

A. N. WADE, Trainmaster..... Galveston  
M. B. ADAMS, Trainmaster..... Temple  
J. H. THOMAS, Trainmaster—R. F. of E..... Silsbee  
ROY HOLLEY, Road Foreman of Engines..... Brownwood  
J. E. JOHNSON, Road Foreman of Engines..... Galveston  
G. E. KEITH, Chief Dispatcher..... Temple  
E. K. ADRIAN, Assistant Chief Dispatcher..... Temple  
F. E. WILLS, Assistant Chief Dispatcher..... Temple

**TRAIN DISPATCHERS — TEMPLE, TEXAS**

H. C. DE GRUMMOND                      R. O. ROWE  
M. T. NEY                                      E. A. THOMAS  
C. M. PEARCY                                E. E. WALLACE  
P. E. JOHNSON                                R. E. JOHNSON  
J. C. MORLAN                                T. D. MCKINNEY  
W. T. UNDERWOOD                        J. V. HIGGINBOTHAM

**AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY**

**OVERSPEED Couplings Are DAMAGING**

—Here's What Happens:

Safe - Danger	SAFE COUPLING SPEED
4 MILES PER HOUR <input type="checkbox"/>	DAMAGE BEGINS
5 MILES PER HOUR <input type="checkbox"/>	2 1/4 TIMES AS DAMAGING AS 4 MPH
6 MILES PER HOUR <input type="checkbox"/>	3 TIMES AS DAMAGING AS 4 MPH
7 MILES PER HOUR <input type="checkbox"/>	4 TIMES AS DAMAGING AS 4 MPH
8 MILES PER HOUR <input type="checkbox"/>	5 TIMES AS DAMAGING AS 4 MPH
9 MILES PER HOUR <input type="checkbox"/>	6 TIMES AS DAMAGING AS 4 MPH
10 MILES PER HOUR <input type="checkbox"/>	

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

**SPEED TABLE.**

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

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

**Gulf, Colorado and Santa Fe  
Railway Company**

**SOUTHERN DIVISION**

**TIME TABLE No.**

**4**

IN EFFECT

**SUNDAY, OCTOBER 22, 1961**

At 12:01 A. M.

Central Standard Time

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

O. H. OSBORN,  
Vice-President and  
General Manager,  
Galveston, Texas

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

E. E. BAKER,  
Superintendent,  
Temple, Texas

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

## 2 First District

## Southern Division

SOUTHWARD			TIME TABLE					NORTHWARD		
First Class	Capacity of Stations in 50-ft. Cars	Rolling Grade Ascending	No. 4					First Class		
15			Oct. 22, 1961					16		
Texas Chief								Texas Chief		
Leave Daily		Ft. Per Mile	STATIONS					Arrive Daily		
PM 1.45	Yard	48.0	CLEBURNE	YL	59.3	317.5	C	TY	PM 1.08	
1.53	111	52.8	RIO VISTA		66.0	309.5	B		12.59	
1.59	119	31.7	BLUM		39.6	303.5			12.54	
2.08	143	37.5	KOPFERL		52.8	294.4			12.46	
2.15	131	47.5	M-K-T Crossing							
2.22	133	66.0	MORGAN		66.0	287.8	B		12.40	
2.33	133	66.0	MERIDIAN		73.9	280.7	C		12.33	
2.44	61	53.3	CLIFTON		66.0	270.4	C		12.22	
2.49	130	66.0	VALLEY MILLS		65.4	259.2	C		12.12	
3.00	152	42.2	MANHATTAN		66.0	254.7	B		12.07	
3.10	133	66.0	St. L. S. W. Crossing							
3.18	130	66.0	McGREGOR		66.0	243.4	C	Y	PM 11.56	
3.22		66.0	MOODY		66.0	233.5	C		11.46	
3.27	Yard	66.0	PENDLETON		66.5	225.4	B		11.38	
PM		66.0	BELCO	YL	66.5	221.2			11.34	
Arrive Daily			TEMPLE	YL		218.2	C	TY	11.31 AM	
58.5			(99.1)						Leave Daily	
			Average speed per hour						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 at restricted speed; 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 at restricted speed; 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)
Crawford	250.1	26
Vamiltex	263.6	14
Lone Star Gas Co.	267.8	4

# Southern Division

# Second District 3

SOUTHWARD First Class		Capacity of Siding in 50-ft. Cars	Rating Grade Ascending	TIME TABLE No. 4 Oct. 22, 1961	Rating Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTHWARD First Class		
15	65								16	66	
Texas Chief	California Special							Texas Chief	California Special		
Leave Daily	Leave Daily		Ft. Per Mile		Ft. Per Mile			Arrive Daily	Arrive Daily		
PM 3.29	AM 4.00	Yard	.0	T.C.S. Automatic Block System		218.2	C	TY	AM 11.29	PM 10.40	
			.0		TEMPLE YL 0.8	42.7					
					M-K-T Crossing 0.9	66.0					
3.32	4.05				KNOWD YL 4.2	66.0			11.26	10.31	
3.36	4.10	180	28.5		HEIDENHEIMER 7.8	66.0			11.22	10.27	
3.43	4.18	180	54.5		ROGERS 7.4	63.8		C	11.15	10.19	
3.49	4.26	124	68.6		BUCKHOLTS 9.3	69.1			11.08	10.11	
3.59	4.37	147	42.2		CAMERON 6.5	52.8		C	11.00	10.03	
4.06	4.44	181	42.2		HOYTE 7.0	34.8			10.54	9.56	
					MILANO MoPac Crossing 9.6	52.8		C	10.47	9.49	
4.13	4.51	110	42.2		CHRISMAN 7.0	66.0			10.38	9.36	
4.22	5.02	189	39.6		CALDWELL 6.5	66.0		C	10.31	9.29	
4.29	5.10	101	42.2		DAVIDSON 6.4	65.4		B	10.25	9.20	
4.35	5.17	126	42.2		LYONS 3.4	52.8			10.19	9.13	
4.41	5.23		13.2								
4.45	5.29	Yard	42.2		SOMERVILLE YL 8.4	52.8		C	TY	10.15	9.08
4.53	5.39	164	42.2		LANDES 6.9	66.0		B	10.07	8.58	
					BRENHAM T. & N. O. Crossing 5.9	64.9		C	10.00	8.50	
4.58	5.47	66	68.6		PHILLIPSBURG 9.8	66.0			9.54	8.44	
5.07	5.57	128	67.0		DANT 2.7	42.2			9.45	8.33	
5.16	6.11	184	28.8		BELLVILLE YL 1.4	66.0		C	9.42	8.30	
5.18	6.16		.0								
5.21 PM	6.22 AM	Yard			BELLVILLE YARD YL				9.40 AM	8.27 PM	
Arrive Daily	Arrive Daily				(111.7)				Leave Daily	Leave Daily	
59.7	48.1			Average speed per hour				61.4	50.3		

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Between Knowd and southward control signals just north of First Street, Temple.

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 at restricted speed; 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 at restricted speed; 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)
Kenney .....	116.2	24
Gay Hill .....	135.6	18
Sand Spur.....	160.9	25



# Southern Division

# Houston District 5

SOUTHWARD					Capacity of Sidings in 60-ft. Cars	Rating Grade Ascending	TIME TABLE No. 4 Oct. 22, 1961	Rating Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTHWARD				
First Class												First Class				
315	321	165	105	15								16	106	166	322	316
MoPac Mail & Express	MoPac Mail & Express	G.C.&S.F. No. 66	G.C.&S.F. No. 16	Texas Chief								Texas Chief	G.C.&S.F. No. 16	G.C.&S.F. No. 65	MoPac Mail & Express	MoPac Mail & Express
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 10.00	PM 12.15	PM 6.45	AM 8.10	PM 7.10								AM 7.55	PM 7.00	AM 8.15	PM 3.25	AM 7.00
10.15	12.25	6.56	8.20	7.20								7.43	6.42	7.57	3.09	6.41
10.16	12.26	6.57	8.21	7.21								7.42	6.41	7.56	3.08	6.40
PM 10.17	PM 12.27	PM 6.58	AM 8.23	PM 7.23								AM 7.41	PM 6.40	AM 7.55	PM 3.07	AM 6.39
10.25	12.36			7.28	187	0.1						7.34			2.57	6.28
10.29	12.40			7.32	108	10.5						7.30			2.53	6.24
10.35	12.46			7.37	127	.0						7.25			2.47	6.18
10.41 PM	12.51 PM			7.41 PM	Yard	.0						7.20 AM			2.42 PM	6.14 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
38.1	40.2	21.6	21.0	46.6								41.3	14.1	14.1	33.6	31.4
Average speed per hour																

## SIGNAL SYSTEM TWO IN EFFECT.

### RULE 261 IN EFFECT:

Main tracks and sidings between signal, located 560 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. on T. & N. O. R.R.

### 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
Central Industrial Park.....	15.0	3
Carters Spur .....	15.3	7
Golf Crest Spur .....	18.1	10
Industrial Tracks, Houston Tower 81 .....	18.9	33

## Hall District

SOUTHWARD			TIME TABLE No. 4 Oct. 22, 1961	NORTHWARD		
Capacity of Sidings in 60-ft. Cars	Mile Post	Rating Grade Ascending		Rating Grade Ascending	Turn Tables and Wyes	Communications
		Ft. Per Mile				
108	34.0	7.9	STATIONS	Ft. Per Mile		
100	22.9	5.3	THOMPSONS YL 11.1	5.3		C
91	17.8	6.3	LONG POINT YL 6.1	11.6		C
93	6.6	4.8	T. & N. O. Crossing GUY YL 11.2	10.6	Y	
	0.0		NEWGULF YL T. & N. O. Crossing 6.0	4.2		C
			CANE JCT. (34.0)			

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

## Garwood District

SOUTHWARD			TIME TABLE No. 4 Oct. 22, 1961	NORTHWARD		
Capacity of Sidings in 60-ft. Cars	Mile Post	Rating Grade Ascending		Rating Grade Ascending	Turn Tables and Wyes	Communications
		Ft. Per Mile				
			STATIONS	Ft. Per Mile		
	0.0	58.0	RAYNER JCT. YL 0.7	58.0		
	6.7	.0	BOEDECKER JCT. 2.0	8.4	Y	
Yard	9.6		GARWOOD YL			
			(8.6)			

No switch lights Garwood District.



Matagorda District						
SOUTHWARD			TIME TABLE No. 4 Oct. 22, 1961	NORTHWARD		
Capacity of Siding in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Turn Tables and Wyes	Communications
Yard	0.0	Ft. Per Mile	STATIONS	Ft. Per Mile		
			SEALY YL		Y	C
71	10.0	23.7	10.1 BEARD	19.5		
	17.3	17.9	7.3 T. & N. O. Crossing	11.6		
	17.6	.0	0.3 T. & N. O. Crossing	17.9		
	17.7	.0	0.1 EAGLE LAKE YL	17.9	Y	C
53	18.5	31.6	0.8 LAKESIDE YL	31.6		
	19.8	15.7	1.3 RAYNER JCT. YL	26.4		
12	22.7	9.5	2.9 MATTHEWS	9.4		
26	28.0	34.3	5.3 BONUS	13.2		
31	32.4	21.2	4.4 EGYPT	23.7		
67	37.0	4.2	4.6 GLEN FLORA	6.3		
	42.8	.0	5.8 T. & N. O. Crossing	19.5		
61	48.1	.0	6.3 WHARTON	22.1		0
		4.2	8.3	8.9		
30	51.4	4.7	8.8 LANE CITY	12.6		
	55.2	10.6	9.8 CANE JCT.	10.6		
14	60.5	7.9	5.3 RUNNELLS	11.6		
	68.3	.0	7.8 T. & N. O. Crossing	3.1		
45	68.6	.0	0.3 BAY CITY YL	1.5	Y	C
	69.0	11.6	0.4 MoPac Crossing	23.7		
	76.3	15.8	7.3 SOUTH BAY CITY YL	12.1		
42	79.6	12.1	3.3 WADSWORTH YL	11.0		
Yard	90.0		10.4 MATAGORDA YL		Y	C
			(90.1)			

Conroe District						
SOUTHWARD			TIME TABLE No. 4 Oct. 22, 1961	NORTHWARD		
Capacity of Siding in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Turn Tables and Wyes
Yard	0.0	Ft. Per Mile	STATIONS	Ft. Per Mile		
			SOMERVILLE YL		C	TY
56	5.4	52.8	5.4 SCOFIELD	31.7		
111	18.3	52.8	12.9 ALLENFARM	40.2		
Yard	28.1	52.8	9.3 NAVASOTA	42.2		
98	33.1	44.8	5.0 T. & N. O. Crossing	26.4	C	
51	37.7	106.1	4.6 WOOD	68.6		
	40.5	59.1	2.8 YARBORO	51.7		
16	43.4	.0	2.9 STONEHAM	52.8		
58	48.9	67.0	5.5 PLANTERSVILLE	61.7	B	
	49.9	.0	1.9 BOVILLE	53.8		
27	54.6	82.8	1.9 CRIP-FWD Crossing	57.0	B	Y
	55.5	61.7	4.7 DOBBIN	52.9	B	Y
27	54.6	73.9	0.9 PEEL JCT. YL	60.7		
38	63.4	65.4	0.9 MONTGOMERY	54.9		
38	67.3	59.6	8.8 PEEL JCT. YL	55.9	B	Y
Yard	72.2	56.4	1.9 HONEA	60.2	C	
51	74.6	54.9	4.9 LEONIDAS	61.2		
38	79.1	76.5	4.9 CONROE YL	63.8		
109	85.0	52.8	2.4 MoPac Crossing	41.1		
38	89.6	60.1	4.6 BEACH	57.0		
78	94.9	26.4	5.9 WAUKEGAN	17.4	C	
57	102.3	24.8	4.6 SECURITY	31.7		
38	105.5	19.5	5.3 FOSTORIA	31.1	C	Y
91	111.0	87.7	5.8 T. & N. O. Crossing	10.0		
30	117.7	31.7	7.4 CLEVELAND YL	34.8		
37	121.5	17.4	3.2 HIGHTOWER	19.3		
76	128.1	15.8	5.6 RAYBURN	28.2	B	
38	133.4	30.6	6.7 ROMAYOR	27.9		
38	138.3	31.7	8.8 FUQUA	31.7		
111	143.3	30.6	8.8 VOTAW	31.7		
39	148.3	31.7	6.6 BRAGG	31.7		
Yard	152.2	31.7	5.3 LELAVAL	31.7		
			4.0 DIES	31.7		
			5.0 T. & N. O. Crossing	31.7	C	
			5.0 KOUNTZE	10.5	C	TY
			2.9 FRESNIUS			
			SILSBBE YL			

(152.2)

**SIGNAL SYSTEM TWO IN EFFECT.**

Southward Trains must get numbered Clearance Card before leaving Eagle Lake.

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
Pioneer Industries Spur .....	45.2	5

**SIGNAL SYSTEM TWO IN EFFECT.**

Trains must get numbered Clearance Card before leaving Somerville and Silsbee. Booth Telephone at Clay.

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

NAME	Post Mile	(50-ft. Cars) Capacity
Clay .....	11.9	30
Keenan .....	60.6	11
Youens .....	76.4	35
Timber .....	83.1	13
Seaman .....	98.1	5
Dolen .....	107.3	31
Milvid .....	114.0	35
Rye .....	116.0	6
Honey Island .....	135.5	10

# 8 Southern Division

## Silsbee District

SOUTHWARD			TIME TABLE No. 4 Oct. 22, 1961	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	21.0	25.3	SILSBEE YL 0.9	41.1	C	TY
53	14.1	27.5	LUMBERTON 3.8	23.2		
	10.8	24.8	LOEB JCT. YL T. & N. O. Connection	20.1	B	
38	8.6	23.2	VOTH YL 1.8 7.3	16.8	B	
Yard	1.2	4.7	CALDER AVENUE YL 0.5	6.3	C	
	0.7		T. & N. O. Crossing			
	0.6		P. B. JCT. YL 0.1 0.6			Y
	0.0	2.6	BEAUMONT YL 0.9	6.3		
	0.6		P. B. JCT. YL 0.9			Y
	76.4	1.0	MoPac Crossing K. C. S. Crossing T. & N. O. Crossing	2.6		
15	70.9	12.6	BROOKS 11.5	15.8		
14	59.4	5.2	MOREY 2.3	1.0		
39	57.1	11.0	HAMSHIRE 5.3	7.3		
25	51.8	.0	WINNIE 2.1	6.8	C	
47	49.7	4.2	STOWELL 4.9	12.6		
39	44.8	.0	SEA BREEZE 10.5	9.5		
Yard	34.2		HIGH ISLAND YL 62.6)			Y

### SIGNAL SYSTEM TWO IN EFFECT:

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

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

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)
Seth .....	17.7	8
Whites Ranch.....	41.8	9
Figridge .....	47.7	3
Texas Gas Corporation.....	55.1	20
Fannett .....	63.0	19
Galloway .....	65.9	12
Goodyear Storage .....	66.8	60
Cheek .....	68.0	28
Walden .....	72.7	9

## Oakdale District

SOUTHWARD			TIME TABLE No. 4 Oct. 22, 1961	NORTHWARD		
Second Class	Capacity of Sidings in 50-ft. Cars	Mile Post		Ruling Grade Ascending	Ruling Grade Ascending	Communications
295						
Way Freight						
Leave Daily Except Sun.			Ft. Per Mile	STATIONS	Ft. Per Mile	Arrive Daily Except Sun.
AM 6.30	Yard	80.6	.0	OAKDALE YL	20.0	PM 1.00
		80.6		MoPac Crossing		
		80.2		H.D.E. Co. Tram Cross.		
		80.0		CALCASIEU YL		
7.35	45	72.0	32.2	ELIZABETH YL	16.8	12.30 PM
8.30	45	62.3	34.8	PITKIN	45.9	11.40
9.25	54	50.4	33.2	MARKEE	47.5	10.55
10.10	Yard	39.1	36.9	L. C. & N. JCT. YL	47.5	10.10
10.50		39.8	32.0	DeRIDDER		9.50
				L. C. & N. JCT. T. & N. O. Crossing YL	21.0	9.20
11.00	Yard	39.1		K. C. S. Crossing		
		38.4	31.7	SHEAR	31.7	8.57
11.15	45	38.5	25.8	NEALE	18.4	8.40
11.50	53	27.5	15.8	MERRYVILLE YL	32.2	8.20
12.15	47	22.1		State Line		
		17.4		BONWIER		8.00
12.30	89	15.7	26.4	O. & N. W. Crossing BLEAKWOOD	26.4	7.30
1.25		5.2	28.5	J. & E. JCT.	33.7	
		0.6		KIRBYVILLE YL		7.15 AM
1.50 PM	Yard	0.0				Leave Daily Except Sun.
Arrive Daily Except Sun.				(80.8)		
12.1				Average speed per hour		14.9

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

Longview District

SOUTHWARD			TIME TABLE No. 4 Oct. 22, 1961	NORTHWARD		
Capacity of Siding in 60-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Ways
		Ft. Per Mile	STATIONS	Ft. Per Mile		
	Yard	207.6	<b>LONGVIEW</b> YL	93.4	C	Y
	32	201.1	0.5 ESTES	73.9		
		187.8	13.3 TATUM	79.2	C	
	59	181.4	0.4 BECKVILLE	73.9	C	
	Yard	171.7	9.7 CARTHAGE	144.1	C	
	20	165.2	0.5 DANIELS	108.2		
	24	161.7	3.5 GARY	63.3		
	38	155.2	0.5 SAXET	32.2		
		31.1	T. & N. O. Crossing			
	51	151.6	11.8 TENAHIA	64.9	C	
	37	139.8	3.4 CENTER	47.5	C	Y
	41	131.4	4.4 NEUVILLE	32.7		
	64	127.0	0.6 CALGARY	48.0	B	
	Yard	120.4	5.5 SAN AUGUSTINE	45.4	C	
	50	114.9	10.3 VENABLE	48.5		
	41	104.7	7.2 BRONSON	52.8	C	
	30	97.5	9.9 PINELAND	52.8	C	
	41	87.4	3.2 BROWDELL	.0	C	
	43	84.2	5.5 HORTON	41.1	B	
	43	78.7	5.1 COLLINS	42.7	C	Y
	81	73.6	0.5 JASPER	47.5		
	43	67.1	4.7 KEIGHTON	52.8		
	34	62.4	9.4 ROGANVILLE	48.5		
		53.0	0.6 J. & E. JCT.			
	Yard	52.4	4.4 KIRBYVILLE	31.1	C	Y
	57	48.0	4.8 CALL	42.2		
	63	43.2	4.8 LE VERTE	31.7		
		38.4	1.3 BESSMAY	23.7		
	54	37.1	1.0 LONG	23.7		
		36.1	6.0 BUNA	27.9	C	
	63	30.1	3.5 QUINN	12.6		
		26.6	3.1 EVADALE	19.0	B	
	39	23.5	2.8 LILLARD	10.0		
	Yard		<b>SILSBEE</b> YL		C	T Y

(186.9)

SIGNAL SYSTEM TWO IN EFFECT.

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

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Easton .....	195.3	9
Bland Lake .....	124.6	12
Magasco .....	99.6	5
Temco .....	28.4	3

1. Except as otherwise provided, all northward trains are superior to southward trains of the same class.
2. Within Traffic Control System limits a train or engine must not clear the main track through a hand thrown switch not electrically locked for the purpose of meeting, passing, or being passed, by another train or engine. Not applicable at Siding Switches Sealy.
3. Rule 320(B) should read: On two or more tracks, or on any track where Rule 261 is in effect; stop, then proceed at once at restricted speed.
4. Rule 321(C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks.

After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

5. The following addition to General Rule 813. "When radio communication is being used in connection with a train or yard movement, in-lieu-of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employe directing the movement, immediate stop must be made until communication is restored or other signals are used to complete the movement."
9. JUNCTION SWITCHES. Rule 98(C).

LOCATION	NORMAL POSITION
<b>THIRD DISTRICT</b>	
Thompsons Sealy	Third District Third District
<b>SAN SABA DISTRICT</b>	
Homer Jct.	Menard District
<b>MATAGORDA DISTRICT</b>	
Cane Jct. Rayner Jct.	Matagorda District Matagorda District
<b>CONROE DISTRICT</b>	
Peel Jct.	Conroe District
<b>CONROE, SILSBEE AND LONGVIEW DISTRICTS</b>	
Silsbee	To and from Conroe-Longview Dists.
Loeb Jct.	Silsbee District
<b>OAKDALE DISTRICT</b>	
J. & E. Jct.	Longview 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
FIRST DISTRICT	79	60
SECOND DISTRICT	79	60
<b>THIRD DISTRICT</b>		
Galveston to Alvin	79	60
Alvin to Tower 17	55	49
Tower 17 to Ball	90	60
Ball to Bellville Yard	79	60
HOUSTON DISTRICT	79	60
LAMPASAS DISTRICT	79	60
SAN SABA DISTRICT	25	25
MENARD DISTRICT	35	25

# 10 Southern Division

# Special Rules

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
<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>CONROE DISTRICT</b>		
Somerville to Cleveland	50	40
Cleveland to Silsbee	50	45
<b>SILSBBE DISTRICT</b>		
Silsbee to Calder Avenue	50	35
Calder Avenue to Sea Breeze	25	25
Sea Breeze to High Island	20	20
<b>OAKDALE DISTRICT</b>		
	45	30
<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
<b>SECOND DISTRICT</b>		
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
M.P. 135 to 138 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	70	55
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
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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
<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
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	55
Curve, M.P. 262.5 to 263.1	55	50
2 Curves, M.P. 263.8 to 265.4	70	55
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 305.5—Northward	70	35
Curve, M.P. 305.5 to 305.9—Northward	70	35
—Southward	70	55
M.P. 305.9 to 306.5—Northward	70	35
Curve, M.P. 307.3 to 307.7	70	55
Curve, M.P. 308.5 to 308.6—Northward	65	35
—Southward	65	55
M.P. 308.6 to 309.1—Northward	70	35
Curve, M.P. 309.1 to 309.5—Northward	70	35
—Southward	70	55
M.P. 309.5 to 310.1—Northward	70	35
Curve, M.P. 310.1 to 310.5—Northward	55	35
—Southward	55	50
M.P. 310.5 to 311.6—Northward	65	35
Curve, M.P. 311.6 to 311.8—Northward	65	35
—Southward	65	55
2 Curves, M.P. 317.4 to 318.2—Northward	65	35
—Southward	65	55
M.P. 318.2 to 319.8—Northward	70	35
Curve, M.P. 319.8 to 320.2—Northward	70	35
—Southward	70	55
M.P. 320.2 to 321.4—Northward	70	35
Curve, M.P. 321.4 to 321.8—Northward	70	35
—Southward	70	55
3 Curves, M.P. 327.1 to 329.0—Northward	55	35
—Southward	55	50
4 Curves, M.P. 329.0 to 331.9	55	50

# Special Rules

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

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
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>CONROE DISTRICT</b>		
Track, M.P. 10.9 to 11.8	25	25
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>SILSBEE DISTRICT</b>		
East and West leg wye, Silsbee	20	15
<b>OAKDALE DISTRICT</b>		
Curve, M.P. 0.5 to 0.7	20	15
Curve, M.P. 79.6 to 79.8	30	20
<b>LONGVIEW 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 117.6—Northward	25	15
—Southward	25	20
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

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 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, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

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.

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, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 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, cranes, clam shells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed speeds indicated:

DISTRICT	All Except AT 199452 AT 199453 AT 199454	
	MPH	MPH
First, Second, Third, Houston and Lampasas.....	30	45
All others .....	20	20

Such equipment must not be moved in any train except on authority of trainmaster.

# 12 Southern Division

# Special Rules

## (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

### 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	Both ends siding	30
Clifton	S	Both ends siding	30
Valley Mills	S	Both ends siding	15
Manhattan	S	Both ends siding	30
McGregor	S	Both ends siding	30
Moody	S	Both ends siding	30
Pendleton	S	Both ends siding	30
Belco	I	Switch to Freight Yard	40
Temple	S	North end Freight Yard	15
<b>SECOND DISTRICT</b>			
Temple	I	3 switches south 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
Chriesman	S	Both ends siding	30
Caldwell	S	Both ends siding	30
Davidson	S	Both ends siding	30
Somerville	I	North end yard	30
	I	Both ends siding	30
Landes	S	Both ends siding	30
Brenham	S	South end siding	15
	S	North 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
	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	8

STATION	TYPE	LOCATION	MILES PER HOUR
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	T. & N. O. and G. H. & H. junctions	30
Island	I	T. & N. O. and G. H. & H. junctions	30
59th Street	S	Crossover, north end West Yard	15

### HOUSTON DISTRICT

Alvin	I	North leg of wye	8
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends siding	40

### LAMPASAS DISTRICT

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
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

### SILSBEE DISTRICT

High Island	I	Mud Bayou Swing Bridge, M.P. 36.0	20
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## (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 93).

Cleburne	Brady
Temple (includes Knowd, Belco and Gober).	Menard
Somerville	Eden
Brenham	Brownwood (from End T.C.S., northward home signal 1491 feet north of passenger station, Brownwood, Dublin District, to yard limit board south of Brownwood on Sweetwater District).
Killeen	
Lometa	
San Saba	

# Special Rules

# Southern Division 13

## 11. YARD LIMITS: (Cont'd)

Galveston (yard limits extend to yard limit board north of Virginia Point).	Newgulf
Alvin (yard limits Third District only from southward T.C.S. signal north leg of wye to north yard limit board).	Guy
Rosenberg	Long Point
Tower 17	Thompsons (on Hall District only).
Sealy (on Matagorda District only).	Somerville
Bellville Yard (yard limits extend from yard limit board south of Ball to yard limit board North of Bellville).	Peel Jct.
T. & N. O. Jct.	Conroe
Eagle Lake (yard limits extend from yard limit board south of Rayner Jct. to yard limit board north of Eagle Lake).	Cleveland
Rayner Jct.	Silsbee
Garwood	Voth
Bay City (Yard limits extend from yard limit board north of Bay City to and including Matagorda)	Beaumont (yard limits extend from yard limit board north of Loeb Jct. to yard limit board south of P. B. Jct., including Beaumont.)
Wadsworth	High Island
Matagorda	Evadale
	Kirbyville
	Jasper
	San Augustine
	Center
	Tenaha
	Carthage
	Longview
	Merryville
	L. C. & N. Jct.
	Elizabeth
	Calcasieu
	Oakdale

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

Mile Post	Name
<b>FIRST AND SECOND DISTRICTS</b>	
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
<b>THIRD DISTRICT</b>	
1.5	Viaduct, Highway
4.7	Galveston Bay
6.7	Viaduct, Highway
48.5	Brazos River
93.7	Viaduct, Highway
<b>LAMPASAS DISTRICT</b>	
219.5	Viaduct, Highway
225.0	Leon River
226.1	Viaduct, Highway
264.9	Lampasas River
276.9	Viaduct, Highway
<b>SAN SABA DISTRICT</b>	
2.9	Viaduct, Highway
13.7	Colorado River
29.1	San Saba River
<b>MENARD DISTRICT</b>	
220.6	Viaduct, Cattle Pass
<b>HALL DISTRICT</b>	
10.3	San Bernard River
<b>CONROE DISTRICT</b>	
14.6	Brazos River
26.3	Navasota River
71.3	Viaduct, Highway

88.2	Viaduct, Highway
110.4	Trinity River
146.2	Village Creek

### SILSBEE DISTRICT

1.9	Viaduct, Highway
73.7	Viaduct, Highway
52.2	Viaduct, Highway
36.0	Mud Bayou

### OAKDALE DISTRICT

17.3	Sabine River
38.1	Viaduct, Highway
40.3	Viaduct, Highway

### LONGVIEW DISTRICT

72.9	Viaduct, Highway
146.6	Viaduct, Highway
180.8	Viaduct, Highway
196.8	Sabine River

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

18. 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. Employees are particularly enjoined against having flame lights near openings where oil is exposed.

## 14. BULLETIN BOOKS ARE LOCATED AT:

Cleburne	New South Yard	Matagorda
Temple	Houston (Rusk Ave. Yard Office)	Somerville
Brownwood	Yard Office	Conroe
Lometa	Houston Union Station	Silsbee
Galveston Passenger Station	Station	Calder Avenue
Galveston 42nd St.	Rosenberg	San Augustine
Galveston 59th St.	Bellville Yard	Longview
Alvin	Bay City	Oakdale

## 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. Houston (Rusk Ave. Yard Office)	Silsbee Yard Office
Brownwood (Psgr. Station and Round House)	New South Yard Houston Union Station	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.  
 MILANO—MoPac. Interlocking.  
 BRENHAM—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. for northward trains. Speed applies only to head end of train.

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. If Home Signal in Stop position and cause is not apparent, crew member must go to cabin and be governed by instructions contained therein. 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. TCS 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. 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.

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. If Home Signal in Stop position and cause is not apparent, crew member must go to cabin and be governed by instructions contained therein. Maximum speed 15 M.P.H.

BLEAKWOOD—O.&N.W. 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.

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.)

## 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. If clear signal cannot be accepted immediately, conductor or engineman must promptly notify towerman by telephone located at home signals. If train is stopped at Virginia Point or Island, conductor or engineman 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.

## 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 320(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.

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 engineman 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

# Special Rules

# Southern Division 15

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  
 W. H. FROEBEL \_\_\_\_\_ Bellville  
 ED E. NESRSTA \_\_\_\_\_ Alvin  
 W. A. SANFORD \_\_\_\_\_ Houston  
 P. A. KUHN \_\_\_\_\_ Galveston  
 J. LEWIS LOPEZ \_\_\_\_\_ Galveston  
 GEORGE L. MILLER \_\_\_\_\_ Somerville  
 MARVIN ANDERSON, JR. \_\_\_\_\_ Conroe  
 FRANK RUDISAILE \_\_\_\_\_ Silsbee  
 BEN VIRGILIO \_\_\_\_\_ Beaumont  
 ROGER F. REESE \_\_\_\_\_ Beaumont  
 MRS. ALPHA ELDRED \_\_\_\_\_ Oakdale  
 BEN R. WILLIAMS \_\_\_\_\_ San Augustine  
 T. C. PRICE \_\_\_\_\_ Center  
 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. V. D. GOODALL \_\_\_\_\_ Clifton  
 Dr. S. L. WITCHER \_\_\_\_\_ Clifton  
 Dr. A. M. LONG \_\_\_\_\_ Valley Mills  
 Dr. JOHN THOMPSON \_\_\_\_\_ McGregor  
 Dr. L. E. ROBERTSON \_\_\_\_\_ McGregor  
 Dr. DAVID EANES \_\_\_\_\_ Temple  
 Dr. CHAS. H. COX, JR. \_\_\_\_\_ Temple  
 Dr. JACK S. WEINBLATT \_\_\_\_\_ Temple  
 Dr. W. J. BRUCE \_\_\_\_\_ Temple  
 Dr. W. W. PLASEK \_\_\_\_\_ Temple  
 Dr. W. L. LIRETTE \_\_\_\_\_ Temple  
 Dr. R. C. FELTS \_\_\_\_\_ San Saba  
 Dr. F. W. FARLEY \_\_\_\_\_ San Saba  
 Dr. RUSH McMILLIN \_\_\_\_\_ Lampasas  
 Dr. W. M. BROOK \_\_\_\_\_ Lampasas  
 Dr. M. K. PATTESON \_\_\_\_\_ Lampasas  
 Dr. M. A. CHILBRESS \_\_\_\_\_ 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. SEALE T. CUTBIRTH \_\_\_\_\_ Brownwood  
 Dr. GENE R. LINDLEY \_\_\_\_\_ Brownwood  
 Dr. H. M. WESTPHAL \_\_\_\_\_ Menard  
 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. C. SMITH \_\_\_\_\_ Cameron  
 Dr. JOE C. SMITH \_\_\_\_\_ Caldwell

Dr. G. V. PAZDRAL \_\_\_\_\_ Somerville  
 Dr. THOMAS H. GIDDINGS \_\_\_\_\_ Brenham  
 Dr. H. E. ROENSCH \_\_\_\_\_ Bellville  
 Dr. WINSTON B. NEELY \_\_\_\_\_ Bellville  
 Dr. J. E. JUSTISS \_\_\_\_\_ 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. IRVINE W. MOODY \_\_\_\_\_ Houston  
 Dr. FLOYD J. McSPADEN \_\_\_\_\_ Houston  
 Dr. A. H. REDMON, JR. \_\_\_\_\_ Houston  
 Dr. C. G. BRECKENRIDGE \_\_\_\_\_ Houston  
 Dr. JOHN McGIVNEY \_\_\_\_\_ Galveston  
 Dr. C. T. ADRIANCE \_\_\_\_\_ Galveston  
 Dr. A. J. JINKINS \_\_\_\_\_ Galveston  
 Dr. J. C. LAUGHLIN \_\_\_\_\_ Eagle Lake  
 Dr. L. B. OUTLAR \_\_\_\_\_ Wharton  
 Dr. G. E. HORTON \_\_\_\_\_ Wharton  
 Dr. H. M. NORTHINGTON \_\_\_\_\_ Wharton  
 Dr. R. R. WITT \_\_\_\_\_ 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 \_\_\_\_\_ Cleveand  
 Dr. W. J. POSEHATSKA \_\_\_\_\_ Silsbee  
 Dr. GEORGE D. TENNISON \_\_\_\_\_ Silsbee  
 Dr. SAM P. COPELAND \_\_\_\_\_ Silsbee  
 Dr. WADE PARKER \_\_\_\_\_ 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. G. G. McKELLAR \_\_\_\_\_ Longview  
 Dr. EDWIN E. BUCKNER \_\_\_\_\_ Longview  
 Dr. C. H. HALLSON \_\_\_\_\_ Longview  
 Dr. K. C. PRINCE \_\_\_\_\_ Carthage  
 Dr. WILLIAM C. SMITH \_\_\_\_\_ Carthage  
 Dr. T. L. HURST \_\_\_\_\_ Center  
 Dr. C. HUNTER MALLORY \_\_\_\_\_ Center  
 Dr. JAMES F. MARTIN \_\_\_\_\_ Center  
 Dr. W. J. BUCHELE \_\_\_\_\_ San Augustine  
 Dr. A. J. RICHARDSON, JR. \_\_\_\_\_ Jasper  
 Dr. V. E. LEE \_\_\_\_\_ Merryville  
 Dr. LUKE MARCELLO \_\_\_\_\_ DeRidder  
 Dr. L. F. GRAY \_\_\_\_\_ Oakdale

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

Dr. J. W. PICKENS \_\_\_\_\_ Cleburne  
 Dr. R. A. NEELY \_\_\_\_\_ Bellville  
 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  
 Dr. C. W. PAYTON \_\_\_\_\_ Longview

### 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	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
15	Marietta	Ft. Worth, Dallas and beyond	Oklahoma City and beyond	65	Rogers, Cameron, Bellville and Wallis		Brownwood and beyond
	McGregor	Houston and beyond	Oklahoma City and beyond		Milano and Sealy	Houston and beyond	Temple and beyond
16	Mykawa, Pearland, Algoa, Arcadia, Alta Loma and Hitchcock		Stations beyond Houston	66	Wallis, Bellville and Rogers	Brownwood and beyond	
					Sealy and Milano	Temple and beyond	Houston and beyond
	Marietta	Oklahoma City and beyond	Ft. Worth, Dallas and beyond	75	Belton	West of Brownwood	Houston and beyond
McGregor	Oklahoma City and beyond	Houston and beyond	Bangs and Santa Anna		West of Coleman		
	Hitchcock, Alta Loma, Arcadia, Algoa, Pearland and Mykawa	Stations beyond Houston		76	Santa Anna and Bangs		West of Coleman
					Belton	Houston and beyond	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.

