



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.
C. HUDIBURGH Silsbee, Tex.

ASSISTANT TRAINMASTERS

W. J. CUMMINGS Temple, Tex.
J. F. STEPHENS Temple, Tex.

ROAD FOREMEN OF ENGINES

R. B. GAINES Temple, Tex.
V. BARBER Brownwood, Tex.
C. W. LEE Silsbee, 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.

DISPATCHERS — TEMPLE, TEX.

E. E. WALLACE	G. M. STANDARD
R. E. JOHNSON	J. E. ROSE
J. V. HIGGINBOTHAM	K. W. ANGLIN
B. R. MARTIN	G. T. ROSS
J. L. CONNER	D. W. ROSS
C. G. PULLEN	C. C. McFARLAND
R. J. GAUER	J. E. JONES
	F. E. SUSICK, JR.

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.

11

IN EFFECT

Monday, July 12, 1971

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.

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

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

WEST- WARD		Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 11 July 12, 1971		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD	
First Class										First Class	
15										16	
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post		Arrive Daily PM		
2.57	Yard		48.0	Automatic Block System	CLEBURNE YL		317.5	TY	12.21		
3.05		111	52.8		7.2	RIO VISTA	53.3	310.3	B	12.12	
3.10	29	119	31.7		6.8	BLUM	66.0	303.5		12.07	
3.19		143	37.5		9.1	KOPPERL	39.6	294.4		PM	
					6.6		52.8			11.59	
3.25	18	131	47.5			MORGAN		287.8	B	11.53	
3.34	22	122	66.0		7.4	MERIDIAN	66.0	280.7	CR	11.46	
3.42	90	133	53.3		10.3	CLIFTON	73.9	270.4	C	11.35	
3.52	69	61	66.0		11.0	VALLEY MILLS	66.0	259.2		11.25	
3.57		130	66.0		4.5	MANHATTAN	65.4	254.7	B	11.20	
					11.3	St. L. S. W. Crossing	66.0		Y		
s 4.08	90	150	42.2		9.9	McGREGOR	66.0	243.4	CR	11.07	
4.18	47	129	66.0		8.1	MOODY	66.0	233.5	C	10.59	
4.26	17	130	66.0		8.1	PENDELTON	66.0	225.4	B	10.52	
4.30			66.0		4.2	BELCO YL	66.5	221.2		10.48	
s 4.35	Yard		66.0		3.0	TEMPLE YL	66.5	218.2	Y CR	10.45	
Arrive Daily						(99.1)				AM	
60.7						Average speed per hour				Leave Daily	
									61.9		

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

At Cleburne, between Signal 3172 and Signal 3177, and at Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First District, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

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 freight main tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.

SOUTHERN DIVISION

FIRST DISTRICT 3

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	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, SWITCHES, 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, SWITCHES, 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 that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Cleburne	City limits, M.P. 317 to M.P. 319	18
Clifton	Two street crossings east of depot	40
McGregor	City limits, M.P. 242.8 to M.P. 244.	40
Moody	City limits, M.P. 233 to M.P. 233.8	50
Temple	City limits	35

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frts.
McGregor	243.4	Interlocking	79	60

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name	MPH	
		Psgr.	Frts.
218.1	Viaduct, highway		
218.6	Viaduct, highway		
2.1	Viaduct, I 35, East end Temple freight yard		
236.2	Viaduct, highway		
258.8	Viaduct, highway		
262.1	Viaduct, highway		
290.5	Viaduct, highway		
299.7	Viaduct, highway		
301.4	Viaduct, highway		
302.0	Viaduct, highway		

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Crawford	250.1	26
Clifstone Chemical	266.5	36
Brazlime	300.2	31

WEST-WARD		Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 11 July 12, 1971			Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST-WARD	
First Class	15										First Class	16
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post		Arrive Daily AM		
4.45	Yard				TEMPLE YL				218.2	Y CR	10.40	
					0.8 M-K-T Crossing			42.7				
					0.9 KNOWD			66.0	217.4			
4.49					4.2 HEIDENHEIMER			66.0	216.5		10.35	
4.53	39	131	28.5		7.6 ROGERS			54.4	212.3		10.32	
5.00	38	175	54.5		7.4 BUCKHOLTS			63.3	204.7		10.26	
5.07	37	124	58.6		9.3 CAMERON			59.1	197.3		10.19	
5.17	154	141	42.2		6.5 HOYTE			52.8	188.0	C	10.11	
5.24		120	42.2		7.0 MILANO			34.8	181.3		10.05	
5.32	132	200	42.2		9.6 M.P. Crossing			52.8	174.4	CR	9.58	
5.41		139	39.6		7.0 CHRISMAN			66.0	164.8		9.49	
5.49	102	101	42.2		6.5 CALDWELL			66.0	157.8	C	9.42	
5.56		126	42.2		9.8 DAVIDSON			65.4	151.3	B	9.36	
6.07	Yard	100	42.2		8.4 SOMERVILLE			52.8	141.4	Y CR	9.26	
6.16		164	42.2		6.9 LANDES			66.0	132.9	B	9.18	
6.23	220		68.6		5.9 BRENHAM			64.9	126.0	CR	9.11	
6.31		128	67.0		9.8 PHILLIPSBURG			66.0	120.1		9.05	
6.40		134	23.3		4.1 DANT			66.0	110.3		8.56	
6.46 PM	Yard				BELLVILLE YL				106.2	T CR	8.51 AM	
Arrive Daily					(111.7)						Leave Daily	
55.4					Average speed per hour						61.5	

TWO TRACKS: Between Knowd and Temple.

RULE 261-TCS IN EFFECT: On main tracks between Knowd and westward controlled signals just east of First Street, Temple.

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

First class trains register by Form 903 at Bellville.

At Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First Dist., and at Bellville, between M.P. 106 and M.P. 107, there is no

superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

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 freight main tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.

SOUTHERN DIVISION

SECOND DISTRICT 5

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Fr.
Second District	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

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

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

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

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Curve, M.P. 106.5 to 106.8	45
8 Curves, M.P. 112.0 to 119.0	65
4 Curves, M.P. 122.5 to 125.1	65
3 Curves, M.P. 125.5 to 126.6	40
4 Curves, M.P. 127.5 to 130.6	65
2 Curves, M.P. 133.5 to 134.4	60
2 Curves, M.P. 138.2 to 139.8	65
4 Curves, M.P. 140.8 to 141.7	50
3 Curves, M.P. 156.5 to 157.6	55
3 Curves, M.P. 169.1 to 170.8	60
3 Curves, M.P. 174.1 to 175.7	65
Little River Bridge, M.P. 185.4 to 185.5	55
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, SWITCHES, TURNOUTS AND CROSSOVERS

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	I	Crossover at main street	20
	I	West end psg. track No. 3	20
Knowd	I	End of two tracks	40
Heidenheimer	S	Both ends siding	30
Rogers	S	Both ends siding	30
Buckholts	S	Both ends siding	30
Cameron	S	Both ends siding	30
Hoyte	S	Both ends siding	30
Milano	I	Both ends siding	30
Chriesman	S	Both ends siding	30
Caldwell	S	Both ends siding	30
Davidson	S	Both ends siding	30
Somerville	I	East end yard	30
	I	Both ends siding	30
Landes	S	Both ends siding	30
Phillipsburg	S	Both ends siding	30
Dant	S	Both ends siding	30
Bellville	S	East end tail track	15

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

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Temple	City limits	35
Cameron	City limits, M.P. 186.8 to M.P. 188.9	30
Brenham	City limits, M.P. 125 to M.P. 127	25

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Fr.
Brenham	126.0	Interlocking	40	30
Milano	174.4	Interlocking	65	65
Temple	217.4	Interlocking TCS	40	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
115.8	Viaduct, highway
124.7	Viaduct, highway
127.8	Viaduct, highway
128.6	Viaduct, highway
130.6	Viaduct, highway
174.6	Viaduct, highway
185.4	Bridge, Little River
218.1	Viaduct, highway
218.6	Viaduct, highway
2.1	Viaduct, I 35, East end Temple freight yard

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Sand Spur	160.9	25

WEST-WARD		Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST-WARD	
First Class	15				No. 11						First Class	16
					July 12, 1971							
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post	Arrive Daily AM				
6.49	Yard		.0	A.B.S.	BELLVILLE YL	29.0	106.2	T CR	8.50			
6.51			16.3		1.6	BALL YL	29.0	104.6		8.46		
				T.C.S.	10.0							
					M-K-T Crossing							
7.01	Yard	213	23.7	Automatic Train Stop	SEALY	37.4	94.6	Y C	8.39			
7.08		95	34.8		7.7	EL PLEASANT	27.9	86.9		8.32		
				A.B.S.	4.7							
					S. P. Crossing							
7.12	25		12.1	WALLIS	13.2	82.2			8.28			
7.17	14	93	8.4	6.0	ORCHARD	16.3	76.2		8.22			
				10.0								
7.28				Automatic Block System	TOWER 17 YL				8.14			
PM			.0		S. P. Crossing	7.3	66.2	C	AM			
Arrive Daily	Yard	115	2.1	0.4	ROSENBERG YL	2.1	65.8		Leave Daily			
			29.0	2.5	RICHMOND	26.9	63.3					
				4.7	CRABB	9.5	58.6					
				3.6	BOOTH	33.7	55.0	B				
				4.6	THOMPSONS	33.7	50.4	C				
				4.2	SUGARLAND JCT.							
			18.4	M. P. Crossing	4.7	46.2	B					
			1.0	1.9	DUKE	6.3	44.3	B				
				1.4	ARCOLA	4.7	42.9					
			2.4	M. P. Crossing	4.7	36.0						
				6.9	MANVEL	10.5						
			7.9	7.4								
	Yard		5.2	T.C.S.	ALVIN YL	6.3	28.6	Y CR				
			.0		4.2	ALGOA	2.1	24.4	Y			
				Automatic Block System	3.7							
			1.0		ARCADIA	5.2	20.7					
				2.5	ALTA LOMA	12.1	18.2	C				
			1.6	4.1	HITCHCOCK	7.9	14.1	C				
				3.1	TEXAS CITY JCT.	8.9	11.0	YB				
			14.7	4.7	VIRGINIA POINT YL	.0	6.3					
			.0	2.1	ISLAND YL	15.3	4.2					
			.0	2.0								
	Yard		.0	Automatic Block System	GALVESTON YL	.0	2.2	T CR				
			.0		0.8	S. P. Crossing	.0	1.4				
			.0	1.1	Wharves Crossing	.0	0.3					
			.0	0.7	End of Track YL	.0	0.0					
			.0									
					(106.6)							
61.5				Average speed per hour					66.6			

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

RULE 261-TCS IN EFFECT: On main track between Ball and west end siding Sealy, M.P. 92.5; on main tracks between westward home signal at east wye switch Alvin, M.P. 29, and eastward home signal 400 feet west of Algoa, M.P. 24.3.

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

First Class trains register by Form 903 at Bellville.

At Bellville, between M.P. 106 and M.P. 107 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

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

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

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

RULES 83 AND 83(A): Train register at Bellville will be accepted to indicate that trains shown thereon have arrived and left Sealy. When identification of a superior train cannot be made between Bellville and Sealy, the inferior train must not enter single track, where Rule 261 is not in effect, at Sealy, until it has been ascertained that such superior train has arrived or left.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

Speed limit on South Track of two tracks between Algoa and Alvin 50 MPH.

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

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

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

"I"—Interlocking
"S"—Spring

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

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

Station	Type	Location	MPH
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
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 that siding except speed limit through siding at Sealy 20 M.P.H.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Sealy	City limits, M.P. 93.4 to M.P. 95.2	50
Rosenberg	City limits, M.P. 63.7 to M.P. 66.8	30
Alvin	M.P. 28.5 to M.P. 29.0	30

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psgr.	Frnt.
Galveston	Wharves 0.3	(35th St.) Stop. Rule 98 (A)		
Galveston	R.I. 0.3	Stop. Rule 98 (A)		
Galveston	1.4	Stop. Rule 98 (A)		
Arcola	42.9	Interlocking	59	49
Sugarland Jct.	46.2	Interlocking	59	49
Tower 17	66.2	Interlocking Eastward Westward	20* 40	20*
Wallis	82.2	Interlocking	75	50
Sealy	94.6	Interlocking	50	50

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
1.5	Viaduct, highway
4.7	Bridge, Galveston Bay
6.7	Viaduct, highway
11.4	Viaduct, highway
27.6	Viaduct, highway
48.5	Bridge, Brazos River
93.3	Viaduct, highway
93.7	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Wickes Spur	34.5	24
Iowa Colony	39.7	10

8 HOUSTON DISTRICT

SOUTHERN DIVISION

WEST-WARD		TIME TABLE							EAST-WARD	
First Class	Track Capacity 50ft. per car	No. 11					Ruling Grade Ascending	Distance from Alvin	Communications Turn Tables and Wyes	First Class
161		July 12, 1971								150
No. 16		Ruling Grade Ascending							No. 15	
Leave Daily AM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post		Arrive Daily PM
7.20				HOUSTON	} H.B. & T&N.Y.		24.1	CY	8.45	
7.30			Double Track Jct.			20.8		8.21		
7.31			New South Yard			20.3	CR	8.20		
7.33 AM			0.1	T. & N.O. JCT. S.P. Crossing	} YL		19.4		8.18 PM	
	14	187	10.5	MYKAWA			14.0			
	56	108		PEARLAND		10.0	C			
	30	256		HASTINGS		4.1				
		Yard		ALVIN			.0	Y CR		
Arrive Daily				(24.1)					Leave Daily	
21.7				Average speed per hour					10.4	

RULE 261-TCS IN EFFECT: On main track and sidings between Alvin and home signals west of Southern Pacific crossing at T&NO Jct.

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.

Location of switches not electrically locked on Houston District (Special Rule 5)—M.P. 9.0., Houdaille-Duval-Wright.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Between Alvin and T&NO Jct.	60

EXCEPTIONS

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

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
East and west legs of wye, Alvin	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, 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 siding	40

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

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Houston	Houston city limits, M.P. 12.3 to Bellfort Rd., M.P. 17.2	60
	Bellfort Rd., M.P. 17.2 to T&NO Jct.	45
Alvin	M.P. 28.5 to M.P. 29.0 (Third District)	30

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
19.1	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Stanolind	5.8	21
Houdaille-Duval-Wright	9.0	36
American Rice Drier	11.0	23
Central Industrial Park	15.0	67
Carters Spur	15.8	7
Golf Crest Spur	18.1	10
Industrial tracks	18.9	158

SOUTHERN DIVISION

CONROE DISTRICT 9

WESTWARD			TIME TABLE No. 11 July 12, 1971	EASTWARD		
↓				↑		
Track Capacity 50 ft. per car	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		52.8	SOMERVILLE YL	31.7	0.0	CR Y
	56	52.8	5.4 SCOFIELD	40.2	5.4	
30	111	52.8	12.9 ALLENFARM	42.2	18.3	
Yard	36	44.8	9.8 NAVASOTA S.P. Crossing	26.4	28.1	CR
	93	44.8	5.0 WOOD	68.6	33.1	
	51	106.1	4.6 YARBORO	61.7	37.7	
	58	67.0	11.2 BOBVILLE	53.3	48.9	
17		.0	1.0 CRIP-FWD Crossing DOBBIN	57.0	49.9	B
52		82.8	5.7 MONTGOMERY	60.7	55.6	C
	158	73.9	8.2 HONEA	55.9	63.8	
		65.4	8.4 CONROE YL	60.2	72.2	CR
Yard	107	56.4	M.P. Crossing 2.4 BEACH	61.2	74.6	
	51	54.9	4.5 WAUKEGAN	63.3	79.1	
25	38	76.5	5.9 SECURITY	41.1	85.0	
	180	52.8	4.6 FOSTORIA	57.0	89.6	
20	38	60.1	5.3 S.P. Crossing CLEVELAND YL	17.4	94.9	CR
	57	26.4	7.0 HIGHTOWER	31.7	101.9	
	38	24.8	3.6 RAYBURN	31.1	105.5	
15	162	37.7	5.5 ROMAYOR	10.0	111.0	CY
	30	31.7	6.7 FUQUA	34.8	117.7	
23	37	17.4	3.8 VOTAW	19.3	121.5	
17	154	15.8	6.6 BRAGG	23.2	128.1	B
	38	30.6	5.3 LELAVALE	27.9	133.4	
	38	31.7	4.9 DIES	31.7	138.3	
32	111	31.7	5.0 S.P. Crossing KOUNTZE	31.7	143.8	C
Yard			SILSBBE YL	152.2		CR TY
			(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

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Conroe District	49

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, SWITCHES, 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 that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Navasota	City limits	25
Conroe	City limits	30

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Navasota	28.1	Interlocking	30
Dobbin	49.9	Interlocking	49
Conroe	72.2	Interlocking	20
*Cleveland	94.9	Interlocking	20
**Kountze	143.3	Crossing gate	6

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

**KOUNTZE—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)

Mile Post	Name
14.6	Bridge, Brazos River
26.3	Bridge, Navasota River
30.4	Viaduct, highway
71.3	Viaduct, highway
88.2	Viaduct, highway
110.4	Bridge, Trinity River
146.2	Bridge, Village Creek

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Clay	11.9	27
Plantersville	43.4	20
Keenan	60.6	7
Youens	76.4	35
Timber	83.1	13
Seaman	98.1	24
Dolen	107.3	31
Milvid	114.0	35
Honey Island	135.5	10

WEST- WARD ↓	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 11 July 12, 1971		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD ↑
	Other Tracks	Sidings		Feet Per Mile	STATIONS				
	Yard		33.8	2 Tracks Automatic Block System T.C.S.A.	TEMPLE YL	66.0	218.2	Y CR	
			70.4		1.7 GOBER YL	66.0	219.9		
	131	110	37.0		6.5 BELTON	70.4	226.4	CY	
	23	107	57.0		9.3 NOLANVILLE	72.8	235.7		
	51	105	68.6		7.8 KILLEEN YL	0.0	243.5	CR	
	Yard		70.7		2.6 FORT HOOD YL	0.0	246.1	Y	
	16	101	69.6		8.0 COPPERAS COVE	66.5	254.1	C	
	16	121	66.5		8.5 KEMPNER	68.6	263.1	B	
	90	124	69.7		10.6 LAMPASAS	32.7	273.7	CY	
		97	71.2		9.9 OGLES	47.5	283.6		
	Yard	76	65.5		8.1 LOMETA YL	68.6	291.7	Y CR	
		97	66.0		8.3 ANTELOPE GAP	63.4	300.0	B	
		108	66.0		6.1 CASTOR	65.4	306.1		
	45	101	66.0		7.2 GOLDTHWAITE	66.0	313.3	C	
		108	66.0		10.3 MULLEN	67.0	323.6		
		96	66.0		6.7 VILLA	66.0	330.8		
	16	101	66.0		5.9 ZEPHYR	66.0	336.2	B	
		112	21.1		8.2 RICKER	66.0	344.4		
	Yard				4.0 BROWNWOOD YL	66.0	348.4	TY CR	
					(130.2)				

TWO TRACKS: Between Temple and Gober.

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

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 freight main tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.

TRACK SIDE WARNING DEVICES

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

Eastward—Signal 2382
Westward—Signal 2371

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

Dragging equipment located at Signal 3391, between M.P. 339 and M.P. 340.

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

SOUTHERN DIVISION

LAMPASAS DISTRICT 11

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Lampasas District	60

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 and M.P. 272 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH
- (4) Westward trains between M.P. 340 and M.P. 344 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	35
M.P. 305.4 to 310.5—Westward	55
Track and curves, M.P. 317.4 to 321.8—Eastward	35
M.P. 317.4 to 321.8—Westward	55
3 Curves, M.P. 327.1 to 329.0—Eastward	35
—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, SWITCHES, TURNOUTS AND CROSSOVERS

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	S	East end passenger yard	30
Gober	I	End of two tracks	40
Belton	S	Both ends siding	30
Nolanville	S	Both ends siding	30
Killeen	S	Both ends siding	30
Copperas Cove	S	Both ends siding	30
Kempner	S	Both ends siding	30
Lampasas	S	Both ends siding	30
Ogles	S	Both ends siding	30
Lometa	S	Both ends siding	30
Antelope Gap	S	Both ends siding	30
Castor	S	Both ends siding	30
Goldthwaite	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Dublin District connection	40
Brownwood	I	East end tail track new yard	20

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

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Temple	City limits	35
Belton	City limits, M.P. 225.3 to M.P. 227.0	20
Killeen	All crossings between M.P. 241.5 and M.P. 244.5	40
Lometa	3 Road crossings located between siding switches	50

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
219.5	Viaduct, highway
225.0	Bridge, Leon River
226.1	Viaduct, highway
264.9	Bridge, Lampasas River
276.9	Viaduct, highway
344.9	Viaduct, highway
345.3	Bridge, Pecan Bayou

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Charter Oak	225.0	20
Mayflower	236.7	7
Central Forwarding Co.	241.4	9

GARWOOD DISTRICT

WESTWARD			TIME TABLE No. 11 July 12, 1971				EASTWARD		
Track Capacity 50 ft. per car			Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Distance from Rayner Jct.	Communications Turn Tables and Wyes	Feet Per Mile	Mile Post
Other Tracks	Sidings	Feet Per Mile							
		58.0	RAYNER JCT. YL	58.0	0.0				
			6.7 BOEDECKER JCT. YL		6.7	Y			
Yard		.0	2.9 GARWOOD YL	8.4	9.6				
(9.6)									

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON GARWOOD DISTRICT.

No switch lights on Garwood District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Garwood District	10

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
River Track	1.7	275
Blueroan	5.5	142

HALL DISTRICT

WESTWARD			TIME TABLE No. 11 July 12, 1971				EASTWARD		
Track Capacity 50 ft. per car			Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Distance from Cane Jct.	Communications Turn Tables and Wyes	Feet Per Mile	Mile Post
Other Tracks	Sidings	Feet Per Mile							
		7.9	THOMPSONS YL	7.9	34.0	C			
103	100	5.3	11.1 LONG POINT YL	5.3	22.9				
			5.1 GUY YL	11.6	17.8	Y			
		6.3	11.2 NEWGULF YL	10.6					
260		4.8	S.P. Crossing 6.6 CANE JCT. YL	4.2	6.6	C			
(34.0)									

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON HALL DISTRICT.

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

No switch lights on Hall District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
East leg of wye, Cane Jct.	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, 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 that 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)

Mile Post	Name
10.3	Bridge, San Bernard River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Smithers Lake	31.2	50

SOUTHERN DIVISION

MATAGORDA DISTRICT 13

WESTWARD			TIME TABLE No. 11 July 12, 1971	EASTWARD		
↓				↑		
Track Capacity 50 ft. per car	Ruling Grade Ascending			Rolling Grade Ascending	Distance from Sealy	Communications Turn Tables and Ways
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
Yard		23.7	SEALY YL	19.5	0.0	C
	71	17.9	10.1 BEARD	11.6	10.0	
		.0	7.3 S. P. Crossing	17.9	17.3	
			0.3 S. P. Crossing		17.6	
Yard	65	31.6	EAGLE LAKE YL	31.6	18.5	CY
		15.7	1.3 RAYNER JCT. YL	26.4	19.8	
		9.5	2.9 MATTHEWS	9.4	22.7	
21	12	34.3	5.3 BONUS	13.2	28.0	
	26	21.2	4.5 EGYPT	23.7	32.4	
7	31	4.2	5.3 GLEN FLORA	6.3	37.0	
64	67	.0	5.3 S. P. Crossing	19.5	42.8	
		.0	WHARTON	22.1	43.1	C
105	61	4.2	8.9 LANE CITY	8.9	51.4	
	30	4.7	3.8 CANE JCT. YL	12.6	55.2	Y
		10.6	5.3 RUNNELLS	10.6	60.5	
	14	7.9	7.8 S. P. Crossing	11.6	68.3	
		.0	0.3 BAY CITY YL	3.1	68.6	CR
Yard	45	.0	0.4 M. P. Crossing	1.5	69.0	
		11.6	7.3 SOUTH BAY CITY YL	23.7	76.3	
131		15.8	3.3 WADSWORTH YL	12.1	79.6	
	42	12.1	10.4 MATAGORDA YL	11.0	90.0	B Y
Yard						
			(90.1)			

TRAINS AND ENGINES WILL OPERATE PER 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.

No switch lights on Matagorda District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	Location	MPH
	Sealy and Bay City	30
	Bay City and Matagorda	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, 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 that siding, except speed limit through siding Sealy 20 M.P.H.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Eagle Lake	17.3	Interlocking	20
Eagle Lake	17.6	Interlocking	20
Wharton	42.8	Interlocking	20
Bay City	68.3	Stop. Rule 98 (A)	
Bay City	69.0	Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
2.6	Viaduct, highway
41.6	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Gifford-Hill Spur	24.7	65
American Cyanamid Spur	42.5	8
E. E. Conner Spur	45.2	16

WEST- WARD ↓		Track Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 11 July 12, 1971		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
Yard			139.9	LONGVIEW YL		207.6	R CY			
29			61.7	19.8 TATUM		187.8	C			
32	59		90.2	6.4 BECKVILLE		181.4	C			
Yard	74		124.6	9.7 CARTHAGE YL		171.7	C			
70	24		52.8	10.0 GARY	144.1	161.7				
				10.1 S.P. Crossing TENAHA YL		151.6	C			
103	51		32.7	11.8 CENTER YL	64.9	139.8	CY			
202	37		81.8	12.8 CALGARY	47.5	127.0	B			
	64		43.8	6.6 SAN AUGUSTINE YL	48.0	120.4	RC			
Yard			81.8	5.5 VENABLE	45.4	114.9				
	50		54.9	10.2 BRONSON	48.5	104.7	C			
51	37		50.6	7.2 PINELAND YL	52.8	97.5	C			
80	30		52.8	9.9 BROWNEDELL	52.8	87.4	C			
34	126		76.0	3.2 HORTON	.0	84.2	B			
				5.5 COLLINS	41.1	78.7				
			38.0	5.1 JASPER YL	42.7	73.6	CY			
331	81		39.0	6.5 KEIGHTON	47.5	67.1				
	43		58.0	4.7 ROGANVILLE	52.8	62.4				
16	34		41.1	10.0 KIRBYVILLE YL	48.5	52.4	R CY			
Yard			40.1	4.4 CALL	31.1	48.0				
12	57		31.7	4.8 LE VERTE	42.2	43.2				
	63		30.0	4.8 BESSMAY	31.7	38.4				
Yard			26.4	2.3 BUNA	23.7	36.1	C			
20			16.8	6.0 QUINN YL	27.9	30.1				
	63		3.1	2.4 EVADALE YL	12.6	27.7	B			
Yard			31.6	7.0 SILSBEE YL	19.0	21.0	TY CR			
Yard										

(186.7)

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

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

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

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Between: Silsbee and M.P. 96.5 M.P. 96.5 and Longview	49 35

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	30
Curve, M.P. 102.4 to 102.5	20
Curve, M.P. 103.7 to 103.9	30
2 Curves, M.P. 105.0 to 105.6	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
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

(B) SPEED REGULATIONS - CURVES & BRIDGES (Cont'd)

Location	MPH
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, SWITCHES, 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 that siding.

(D) SPEED REGULATIONS—STREET CROSSINGS

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

Station	Streets	MPH
Tenaha	City limits	35
Jasper	City limits	30

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Tenaha	151.6	Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
22.6	Viaduct, highway
72.9	Viaduct, highway
146.6	Viaduct, highway
180.8	Viaduct, highway
196.8	Bridge, Sabine River
203.5	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Temco	28.4	67
Rebecca	109.6	19
Neuville	131.4	41
Rite-Care	149.9	5

WESTWARD			TIME TABLE No. 11 July 12, 1971	EASTWARD		
Track Capacity 50 ft. Per Car	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Distance from Kirbyville	Communications Turn Tables and Wyes
Other Tracks	Sidings	STATIONS	Feet Per Mile	Mile Post		
Yard		OAKDALE YL	20.0	80.8	C	
		0.8		80.6		
		M.P. Crossing		80.2		
		H.D.E. Co. Tram Cross.		80.0	Y	
		CALCASIEU YL	16.8			
		8.8				
		ELIZABETH YL	45.9	72.0	C	
		9.7				
		PITKIN	47.5	62.3		
		11.9				
		MARKEE	47.5	50.4		
		11.3				
		S. P. Crossing		39.1		
		0.7				
		DeRIDDER				
		K. C. S. Crossing YL	21.0	38.4	CR	
		4.9				
		SHEAR YL	18.4	33.5		
		1.0				
		BOISE SOUTHERN YL	18.4	32.5	C	
		5.0				
		NEALE		27.5	B	
		5.4				
		MERRYVILLE YL	32.2	22.1	C	
		4.7				
		(State Line)		17.4		
		1.7				
		BONWIER	33.7	15.7	C	
		15.7				
Yard		KIRBYVILLE YL		0.0	Y C	
		(80.8)				

Trains must get numbered clearance card before leaving Oakdale.

No switch lights on Oakdale District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Oakdale District	30
Boise Southern Industrial Spur	20

(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, SWITCHES, 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 that siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
DeRidder	38.4	Stop. Rule 98 (A)	
DeRidder	39.1	Stop. Rule 98 (A)	
Oakdale	80.2	H.D. & E. Tram *	
Oakdale	80.6	Stop. (Gate electrically locked) Rule 98 (A)	

*Stop not required. Trains and engines proceed over crossing prepared to stop short of train or obstruction.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
17.3	Bridge, Sabine River
38.1	Viaduct, highway
40.3	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Bleakwood	5.2	12
(Boise Southern Industrial Spur 4.7 miles)	32.5	
Hite	36.1	34
Ikes	43.5	20
Sugrue	55.5	42
Cravens	56.9	25

TIME TABLE

NO. 11
July 12, 1971

WESTWARD			EASTWARD															
Track Capacity 50 ft. Per Car			Ruling Grade Ascending				Ruling Grade Ascending				Distance from Galveston and Beaumont				Communications Turn Tables and Wyes			
Other Tracks	Sidings	Feet Per Mile	STATIONS				Feet Per Mile				Mile Post							
Yard		25.3	SILSBEE	YL	41.1	21.0	TY	CR										
	53	27.5	6.9		23.2	14.1												
		24.8	LUMBERTON															
130	38	23.2	3.8		20.1	10.3	B											
			LOEB JCT.	YL														
Yard		4.7	1.5		16.8	8.5	B											
		4.7	VOTH	YL														
		1.0	6.8															
		12.6	BEAUMONT	YL	6.3	1.7	Y	CR										
		5.2	1.0		6.3	0.7												
		11.0	S.P. Crossing															
		4.2	0.1															
			M.P. Crossing															
			S.P. Crossing															
			5.5															
			BROOKS	YL	2.6	76.4												
			11.5		15.8	70.9												
			MOREY	YL		59.4												
			2.3		1.0													
			HAMSHIRE	YL	7.3	57.1												
			5.3															
			WINNIE	YL	6.8	51.8	C											
			2.1															
			STOWELL	YL	12.6	49.7												
			4.9															
			SEA BREEZE	YL	9.5	44.8												
			7.8															
			END OF TRACK			37.0												
			(59.8)															

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN LOEB JCT. AND END OF TRACK, M.P. 37.

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

No switch lights between M.P. 76.4 and M.P. 37.

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 personally.

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

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	Location	MPH
	Silsbee and Loeb Jct.	49
	Loeb Jct. and Whites Ranch, M.P. 41.8	20
	Whites Ranch, M.P. 41.8 and M.P. 37.0	10

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, SWITCHES, 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 that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Beaumont	M.P. 9.1 to M.P. 69.6	20

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
1.9	Viaduct, highway
73.7	Viaduct, highway
52.2	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Seth	16.1	11
Whites Ranch	41.8	9
Texas Gas Corporation	55.1	20
Fannett	63.0	19
Galloway	65.9	12
Goodyear Storage	66.8	60
Cheek	68.0	26
Walden	72.7	9

SAN SABA DISTRICT

WESTWARD			TIME TABLE No. 11 July 12, 1971	EASTWARD		
Track Capacity 50 ft. per car	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Distance from Lometa	Communications Turn Tables and Wyes
Yard		31.7	LOMETA YL	31.7	0.0	Y C R
102	50	51.2	24.7 SAN SABA YL	14.9	24.7	C
	30	47.5	7.9 ALGERITA	26.4	32.6	
24	33	31.7	6.9 RICHLAND SPRINGS	29.0	39.5	
	13	39.9	10.1 SELLMAN	31.7	49.6	
Yard	43	66.0	16.3 BRADY YL	52.8	65.9	Y C
36	31	39.6	10.4 WHITELAND YL	36.9	76.4	
		39.6	0.4 HOMER JCT. YL	36.9	76.8	
22	33	31.7	5.2 MELVIN YL	.0	82.0	B
Yard			15.9 EDEN YL		97.9	Y C
(97.8)						

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN BRADY AND EDEN.

RULE 99(D) IN EFFECT BETWEEN LOMETA AND BRADY.

Trains must get numbered clearance card before leaving Lometa.

Trains or engines originating Eden must get numbered clearance card before leaving.

At Homer Jct., Menard District junction switch normally lined for Menard District.

No switch lights on San Saba District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
San Saba District	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, 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 that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Station	Streets	MPH
Brady	North Bridge Street	6

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

Mile Post	Name
2.9	Viaduct, highway
13.7	Bridge, Colorado River
29.1	Bridge, San Saba River

MENARD DISTRICT

WESTWARD			TIME TABLE No. 11 July 12, 1971	EASTWARD		
Track Capacity 50 ft. per car	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Distance from Fort Worth	Communications Turn Tables and Wyes
Yard		39.6	HOMER JCT. YL	15.8	197.5	
		53	7.3 LIGHTNER YL	39.6	204.8	
35	50	39.6	6.9 CALLAN YL	39.6	211.7	
Yard		39.6	11.7 MENARD YL		223.4	Y C
(25.9)						

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN MENARD AND HOMER JCT.

Trains must get numbered clearance card before leaving Menard.

No switch lights on Menard District.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Menard District	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, 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 that siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
220.6	Viaduct, Cattle Pass

SOUTHERN DIVISION

SPECIAL RULES 19

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 thrown switch not electrically locked for any purpose. Not applicable at siding switches Sealy.

6. MAXIMUM SPEED OF ENGINES

Engines	Forward or Dead In Train MPH	Backing or When not Controlled From Lead Unit MPH
300LABC thru 314LABC, 315AB thru 321AB	90	45
5920-5948	79	45
16C-47A, 200-289, 325-344	70	45
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624	70	45*
5900-5919	70	45
6300-6348, 6600-6615, 7500-7519, 7900-7909	70	45*
8000-8005	70	45
8500-8524, 9122-9148, 9800-9849	70	45*
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45

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

7. MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849	3	5	5
652-653	4	5	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948	5	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

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
Loeb Jct. and Beaumont	20	20		20
Beaumont and M.P. 37.0	10	10		10
LONGVIEW				
Between: Silsbee and M.P. 96.5	30	30		30
M.P. 96.5 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, Menard, San Saba	10	10		10

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

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

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

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

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

- | | |
|--|--|
| Alvin (Third District only from westward TCS signal east leg of wye to east yard limit board). | Galveston (Extends to yard limit board east of Virginia Point). |
| Bellville (extends from yard limit board west of Ball to yard limit board east of Bellville). | Jasper |
| Bay City (extends to and includes Matagorda). | Kirbyville |
| Beaumont (Extends from Loeb Jct. to End of Track, M.P. 37.0). | Killeen (Extends to and includes Fort Hood). |
| Boise Southern (M.P. 31.5 to M.P. 34.5) | Lometa |
| Brady (Extends to and includes Eden). | Longview |
| Brownwood (from end T.C.S., eastward home signal, M.P. 348.2, Brownwood, Dublin District, to yard limit board west of Brownwood on Sweetwater District). | Menard (Extends to and includes Homer Jct.). |
| Carthage | Merryville |
| Calcasieu | Oakdale |
| Cleburne | Pineland |
| Cane Jct. | Quinn |
| Center | Rayner Jct. (Extends from Garwood to and includes Rayner Jct. on Garwood Dist.). |
| Cleveland | Rosenberg and Tower 17 |
| Conroe | San Augustine |
| DeRidder | San Saba |
| Elizabeth | Sealy (on Matagorda District only). |
| Evadale (Extends to and includes Quinn). | Silsbee |
| Eagle Lake (Extends to and includes Rayner Jct). | Somerville |
| | Temple (End of TCS First St. to and includes Belco and Gober). |
| | Tenaha |
| | Thompsons (Extends from yard limit boards Cane Jct. to yard limit board at Thompsons on Hall Dist.). |
| | T. & N. O. Jct. |

11. BULLETIN BOOKS ARE LOCATED:

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

12. STANDARD CLOCKS ARE LOCATED:

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

TIME SERVICE

A. J. STROBEL, 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.

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

SURGEONS OF

THE SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION

DR. G. P. BAIN, Medical Director Temple
 DR. T. SPEED, Medical Director Temple

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 DR. GATES R. BARKER Cleburne
 DR. S. G. JOHNSON Cleburne
 DR. V. D. GOODALL Clifton
 DR. S. L. WITCHER Clifton
 DR. W. T. HOLDER Clifton
 DR. W. F. KEY, JR. Clifton
 DR. D. A. GLOFF Clifton
 DR. L. E. ROBERTSON McGregor
 DR. DAVID EANES Temple
 DR. CHAS. H. COX, JR. Temple
 DR. JACK S. WEINBLATT Temple
 DR. W. J. BRUCE Temple
 DR. W. W. PLASEK Temple
 DR. W. L. LIRETTE Temple
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 DR. F. W. FARLEY San Saba
 DR. RUSH McMILLIN Lampasas
 DR. W. M. BROOK Lampasas
 DR. M. K. PATTBSON Lampasas
 DR. M. A. CHILDRESS Goldthwaite
 DR. P. M. WHEELIS Brownwood
 DR. NED SNYDER Brownwood
 DR. ROGERS K. COLEMAN Brownwood
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 DR. LARRY D. SMITH Alvin
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 DR. G. E. HORTON Wharton
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 DR. GEORGE D. TENNISON Silsbee
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 DR. M. J. RAMIREZ Silsbee
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 DR. DALE C. HAGER Beaumont
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 DR. RUFUS K. SIMPSON Beaumont
 DR. B. B. WESTBROOK, JR. Beaumont
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 DR. G. G. MCKELLAR Longview
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 DR. JAMES F. MARTIN Center
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 DR. L. S. OATS, JR. Center
 DR. M. J. BUCHELE San Augustine
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 DR. VICTOR R. LEE Merryville
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AT LOCAL POINTS

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 DR. R. A. NEELY Bellville
 DR. S. BRASWELL LOCKER Brownwood
 DR. HOMER B. ALLEN, JR. Brownwood
 DR. G. S. MCREYNOLDS Galveston
 DR. W. B. POTTER Galveston
 DR. J. H. CARTER Beaumont
 DR. JERRY JOHNSON Beaumont
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