



**SANTA FE SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

(See General Rules E, F, M and N, Rules Operating Department.)

**ASSISTANT SUPERINTENDENT**

A. N. WADE ..... Houston, Tex.

**TRAINMASTERS**

J. E. GILL ..... Temple, Tex.  
M. W. GIBSON ..... Houston, Tex.  
R. E. CALDWELL ..... Silsbee, Tex.

**ROAD FOREMAN OF ENGINES — TRAINMASTER  
(AMTRAK OPERATIONS)**

A. C. RICKETTS ..... Fort Worth, Texas

**ASSISTANT TRAINMASTERS**

W. J. CUMMINGS ..... Temple, Tex.  
J. F. STEPHENS ..... Temple, Tex.  
H. D. IRISH ..... Pearland, Tex.  
D. H. GILL ..... Bellville, Tex.

**ROAD FOREMEN OF ENGINES**

R. B. GAINES ..... Temple, Tex.  
C. W. LEE ..... Silsbee, Tex.  
P. R. PIERCE ..... Brownwood, Tex.

**SAFETY SUPERVISOR**

G. T. HILL ..... Temple, Tex.

**CHIEF DISPATCHER**

E. A. THOMAS ..... Temple, Tex.

**ASSISTANT CHIEF DISPATCHERS**

R. O. ROWE ..... Temple, Tex.  
R. E. JOHNSON ..... Temple, Tex.  
L. E. MOORE ..... Temple, Tex.  
K. W. ANGLIN ..... Temple, Tex.

**DISPATCHERS — TEMPLE, TEX.**

E. E. WALLACE ..... G. M. STANDARD  
J. V. HIGGINBOTHAM ..... J. E. ROSE  
C. E. FURLOW ..... G. T. ROSS  
B. R. MARTIN ..... C. C. McFARLAND  
J. L. CONNER ..... J. E. JONES  
C. G. PULLEN ..... R. A. KOŁODZIEJZYK  
R. J. GAUER

**AVOID DAMAGE—SWITCH CUSTOMERS' CARS  
CAREFULLY**

**OVERSPEED COUPLINGS ARE DAMAGING**

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK. Rule 820 (D)

**HANDLE FREIGHT CAREFULLY AND KEEP OUR  
CUSTOMERS.**

**IT'S EVERYBODY'S JOB ON THE SANTA FE**

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

**WESTERN LINES**

**SOUTHERN DIVISION**

**TIME TABLE No.**

**13**

**IN EFFECT**

**SUNDAY, JUNE 10, 1973**

**At 12:01 A. M.**

**Central Standard Time**

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

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

**J. R. FITZGERALD,  
Asst. General Manager,  
Amarillo, Texas.**

**H. L. LEWIS,  
Superintendent,  
Temple, Texas.**

WESTWARD				Track Capacity In Feet	Ruling Grade Ascending	TIME TABLE No. 13 June 10, 1973	Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EASTWARD					
First Class		Other Tracks	Siding							Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Arrive Daily PM	Arrive Sun. Wed. Fri. PM
15	21														
Leave Daily PM	Leave Tue. Thur. Sat. AM														
2.50	7.40	Yard		48.0	<b>CLEBURNE</b> YL	53.3	317.5	TY CR	2.48	10.05					
2.58	7.48		5570	52.8	7.2 RIO VISTA	66.0	310.3	B	2.39	9.56					
3.04	7.53	1450	6670	31.7	6.8 BLUM	39.6	303.5		2.34	9.51					
3.12	8.00		6900	37.5	9.1 KOPPERL	52.8	294.4		2.26	9.43					
3.18	8.06	885	7010	47.5	6.6 MORGAN	66.0	287.8	B	2.20	9.37					
3.27	8.13	1100	6580	66.0	7.4 MERIDIAN	73.9	280.7		2.14	9.31					
3.36	8.22	4500	6790	53.3	10.3 CLIFTON	66.0	270.4	C	2.04	9.21					
3.46	8.32	1160	2960	66.0	11.0 VALLEY MILLS	65.4	259.2		1.54	9.11					
3.51	8.36		6730	66.0	4.5 MANHATTAN	66.0	254.7	B	1.50	9.07					
s 4.01	s 8.45	4500	8050	42.2	11.3 St. L. S. W. Crossing McGREGOR	66.0	243.4	Y CR	s 1.38	s 8.55					
4.11	9.55	2350	6970	66.0	9.9 MOODY	66.0	233.5		1.27	8.40					
4.19	9.03	850	7030	66.0	8.1 PENDLETON	66.5	225.4	B	1.20	8.30					
4.23	9.07			66.0	4.2 BELCO YL	66.5	221.2		1.16	8.25					
s 4.28	s 9.12	Yard			3.0 <b>TEMPLE</b> YL		218.2	Y CR	1.13	8.20					
PM	AM				(99.1)				PM	PM					
Arrive Daily	Arrive Tue. Thur. Sat.								Leave Daily	Leave Sun. Wed. Fri.					
60.7	64.6				Average speed per hour				62.6	56.6					

ERRATA

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

**RULE 93(A) IN EFFECT:** At Cleburne, between Signals 3172 and 3177; at Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First District, and between interlocking signal M.P. 218.3 and end of two tracks Gober, Lampasas District.

At Temple, M.P. 218.3, automatic interlocking signals govern movements over First District, Lampasas District main tracks, roundhouse leads and the North and South tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.

# SOUTHERN DIVISION

# FIRST DISTRICT 3

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
First District	79	60*

\*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

### EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

### (B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
6 Curves, M.P. 217.6 to 218.8	20
2 Curves, M.P. 251.5 to 253.3	65
7 Curves, M.P. 257.5 to 260.6	60
3 Curves, M.P. 263.7 to 264.9	65
2 Curves and Bosque River Bridge, M.P. 271.2 to 271.7	45
2 Curves, M.P. 275.8 to 276.4	65
7 Curves, M.P. 282.3 to 287.6	65
2 Curves, M.P. 317.2 to 318.7	50

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

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

- "I"—Interlocking  
 "S"—Spring

Station	Type	Location	MPH
Rio Vista	S	Both ends siding	30
Blum	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Morgan	S	Both ends siding	30

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

Station	Type	Location	MPH
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

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

### (D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Cleburne	M.P. 317.0 to 319.0	18 MPH
Clifton	M.P. 270.5 to 270.6	40 MPH
McGregor	M.P. 242.8 to 244.0	40 MPH
Moody	M.P. 233.0 to 233.8	50 MPH
Temple	M.P. 217.0 to 221.2	35 MPH

### (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
McGregor	243.4	Automatic Interlocking	40

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

M.P. 218.1	Viaduct, highway
M.P. 218.6	Viaduct, highway
M.P. 2.1	Viaduct, I-35, east end Temple freight yard
M.P. 236.2	Viaduct, highway
M.P. 258.8	Viaduct, highway
M.P. 262.1	Viaduct, highway
M.P. 290.5	Viaduct, highway
M.P. 299.7	Viaduct, highway
M.P. 301.4	Viaduct, highway
M.P. 302.0	Viaduct, highway

## 3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Tonk Quarries	249.9	4626
Crawford	250.1	1560
Clifstone Chemical	266.5	1800
Brazlime	300.2	1550

WESTWARD				EASTWARD							
First Class		Track Capacity In Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	First Class		
15	21			No. 13					16	22	
June 10, 1973											
Leave Daily PM	Leave Tue. Thur. Sat. AM	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Y CR	Arrive Daily PM	Arrive Sun. Wed. Fri. PM	
4.38	9.15	Yard		.0	TEMPLE YL	42.7	218.2		1.08	8.17	
				.0	0.8 M-K-T Crossing	66.0	217.4				
				54.5	0.9 KNOWD	66.0	215.7				
				58.8	11.0 ROGERS	68.3	204.7		12.55	8.04	
4.53	9.30	1395	11438	42.2	7.4 BUCKHOLTS	69.1	197.3		12.49	7.58	
5.00	9.37	1850	6435	42.2	9.3 CAMERON	62.8	188.0	C	12.41	7.50	
5.11	9.45	7700	7690	42.2	6.5 HOYTE	34.8	181.3		12.35	7.44	
5.19	9.53		6425	42.2	7.0 MILANO	62.8	174.4	CR	12.28	7.35	
5.27	10.05	5035	10465	42.2	9.6 M.P. Crossing	66.0	164.8		12.19	PM	
5.36	AM		7325	39.6	7.0 CHRISMAN	66.0	157.8	C	12.12	Leave Sun. Wed. Fri.	
5.44	Arrive Tue. Thur. Sat.	5100	5275	42.2	6.5 CALDWELL	65.4	151.3	B	12.06	PM	
5.51			6435	42.2	9.8 DAVIDSON	52.8	141.4	Y CR	11.56		
6.01		Yard	4870	42.2	8.4 SOMERVILLE YL	66.0	132.9	B	11.48		
6.10			8220	42.2	6.9 LANDES	64.9	126.0	CR	11.41		
6.18		9445		68.6	5.9 BRENHAM S.P. Crossing	66.0	120.1		11.34		
6.26			6405	67.0	9.8 PHILLIPSBURG	66.0	110.3		11.25		
6.36			6700	23.3	4.1 DANT	66.0	106.2	T CR	11.20	AM	
6.42	PM	Yard			BELLVILLE YL				Leave Daily		
54.0	52.6				(111.7)				62.1	62.6	
				Average speed per hour							

TWO TRACKS: Between Knowd and Temple.

RULE 261-TCS IN EFFECT: On main track between west end of siding Rogers, and westward controlled signals just east of First Street Temple, M.P. 218.2.

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

Trains must register by Form 903 at Bellville.

RULE 93(A) IN EFFECT: At Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First District, and between interlocking signal M.P. 218.3 and end of two tracks Gober, Lampasas District; at Bellville, between M.P. 106.0 and M.P. 107.0.

At Temple, proceed indication on westward controlled signals located at the beginning of TCS, just east of First Street, authorizes movement of westward extras within TCS limits.

At Temple, M.P. 218.3, automatic interlocking signals govern movements over First District, Lampasas District main tracks, roundhouse leads and the North and South tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.

# SOUTHERN DIVISION

# SECOND DISTRICT 5

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
Second District	79	60*

\*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

### EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

### (B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Curve, M.P. 106.5 to 106.8	45
8 Curves, M.P. 112.0 to 119.0	65
4 Curves, M.P. 122.5 to 125.1	65
3 Curves, M.P. 125.5 to 126.6	40
4 Curves, M.P. 127.5 to 130.6	65
2 Curves, M.P. 133.5 to 134.4	60
2 Curves, M.P. 138.2 to 139.8	65
4 Curves, M.P. 140.8 to 141.7	50
3 Curves, M.P. 156.5 to 157.6	55
3 Curves, M.P. 169.1 to 170.8	60
3 Curves, M.P. 174.1 to 175.7	65
Little River Bridge, M.P. 185.4 to 186.0	40
2 Curves, M.P. 187.3 to 188.4	60
Curve, M.P. 194.8 to 195.3	65
2 Curves, M.P. 197.3 to 198.5	65
3 Curves, M.P. 205.9 to 207.7	65
6 Curves, M.P. 217.6 to 218.8	20

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

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

"I"—Interlocking  
"S"—Spring

Station	Type	Location	MPH
Temple	I	Crossover at main street	20
	I	West end psg. track No. 3	20
Knowd	I	End of two tracks	40
Rogers	I	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
Phillipsburg	S	Both ends siding	30
Dant	S	Both ends siding	30
Bellville	S	East end tail track	15

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

### (D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossing in cities or towns named below:

Cameron	M.P. 186.8 to 188.9	30 MPH
Brenham	M.P. 125.0 to 127.0	25 MPH
Temple	M.P. 217.0 to 221.2	35 MPH

### (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Brenham	126.0	Automatic Interlocking	25
Milano	174.4	Manual Interlocking	65
Temple	217.4	Manual Interlocking	20

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

M.P. 115.8	Viaduct, highway
M.P. 124.7	Viaduct, highway
M.P. 127.8	Viaduct, highway
M.P. 128.6	Viaduct, highway
M.P. 130.6	Viaduct, highway
M.P. 174.6	Viaduct, highway
M.P. 185.4	Bridge, Little River
M.P. 218.1	Viaduct, highway
M.P. 218.6	Viaduct, highway
M.P. 2.1	Viaduct, I 35, East end Temple freight yard

## 3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Sand Spur	160.9	1250
Heidenheimer	212.3	8820

WEST- WARD First Class	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 13 June 10, 1973		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD First Class
	15								
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post		Arrive Daily AM	
6.42	Yard		.0	BELLVILLE YL	29.0	106.2	T CR	11.20	
6.47			16.3	1.6 BALL YL	29.0	104.6		11.16	
				10.0 M-K-T Crossing					
6.57	Yard	10690	23.7	SEALY	37.4	94.6	Y C	11.09	
7.05		4990	34.8	7.7 EL PLEASANT	27.9	86.9		11.02	
				4.7 S. P. Crossing					
7.10	1240		12.1	WALLIS	13.2	82.2		10.58	
7.17	700	4960	8.4	6.0 ORCHARD	16.3	76.2		10.52	
				10.0					
7.28			.0	TOWER 17 YL	7.3	66.2	C	10.44	
PM Arrive Daily	Yard	6305	2.1	0.4 ROSENBERG YL	2.1	65.8		AM Leave Daily	
	1140		29.0	2.5 RICHMOND	26.9	63.3			
	1650	5470	3.2	4.7 CRABB	9.5	58.6			
	1845	5510	7.9	3.6 BOOTH	33.7	55.0	B		
	1905	5170	2.6	4.6 THOMPSONS	33.7	50.4	C		
Via S.P. and H.B.&T.	2650		18.4	4.2 SUGARLAND JCT. M. F. Crossing	4.7	46.2	B	Via H.B.&T. and S.P.	
		5495	1.0	1.9 DUKE	6.3	44.3	B		
	555		2.4	1.4 ARCOLA M. F. Crossing	4.7	42.9			
	500	5500	7.9	6.9 MANVEL	10.5	36.0			
	Yard		5.2	7.4			Y CR		
	3800		.0	ALVIN YL	6.3	28.6			
	850	3630	1.0	4.2 ALGOA	2.1	24.4	Y		
	700	5630	1.6	3.7 ARCADIA	5.2	20.7			
	850	5660	3.2	2.5 ALTA LOMA	12.1	18.2			
	8000	5640	14.7	4.1 HITCHCOCK	7.9	14.1			
			.0	3.1 TEXAS CITY JCT.	8.9	11.0	YB		
			.0	4.7 VIRGINIA POINT YL	.0	6.3			
			.0	2.1 ISLAND YL	15.3	4.2			
	Yard		.0	2.0			T CR		
			.0	GALVESTON YL	.0	2.2			
			.0	0.8 S. P. Crossing	.0	1.4			
			.0	1.1 Wharves Crossing	.0	0.3			
			.0	0.7 End of Track YL	.0	0.0			
			.0	(106.6)					
55.8				Average speed per hour				66.7	

TWO TRACKS: Between Algoa, M.P. 23.9, and Alvin.

RULE 261-TCS IN EFFECT: On main track between Ball and west end of siding Sealy, M.P. 92.5; on main tracks between westward controlled signal at east wye switch Alvin, M.P. 29.0, and eastward controlled signal 400 feet west of Algoa, M.P. 24.3.

Trains must get numbered clearance card before leaving Bellville and Galveston.

Trains must register by Form 903 at Bellville.

RULE 93(A) IN EFFECT: At Bellville, between M.P. 106.0 and M.P. 107.0.

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

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

At Algoa, eastward trains entering Third District may proceed on proceed signal indication in lieu of numbered clearance card.

At Ball, proceed indication on westward controlled signals at the beginning of TCS authorizes movement of westward extras within TCS limits.

RULES 83 AND 83(A): Train register at Bellville will be accepted to indicate that trains shown thereon have arrived and left Sealy.

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Between:	MPH	
	Psg.	Fr.
Galveston and Virginia Point	20	20
Virginia Point and Alvin	79	60*
Alvin and Tower 17	59	49
Tower 17 and Ball	90	60*
Ball and Bellville	79	60*

\*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

**EXCEPTIONS**

(a) Speed limit on South Track between Algoa and Alvin 50 MPH.

(b) Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

**(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES**

Location	MPH
East and west legs of wye, Alvin	30
Track and Curves, M.P. 42.0 to 45.3—Eastward	40
Track and Curves, M.P. 43.8 to 47.0—Westward	40
Curve, M.P. 50.6 to 51.0	50
3 Curves, M.P. 63.2 to 66.2	30
Curve, M.P. 106.5 to 106.8	45

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

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

- "I"—Interlocking
- "S"—Spring

Station	Type	Location	MPH
Bellville	S	East end tail track	15
Ball	I	West switch west lead	30
Sealy	I	East end siding	15
	S	West end siding	30
El Pleasant	S	Both ends siding	30
Orchard	S	Both ends siding	30
Rosenberg	I	S.P. transfer	20
	I	East end siding	30
Tower 17	I	S.P. Junction	20
Alvin	I	Crossovers	15
	I	Turnouts to Houston Dist.	30
M.P. 27.1	I	Crossovers between North and South Tracks	30
Algoa	I	Crossovers between North and South Tracks	30
	I	East connections to M.P.	30
Arcadia	S	Both ends siding	30

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

Station	Type	Location	MPH
Alta Loma	S	Both ends siding	30
Hitchcock	S	Both ends siding	30
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	S.P. and G. H. & H. junctions	30
Island	I	S.P. and G. H. & H. junctions	30
Galveston	S	Crossover, east end west yard	15

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

**(D) SPEED REGULATIONS - STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Sealy	M.P. 93.4 to 95.2	50 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Alvin	M.P. 28.5 to 29.0	30 MPH

**(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE**

Station	M.P.	Type	MPH	
			Psg.	Fr.
Galveston	Wharves 0.3	(35th St.) Stop. Rule 98 (A). Gate left lined and locked as last used.		
Galveston	R.I. 0.3	Stop. Rule 98 (A)		
Galveston	1.4	Stop. Rule 98 (A)		
Arcola	42.9	Automatic Interlocking	40	40
Sugarland Jct.	46.2	Automatic Interlocking	59	49
Tower 17	66.2	Manual Interlocking Eastward Westward	20*	20*
Wallis	82.2	Automatic Interlocking	75	50
Sealy	94.6	Automatic Interlocking**	50	50

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

\*\*At Sealy, if controlled signal governing movement over MKT crossing in either direction is in stop position communicate with control station. If authorized to pass signal before proceeding a member of crew must go to control box at crossing and follow instructions outlined therein.

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

M.P. 1.5	Viaduct, highway
M.P. 4.7	Bridge, Galveston Bay
M.P. 6.7	Viaduct, highway
M.P. 11.4	Viaduct, highway
M.P. 27.6	Viaduct, highway
M.P. 48.5	Bridge, Brazos River
M.P. 93.3	Viaduct, highway
M.P. 93.7	Viaduct, highway

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Wickes Spur	34.5	1200
Iowa Colony	39.7	510

WEST-WARD		Track Capacity In Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Distance from Alvin	Communications Turn Tables and Wyes	EAST-WARD	
First Class				No. 13					First Class	
15				June 10, 1973					16	
Leave Daily	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post			Arrive Daily	
	Yard		1.5	ALVIN 4.1	.0	.0	Y			
	785	13530		HASTINGS 5.9	.0	4.1	CY			
	2142	5365	2.6	PEARLAND 4.0		10.0	CR			
	700	S 11098 N 7895	.0	MYKAWA 5.4	10.5	14.0	Y			
PM				S.P. Crossing T. & N.O. JCT. YL	0.1	19.4			AM	
8.18			.0	NEW SOUTH YARD 0.9		20.3	CR		10.03	
8.20				Double Track Jct. 3.3		20.8			10.00	
8.21				HOUSTON		24.1	T CY		9.50 AM	
PM										
8.45										
Arrive Daily				(24.1)					Leave Daily	
10.4				Average speed per hour					21.7	

RULE 261-TCS IN EFFECT: On main track and sidings between Alvin and controlled signals east of Southern Pacific crossing at T&NO Jct., except South siding Mykawa.

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

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

Trains originating and terminating at Houston must register by Form 903 at New South Yard.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between Alvin and T&NO Jct. 60 MPH

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:  
 85 to 100 tons per car ..... 55 MPH  
 Over 100 tons per car or total consist exceeds 7,000 tons ..... 45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
East and west legs of wye, Alvin	30

(C) SPEED REGULATIONS - SIDINGS, TURNOUTS AND CROSSOVERS

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

"I"—Interlocking  
 "S"—Spring

Station	Type	Location	MPH
Alvin	I	Turnouts to Third Dist.	30
	I	Houston District wye switch	30
Hastings	I	Both ends siding	40
Pearland	I	Both ends siding	30
Mykawa	I	Both ends South siding	40

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Houston	M.P. 17.2 to 19.4	45 MPH
Alvin	M.P. 28.5 to 29.0 (Third District)	30 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 19.1 Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Stanolind	5.8	1024
Houdaille-Duval-Wright	9.0	1020
American Rice Drier	11.0	1192
T.O.F.C. Facilities	14.5	2200
Central Industrial Park	15.0	3350
Carters Spur	15.8	350
Golf Crest Spur	18.1	500
Industrial tracks	18.9	7900



# SOUTHERN DIVISION

# CONROE DISTRICT 9

WESTWARD			TIME TABLE No. 13 June 10, 1973	EASTWARD		
↓				↑		
Track Capacity In Feet	Ruling Grade Ascending			Ruling Grade Ascending	Distance from Somerville	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
Yard		52.8	<b>SOMERVILLE</b> YL	31.7	0.0	CR Y
	2840	52.8	5.4 SCOFIELD	40.2	5.4	
1220	5645	52.8	12.9 ALLENFARM	42.2	18.3	
Yard	2090	52.8	9.8 NAVASOTA	26.4	28.1	CR
	4680	44.8	S.P. Crossing 5.0 WOOD	68.6	33.1	
	2675	106.1	4.6 YARBORO	61.7	37.7	
	3025	67.0	11.2 BOBVILLE	53.3	48.9	
		.0	1.0 CRIP-FWD Crossing DOBBIN	57.0	49.9	
570		82.8	5.7 MONTGOMERY	60.7	55.6	C
2500		73.9	8.2 HONEA	55.9	63.8	
	7975	65.4	8.4			
Yard	5660	56.4	<b>CONROE</b> YL	60.2	72.2	CR
	1110	54.9	M.P. Crossing 2.4 BEACH	61.2	74.6	
1300	1900	76.5	4.5 WAUKEGAN	63.3	79.1	
	9720	52.8	5.9 SECURITY	41.1	85.0	
1100	1920	60.1	4.6 FOSTORIA	57.0	89.6	
			5.3 S.P. Crossing CLEVELAND	17.4	94.9	CR
5400	3920	26.4	7.0 HIGHTOWER	31.7	101.9	
	2850	24.8	3.6 RAYBURN	31.1	106.5	
	1930	19.5	5.5 ROMAYOR	10.0	111.0	CY
750	8600	37.7	6.7 FUQUA	34.8	117.7	
1490		31.7	3.8 VOTAW	19.3	121.5	
542	1940	17.4	6.6 BRAGG	23.2	128.1	
530	7710	15.8	5.3 LELAVALE	27.9	133.4	
	1910	30.6	4.9 DIES	31.7	138.3	
	1930	31.7	5.0 S.P. Crossing KOUNTZE	31.7	143.8	
1600	5600	31.7	8.9	31.7	152.2	CR TY
Yard			<b>SILSBEE</b> YL			
			(152.2)			

## (A) MAXIMUM AUTHORIZED SPEED

Conroe District 49 MPH

### EXCEPTIONS

Maximum authorized speed for freight trains when averaging:  
Over 100 tons per car or  
total consist exceeds 7,000 tons 45 MPH

## (B) SPEED REGULATIONS - CURVES & BRIDGES

	MPH
4 Curves, M.P. 26.4 to 28.2	30
Curve, M.P. 28.2 to 28.3	20
Curve, M.P. 28.7 to 28.9	40
3 Curves, M.P. 35.3 to 35.9	30
8 Curves, M.P. 36.1 to 38.6	20
3 Curves, M.P. 42.6 to 44.0	40
2 Curves, M.P. 50.3 to 50.9	35
6 Curves, M.P. 52.0 to 55.0	40
4 Curves, M.P. 151.7 to 151.8	10
East and west legs of wye, Silsbee	10

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

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

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

## (D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Navasota	M.P. 27.5 to 29.0	25 MPH
Conroe	M.P. 71.0 to 73.5	30 MPH

## (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Navasota	28.1	Automatic Interlocking	25
Dobbin	49.9	Automatic Interlocking	49
Conroe	72.2	Automatic Interlocking	20
*Cleveland	94.9	Automatic Interlocking	20
**Kountze	143.3	Crossing gate	6

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

\*\*KOUNTZE—Gate normally lined against Southern Pacific. Approach Southern Pacific crossing prepared to stop. When gate is set for movement, proceed over crossing, head end of train not exceeding 6 M.P.H. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.

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

M.P. 14.6	Bridge, Brazos River
M.P. 26.3	Bridge, Navasota River
M.P. 30.4	Viaduct, highway
M.P. 71.3	Viaduct, highway
M.P. 88.2	Viaduct, highway
M.P. 110.4	Bridge, Trinity River
M.P. 146.2	Bridge, Village Creek

## 3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Clay	11.9	1350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1040
Keenan	60.6	370
Youens	76.4	1750
Timber	83.1	680
Seaman	98.1	260
Dolen	107.3	1550
Milvid	114.0	1780
Honey Island	135.5	780

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

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

Wye at Dolen.

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

## 1. SPEED REGULATIONS

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

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 13 June 10, 1973	Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD ↑	
	Other Tracks	Sidings							Feet Per Mile
	Yard		33.8	2 Tracks Automatic Block System T.C.S.					
			70.4		TEMPLE YL	66.0	218.2	Y CR	
	6550	5510	37.0		1.7 GOBER YL	70.4	219.9		
			57.0		6.5 BELTON	72.8	226.4	CY	
	2550	5720	68.6		9.3 NOLANVILLE	0.0	235.7		
			70.7		7.8 KILLEEN YL	0.0	243.5	CR	
	1060	5490	69.6		2.6 FORT HOOD YL	66.5	246.1	Y	
			66.5		8.0 COPPERAS COVE	68.6	254.1	B	
	800	5980	66.5		8.5 KEMPNER	32.7	263.1	B	
	4500	6290	69.7		10.6 LAMPASAS	47.5	273.7	CY	
		4955	71.2		9.9 OGLES	68.6	283.6		
	Yard	4000	65.5		8.1 LOMETA YL	63.4	291.7	Y CR	
		5000	66.0		8.3 ANTELOPE GAP	65.4	300.0	B	
		5090	66.0		6.1 CASTOR	66.0	306.1		
	2250	5310	66.0		7.2 GOLDTHWAITE	67.0	313.3		
		5225	66.0		10.3 MULLEN	66.0	323.6		
		4960	66.0		6.7 VILLA	66.0	330.8		
	800	5280	66.0		5.9 ZEPHYR	66.0	336.2	B	
		5800	21.1		8.2 RICKER	66.0	344.4		
	Yard				4.0 BROWNWOOD YL		348.4	TY CR	
					(130.2)				

#### TWO TRACKS: Between Temple and Gober.

**RULE 261-TCS IN EFFECT:** On main track between westward controlled signal Ricker, M.P. 343.7, and eastward controlled signal M.P. 348.2, Brownwood, and on siding Ricker.

**RULE 93 (A) IN EFFECT:** At Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First District, and between interlocking signal M.P. 218.3 and end of two tracks Gober, Lampasas District.

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

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

At Temple, M.P. 218.3, automatic interlocking signals govern movements over First District, Lampasas District main tracks, roundhouse leads, and the North and South tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.

#### TRACK SIDE WARNING DEVICES

High water detector located at South Nolan Creek bridge, M.P. 238.0, actuates following signals:

Eastward—Signal 2382  
Westward—Signal 2371

When high water detector is actuated the signals will display their most restrictive indication. When signals are so displayed trains must stop, make thorough inspection to ascertain that bridge and track are safe before proceeding. Report must be made to the train dispatcher from the first available point of communication.

Dragging equipment detector is located at Signal 3391, between M.P. 339.0 and M.P. 340.0.

Equipment dragging across the detector will illuminate white rotating lights located at Signal 3391 and Signal 3411. When rotating lights are illuminated, immediate stop must be made, both sides of train and track inspected, the train dispatcher notified as promptly as practicable and a report made to the Trainmaster from first available point of communication.

**1. SPEED REGULATIONS**

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

**(A) MAXIMUM AUTHORIZED SPEED**

Lampasas District	60 MPH
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**EXCEPTIONS**

Maximum authorized speed for freight trains:

- (1) When averaging 85 to 100 tons per car ..... 55 MPH
- (2) Over 100 tons per car or total consist exceeds 7,000 tons ..... 45 MPH
- (3) Eastward trains between M.P. 282.0 and M.P. 272.0 averaging over 60 tons per car or total consist exceeds 6,500 tons ..... 40 MPH
- (4) Westward trains between M.P. 340.0 and M.P. 344.0 averaging over 60 tons per car or total consist exceeds 6,500 tons ..... 40 MPH

**(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES**

Location	MPH
2 Curves, M.P. 218.4 to 219.1	15
Curve, M.P. 219.2 to 219.5	40
2 Curves, M.P. 220.1 to 220.8	55
2 Curves, M.P. 221.8 to 222.3	40
5 Curves, M.P. 223.5 to 227.0	55
2 Curves, M.P. 227.7 to 228.4	50
Curve, M.P. 230.0 to 230.2	55
Curve, M.P. 234.1 to 234.6	55
2 Curves, M.P. 239.5 to 240.1	55
Curve, M.P. 246.3 to 246.5	55
4 Curves, M.P. 248.4 to 249.8	50
Curve, M.P. 250.5 to 250.9	55
3 Curves, M.P. 253.3 to 255.1	55
6 Curves, M.P. 255.7 to 259.1	50
Curve, M.P. 262.5 to 263.1	55
11 Curves, M.P. 266.4 to 274.1	50
2 Curves, M.P. 283.9 to 285.2	55
2 Curves, M.P. 298.6 to 299.9	55
2 Curves, M.P. 302.3 to 303.7	55
Track and curves, M.P. 305.4 to 311.8—Eastward	25
M.P. 305.4 to 310.5—Westward	55
Track and curves, M.P. 317.4 to 321.8—Eastward	25
M.P. 317.4 to 321.8—Westward	55
3 Curves, M.P. 321.7 to 329.0—Eastward	25
—Westward	50
4 Curves, M.P. 329.0 to 331.9	50
Curve, M.P. 334.1 to 334.4	55
3 Curves, M.P. 336.8 to 338.7	55
Curve, M.P. 340.6 to 341.2	55
4 Curves and Pecan Bayou Bridge	
M.P. 345.2 to 346.3	25
2 Curves, M.P. 347.7 to 348.2	30

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

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

“I”—Interlocking  
“S”—Spring

Station	Type	Location	MPH
Temple	S	East end passenger yard	30
Gober	I	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
Kempner	S	Both ends siding	30
Lampasas	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
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Dublin District Junction	40
Brownwood	I	East end tail track new yard	20

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

**(D) SPEED REGULATIONS - STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Temple	M.P. 217.0 to 225.3	35 MPH
Belton	M.P. 225.3 to 227.0	20 MPH
Killeen	M.P. 241.5 to 244.5	40 MPH
Lometa	M.P. 291.5 to 291.8	50 MPH

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

M.P. 219.5	Viaduct, highway
M.P. 225.0	Bridge, Leon River
M.P. 226.1	Viaduct, highway
M.P. 264.9	Bridge, Lampasas River
M.P. 276.9	Viaduct, highway
M.P. 344.9	Viaduct, highway
M.P. 345.3	Bridge, Pecan Bayou

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Charter Oak	225.0	1140
Mayflower	236.7	350
Central Forwarding Co.	241.4	425
Nichols	248.07	2360

GARWOOD DISTRICT

WESTWARD			TIME TABLE No. 13 June 10, 1973	EASTWARD		
↓				Ruling Grade Ascending	Distance from Rayner Jct.	Communications Turn Tables and Wyes
Track Capacity In Feet	Sidings	Feet Per Mile				
Other Tracks			STATIONS	Feet Per Mile	Mile Post	
		58.0	RAYNER JCT. YL 9.6	58.0	0.0	
Yard			GARWOOD YL		9.6	
			(9.6)			

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 ON GARWOOD DISTRICT.

No switch lights on Garwood District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Garwood District 20 MPH

(C) SPEED REGULATIONS - SIDINGS, TURNOUTS AND CROSSOVERS

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
River Track	1.7	13750
Bluroan	5.5	7100

HALL DISTRICT

WESTWARD			TIME TABLE No. 13 June 10, 1973	EASTWARD		
↓				Ruling Grade Ascending	Distance from Cane Jct.	Communications Turn Tables and Wyes
Track Capacity In Feet	Sidings	Feet Per Mile				
Other Tracks			STATIONS	Feet Per Mile	Mile Post	
		7.9	THOMPSONS YL 11.1	5.3	34.0	C
5150	5010	5.3	LONG POINT YL 5.1	11.6	22.9	
		6.3	GUY YL 11.2	10.6	17.8	Y
13000		4.8	NEWGULF YL S.P. Crossing 5.6	4.2	6.6	C
			CANE JCT. YL		0.0	Y
			(34.0)			

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 ON HALL DISTRICT.

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

No switch lights on Hall District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:

Thompsons and Long Point	25 MPH
Long Point and Newgulf	20 MPH
Newgulf and Cane Jct.	30 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
East leg of wye, Cane Jct.	10

(C) SPEED REGULATIONS - SIDINGS, TURNOUTS AND CROSSOVERS

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

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

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type
Newgulf	6.6	Stop. Rule 98 (A)

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 10.3 Bridge, San Bernard River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Smithers Lake	31.2	2500

# SOUTHERN DIVISION

# MATAGORDA DISTRICT 13

WESTWARD			TIME TABLE No. 13 June 10, 1973	EASTWARD		
Track Capacity In Feet	Ruling Grade Ascending	Feet Per Mile		Feet Per Mile	Distance from Sealy	Communications Turn Tables and Wyes
Other Tracks	Sidings		STATIONS			
Yard			<b>SEALY</b> YL		0.0	C Y
	3665	23.7	10.1 BEARD	19.5	10.0	
		17.9	7.3 S. P. Crossing	11.6	17.3	
		.0	0.3 S. P. Crossing	17.9	17.6	
		31.6	0.9 <b>EAGLE LAKE</b> YL	31.6		
Yard	3780	15.7	1.3 RAYNER JCT. YL	26.4	18.5	RCY
		9.5	2.9 MATTHEWS	9.4	19.8	
	623	34.3	5.3 BONUS	13.2	22.7	
	1290	21.2	4.4 EGYPT	23.7	28.0	
	1546	4.2	4.5 GLEN FLORA	6.3	32.4	
	2260	34.10	5.3 S. P. Crossing	19.5	37.0	
		.0	0.3 WHARTON	22.1	42.8	
	4295	33.45	8.3 LANE CITY	8.9	43.1	C
	2550	4.2	3.8 CANE JCT. YL	12.6	51.4	
		10.6	5.3 RUNNELLS	10.6	55.2	Y
	700	7.9	7.8 S. P. Crossing	11.6	60.5	
		.0	0.3 <b>BAY CITY</b> YL	3.1	68.3	
Yard	2664	.0	0.4 M. P. Crossing	1.5	68.6	CR
		11.6	7.3 SOUTH BAY CITY YL	23.7	69.0	
	6550	15.8	3.3 WADSWORTH YL	12.1	76.3	
	2140	12.1	10.4 MATAGORDA YL	11.0	79.6	
Yard					90.0	Y
			(90.1)			

## 1. SPEED REGULATIONS

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

### (A) MAXIMUM AUTHORIZED SPEED

Between:

Sealy and Bay City	30 MPH
Bay City and Matagorda	20 MPH

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

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

Trains or engines using siding must not exceed maximum turnout speed for siding, except speed limit through siding Sealy 20 MPH.

### (E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Eagle Lake	17.3	Manual Interlocking	20
Eagle Lake	17.6	Manual Interlocking	20
Wharton	42.8	Manual Interlocking	20
Bay City	68.3	Stop. Rule 98 (A). Gate normally lined against ATSF.	
Bay City	69.0	Automatic Interlocking	20

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

M.P. 2.6	Viaduct, highway
M.P. 41.6	Viaduct, highway

## 3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
American Cyanamid Spur	42.5	525
E. E. Conner	45.2	720

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN BAY CITY AND MATAGORDA.

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

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

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

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

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

At South Bay City, main track switch to Celanese Plant normally lined for Celanese Plant.

No switch lights on Matagorda District.

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 13 June 10, 1973		Ruling Grade Ascending	Distance from Beaumont	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
	Yard		139.9	<b>LONGVIEW</b> YL	93.4	207.6	R CY		
	1450			19.8 TATUM	79.2	187.8	C		
	1595	3160	61.7	6.4 BECKVILLE	73.9	181.4			
	Yard	4050	90.2	9.7 CARTHAGE YL	144.1	171.7	C		
	4760	1215	124.6	10.0 GARY	63.3	161.7			
			52.8	10.1 S.P. Crossing TENAHA YL	64.9	151.6	C		
	6730	2580	32.7	11.8 CENTER YL	47.5	139.8	CY		
	2340	2230	81.8	12.8 CALGARY	48.0	127.0			
		3235	43.8	6.6 <b>SAN AUGUSTINE</b> YL	45.4	120.4	RC		
	Yard		81.8	5.5 VENABLE	48.5	114.9			
		2425	54.9	10.2 BRONSON	52.8	104.7			
	2550	2880	50.6	7.2 PINELAND YL	52.8	97.5	C		
	4000	2180	52.8	9.9 BROWNEDELL	.0	87.4			
	2000	6030	76.0	3.2 HORTON	41.1	84.2			
		2175	82.7	5.5 COLLINS	42.7	78.7			
		2165	38.0	5.1 <b>JASPER</b> YL	47.5	73.6	CY		
	16550	4145	39.0	6.5 KEIGHTON	52.8	67.1			
		2820	58.0	4.7 ROGANVILLE	48.5	62.4			
	800	1800	41.1	10.0 <b>KIRBYVILLE</b> YL	31.1	52.4	R CY		
	Yard		40.1	4.4 CALL	42.2	48.0			
	600	2880	31.7	4.8 LE VERTE	31.7	43.2			
		3180	30.0	4.8 BESSMAY	23.7	38.4			
	Yard		26.4	2.3 BUNA	27.9	36.1			
	1000		16.8	6.0 QUINN YL	12.6	30.1			
		3190	3.1	2.4 EVADALE YL	19.0	27.7			
	Yard		31.6	7.0 <b>SILSBEE</b> YL		21.0	TY CR		
	Yard								

(186.7)

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

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

At Kirbyville, Oakdale District junction switch normally lined for Longview District.

**1. SPEED REGULATIONS**

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

**(A) MAXIMUM AUTHORIZED SPEED**

Between:	
Silsbee and M.P. 126.0	49 MPH
M.P. 126.0 and Longview	35 MPH
Swepeco Industrial Spur	10 MPH

**EXCEPTIONS**

Maximum authorized speed for freight trains when averaging:  
Over 100 tons per car or  
total consist exceeds 7,000 tons ..... 45 MPH

**(B) SPEED REGULATIONS - CURVES & BRIDGES**

Location	MPH
Curve and Neches River Bridge, M.P. 26.1 to 26.5	25
2 Curves, M.P. 63.3 to 64.5	40
2 Curves, M.P. 72.0 to 73.5	35
16 Curves, M.P. 80.7 to 86.9	20
Curve, M.P. 102.4 to 102.5	20
5 Curves, M.P. 103.7 to 106.2	40
Curve, M.P. 106.6 to 106.7	35
Curve, M.P. 108.3 to 108.5	40
6 Curves, M.P. 115.1 to 117.5	20
3 Curves, M.P. 117.8 to 118.8	40
6 Curves, M.P. 128.8 to 130.7	20
Curve, M.P. 155.8 to 156.1	30
2 Curves, M.P. 161.4 to 161.7	10
Curve, M.P. 166.1 to 166.2	30
2 Curves, M.P. 167.2 to 167.7	30
Curve, M.P. 171.3 to 171.5	20
2 Curves, M.P. 181.4 to 182.0	30
3 Curves, M.P. 184.2 to 184.7	30
2 Curves and Sabine River Bridge, M.P. 196.5 to 197.1	10
Curve, M.P. 203.1 to 203.3	30
10 Curves, M.P. 204.4 to 207.4	25
East and west legs of wye, Silsbee	10

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

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

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

**(D) SPEED REGULATIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Tenaha	M.P. 150.2 to 152.7	35 MPH
Jasper	M.P. 72.8 to 73.9	30 MPH
Buna	M.P. 35.5 to 36.5	25 MPH

**(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE**

Station	M.P.	Type	MPH
Tenaha	151.6	Manual Interlocking	20

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

M.P. 22.6	Viaduct, highway
M.P. 72.9	Viaduct, highway
M.P. 146.6	Viaduct, highway
M.P. 180.8	Viaduct, highway
M.P. 196.8	Bridge, Sabine River
M.P. 203.5	Viaduct, highway

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Rebecca .....	109.6	800
Neuville .....	131.4	2050
Rite-Care .....	149.9	770
Daniels .....	165.6	125
Swepeco Industrial Spur (3.58 mi.) .....	195.5	

WESTWARD			TIME TABLE	EASTWARD		
↓				↑		
Track Capacity In Feet		Ruling Grade Ascending	No. 13 June 10, 1973	Ruling Grade Ascending	Distance from Kirbyville	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile		STATIONS	Feet Per Mile	Mile Post
Yard		0	<b>OAKDALE</b> YL	20.0	80.8	C
			0.8			
			M.P. Crossing		80.6	
			H.D.E. Co. Tram Cross.		80.2	Y
			<b>CALCASIEU</b> YL		80.0	
			8.8			
8585	2270	32.2	<b>ELIZABETH</b> YL	18.8	72.0	C
			9.7			
			<b>PITKIN</b>		62.3	
1800	2780	34.8	<b>MARKEE</b>	45.9	50.4	
			11.3			
			S. P. Crossing	47.5	39.1	
			0.7			
			<b>DeRIDDER</b>		38.4	CR
4735	2260		K. C. S. Crossing YL	21.0	33.5	
			4.9			
			<b>SHEAR</b> YL		32.5	C
			1.0			
		25.3	<b>BOISE SOUTHERN</b> YL	18.4	27.5	B
			5.0			
295	2690	25.3	<b>NEALE</b>	18.4	22.1	
			5.4			
			<b>MERRYVILLE</b> YL	32.2	17.4	
			(State Line)		15.7	
			4.7			
1300	1955	28.5	<b>BONWIER</b>	33.7	0.0	Y C
			1.7			
			<b>KIRBYVILLE</b> YL			
			(80.8)			

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Oakdale District	30 MPH
Boise Southern Industrial Spur	20 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curve, M.P. 0.5 to 0.7	10
Curve, M.P. 79.6 to 79.8	20

(C) SPEED REGULATIONS - SIDINGS, TURNOUTS AND CROSSOVERS

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

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

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type
DeRidder	38.4	Stop. Rule 98(A). Gate normally lined against ATSF.
DeRidder	39.1	Stop. Rule 98(A). Gate normally lined against ATSF.
Oakdale	80.2	Stop. Rule 98(A). Gate normally lined against ATSF.
Oakdale	80.6	Stop. (Gate electrically locked) Rule 98(A)

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 17.3	Bridge, Sabine River
M.P. 38.1	Viaduct, highway
M.P. 40.3	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Bleakwood	5.2	600
Boise Southern Industrial Spur (4.7 miles)	32.5	
Hite	36.1	1700
Ikes	43.5	1000
Sugrue	55.5	2100
Cravens	56.9	1250

Trains must get numbered clearance card before leaving Oakdale.

No switch lights on Oakdale District.



WESTWARD			TIME TABLE No. 13 June 10, 1973	EASTWARD		
Track Capacity In Feet		Ruling Grade Ascending		Ruling Grade Ascending	Distance from Galveston and Beaumont	Communications Turn Tables and Wyes
Other Tracks	Sidings					
Yard		25.3	<b>SILSBEE</b> YL		21.0	TY CR
	2665	27.5	6.9 LUMBERTON	41.1	14.1	
		24.8	3.8 LOEB JCT. S.P. Connection	23.2	10.3	B
5545	1908	23.2	1.8 VOTH YL	20.1	8.5	
Yard		4.7	6.8 <b>BEAUMONT</b> YL	16.8	1.7	Y CR
		4.7	1.0 S.P. Crossing	6.3	0.7	
		1.0	0.1 M.P. Crossing S.P. Crossing	6.3	76.4	
	770	12.6	5.5 BROOKS YL	2.6	70.9	
	725	5.2	11.5 MOREY YL	15.8	59.4	
1290	1990	11.0	2.3 HAMSHIRE YL	1.0	57.1	
3400	2300	.0	5.3 WINNIE YL	7.3	51.8	C
	2480	4.2	2.1 STOWELL YL	6.8	49.7	
	1960	.0	4.9 SEA BREEZE YL	12.6	44.8	
			7.8 END OF TRACK	9.5	37.0	
			(59.8)			

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN LOEB JCT. AND END OF TRACK, M.P. 37.0.

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

No switch lights between M.P. 76.4 and M.P. 37.0.

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

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

Permission must be secured from the Santa Fe yardmaster at Beaumont for any movement to be made by Southern Pacific trains or engines between Beaumont and Loeb Jct. before entering the Santa Fe main track at Calder Ave., Beaumont, or Loeb Jct. as follows:

(1) For eastward movements the S.P.-M.P. operator at Tower 74, Beaumont, must contact the Santa Fe yardmaster.

(2) For westward movements a member of the Southern Pacific crew must contact the Santa Fe yardmaster Beaumont.

**1. SPEED REGULATIONS**

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

**(A) MAXIMUM AUTHORIZED SPEED**

Between:

Silsbee and Loeb Jct.	49 MPH
Loeb Jct. and M.P. 41.8	20 MPH
M.P. 41.8 and M.P. 37.0	10 MPH

**EXCEPTIONS**

Maximum authorized speed for freight trains when averaging:  
Over 100 tons per car, or  
total consist exceeds 7,000 tons ..... 45 MPH

**(B) SPEED REGULATIONS - CURVES & BRIDGES**

Location	MPH
East and west legs of wye, Silsbee	10
2 Curves, M.P. 76.2 to 76.4	10
8 Curves, M.P. 1.1 to 2.3	10
2 Curves, M.P. 15.1 to 16.3	35
Curve, M.P. 18.8 to 19.1	35

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

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

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

**(D) SPEED REGULATIONS - STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Beaumont	M.P. 9.1 to 69.6	20 MPH
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**(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE**

Station	M.P.	Type	MPH
Beaumont	0.7	Manual Interlocking	10
Beaumont	76.4	Manual Interlocking	10

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

M.P. 1.9	Viaduct, highway
M.P. 73.7	Viaduct, highway
M.P. 52.2	Viaduct, highway

**3. TRACKS BETWEEN STATIONS**

Name	Mile Post	Track Capacity in Feet
Seth	16.1	550
Whites Ranch	41.8	440
Texas Gas Corporation	55.1	945
Fannett	63.0	940
Galloway	65.9	600
Goodyear Storage	66.8	3000
Cheek	68.0	1300
Walden	72.7	450

SAN SABA DISTRICT							
WESTWARD			TIME TABLE No. 13 June 10, 1973	EASTWARD			
		Ruling Grade Ascending		Ruling Grade Ascending	Distance from Lometa	Communications Turn Tables and Ways	
Track Capacity In Feet							
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post		
Yard			<b>LOMETA</b> YL		0.0	Y CR	
5100	2698	31.7	24.7 SAN SABA YL	31.7	24.7	C	
	1695	51.2	7.9 ALGERITA	14.9	32.6		
1200	1720	47.5	6.9 RICHLAND SPRINGS	26.4	39.5		
	670	31.7	10.1 SELLMAN	29.0	49.6		
		39.9	16.3 <b>BRADY</b> YL	31.7		Y C	
Yard	2285	.0	1.6 END OF TRACK	52.8	65.9		
					67.5		
(67.5)							

Trains must get numbered clearance card before leaving Lometa and Brady.

No switch lights on San Saba District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

San Saba District	20 MPH
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(C) SPEED REGULATIONS - SIDINGS, TURNOUTS AND CROSSOVERS

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

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

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Brady	M.P. 65.9 (North Bridge Street)	6 MPH
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2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

M.P. 2.9	Viaduct, highway
M.P. 13.7	Bridge, Colorado River
M.P. 29.1	Bridge, San Saba River

4. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.

5. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-operated switch not electrically locked for any purpose. Not applicable at siding switches Sealy.

Locations of switches not electrically locked:  
 Second District—M.P. 212.3 old siding Heidenheimer.  
 Houston District—M.P. 9.0, Houdaille-Duval-Wright.

6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light is displayed, the name of such signal is "Permissive" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may without stopping, pass such signal at restricted speed and proceed at restricted speed to the next governing signal.

**7. MAXIMUM SPEED OF ENGINES.**

Engines	Forward or Dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
300LABC Thru 321AB AMTRAK 500-539 5687-5704, 5920-5948	90*	45
120-129, 541-563, 603-640, 653, 1500-1537, 2323-2399, 2416, 2418-2441, 2450	45	45
<b>ALL OTHER CLASSES</b>	70	45

\*Engines without cars must not exceed 70 MPH.

**8. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED.**

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:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
All Classes	4	5	5

9. Derricks, cranes, pile drivers, spreaders and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derrick MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 Derricks AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 and	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 MPH
First, Second, Third, Houston, Lampasas	40	45		30
<b>CONROE</b>	30	30		30
<b>SILSBEE</b>				
Between: Silsbee and Loeb Jct.	30	30		30
Loeb Jct. and Beaumont	20	20		20
Beaumont and M.P. 37.0	10	10		10
<b>LONGVIEW</b>				
Between: Silsbee and M.P. 126.0	30	30		30
M.P. 126.0 and Longview	20	20		20
<b>Oakdale,</b>				
Matagorda, between Sealy and Bay City,	20	20		20
between Bay City and Matagorda	10	10		10
<b>Garwood, Hall,</b>				
San Saba	10	10		10

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

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

Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 MPH.

Maximum authorized speed for trains handling outfit cars stenciled "Rear End Movement Only" 40 MPH.

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

Alvin (Third District only)	Loeb Jct.—End of Track, M.P. 37.0 inclusive
Bellville—Ball inclusive	Lometa
Bay City—Matagorda inclusive	Longview
Boise Southern	Merryville
Brady	Oakdale
Brownwood	Pineland
Carthage	Rayner Jct.—Garwood inclusive
Calcasieu	Rosenberg—Tower 17
Cleburne	San Augustine
Cane Jct.	San Saba
Center	Sealy (Matagorda District only)
Cleveland	Shear
Conroe	Silsbee—Quinn inclusive
DeRidder	Somerville
Elizabeth	Temple—Belco-Gober inclusive
Eagle Lake—Rayner Jct. inclusive	Tenaha
Galveston—Virginia Point inclusive	Thompsons—Cane Jct. inclusive
Jasper	
Kirbyville	
Killeen—Fort Hood inclusive	

11. BULLETIN BOOKS ARE LOCATED:

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

12. STANDARD CLOCKS ARE LOCATED:

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

TIME SERVICE

R. W. WELLS, General Watch Inspector ..... Topeka

13. SPECIAL RULES GOVERNING MOVEMENTS GALVESTON CAUSEWAY

A. 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.

B. 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.

C. 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.

D. Dual control switches on the Galveston Causeway are equipped with AT&SF, M.P. and S.P. switch locks. When a train is stopped by a "stop" signal, if no conflicting movement is evident, member of crew must immediately communicate with, and be governed by instructions from the towerman at the lift bridge. If authorized to operate dual control switches by hand, be governed by the instructions which are placed in each telephone box on the causeway.

Derails at the lift bridge will be placed in non-derailing position by hand, only when authorized by the towerman at the lift bridge.

E. Speed limits between Virginia Point and Island—20 M.P.H.

WHISTLE SIGNALS (Passing Lift Bridge)

- (a) \_\_\_\_\_ A. T. & S. F. Main Track
- (b) \_\_\_\_\_ S. P. Main Track
- (c) \_\_\_\_\_ o G. H. & H. Main Track

14. JOINT TRACK FACILITIES:

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

Tower 17-T&NO Jct.: AT&SF trains using Southern Pacific tracks between Tower 17 and T&NO Jct. are governed by Southern Pacific R.R. Time Table, Rules and Regulations.

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

Houston-Algoa: Missouri Pacific trains use AT&SF tracks between T&NO Jct., Houston Dist., and Algoa and are governed by M.P. Time Table and Rules.

Galveston Causeway:—AT&SF, S.P., CRI&P and GH&H trains using joint track between Island, M.P. 4.1, and Virginia Point, M.P. 6.3, are governed by Special Rule No. 13.

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

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

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

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

**SURGEONS OF**

**THE SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION**

DR. G. P. BAIN, Medical Director ..... Temple  
 DR. T. SPEED, Medical Director ..... Temple  
 L. M. RAMFY, Administrator ..... Temple

**LOCAL SURGEONS**

DR. E. L. CLARK ..... Cleburne  
 DR. S. G. JOHNSON ..... 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. 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. CHILDRESS ..... Goldthwaite  
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 DR. NED SNYDER ..... Brownwood  
 DR. ROGERS K. COLEMAN ..... Brownwood  
 DR. F. D. SPENCER, JR. .... Brownwood  
 DR. SEALD T. CUTBIRTH ..... Brownwood  
 DR. HARRY N. THOMAS ..... Brownwood  
 DR. A. J. SPENCE ..... Brownwood  
 DR. H. M. WESTPHAL ..... Menard  
 DR. F. PAUL BUROW ..... Killeen  
 DR. JOE A. FOWLER ..... Killeen  
 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. REX G. FULLER ..... 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. W. M. LEE ..... Alvin  
 DR. LARRY D. SMITH ..... Alvin  
 DR. ROBERT E. KING ..... Alvin  
 DR. KENNETH CHAMBLER ..... Alvin  
 DR. J. R. RAU ..... Pearland  
 DR. JORGE BADILLO ..... Houston  
 DR. FLOYD F. MCSPADDEN ..... Houston  
 DR. E. O. SMITH, JR. .... Houston  
 DR. IVAN J. BARBER, JR. .... Hitchcock  
 DR. WARREN T. LONGMIRE, JR. .... Hitchcock  
 DR. E. R. ANDERS ..... Hitchcock  
 DR. JOSEPH J. SYMON ..... Friendswood  
 DR. JOHN MCGIVNEY ..... Galveston  
 DR. C. T. ADRIANCE ..... Galveston  
 DR. A. J. JINKINS, JR. .... Galveston  
 DR. J. C. LAUGHLIN ..... Eagle Lake  
 DR. R. R. THOMAS ..... 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

**LOCAL SURGEONS (Cont'd)**

DR. L. O. COLEMAN ..... Navasota  
 DR. H. M. FAULKNER ..... Conroe  
 DR. E. B. CLEMENTS ..... Cleveland  
 DR. HENRY A. HOOKS ..... Kountze  
 DR. W. J. POSHATASKE ..... Silsbee  
 DR. GEORGE D. TENNISON ..... Silsbee  
 DR. SAM P. COPELAND ..... Silsbee  
 DR. WALDEMAR T. WILDE ..... Silsbee  
 DR. J. A. FERNANDEZ ..... Silsbee  
 DR. M. J. RAMIREZ ..... Silsbee  
 DR. H. R. SUAREZ ..... Silsbee  
 DR. DALE C. HAGER ..... Beaumont  
 DR. RUFUS K. SIMPSON ..... Beaumont  
 DR. B. B. WESTBROOK, JR. .... Beaumont  
 DR. W. C. ROLLO ..... Winnie  
 DR. G. G. MCKELLAR ..... Longview  
 DR. EDWIN E. BUCKNER ..... Longview  
 DR. K. C. PRINCE ..... Carthage  
 DR. WILLIAM C. SMITH ..... Carthage  
 DR. JAMES F. MARTIN ..... Center  
 DR. C. HUNTER MALLORY ..... Center  
 DR. L. S. OATS, JR. .... Center  
 DR. M. J. BUEHLE ..... San Augustine  
 DR. A. J. RICHARDSON, JR. .... Jasper  
 DR. LORENZO GALATAS ..... Kirbyville  
 DR. VICTOR R. LEE ..... Merryville  
 DR. THOMAS A. LACOUR ..... Oakdale  
 DR. WALTER CLOUD ..... Oakdale  
 DR. PAUL F. STRECKER ..... De Ridder

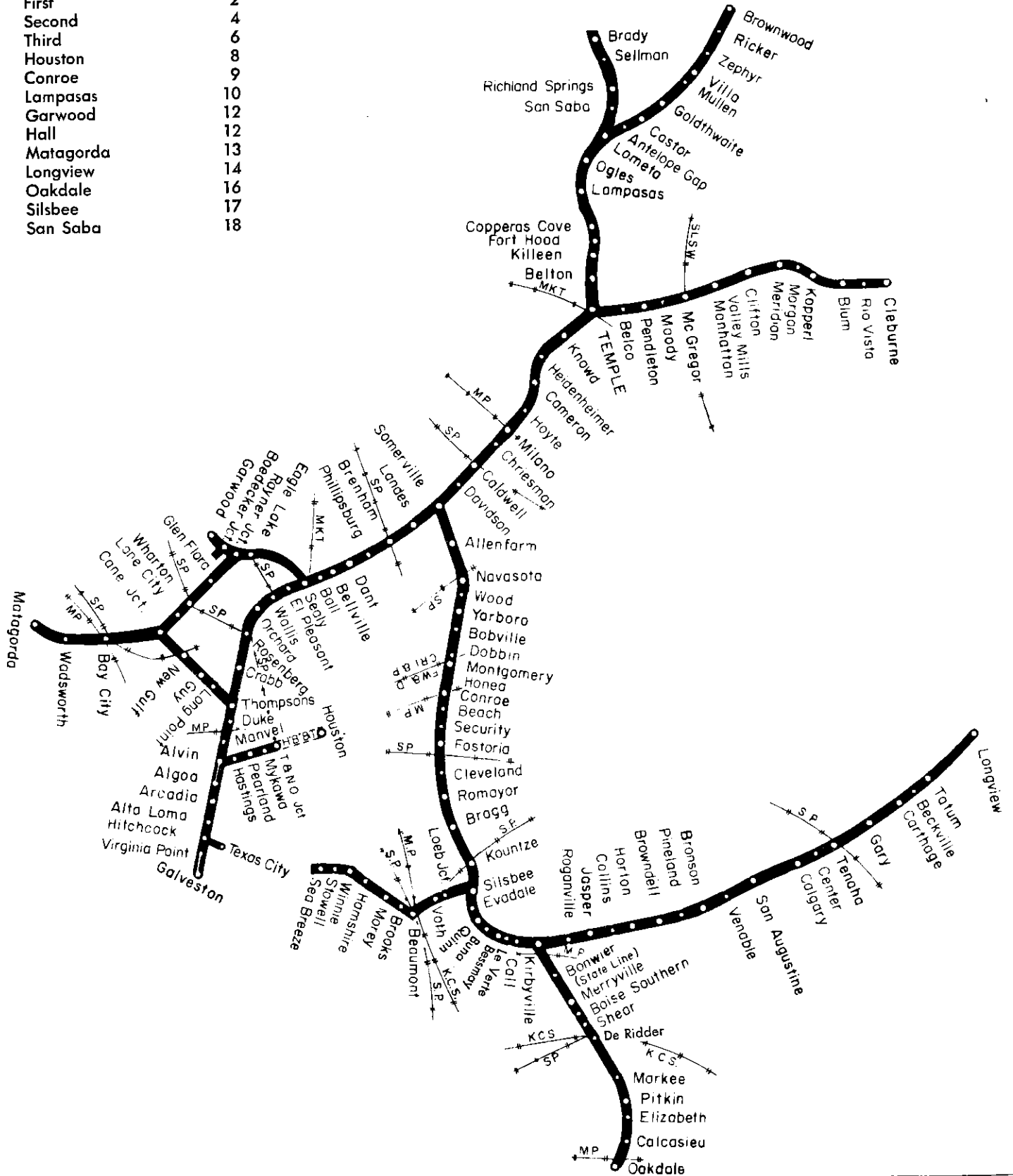
**EYE, EAR, NOSE AND THROAT SPECIALISTS  
 AT LOCAL POINTS**

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

**SPEED TABLE — FOR INFORMATION ONLY**

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	5	12.0
56	64.2	1 36	37.5	6	10.0
57	63.2	1 38	36.8	12	5.0

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SOUTHERN DIVISION