

A. N. WADE, Trainmaster.....Galveston
 W. C. PARKS, TrainmasterTemple
 J. E. GILL, 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

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:

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	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.

7

IN EFFECT

SUNDAY, APRIL 26, 1964

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 First Class		Capacity of Siding in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 7 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTHWARD First Class	
15	16									
Texas Chief									Texas Chief	
Leave Daily			STATIONS						Arrive Daily	
PM 1.55	Yard	48.0	CLEBURNE YL		317.5	C	TY		PM 12.51	
2.03	111	52.8	8.0 RIO VISTA	53.3	309.5	B			12.42	
2.09	119	31.7	8.7 BLUM	66.0	308.5				12.37	
2.18	148	37.5	9.1 KOPPERL	52.8	294.4				12.29	
2.25	131	47.5	8.6 M-K-T Crossing MORGAN	66.0	287.8	B			12.23	
2.32	122	66.0	7.4 MERIDIAN	73.9	280.7	C			12.16	
2.41	133	53.8	10.3 CLIFTON	66.0	270.4	C			12.05	
2.51	61	66.0	11.0 VALLEY MILLS	65.4	259.2	C			PM 11.55	
2.56	130	66.0	4.5 MANHATTAN	66.0	254.7	B			11.50	
3.07	150	42.2	11.3 St. L. & W Crossing McGREGOR	66.0	243.4	C	Y		11.37	
3.18	129	66.0	9.9 MOODY	66.0	233.5	C			11.29	
3.26	130	66.0	8.1 PENDLETON	66.5	225.4	B			11.22	
3.30		66.0	4.2 HELCO YL	66.5	221.2				11.18	
3.36 PM	Yard	66.0	3.0 TEMPLE YL	66.5	218.2	C	TY		11.15 AM	
Arrive Daily			(99.1)						Leave Daily	
58.8			Average speed per hour						61.9	

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 Bldgs in 50-ft. Cars	Rating Grade Ascending	TIME TABLE No. 7 April 26, 1964	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	STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily	
PM 3.41	AM 3.30	Yard	.0	TEMPLE YL	42.7	218.2	C	AM 11.10	PM 10.28	
			.0	0.8 M-K-T Crossing	66.0	217.4				
3.45	3.35		28.5	0.9 KNOWD YL	66.0	216.5		11.05	10.20	
3.49	3.40	181	54.5	4.7 HEIDENHEIMER	54.4	212.3		11.02	10.17	
3.56	3.48	175	68.6	7.6 ROGERS	63.8	204.7		10.56	10.10	
4.03	3.56	124	42.2	7.4 BUCKHOLTS	59.1	197.8		10.49	10.03	
4.13	4.08	141	42.2	9.3 CAMERON	52.8	188.0	C	10.41	9.55	
4.20	4.15	120	42.2	6.5 HOYTE	34.8	181.8		10.35	9.44	
4.27	4.23	110	42.2	7.0 MILANO MoPac Crossing	52.8	174.4	C	10.28	9.38	
4.36	4.34	139	39.6	9.6 CHRISMAN	66.0	164.8		10.19	9.29	
4.43	s 4.44	101	42.2	7.0 CALDWELL	66.0	157.8	C	10.12	s 9.22	
4.49	4.52	126	42.2	6.5 DAVIDSON	65.4	151.3	B	10.06	9.14	
4.55	4.59		13.2	6.4 LYONS	52.6	144.8		10.00	9.08	
4.59	f 5.05	Yard	42.2	SOMERVILLE YL	52.8	141.4	C	9.56	f 9.05	
5.07	5.15	164	42.2	8.4 LANDES	66.0	132.9	B	9.48	8.55	
5.12	s 5.24		68.6	6.9 BRENHAM SouPac Crossing	64.9	126.0	C	9.41	s 8.48	
5.21	5.34	128	67.0	5.9 PHILLIPSBURG	66.0	120.1		9.35	8.41	
5.29	5.48	134	23.8	9.8 DANT	42.2	110.3		9.26	8.32	
5.31	5.53		.0	2.7 BELLVILLE YL	66.0	107.6		9.23	8.29	
s 5.36 PM	s 5.59 AM	Yard		BELLVILLE YARD L		106.2	C	9.21 AM	8.27 PM	
Arrive Daily	Arrive Daily			(111.7)				Leave Daily	Leave Daily	
58.3	45.0			Average speed per hour				61.5	55.4	

RULE 261 IN EFFECT:

On both main tracks 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 Coach in Mo-Pac Car	Rating Grade Ascending	TIME TABLE No. 7 April 26, 1964	Rating 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		Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily
	PM 5.38	AM 6.04	Yard	.0		29.0	108.2	C	T	AM 9.20	PM 8.22	
	5.40	6.06		18.8		29.0	104.6			9.18	8.19	
	5.49	6.20	213	23.7		37.4	94.6	C	Y	9.09	8.08	
	5.56	6.29	95	34.8		27.9	88.9			9.02	8.01	
	6.00	6.35		12.1		18.2	82.2			8.58	7.55	
	6.05	6.41	93	8.4		16.8	78.2	C		8.52	7.48	
	6.14 PM Arrive Daily	6.54 AM Arrive Daily		.0			66.2	C		8.44 AM Leave Daily	7.38 PM Leave Daily	
			115	2.1		7.8	65.8					
				29.0		2.1	63.3					
			107	3.2		26.9	58.6					
			107	7.9		9.5	55.0	B				
			109	2.6		33.7	50.4	C				
				18.4		33.7	46.2					
			108	1.0		4.7	44.8	B				
				2.4		4.7	42.9					
			106	7.9		10.5	36.0					
			Yard	5.2		6.3	28.6	C	Y	Arrive Daily AM 7.00		AM 1.31
				.0		2.1	24.4		Y	6.56		1.25 AM
			72	1.0		5.2	20.7			6.53		
			112	1.8		12.1	18.2	C		6.51		
			108	3.2		7.9	14.1	C		6.47		
			113	14.7		8.9	11.0	B	Y	6.44		
				.0		.0	6.3			6.40		
				.0		15.3	4.2			6.36		
			Yard	.0		.0	2.2	C		6.34		
				.0		.0	1.4					
				.0		.0	0.3			6.31		
				.0		.0				6.30 AM		
				.0								
Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily
81.5	58.8	48.0			Average speed per hour					62.4	54.5	42.0

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

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	Ruling Grade Ascending	TIME TABLE No. 7 April 26, 1964	Ruling 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. 86	G.C.&S.F. No. 18	Texas Chief								Texas Chief	G.C.&S.F. No. 15	G.C.&S.F. No. 85	MoPac Mail & Express
Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 10.01	PM 6.45	AM 7.50	PM 7.30								AM 7.35	PM 7.20	AM 8.15	AM 2.30
10.15	6.56	8.00	7.40								7.23	6.56	7.48	2.04
10.16	6.57	8.01	7.41								7.22	6.55	7.47	2.02
PM 10.17	PM 6.58	AM 8.03	PM 7.43								AM 7.21	PM 6.54	AM 7.45	AM 1.59
10.25			7.48	187	0.1									
10.29			7.52	108	10.5									
10.35			7.57	127	.0									
10.41 PM			8.01 PM	Yard	.0									
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								7.00 AM			1.33 AM
85.3	21.7	21.7	48.6								41.3	11.3	9.4	25.4

Average speed per hour

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	21
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. 7 April 26, 1964	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Turn Tables and Wyes	Communications
		Ft. Per Mile				
109	34.0					
100	22.9	7.9	5.8		C	
91	17.8	5.8	11.6	Y		
93	6.6	6.8	10.6		C	
	0.0	4.8	4.2			

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. 7 April 26, 1964	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Turn Tables and Wyes	Communications
		Ft. Per Mile				
	0.0	58.0				
	6.7	.0	58.0	Y		
Yard	9.6		8.4			

No switch lights Garwood District.

6 Southern Division

Lampasas District

SOUTHWARD		Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE				Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	NORTHWARD	
First Class				No. 7								First Class	
75				April 26, 1964								76	
California Special											California Special		
Leave Daily		Ft. Per Mile	STATIONS				Ft. Per Mile				Arrive Daily		
PM 10.40	Yard	33.8	Two Tracks	TEMPLE	YL	66.0	218.2	C	TY	s	AM 3.15		
10.43		70.4		GOBER	YL	70.4	219.9					3.08	
10.52	110	70.4		BELTON		72.8	226.4	C	Y		3.02		
11.01	107	37.0		NOLANVILLE		0.0	235.7				2.53		
11.10	105	57.0		KILLEEN	YL	66.5	243.5	C	Y	s	2.46		
11.22	101	70.7		COPPERAS COVE		66.5	254.1	C		f	2.35		
11.28	108	69.6		GOTCHER		66.6	259.9				2.28		
11.31	121	0.0	Automatic Block System	KEMPNER		47.5	263.1	B			2.25		
11.37	72	49.6		SHORTALL		32.7	268.1					2.20	
11.43	124	66.5		LAMPASAS		0.0	273.7	C	Y	f	2.14		
11.49	81	68.6		REVISION		47.5	277.7					2.09	
11.57	97	69.7		OGLES		0.0	283.6					2.03	
AM 12.05	76	71.2			LOMETA	YL	68.4	291.7	C	Y	f	1.56	
12.13	97	66.0			ANTELOPE GAP		65.4	300.0	B			1.47	
12.19	108	66.0			CASTOR		66.0	306.1	B			1.41	
12.26	101	66.0			GOLDTHWAITE		66.0	313.8	C		f	1.34	
12.31	82	66.0			BOZAR		67.0	318.4				1.28	
12.37	103	66.0			MULLEN		66.0	323.6				1.22	
12.44	96	66.0			VILLA		66.0	330.3				1.15	
12.50	101	66.0			ZEPHYR		66.0	336.2	B			1.09	
12.58 ⁷⁶	112	21.1		T.C.S.	RICKER		66.0	344.4				12.58 ⁷⁵	
1.10 AM	Yard				BROWNWOOD	YL		348.4	C	TY		12.50 AM	
Arrive Daily				(130.2)							Leave Daily		
52.1				Average speed per hour							53.9		

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. siding, 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
Mayflower.....	236.7	7
Kay Spur.....	251.4	230

San Saba District

SOUTHWARD			TIME TABLE	No. 7	April 26, 1964	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending				Ruling Grade Ascending	Communications	Turn Tables and Wyes
Yard	0.0							
50	24.7	31.7	LOMETA	YL	31.7	C	Y	
30	32.6	51.2	SAN SABA	YL	14.9	C		
33	39.5	47.5	ALGERITA		26.4			
18	49.6	81.7	RICHLAND SPRINGS		29.0			
43	65.9	39.9	SELLMAN		31.7			
31	76.4	66.0	BRADY	YL	52.8	C	Y	
	76.8	39.6	WHITELAND		36.9			
33	82.0	39.6	HOMER JCT.		36.9			
Yard	97.9	31.7	MELVIN		.0			
			EDEN	YL		C	Y	

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

No switch lights San Saba District.

Menard District

SOUTHWARD		TIME TABLE	No. 7	April 26, 1964	NORTHWARD			
Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending				Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes
Yard								
53	39.6		HOMER JCT.		16.8		197.5	
50	39.6		LIGHTNER		39.6		204.8	
	39.6		CALLAN		39.6		211.7	
Yard			MENARD	YL		C	Y	

Trains must get numbered Clearance Card before leaving Menard.

No switch lights Menard District.

Matagorda District

SOUTHWARD			TIME TABLE No. 7 April 26, 1964	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Turn Tables and Wyes	Communications
Yard	0.0	28.7	SEALY YL 10.1	19.5	Y	C
71	10.0	17.9	BEARD 7.3	11.6		
	17.3	.0	SouPac Crossing 0.5	17.9		
	17.6	.0	SouPac Crossing 0.1	17.9		
	17.7	31.6	EAGLE LAKE YL 0.8	31.6	Y	C
53	18.5	15.7	LAKESIDE YL 1.3	26.4		
	19.8	9.5	RAYNER JCT. YL 2.0	9.4		
12	22.7	34.3	MATTHEWS 5.3	18.2		
26	28.0	21.2	BONUS 4.4	23.7		
81	32.4	4.2	EGYPT 4.0	6.3		
67	37.0	.0	GLEN FLORA 5.8	19.5		
	42.8	.0	SouPac Crossing 0.3	22.1		
61	48.1	4.2	WHARTON 8.3	8.9		0
30	51.4	4.7	LANE CITY 8.8	12.6		
	55.2	10.6	CANE JCT. 5.3	10.6		
14	60.5	7.9	RUNNELLS 7.8	11.6		
	68.8	.0	SouPac Crossing 0.3	3.1		
45	68.6	.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. 7 April 26, 1964	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Wyes
Yard	0.0	52.8	SOMERVILLE YL 5.4	31.7	C	TY
56	5.4	52.8	SCOFIELD 12.9	40.2		
111	18.8	52.8	ALLENFARM 9.8	42.2		
Yard	28.1	44.8	NAVASOTA SouPac Crossing 5.0	26.4	C	
93	33.1	106.1	WOOD 4.0	68.6		
51	37.7	59.1	YARBORO 2.8	51.7		
	40.5	.0	STONEHAM 2.9	52.8		
	43.4	67.0	PLANTERSVILLE 5.5	61.7		
58	48.9	.0	BOBVILLE 1.0	53.3		
	49.9	62.8	CRIP-FWD Crossing DOBBIN		B	
	55.6	73.9	MONTGOMERY YL 7.8	57.0	B	
38	63.4	65.4	HONEA 8.8	60.7		
Yard	72.2	56.4	CONROE YL MoPac Crossing 2.4	55.9	C	
51	74.6	54.9	BEACH 4.5	60.2		
38	79.1	76.5	WAUKEGAN 5.9	61.2		
180	85.0	52.8	SECURITY 4.6	63.3		
38	89.6	60.1	POSTORIA 5.3	41.1		
78	94.9	26.4	SouPac Crossing CLEVELAND YL 7.4	57.0	C	
57	102.3	24.8	HIGHTOWER 3.2	17.4		
38	105.5	19.5	RAYBURN 5.5	31.7		
91	111.0	37.7	ROMAYOR 8.7	31.1	C	Y
30	117.7	31.7	FUQUA 3.8	10.0		
87	121.5	17.4	VOTAW 6.6	34.8		
154	126.1	15.8	BRAGG 5.3	19.3	B	
38	138.4	30.6	LELAVALLE 4.9	28.2		
38	138.3	31.7	DIES 5.0	27.9		
111	143.8	31.7	SouPac Crossing KOUNTZE 8.9	31.7	C	
Yard	152.2		SILSSEE YL	31.7	C	TY
			(152.2)			

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	21
Lafitte	10.8	16
Pioneer Industries Spur	45.2	5

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	27
Keenan	60.6	11
Leonidas	67.3	20
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. 7 April 26, 1964	NORTHWARD		
Capacity of Sidings in 80-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	21.0	26.3	SILSBEE YL 6.9	41.1	C	TY
53	14.1	27.5	LUMBERTON 3.8	23.2		
	10.8	24.8	LOEB JCT. YL SouPac Connection 1.8	20.1	B	
38	8.5	23.2	VOTH YL 7.3	16.8	B	
Yard	1.2	4.7	CALDER AVENUE YL 0.5	6.3	C	
	0.7		SouPac Crossing 0.1			
	0.6		P. B. JCT. YL 0.6			Y
	0.0	2.6	BEAUMONT YL 0.6	6.8		
	0.6		P. B. JCT. YL MoPac Crossing K. C. S. Crossing SouPac Crossing 5.6			Y
15	70.9	1.0	BROOKS 11.5	2.6		
14	59.4	12.6	MOREY 2.3	15.8		
39	57.1	5.2	HAMSHIRE 5.3	1.0		
25	51.8	11.0	WINNIE 2.1	7.3	C	
47	49.7	.0	STOWELL 4.9	6.8		
39	44.8	4.2	SEA BREEZE 10.6	12.6		
Yard	34.2	.0	HIGH ISLAND YL	9.5		Y

(62.6)

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	26
Walden	72.7	9

Oakdale District

SOUTHWARD			TIME TABLE No. 7 April 26, 1964	NORTHWARD		
Capacity of Sidings in 80-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	80.8	.0	OAKDALE YL	20.0	C	
	80.6		MoPac Crossing			
	80.2		H.D.E. Co. Tram Cross.			Y
	80.0		CALCASIEU YL 8.8	16.8		
45	72.0	32.2	ELIZABETH YL 9.7	16.8	C	
45	62.3	34.8	PITKIN 11.9	45.9	C	
54	50.4	33.2	MARKEE 11.3	47.5		
Yard	39.1	36.9	L. C. & N. JCT. YL 0.7	47.5		
	39.8	32.0	DeRIDDER 0.7	21.0	C	
Yard	39.1		L. C. & N. JCT. SouPac Crossing YL 0.7			
	38.4	31.7	K. C. S. Crossing 4.9	31.7		
45	33.5	25.3	SHEAR 6.0	18.4		
53	27.6	15.8	NEALE 5.4	32.2	B	
47	22.1		MERRYVILLE YL 4.7	32.2	C	
	17.4		State Line 1.7			
39	15.7	26.4	BONWIER 10.5	26.4		
	5.2	28.5	O. & N. W. Crossing BLEAKWOOD 4.6	33.7		
	0.6		J. & E. JCT. 0.6			
Yard	0.0		KIRBYVILLE YL		C	Y

(80.8)

Be governed by Time Table, Rules and Regulations of SouPac 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	5
Hite	36.1	34
Ikes	43.5	20
Sugrue	55.5	42
Cravens	56.9	25
Mab	74.1	10

Longview District

SOUTHWARD			TIME TABLE No. 7 April 26, 1964	NORTHWARD		
Capacity of Siding in 50-ft. Cars	Mile Post	Rating Grade Ascending		Rating Grade Ascending	Communications	Turn Tables and Ways
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	207.6	139.9	LONGVIEW YL	93.4	C	Y
32	201.1	71.2	0.5 ESTES	73.9		
	187.8	61.7	13.3 TATUM	79.2	C	
59	181.4	90.2	6.4 BECKVILLE	73.9	C	
Yard	171.7	124.6	9.7 CARTHAGE YL	144.1	C	
20	165.2	83.5	6.5 DANIELS	108.2		
24	161.7	52.8	3.5 GARY	63.3		
33	155.2	31.1	6.5 SAXET	32.2		
51	151.6	32.7	3.6 SouPac Crossing TENAHA YL	64.9	C	
37	139.8	67.5	11.8 CENTER YL	47.5	C	Y
41	131.4	81.3	8.4 NEUVILLE	32.7		
64	127.0	43.8	4.4 CALGARY	48.0	B	
Yard	120.4	81.8	6.0 SAN AUGUSTINE YL	45.4	C	
50	114.9	54.9	5.5 VENABLE	48.5		
41	104.7	50.6	10.2 BRONSON	52.8	C	
30	97.5	52.8	7.2 PINELAND	52.8	C	
41	87.4	76.0	9.9 BROWDELL	.0	C	
43	84.2	32.7	3.2 HORTON	41.1	B	
43	78.7	38.0	5.5 COLLINS	42.7		
81	73.8	39.0	5.1 JASPER YL	47.5	C	Y
43	67.1	58.0	8.5 KEITHTON	52.8		
34	62.4	41.1	4.7 ROGANVILLE	48.5		
	53.0	40.1	9.4 J. & E. JCT.	31.1		
Yard	52.4	31.7	0.6 KIRBYVILLE YL	42.2	C	Y
57	48.0	30.0	4.4 CALL	31.7		
63	43.2	26.4	4.8 LE VERTE	28.7		
	38.4	26.4	4.8 BESSMAY	23.7		
54	37.1	16.8	1.3 LONG	27.9		
	36.1	9.1	1.0 BUNA	12.6	C	
63	30.1	31.6	6.0 QUINN	19.0		
	26.6		3.5 EVADALE YL		B	
Yard			5.9 SILSBEE YL		C	TY
			(186.7)			

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	67

Signal System Two In Effect.

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. Work equipment, such as rail detectors, ballast agitators, weed burners and similar 'on-track' equipment cannot be depended upon to activate block, cab or interlocking signals, and warning devices at public crossings.
When protecting such equipment as required by Rule 99, it must not be assumed that such equipment is under the protection of block, cab or interlocking signals, and a sufficient distance to insure full protection is the distance necessary to insure full protection against a following, or opposing, train or engine approaching at maximum authorized speed.
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	25	25

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
M.P. 41.7 to 43.8—Northward	55	40
3 Curves, M.P. 43.8 to 45.3	45	35
M.P. 45.3 to 47.4—Southward	55	40
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 LOCOMOTIVES AND MOTOR CARS

DIESEL LOCOMOTIVES AND MOTOR CARS	MILES PER HOUR			
	Forward	Light	Backing Or When Controlled From Rear Unit	Dead-In Train
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344	80	80	45	80
325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB, 337LAB	90	90	45	90
100-289, 407-430	70	70	45	70
600-611	70	70	45	70

DIESEL LOCOMOTIVES AND MOTOR CARS	MILES PER HOUR			
	Forward	Light	Backing Or When Controlled From Rear Unit	Dead-In Train
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60
M160	80	65	25	75
M190	80	65	25	75

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

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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 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, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Trains handling derricks, 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	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 M.P.H.	Derricks M.P.H.	Other Machines M.P.H.
First, Second, Third, Houston, and Lampasas	45	40	30
All others	20	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 North End Team	15
	S	North end North End Team	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).	Guy
Alvin (yard limits Third District only from southward T.C.S. signal north leg of wye to north yard limit board).	Long Point
Rosenberg	Thompsons (on Hall District only).
Tower 17	Somerville
Sealy (on Matagorda District only).	Montgomery
Bellville Yard (yard limits extend from yard limit board south of Ball to yard limit board North of Bellville).	Conroe
T. & N. O. Jct.	Cleveland
Eagle Lake (yard limits extend from yard limit board south of Rayner Jct. to yard limit board north of Eagle Lake).	Silsbee
Rayner Jct.	Voth
Garwood	Beaumont (yard limits extend from yard limit board north of Loeb Jct. to yard limit board south of P. B. Jct., including Beaumont.)
Bay City (Yard limits extend from yard limit board north of Bay City to and including Matagorda)	High Island
Newgulf	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
FIRST AND SECOND DISTRICTS	
124.7	Viaduct, Highway
127.8	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
27.6	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
HALL DISTRICT	
10.3	San Bernard River
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

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

13. It is dangerous to have flame lights of any kind near oil tanks, oil cars, oil pipe lines, oil pumps, oil vats, or any receptacle used in handling or storing oil. Employes are particularly enjoined against having flame lights near openings where oil is exposed.

14. BULLETIN BOOKS ARE LOCATED AT:

Cleburne	New South Yard	Bellville Yard
Temple	Houston (Rusk Ave. Yard Office)	Bay City
Brownwood		Somerville
Lometa	Houston Union Station	Conroe
Galveston Passenger Station		Silsbee
Galveston Round House	Houston	Calder Avenue
Galveston 59th St.	(Settegast Yard)	San Augustine
Alvin	Rosenberg	Longview
		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	Silsbee Round House
Galveston Telegraph Office	Houston Union Station	Conroe
	Bellville Yard Office	Calder Avenue
	Bellville Yard Round House	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—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

- Between Virginia Point and Island trains will be governed by interlocking signals which supersede superiority of trains within these limits, but do not dispense with the use or observance of other signals whenever and wherever required. All switches, derails and signals are operated by towerman at Lift Bridge. Lift Bridge protected by derails.
- Trains or engines approaching Causeway at Virginia Point or Island must sound one long blast of whistle. If clear signal cannot be accepted immediately, member of crew must promptly notify towerman by telephone located at home signals. If train or engine is stopped at Virginia Point or Island, member of crew must immediately communicate with towerman for instructions.
- Towerman or signal maintainer in charge, from location on ground, may give hand signals with yellow flag or yellow light, authorizing train to pass signal displaying "stop" indication.

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

4. Speed limits between Virginia Point and Island:

Passenger trains 30 M.P.H.
Freight trains 20 M.P.H.

WHISTLE SIGNALS (Passing Lift Bridge)

- (a) _____ G. C. & S. F. Main Track
- (b) _____ SouPac Main Track
- (c) _____ o G. H. & H. Main Track

A. J. STROBEL, General Watch Inspector _____ Topeka, Kansas
 R. W. GOOCH, Asst. General Watch Inspector _____ Topeka, Kansas

LOCAL TIME INSPECTORS

GEO. E. WATKINS _____ Cleburne
 L. W. KLEYPAS _____ Temple
 I. S. JAMES _____ Temple
 B. L. MALONE _____ Brady
 MRS. MOLLIF W. ARMSTRONG _____ Brownwood
 ARCHIE OWINGS (Assistant) _____ Brownwood
 ERNIE W. STROBEL _____ Brownwood
 W. H. FROEBEL _____ Bellville
 ED. E. NESRSTA _____ Alvin
 W. A. SANFORD _____ Houston
 F. 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
 BEN R. WILLIAMS _____ San Augustine
 J. CARROLL CALLAHAN _____ Longview

SURGEONS OF THE GC & SF HOSPITAL ASSOCIATION

Dr. G. P. BAIN, Chief Physician _____ Temple
 Dr. T. SPEED, Chief Surgeon _____ Temple
 Dr. E. 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. W. T. HOLDER _____ Clifton
 Dr. W. F. KEY, JR. _____ Clifton
 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. CHU DRESS _____ Goldthwaite
 Dr. P. M. WHEELIS _____ Brownwood
 Dr. NED SNYDER _____ Brownwood
 Dr. ROGERS K. COLEMAN _____ Brownwood
 Dr. F. D. SPENCER _____ Brownwood
 Dr. SEALE T. CUTBIRTH _____ Brownwood
 Dr. HARRY N. THOMAS _____ Brownwood
 Dr. H. M. WESTPHAL _____ Menard
 Dr. F. PAUL BUROW _____ Killeen
 Dr. JOE A. FOWLER _____ Killeen
 Dr. T. P. EDWARDS _____ Belton
 Dr. J. W. PITTMAN _____ 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. J. B. HARLE _____ Bellville
 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. STANLEY E. THOMPSON _____ Richmond
 Dr. D. R. CALDWELL _____ Richmond
 Dr. FRANZ E. AMMAN _____ Rosenberg
 Dr. CARLOS E. FUSTE _____ Alvin
 Dr. IRVING W. MOODY _____ Houston
 Dr. FLOYD F. McSPADDEN _____ Houston
 Dr. A. H. REDMON, JR. _____ 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. NORTINGTON _____ Wharton
 Dr. R. R. WITT _____ Wharton
 Dr. J. W. SIMONS _____ Newgulf
 Dr. S. D. COLEMAN _____ Navasota
 Dr. A. N. WILKINS _____ Conroe
 Dr. E. B. CLEMENTS _____ Cleveland
 Dr. W. J. FOSHATASKE _____ 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. FRANK B. HART _____ Beaumont
 Dr. H. M. HENNINGTON _____ Beaumont
 Dr. B. B. WESTBROOK _____ Beaumont
 Dr. NORMAN DUREN _____ Beaumont
 Dr. W. C. ROLLO _____ Winnie
 Dr. G. G. McKELLAR _____ Longview
 Dr. EDWIN E. BUCKNER _____ Longview
 Dr. J. T. McREE _____ Longview
 Dr. K. C. PRINCE _____ Carthage
 Dr. WILLIAM C. SMITH _____ Carthage
 Dr. T. L. HURST _____ Center
 Dr. JAMES F. MARTIN _____ Center
 Dr. C. HUNTER MALLORY _____ Center
 Dr. W. J. BUCHELE _____ San Augustine
 Dr. A. J. RICHARDSON, JR. _____ Jasper
 Dr. VICTOR R. LEE _____ Merryville
 Dr. LUKE MARCELLO _____ DeRidder
 Dr. L. F. GRAY _____ Oakdale
 Dr. WALTER CLOUD _____ Oakdale

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS

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 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 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.)

