



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 Ft. Worth, Tex.

ASSISTANT TRAINMASTERS

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

SUPERVISORS OF AIR BRAKES GENERAL ROAD FOREMEN OF ENGINES

E. E. REYNOLDS Amarillo, Tex.
R. E. KING Amarillo, Tex.

ROAD FOREMEN OF ENGINES

R. B. GAINES Temple, Tex.
C. W. LEE Silsbee, Tex.
C. D. TODD Houston, Tex.

SAFETY SUPERVISOR

G. T. HILL Temple, Tex.

CHIEF DISPATCHER

E. A. THOMAS Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

R. O. ROWE Temple, Tex.
C. E. FURLOW 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
B. R. MARTIN	G. T. ROSS
J. L. CONNER	C. C. McFARLAND
C. G. PULLEN	J. E. JONES
R. J. GAUER	R. A. KOLODZIEJZYK
	R. E. SMITH

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.

14

IN EFFECT

Sunday, October 28, 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.

F. A. BEAUCHAMP,
Asst. General Manager,
Amarillo, Texas.

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

WESTWARD		Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EASTWARD	
First Class		Other Tracks	Siding		No. 14					Feet Per Mile	Mile Post
15	21					October 28, 1973					
Leave Daily PM	Leave Tue. Thur. Sat. AM			Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM	Arrive Sun. Wed. Fri. PM	
2.50	6.40	Yard		48.0	CLEBURNE YL	53.3	317.5	TY CR	3.18	9.05	
2.58	6.48		5570	52.8	7.2 RIO VISTA	66.0	310.3	B	3.10	8.56	
3.04 ¹⁶	6.53	1450	6670	31.7	6.5 BLUM	39.6	303.5		3.04 ¹⁵	8.51	
3.12	7.00		6900	37.5	9.1 KOPPERL	52.8	294.4		2.54	8.43	
3.18	7.06		7010	47.5	6.6 MORGAN	66.0	287.8	B	2.48	8.37	
3.27	7.13	1100	6580	66.0	7.4 MERIDIAN	73.9	280.7		2.42	8.31	
3.36	7.22	4500	6790	53.3	10.3 CLIFTON	66.0	270.4	CR	2.32	8.21	
3.46	7.32	1160	2960	66.0	11.0 VALLEY MILLS	65.4	259.2		2.22	8.11	
3.51	7.36		6730	66.0	4.5 MANHATTAN	66.0	254.7	B	2.18	8.07	
4.01 ^s	7.45	4500	8050	42.2	11.3 St. L. S. W. Crossing McGREGOR	66.0	243.4	Y CR	2.05 ^s	7.55	
4.11	7.55	2350	6970	66.0	9.9 MOODY	66.0	233.5	B	1.55	7.40	
4.19	8.03	850	7030	66.0	8.1 PENDLETON	66.5	225.4	B	1.49	7.30	
4.23	8.07			66.0	4.2 BELCO	66.5	221.2		1.45	7.25	
4.28 ^s	8.12	Yard		66.0	3.0 TEMPLE YL		218.2	Y CR	1.42	7.20	
PM	AM				(99.1)				PM	PM	
Arrive Daily	Arrive Tue. Thur. Sat.				Average speed per hour				Leave Daily	Leave Sun. Wed. Fri.	
60.7	64.6								61.9	56.6	

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 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.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
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	4620
Crawford	250.1	1560
Clifstone Chemical	266.5	1800
Brazlime	300.2	1550

4 SECOND DISTRICT

SOUTHERN DIVISION

WESTWARD				EASTWARD						
First Class		Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 14 October 28, 1973	Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	First Class	
15	21	Other Tracks	Sidings						16	22
Leave Daily PM	Leave Tue. Thur. Sat. AM			Feet Per Mile	STATIONS	Feet Per Mile	Mile Post		Arrive Daily PM	Arrive Sun. Wed. Fri. PM
4.38	8.15	Yard		.0	TEMPLE YL	42.7	218.2	Y CR	1.37	7.17
				.0	0.8 M-K-T Crossing	66.0	217.4			
				54.5	1.7 KNOWD	66.0	215.7			
				58.6	11.0					
4.53	8.30	1390	11620	58.6	ROGERS	63.3	204.7		1.22	7.04
				42.2	8.7					
		1850	12140	42.2	BUCKHOLTS	59.1	196.0			
				42.2	8.0					
5.11	8.45	7700	11180	42.2	CAMERON	52.8	188.0	C	1.06	6.50
				42.2	13.6					
5.27	9.05 AM	5030	10620	42.2	MILANO	52.8	174.4	CR	12.52	6.35 PM
	Arrive Tue. Thur. Sat.			39.6	M.P. Crossing 8.6					Leave Sun. Wed. Fri.
				42.2	8.0					
5.44		10370		42.2	CHRISMAN	66.0	165.8			
				42.2	8.0					
				42.2	CALDWELL	66.0	157.8	C	12.35	
				42.2	6.5					
				42.2	DAVIDSON	65.4	151.3	B		
				42.2	9.8					
6.01		Yard	5030	42.2	SOMERVILLE	52.8	141.4	Y CR	12.18	
				42.2	8.4					
				42.2	LANDES	66.0	132.9	B		
				42.2	6.9					
6.18		9440		68.6	BRENHAM	64.9	126.0	CR	12.01 PM	
				67.0	S.P. Crossing 5.9					
				23.3	9.8					
					PHILLIPSBURG	66.0	120.1			
					9.8					
					DANT	66.0	110.3			
					4.1					
6.42 PM		Yard			BELLVILLE		106.2	T CR	11.38 AM	
Arrive Daily					(111.7)				Leave Daily	
54.0	52.6				Average speed per hour				59.0	62.6

TWO TRACKS: Between Knowd and Temple. The track to the right as observed from eastward trains is designated as South Track, the track to left as North Track.

RULE 261-TCS IN EFFECT: On main tracks and sidings between Temple, M.P. 218.1, and Bellville.

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

At Bellville, trains must register by Form 903.

At Bellville, speed limit 20 M P H on main track between M.P. 105.5 and M.P. 106.8. Restriction applies only while head end of train is passing through these limits.

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 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.

At end of two tracks Knowd, the signal governing westward movements on South Track is located on field side of South Track.

At Bellville, controlled signal governing eastward movements on main track at east end yard is located on field side of main track.

At each siding between Bellville and Knowd the controlled signal governing movements at leaving end of siding in the direction of movement is located on field side of track they govern.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
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 psgr. track No. 3	20
Knowd	I	End of two tracks	40
Rogers	I	Both ends siding	30
Buckholts	I	Both ends siding	30
Cameron	I	Both ends siding	30
Milano	I	Both ends siding	30
Chriesman	I	Both ends siding	30
Davidson	I	Both ends siding	30
Somerville	I	East end yard	30
	I	Both ends siding	30
Landes	I	Both ends siding	30
Phillipsburg	I	Both ends siding	30
Dant	I	Both ends siding	30
Bellville	I	East end tail track	15
	I	West switch west lead	30

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	Interlocking*	25
Milano	174.4	Interlocking*	65
Temple	217.4	Manual Interlocking	20

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

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
Hoyte	180.3	4850
Heidenheimer	212.3	8820

WEST-WARD		Track Capacity In Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST-WARD	
First Class				No. 14						First Class	
15				October 28, 1973						16	
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post		Arrive Daily AM	
6.42	Yard		16.3	BELLVILLE			29.0	106.2	T CR	11.38	
6.57	Yard	10650	34.8	11.6 M-K-T Crossing							
				SEALY			37.4	94.6	YC	11.28	
				12.4 S. P. Crossing				82.2			
7.10	500	11740	12.1	1.4 WALLIS			13.2	80.8		11.17	
7.17	5600		8.4	4.6 ORCHARD			16.3	76.2		11.12	
7.28 PM			.0	10.0 TOWER 17 YL			7.3	66.2	C	11.04	
Arrive Daily	Yard	12420	29.0	0.4 S. P. Crossing			26.9	65.8		AM Leave Daily	
		11350	7.9	10.8 ROSENBERG YL			33.7	55.0			
		7070	2.6	BOOTH			33.7	50.4	C		
Via S.P. and H.B.&T.		2650	18.4	4.2 THOMPSONS			33.7	46.2		Via H.B.&T. and S.P.	
		8810	2.4	M. P. Crossing			4.7	44.3			
		500	7.9	1.9 DUKE			6.3	36.0			
	Yard		5.2	8.3 M. P. Crossing			10.5	28.6	Y CR		
		3800	.0	7.4 MANVEL			6.3	24.4	Y		
		850	1.0	4.2 ALVIN YL			2.1	20.7			
		700	1.6	3.7 ALGOA			5.2	18.2			
		850	3.2	2.5 ARCADIA			12.1	14.1			
		3190	14.7	4.1 ALTA LOMA			7.9	11.0	YB		
			.0	3.1 HITCHCOCK			8.9	6.3			
			.0	4.7 TEXAS CITY JCT.			.0	4.2			
			.0	2.1 VIRGINIA POINT YL			15.3	2.2	T CR		
	Yard		.0	2.0 ISLAND YL			.0	1.4			
			.0	0.8 GALVESTON YL			.0	0.3			
			.0	S. P. Crossing			.0	0.0			
			.0	1.1 Wharves Crossing			.0				
			.0	0.7 End of Track YL							
				(106.6)							
55.8				Average speed per hour						70.6	

TWO TRACKS: Between Algoa, M.P. 23.9, and Alvin. The track to the right as observed from eastward trains is designated as South Track, the track to the left as North Track.

RULE 261-TCS IN EFFECT: On Main track and sidings between Belleville and Algoa, M.P. 24.3.

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

At Bellville, trains must register by Form 903.

At Bellville, speed limit 20 M P H on main track between M.P. 105.5 and M.P. 106.8. Restriction applies only while head end of train is passing through these limits.

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.

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 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 North 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	20
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	I	East end tail track	15
		West switch west lead	30
Sealy	I	East end siding	15
		West end siding	30
Wallis	I	Both ends siding	30
Tower 17	I	S.P. Junction	20
Rosenberg	I	S.P. transfer	20
		Both ends siding	30
Booth	I	Both ends siding	30
Duke	I	Both ends siding	30
Manvel	I	Both ends siding	30
Alvin	I	Crossovers	15
		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
		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:

Station	M.P.	MPH
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	20*	20*
		Westward	30	30
Wallis	82.2	Automatic Interlocking	75	50
Sealy	94.6	Interlocking**	50	50

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

**At Sealy, if controlled signal governing movement over MKT crossing is in stop position communicate with control station. If authorized to pass stop signal before proceeding a member of crew must go to control box at crossing and follow instructions 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
Crabb	58.6	860
Richmond	63.3	1140

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	15				NO. 14						First Class	16
					October 28, 1973							
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	CR				
	780	13530										
			2.6	HASTINGS 5.9	.0	4.1						
	2140	5360										
			.0	PEARLAND 4.0	10.5	10.0	CR					
	700	11090										
			.0	MYKAWA 5.4	0.1	14.0	Y			-AM-		
PM		N 7690										
8.18				S.P. Crossing T. & N.O. JCT. 0.9		19.4				10.03		
				NEW SOUTH YARD 3.8	0.1	20.3	CR			10.01		
8.20												
				HOUSTON	0.1	24.1	T CY			9.50		
8.45												
PM										-AM-		
Arrive Daily				(24.1)						Leave Daily		
10.4				Average speed per hour						21.7		

RULE 261-TCS IN EFFECT: At Alvin, on east and west legs of wye; on main track and sidings between Alvin and controlled signals east of Southern Pacific crossing at T&NO Jct., except on North siding Mykawa, Houston District Sidings 1, 2, 3, 4, 5 and 6.

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	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
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	1020
H.D. Siding No. 1	6.1	5160
H.D. Siding No. 2	7.1	5280
H.D. Siding No. 3	8.2	5070
Houdaille-Duval-Wright	9.0	1020
H.D. Siding No. 4	10.9	2800
American Rice Drier	11.0	1190
H.D. Siding No. 5	11.6	3210
H.D. Siding No. 6	13.0	6520
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
Storage Track	18.4	1250
Gifford Hill Spur	18.5	2160
Industrial Tracks	18.9	7900

WESTWARD			TIME TABLE NO. 14 October 28, 1973	EASTWARD		
↓				↑		
Track Capacity In Feet	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Distance from Somerville	Communications Turn Tables and Wyes
Other Tracks	Sidings	STATIONS	Feet Per Mile	Mile Post		
Yard		SOMERVILLE YL		0.0	Y CR	
	2840	5.4 SCOFIELD	31.7	5.4		
1220	5640	12.9 ALLENFARM	40.2	18.3		
		9.8 NAVASOTA	42.2			
Yard	2090	S.P. Crossing		28.1	CR	
	4680	5.0 WOOD	26.4	33.1		
	2670	4.6 YARBORO	68.6	37.7		
800		11.2 BOBVILLE	61.7	48.9		
		1.0 CRIP-FWD Crossing	53.3			
		DOBBIN		49.9		
570		5.7 MONTGOMERY	57.0	55.6	C	
2500		8.2 HONEA	60.7	63.8		
	7970	8.4 CONROE YL	55.9			
Yard	5660	M.P. Crossing		72.2	CR	
1110	3360	2.4 BEACH	60.2	74.6		
1300	1900	4.5 WAUKEGAN	61.2	79.1		
	9720	5.9 SECURITY	63.3	85.0		
1100	1920	4.6 FOSTORIA	41.1	89.6		
		5.3 S.P. Crossing	57.0			
5400	3920	CLEVELAND YL		94.9	CR	
	2850	7.0 HIGHTOWER	17.4	101.9		
	1930	3.6 RAYBURN	31.7	105.5		
750	8600	5.5 ROMAYOR	31.1	111.0	CY	
1490		6.7 FUQUA	10.0	117.7		
540	1940	3.8 VOTAW	34.8	121.5		
530	7710	6.6 BRAGG	19.3	128.1		
	1910	5.3 LELAVAL	23.2	133.4		
	1930	4.9 DIES	27.9	138.3		
1800	5600	5.0 S.P. Crossing	31.7			
Yard		KOUNTZE		143.8		
		8.9 SILSREE YL	31.7	152.2	TY CR	
		(152.2)				

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.

(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
Owens-Corning Spur	76.1	420
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

WEST- WARD ↓	Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 14 October 28, 1973		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Ways	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
	Yard		33.8	TEMPLE YL	66.0	218.2	Y CR		
			70.4	1.7 GOBER YL	66.0	219.9			
	6550	6610	37.0	6.5 BELTON	70.4	226.4	CY		
	1150	6690	57.0	9.3 NOLANVILLE	72.8	235.7			
	2550	6720	68.6	7.8 KILLEEN YL	0.0	243.5	CR		
	Yard		70.7	2.6 FORT HOOD YL	0.0	246.1	Y		
	1060	6490	69.6	8.0 COPPERAS COVE	66.5	254.1	B		
	800	6980	66.5	8.5 KEMPNER	68.6	263.1	B		
	4500	6290	69.7	10.6 LAMPASAS	32.7	273.7	CY		
		4950	71.2	9.9 OGLES	47.5	283.6			
	Yard	4000	65.5	8.1 LOMETA YL	68.6	291.7	Y CR		
		5000	66.0	8.3 ANTELOPE GAP	63.4	300.0	B		
		6090	66.0	6.1 CASTOR	65.4	306.1			
	2250	6310	66.0	7.2 GOLDTHWAITE	66.0	313.3			
		6220	66.0	10.3 MULLEN	67.0	323.6			
		4960	66.0	6.7 VILLA	66.0	330.8			
		6280	66.0	5.9 ZEPHYR	66.0	336.2	B		
		6600	21.1	8.2 RICKER	66.0	344.4			
	Yard			4.0 BROWNWOOD YL	66.0	348.4	TY CR		
				(130.2)					

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 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.

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. 327.1 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 track 48	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	420
Nichols	248.0	2360

GARWOOD DISTRICT

WESTWARD			TIME TABLE No. 14 October 28, 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)			

HALL DISTRICT

WESTWARD			TIME TABLE No. 14 October 28, 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 S.P. Crossing 6.6	4.2	6.6	C
			CANE JCT. YL (34.0)		0.0	Y

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

At Rayner Jct., Garwood District junction switch normally lined for Matagorda 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	14600
Blueroan	5.5	7100

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

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

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

WESTWARD			TIME TABLE NO. 14 October 28, 1973	EASTWARD		
Track Capacity In Feet	Ruling Grade Ascending			Ruling Grade Ascending	Distance from Sealy	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
Yard			SEALY YL		0.0	CY
	3660	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 EAGLE LAKE YL	31.6		
Yard	3780	15.7	1.3 RAYNER JCT. YL	26.4	18.5	CR
		34.3	8.2 BONUS	13.2	19.8	
	1290	21.2	4.4 EGYPT	23.7	28.0	
550		4.2	4.6 GLEN FLORA	6.3	32.4	
2260	3410	.0	5.8 S. P. Crossing	19.5	37.0	
		.0	0.3 WHARTON	22.1	42.8	
4290	3340	4.2	8.3 LANE CITY	8.9	43.1	C
2550		4.7	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 BAY CITY YL	3.1	68.3	
Yard	2660	.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).	
Bay City	69.0	Manual 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	520
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. 14 October 28, 1973		Ruling Grade Ascending	Distance from Beaumont	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
	Yard		139.9	LONGVIEW YL	93.4	207.6	Y CR		
	1450		61.7	10.8 TATUM	79.2	187.8	C		
	1590	3160	90.2	6.4 BECKVILLE	73.9	181.4			
	Yard	4050	124.6	9.7 CARTHAGE YL	144.1	171.7	C		
	4760	1210	52.8	10.0 GARY	63.3	161.7			
	6730	2580	32.7	10.1 S.P. Crossing TENAHA YL	64.9	151.6	C		
	2340	2230	81.8	11.8 CENTER YL	47.5	139.8	CY		
		3230	43.8	12.8 CALGARY	48.0	127.0			
	Yard	2440	81.8	6.6 SAN AUGUSTINE YL	45.4	120.4	CR		
		2420	54.9	5.5 VENABLE	48.5	114.9			
	2550	2880	50.6	10.2 BRONSON	52.8	104.7			
	4000	2180	52.8	7.2 PINELAND YL	52.8	97.5	C		
	2000	6030	76.0	9.9 BROWNEDELL	.0	87.4			
		2170	82.7	3.2 HORTON	41.1	84.2			
		2160	38.0	5.5 COLLINS	42.7	78.7			
	16550	4140	39.0	5.1 JASPER YL	47.5	73.6	CY		
		2820	58.0	6.5 KEITHTON	52.8	67.1			
	800	1800	41.1	4.7 ROGANVILLE	48.5	62.4			
	Yard	1840	40.1	10.0 KIRBYVILLE YL	31.1	52.4	Y CR		
	600	2880	31.7	4.4 CALL	42.2	48.0			
		3180	30.0	4.8 LE VERTE	31.7	43.2			
	Yard	2700	26.4	4.6 BESSMAY	23.7	38.4			
	1000		16.8	2.3 BUNA	27.9	36.1			
		3190	3.1	6.0 QUINN YL	12.6	30.1			
	Yard	4850	31.6	2.4 EVADALE YL	19.0	27.7			
	Yard			7.0 SILSBEE YL		21.0	TY CR		
				(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	30
Curve, M.P. 106.6 to 106.7	30
Curve, M.P. 108.3 to 108.5	30
6 Curves, M.P. 115.1 to 117.5	20
3 Curves, M.P. 117.8 to 118.8	35
8 Curves, M.P. 120.7 to 126.3	35
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	120
Swepeco Industrial Spur (3.58 mi.)	195.5	

WESTWARD			TIME TABLE No. 14 October 28, 1973	EASTWARD		
↓				↑		
Track Capacity In Feet	Railing Grade Ascending			Railing Grade Ascending	Distance from Kirbyville	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
Yard		0	OAKDALE YL	20.0	80.8	C
			0.8			
			M.P. Crossing		80.6	
			H.D.E. Co. Tram Cross.		80.2	Y
			CALCASIEU YL		80.0	
			8.8	16.8		
8580	2270	32.2	ELIZABETH YL	45.9	72.0	C
			9.7			
1800	2780	34.8	PITKIN	47.5	62.3	
			11.9			
	2720	33.2	MARKEE	47.5	60.4	
			11.3			
		36.9	S. P. Crossing		39.1	
			0.7			
		32.0	DeRIDDER			
4730	2260		K. C. S. Crossing YL	21.0	38.4	CR
			4.9			
	2290		SHEAR YL		33.5	
		25.3	1.0	18.4		
	2480		BOISE SOUTHERN YL	18.4	32.5	C
		25.3	5.0			
300	2690		NEALE	32.2	27.5	B
		15.8	5.4			
4650	2570		MERRYVILLE YL		22.1	
			4.7			
			(State Line)		17.4	
			1.7			
1300	1950		BONWIER	33.7	15.7	
		28.5	15.7			
Yard			KIRBYVILLE YL		0.0	Y CR
			(80.8)			

Trains must get numbered clearance card before leaving Oakdale.

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

No switch lights on Oakdale 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

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

WESTWARD			TIME TABLE	EASTWARD		
↓				↑		
Track Capacity In Feet	Sidings	Ruling Grade Ascending Feet Per Mile		STATIONS	Feet Per Mile	Mile Post
			SILSBEE YL			TY CR
		25.3	6.9	41.1	21.0	
	2660	27.5	LUMBERTON 3.8	23.2	14.1	
		24.8	LOEB JCT. S.P. Connection	20.1	10.3	B
5540	1900	23.2	1.8 VOTH YL	16.8	8.5	
			6.8			
			BEAUMONT YL			Y CR
		4.7	1.0	6.3	1.7	
		4.7	S.P. Crossing 0.1	6.3	0.7	
			M.P. Crossing S.P. Crossing		76.4	
		1.0	5.5	2.6		
	770	12.6	BROOKS YL	15.8	70.9	
			11.5			
	720	5.2	MOREY YL	1.0	59.4	
			2.3			
1290	1990	11.0	HAMSHIRE YL	7.3	57.1	
			5.3			
3400	2300	.0	WINNIE YL	6.8	51.8	C
			2.1			
	2480	4.2	STOWELL YL	12.6	49.7	
			4.9			
	1960	.0	SEA BREEZE YL	9.5	44.8	
			7.8		37.0	
			END OF TRACK			
			(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)

Port of Beaumont	Bridge, KCS Ry.
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	940
Fannett	63.0	940
Galloway	65.9	600
Goodyear Storage	66.8	3000
Cheek	68.0	1300
Walden	72.7	450

WESTWARD			TIME TABLE No. 14 October 28, 1973	EASTWARD		
		↓				↑
Track Capacity In Feet		Rating Grade Ascending		Rating Grade Ascending	Distance from Lometa	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
Yard			LOMETA YL		0.0	Y CR
5100	2690	31.7	24.7 SAN SABA YL	31.7	24.7	C
	1690	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	
Yard	2280	39.9	16.3 BRADY YL	31.7	65.9	CY
		.0	1.6 END OF TRACK	52.8	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

(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

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. 124.5, Brenham, Sealy Mattress Co. spur.
 M.P. 160.9, Sand Spur.
 M.P. 180.3, Hoyte, spur track.
 M.P. 196.0, Buckholts, house track spur.
 M.P. 212.3, Heidenheimer, old siding.
 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, 5940-5948	90*	45
120-129, 541-563, 603-640, 653, 1500-1537, 2323-2399, 2416, 2418-2441, 2450	45	45
ALL OTHER CLASSES	70	45

*Engines without cars must not exceed 70 MPH.

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

8. 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 MPH	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 MPH
First, Second, Third, Houston, Lampasas	40	45		30
CONROE	30	30		30
SILSBEE				
Between: Silsbee and Loeb Jct.	30	30		30
and Beaumont	20	20		20
Beaumont and M.P. 37.0	10	10		10
LONGVIEW				
Between: Silsbee and M.P. 126.0	30	30		30
M.P. 126.0 and Longview	20	20		20
Oakdale, Matagorda, between Sealy and Bay City, between Bay City and Matagorda	20 10	20 10		20 10
Garwood, Hall, San Saba	10	10		10

Derrick AT 199720 and 199775, and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in train immediately ahead of caboose at speed not exceeding 50 MPH.

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.

9. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected.
Lampasas District.		
M.P. 238.0	High Water	Eastward—Signal 2382 Westward—Signal 2371
M.P. 339.8	Dragging Equipment	Rotating white lights—Signals 3391 and 3411.
Second District.		
M.P. 192.4	Dragging Equipment Hot Box	Rotating white lights—Eastward—M.P. 192.4 and at locator at west switch of siding Buckholts Westward—M.P. 192.4 and at locator at east switch of siding Cameron.

High water detector: When 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 first available point of communication.

Dragging equipment and hot box detector: Equipment dragging across detector or overheated journals detected by hot box detector will cause an "Indicator" (rotating white light) to be lighted at points indicated above. When detector is actuated and indicators (rotating white light) are illuminated, train must stop immediately for inspection and "Detector Locator", where provided, observed.

The "Detector Locator" in signal case, suitably marked, will count axles passing over the detector behind each overheated journal or behind location of dragging equipment and register count on appropriate register identified as "Dragging Equipment" or Hot Box "North Rail" or "South Rail". The hot box detector will detect overheated journals and register four hot boxes, two on "North Rail" and two on "South Rail". To locate hot box or dragging equipment, the number registered on the "axle counters" will represent the number of axles between the overheated journal or dragging equipment and rear of train. If more than two overheated journals on one side of train is detected, a "Third Alarm Red Light" will be illuminated on locator. When "Third Alarm" is illuminated, the entire train must be inspected to locate all overheated journals.

If the train is stopped short of the locator, engine may be cut off to proceed to locator to obtain reading on the counter and reset the counter. To reset counter crew member must depress the red button located on lower right portion of locator case inside door. After observing locator, door must be closed and locked. If locator indicates overheated journal, close inspection of designated car must be made. If overheated journal is not found on designated car or cars, make close inspection of the ten cars on each side of the designated car or cars. In the event crew is unable to locate car, or cars, with overheated journals within this location of train, if the counter failed to register or if the counter is obviously incorrect, crew will make a close inspection of the engine and a roll-by inspection of the entire train. If locator indicates dragging equipment, a thorough inspection of both sides of train and the track must be made and train dispatcher advised by telephone results of inspection.

When overheated journals are detected, Hot Box Detector Report must be filed at first office of communication and Form 1523 must indicate that the designated car, or locomotive unit, actuated the Hot Box Detector.

On freight trains stopped by hot box detectors, if the suspected overheated journal, as indicated by the locator, is a roller bearing journal, the car must be set out regardless and not moved until inspected by a mechanical supervisor or a carman.

Train must not exceed 30 miles per hour while passing over hot box detectors (the scanner) when:

- (1) It is snowing or sleeting; or,
- (2) There is snow on the ground which can be agitated by a moving train.

When it is indicated that an overheated journal is on the engine, the engineman in charge must personally inspect all journals on the engine in his charge and, in addition, a running gear inspection made as outlined in General Instructions in Form 2503. When possible, engineman must contact the Mechanical Foreman at next terminal in advance, advising condition, and report by wire that the hot box detector has been actuated and indicated overheated journal on locomotive unit specifying unit number.

When a train approaches a detector and the rotating white light is lighted prior to reaching detector, it will indicate there is a malfunction of the detector.

A crew observing illuminated rotating white indicator light at the detector before train reaches the detector, or if notified by the train dispatcher of a malfunction of the detector, train will not be required to stop for the detector. Train must be watched closely and not depend upon the detector to detect overheated journals or dragging equipment.

ENTIRE CREW MUST OBSERVE INDICATORS CONNECTED TO TRACKSIDE WARNING DEVICES AND TAKE REQUIRED ACTION.

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

11. BULLETIN BOOKS ARE LOCATED:

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

12. STANDARD CLOCKS ARE LOCATED:

Alvin	Eagle Lake	Milano
Bay City	Galveston	Oakdale
Beaumont	Houston (Union Station, Rusk Ave. and	Pearland
Bellville		San Augustine
Brady		Sealy
Brownwood	New South Yard)	Silsbee
Cleburne	Jasper	Somerville
Conroe	Longview	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.E. 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. RAMPY, 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. R. C. FELTS San Saba
 DR. F. W. FARLEY San Saba
 DR. RUSH McMILLIN Lampasas
 DR. W. M. BROOK Lampasas
 DR. M. K. PATTESON Lampasas
 DR. M. A. CHILDRESS Goldthwaite
 DR. P. M. WHEELIS Brownwood
 DR. NED SNYDER Brownwood
 DR. ROGERS K. COLEMAN Brownwood
 DR. F. D. SPENCER, JR. Brownwood
 DR. SEALE T. CUTBIRTH Brownwood
 DR. HARRY N. THOMAS Brownwood
 DR. A. J. SPENCE Brownwood
 DR. WESLEY S. WISE 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. ROENSCHE 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. MCSFADEN 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. 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. M. J. REMIREZ 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. BUCHELE 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. B. A. MILSTEIN 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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