



# 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

M. W. GIBSON ..... Houston, Tex.  
R. E. CALDWELL ..... Silsbee, Tex.  
D. G. McINNES ..... Temple, Tex.

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

A. C. RICKETTS ..... Ft. Worth, Tex.

### ASSISTANT TRAINMASTERS

R. P. BENSON ..... 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.  
J. L. CONNOR ..... Temple, Tex.  
B. R. VEST ..... Temple, Tex.  
K. W. ANGLIN ..... Temple, Tex.

### DISPATCHERS — TEMPLE, TEX.

E. E. WALLACE	J. E. ROSE
J. V. HIGGINBOTHAM	G. T. ROSS
C. E. FURLOW	C. C. McFARLAND
B. R. MARTIN	J. E. JONES
C. G. PULLEN	R. A. KOLODZIEJCZYK
R. J. GAUER	R. E. SMITH
G. M. STANDARD	J. S. KIRK

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.

# 15

IN EFFECT

## Thursday, March 14, 1974

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.

D. E. MADER,  
Superintendent,  
Temple, Texas.

WESTWARD		Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wye	EASTWARD	
First Class					No. 15						First Class	
15	21				March 14, 1974						16	22
Leave Daily PM	Leave Mon., Thur. Sat. AM	Other Tracks	Siding	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post		Arrive Daily PM	Arrive Sun. Tue. Fri. PM	
2.50	10.03	Yard		48.0	CLEBURNE	YL	53.3	317.5	TY CR	3.18	7.30	
2.58	10.11		5570	52.8	7.2			310.3	B	3.10	7.22	
3.04 <sup>16</sup>	10.16	1450	6670	31.7	RIO VISTA		66.0					
3.12	10.23		6900	31.7	6.5			303.5		3.04 <sup>15</sup>	7.16	
3.18	10.29		7010	37.5	9.1	BLUM	39.6	294.4		2.54	7.08	
3.27	10.36	1100	6580	47.5	6.6	KOPPERL	52.8	287.8	B	2.48	7.02	
3.36	10.45	4500	6790	66.0	7.4	MORGAN	66.0	280.7		2.42	6.56	
3.46	10.55	1160	2960	53.3	10.3	MERIDIAN	73.9	270.4	CR	2.32	6.46	
3.51	10.59		6730	66.0	11.0	CLIFTON	66.0	259.2		2.22	6.36	
4.01 <sup>s</sup>	11.08	4500	8050	42.2	4.5	VALLEY MILLS	65.4	254.7	B	2.18	6.32	
4.11	11.18	2350	6970	66.0	11.3	MANHATTAN	66.0	243.4	Y CR	2.05 <sup>s</sup>	6.20	
4.19	11.26	850	7030	66.0	9.9	St. L. S. W. Crossing McGREGOR	66.0	233.5	B	1.55	6.05	
4.23	11.30			66.0	8.1	MOODY	66.5	225.4	B	1.49	5.55	
4.28 <sup>s</sup>	11.35	Yard		66.0	4.2	PENDLETON	66.5	221.2		1.45	5.50	
PM	AM				3.0	BELCO	66.5	218.2	Y CR	1.42	5.45	
Arrive Daily	Arrive Mon. Thur. Sat.				TEMPLE	YL				PM	PM	
60.7	64.8				(99.1)					Leave Daily	Leave Sun. Tue. Fri.	
Average speed per hour										61.9	56.7	

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, trains and engines will be governed by Second District time table rules and instructions.

At Temple, if controlled signal governing movements over Lampasas District main track, North Track, South Track, or roundhouse leads is in stop position and no conflicting movements evident communicate with, and be governed by instructions from control station.

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH	
	Psgr.	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 and track, M.P. 217.4 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
Cleburne	S	East end tail track east end yard	30
Rio Vista	S	Both ends siding	30
Blum	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Morgan	S	Both ends siding	30
Meridian	S	Both ends siding	30
Clifton	S	Both ends siding	30

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

Station	Type	Location	MPH
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
	I	East end psgr. track No. 3	15
	I	West end psgr. track No. 3	20
	I	Crossover main street M.P. 218	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:

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

WESTWARD		Track Capacity In Feet		Ruling Grade Ascending	TIME TABLE No. 15 March 14, 1974	Ruling Grade Ascending	Distance from Calveston	Communications Turn Tables and Wyes	EASTWARD	
First Class		Other Tracks	Sidings						First Class	
15	21					16	22			
Leave Daily PM	Leave Mon. Thur. Sat. AM			Feet Per Mile	STATIONS	Feet Per Mile	Mile Post		Arrive Daily PM	Arrive Sun. Tue. Fri. PM
4.38	11.38	Yard		.0	<b>TEMPLE</b> YL	42.7	218.2	Y CR	1.37	5.42
				.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	11.53	1390	11620	58.6	ROGERS	63.3	204.7		1.22	5.29
					8.7					
	PM	1850	12140	42.2	BUCKHOLTS	59.1	196.0			
					8.0					
5.13	12.08	7700	11180	42.2	CAMERON	52.8	188.0	C	1.06	5.13
					13.6					
5.27	12.30	5030	10620	42.2	MILANO	52.8	174.4	CR	12.52	5.00
					8.6					
	Arrive Mon. Thur. Sat.		11010	39.6	CHRISMAN	66.0	165.8			PM
5.44		10370		42.2	CALDWELL	66.0	157.8	C	12.35	Leave Sun. Tue. Fri.
			11350	42.2	6.5 DAVIDSON	65.4	151.3	B		
			5030	42.2	9.8			Y CR	12.18	
6.01		Yard		42.2	SOMERVILLE	52.8	141.4			
			11640	42.2	8.4			B		
				68.6	LANDES	64.9	126.0	CR	12.01	
6.18		9440		67.0	BREHAM	66.0	120.1			
			11350	23.3	6.9 S.P. Crossing					
			6850		5.9					
					PHILLIPSBURG	66.0	110.3			
					9.8					
		Yard			DANT	66.0	106.2	T CR	11.38	
6.42					4.1				AM	
Arrive Daily					<b>BELLVILLE</b>				Leave Daily	
					(111.7)					
54.0	50.5				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:** At Temple, on Passenger Track No. 3; on main track and sidings between Temple, M.P. 218.3, and Bellville.

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

At Temple, if controlled signal governing movement over Lampasas District main track, North track, South track or roundhouse leads is in stop position and no conflicting movements evident communicate with, and be governed by instructions from control station.

At Bellville, trains which do not change crews may 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 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 from east end of tail track at east end of yard is located on field side of siding.

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.	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	55
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 and track, M.P. 217.4 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	S	East end freight yard	15
	I	East end psgr. track No. 3	15
	I	West end psgr. track No. 3	20
	I	Crossover Main Street, M.P. 218	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	15				No. 15	March 14, 1974					First Class	16
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post		Arrive Daily AM		
6.42	Yard		16.3	Traffic Control System	<b>BELLVILLE</b>	29.0	106.2	T CR	11.38			
6.57	Yard	10550	34.8		11.6 M-K-T Crossing		29.0	94.6	YC	11.28		
					SEALY		37.4	82.2				
					12.4 S. P. Crossing							
7.10	500	11740	12.1		1.4 WALLIS		13.2	80.8		11.17		
7.17	5800		12.1		4.6 ORCHARD		16.3	76.2		11.12		
			8.4		10.0 TOWER 17							
7.28 PM			.0		S. P. Crossing		7.3	66.2	C	11.04		
Arrive Daily	Yard	12420	29.0		0.4 ROSENBERG		26.9	65.8		AM Leave Daily		
		11350	7.9		4.6 BOOTH		33.7	55.0				
		7070	2.6		4.2 THOMPSONS		33.7	50.4	C			
Via S.P. and H.B.& T.		2650	18.4		1.9 SUGARLAND JCT.		4.7	46.2		Via H.B.& T. and S.P.		
		8810	2.4		M. P. Crossing		6.3	44.3				
		500	7.9		8.3 DUKE		10.5	36.0				
	Yard		5.2		7.4 MANVEL							
	3800		.0		4.2 ALVIN		6.3	28.6	Y CR			
	850	3630	1.0		3.7 ALGOA		2.1	24.4	Y			
	700	5630	1.6		2.5 ARCADIA		5.2	20.7				
	850	5660	3.2	4.1 ALTA LOMA	12.1	18.2						
	3190	6300	14.7	3.1 HITCHCOCK	7.9	14.1						
			.0	4.7 TEXAS CITY JCT.	8.9	11.0	YB					
			.0	2.1 VIRGINIA POINT	.0	6.3						
			.0	2.0 ISLAND	15.3	4.2						
	Yard		.0	0.8 GALVESTON	.0	2.2	T CR					
			.0	S. P. Crossing	.0	1.4						
			.0	1.1 Wharves Crossing	.0	0.3						
			.0	0.7 End of Track	.0	0.0						
			.0	YL								
				(105.6)								
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 Bellville and Algoa, M.P. 24.3.

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

At Bellville, trains which do not change crews may 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.

At Bellville, controlled signal at west end yard governing westward movement on main track is located on field side of main track.

At west end of sidings Sealy and Rosenberg, and at each end of sidings Wallis, Booth, Duke and Manvel the controlled signals 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**

Between:	MPH	
	Psgr.	Frnt.
Galveston and Virginia Point	20	20
Virginia Point and Alvin	79	60*
Alvin and Tower 17	50	50
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
3 Curves, M.P. 43.8 to 45.3	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
	I	West switch west lead	30
Sealy	I	Both ends siding	30
Wallis	I	Both ends siding	30
Tower 17	I	S.P. Junction	20
Rosenberg	I	S.P. transfer	20
	I	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
	I	Turnouts to Houston Dist.	20
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
Alta Loma	S	Both ends siding	30

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

Station	Type	Location	MPH
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	
			Psgr.	Frnt.
Galveston	Wharves (35th St.) 0.3	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	50	50
Tower 17	66.2	Manual Interlocking	30	30
Wallis	82.2	Automatic Interlocking	75	50
Sealy	94.6	Interlocking*	50	50

\*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
Arcola team track	42.6	1160
Crabb	58.6	360
Richmond	63.3	1140
El Pleasant	87.1	4990

# 8 HOUSTON DISTRICT

# SOUTHERN DIVISION

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. 15	March 14, 1974					First Class	16
Leave Daily	Other Tracks	Sidings	Feet Per Mile	T.C.S.	STATIONS	Feet Per Mile	Mile Post	Y CR CR Y Y CR T CY	Arrive Daily			
	Yard		1.5		ALVIN	.0	.0					
	780	13530	2.6		4.1	.0	4.1					
	2140	6360	.0		5.9		10.0		CR			
	700	S 11090 N 7690			PEARLAND	10.5	10.0					
					4.0							
PM					MYKAWA	0.1	14.0		Y		AM	
8.18			.0		5.4		19.4				10.03	
					S.P. Crossing T. & N.O. JCT.	YL						
					0.9							
				NEW SOUTH YARD	HB & T.R.Y.	20.3	CR		10.01			
				3.8								
				HOUSTON		24.1	T CY		9.50			
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. 15 March 14, 1974	EASTWARD		
Track Capacity In Feet	Ruling Grade Ascending	STATIONS		Ruling Grade Ascending	Distance from Somerville	Communications Turn Tables and Wyes
Yard		<b>SOMERVILLE</b> YL		0.0		
	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			
570		DOBBIN	57.0	49.9		
2500		5.7 MONTGOMERY	60.7	55.6	C	
	7970	8.2 HONEA	60.7	63.8		
		8.4 CONROE	55.9			
Yard	5660	M.P. Crossing		72.2	CR	
	1110	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		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	
		6.7 FUQUA	10.0	117.7		
1490		3.8 VOTAW	34.8	121.5		
540	1940	6.6 BRAGG	19.3	128.1		
		5.3 LELAVALE	23.2	133.4		
	1910	4.9 DIES	27.9	138.3		
	1930	5.0 S.P. Crossing	31.7			
1600	5600	KOUNTZE		143.8		
		8.9 SILSBEE	31.7	152.2	TY CR	
		(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
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

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. 15 March 14, 1974		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		STATIONS	Feet Per Mile				
	Yard		33.8	<b>TEMPLE</b> YL	66.0	218.2	Y CR		
			70.4	1.7 GOBER YL	70.4	219.9			
	6550	5510	37.0	6.5 BELTON	72.8	226.4	CY		
	1150	5590	57.0	9.3 NOLANVILLE	0.0	235.7			
	2550	5720	68.6	7.8 KILLEEN YL	0.0	243.5	CR		
	Yard		70.7	2.6 FORT HOOD YL	66.5	246.1	Y		
	1060	5490	69.6	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	10.5 LAMPASAS	47.5	273.7	CY		
		4950	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			
		5220	66.0	10.3 MULLEN	66.0	323.6			
		4960	66.0	6.7 VILLA	66.0	330.8			
		5280	66.0	5.9 ZEPHYR	66.0	336.2	B		
		5600	21.1	8.2 RICKER	66.0	344.4			
	Yard			4.0 <b>BROWNWOOD</b> YL		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.

At Temple, trains and engines will be governed by Second District time table rules and instructions.

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, if controlled signal governing movement over Lampasas District main track, North Track, South Track or roundhouse leads is in stop position and no conflicting movements evident communicate with, and be governed by instructions from control station.

**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

**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 freight yard	15
	I	East end psgr. track No. 3	15
	I	West end psgr. track No. 3	20
	I	Crossover main street, M.P. 218	20
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. 15 March 14, 1974				EASTWARD		
↓							↑		
Track Capacity In Feet		Ruling Grade Ascending	STATIONS				Ruling Grade Ascending	Distance from Rayner Jct.	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile					Feet Per Mile	Mile Post	
		58.0	RAYNER JCT.	YL	9.6	58.0	0.0		
Yard			GARWOOD	YL			9.6		
			(9.5)						

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
Bluroan	5.5	7100

HALL DISTRICT

WESTWARD			TIME TABLE No. 15 March 14, 1974				EASTWARD		
↓							↑		
Track Capacity In Feet		Ruling Grade Ascending	STATIONS				Ruling Grade Ascending	Distance from Cane Jct.	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile					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	YL	6.6	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.

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. 15 March 14, 1974	EASTWARD		
↓				↑		
Track Capacity In Feet	Other Tracks	Ruling Grade Ascending		Ruling Grade Ascending	Distance from Sealy	Communications Turn Tables and Wyes
	Yard	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
			<b>SEALY</b> YL		0.0	CY
		23.7	10.1	19.5		
	3660	17.9	<b>BEARD</b>		10.0	
			7.3	11.6		
		.0	S. P. Crossing		17.3	
			0.3	17.9		
			S. P. Crossing		17.6	
			0.9			
	Yard	31.6	<b>EAGLE LAKE</b> YL	31.6		CR
		15.7	1.3	26.4	18.5	
			<b>RAYNER JCT.</b> YL		19.8	
		34.3	8.2	13.2		
	1290		<b>BONUS</b>		28.0	
		21.2	4.4	23.7		
			<b>EGYPT</b>		32.4	
		4.2	4.6	6.3		
	550		<b>GLEN FLORA</b>		37.0	
		.0	5.8	19.5		
			S. P. Crossing		42.8	
			0.3	22.1		
	4290	3340	<b>WHARTON</b>	8.9	43.1	C
		4.2	8.3			
	2550		<b>LANE CITY</b>		51.4	
		4.7	3.8	12.6		
		10.6	<b>CANE JCT.</b> YL	10.6	55.2	Y
			5.3	10.6		
	700		<b>RUNNELLS</b>		60.5	
		7.9	7.8	11.6		
			S. P. Crossing		68.3	
			0.3	3.1		
	Yard	2660	<b>BAY CITY</b> YL		68.6	CR
		.0	0.4	1.5		
			M. P. Crossing		69.0	
		11.6	7.3	23.7		
	6550		<b>SOUTH BAY CITY</b> YL		76.3	
		15.8	3.3	12.1		
	2140		<b>WADSWORTH</b> YL		79.6	
		12.1	10.4	11.0		
	Yard		<b>MATAGORDA</b> YL		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. 15 March 14, 1974		Ruling Grade Ascending	Distance from Beaumont	Communications Turn Tables and Wyes	EAST- WARD	
↓				↑						
Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post				
			<b>LONGVIEW</b> YL							
		139.9	19.8		93.4	207.6		Y	CR	
		61.7	TATUM		79.2	187.8		C		
		90.2	6.4		73.9	181.4				
		124.6	BECKVILLE		144.1	171.7		C		
		52.8	9.7		63.3	161.7				
			CARTHAGE	YL						
		32.7	10.0		64.9	151.6		C		
		81.8	11.8		47.5	139.8		CY		
		43.8	12.8		48.0	127.0				
			CALGARY							
			6.6							
			<b>SAN AUGUSTINE</b> YL							
		81.8	5.5		45.4	120.4		CR		
		54.9	VENABLE		48.5	114.9				
		50.6	10.2		52.8	104.7				
		52.8	BRONSON		52.8	97.5		C		
		76.0	7.2		.0	87.4				
		82.7	PINELAND	YL	41.1	84.2				
		38.0	9.9		42.7	78.7				
			BROWNEDELL							
		39.0	3.2		47.5	73.6		CY		
		58.0	HORTON		52.8	67.1				
		41.1	5.5		48.5	62.4				
		40.1	5.1		31.1	52.4		CR		
		31.7	JASPER	YL	42.2	48.0				
		30.0	6.5		31.7	43.2				
		26.4	KEITHTON		23.7	38.4				
		16.8	4.7		27.9	36.1				
		8.1	ROGANVILLE		12.6	30.1				
		31.6	10.0		19.0	27.7				
			KIRBYVILLE	YL						
			4.4							
			CALL							
			4.8							
			LE VERTE							
			4.8							
			BESSMAY							
			2.3							
			BUNA							
			6.0							
			QUINN	YL						
			2.4							
			EVADALE	YL						
			7.0							
			<b>SILSBEE</b> 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. 15 March 14, 1974	EASTWARD		
Track Capacity In Feet	Ruling Grade Ascending			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		80.8	
			M.P. Crossing		80.2	
			H.D.E. Co. Tram Cross.		80.0	Y
			<b>CALCASIEU</b> YL	16.8		
		32.2	8.8			
		34.8	9.7		72.0	C
8580	2270		<b>ELIZABETH</b> YL	45.9		
			11.9		62.3	
1800	2780		<b>PITKIN</b>	47.5		
	2720		11.3		50.4	
			<b>MARKEE</b>	47.5		
		32.0	S. P. Crossing		39.1	
			0.7			
			<b>DeRIDDER</b>			
4730	2260		K. C. S. Crossing YL	21.0	38.4	CR
	2290		4.9		33.5	
	2480	25.3	<b>SHEAR</b> YL	18.4		
			1.0		32.5	C
300	2690	25.3	<b>BOISE SOUTHERN</b> YL	18.4		
			5.0		27.5	B
4650	2570	15.8	<b>NEALE</b>	32.2		
			5.4		22.1	
			<b>MERRYVILLE</b> YL			
			4.7		17.4	
			(State Line)			
1300	1950		1.7		15.7	
		28.5	<b>BONWIER</b>	33.7		
			15.7			
Yard			<b>KIRBYVILLE</b> YL		0.0	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).
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			No. 15 March 14, 1974				Distance from Galveston and Beaumont		
Ruling Grade Ascending			STATIONS				Ruling Grade Ascending		
Other Tracks			Feet Per Mile				Mile Post		
Siding			Feet Per Mile				Mile Post		
Yard			Feet Per Mile				Mile Post		
		25.3	<b>SILSBEE</b>	YL	41.1	21.0		TY CR	
	2660	27.5	6.9 LUMBERTON		23.2	14.1			
		24.8	3.8 LOEB JCT.	YL		10.3		B	
5540	1900	23.2	1.8 S.P. Connection		20.1	8.5			
			VOTH	YL	16.8				
			6.8 <b>BEAUMONT</b>	YL		1.7		Y CR	
		4.7	1.0 S.P. Crossing		6.3	0.7			
		4.7	0.1 M.P. Crossing		6.3				
		1.0	S.P. Crossing			76.4			
	770	12.6	5.5 BROOKS	YL	2.6	70.9			
	720	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)**

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. 15 March 14, 1974	EASTWARD								
Track Capacity In Feet		Ruling Grade Ascending		Ruling Grade Ascending	Distance from Lometa	Communications Turn Tables and Wyes						
							Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post
Yard												
5100	2690	31.7	<b>LOMETA</b> YL	24.7	0.0	Y						
	1690	51.2	SAN SABA YL	7.9	24.7	C						
		47.5	ALGERITA	6.9	32.6							
1200	1720	31.7	RICHLAND SPRINGS	10.1	39.5							
	670	39.9	SELLMAN	16.3	49.6							
Yard	2280	.0	<b>BRADY</b> YL	1.6	65.9	CY						
			END OF TRACK		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. 126.8, Brenham, Goedecke 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.

Third District—M.P. 34.5, Wickes spur.  
 M.P. 42.6, Arcola, team track.  
 M.P. 55.0, Booth, house spur.  
 M.P. 58.6, Crabb.  
 M.P. 63.6, Richmond, house spur.  
 M.P. 76.2, Orchard, house track.  
 M.P. 87.1, El Pleasant.

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*
<b>ALL OTHER CLASSES</b>	70	45*

\*Forward speed applies when engine handling train is on the head end being controlled from lead unit of G.P. type turned in backing position.

\*\*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 AT-199459 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
CONROE	30	30		30
SILSBEE				
Between: Silsbee and Loeb Jct.	30	30		30
Loeb Jct. 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	20		20
	10	10		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.
<b>Lampasas District.</b>		
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.
<b>Second District.</b>		
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).

Bay City—Matagorda inclusive	Loeb Jct.—End of Track, M.P. 37.0 inclusive
Boise Southern	Lometa
Brady	Longview
Brownwood	Merryville
Calcasieu	Oakdale
Cane Jct.—Thompsons inclusive	Pineland
Carthage	Rayner Jct.—Garwood 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—from end TCS 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	New South	Milano
Bellville	Yard and	Pearland
Brownwood	Settegest	San Augustine
Caldwell (SP)	Yard)	Sealy
Cleburne	Jasper	Silsbee
Conroe	Longview	Somerville
Eagle Lake		Temple

**12. STANDARD CLOCKS ARE LOCATED:**

Alvin	Eagle Lake	Milano
Bay City	Galveston	Oakdale
Beaumont	Houston (Union Station, Rusk Ave. 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.

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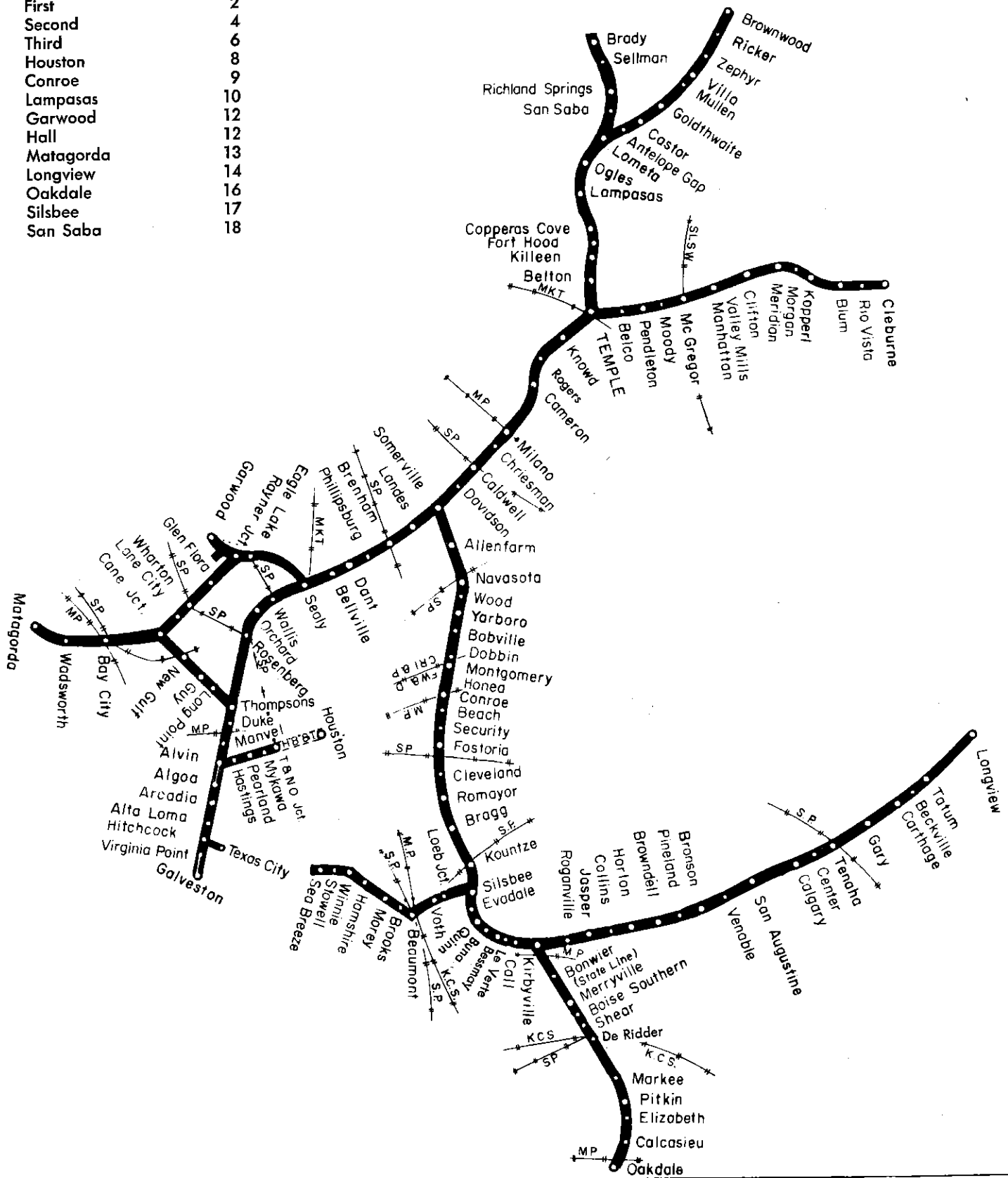
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## SPEED TABLE — FOR INFORMATION ONLY

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