

A. N. WADE, TrainmasterHouston
 W. C. PARKS, TrainmasterTemple
 J. E. GILL, Trainmaster—R. F. of E.Silsbee
 V. BARBER, Road Foreman of EnginesBrownwood
 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. E. WALLACE
 C. M. PEARCY R. E. JOHNSON
 P. E. JOHNSON J. V. HIGGINBOTHAM
 J. C. MORLAN R. M. BETHUNE
 R. O. ROWE C. E. FURLOW
 E. A. THOMAS B. R. MARTIN

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings Are DAMAGING

—Here's What Happens:

	Safe - Danger	
4 MILES PER HOUR <input type="checkbox"/>	SAFE	SAFE COUPLING SPEED
5 MILES PER HOUR <input type="checkbox"/>	SAFETY	DAMAGE BEGINS
6 MILES PER HOUR <input type="checkbox"/>	HAZARD	24 TIMES AS DAMAGING AS 4 MPH
7 MILES PER HOUR <input type="checkbox"/>	DANGER	3 TIMES AS DAMAGING AS 4 MPH
8 MILES PER HOUR <input type="checkbox"/>	EXTREME DANGER	4 TIMES AS DAMAGING AS 4 MPH
9 MILES PER HOUR <input type="checkbox"/>	EXTREME DANGER	5 TIMES AS DAMAGING AS 4 MPH
10 MILES PER HOUR <input type="checkbox"/>	EXTREME DANGER	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

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

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.

8

IN EFFECT

SUNDAY, APRIL 24, 1966

At 12:01 A. M.
 Central Standard Time

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

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

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

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

2 First District

Southern Division

WESTWARD First Class			Capacity of Stages in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 8 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	EASTWARD First Class	
15										16	
Texas Chief											Texas Chief
Leave Daily		Ft. Per Mile		STATIONS	Ft. Per Mile						Arrive Daily
PM 2.35	Yard	48.0	Automatic Block System	CLEBURNE YL	53.8	817.5	CR	TY		PM 12.21	
2.43	111	52.8		8.0	RIO VISTA	66.0	809.6	B		12.12	
2.49	119	31.7		8.7	BLUM	39.6	803.6			12.07	
2.58	143	37.5		9.1	KOPPEL	52.8	294.4			PM 11.59	
3.05	131	47.5		8.6	M-K-T Crossing						
3.12	122	66.0		7.4	MORGAN	66.0	287.8	B		11.53	
3.21	133	66.0		10.3	MERIDIAN	73.9	280.7	CR		11.46	
3.31	61	53.8		11.0	CLIFTON	66.0	270.4	C		11.35	
3.36	130	66.0		11.0	VALLEY MILLS	65.4	269.2	C		11.25	
3.48	150	42.2		4.5	MANHATTAN	66.0	254.7	B		11.20	
3.59	129	66.0		11.3	St. L. S. W. Crossing						
4.07	180	66.0		9.9	McGREGOR	66.0	243.4	CR	Y	11.07	
4.11		66.0		9.9	MOODY	66.0	233.5	C		10.59	
4.17	Yard	66.0		8.1	PENDLETON	66.5	225.4	B		10.52	
PM		66.0		4.2	HELCO YL	66.5	221.2			10.48	
Arrive Daily				2.0	TEMPLE YL		218.2	CR	TY	10.45 AM	
58.8					(99.1)					Leave Daily	
					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 other 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 other 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
Brazlime	300.2	31

Southern Division

Second District 3

WESTWARD First Class		Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 8 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	EASTWARD 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 4.25	AM 8.30	Yard	.0	T.C.S. {	42.7	218.2	CR	TY	AM 10.40	PM 10.28
			.0						TEMPLE YL	
4.29	3.35		28.6	M-K-T Crossing	66.0	217.4				
4.33	3.40	181	54.5	KNOWD YL	66.0	216.5			10.35	10.20
4.40	3.48	175	58.6	HEIDENHEIMER	54.4	212.8			10.32	10.17
4.47	3.56	124	42.2	ROGERS	68.8	204.7			10.26	10.10
4.57	4.08	141	42.2	BUCKHOLTS	59.1	197.8			10.19	10.03
5.04	4.15	120	42.2	CAMERON	52.8	188.0	C		10.11	9.55
			42.2	HOYTR	34.8	181.8			10.05	9.44
5.11	4.23	110	42.2	MILANO MoPac Crossing	52.8	174.4	CR		9.58	9.38
5.20	4.34	139	39.6	CHRISMAN	66.0	164.8			9.49	9.29
5.27	4.44	101	42.2	CALDWELL	66.0	157.8	C		9.42	9.22
5.33	4.52	126	42.2	DAVIDSON	65.4	151.8	B		9.36	9.14
5.43	5.05	Yard	42.2	SOMERVILLE YL	52.8	141.4	CR	TY	9.26	9.05
5.51	5.15	164	42.2	LANDES	66.0	182.9	B		9.18	8.55
5.56	5.24		68.6	BRENHAM SouPac Crossing	64.9	126.0	CR		9.11	8.48
6.05	5.34	128	67.0	PHILLIPSBURG	66.0	120.1			9.05	8.41
6.13	5.48	134	23.8	DANT	42.2	110.8			8.56	8.32
6.15	5.53		.0	BELLVILLE YL	66.0	107.6			8.53	8.29
6.21 PM	5.59 AM	Yard		BELLVILLE YARD YL		106.2	CR	T	8.51 AM	8.27 PM
Arrive Daily	Arrive Daily			(111.7)					Leave Daily	Leave Daily
68.3	45.0			Average speed per hour					61.6	55.4

RULE 261 IN EFFECT:

On both main tracks between Knowd and westward control signals just east 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 other 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 other trains and engines.

Booth telephone at Kenney.

Mail crane at Gay Hill M. P. 135.6 and Lyons M. P. 144.8.

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

WESTWARD		Capacity of Block in 50-ft. Cars	Rating Grade Ascending	TIME TABLE		Rating Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	EASTWARD		
First Class				No. 8						First Class		
15	65			16	66							
Texas Chief	California Special			No. 8 April 24, 1966						Texas Chief	California Special	
Leave Daily	Leave Daily		Pt. Per Mile	STATIONS		Pt. Per Mile				Arrive Daily	Arrive Daily	
PM 8.23	AM 8.04	Yard	.0	Automatic Train Stop T.C.S. A.B.S.	BELLVILLE YARD YL	29.0	106.2	CR	T	AM 8.50	PM 8.33	
6.25	6.06		16.8		BALL YL	29.0	104.6			8.46	8.18	
6.35	6.20	213	23.7		M-K-T Crossing							
6.42	6.29	95	34.8		SEALY	27.9	94.6	C	Y	8.39	8.08	
6.46	6.35		12.1		EL PLEASANT	27.9	86.9			8.32	8.01	
6.51	6.41	93	8.4		SouPac Crossing							
7.00 PM	6.54 AM		.0		WALLIS	18.2	82.2			8.28	7.55	
Arrive Daily	Arrive Daily		8.4		ORCHARD	16.3	76.2	CR		8.22	7.48	
			.0		TOWER 17 YL		66.2			8.14 AM	7.38 PM	
		115	2.1		SouPac Crossing	7.8	65.8	C		Leave Daily	Leave Daily	
			29.0		ROSENBERG YL		63.3					
		107	3.2		RICHMOND		58.6					
		107	7.9		CRABB		55.0	B				
		109	2.6		BOOTH		50.4	C				
			18.4		THOMPSONS		46.2	B				
		106	1.0		SUGARLAND JCT. MoPac Crossing	4.7	44.8	B				
			2.4		DUKE		42.9					
		106	7.9		ARCOLA MoPac Crossing	4.7	36.0					
			5.2		MANVEL	10.5	36.0					
		Yard	.0		ALVIN YL	6.3	28.6	CR	Y		Arrive Daily AM 6.30	
			.0	ALGOA	2.1	24.4		Y		6.26		
		72	1.0	ARCADIA	5.2	20.7				6.23		
		112	1.6	ALTA LOMA	12.1	18.2	C			6.21		
		108	3.2	HITCHCOCK	7.9	14.1	C			6.17		
		113	14.7	TEXAS CITY JCT.	8.9	11.0	B	Y		6.14		
			.0	VIRGINIA POINT YL	.0	6.3				6.10		
			.0	ISLAND YL	15.8	4.2				6.06		
		Yard	.0	59th STREET YL	.0	2.2	CR			6.04		
			.0	SouPac Crossing	.0	1.4				6.01		
			.0	Wharves Crossing YL	.0	0.3				6.00 AM		
			.0	GALVESTON YL					T	Leave Daily		
				(106.4)								
57.9	48.0			Average speed per hour						62.4	64.6	

RULE 261 IN EFFECT:

Between westward home signal at east wye switch, Alvin, and eastward home signal 400 feet west of Algoa station on A.T.&S.F. track, and eastward home signal west end Missouri Pacific siding in Missouri Pacific yard, Algoa, and between west end siding Sealy and Ball except siding Sealy.
Speed limit through siding Sealy 20 M. P. H.

Speed limit on South Track of two tracks between Algoa and Alvin 50 M.P.H.

Trains must get numbered Clearance Card before leaving Bellville Yard.

Eastward 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.

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

Eastward 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 other 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.

Between Galveston and 59th Street there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points, main track may be used not protecting against other trains and engines.

Train No. 16 will assume schedule of corresponding number shown on Time Table at Galveston.

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

WESTWARD			Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 8 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	EASTWARD		
First Class										First Class		
165	105	15								16	106	166
AT.&S.F. No. 06	AT.&S.F. No. 10	Texas Chief								Texas Chief	AT.&S.F. No. 15	AT.&S.F. No. 05
Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily
PM 6.48	AM 7.20	PM 8.10								AM 7.05	PM 8.00	AM 8.15
6.56	7.30	8.20								6.58	7.46	7.48
6.57	7.31	8.21								6.52	7.45	7.47
6.58 PM	7.33 AM	8.23								6.51	7.44 PM	7.45 AM
		8.28	187	0.1								
		8.32	108	10.5								
		8.37	127	.0								
		8.41 PM	Yard	.0								
Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily
21.7	21.7	46.6								41.3	11.8	9.4

Average speed per hour

RULE 261 IN EFFECT:

Main track and sidings between signal, located 550 feet west 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.

Westward extras and work extras 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 east 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	67
Carters Spur	16.8	7
Golf Crest Spur	18.1	10
Industrial Tracks	18.9	33

Hall District

WESTWARD			TIME TABLE No. 8 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Turn Tables and Wyes	Communications
	84.0					
		7.9			C	
100	22.9	5.8	5.8			
91	17.8	6.3	11.6	Y		
		6.3	10.6			
98	6.6	4.8	4.2		C	
	0.0					

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

WESTWARD			TIME TABLE No. 8 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Turn Tables and Wyes	Communications
		58.0				
	0.0					
	6.7	.0	58.0			
Yard	9.6		8.4	Y		

No switch lights Garwood District.

6 Southern Division

Lampasas District

WESTWARD		Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE				Ruling Grade Ascending	Mile Post	Communications	Turn Tables and Wyes	EASTWARD	
First Class				No. 8								First Class	
75				April 24, 1966								76	
California Special	Leave Daily		Ft. Per Mile	STATIONS				Ft. Per Mile			California Special	Arrive Daily	
PM 10.40	Yard		33.8	Two Tracks Automatic Block System T.C.S.	TEMPLE YL	1.7	218.2	CR	TY		AM 3.15		
10.43			70.4		GOBER YL	6.5	219.9				3.08		
10.52	110		37.0		BELTON	9.3	226.4	C	Y		3.02		
11.01	107		57.0		NOLANVILLE	7.8	235.7				2.53		
11.10	105		68.6		KILLEEN YL	2.6	243.5	CR			2.46		
11.12			68.6		FORT HOOD YL	8.0	246.1		Y		2.44		
11.22	101		69.6		COFFEAS COVE	5.8	254.1	C			2.35		
11.28	108		0.0		GOTCHER	3.2	259.9				2.28		
11.31	121		49.6		KEMPNER	5.0	263.1	B			2.25		
11.37	72		66.5		SHORTALL	5.0	268.1				2.20		
11.43	124		66.6		LAMPASAS	4.0	273.7	C	Y		2.14		
11.49	81		69.7		REVISION	5.9	277.7				2.09		
11.57 AM	97		71.2		OGLES	8.1	283.6				2.03		
12.05	76		65.5		LOMETA YL	8.2	291.7	CR	Y		1.56		
12.13	97		66.0		ANTELOPE GAP	6.1	300.0	B			1.47		
12.19	108		66.0		CASTOR	7.2	306.1	B			1.41		
12.26	101		66.0		GOLDTHWAITE	5.1	313.3	C			1.34		
12.31	82		66.0		BOZAR	5.2	318.4				1.28		
12.37	108		66.0		MULLEN	4.7	323.6				1.22		
12.44	96		66.0		VILLA	5.9	330.3				1.15		
12.50	101		66.0	ZEPHYR	8.2	336.2	B			1.09			
12.58 ⁷⁶	112		21.1	RICKER	4.0	344.4				12.58 ⁷⁶			
1.10 AM	Yard			BROWNWOOD YL		348.4	CR	TY		12.50 AM			
Arrive Daily				(130.2)						Leave Daily			
52.1				Average speed per hour						53.9			

RULE 261 IN EFFECT:

Between westward home signal at Lampasas District connection, Ricker, and eastward home signal 1491 feet east of passenger station, Brownwood, and in siding Ricker.

Speed limit 30 miles per hour in siding Ricker.

Be governed by Time Table and Special Instructions 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 other 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

WESTWARD			TIME TABLE	EASTWARD		
No. 8				No. 8		
April 24, 1966				April 24, 1966		
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		CR	Y
50	24.7	31.7	24.7 SAN SABA YL	31.7	C	
30	32.6	51.2	7.9 ALGERITA	14.9		
33	39.5	47.5	6.9 RICHLAND SPRINGS	26.4		
13	49.6	31.7	10.1 SELLMAN	29.0		
31	78.4	39.9	19.3 BRADY YL	31.7	C	Y
	78.8	66.0	10.4 WHITELAND	52.8		
33	82.0	39.6	0.4 HOMER JCT.	36.9		
Yard	97.9	31.7	5.2 MELVIN	36.9		
			15.9 EDEN YL	.0	C	Y
			(97.8)			

Trains must get numbered Clearance Card before leaving Lometa.

No switch lights San Saba District.

Menard District

WESTWARD		TIME TABLE	EASTWARD			
No. 8			No. 8			
April 24, 1966			April 24, 1966			
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	7.3 LIGHTNER	39.6	204.6		
Yard	39.6	6.9 CALLAN	39.6	211.7		
		11.7 MENARD YL		223.4	C	Y
		(25.9)				

Trains must get numbered Clearance Card before leaving Menard.

No switch lights Menard District.

Matagorda District

WESTWARD			TIME TABLE No. 8 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Turn Tables and Wyes	Communications
			STATIONS			
Yard	0.0		SEALY YL	19.5	Y	C
71	10.0	23.7	10.1 BEARD	11.6		
	17.3	17.9	7.3 SouPac Crossing	17.9		
	17.6	.0	0.3 SouPac Crossing	17.9		
	17.7	.0	0.1 EAGLE LAKE YL	17.9	Y	C
53	18.5	31.6	0.6 LAKESIDE YL	31.6		
	19.8	15.7	1.3 RAYNER JCT. YL	26.4		
12	22.7	9.5	2.9 MATTHEWS	9.4		
26	28.0	34.3	5.3 BONUS	13.2		
81	32.4	21.2	4.4 EGYPT	23.7		
67	37.0	4.2	4.6 GLEN FLORA	6.3		
	42.8	.0	5.8 SouPac Crossing	19.5		
		.0	0.3	22.1		
61	43.1	4.2	WHARTON	6.9		C
30	51.4	4.7	8.3 LANE CITY	12.6		
	55.2	10.8	5.3 CANE JCT. YL	10.8		
14	60.5	7.9	5.3 RUNNELLS	11.6		
	68.3	.0	7.8 SouPac Crossing	3.1		
		.0	0.1		Y	CR
45	68.6		BAY CITY YL	1.5		
	69.0	.0	0.4 MoPac Crossing	23.7		
	76.3	11.8	7.3 SOUTH BAY CITY YL	12.1		
42	79.6	15.8	3.3 WADSWORTH YL	11.0		
		12.1	10.4 MATAGORDA YL		Y	B
			(90.1)			

Conroe District

WESTWARD			TIME TABLE No. 8 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Rolling Grade Ascending		Rolling Grade Ascending	Communications	Turn Tables and Wyes
			STATIONS			
Yard	0.0		SOMERVILLE YL		CR	TY
56	5.4	52.8	5.4 SCOFIELD	31.7		
111	18.3	52.8	12.9 ALLENFARM	40.2		
Yard	28.1	52.8	9.3 NAVASOTA	42.2		
93	33.1	44.8	6.0 SouPac Crossing	26.4	CR	
51	37.7	106.1	4.6 WOOD	68.6		
58	48.9	67.0	11.2 YARBORO	61.7		
	49.9	.0	1.0 BOBVILLE	53.8		
	55.6	62.8	CRIP-FWD Crossing	57.0	B	
38	63.4	73.9	DOBBIN	60.7	C	
Yard	72.2	65.4	6.7 MONTGOMERY YL	55.9		
51	74.6	56.4	7.8 HONEA	60.2	CR	
38	79.1	54.9	8.8 CONROE YL	61.2		
180	85.0	76.5	2.4 MoPac Crossing	68.8		
88	89.6	52.8	4.5 BEACH	41.1		
78	94.9	60.1	5.9 WAUKEGAN	57.0		
57	101.9	26.4	SECURITY	17.4	CR	
38	105.5	24.8	4.6 FOSTORIA	31.7		
91	111.0	19.5	5.3 SouPac Crossing	31.1		
30	117.7	87.7	7.0 CLEVELAND YL	10.0	C	Y
87	121.5	31.7	3.8 HIGHTOWER	84.8		
154	128.1	17.4	5.5 RAYBURN	19.3		
38	133.4	15.8	6.7 ROMAYOR	28.2	B	
86	138.3	30.6	8.7 FUQUA	27.9		
111	143.3	31.7	1.8 VOTAW	31.7		
Yard	152.2	81.7	6.6 BRAGG	31.7	C	
			5.3 LELAVAL		CR	TY
			4.9 DIES			
			5.0 SouPac Crossing			
			KOUNTZE			
			8.9 SILSBBEE YL			
			(152.2)			

Trains and Engines must get numbered Clearance Card before leaving Bay City.

No switch lights Matagorda District.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Rexville	5.5	21
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
Stoneham	40.5	8
Plantersville	43.4	20
Keenan	60.6	11
Youens	76.4	35
Timber	83.1	13
Seaman	98.1	5
Dolen	107.3	31
Milvid	114.0	35
Honey Island	135.5	10

8 Southern Division

Silsbee District

WESTWARD			TIME TABLE No. 8 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	21.0	25.3	SILSBEE YL	41.1	CR	TY
83	14.1	27.5	6.9 LUMBERTON	23.2		
	10.8	24.8	3.8 LOEB JCT. YL	20.1	B	
88	8.5	23.2	SouPac Connection 1.8 VOTH YL	16.8	B	
Yard	1.7	4.7	6.8 BEAUMONT YL	6.8	CR	Y
	0.7	4.7	1.0 SouPac Crossing	6.8		
	76.4	1.0	0.1 MoPac Crossing	2.6		
15	70.9	12.6	5.8 BROOKS YL	15.8		
14	59.4	5.2	11.5 MOREY YL	1.0		
89	57.1	11.0	2.3 HAMSHIRE YL	7.3		
25	51.8	.0	5.3 WINNIE YL	6.8	C	
47	49.7	4.2	2.1 STOWELL YL	12.6		
89	44.8	.0	4.9 SEA BREEZE YL	9.5		
Yard	34.2		10.6 HIGH ISLAND YL			Y
			(62.6)			

Mud Bayou Swing Bridge at M.P. 36.0 is Interlocking.
Trains must get numbered Clearance Card before leaving Silsbee and Beaumont.

No switch lights between M.P. 76.4 and High Island.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Seth	16.1	11
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

WESTWARD			TIME TABLE No. 8 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	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	16.8		
45	72.0	32.2	8.3 ELIZABETH YL	45.9	C	
45	62.3	34.8	0.7 PITKIN	47.5		
54	50.4	33.2	11.0 MARKEE	47.5		
Yard	39.1	36.9	11.3 L. C. & N. JCT. YL			
	39.8	32.0	0.7 DeRIDDER	21.0	C	
Yard	39.1		0.7 L. C. & N. JCT.			
	38.4	31.7	SouPac Crossing YL			
45	33.5	25.3	0.7 K. C. S. Crossing	31.7		
53	27.5	15.8	4.9 SHEAR	18.4	B	
47	22.1	15.8	0.0 NEALE	32.2		
	17.4		5.4 MERRYVILLE YL		C	
39	15.7	26.4	4.7 State Line	26.4	C	
	5.2	28.5	1.7 BONWIER			
	0.6		10.5	33.7		
Yard	0.0		BLEAKWOOD			
			4.6 J. & E. JCT.			
			0.6		C	Y
			KIRBYVILLE YL			
			(80.3)			

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

Longview District

WESTWARD			TIME TABLE No. 8 April 24, 1966	EASTWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Turn Tables and Ways
		Ft. Per Mile	STATIONS	Ft. Per Mile		
	Yard 207.6	139.9	LONGVIEW YL	93.4	C	Y
32	201.1	71.2	0.5 ESTES	78.9		
	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	68.8		
33	155.2	31.1	6.5 SAXET	32.2		
	151.8	32.7	3.6 SouPac Crossing TENAHA YL	64.9	C	
37	139.8	67.5	11.8 CENTER YL	47.6	C	Y
41	131.4	81.3	8.4 NEUVILLE	32.7		
64	127.0	48.8	4.4 CALGARY	48.0	B	
Yard	120.4	81.8	6.6 SAN AUGUSTINE YL	45.4	C	
50	114.9	64.9	5.5 VENABLE	48.6		
41	104.7	50.8	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	C	Y
81	73.6	39.0	5.1 JASPER YL	47.6		
43	67.1	58.0	6.5 KEITHON	52.8		
34	62.4	41.1	4.7 ROGANVILLE	48.5		
	53.0	40.1	9.4 J. & E. JCT.			
Yard	52.4	31.7	0.6 KIRBYVILLE YL	31.1	C	Y
57	48.0	30.0	4.4 CALL	42.2		
63	43.2	28.4	4.5 LE VERTE	31.7		
	38.4	26.4	4.5 BESSMAY	23.7		
54	37.1	26.4	1.3 LONG	23.7		
	36.1	16.8	1.0 BUNA	27.9	C	
63	30.1	3.1	6.0 QUINN	12.6		
Yard	27.7	31.6	2.4 EVADALE YL	19.0	B	
Yard	21.0		7.0 SILSBEE YL		CR	TY

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

- Except as otherwise provided, all eastward trains are superior to westward trains of the same class.
- 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. SPECIAL RULES AND FACILITIES:

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with the train dispatcher and every precaution for safety should be taken.

Lampasas District

High water detector located at:

Bridge 238.0 near Nolanville

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 REGULATIONS.

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

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Pass-enger	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 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		
	10	10
HALL DISTRICT		
Thompsons to Long Point	25	25
Long Point to Newgulf	20	20
Newgulf to Cane Jct.	30	30
CONROE DISTRICT		
Somerville to Cleveland	50	40
Cleveland to Silsbee	50	45
SILSBEE DISTRICT		
Silsbee to Beaumont	50	35
Beaumont to Sea Breeze	25	25
Sea Breeze to High Island	20	20
OAKDALE DISTRICT		
	45	30
LONGVIEW DISTRICT		
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
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
East leg wye, Alvin	8	8
M.P. 41.7 to 43.8—Eastward	55	40
3 Curves, M.P. 43.8 to 45.3	45	35
M.P. 45.3 to 47.4—Westward	55	40
Curve, M.P. 50.6 to 51.0	55	45
Curve, M.P. 63.2 to 63.7—Eastward	40	30
—Westward	35	25
Curve, M.P. 66.0 to 66.2	40	30
Curve, M.P. 106.5 to 106.8	45	30

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
HOUSTON DISTRICT		
2 Curves, M.P. 0.0 to 0.4	15	15
East 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—Eastward	70	35
Curve, M.P. 305.5 to 305.9—Eastward	70	35
—Westward	70	55
M.P. 305.9 to 306.5—Eastward	70	35
Curve, M.P. 307.3 to 307.7	70	55
Curve, M.P. 308.5 to 308.6—Eastward	65	35
—Westward	65	55
M.P. 308.6 to 309.1—Eastward	70	35
Curve, M.P. 309.1 to 309.5—Eastward	70	35
—Westward	70	55
M.P. 309.5 to 310.1—Eastward	70	35
Curve, M.P. 310.1 to 310.5—Eastward	55	35
—Westward	55	50
M.P. 310.5 to 311.6—Eastward	65	35
Curve, M.P. 311.6 to 311.8—Eastward	65	35
—Westward	65	55
2 Curves, M.P. 317.4 to 318.2—Eastward	65	35
—Westward	65	55
M.P. 318.2 to 319.8—Eastward	70	35
Curve, M.P. 319.8 to 320.2—Eastward	70	35
—Westward	70	55
M.P. 320.2 to 321.4—Eastward	70	35
Curve, M.P. 321.4 to 321.8—Eastward	70	35
—Westward	70	55
3 Curves, M.P. 327.1 to 329.0—Eastward	55	35
—Westward	55	50
4 Curves, M.P. 329.0 to 331.9	55	50

Special Rules

10. SPEED RESTRICTIONS. (Cont'd)

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
Curve, M.P. 334.1 to 334.4	70	55
3 Curves, M.P. 336.8 to 338.7	70	55
Curve, M.P. 340.6 to 341.2	70	55
MATAGORDA DISTRICT		
Curve, M.P. 68.9 to 69.1	20	20
HALL DISTRICT		
East Leg of wye, Cane Jct.	15	15
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
2 Curves, M.P. 151.7	15	15
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
350-359	95	95	45	95
325-344 (except as listed below)	80	80	45	80
325LAB, 326LAB, 328A, 329LAB, 330LAB, 331LAB, 332L, 333AB, 334LAB, 335LAB, 336A, 337LAB	90	90	45	90
200-289	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
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, 1300-1460, 1600-1615, 1700-1719, 1800-1829	75	75	*45	75
RDC 191, 192	85	85	50	85
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:			
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 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, (with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	Jordan Spreaders M.P.H.	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199720 M.P.H.	Pile Driver AT-199455 and Derricks AT-199780 AT-199797 M.P.H.	Derricks AT-199775 AT-199779 and Other Derricks and Machines M.P.H.
First, Second, Third, Houston, Lampasas ..	45	45	40	30
All others	45	20	20	20

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

(F) TURNOUTS AND CROSSOVERS.

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

I — Interlocking

S — Spring

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	East end Freight Yard	15
SECOND DISTRICT			
Temple	I	3 switches west end passenger yard	20
Knowd	I	Switch at end of two tracks	40
Heidenheimer	S	Both ends siding	30
Rogers	S	Both ends siding	30
Buckholts	S	Both ends siding	30
Cameron	S	Both ends siding	30
Hoyte	S	Both ends siding	30
Milano	I	Both ends siding	30
Chriesman	S	Both ends siding	30
Caldwell	S	Both ends siding	30
Davidson	S	Both ends siding	30
Somerville	I	East end yard	30
	I	Both ends siding	30
Landes	S	Both ends siding	30
Brenham	S	West end of East Team	15
	S	East end of East Team	30
Phillipsburg	S	Both ends siding	30
Dant	S	Both ends siding	30
Bellville Yard	S	East end tail track	15
THIRD DISTRICT			
Bellville Yard	S	East end tail track	15
Rall	I	West switch west lead	30
Sealy	I	East end siding	15
	S	West end siding	30
El Pleasant	S	Both ends siding	30
Orchard	S	Both ends siding	30
Rosenberg	I	SouPac Transfer	20
	I	East end siding	30
	I	Siding to SouPac Ry. Co.	20
Alvin	I	East end two tracks	15
	I	Turnout to Houston Dist.	15
	I	East leg of wye	8

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 Jet.	S	Both ends siding	30
Virginia Point	I	SouPac and G. H. & H. junctions	30
Island	I	SouPac and G. H. & H. junctions	30
59th Street	S	Crossover, east end West Yard	15

HOUSTON DISTRICT

Alvin	I	East 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—East end Passenger Yard	30
Gober	I	Switch at end of two tracks	40
Belton	S	Both ends siding	30
Nolanville	S	Both ends siding	30
Killeen	S	Both ends siding	30
Copperas Cove	S	Both ends siding	30
Gotcher	S	Both ends siding	30
Kempner	S	Both ends siding	30
Shortall	S	Both ends siding	30
Lampasas	S	Both ends siding	30
Revision	S	Both ends siding	30
Ogles	S	Both ends siding	30
Lometa	S	Both ends siding	30
Antelope Gap	S	Both ends siding	30
Castor	S	Both ends siding	30
Goldthwaite	S	Both ends siding	30
Bozar	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30

SILSBEE DISTRICT

High Island	I	Mud Bayou Swing Bridge, M.P. 36.0	20
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11. YARD LIMITS: Following districts and stations have yard limits. (Rule 93).

Cleburne	Lometa
Temple (includes Knowd, Belco and Gober).	San Saba
Somerville	Brady
Brenham	Menard
Killeen	Eden
Fort Hood (Yard Limits extend from Yard Limit board east of Killeen to yard limit board west of Fort Hood.)	Brownwood (from End T.C.S., eastward home signal 1491 feet east of passenger station, Brownwood, Dublin District, to yard limit board west of Brownwood on Sweetwater District).

Special Rules

11. YARD LIMITS: (Cont'd)

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

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

Rosenberg and Tower 17 Sealy (on Matagorda District only).

Bellville Yard (yard limits extend from yard limit board west of Ball to yard limit board east of Bellville).

T. & N. O. Jct.

Eagle Lake (yard limits extend from yard limit board west of Rayner Jct. to yard limit board east of Eagle Lake).

Rayner Jct. (yard limits extend from Garwood to and including Rayner Jct. on Garwood Dist.)

Cane Jct.

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

Thompsons (yard limits extend from yard limit boards Cane Jct. to yard limit board at Thompsons on Hall Dist.)

Somerville Cleveland
Montgomery Silsbee
Conroe Voth

Beaumont (yard limits extend from yard limit board east of Loeb Jct. to and including yard limit board High Island including Beaumont)

Evadale Carthage
Kirbyville Longview
Jasper Merryville
San Augustine L. C. & N. Jct.
Center Elizabeth
Tenaha 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
218.1	Viaduct, Highway
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
11.4	Viaduct, Highway
27.6	Viaduct, Highway
48.5	Brazos River
93.3	Viaduct, Highway
93.7	Viaduct, Highway
HOUSTON DISTRICT	
19.1	Viaduct, Highway
MATAGORDA DISTRICT	
2.6	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
86.0	Mud Bayou

OAKDALE DISTRICT

17.3	Sabine River
38.1	Viaduct, Highway
40.3	Viaduct, Highway

LONGVIEW DISTRICT

22.6	Viaduct, Highway
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.

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. Employees 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	Beaumont
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. Yard Office	Silsbee Yard Office
Brownwood (Psgr. Station and Round House)	Houston (Rusk Ave. Yard Office)	Silsbee Round House
Galveston Freight Agent's Office	New South Yard	Conroe
	Houston Union Station	Beaumont
	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	59th Street	Beaumont
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 west 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 west 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 eastward 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 east of station. Interlocking. Maximum speed 20 M.P.H.

WHARTON—SouPac. 0.3 mile east 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 east of station. STOP. See Rule 98, A, B, C and D.

BAY CITY—MoPac. 0.4 mile west 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.

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

BEAUMONT—SouPac. 1.0 mile west of station. Interlocking. Maximum speed 15 M.P.H.

BEAUMONT—MoPac - K.C.S. - SouPac. 1.1 miles west of station. STOP. See Rules 98, A, B, C, & 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.

L. C. & N. JCT.—K.C.S. 0.5 mile east 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 west of station. Stop not required. Trains and engines proceed over crossing prepared to stop short of train or obstruction.

OAKDALE—MoPac 0.3 mile west 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, west and east 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 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.
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 train or engine to proceed with flag ahead to check on conflicting routes, open derails and other obstructions in the block. Trains or engines accepting such authority must not exceed six (6) miles per hour to next signal or end of block.

4. Speed limits between Virginia Point and Island:

Passenger trains 30 M.P.H.

Freight trains 20 M.P.H.

WHISTLE SIGNALS (Passing Lift Bridge)

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

Office of Superintendent — Temple.

Bulletin No. 3426 — April 13, 1966.

To all concerned: — Following is information concerning names and locations of Time Inspectors, Local Surgeons and Conditional Stops, etc., on Southern Division, effective 12:01 A. M., April 24, 1966.

E. E. BAKER

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

LOCAL TIME INSPECTORS

GEO. E. WATKINS _____ Cleburne
ALBERT PAGEL, JR. _____ Temple
L. S. JAMES _____ Temple
B. L. MALONE _____ Brady
ARCHIE OWINGS _____ Brownwood
ERNIE W. STROBEL _____ Brownwood
W. H. FROEBET _____ 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 RUDISAILLE _____ 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. D. A. GLOFF _____ 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. PATTERSON _____ Lampasas
Dr. M. A. CHILDRRESS _____ 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. WESTPEAL _____ 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. 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. MESPADDEN _____ Houston
Dr. A. H. REDMON, JR. _____ Houston
Dr. E. O. SMITH, JR. _____ Houston
Dr. IVAN J. BARBER, JR. _____ Hitchcock
Dr. WARREN T. LONGMIRE _____ Hitchcock
Dr. WM. T. ANDERSON _____ La Marque
Dr. WELDON G. KOLB _____ La Marque
Dr. ROBERT F. SULLIVAN _____ La Marque
Dr. JOHN McGVNEY _____ Galveston
Dr. C. T. ADRIANCE _____ Galveston
Dr. A. J. JINKINS _____ Galveston
Dr. J. C. LAUGHLIN _____ Eagle Lake
Dr. J. LANE BARBOUR _____ Bay City
Dr. L. B. OUTLAR _____ Wharton
Dr. G. E. HORTON _____ Wharton
Dr. H. M. NORTHINGTON _____ 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. POSHATASKE _____ Silsbee
Dr. GEORGE D. TENNISON _____ Silsbee
Dr. SAM P. COPELAND _____ Silsbee
Dr. WALDEMAR T. WILDE _____ Silsbee
Dr. J. J. ESSLINGER _____ Beaumont
Dr. RUFUS K. SIMPSON _____ Beaumont
Dr. HUGH E. ALEXANDER _____ Beaumont
Dr. H. M. HENNINGTON _____ Beaumont
Dr. NORMAN DUREN _____ Beaumont
Dr. W. C. ROLLO _____ Winnie
Dr. G. G. McKELLAR _____ Longview
Dr. EDWIN E. BUCKNER _____ Longview
Dr. K. C. PRINCE _____ Carthage
Dr. WILLIAM C. SMITH _____ Carthage
Dr. JAMES F. MARTIN _____ Center
Dr. C. HUNTER MALLORY _____ Center
Dr. W. J. BUCHELE _____ San Augustine
Dr. A. J. RICHARDSON, JR. _____ Jasper
Dr. LORENZO GALATAS _____ Kirbyville
Dr. VICTOR R. LEE _____ Merryville
Dr. LUKE MARCELLO _____ DeRidder
Dr. L. F. GRAY _____ Oakdale
Dr. WALTER CLOUD _____ Oakdale

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS

Dr. J. W. PICKENS _____ Cleburne
Dr. R. A. NEELY _____ Bellville
Dr. S. BRASWELL LOCKER _____ Brownwood
Dr. HOMER ALLEN _____ Brownwood
Dr. G. S. McREYNOLDS _____ Galveston
Dr. W. B. POTTER _____ Galveston
Dr. J. H. CARTER _____ Beaumont
Dr. 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, Alcoa, Arcadia, Alta Loma and Hitchcock		Stations beyond Houston	66	Wallis and Rogers	Brownwood and beyond	
			Sealy and Milano		Temple and beyond	Houston and beyond	
16	Marietta	Oklahoma City and beyond	Ft. Worth, Dallas and beyond	75	Belton	West of Brownwood	Houston and beyond
	McGregor	Oklahoma City and beyond	Houston and beyond		Bangs and Santa Anna	West of Coleman	
	Hitchcock, Alta Loma, Arcadia, Alcoa, Pearland and Mykawa	Stations beyond Houston		76	Santa Anna and Bangs		West of Coleman
			Belton		Houston and beyond	West of Brownwood	



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.)

