 311.6 to 311.8—Eastward	65	35
—Westward	65	60
2 Curves, M.P. 317.4 to 318.2—Eastward	65	35
—Westward	65	55
M.P. 318.2 to 319.8—Eastward	70	35
Curve, M.P. 319.8 to 320.2—Eastward	70	35
—Westward	70	55
M.P. 320.2 to 321.4—Eastward	70	35
Curve, M.P. 321.4 to 321.8—Eastward	70	35
—Westward	70	55
3 Curves, M.P. 327.1 to 329.0—Eastward	55	35
—Westward	55	50
4 Curves, M.P. 329.0 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
3 Curves and Pecan Bayou Bridge M.P. 345.2 to 345.9	35	25
2 Curves, M.P. 347.7 to 348.2	30	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"T"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	S	Main track switch—East 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
Lampasas	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
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Lampasas District connection	40
Brownwood	I	East end tail track new yard	20

Note: Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Lometa	3 Road crossings located between siding switches	50

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

Mile Post	Name
219.5	Viaduct, Highway
225.0	Bridge, Leon River
226.1	Viaduct, Highway
264.9	Bridge, Lampasas River
276.9	Viaduct, Highway
344.9	Viaduct, Highway
345.3	Bridge, Pecan Bayou

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Charter Oak	225.0	20
Mayflower	236.7	7
Central Forwarding Co.	241.4	9
Kay Spur	251.4	230

12 SOUTHERN DIVISION MATAGORDA, HALL AND GARWOOD DISTRICTS

MATAGORDA DISTRICT

WESTWARD				TIME TABLE		EASTWARD	
↓				No. 9		↑	
Track Capacity 50 ft. cars				August 4, 1968		Ruling Grade Ascending	
Distance from Sealy						Communications Turn Tables and Wyes	
Ruling Grade Ascending							
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard		0.0	23.7	SEALY YL	19.5	C	Y
	71	10.0	17.9	10.1 BEARD			
		17.3	.0	7.3 SouPac Crossing	11.6		
		17.6	.0	0.3 SouPac Crossing	17.9		
		17.7	.0	0.1 EAGLE LAKE YL	17.9	C	Y
Yard	53	18.5	31.6	0.8 LAKESIDE YL	31.6		
		19.8	15.7	1.3 RAYNER JCT. YL	26.4		
	21	22.7	9.5	2.9 MATTHEWS	9.4		
	26	28.0	34.3	5.3 BONUS	13.2		
	7	31	21.2	4.4 EGYPT	23.7		
	64	37.0	4.2	4.5 GLEN FLORA	6.3		
		42.8	.0	5.3 SouPac Crossing	19.5		
105	61	43.1	.0	0.3 WHARTON	22.1		C
	20	51.4	4.2	8.3 LANE CITY	8.9		
		55.2	4.7	3.8 CANE JCT. YL	12.6		Y
	14	60.5	10.6	5.3 RUNNELLS	10.6		
		68.3	7.9	7.8 SouPac Crossing	11.6		
Yard	45	68.6	.0	0.3 BAY CITY YL	3.1	CR	Y
		69.0	.0	0.4 MoPac Crossing	1.5		
131		76.3	11.6	7.3 SOUTH BAY CITY YL	23.7		
	42	79.6	15.8	3.3 WADSWORTH YL	12.1		
Yard		90.0	12.1	10.4 MATAGORDA YL	11.0	B	Y
				(90.1)			

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

Sealy is a register station for Matagorda District trains only.

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

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

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

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

No switch lights Matagorda District.

HALL DISTRICT

WESTWARD				TIME TABLE		EASTWARD	
↓				No. 9		↑	
Track Capacity 50 ft. cars				August 4, 1968		Ruling Grade Ascending	
Distance from Cane Jct.						Communications Turn Tables and Wyes	
Ruling Grade Ascending							
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
		34.0	7.9	THOMPSONS YL	5.3	C	
259	100	22.9	5.3	11.1 LONG POINT YL	11.6		Y
	91	17.8	6.3	5.1 GUY YL	10.6		Y
260	93	6.6	4.8	11.2 NEWGULF SouPac Crossing	4.2	C	
		0.0		6.6 CANE JCT. YL		Y	
				(34.0)			

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

No switch lights Hall District.

GARWOOD DISTRICT

WESTWARD				TIME TABLE		EASTWARD	
↓				No. 9		↑	
Track Capacity 50 ft. cars				August 4, 1968		Ruling Grade Ascending	
Distance from Rayner Jct.						Communications Turn Tables and Wyes	
Ruling Grade Ascending							
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
		0.0	58.0	RAYNER JCT. YL	58.0		
		6.7	.0	6.7 BOEDECKER JCT. YL	8.4		Y
Yard		9.6		2.9 GARWOOD YL			
				(9.6)			

No switch lights Garwood District.

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frnt.
MATAGORDA DISTRICT		
Sealy to Bay City	30	30
Bay City to Matagorda	20	20
HALL DISTRICT		
Thompsons to Long Point	25	25
Long Point to Newgulf	20	20
Newgulf to Cane Jct.	30	30
GARWOOD DISTRICT		
Rayner Jct. to Garwood	10	10

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frnt.
MATAGORDA DISTRICT		
Curve, M.P. 68.9 to 69.1	20	20
HALL DISTRICT		
East Leg of wye, Cane Jct.	15	15

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding, except speed limit through siding Sealy 20 M.P.H.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frnt.
MATAGORDA DISTRICT				
Eagle Lake	17.3	Interlocking	20	20
Eagle Lake	17.6	Interlocking	20	20
Wharton	42.8	Interlocking	20	20
Bay City	68.3	Stop. Rule 98 (A)		
Bay City	69.0	Interlocking	20	20

HALL DISTRICT				
Newgulf	6.6	Stop. Rule 98 (A)		

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

Mile Post	Name
MATAGORDA DISTRICT	
2.6	Viaduct, Highway
HALL DISTRICT	
10.3	Bridge, San Bernard River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
MATAGORDA DISTRICT		
Rexville	5.2	21
Gifford-Hill Spur	24.7	65
American Cyanamid Spur	42.5	8
E. E. Conner Spur	45.2	16
HALL DISTRICT		
Smithers Lake	31.2	50
GARWOOD DISTRICT		
River Track	1.7	275

JOINT TRACK FACILITIES

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

14 SOUTHERN DIVISION

LONGVIEW AND OAKDALE DISTRICTS

LONGVIEW DISTRICT

OAKDALE DISTRICT

WESTWARD				TIME TABLE No. 9 August 4, 1968	EASTWARD			
Track Capacity 50 ft. Per Car	Distance from Beaumont	Ruling Grade Ascending	Feet Per Mile		STATIONS	Feet Per Mile	Ruling Grade Ascending	Communications Turn Tables and Wyes
Yard		207.6	139.9	LONGVIEW YL	93.4	CY		
	32	201.1	71.2	6.5 ESTES	73.9			
29		187.8	61.7	13.3 TATUM	79.2	C		
32	59	181.4	90.2	6.4 BECKVILLE	73.9	C		
Yard		171.7	124.6	9.7 CARTHAGE YL	144.1	C		
23	20	165.2	83.5	6.5 DANIELS	108.2			
70	24	161.7	52.8	3.5 GARY	63.3			
103	51	151.6	32.7	10.1 SouPac Crossing TENAHA YL	64.9	C		
202	37	139.8	81.8	11.8 CENTER YL	47.5	CY		
	64	127.0	43.8	12.8 CALGARY	48.0	B		
Yard		120.4	81.8	6.6 SAN AUGUSTINE YL	45.4	C		
	50	114.9	54.9	5.5 VENABLE	48.5	C		
51	41	104.7	50.6	10.2 BRONSON	52.8	C		
80	30	97.5	52.8	7.2 PINELAND YL	52.8	C		
34	41	87.4	76.0	9.9 BROWDELL	.0	C		
	43	84.2	82.7	3.2 HORTON	41.1	B		
	43	78.7	38.0	5.5 COLLINS	42.7			
Yard	81	73.6	39.0	5.1 JASPER YL	47.5	CY		
	43	67.1	58.0	6.5 KEITHTON	52.8			
16	34	62.4	41.1	4.7 ROGANVILLE	48.5			
		53.0		9.4 J. & E. JCT.				
Yard		52.4	40.1	0.6 KIRBYVILLE YL	31.1	CY		
12	57	48.0	31.7	4.4 CALL	42.2			
	63	43.2	30.0	4.8 LE VERTE	31.7			
Yard		38.4	26.4	4.8 BESSMAY	23.7			
20		36.1	16.8	2.3 BUNA	27.9	C		
	63	30.1	3.1	6.0 QUINN	12.6			
Yard		27.7	31.6	2.4 EVADALE YL	19.0	B		
Yard		21.0		7.0 SILSBEE YL		TY CR		

WESTWARD				TIME TABLE No. 9 August 4, 1968	EASTWARD			
Track Capacity 50 ft. Per Car	Distance from Kirbyville	Ruling Grade Ascending	Feet Per Mile		STATIONS	Feet Per Mile	Ruling Grade Ascending	Communications Turn Tables and Wyes
Yard		80.8	.0	OAKDALE YL	20.0	C		
		0.8		0.8 MoPac Crossing				
Yard		80.6		H.D.E. Co. Tram Cross.			Y	
216	45	80.0	32.2	CALCASIEU YL	16.8			
36	45	72.0	34.8	8.8 ELIZABETH YL	45.9	C		
	45	62.3	33.2	9.7 PITKIN	47.5			
Yard		54	36.9	11.9 MARKEE	47.5			
		39.1	32.0	11.3 L. C. & N. JCT. YL				
		39.8		0.7 DeRIDDER	21.0	C		
Yard		39.1		0.7 L. C. & N. JCT.				
		38.4		SouPac Crossing				
	45	33.5	31.7	0.7 K. C. S. Crossing	31.7			
18	53	27.5	25.3	4.9 SHEAR	18.4		B	
93	47	22.1	15.8	6.0 NEALE	32.2		C	
		17.4		5.4 MERRYVILLE YL				
26	39	15.7	28.5	4.7 (State Line)				
		0.6		1.7 BONWIER	33.7		C	
Yard		0.0		15.1 J. & E. JCT.				
				0.6 KIRBYVILLE YL			Y C	
				(80.8)				

Trains must get numbered clearance card before leaving Oakdale.

No switch lights Oakdale District.

At L.C.&N. Jct., DeRidder junction switch normally lined for Oakdale District.

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

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

At J. & E. Jct., Oakdale District junction switch normally lined for Longview District.

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Frt.
LONGVIEW DISTRICT		
Silsbee to M.P. 53.0	35	35
M.P. 53.0 to M.P. 61.8	49	49
M.P. 61.8 to M.P. 88.0	35	35
M.P. 88.0 to M.P. 96.5	49	49
M.P. 96.5 to Longview	35	35
OAKDALE DISTRICT		
Kirbyville to Oakdale	30	30

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Frt.
LONGVIEW DISTRICT		
Curve and Neches River Bridge, M.P. 26.1 to 26.5	25	25
4 Curves, M.P. 80.7 to 83.2	20	20
12 Curves, M.P. 83.2 to 86.9	20	20
Curve, M.P. 102.4 to 102.5	20	20
Curve, M.P. 103.7 to 103.9	30	30
2 Curves, M.P. 105.0 to 105.6	30	30
Curve, M.P. 106.6 to 106.7	30	30
Curve, M.P. 108.3 to 108.5	30	30
6 Curves, M.P. 115.1 to 117.5	20	20
6 Curves, M.P. 128.8 to 130.7	20	20
Curve, M.P. 155.8 to 156.1	30	30
2 Curves, M.P. 161.4 to 161.7	10	10
Curve, M.P. 166.1 to 166.2	30	30
2 Curves, M.P. 167.2 to 167.7	30	30
Curve, M.P. 171.3 to 171.5	20	20
2 Curves, M.P. 181.4 to 182.0	30	30
3 Curves, M.P. 184.2 to 184.7	30	30
2 Curves and Sabine River Bridge, M.P. 196.5 to 197.1	15	15
Curve, M.P. 203.1 to 203.3	30	30
10 Curves, M.P. 204.4 to 207.4	25	25
East and West leg wye, Silsbee	15	15
OAKDALE DISTRICT		
Curve, M.P. 0.5 to 0.7	15	15
Curve, M.P. 79.6 to 79.8	20	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Frt.
LONGVIEW DISTRICT				
Tenaha	151.6	Interlocking	20	20

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE—(Cont'd)

Station	M.P.	Type	MPH	
			Psg.	Frt.
OAKDALE DISTRICT				
L.C. & N. Jct.	38.4	Stop. Rule 98 (A)		
L.C. & N. Jct.	39.1	Stop. Rule 98 (A)		
Oakdale	80.2	H.D. & E. Tram *		
Oakdale	80.6	Stop. (Gate electrically locked) Rule 98 (A)		

*Stop not required. Trains and engines proceed over crossing prepared to stop short of train or obstruction.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

Mile Post	Name
LONGVIEW DISTRICT	
22.6	Viaduct, Highway
72.9	Viaduct, Highway
146.6	Viaduct, Highway
180.8	Viaduct, Highway
196.8	Bridge, Sabine River
203.5	Viaduct, Highway
OAKDALE DISTRICT	
17.3	Bridge, Sabine River
38.1	Viaduct, Highway
40.3	Viaduct, Highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
LONGVIEW DISTRICT		
Temco	28.4	67
Rebecca	109.6	19
Bland Lake	124.6	12
Neuville	131.4	41
Easton	195.3	9
OAKDALE DISTRICT		
Bleakwood	5.2	12
Fawil	12.0	5
Boise Southern	32.5	49
Hite	36.1	34
Ikes	43.5	20
Sugrue	55.5	42
Cravens	56.9	25

JOINT TRACK FACILITIES:

L.C.&N. Jct.-DeRidder: AT&SF trains use SouPac tracks between L.C.&N. Jct. and DeRidder and all movements must be made at restricted speed.

Following SouPac Special Instructions will govern:

Yard limits DeRidder: Main track ends at MP 43.80, AT&SF Interchange track, DeRidder Junction. All tracks west of this point are yard tracks.

DeRidder: Old main track between DeRidder and DeRidder Junction will be used jointly by trains and engines of SP and AT&SF under provisions of Rule 93.

There are no First Class trains scheduled on S.P. track between L.C.&N. Jct. and DeRidder.

SILSBEE DISTRICT

WESTWARD				TIME TABLE No. 9 August 4, 1968	EASTWARD	
↓					Ruling Grade Ascending	Communications Turn Tables and Wyes
Track Capacity 50 ft. cars		Ruling Grade Ascending				
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	
Yard		21.0	25.3	SILSBEE YL	41.1	TY CR
	53	14.1	27.5	6.9 LUMBERTON	23.2	
		10.3	24.8	3.8 LOEB JCT. YL		B
130	38	8.5	23.2	1.8 SouPac Connection	20.1	B
Yard		1.7	4.7	6.8 VOTH YL	16.8	Y CR
		0.7	4.7	1.0 BEAUMONT YL	6.3	
		76.4	1.0	0.1 SouPac Crossing	6.3	
	15	70.9	12.6	5.5 MoPac Crossing	2.6	
	14	59.4	5.2	11.5 SouPac Crossing	15.8	
	39	57.1	11.0	2.3 BROOKS YL	1.0	
114	26	51.8	.0	5.3 MOREY YL	7.3	C
	47	49.7	4.2	2.1 HAMSHIRE YL	6.8	
	39	44.8	.0	4.9 WINNIE YL	12.6	
		37.0		7.8 STOWELL YL	9.5	
				END OF TRACK		
				(59.8)		

Trains must get numbered clearance card before leaving Silsbee and Beaumont.

No switch lights between M.P. 76.4 and M.P. 37.

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

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

SAN SABA DISTRICT

WESTWARD				TIME TABLE No. 9 August 4, 1968	EASTWARD	
↓					Ruling Grade Ascending	Communications Turn Tables and Wyes
Track Capacity 50 ft. cars		Distance from Lometa	Ruling Grade Ascending			
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	
Yard		0.0	31.7	LOMETA YL	31.7	Y CR
102	50	24.7	51.2	24.7 SAN SABA YL	14.9	C
	30	32.6	47.5	7.9 ALGERITA	26.4	
24	33	39.5	31.7	6.9 RICHLAND SPRINGS	29.0	
	13	49.6	39.9	10.1 SELLMAN	31.7	Y C
Yard	43	65.9	66.0	16.3 BRADY YL	62.8	
36	31	76.4	39.6	10.4 WHITELAND YL	36.9	
		76.8	39.6	0.4 HOMER JCT. YL	36.9	
22	33	82.0	31.7	5.2 MELVIN YL	.0	B
Yard		97.9		15.9 EDEN YL		Y C
				(97.8)		

Trains must get numbered clearance card before leaving Lometa.

Trains or engines originating Eden must get numbered clearance card before leaving.

At Homer Jct., Menard District junction switch normally lined for Menard District.

No switch lights San Saba District.

MENARD DISTRICT

WESTWARD			TIME TABLE No. 9 August 4, 1968	EASTWARD		
↓				Ruling Grade Ascending	Communications Turn Tables and Wyes	
Track Capacity 50 ft. cars		Ruling Grade Ascending				
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
		39.6	HOMER JCT. YL	15.8	197.5	
	53	39.6	7.3 LIGHTNER	39.6	204.8	
35	50	39.6	6.9 CALLAN	39.6	211.7	
Yard		39.6	11.7 MENARD YL		223.4	Y C
			(25.9)			

Trains must get numbered clearance card before leaving Menard.

No switch lights Menard District.

1. SPEED REGULATIONS

Note: Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
SILSBEE DISTRICT		
Silsbee to Beaumont	35	35
Beaumont to Whites Ranch (MP-41.8)	25	25
Whites Ranch (MP-41.8) to MP-37.0	15	15
SAN SABA DISTRICT		
Lometa to Eden	25	25
MENARD DISTRICT		
Homer Jct. to Menard	25	25

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frts.
SILSBEE DISTRICT		
East and West leg wye, Silsbee	15	15
2 Curves, M.P. 76.2 to M.P. 76.4	10	10
2 Curves, M.P. 1.3 to M.P. 1.9	15	15

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH, other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

Station	Streets	MPH
Brady	All except over 2 main crossings	18
Brady	Two main street crossings	6

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frts.
SILSBEE DISTRICT				
Beaumont	0.7	Interlocking	15	15
Beaumont	76.4	Interlocking	10	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

Mile Post	Name
SILSBEE DISTRICT	
1.9	Viaduct, Highway
73.7	Viaduct, Highway
52.2	Viaduct, Highway
SAN SABA DISTRICT	
2.9	Viaduct, Highway
13.7	Bridge, Colorado River
29.1	Bridge, San Saba River
MENARD DISTRICT	
220.6	Viaduct, Cattle Pass

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
SILSBEE DISTRICT		
Seth	16.1	11
Whites Ranch	41.8	9
Texas Gas Corporation	55.1	20
Fannett	63.0	19
Galloway	65.9	12
Goodyear Storage	66.8	60
Cheek	68.0	26
Walden	72.7	9

JOINT TRACK FACILITIES:

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

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

- 4. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.
- 5. 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 thrown switch not electrically locked for any purpose. Not applicable at Siding Switches Sealy.

6. MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

Diesel Locomotives and Motor Cars	Forward MPH	Light Forward MPH	Backing or When Not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
350-359	90	90	*45	90
325-344, 400-405, 1900-1939	90	90	45	90
1100-1174, 1800-1889	80	80	*45	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2898, 3001-3019	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

*Forward speed applies when backing handling train controlled from leading unit.

7. MOVEMENTS OVER SUBMERGED TRACK—(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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Locomotives: 80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

8. 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:

8. Derricks, Cranes, Etc.—(Cont'd)

DISTRICTS	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 and Derrick AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, Third, Houston, Lampasas	40	45	30
All others	20	20	20

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Pile drivers and derricks AT-199720 and AT-199775 must be handled in train next to engine.

Trains handling scale test cars AT-199913, 199914 or 199915 must not exceed 50 MPH and such equipment must be handled next ahead of cabooses.

9. SPEED REGULATIONS - PASSENGER TRAINS HANDLING CARS WITH FREIGHT BRAKE EQUIPMENT

When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less,	maximum authorized passenger train speed.
26 to 45 per cent	80 MPH
46 per cent or more	70 MPH

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

- Alvin (yard limits Third District only from westward TCS signal east leg of wye to east yard limit board).
- Bellville Yard (yard limits) extend from yard limit board west of Ball to yard limit board east of Bellville).
- Bay City (Yard limits extend from yard limit board east of Bay City to and including Matagorda).
- Beaumont (yard limits extend from yard limit board east of Loeb Jct. to End of Track, M.P. 37.0).
- Brady (Extends to and includes Eden).
- Brownwood (from end T.C.S., eastward home signal 1491 feet east of passenger station, Brownwood, Dublin District, to yard limit board west of Brownwood on Sweetwater District).
- Carthage Cane Jct.
- Calcasieu Center
- Cleburne Cleveland
- Elizabeth Conroe
- Evadale
- Eagle Lake (yard limits extend from yard limit board west of Rayner Jct. to yard limit board east of Eagle lake).
- Galveston (yard limits extend to yard limit board east of Virginia Point).
- Jasper Kirbyville
- Killeen (Yard Limits extend from Yard Limit board east of Killeen to yard limit board west of Fort Hood).
- Lometa Longview
- L.C.&N. Jct. Menard
- Merryville Oakdale
- Pineland
- Rayner Jct. (yard limits extend from Garwood to and including Rayner Jct. on Garwood Dist.).
- Rosenberg and Tower 17
- San Augustine San Saba
- Silsbee Somerville
- Sealy (on Matagorda District only).
- Temple (includes Knowd, Belco and Gober).
- Thompsons (yard limits extend from yard limit boards Cane Jct. to yard limit board at Thompsons on Hall Dist.).
- T. & N. O. Jct. Tenaha

11. BULLETIN BOOKS ARE LOCATED AT:

Alvin	Galveston	Longview
Bay City	Houston (Union	New South Yard
Beaumont	Station, Rusk	Oakdale
Bellville Yard	Ave. yard	Rosenberg
Brownwood	office and	San Augustine
Caldwell (SP)	Settegast	Sealy
Cleburne	yard)	Silsbee
Conroe	Jasper	Somerville
Eagle Lake	Lometa	Temple

12. STANDARD CLOCKS ARE LOCATED AT:

Bay City	Galveston	New South Yard
Beaumont	Houston Union	Oakdale
Bellville Yard	Station	San Augustine
Brownwood	Houston (Rusk Ave.	Sealy
Cleburne	Yard Office)	Silsbee
Conroe	Jasper	Somerville
Eagle Lake	Longview	Temple

TIME SERVICE

- A. J. STROBEL, General Watch Inspector Topeka
 R. W. GOOCH, Assistant General Watch Inspector Topeka

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 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.
- 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.

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

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional Stops authorized

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
15	Marietta	Ft. Worth, and beyond	Oklahoma City and beyond
	McGregor	Houston	Oklahoma City and beyond
16	Marietta	Oklahoma City and beyond	Ft. Worth, and beyond
	McGregor	Oklahoma City and beyond	Houston

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

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 820 (D).

Handle freight carefully and keep our customers.
IT'S EVERYBODY'S JOB ON THE SANTA FE

**SURGEONS OF
THE SANTA FE EMPLOYES' HOSPITAL ASSOCIATION**

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 DR. T. SPEED, Chief Surgeon Temple
 DR. E. R. VEIRS, Chief Oculist Temple

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 DR. GATES R. BARKER Cleburne
 DR. V. D. GOODALL Clifton
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 DR. P. M. WHEELIS Brownwood
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 DR. ROGERS K. COLEMAN Brownwood
 DR. F. D. SPENCER Brownwood
 DR. SEALE T. CUTBIRTH Brownwood
 DR. HARRY N. THOMAS Brownwood
 DR. H. M. WESTPHAL Menard
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 DR. T. P. EDWARDS Belton
 DR. J. W. PITTMAN Belton
 DR. CLIFFORD G. SWIFT Cameron
 DR. JOE C. SMITH Caldwell
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 DR. ROBERT F. SULLIVAN La Marque
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 DR. JOHN MCGIVNEY Galveston
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 DR. GEORGE D. TENNISON Silsbee
 DR. SAM P. COPELAND Silsbee
 DR. WALDEMAR T. WILDE Silsbee
 DR. J. J. ESSLINGER Beaumont
 DR. RUFUS K. SIMPSON Beaumont
 DR. HUGH E. ALEXANDER Beaumont
 DR. H. M. HENNINGTON Beaumont
 DR. B. B. WESTBROOK Beaumont
 DR. NORMAN DUREN Beaumont
 DR. W. C. ROLLO Winnie
 DR. G. G. MCKELLAR Longview
 DR. EDWIN E. BUCKNER Longview
 DR. K. C. PRINCE Carthage
 DR. WILLIAM C. SMITH Carthage
 DR. JAMES F. MARTIN Center
 DR. C. HUNTER MALLORY Center
 DR. L. S. OATS, JR. Center
 DR. W. J. BUCHELE San Augustine
 DR. A. J. RICHARDEON, JR. Jasper
 DR. LORENZO GALATAS Kirbyville
 DR. VICTOR R. LEE Merryville
 DR. LUKE MARCELLO DeRidder
 DR. L. F. GRAY Oakdale
 DR. WALTER CLOUD Oakdale

**EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS**

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 DR. R. A. NEELY Bellville
 DR. S. BRASWELL LOCKER Brownwood
 DR. HOMER ALLEN Brownwood
 DR. G. S. MCREYNOLDS Galveston
 DR. W. B. POTTER Galveston
 DR. J. H. CARTER Beaumont
 DR. JERRY JOHNSON Beaumont
 DR. C. W. PAYTON Longview
 DR. CLAUDE C. CODY III Houston