

A. N. WADE, Trainmaster.....Galveston
 J. H. THOMAS, Trainmaster—R. F. of E.....Silsbee
 M. B. ADAMS, Trainmaster.....Temple
 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

M. T. NEY	E. A. THOMAS
C. M. PEARCY	E. E. WALLACE
P. E. JOHNSON	R. E. JOHNSON
J. C. MORLAN	J. V. HIGGINBOTHAM
W. T. UNDERWOOD	R. M. BETHUNE
R. O. ROWE	C. E. FURLOW

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings Are DAMAGING

—Here's What Happens:

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

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK. 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	29.8
.... 48	75.0	1 20	45.0	2 10	29.7
.... 49	73.5	1 22	43.9	2 15	29.6
.... 50	72.0	1 24	42.9	2 30	29.0
.... 51	70.6	1 26	41.9	2 45	28.8
.... 52	69.2	1 28	40.9	3	28.7
.... 53	67.9	1 30	40.0	3 30	28.0
.... 54	66.6	1 32	39.1	4	27.7
.... 55	65.5	1 34	38.3	4 30	27.0
.... 56	64.2	1 36	37.5	5	26.7
.... 57	63.2	1 38	36.8	6	26.0

Gulf, Colorado and Santa Fe Railway Company

SOUTHERN DIVISION

TIME TABLE No.

6

IN EFFECT

SUNDAY, OCTOBER 28, 1962

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

2 First District

Southern Division

SOUTHWARD			TIME TABLE					NORTHWARD		
First Class	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	No. 6					First Class		
15			October 28, 1962					16		
Leave Daily			STATIONS					Arrive Daily		
PM 1.45	Yard	Ft. Per Mile						PM 12.58		
1.53	111	48.0	CLEBURNE	YL	53.3	317.5	C	TY	12.49	
1.59	119	52.8	RIO VISTA		66.0	309.5	B		12.44	
2.08	143	31.7	BLUM		39.6	308.5			12.36	
2.15	131	37.5	KOPPEL		52.8	294.4			12.30	
2.22	122	47.6	M-K-T Crossing			287.8	B		12.23	
2.33	133	66.0	MORGAN		66.0	280.7	C		12.12	
2.44	61	53.3	MERIDIAN		73.9	270.4	C		12.02	
2.49	130	66.0	CLIFTON		66.0	259.2	C		11.57	
3.00	150	42.2	VALLEY MILLS		65.4	254.7	B		11.46	
3.10	129	66.0	MANHATTAN		66.0	248.4	C	Y	11.36	
3.18	130	66.0	St. L. S. W. Crossing		66.0	233.5	C		11.28	
3.22		66.0	McGREGOR		66.0	225.4	B		11.24	
3.27 PM	Yard		MOODY		66.5	221.2			11.21 AM	
Arrive Daily			PENDELTON		66.5	218.2	C	TY	Leave Daily	
58.3			BELCO	YL						
			TEMPLE	YL						
			(99.1)							
			Average speed per hour							61.8

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	Ruling Grade Ascending	TIME TABLE No. 6 October 28, 1962	Ruling 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	STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily	
PM 3.29	AM 3.40	Yard	.0	TEMPLE YL 0.8	42.7	218.2	C	TY	AM 11.19	PM 10.28
			.0	M-K-T Crossing 0.9	66.0	217.4				
3.32	3.45		28.5	KNOWD YL 4.2	66.0	216.5			11.14	10.23
3.36	3.50	181	54.5	HEIDENHEIMER 7.6	66.0	212.8			11.11	10.20
3.43	3.58	127	58.6	ROGERS 7.4	68.8	204.7			11.05	10.13
3.49	4.06	124	42.2	BUCKHOLTS 9.3	59.1	197.8			10.58	10.06
3.59	4.17	141	42.2	CAMERON 6.5	52.8	188.0	C		10.50	9.58
4.06	4.24	120	42.2	HOYTE 7.0	84.8	181.8			10.44	9.52
4.13	4.31	110	42.2	MILANO MoPac Crossing 9.6	52.8	174.4	C		10.37	9.45
4.22	4.42	189	39.6	CHRISMAN 7.0	66.0	164.8			10.28	9.33
4.29	s 4.50	101	42.2	CALDWELL 6.5	66.0	157.8	C		10.21	s 9.25
4.35	4.57	126	42.2	DAVIDSON 6.4	65.4	151.8	B		10.15	9.18
4.41	5.03		18.2	LYONS 2.4	52.8	144.8			10.09	9.12
4.45	f 5.09	Yard	42.2	SOMERVILLE YL 8.4	52.8	141.4	C	TY	10.05	f 9.07
4.53	5.19	164	42.2	LANDES 8.9	66.0	132.9	B		9.57	8.58
4.58	s 5.27	66	66.6	BRENHAM SouPac Crossing 5.9	64.9	126.0	C		9.50	s 8.50
5.07	5.37	128	67.0	PHILLIPSBURG 9.8	66.0	120.1			9.44	8.44
5.15	5.51	184	28.8	DANT 2.7	42.2	110.8			9.35	8.33
5.17	5.56		.0	BELLVILLE YL 1.4	66.0	107.6	C		9.32	8.30
s 5.21 PM	s 6.02 AM	Yard		BELLVILLE YARD YL		106.2	C	T	9.30 AM	8.27 PM
Arrive Daily	Arrive Daily			(11.7)					Leave Daily	Leave Daily
59.8	47.2			Average speed per hour					61.5	55.4

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.

Booth telephone at Kenney.

Mail crane at Gay Hill M. P. 135.6.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Kenney	116.3	21
Sand Spur.....	160.9	25

4 Third District

Southern Division

SOUTHWARD			Capacity of Belongs in 4th Cars	Rolling Grade Ascending	TIME TABLE No. 6 October 28, 1962	Rolling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTHWARD		
First Class										First Class		
55	15	65								16	66	54
Mo Pac Mail & Express	Texas Chief	California Special								Texas Chief	California Special	MoPac Mail & Express
Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile						Arrive Daily	Arrive Daily	Arrive Daily
	PM 5.23	AM 6.07	Yard	.0	BELLVILLE YARD YL	29.0	106.2	C	T	AM 9.29	PM 8.22	
	5.25	6.09		16.3	1.9 BALL YL	29.0	104.6			9.27	8.19	
				28.7	10.0 M-K-T Crossing	87.4						
	5.34	6.21	171		7.7 SEALY		94.6	C	Y	9.18	8.08	
	5.41	6.29	95	84.8	4.7 EL PLEASANT	27.9	86.9			9.11	8.01	
	5.45	6.35	89	12.1	SouPac Crossing WALLIS		82.2			9.07	7.55	
	5.50	6.41	93	8.4	6.0 ORCHARD	18.2	76.2	C		9.02	7.48	
	5.54	6.47	105	1.6	4.9 DYER	16.3	71.3			8.58	7.44	
	5.59 PM Arrive Daily	6.54 AM Arrive Daily			5.1 TOWER 17 YL	12.1				8.53 AM Leave Daily	7.38 PM Leave Daily	
			115	.0	SouPac Crossing ROSENBERG YL	7.3	66.2	C				
				2.1	0.4 ROSENBERG YL	2.1	65.8					
			107	29.0	2.8 RICHMOND	20.9	63.8					
			107	3.2	4.7 CRABB	9.5	58.6					
			109	7.9	3.6 BOOTH	38.7	55.0	B				
	Via SouPac R. R. and Houston District	Via SouPac R. R. and Houston District		2.6	4.6 THOMPSONS	38.7	50.4	C		Via Houston District and SouPac R. R.	Via Houston District and SouPac R. R.	
			106	18.4	4.2 SUGARLAND JCT. MoPac Crossing	4.7	46.2					
				1.0	1.9 DUKE	6.3	44.3	B				
			106	2.4	1.4 ARCOLA MoPac Crossing	4.7	42.9					
				7.9	6.9 MANVEL	10.5	36.0					
					7.4 ALVIN YL	6.3	28.8	C	Y	Arrive Daily AM 7.10		AM 1.31
	PM 10.42	Leave Daily PM 7.41	Yard	5.2	4.2 ALGOA	2.1	24.4	Y		7.06		1.25 AM
	10.50 PM	7.45		.0	3.7 ARCADIA	5.2	20.7			7.03		
		7.48	72	1.0	2.5 ALTA LOMA	12.1	18.2	C		7.01		
		7.50	108	1.6	4.1 HITCHCOCK	7.9	14.1	C		6.57		
		7.54	113	3.2	8.1 TEXAS CITY JCT.	6.9	11.0	B	Y	6.54		
		7.57		14.7	4.7 VIRGINIA POINT YL	.0	6.8			6.50		
		8.01		.0	2.1 ISLAND YL	15.3	4.2			6.46		
		8.05		.0	2.0 59th STREET YL	.0	2.2	C		6.44		
		8.07	Yard	.0	0.8 SouPac Crossing	.0	1.4					
		8.11		.0	1.1 Wharves Crossing YL	.0	0.8			6.41		
		8.15 PM		.0	GALVESTON YL			C	T	6.40 AM		
Arrive Daily	Arrive Daily	Arrive Daily		.0	(106.6)					Leave Daily	Leave Daily	Leave Daily
31.5	53.8	51.1			Average speed per hour					62.4	54.5	42.0

SIGNAL SYSTEM TWO IN EFFECT. RULE 261 IN EFFECT:

Between southward home signal at north wye switch, Alvin, and northward home signal 400 feet south of Algoa station on G.C.&S.F. track, and northward home signal south end Missouri Pacific siding in Missouri Pacific yard, Algoa, and between south end siding Sealy and Ball except siding Sealy.
Speed limit through siding Sealy 20 M. P. H.
Speed limit on West Track of two tracks between Algoa and Alvin 50 M.P.H.

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

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

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

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

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

MoPac No. 54 will assume the schedule of No. 54, and other northward MoPac trains originating at Algoa will display signals as prescribed by Rule 21.

Between M.P. 106 and M.P. 107, Bellville Yard, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

M.P. 0.0 located 0.4 miles from Galveston Passenger Station. See Special Rules Governing Movements—Galveston Causeway between Island and Virginia Point on Page 14.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Wickes Spur	34.5	24
Iowa Colony	39.7	10

Southern Division

Houston District 5

SOUTHWARD				Capacity of Sidings in 50-ft. Cars	Rolling Grade Ascending	TIME TABLE No. 6 October 28, 1962	Rolling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTHWARD			
First Class											First Class			
55	165	105	15								16	106	166	54
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. 66	MoPac Mail & Express
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 10.00	PM 6.45	AM 8.00	PM 7.10			HOUSTON					AM 7.45	PM 7.00	AM 8.15	AM 2.30
10.15	6.56	8.10	7.20			3.3 Double Track Jct.		24.1	C		7.35	6.42	7.48	2.04
10.18	6.57	8.11	7.21			0.5 New South Yard		20.8	C		7.32	6.41	7.47	2.02
PM 10.17	PM 6.58	AM 8.13	PM 7.23			0.9 T. & N. O. JCT.	YL	.0			AM 7.31	PM 6.40	AM 7.45	AM 1.59
10.25			7.28	187	0.1	0.9 SouPac Crossing		19.4	C		7.24	PM 6.40	AM 7.45	1.51
10.29			7.32	108	10.6	5.4 MYKAWA		14.0						
10.35			7.37	127	.0	4.0 PEARLAND		10.0	C		7.20			1.46
10.41 PM			7.41 PM	Yard	.0	5.9 HASTINGS		4.1			7.15			1.40
					.0	4.1 ALVIN		.0	C	Y	7.10 AM			1.33 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(24.1)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
35.3	21.7	21.7	48.6			Average speed per hour					41.3	14.1	9.4	25.4

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Main tracks and sidings between signal, located 550 feet south of SouPac 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 SouPac Crossing and Houston.

Be governed by Time Table, Rules and Regulations of SouPac R. R., between Tower 17 and T. & N. O. Jct. on SouPac 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	8
Carters Spur	15.8	7
Golf Crest Spur	18.1	10
Industrial Tracks	18.9	33

Hall District

SOUTHWARD			TIME TABLE No. 6 October 28, 1962	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Turn Tables and Wyes	Communications
108	34.0		STATIONS			
		7.9	THOMPSONS YL		C	
100	22.9	5.3	11.1 LONG POINT YL	5.8	C	
91	17.8	6.3	5.1 GUY YL	11.6	Y	
93	6.6	4.8	11.2 NEWGULF YL	10.6		
	0.0		SouPac Crossing	4.2	C	
			6.6 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. 6 October 28, 1962	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Turn Tables and Wyes	Communications
			STATIONS			
	0.0	58.0	RAYNER JCT. YL			
	6.7	.0	0.7 BOEDECKER JCT.	58.0	Y	
Yard	9.6		2.9 GARWOOD YL	8.4		
			(9.6)			

No switch lights Garwood District.

6 Southern Division

Lampasas District

SOUTHWARD			TIME TABLE						NORTHWARD			
First Class	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	No. 6						First Class			
75			October 28, 1962						76			
California Special									California Special			
Leave Daily		Ft. Per Mile	STATIONS						Arrive Daily			
PM 10.40	Yard	33.8	Two Tracks						AM 3.25			
10.43		70.4	TEMPLE	YL	66.0	218.2	C	TY	3.17			
10.52	110	70.4	GOBER	YL	70.4	219.9			3.10			
11.01	107	37.0	BELTON		72.8	226.4	C	Y	3.00			
11.10	105	57.0	NOLANVILLE		0.0	235.7			3.00			
11.22	101	70.7	KILLEN	YL	66.5	243.5	C	Y	2.51			
11.28	108	69.6	COPPERAS COVE		68.6	254.1	C		2.40			
11.31	121	0.0	GOTCHER		47.5	259.9			2.33			
11.37	72	49.6	KEMPNER		32.7	263.1	B		2.30			
11.43	124	66.5	SHORTALL		0.0	268.1			2.24			
11.49	81	68.6	LAMPASAS		47.5	273.7	C	Y	2.18			
11.57 AM	97	69.7	REVISION		0.0	277.7			2.13			
12.05	76	65.5	OGLES		68.6	283.6			2.07			
12.13	97	66.0	LOMETA	YL	63.4	291.7	C	Y	1.59			
12.19	108	66.0	ANTELOPE GAP		65.4	300.0	B		1.50			
12.26	101	66.0	CASTOR		66.0	306.1	B		1.44			
12.31	82	66.0	GOLDTHWAITE		66.0	313.8	C		1.37			
12.37	108	66.0	BOZAR		67.0	318.4			1.31			
12.44	96	66.0	MULLEN		66.0	323.6			1.24			
12.50	101	66.0	VILLA		66.0	330.8			1.17			
12.58 ⁷⁶	112	21.1	ZEPHYR		66.0	336.2	B		1.10			
1.10 AM	Yard		RICKER		66.0	344.4			12.58 ⁷⁵			
52.1			BROWNWOOD	YL		348.4	C	TY	12.50 AM			
			(130.7)							Leave Daily		
			Average speed per hour							50.4		

San Saba District

SOUTHWARD			TIME TABLE						NORTHWARD		
			No. 6								
			October 28, 1962								
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	STATIONS						Ruling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile							Ft. Per Mile		
Yard	0.0		LOMETA	YL	31.7		C	Y			
50	24.7	81.7	SAN SABA	YL	14.9		C				
80	82.6	51.2	ALGERITA		26.4						
33	89.5	47.5	RICHLAND SPRINGS		29.0		C				
18	49.6	31.7	SELLMAN		31.7						
48	65.9	89.9	BRADY	YL	52.8		C	Y			
81	76.4	66.0	WHITELAND		36.9						
	76.8	39.6	HOMER JCT.		36.9						
33	82.0	39.6	MELVIN		.0						
Yard	97.9	31.7	EDEN	YL			C	Y			
(97.8)											

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

No switch lights San Saba District.

Menard District

SOUTHWARD			TIME TABLE						NORTHWARD			
			No. 6									
			October 28, 1962									
Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending		STATIONS						Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes
		Ft. Per Mile							Ft. Per Mile			
53	39.6		HOMER JCT.		15.8			197.5				
50	39.6		LIGHTNER		89.6			204.8				
Yard	39.6		CALLAN		89.6			211.7				
			MENARD	YL				223.4	C	Y		
(25.9)												

Trains must get numbered Clearance Card before leaving Menard.

No switch lights Menard District.

SIGNAL SYSTEM TWO IN EFFECT. RULE 261 IN EFFECT:

Between southward home signal at Lampasas District connection, Ricker, and northward home signal 1491 feet north of passenger station, Brownwood, and in siding Ricker.

In T.C.S. sidings, speed limit 30 miles per hour.

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

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

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

Between First Street, (M.P. 218.1) Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, (M.P. 219.0) Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed 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)
Charter Oak.....	225.0	20
Kay Spur.....	251.4	230

Matagorda District

SOUTHWARD			TIME TABLE No. 6 October 28, 1962	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Turn Tables and Wyes	Communications
Yard	0.0					
71	10.0	23.7	SEALY YL 10.1	19.5	Y	C
	17.8	17.9	BEARD 7.3	11.6		
	17.8	.0	SouPac Crossing 0.3	17.9		
	17.7	.0	SouPac Crossing 0.1	17.9	Y	C
53	18.5	31.6	EAGLE LAKE YL 0.8	31.6		
	19.8	15.7	LAKESIDE YL 1.3	26.4		
12	22.7	9.5	RAYNER JCT. YL 2.9	9.4		
26	28.0	34.3	MATTHEWS 5.3	18.2		
31	32.4	21.2	BONUS 4.4	23.7		
67	37.0	4.2	EGYPT 4.6	6.3		
	42.8	.0	GLEN FLORA 5.8	19.5		
		.0	SouPac Crossing 0.3	22.1		
61	43.1	4.2	WHARTON 8.3	8.9		C
30	51.4	4.7	LANE CITY 3.8	12.6		
	55.2	10.6	CANE JCT. 5.3	10.6		
14	60.5	7.9	RUNNELLS 7.8	11.6		
	66.3	.0	SouPac Crossing 0.3	3.1		
45	66.6	.0	BAY CITY YL 0.4	1.5	Y	C
	69.0	11.6	MoPac Crossing 7.3	23.7		
	76.3	15.8	SOUTH BAY CITY YL 3.3	12.1		
42	79.6	12.1	WADSWORTH YL 10.4	11.0		
Yard	90.0		MATAGORDA YL		Y	B
			(90.1)			

Conroe District

SOUTHWARD			TIME TABLE No. 6 October 28, 1962	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Wyes
Yard	0.0					
56	5.4	52.8	SOMERVILLE YL 5.4	31.7	C	TY
111	18.3	52.8	SCOFIELD 12.9	40.2		
Yard	28.1	52.8	ALLENFARM 9.8	42.2		
93	33.1	44.8	NAVASOTA 6.0	26.4	C	
51	37.7	106.1	SouPac Crossing 4.6	68.6		
	40.6	59.1	WOOD 2.8	51.7		
16	43.4	.0	YARBORO 2.9	52.8		
58	48.9	67.0	STONEHAM 5.5	61.7		
	49.9	.0	PLANTERSVILLE 1.9	53.3		
	49.9	82.8	BOBVILLE 5.7	57.0	B	
	55.6	82.8	CRIP-FWD Crossing 7.8	60.7	B	
38	63.4	73.9	DOBBIN 5.7	60.7		
38	67.3	65.4	MONTGOMERY YL 7.8	54.9		
Yard	72.2	59.6	HONEA 2.9	55.9	C	
51	74.6	56.4	LEONIDAS 4.9	60.2		
38	79.1	54.9	CONROE YL 2.4	61.2		
109	85.0	76.5	MoPac Crossing 4.5	63.3		
38	89.6	52.8	BEACH 5.9	41.1		
78	94.9	60.1	WAUKEGAN 4.6	57.0		
57	102.3	26.4	SECURITY 5.3	17.4	C	
38	105.5	24.9	POSTORIA 7.4	31.7		
91	111.0	19.5	SouPac Crossing 3.3	81.1	C	Y
30	117.7	37.7	CLEVELAND YL 0.7	10.0		
37	121.5	31.7	RAYBURN 3.8	34.8		
154	128.1	17.4	ROMAYOR 6.6	19.3		
38	133.4	15.8	VOUVA 5.3	23.2	B	
38	138.3	30.6	BRAGG 4.9	27.9		
	143.3	31.7	LELAVAL 5.0	31.7		
Yard	152.2	31.7	DIES 8.9	31.7	C	
			SouPac Crossing KOUNTZE		C	TY
			SILSBBE YL		C	TY
			(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.

Wye at Dolen.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
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

Longview District

SOUTHWARD			TIME TABLE		NORTHWARD		
Capacity of Siding in 50-ft. Car	Mile Post	Ruling Grade Ascending	No. 6		Ruling Grade Ascending	Communications	Turn Tables and Wyes
			October 28, 1962				
		Ft. Per Mile	STATIONS		Ft. Per Mile		
Yard	207.6	139.9	LONGVIEW	YL	93.4	C	Y
32	201.1	71.2	ESTES		73.9		
	187.8	61.7	TATUM		79.2	C	
59	181.4	90.2	BECKVILLE		73.9	C	
Yard	171.7	124.6	CARTHAGE	YL	144.1	C	
20	165.2	83.6	DANIELS		108.2		
24	161.7	52.8	GARY		63.3		
33	155.2	31.1	SAXET		32.2		
51	151.6	32.7	SouPac Crossing TENAHA YL		64.9	C	
37	139.8	67.5	CENTER	YL	47.5	C	Y
41	131.4	81.3	NEUVILLE		32.7		
64	127.0	43.8	CALGARY		48.0	B	
Yard	120.4	81.8	SAN AUGUSTINE	YL	45.4	C	
50	114.9	54.9	VENABLE		48.5		
41	104.7	50.6	BRONSON		52.8	C	
30	97.5	52.8	PINELAND		52.8	C	
41	87.4	76.0	BROWDELL		.0	C	
43	84.2	32.7	HORTON		41.1	B	
43	78.7	38.0	COLLINS		42.7		
81	73.6	39.0	JASPER	YL	47.5	C	Y
43	67.1	58.0	KEIGHTON		52.8		
34	62.4	41.1	ROGANVILLE		48.5		
	53.0		J. & E. JCT.				
Yard	52.4	40.1	KIRBYVILLE	YL	31.1	C	Y
57	48.0	31.7	CALL		42.2		
63	43.2	30.0	LE VERTE		31.7		
	38.4	26.4	BESSMAY		23.7		
54	37.1	26.4	LONG		23.7		
	36.1	16.8	BUNA		27.9	C	
63	30.1	3.1	QUINN		12.6		
	26.6	15.8	EVADALE	YL	19.0	B	
39	23.5	31.6	LILLARD		10.0		
Yard			SILSBEE	YL		C	TY
			(186.7)				

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	17
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 19—Rules Operating Department, 1959—is amended as follows: Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:
By day, marker lamps not lighted.
By night, marker lamps lighted, displaying red to rear and yellow to front and side.
A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.
By night, when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.
When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.
Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.
Where ABS or Rule 261 is not in effect, a passenger train when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.
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
THIRD DISTRICT	
Thompsons	Third District
Sealy	Third District
SAN SABA DISTRICT	
Homer Jct.	Menard District
MATAGORDA DISTRICT	
Cane Jct.	Matagorda District
Rayner Jct.	Matagorda District
CONROE, SILSBEE AND LONGVIEW DISTRICTS	
Silsbee	To and from Conroe-Longview Dists.
Loeb Jct.	Silsbee District
OAKDALE DISTRICT	
J. & E. Jct.	Longview District
L. C. & N. Jct.	Oakdale District

10. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
FIRST DISTRICT	79	60
SECOND DISTRICT	79	60
THIRD DISTRICT		
Galveston to Alvin	79	60
Alvin to Tower 17	59	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
MATAGORDA DISTRICT		
Sealy to Bay City	30	30
Bay City to Matagorda	20	20
GARWOOD DISTRICT		
	20	20
HALL DISTRICT		
	20	20
CONROE DISTRICT		
Somerville to Cleveland	50	40
Cleveland to Silsbee	50	45
SILSBEE DISTRICT		
Silsbee to Calder Avenue	50	35
Calder Avenue to Sea Breeze	25	25
Sea Breeze to High Island	20	20
OAKDALE DISTRICT		
	45	30
LONGVIEW DISTRICT		
	50	35
FIRST DISTRICT		
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
SECOND DISTRICT		
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
THIRD DISTRICT		
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. 50.6 to 51.0	55	45
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
HOUSTON DISTRICT		
2 Curves, M.P. 0.0 to 0.4	15	15
North leg wye, Alvin	8	8
LAMPASAS DISTRICT		
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

Southern Division 11

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
MATAGORDA DISTRICT		
Curve, M.P. 68.9 to 69.1	20	20
CONROE DISTRICT		
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
SILSBEE DISTRICT		
East and West leg wye, Silsbee	20	15
OAKDALE DISTRICT		
Curve, M.P. 0.5 to 0.7	20	15
Curve, M.P. 79.6 to 79.8	30	20
LONGVIEW DISTRICT		
Curve and Neches River Bridge, M.P. 26.1 to 26.5	35	25
4 Curves, M.P. 80.7 to 83.2	35	20
12 Curves, M.P. 83.2 to 86.9	25	15
Curve, M.P. 102.4 to 102.5	25	20
Curve, M.P. 103.7 to 103.9	40	30
2 Curves, M.P. 105.0 to 105.6	40	30
Curve, M.P. 106.6 to 106.7	40	30
Curve, M.P. 108.3 to 108.5	40	30
6 Curves, M.P. 115.1 to 117.5	25	20
6 Curves, M.P. 128.8 to 130.7	30	20
Curve, M.P. 155.8 to 156.1	40	30
2 Curves, M.P. 161.4 to 161.7	15	10
Curve, M.P. 166.1 to 166.2	45	30
2 Curves, M.P. 167.2 to 167.7	40	30
Curve, M.P. 171.3 to 171.5	25	20
2 Curves, M.P. 181.4 to 182.0	35	30
3 Curves, M.P. 184.2 to 184.7	45	30
2 Curves and Sabine River Bridge, M.P. 196.5 to 197.1	25	15
Curve, M.P. 203.1 to 203.3	40	30
10 Curves, M.P. 204.4 to 207.4	30	25

(B) MAXIMUM SPEED OF ENGINES AND MOTOR CARS.

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 407-430	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45	70

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
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, 2602-2606	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174, 1200-1234, 1600-1607	75	75	45	75
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.)
Diesel Engines:			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1607, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2602-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1234, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars			
	3	5	5
Passenger Cars:			
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 AT 199455	
	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
FIRST DISTRICT			
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
SECOND DISTRICT			
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
THIRD DISTRICT			
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
Orchard	S	Both ends siding	30
Rosenberg	I	SouPac Transfer	20
	I	North end siding	30
	I	Siding to SouPac Ry. Co.	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	SouPac and G. H. & H. junctions	30
Island	I	SouPac 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	

11. YARD LIMITS: (Cont'd)

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

Alvin (yard limits Third District only from southward T.C.S. signal north leg of wye to north yard limit board).

Rosenberg

Tower 17

Sealy (on Matagorda District only).

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

T. & N. O. Jct.

Eagle Lake (yard limits extend from yard limit board south of Rayner Jct. to yard limit board north of Eagle Lake).

Rayner Jct.

Garwood

Bay City (Yard limits extend from yard limit board north of Bay City to and including Matagorda)

Wadsworth

Matagorda

Newgulf

Guy

Long Point

Thompsons (on Hall District only).

Somerville

Montgomery

Conroe

Cleveland

Silsbee

Voth

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

High Island

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
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FIRST AND SECOND DISTRICTS

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

THIRD DISTRICT

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

LAMPASAS DISTRICT

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

SAN SABA DISTRICT

2.9	Viaduct, Highway
13.7	Colorado River
29.1	San Saba River

MENARD DISTRICT

220.6	Viaduct, Cattle Pass
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HALL DISTRICT

10.3	San Bernard River
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CONROE DISTRICT

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

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	Conroe
Galveston Telegraph Office	Houston Union Station	Calder Avenue
	Bellville Yard Office	Longview
	Bellville Yard Round House	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—SouPac. 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—SouPac 0.8 mile south of 59th Street. Interlocking.
- T. & N. O. JCT.—SouPac. Interlocking. Maximum speed 40 M.P.H.
- ARCOLA—MoPac. Interlocking.
- SUGARLAND JCT.—MoPac. Interlocking.
- TOWER 17—SouPac. Interlocking. Maximum speed 20 M.P.H. for northward trains. Speed applies only to head end of train.
- WALLIS—SouPac. Interlocking. Maximum speed, Passenger 75 M.P.H. Freight 50 M.P.H.
- SEALY—M-K-T. Interlocking. Maximum speed, Passenger 75 M.P.H. Freight 50 M.P.H.
- EAGLE LAKE—SouPac. Three crossings. 0.9 mile, 0.6 mile and 0.1 mile north of station. Interlocking. Maximum speed 20 M.P.H.
- WHARTON—SouPac. 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—SouPac. 0.3 mile north of station. STOP. See Rule 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—SouPac. STOP. See Rules 98, A, B, C and D.
- NAVASOTA—SouPac. Interlocking.
- DOBBIN—C.R.I.P.-F.W.D Interlocking.
- CONROE—MoPac. Interlocking. Maximum speed 20 M.P.H.
- CLEVELAND—SouPac. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.
- 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.
- BEAUMONT—SouPac. 0.5 mile south of Calder Avenue. Interlocking. Maximum speed 15 M.P.H.
- BEAUMONT—MoPac - K.C.S. - SouPac. 0.6 mile south of station. STOP. See Rules 98, A, B, C, & D.

17. RAILROAD CROSSINGS AT GRADE. (Cont'd)

- TENAHA—SouPac. Cabin Interlocking. If Home Signal in Stop position and cause is not apparent, crew member must go to box and be governed by instructions contained therein. Maximum speed 20 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.—SouPac. STOP. See Rules 98, A, B, C & D.
- OAKDALE—H.D.E. Co. Tram. 0.7 mile south of station. Stop not required. Trains and engines proceed over crossing prepared to stop short of train or obstruction.
- OAKDALE—MoPac 0.3 mile south of station. STOP. See Rules 98, A, B, C & D. (Gate equipped with electric lock.)

18. TRAIN SIGNALS: (Rules 19, 20 and 21)

1. MoPac Ry., SouPac 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. SouPac 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).

Special Rules Governing Movements—Galveston Causeway

1. 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.
2. 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.
3. Towerman or signal maintainer in charge, from location on ground, may give hand signals with yellow flag or yellow light, authorizing train to pass signal displaying "stop" indication.

When stopped by home signal, towerman, after definitely determining route to be used is set and clear of opposing trains, may, over telephone, authorize conductor or 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) _____ SouPac 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. KLEYFAS.....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 RUDISALE.....Silsbee
 BEN VIRGLIO.....Beaumont
 ROGER F. REESE.....Beaumont
 MRS. ALPHA ELDRED.....Oakdale
 BEN R. WILLIAMS.....San Augustine
 J. CARROLL CALLAHAN.....Longview

SURGEONS OF THE G. C. & S. F. HOSPITAL ASSOCIATION

Dr. G. P. BAIN, Chief Physician.....Temple
 Dr. SPEED, Chief Surgeon.....Temple
 Dr. EVERETT R. VEIRS, Chief Oculist.....Temple

LOCAL SURGEONS

Dr. E. L. CLARK.....Cleburne
 Dr. GATES R. BARKER.....Cleburne
 Dr. V. D. GODDALL.....Clifton
 Dr. S. L. WITCHER.....Clifton
 Dr. W. T. HOLDER.....Clifton
 Dr. W. F. KEY, JR.....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. T. P. EDWARDS.....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. CHILDRESS.....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. 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. O. 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. JOHN McGIVNEY.....Houston
 Dr. C. T. ADRIANCE.....Galveston
 Dr. A. J. JINKINS.....Galveston
 Dr. J. C. LAUGHLIN.....Galveston
 Dr. L. B. OUTLAR.....Eagle Lake
 Dr. G. E. HORTON.....Wharton
 Dr. H. M. NORTINGTON.....Wharton
 Dr. R. R. WITT.....Wharton
 Dr. J. W. SIMONS.....Wharton
 Dr. S. D. COLEMAN.....Newgulf
 Dr. A. N. WILKINS.....Navasota
 Dr. E. B. CLEMENTS.....Conroe
 Dr. W. J. POSHATASKE.....Cleveland
 Dr. GEORGE D. TENNISON.....Silsbee
 Dr. SAM F. COPELAND.....Silsbee
 Dr. WADE PARKER.....Silsbee
 Dr. H. GRADY BEVL.....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. J. T. McREE.....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. 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

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
	Mykawa, Pearland, Algoa, Arcadia, Alta Loma and Hitchcock		Stations beyond Houston	66	Wallis, Bellville and Rogers	Brownwood and beyond	
16	Marietta	Oklahoma City and beyond	Ft. Worth, Dallas and beyond	75	Sealy and Milano	Temple and beyond	Houston and beyond
	McGregor	Oklahoma City and beyond	Houston and beyond		Belton	West of Brownwood	Houston and beyond
	Hitchcock, Alta Loma, Arcadia, Algoa, Pearland and Mykawa	Stations beyond Houston		76	Bangs and Santa Anna	West of Coleman	
					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.



SANTA FE SAFETY FIRST



Every employee should report promptly to his Foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

