

A. N. WADE, Trainmaster.....Temple
 C. F. STANFORD, JR., Trainmaster.....Galveston
 J. H. THOMAS, Trainmaster—R. F. of E.....Silsbee
 N. L. ANDREWS, Chief Dispatcher.....Temple
 G. E. KEITH, Assistant Chief Dispatcher.....Temple
 E. K. ADRIAN, Assistant Chief Dispatcher.....Temple

TRAIN DISPATCHERS — TEMPLE, TEXAS

G. F. BISHOP F. E. WILLS
 H. C. DE GRUMMOND J. C. MORLAN
 M. T. NEY W. T. UNDERWOOD
 C. M. PEARCY R. O. ROWE
 P. E. JOHNSON E. A. THOMAS
 G. W. SHUFORD E. E. WALLACE

AVOID DAMAGE — SWITCH CUSTOMERS CARS
 CAREFULLY

OVERSPEED Couplings Are DAMAGING

—Here's What Happens:

Safe - Danger		SAFE COUPLING SPEED
4 MILES PER HOUR	<input type="checkbox"/>	DAMAGE BEGINS
5 MILES PER HOUR	<input type="checkbox"/>	2 1/4 TIMES AS DAMAGING AS 4 MPH
6 MILES PER HOUR	<input type="checkbox"/>	3 TIMES AS DAMAGING AS 4 MPH
7 MILES PER HOUR	<input type="checkbox"/>	4 TIMES AS DAMAGING AS 4 MPH
8 MILES PER HOUR	<input type="checkbox"/>	5 TIMES AS DAMAGING AS 4 MPH
9 MILES PER HOUR	<input type="checkbox"/>	6 TIMES AS DAMAGING AS 4 MPH
10 MILES PER HOUR	<input type="checkbox"/>	

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.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE (Miles per hour in minutes and seconds per mile).

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

Gulf, Colorado and Santa Fe Railway Company

SOUTHERN DIVISION

TIME TABLE No.



IN EFFECT

THURSDAY, JANUARY 1, 1959

At 12:01 A. M.
Central Standard Time

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

L. M. OLSON,
Vice-President and
General Manager,
Galveston, Texas

E. E. BAKER,
Superintendent,
Temple, Texas

J. W. MURPHY,
Superintendent of Terminals,
Galveston, Texas

2 Southern Division

First District

SOUTHWARD First Class		Capacity of Siding in 50-ft. Cars	Rolling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Rolling Grade Ascending	Mile Post	Communications	Fuel, Water, Toro Tables and Wyes	NORTHWARD First Class	
15	5								6	16
Texas Chief	Passenger								Passenger	Texas Chief
Leave Daily	Leave Daily			STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily	
PM 1.45	AM 12.05	Yard	48.0	CLEBURNE YL	53.3	317.5	C FTY s	AM 5.05	PM 1.08	
1.53	f 12.13	111	52.8	8.0 RIO VISTA	66.0	309.5	B	f 4.53	12.59	
1.59	f 12.19	119	31.7	8.7 BLUM	39.6	303.5		f 4.45	12.54	
2.08	f 12.28	143	37.5	9.1 KOPFERL	52.8	294.4		f 4.35	12.46	
2.15	s 12.38	59	47.5	6.0 M-K-T Crossing MORGAN	66.0	287.8	B	s 4.25	12.40	
2.22	s 12.50	129	66.0	7.4 MERIDIAN	73.9	280.7	C	s 4.13	12.33	
2.27	12.55	89	66.0	4.9 BOSQUE	36.9	275.8		4.05	12.28	
2.33	s 1.04	133	53.3	5.4 CLIFTON	58.1	270.4	C	s 3.58	12.22	
2.38	1.10	71	47.5	5.8 PENDLELL	66.0	264.9		3.48	12.17	
2.44	s 1.17	61	66.0	4.5 VALLEY MILLS	65.4	259.2	C	s 3.41	12.12	
2.49	1.22	130	66.0	4.5 MANHATTAN	66.0	254.7		3.34	12.07	
2.53	f 1.28	67	66.0	1.1 CRAWFORD	64.4	250.1		f 3.28	12.03	
3.00	s 1.47	152	42.2	6.7 St. L. S. W. Crossing McGREGOR	66.0	243.4	C Y s	3.12	PM 11.56	
3.10	s 1.58	133	66.0	9.9 MOODY	66.0	233.5	C	s 3.03	11.46	
3.18	f 2.07	130	66.0	8.1 PENDLETON	66.5	225.4	B	f 2.54	11.38	
3.22	2.12		66.0	4.2 BELCO YL	66.5	221.2		2.49	11.34	
s 3.27 PM	s 2.20 6 AM	Yard	66.0	3.0 TEMPLE YL		218.2	C FTY	2.45 5 AM	11.31 AM	
Arrive Daily	Arrive Daily			(99.1)				Leave Daily	Leave Daily	
58.5	44.2			Average speed per hour				42.5	61.4	

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered Clearance Card before leaving Temple and Cleburne.

Between First Street, (M.P. 218.1) Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, (M.P. 219.0) Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between signal 3172 and signal 3177, Northern Division, Cleburne, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Lone Star Gas Co.....	267.8	4

Second District

Southern Division 3

SOUTHWARD First Class			Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class		
15	65	5								16	66	6
Texas Chief	California Special	Passenger								Texas Chief	California Special	Passenger
Leave Daily	Leave Daily	Leave Daily		Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Daily	Arrive Daily	Arrive Daily
PM 3.29	AM 4.00	AM 2.40 6	Yard	.0	TEMPLE YL	42.7	218.2	C	FTY	AM 11.29	PM 10.40	AM 2.30 5
				.0	0.8 M-K-T Crossing	42.7	217.4					
3.32	4.05	2.44		28.5	0.9 KNOWD JCT. YL	66.0	216.6			11.26	10.31	2.23
3.36	4.10	f 2.50	180	54.6	4.2 HEIDENHEIMER	66.0	212.8			11.22	10.27	f 2.18
3.43	4.18	f 3.00	180	58.6	7.6 ROGERS	68.8	204.7	C		11.15	10.19	f 2.09
3.49	4.26	f 3.10	124	42.2	7.4 BUCKHOLTS	59.1	197.8			11.08	10.11	s 1.58
				.0	8.9 T. & N. O. Crossing	13.2	188.4					
3.59	4.37	s 3.27	147	42.2	0.4 CAMERON	52.8	188.0	C		11.00	s 10.03	s 1.47
4.06	4.44	3.35	181	42.2	6.5 HOYTE	34.8	181.8			10.54	9.56	1.33
				42.2	7.0 MILANO	52.8	174.4	C		10.47	9.49	s 1.25
4.13	4.51	s 3.42	110	42.2	9.6 MoPac Crossing	66.0	164.8			10.38	9.36	f 12.53
4.22	5.02	f 4.10	189	39.6	7.0 CHRISMAN	66.0	157.8	C		10.31	s 9.29	s 12.45
4.29	s 5.10	s 4.22	101	42.2	6.5 CALDWELL	65.4	151.8	B		10.25	9.20	12.34
4.35	5.17	4.30	126	42.2	6.4 DAVIDSON	52.8	144.8			10.19	9.13	12.28
4.41	5.23	4.36		18.2	3.4 LYONS	37.0	141.4	C	FTY	10.15	9.08	s 12.22
4.45	5.29	s 4.45	Yard	42.2	5.7 SOMERVILLE YL	52.8	135.6			10.10	9.01	f 12.15
4.50	5.36	f 4.53		42.2	2.7 GAY HILL	66.0	132.9			10.07	8.58	12.10
4.53	5.39	4.58	164	42.2	5.9 LANDES	.0	127.0			10.01	8.52	12.02
4.59	5.46	5.04	66	42.2	1.0 NORTHEND YL	66.0	126.0	C		10.00	s 8.50	s 11.59
5.01	s 5.49	s 5.13	71	66.6	5.9 BRENNHAM T. & N. O. Crossing	64.9	120.1			9.54	8.44	11.53
5.07	5.57	5.20	128	67.0	3.9 PHILLIPSBURG	66.0	116.2	B		9.50	8.39	11.48
5.11	6.02	5.25		66.2	5.9 KENNEY	42.2	110.8			9.45	8.33	11.40
5.16	6.11	5.31	134	28.8	2.7 DANT	66.0	107.6			9.42	8.30	s 11.36
5.18	6.16	s 5.41		.0	1.4 BELLVILLE YL	106.2	106.2	C	FT	9.40 AM	8.27 PM	11.30 PM
5.21 PM	6.22 AM	5.46 AM	Yard		BELLVILLE YARD YL					Leave Daily	Leave Daily	Leave Daily
Arrive Daily	Arrive Daily	Arrive Daily			(111.7)					Leave Daily	Leave Daily	Leave Daily
59.7	48.1	37.1			Average speed per hour					61.4	50.3	37.3

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT:

Between Knowd Jct., and southward control signals just north of First Street, Temple (M.P. 218.1). The movement of trains and engines in this territory is supervised by the train dispatcher. Within the above limits trains or engines must not foul nor enter main tracks through hand-thrown switches until authority to do so has been received from the towerman. Telephones are conveniently located near such switches. When such authority cannot be promptly accepted, towerman must be immediately notified.

The hand-thrown switches in main tracks within the above limits, also in house track crossover near Eighth Street, (M.P. 217.7) are equipped with electric switch locks.

When movement is from main track to another main track, or from a main track to any other track, electric locks will release upon removing the switch padlock and waiting two (2) minutes.

When movement is to main track, if main track is unoccupied and control signals are in stop position, electric locks will release immediately upon removal of the switch padlock.

Switches must be properly lined after use and switch padlock restored.

Trains must get numbered Clearance Card before leaving Temple and Bellville Yard.

First class trains register by Form 908 at Bellville Yard.

Between First Street, (M.P. 218.1) Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, (M.P. 219.0) Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between M.P. 106 and M.P. 107, Bellville Yard, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Sand Spur.....	160.9	25

Third District

Southern Division 5

Mile Post	Communications	TIME TABLE No. 1 January 1, 1959	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	NORTHWARD				
					First Class				
					16	66	6	322	316
					Texas Chief	California Special	Passenger	MoPac Mail & Express	MoPac Mail & Express
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		STATIONS	Ft. Per Mile		AM 9.39	PM 8.22	PM 11.25		
106.2	C	BELLVILLE YARD YL	29.0	FT	9.37	8.19	11.21		
		1.6 BALL YL	29.0						
104.6	C	M-K-T Crossing	37.4						
		SEALY		Y	9.28	8.08	11.11		
94.6	C	EL PLEASANT	27.9		9.21	8.01	10.59		
86.9	C	T & N. O. Crossing	18.2		9.17	7.55	10.53		
82.2	C	WALLIS	16.8		9.12	7.48	10.43		
76.2	C	ORCHARD	12.1		9.08	7.44	10.35		
71.8	C	DYER			9.03 AM	7.38 PM	10.28 PM		
66.2	C	TOWER 17 YL	7.8		Leave Daily	Leave Daily	Leave Daily		
		T. & N. O. Crossing							
65.8	C	ROSENBERG YL	2.1						
63.3	C	RICHMOND	26.9						
58.6	C	CRABB	9.5						
55.0	B	BOOTH	38.7						
50.4	C	THOMPSONS	38.7		Via Houston District and T. & N. O. R. R.	Via Houston District and T. & N. O. R. R.	Via Houston District and T. & N. O. R. R.		
46.2	C	SUGARLAND JCT. MoPac Crossing	4.7						
44.3	B	DUKE	6.8						
		ARCOLA MoPac Crossing	4.7						
42.9	C	MANVEL	10.5						
36.0	C								
28.6	C	ALVIN YL	6.8	Y	Arrive Daily AM 7.20		PM 2.41	AM 6.37	
24.4	C	ALGOA	2.1	Y	7.16		2.35 PM	6.30 AM	
20.7	C	ARCADIA	5.2		7.13				
18.2	C	ALTA LOMA	12.1		7.11				
14.1	C	HITCHCOCK	7.9		7.07				
11.0	B	TEXAS CITY JCT.	8.9	Y	7.04				
6.8	C	VIRGINIA POINT YL	.0		7.00				
4.2	C	ISLAND YL	15.3		6.56				
2.2	C	59th STREET YL	.0		6.54				
1.4	C	T. & N. O. Crossing	.0						
0.8	C	Wharves Crossing 35th STREET JCT. YL	.0		6.51				
		GALVESTON YL		FT	6.50 AM				
		(106.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour			54.8	54.5	42.1	42.0	36.0

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

MoPac No. 322 will assume the schedule of No. 316, and other northward MoPac trains originating at Algoa will display signals as prescribed by Rule 21.

Between M.P. 106 and M.P. 107, Bellville Yard, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Southward train or engine movements stopped at home signal in stop position south end siding Sealy, after complying with Rule 652 at south end siding Sealy, and it is necessary to flag over spring switch, movement to next governing signal will be made as prescribed by Rule 509(a).

Northward train or engine movement stopped at home signal in stop position at Ball, after complying with Rule 652 at Ball, and it is necessary to flag over interlocking, movement to next governing signal will be made as prescribed by Rule 509(a).

FOR INFORMATION ONLY, AND NOT TO BE USED FOR TRAIN MOVEMENT.

Nos. 5, 6, 15, 16, 65 and 66 operate via H. B. & T. Railway between Houston and T. & N. O. Jct., and via T. & N. O. R. R. between T. & N. O. Jct., and Tower 17, on following schedules:

16	66	6		5	65	15
Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily
AM 8.10	PM 6.45	PM 9.25	HOUSTON	AM 8.00	AM 8.15	PM 7.00
8.23	6.58	9.40	T. & N. O. JCT. 4.7 31.6	7.44	7.55	6.40
9.03 AM	7.38 PM	10.28 PM	TOWER 17	6.50 AM	7.14 AM	5.59 PM
Arrive Daily	Arrive Daily	Arrive Daily	(36.3)	Leave Daily	Leave Daily	Leave Daily

M.P. 0.0 located 0.4 miles from Galveston Passenger Station.

See Special Rules Governing Movements—Galveston Causeway between Island and Virginia Point on Page 17.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Iowa Colony	39.7	10

6 Southern Division

Houston District

SOUTHWARD						Rolling Grade Ascending	TIME TABLE No. 1 January 1, 1959	Capacity of Sidings in 50-ft. Cars	Mile Post				
First Class													
315	321	119	165	105	15	Ft. Per Mile	STATIONS						
MoPac Mail & Express	MoPac Mail & Express	G. C. & S. F. No. 6	G. C. & S. F. No. 66	G. C. & S. F. No. 16	Texas Chief								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
PM 9.40	AM 11.30	PM 9.25	PM 6.45	AM 8.10	PM 7.10	0.1 10.5 .0 .0 1.9	HOUSTON 3.3 Double Track Jct. 0.5 New South Yard 0.9 T. & N. O. JCT. YL T. & N. O. Crossing 5.4 MYKAWA 4.0 PEARLAND 5.9 HASTINGS 4.1 ALVIN	H.B. & T. 24.1 20.8 20.3 19.4 187 108 127 Yard .0	24.1 20.8 20.3 19.4 14.0 10.0 4.1 .0				
9.55	11.40	9.36	6.56	8.20	7.20								
9.56	11.41	9.37	6.57	8.21	7.21								
PM 9.57	AM 11.42	PM 9.40	PM 6.58	AM 8.23	PM 7.23								
10.05	11.50				7.28								
10.09	11.53				7.32								
10.15	11.58				7.37								
10.21 PM	12.02 PM				7.41 PM								
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
36.1	45.2	18.8	21.6	21.6	46.6					Average speed per hour			

Communications	TIME TABLE No. 1 January 1, 1959	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	NORTHWARD					
				First Class					
				16	106	166	120	322	316
				Texas Chief	G. C. & S. F. No. 15	G. C. & S. F. No. 65	G. C. & S. F. No. 5	MoPac Mail & Express	MoPac Mail & Express
		Ft. Per Mile		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	HOUSTON 3.3 Double Track Jct. 0.5 New South Yard 0.9 T. & N. O. JCT. YL T. & N. O. Crossing 5.4 MYKAWA 4.0 PEARLAND 5.9 HASTINGS 4.1 ALVIN	H.B. & T. 24.1 20.8 20.3 19.4 187 108 127 Yard .0	H.B. & T. 24.1 20.8 20.3 19.4 187 108 127 Yard .0	AM 7.55	PM 7.00	AM 8.15	AM 8.00	PM 3.25	AM 7.30
				7.43	6.42	7.57	7.46	3.09	7.11
C				7.42	6.41	7.56	7.45	3.08	7.10
C				AM 7.41	PM 6.40	AM 7.55	AM 7.44	PM 3.07	AM 7.09
				7.34				2.57	6.57
C				7.30				2.53	6.53
				7.25				2.47	6.47
C				7.20 AM				2.42 PM	6.41 AM
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour				41.3	14.1	14.1	17.6	33.6	29.5

SIGNAL SYSTEM TWO IN EFFECT.

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Between signal, located 550 feet south of T. & N. O. Crossing at T. & N. O. Jct., and Alvin.

Speed limit through sidings

Hastings 30 M.P.H.

Pearland 30 M.P.H.

Mykawa 40 M.P.H.

Trains must get numbered Clearance Card before leaving Houston.

Southward extra trains must get numbered Clearance Card before leaving New South Yard.

Be governed by Time Table, Rules and Regulations of H. B. & T. Ry. Co., between 600 feet north of T. & N. O. Crossing and Houston.

Be governed by Time Table, Rules and Regulations of T. & N. O. R. R., between Tower 17 and T. & N. O. Jct.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Stanolind	5.8	22
American Rice Drier.....	11.0	23
Carters Spur	15.8	7
Golf Crest Spur	18.1	10
Industrial Tracks, Houston Tower 81.....	18.9	33

Lampasas District

Southern Division 7

SOUTHWARD		Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications	Fuel, Water, Turn Tables and Wyes	NORTHWARD		
First Class	No. 1			First Class								
75	California Special			January 1, 1959						76	California Special	
Leave Daily		Ft. Per Mile			Ft. Per Mile					Arrive Daily		
PM 10.50	Yard	0.0	Automatic Block System	Two Tracks	TEMPLE YL	66.0	218.2	C	FTY	AM 3.45		
10.53		66.0			GOBER YL		219.9				3.36	
11.02	110	37.0			BELTON		226.4	C	Y		3.28	
11.13	107	57.0			NOLANVILLE		235.7				3.18	
11.23	105	70.7			KILLEEN YL		243.5	C	Y		3.09	
11.35	101	69.6			COPPERAS COVE		254.1	C			2.57	
11.41	108	0.0			GOTCHER		259.9				2.49	
11.45	121	49.6			KEMPNER		263.1	B			2.45	
11.51	72	66.5			SHORTALL		268.1				2.39	
	124	10.5			RADIO JCT.		273.7	B	Y		2.33	
					LAMPASAS		274.7	C				
11.58 AM	124	68.6			RADIO JCT.		273.7	B	Y			
12.03	81	69.7			REVISION		277.7				2.27	
12.11	97	71.2			OGLES		283.6				2.21	
					LOMETA YL		291.7	C	Y		2.12	
12.21	Yard	65.5			ANTELOPE GAP		300.0	B			2.02	
12.31	97	66.0			CASTOR		306.1				1.55	
12.38	108	66.0			GOLDTHWAITE		313.3	C			1.47	
12.46	101	66.0			BOZAR		318.4				1.40	
12.52	82	66.0			MULLEN		323.6				1.33	
12.58	103	66.0	VILLA		330.3				1.22			
1.06	96	66.0	ZEPHYR		336.2	B			1.1375			
1.1375	101	66.0	RICKER		344.4				12.54			
1.22	112	21.1	BROWNWOOD YL		348.4	C	FTY		12.45 AM			
1.35 AM	Yard											
Arrive Daily				(130.2)						Leave Daily		
47.3				Average speed per hour						43.4		

San Saba District

SOUTHWARD			TIME TABLE		NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending	No. 1	January 1, 1959	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile					
Yard	0.0	31.7	LOMETA YL		31.7	C	Y
50	24.7	51.2	SAN SABA		14.9	C	
30	32.6	47.5	ALGERITA		26.4		
33	39.5	31.7	RICHLAND SPRINGS		29.0	C	
13	49.6	39.9	SELLMAN		31.7		
	62.0	31.7	PAUL JCT. YL		31.7		
43	65.9	36.9	BRADY YL		5.3	C	Y
33	69.7	39.6	NIBLOCK		39.6		
31	76.4	39.6	WHITELAND		36.9		
	76.8	39.6	HOMER JCT.		36.9		
33	82.0	31.7	MELVIN		.0		
Yard	97.9		EDEN			C	Y

Trains must get numbered Clearance Card before leaving Lometa and Eden.

No switch lights San Saba District.

Menard District

SOUTHWARD		TIME TABLE		NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending	No. 1	January 1, 1959	Ruling Grade Ascending	Mile Post	Communications
	Ft. Per Mile					
Yard	52.8	BROWNWOOD YL		41.2		C FTY
41	.0	DALZELL		41.2	145.3	
45	50.7	BROOKESMITH		39.6	162.1	
32	52.8	MERCURY		52.8	162.6	
70	26.4	ROCHELLE		52.8	176.7	
	31.7	PAUL JCT. YL		52.8	182.6	
		BRADY YL		31.7		C
		NIBLOCK				
	39.6	WHITELAND		36.9		
	39.6	HOMER JCT.		15.8	197.5	
53	39.6	LIGHTNER		39.6	204.8	
50	39.6	CALLAN		39.6	211.7	
Yard	39.6	MENARD		39.6	223.4	C Y

Trains must get numbered Clearance Card before leaving Brownwood.

Be governed by San Saba District special rules and instructions between Paul Jct. and Homer Jct.

No switch lights Menard District.

SIGNAL SYSTEM TWO IN EFFECT.

CENTRALIZED TRAFFIC CONTROL (CTC) IN EFFECT:

Between southward home signal at Lampasas District connection, Ricker, and northward home signal 714 feet north of passenger station, Brownwood.

Be governed by Time Table and Rules of Northern Division between Lampasas District connection at Ricker, and Brownwood.

Trains must get numbered Clearance Card before leaving Temple and both Northern and Southern Division numbered Clearance Card before leaving Brownwood.

Lampasas District trains will use Dublin District tracks between Lampasas District connection at Ricker, and Brownwood, and will display signals as authorized on Lampasas District.

Between First Street, (M.P. 218.1) Second District, and Adams Avenue Viaduct No. 218.6, and 25th Street, (M.P. 219.0) Lampasas District, Temple, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding ten (10) miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. Cars)
Charter Oak	225.0	20
Kay Spur	251.4	230

8 Southern Division

Matagorda District						
SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Mile Post	Capacity of Sidings in 50-ft. Cars	Ruling Grade Ascending		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
		Ft. Per Mile	STATIONS	Ft. Per Mile		
0.0	Yard	23.7	SEALY YL 10.1	19.5	Y	C
10.0	61	17.9	BEARD 7.3	11.6		
17.3		.0	T. & N. O. Crossing 0.3	17.9		
17.6		.0	T. & N. O. Crossing 0.1	17.9	Y	
17.7	36	.0	DAR JCT. YL 0.4	.0		
18.1		.0	T. & N. O. Crossing 6.1	.0		
18.2		.0	EAGLE LAKE YL 0.1	.0		C
18.1		.0	T. & N. O. Crossing 0.4	.0		
17.7	36	31.6	DAR JCT. YL 0.8	31.6	Y	
18.5	53	15.7	LAKESIDE YL 1.3	26.4		
19.8		9.5	RAYNER JCT. 2.9	9.4		
22.7	12	34.3	MATTHEWS 5.3	13.2		
28.0	26	21.2	BONUS 4.4	23.7		
32.4	31	4.2	EGYPT 4.6	6.3		
37.0	67	.0	GLEN FLORA 5.8	19.5		
42.8		.0	T. & N. O. Crossing 0.3	22.1		
43.1	61	4.2	WHARTON 8.3	8.9		C
51.4	30	4.7	LANE CITY 3.8	12.6		Y
55.2		10.6	CANE JCT. 5.3	10.6		
60.5	14	7.9	RUNNELLS 7.8	11.6		
68.3		.0	T. & N. O. Crossing 0.3	3.1		
68.6	45	.0	BAY CITY YL 0.4	1.5	Y	C
69.0		11.6	MoPac Crossing 10.6	23.7		
79.6	42	12.1	WADSWORTH 10.4	11.0		
90.0	Yard		MATAGORDA YL		Y	C
			(90.1)			

Garwood District						
SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
		Ft. Per Mile	STATIONS	Ft. Per Mile		
	0.0	58.0	RAYNER JCT. 6.7	58.0		
	6.7	.0	BOEDECKER JCT. 2.9	8.4	Y	
Yard	9.6		GARWOOD YL			
			(9.6)			

No switch lights Garwood District.

Hall District						
SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
		Ft. Per Mile	STATIONS	Ft. Per Mile		
108	34.0	7.9	THOMPSONS YL 11.1	5.3		C
100	22.9	5.3	LONG POINT YL 5.1	11.6		C
91	17.8	6.3	T. & N. O. Crossing GUY YL 11.2	10.6	Y	
93	6.6	4.8	NEWGULF YL T. & N. O. Crossing 6.5	4.2	Y	C
11	0.0		CANE JCT.			
			(34.0)			

SIGNAL SYSTEM TWO IN EFFECT.

No switch lights Matagorda District.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Rexville	5.5	51
Lafitte	10.8	16

Trains must get numbered Clearance Card before leaving Thompsons.

No switch lights Hall District.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50-ft. Cars)
Smithers Lake	31.2	50

10 Southern Division

Silsbee District

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 80-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	21.0	25.3	SILSBBE YL 6.9	41.1	C	F TY
53	14.1	24.8	LUMBERTON 5.6	12.1		
38	8.5	23.2	VOTH 7.3	16.8		
Yard	1.2	4.7	CALDER AVENUE YL 0.5	6.3	C	F
	0.7		T. & N. O. Crossing			
	0.6		P. B. JCT. YL 0.6			Y
	0.0	2.6	BEAUMONT YL 0.6	6.3		
	0.6		P. B. JCT. YL MoPac Crossing K. C. S. Crossing T. & N. O. Crossing			Y
	76.4	1.0	BROOKS 5.5	2.6		
15	70.9	12.6	MOREY 11.5	15.8		
14	59.4	5.2	HAMSHIRE 2.3	1.0	C	
39	57.1	11.0	WINNIE 5.3	7.3	C	
25	51.8	.0	STOWELL 2.1	6.8		
47	49.7	4.2	SEA BREEZE 4.9	12.6		
39	44.8	.0	HIGH ISLAND YL 10.6	9.5		Y
Yard	34.2					
			(62.6)			

SIGNAL SYSTEM TWO IN EFFECT:

Except P.B. Jct. Interlocking which is SIGNAL SYSTEM ONE.

Mud Bayou Swing Bridge at M.P. 36.0 is Interlocking.

Trains must get numbered Clearance Card before leaving Silsbee, and Calder Avenue.

Trains and engines will stop and members of crew must precede movement over following streets or high-ways:

Beaumont: Fourth Street and College Street.
Crockett and Mariposa Streets, between 10:00 P. M. and 6:00 A. M.

North Street, Calder Avenue and Laurel Avenue, between 11:00 P. M. and 7:00 A. M.

High Island: Highway No. 124.

No switch lights between P. B. Jct. and High Island.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Lucas Drive Team Track.....	4.4	6
Seth	17.7	8
Whites Ranch	41.8	9
Figridge	47.7	3
Texas Gas Corporation	55.1	20
Fannett	63.0	19
Cheek	68.0	26
Walden	72.7	9

Oakdale District

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Second Class	Capacity of Sidings in 80-ft. Cars	Mile Post		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
295						
Way Freight						
Leave Mon. Wed. Fri.			Ft. Per Mile	STATIONS	Ft. Per Mile	
AM 7.00	Yard	80.8	.0	OAKDALE YL	20.0	
		80.6		MoPac Crossing		
		80.2		H.D.E. Co. Tram Cross.		
		80.0		CALCASIEU YL		
7.35	45	72.0	32.2	ELIZABETH YL	16.8	
8.30	45	62.3	34.8	PITKIN	45.9	
9.25	54	50.4	33.2	MARKEE	47.6	
10.10	Yard	39.1	36.9	L. C. & N. JCT. YL	47.5	
10.50		39.8	32.0	DeRIDDER		
11.00	Yard	39.1		L. C. & N. JCT.	21.0	
		38.4		T. & N. O. Crossing YL		
11.15	45	33.5	31.7	K. C. S. Crossing	31.7	
11.50 PM	53	27.5	26.3	SHEAR	18.4	
12.15	47	22.1	15.8	NEALE	32.2	
		17.4		MERRYVILLE YL		
12.30	39	15.7	26.4	State Line		
				BONWIER	26.4	
1.25		5.2	28.5	O. & N. W. Crossing		
		0.6		BLEAKWOOD	33.7	
1.50 PM	Yard	0.0		J. & E. JCT.		
				KIRBYVILLE YL		
Arrive Mon. Wed. Fri.				(80.8)		
12.1				Average speed per hour	14.9	

Trains must get numbered Clearance Card before leaving Kirbyville and Oakdale.

Be governed by Time Table, Rules and Regulations of T. & N. O. R. R., between L. C. & N. Jct. and DeRidder.

No switch lights Oakdale District.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. Cars)
Fawil	12.0	3
Hite	36.1	34
Ikes	43.5	20
Sugrue	55.5	42
Cravens	56.9	42
Mab	74.1	10

San Augustine District

Longview District

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	120.4		SAN AUGUSTINE YL	45.4	C	
		81.8	5.5			
50	114.9		VENABLE	48.5		
		54.9	10.2			
41	104.7		BRONSON		C	
		50.6	7.2			
30	97.5		PINELAND YL	52.8	C	
		41.1	6.9			
41	90.6		BROOKELAND	44.8	C	
		32.2	3.2			
41	87.4		BROWDELL	.0		
		76.0	3.2			
43	84.2		HORTON	41.1	B	
		32.7	5.5			
43	78.7		COLLINS	42.7		
		38.0	5.1			
81	73.6		JASPER YL	47.5	C	Y
		39.0	6.5			
43	67.1		KEITHON	52.8		
		58.0	4.7			
34	62.4		ROGANVILLE	48.5		
		41.1	9.4			
			J. and E. JCT.			
			0.6			
Yard	52.4		KIRBYVILLE YL	31.1	C	Y
		40.1	4.4			
57	48.0		CALL JCT.	42.2		
		31.7	4.8			
63	43.2		LE VERTE	31.7		
		30.0	4.8			
		38.4	BESSMAY	23.7		
		26.4	1.3			
54	37.1		LONG	23.7		
		26.4	1.0			
		36.1	BUNA	27.9	C	
		16.8	6.0			
63	30.1		QUINN	12.6		
		3.1	3.5			
		26.6	EVADALE YL	19.0		
		15.8	3.1			
39	23.5		LILLARD	10.0		
		31.6	2.8			
Yard			SILSBEE YL		C	F TY
			(99.7)			

SOUTHWARD			TIME TABLE No. 1 January 1, 1959	NORTHWARD		
Capacity of Sidings in 50-ft. Cars	Mile Post	Ruling Grade Ascending		Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		Ft. Per Mile	STATIONS	Ft. Per Mile		
Yard	207.6		LONGVIEW YL	93.4	C	Y
		139.9	6.5			
32	201.1		ESTES	73.9		
		71.2	13.3			
			TATUM	79.2	C	
			6.4			
59	181.4		BECKVILLE	73.9	C	
		90.2	9.7			
Yard	171.7		CARTHAGE YL	144.1	C	
		124.6	6.5			
20	165.2		DANIELS	108.2		
		83.5	3.5			
24	161.7		GARY	63.3		
		52.8	6.5			
33	155.2		SAXET	32.2		
		31.1	3.6			
			T. & N. O. Crossing			
51	151.6		TENAHA YL	64.9	C	
		32.7	11.8			
37	139.8		CENTER YL	47.5	C	Y
		67.5	8.4			
41	131.4		NEUVILLE	32.7		
		81.3	2.9			
22	128.5		DUFF	48.0		
		43.8	1.5			
64	127.0		CALGARY	48.0	B	
		43.8	6.6			
Yard	120.4		SAN AUGUSTINE YL		C	
			(87.2)			

SIGNAL SYSTEM TWO IN EFFECT.
Trains must get numbered Clearance Card before leaving Longview and San Augustine.
TRACKS NOT SHOWN ON FACE OF TIME TABLE

MILE	Mile Post	Capacity (50 ft. cars)
Easton	195.3	9
Bland Lake.....	124.6	12

Trains must get numbered Clearance Card before leaving Silsbee and San Augustine.

TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Capacity (50 ft. cars)
Temco	28.4	3
McElroy	93.8	3
Magasco	99.6	5

1. Except as otherwise provided, all northward trains are superior to southward trains of the same class.

2. Rule 104(A). Amended to read: When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

3. Rule 686. Amended to read: When the ATS device on an engine fails or is cut out enroute, within ATS territory, train may proceed according to signal indication, but not to exceed medium speed, to next office of communication where it will report to train dispatcher. If train order authority is received for further movement, train may proceed according to signal indication but not to exceed medium speed; except, if absolute block is established in advance of the train, it may proceed in accordance with signal indication but not to exceed 79 miles per hour.

Absolute block is defined as "A block in which no train or engine is permitted to enter while it is occupied by another train or engine."

Absolute block may be established by the use of manual block signals, or by train order in the following form:

"Absolute block is established in advance of your train between D and Z by the use of block signals. Rules 509 and 606 are suspended."

This example will be used to establish absolute block within ATS limits. If any part of such ATS limits are within CTC territory, Rules 652, 653 and 655 must also be suspended.

A train receiving this order must not pass a block signal in stop position except to leave the main track. This train order will be addressed to the train in advance of which absolute block is being established.

If a light engine with an ATS device operates through ATS territory, the ATS device must be cut in.

9. JUNCTION SWITCHES. (Rule 98).

LOCATION	NORMAL POSITION
THIRD DISTRICT	
Thompsons	Third District
Sealy	Third District
LAMPASAS DISTRICT	
Radio Jct.	Lampasas District
SAN SABA DISTRICT	
Paul Jct.	San Saba District
Homer Jct.	Menard District
MATAGORDA DISTRICT	
Cane Jct.	Matagorda District
Rayner Jct.	Matagorda District
Dar Jct.	Matagorda District
SOMERVILLE DISTRICT	
Peel Jct.	Somerville District
CONROE, SILSBEE AND SAN AUGUSTINE DISTRICTS	
Silsbee	To and from Conroe-Silsbee Dists.
OAKDALE DISTRICT	
J. & E. Jct.	San Augustine District
L. C. & N. Jct.	Oakdale District

10. SPEED RESTRICTIONS.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
FIRST DISTRICT	79	60
SECOND DISTRICT	79	60
THIRD DISTRICT		
Galveston to Alvin	79	60
Alvin to Tower 17	55	45
Tower 17 to Ball	90	60
Ball to Bellville Yard	79	60
HOUSTON DISTRICT	79	60
LAMPASAS DISTRICT	79	60
SAN SABA DISTRICT	25	25
MENARD DISTRICT	35	25
MATAGORDA DISTRICT		
Sealy to Bay City	30	30
Bay City to Matagorda	20	20
GARWOOD DISTRICT	20	20
HALL DISTRICT	20	20
SOMERVILLE DISTRICT	50	35
CONROE DISTRICT	50	35
SILSBEE DISTRICT		
Silsbee to Calder Avenue	50	35
Calder Avenue to High Island	25	25
OAKDALE DISTRICT	45	30
SAN AUGUSTINE DISTRICT	50	35
LONGVIEW DISTRICT	50	35
FIRST DISTRICT		
7 Curves, M.P. 217.6 to 218.8	30	30
2 Curves, M.P. 251.5 to 253.3	70	55
7 Curves, M.P. 257.5 to 260.6	60	50
3 Curves, M.P. 263.7 to 264.9	70	55
2 Curves and Bosque River Bridge, M.P. 271.2 to 271.7	55	45
2 Curves, M.P. 275.8 to 276.4	65	55
7 Curves, M.P. 282.3 to 287.6	65	55
2 Curves, M.P. 317.2 to 318.7	50	30

Special Rules

Southern Division 13

10. SPEED RESTRICTIONS. (Cont'd)

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
SECOND DISTRICT		
Curve, M.P. 106.5 to 106.8	45	30
M.P. 109 to 112	75	45
2 Curves and Track, M.P. 112.0 to 113.0	70	55
3 Curves, M.P. 115.1 to 116.6	65	55
Curve, M.P. 118.8 to 119.0	65	55
4 Curves, M.P. 122.5 to 125.1	65	55
2 Curves, M.P. 125.5 to 126.2	40	30
2 Curves, M.P. 126.4 to 127.8	70	55
2 Curves, M.P. 129.5 to 130.6	70	55
2 Curves, M.P. 133.5 to 134.4	60	45
M.P. 135 to 139 Northward Trains	75	45
2 Curves, M.P. 138.2 to 139.8	70	55
4 Curves, M.P. 140.8 to 141.7	50	40
M.P. 148 to 150	75	45
3 Curves, M.P. 156.5 to 157.6	55	45
3 Curves, M.P. 169.1 to 170.8	60	50
3 Curves, M.P. 174.1 to 175.7	65	50
Little River Bridge, M.P. 185.4 to 185.5	55	45
2 Curves, M.P. 187.3 to 188.4	65	50
Curve, M.P. 194.8 to 195.3	70	55
2 Curves, M.P. 197.3 to 198.5	70	55
3 Curves, M.P. 205.9 to 207.7	70	55
7 Curves, M.P. 217.6 to 218.8	30	30
THIRD DISTRICT		
4 Curves, M.P. 0.6 to 1.4	30	20
Curve, M.P. 2.2 to 2.3	60	40
North leg wye, Alvin	8	8
3 Curves, M.P. 43.8 to 45.3	45	35
Brazos River Bridge, M.P. 48.5 to 48.6	50	35
Curve, M.P. 63.2 to 63.7—Northward	40	30
—Southward	35	25
Curve, M.P. 66.0 to 66.2	40	30
Curve, M.P. 106.5 to 106.8	45	30
HOUSTON DISTRICT		
2 Curves, M.P. 0.0 to 0.4	15	15
North leg wye, Alvin	8	8
LAMPASAS DISTRICT		
2 Curves, M.P. 218.4 to 219.1	15	15
Curve, M.P. 219.2 to 219.5	55	40
2 Curves, M.P. 220.1 to 220.8	70	55
2 Curves, M.P. 221.8 to 222.3	50	40
Curve, M.P. 223.5 to 223.8	70	55
Curve and Leon River Bridge, M.P. 224.3 to 225.1	55	45
2 Curves, M.P. 226.2 to 227.0	70	55
2 Curves, M.P. 227.7 to 228.4	55	50
Curve, M.P. 230.0 to 230.2	70	55
Curve, M.P. 234.1 to 234.6	70	55
2 Curves, M.P. 239.5 to 240.1	70	55

LOCATION	MILES PER HOUR	
	Passenger	Freight And Mixed
Curve, M.P. 246.3 to 246.5	70	55
4 Curves, M.P. 248.4 to 249.8	55	50
Curve, M.P. 250.5 to 250.9	70	55
3 Curves, M.P. 253.3 to 255.1	70	55
6 Curves, M.P. 255.7 to 259.1	55	50
3 Curves, M.P. 259.1 to 261.1	65	55
Curve, M.P. 262.5 to 263.1	55	50
Curve, M.P. 263.8 to 264.3	70	55
Curve and Lampasas River Bridge M.P. 264.9 to 265.4	55	40
11 Curves, M.P. 266.4 to 274.1	55	50
2 Curves, M.P. 278.3 to 279.4	70	55
Curve, M.P. 280.0 to 280.1	65	55
2 Curves, M.P. 281.3 to 282.5	70	55
2 Curves, M.P. 283.9 to 285.2	55	50
Curve, M.P. 295.0 to 295.5	70	55
4 Curves, M.P. 297.5 to 299.9	55	50
2 Curves, M.P. 302.3 to 303.7	55	50
Curve, M.P. 304.0 to 304.7	65	50
M.P. 305.4 to 306.5—Northward	75	35
Curve, M.P. 305.5 to 305.9	70	55
Curve, M.P. 307.3 to 307.7	70	55
M.P. 308.5 to 311.8—Northward	75	35
Curve, M.P. 308.5 to 308.6	65	55
Curve, M.P. 309.1 to 309.5	70	55
Curve, M.P. 310.1 to 310.5	55	50
Curve, M.P. 311.6 to 311.8	65	55
M.P. 317.4 to 321.8—Northward	75	35
2 Curves, M.P. 317.4 to 318.2	65	55
Curve, M.P. 319.8 to 320.2	70	55
Curve, M.P. 321.4 to 321.8	70	55
M.P. 327.1 to 329—Northward	75	35
7 Curves, M.P. 327.1 to 331.9	55	50
Curve, M.P. 334.1 to 334.4	70	55
3 Curves, M.P. 336.8 to 338.7	70	55
Curve, M.P. 340.6 to 341.2	70	55
MATAGORDA DISTRICT		
Curve, M.P. 68.9 to 69.1	20	20
SOMERVILLE DISTRICT		
Track, M.P. 10.9 to 11.8	20	15
2 Curves and Brazos River Bridge, M.P. 14.1 to 15.0	30	20
7 Curves, Navasota River Bridge and R.R. Crossing, M.P. 25.4 to 28.9	30	25
11 Curves, M.P. 35.3 to 38.6	30	20
3 Curves, M.P. 43.3 to 44.2	40	30
2 Curves, M.P. 50.3 to 50.9	40	35
Curve, M.P. 52.0 to 52.1	40	30
2 Curves, M.P. 54.2 to 55.0	30	25
SILSBEE DISTRICT		
East and West leg wye, Silsbee	20	15

10. SPEED RESTRICTIONS. (Cont'd)

LOCATION	MILES PER HOUR	
	Pass-enger	Freight And Mixed
OAKDALE DISTRICT		
Curve, M.P. 0.5 to 0.7	20	15
Sabine River Bridge, M.P. 17.3 to 17.7	30	20
Curve, M.P. 79.6 to 79.8	30	20
SAN AUGUSTINE DISTRICT		
Curve and Neches River Bridge, M.P. 26.1 to 26.5	35	25
4 Curves, M.P. 80.7 to 83.2	35	20
12 Curves, M.P. 83.2 to 86.9	25	15
Curve, M.P. 102.4 to 102.5	25	20
Curve, M.P. 103.7 to 103.9	40	30
2 Curves, M.P. 105.0 to 105.6	40	30
Curve, M.P. 106.6 to 106.7	40	30
Curve, M.P. 108.3 to 108.5	40	30
6 Curves, M.P. 115.1 to 117.5—Northward	25	15
—Southward	25	20
LONGVIEW DISTRICT		
6 Curves, M.P. 128.8 to 130.7—Northward	25	15
—Southward	30	20
Curve, M.P. 155.8 to 156.1	40	30
2 Curves, M.P. 161.4 to 161.7	15	10
Curve, M.P. 166.1 to 166.2	45	30
2 Curves, M.P. 167.2 to 167.7	40	30
Curve, M.P. 171.3 to 171.5	25	20
2 Curves, M.P. 181.4 to 182.0	35	30
3 Curves, M.P. 184.2 to 184.7	45	30
2 Curves and Sabine River Bridge, M.P. 196.5 to 197.1	25	15
Curve, M.P. 203.1 to 203.3	40	30
10 Curves, M.P. 204.4 to 207.4	30	25

(B) MAXIMUM SPEED OF ENGINES AND MOTOR CARS.

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75

DIESEL AND GAS-ELECTRIC	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
*65 MPH applies when backing handling train.				
STEAM				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

Other lines' engines operating over Southern Division will not exceed maximum speed prescribed in this table for engines of the same type.

(C) DEAD ENGINES.

Steam engines must not be handled dead in train without special instructions.

(D) MOVEMENTS OVER SUBMERGED TRACKS. (Rule 817).

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars			
	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed 30 M.P.H. at any point on First, Second, Third, Houston, and Lampasas Districts and 20 M.P.H. at any point on all other Districts. Such equipment must not be moved in any train except on authority of trainmaster.

(F) TURNOUTS AND CROSSOVERS.

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

I — Interlocking
S — Spring

Special Rules

10. SPEED RESTRICTIONS. (Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT			
Rio Vista	S	Both ends siding	30
Blum	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Morgan	S	Both ends siding	30
Meridian	S	North end siding	30
	S	South end siding	15
Bosque	S	North end siding	15
Clifton	S	Both ends siding	30
Valley Mills	S	Both ends siding	15
Manhattan	S	Both ends siding	30
Crawford	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	North end Freight Yard	15
SECOND DISTRICT			
Knowd Jct.	I	Switch at end of two tracks	40
Heidenheimer	S	Both ends siding	30
Rogers	S	Both ends siding	30
Buckholts	S	Both ends siding	30
Cameron	S	Both ends siding	30
Hoyte	S	Both ends siding	30
Milano	I	Both ends siding	30
Chriesman	S	Both ends siding	30
Caldwell	S	Both ends siding	30
Davidson	S	Both ends siding	30
Somerville	I	Both ends siding	30
Landes	S	Both ends siding	30
Northend	S	South end siding	15
	S	North end siding	30
Brenham	S	South end siding	30
Phillipsburg	S	Both ends siding	30
Dant	S	Both ends siding	30
Bellville Yard	S	North end tail track	15
THIRD DISTRICT			
Bellville Yard	S	North end tail track	15
Ball	I	South switch south lead	30
Sealy	S	North end siding	15
Sealy	S	South end siding	30
El Pleasant	S	Both ends siding	30
Wallis	S	Both ends siding	30
Orchard	S	Both ends siding	30
Dyer	S	Both ends siding	30
Rosenberg	I	T. & N. O. Transfer	20
	I	North end siding	30
	I	Siding to T. & N. O.	20
Alvin	I	North end two tracks	30
	I	Turnout to Houston Dist.	15
	I	North leg of wye	15
M.P. 27 plus 700 ft.	I	Both ends two crossovers between two tracks	30
Algoa	I	Both ends three crossovers between two tracks	30
Arcadia	S	Both ends siding	30
Alta Loma	S	Both ends siding	30
Hitchcock	S	Both ends siding	30

STATION	TYPE	LOCATION	MILES PER HOUR
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	Both end two crossovers	30
	I	T. & N. O. and G. H. & H. junctions	30
	I	Both ends crossover	30
Island	I	Both ends crossover	30
	I	Two switches T. & N. O. and G.H.& H. junctions	30
HOUSTON DISTRICT			
Alvin	I	North leg of wye	15
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends siding	40
LAMPASAS DISTRICT			
Temple	S	Main track switch—North end Passenger Yard	30
Gober	I	Switch at end of two tracks	40
Belton	S	Both ends siding	30
Nolanville	S	Both ends siding	30
Killeen	S	Both ends siding	30
Copperas Cove	S	Both ends siding	30
Gotcher	S	Both ends siding	30
Kempner	S	Both ends siding	30
Shortall	S	Both ends siding	30
Radio Jct.	S	Both ends siding	30
Revision	S	Both ends siding	30
Ogles	S	Both ends siding	30
Lometa	S	Both ends siding	30
Antelope Gap	S	Both ends siding	30
Castor	S	Both ends siding	30
Goldthwaite	S	Both ends siding	30
Bozar	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
SILSBEE DISTRICT			
Beaumont	I	Turnout to High Island—P. B. Jct.	8
	I	South wye switch P. B. Jct.	8
	I	North wye switch P. B. Jct.	15
	I	Railroad Ave. connection at Crockett Street	15
High Island	I	Mud Bayou Swing Bridge, M.P. 36.0	20

(G) MOST RESTRICTIVE SPEED GOVERNING.

Where there is a difference in speed restrictions for trains, engines, track conditions or turnouts, the most restrictive speed will govern.

11. YARD LIMITS: Following stations have yard limits. (Rule 93).
- | | |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cleburne | Brady (from yard limit board south of Brady to yard limit boards north of Paul Jct. on Menard and San Saba District). |
| Temple (includes Knowd Jct., Belco and Gober). | |
| Somerville | |
| Brenham (from yard limit board south of Brenham to yard limit board north of Northend). | Brownwood (from End CTC, northward home signal 714 feet north of passenger station, Brownwood, Dublin District, to yard limit boards south of Brownwood on Sweetwater and Menard Districts). |
| Killeen | |
| Lometa | |

11. YARD LIMITS: (Cont'd)

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

Alvin (yard limits First District only from southward CTC signal north leg of wye to north yard limit board).

Rosenberg Tower 17

Sealy (on Matagorda District only).

Bellville Yard (yard limit extend from yard limit board south of Ball to yard limit board north of Bellville).

T. & N. O. Jet.

Eagle Lake (yard limits extend to yard limit board north of Eagle Lake to yard limit board south of Lakeside.)

Garwood

Bay City

Matagorda

Newgulf

Guy

Long Point

Thompsons (on Hall District only).

Somerville

Peel Jct.

Conroe

Cleveland

Silsbee

Beaumont (yard limits extend from yard limit board north of Calder Ave. to yard limit board south of P. B. Jct., including Beaumont).

High Island

Evadale

Kirbyville

Jasper

Pineland

San Augustine

Center

Tenaha

Carthage

Longview

Merryville

L. C. & N. Jct.

Elizabeth

Calcasieu

Oakdale

12. OVERHEAD AND SIDE OBSTRUCTIONS. (Rule 761).

Mile Post	Name
-----------	------

FIRST AND SECOND DISTRICTS

124.7	Viaduct, Highway
128.6	Viaduct, Highway
130.6	Viaduct, Highway
174.6	Viaduct, Highway
185.4	Little River
218.6	Viaduct, Highway
2.12	Viaduct, Highway (Freight yard, Temple)
236.2	Viaduct, Highway
258.8	Viaduct, Highway
262.1	Viaduct, Highway
290.5	Viaduct, Highway
299.7	Viaduct, Highway
301.4	Viaduct, Highway
302.0	Viaduct, Highway

THIRD DISTRICT

1.5	Viaduct, Highway
4.7	Galveston Bay
6.7	Viaduct, Highway
48.5	Brazos River
93.7	Viaduct, Highway

LAMPASAS DISTRICT

219.5	Viaduct, Highway
225.0	Leon River
226.1	Viaduct, Highway
264.9	Lampasas River
276.9	Viaduct, Highway

SAN SABA DISTRICT

2.9	Viaduct, Highway
13.7	Colorado River
29.1	San Saba River

MENARD DISTRICT

151.2	Clear Creek
158.7	Colorado River
160.2	Viaduct, Highway
220.6	Viaduct, Cattle Pass

HALL DISTRICT

10.3	San Bernard River
------	-------------------

SOMERVILLE AND CONROE DISTRICTS

14.6	Brazos River
26.3	Navasota River

88.2	Viaduct, Highway
110.4	Trinity River
146.2	Village Creek

SILSBEE DISTRICT

1.9	Viaduct, Highway
36.0	Mud Bayou

OAKDALE DISTRICT

17.3	Sabine River
38.1	Viaduct, Highway
40.3	Viaduct, Highway

SAN AUGUSTINE DISTRICT

72.9	Viaduct, Highway
------	------------------

LONGVIEW DISTRICT

146.6	Viaduct, Highway
180.8	Viaduct, Highway
196.8	Sabine River

Employes must inform themselves as to location of surface and pit cattle guards and use due care to avoid injury therefrom.

13. It is dangerous to have flame lights of any kind near oil tanks, oil cars, oil pipe lines, oil pumps, oil vats, or any receptacle used in handling or storing oil. Employes are particularly enjoined against having flame lights near openings where oil is exposed.

14. BULLETIN BOOKS ARE LOCATED AT:

Cleburne	New South Yard	Conroe
Temple	Houston	Silsbee
Brownwood	Rosenberg	Calder Ave
Lometa	Bellville Yard	Beaumont
Galveston Passenger Station	Bay City	San Augustine
Galveston 42nd St.	Matagorda	Longview
Galveston 59th St.	Newgulf	Oakdale
Alvin	Somerville	

15. STANDARD CLOCKS ARE LOCATED AT:

Cleburne (Yard Office, Psgr. Station and Round House)	Galveston Round House	Somerville
Temple (Yard Office Psgr. Station and Round House)	Galveston 59th St. Alvin	Silsbee Yard Office
Brownwood (Psgr. Station and Round House)	New South Yard	Silsbee Round House
Galveston Telegraph Office	Houston	Conroe
	Bellville Yard Office	Calder Avenue
	Bellville Yard Round House	Longview
		San Augustine
		Oakdale

16. STANDARD THERMOMETERS ARE LOCATED AT:

Temple	Lometa	New South Yard
Brenham	San Saba	Silsbee
Somerville	Galveston	Calder Avenue
Caldwell	Alvin	Kirbyville
Milano	Sealy	San Augustine
Cameron	Bellville Yard	Longview
McGregor	Bay City	Oakdale

17. RAILROAD CROSSINGS AT GRADE.

MORGAN—M-K-T. Interlocking.

McGREGOR—St.L.S.W. Interlocking.

TEMPLE—M-K-T. 0.7 mile south of station, Second District. Interlocking.

CAMERON—T.&N.O. 0.4 mile north of station. Interlocking.

MILANO—MoPac. Interlocking.

BRENHAM—T.&N.O. Interlocking.

GALVESTON—Wharves, 35th Street. Interlocking. Maximum speed 20 M.P.H. Movement over R. I. tracks. STOP. See Rules 98, A and B.

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

GALVESTON—T.&N.O. 0.8 mile south of 59th Street. Interlocking. Maximum speed 20 M.P.H.

T. & N. O. JCT.—T.&N.O. Interlocking.

ARCOLA—MoPac. Interlocking

SUGARLAND JCT.—MoPac. Interlocking

TOWER 17—T.&N.O. Interlocking. Maximum speed 20 M.P.H.

WALLIS—T.&N.O. Interlocking.

SEALY—M-K-T. Interlocking.

EAGLE LAKE—T.&N.O. Three crossings. 0.9 mile, 0.6 mile and 0.1 mile north of station. Interlocking. Maximum speed 20 M.P.H.

WHARTON—T.&N.O. 0.3 mile north of station. Cabin interlocking. Maximum speed 20 M.P.H.

BAY CITY—T.&N.O. 0.3 mile north of station. STOP. See Rules 98, A, B, C and D.

BAY CITY—MoPac. 0.4 mile south of station. Interlocking. CTC controlled. Maximum speed 20 M.P.H.

NEWGULF—T.&N.O. STOP. See Rules 98, A, B, C & D.

GUY—T.&N.O. STOP. See Rules 98, A, B, C & D.

NAVASOTA—T.&N.O. Interlocking.

DOBBIN—C.R.I.P-F.W.D Interlocking.

CONROE—MoPac. Interlocking. Maximum speed 20 M.P.H.

CLEVELAND—T.&N.O. Interlocking. Maximum speed 20 M.P.H. Speed applies only to head end of train.

KOUNTZE—T.&N.O. Crossing gate. Approach prepared to stop. When gate is set for movement, proceed over crossing at not exceeding 6 M.P.H. without first having made full stop. 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.

BEAUMONT—T.&N.O. 0.5 mile south of Calder Avenue. Interlocking. Maximum speed 15 M.P.H.

BEAUMONT—MoPac - K.C.S. - T.&N.O. 0.6 mile south of station. STOP. See Rules 98, A, B, C, & D.

TENAHA—T.&N.O. Cabin Interlocking. Maximum speed 15 M.P.H.

BLEAKWOOD—O.&N.W. STOP. See Rules 98, A, B, C & D.

L. C. & N. JCT.—K.C.S. 0.5 mile north of station. STOP. See Rules 98, A, B, C & D.

L. C. & N. JCT.—T.&N.O. STOP. See Rules 98, A, B, C & D.

OAKDALE—H.D.E. Co. Tram. 0.7 mile south of station. Stop not required. Trains and engines proceed over crossing prepared to stop short of train or obstruction.

OAKDALE—MoPac 0.3 mile south of station. STOP. See Rules 98, A, B, C & D. (Gate equipped with electric lock.)

18. TRAIN SIGNALS: (Rules 19, 20 and 21)

1. MoPac Ry., T. & N. O. R. R. and C. R. I. P. - F. W. D. R. R. markers will display green instead of yellow indications and such green indications will have the same meaning as yellow. (Rule 19).

Except, MoPac Ry. passenger trains will display, instead of conventional markers, a single electric light of prescribed type showing red to the rear.

2. T. & N. O. R.R. engines will display indicators instead of white lights. Such indicators will have the same meaning as white lights. (Rule 21).

3. MoPac Ry. trains will omit the green flags prescribed by Rule 20 and will by day and by night display two green lights only.

19. SIGNALS—TEMPLE: Automatic interlocking signals govern movement over Lampasas District main track, roundhouse lead, south and north freight main tracks, at Temple. In the event governing signal fails to indicate proceed, when conflicting movement is not evident, member of crew shall go to crossing, see that signals on conflicting routes are in stop position, provide full protection against conflicting movement; then give proceed hand signal being governed by Rule 509(a).

20. STATUTORY REGULATIONS.

IN TEXAS a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected from the train at a station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct and appearance is such as is calculated to operate as a serious annoyance to other passengers or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

In addition to complying with the law requiring blowing of whistle and ringing of bell at crossings of public roads or streets, when anyone in an automobile or other vehicle, riding, or walking, is approaching a crossing and apparently does not intend to stop, an additional alarm should be given by whistle, brakes set in emergency, and everything possible done to prevent an accident.

Where the engineer cannot at the same time blow the whistle and set the brakes, and it is apparent that the train or engine cannot be stopped before reaching the crossing, and other party has still time to stop before reaching the crossing, additional alarm by whistle should be first given and then brakes immediately set.

All persons are prohibited from blowing whistles on any locomotive or single blast therefrom within the limits of the city of Houston, for a period of longer than five seconds, except when there is imminent danger of accident.

Special Rules Governing Movements—Galveston Causeway

1. Between Virginia Point and Island trains will be governed by interlocking signals which supersede superiority of trains within these limits, but do not dispense with the use or observance of other signals whenever and wherever required. All switches, derails and signals are operated by towerman at Lift Bridge. Lift Bridge protected by derails.

2. Trains approaching Causeway at Virginia Point or Island must sound one long blast of whistle. Route given must be used. If clear signal cannot be accepted immediately, conductor or engineer must promptly notify towerman by telephone located at home signals. If train is stopped at Virginia Point or Island, conductor or engineer must immediately communicate with towerman for instructions.

3. Towerman or signal maintainer in charge, from location on ground, may give hand signals with yellow flag or yellow light, authorizing train to pass signal displaying "stop" indication.

When stopped by home signal, towerman, after definitely determining route to be used is set and clear of opposing trains, may, over telephone, authorize conductor or engineer to proceed with flag ahead to check on conflicting routes, open derails and other obstructions in the block. Trains accepting such authority must not exceed six (6) miles per hour to next signal or end of block.

4. Speed limits between Virginia Point and Island:

Passenger trains 30 M.P.H.
Freight trains 20 M.P.H.

WHISTLE SIGNALS (Passing Lift Bridge)

- (a) _____ G. C. & S. F. Main Track
- (b) _____ T. & N. O. Main Track
- (c) _____ o G. H. & H. Main Track
- (d) o _____ Siding

A. J. STROBEL, General Watch Inspector Topeka, Kansas

LOCAL TIME INSPECTORS

GEO. E. WATKINS Cleburne
 L. W. KLEYPAS Temple
 L. S. JAMES Temple
 B. L. MALONE Brady
 MRS. MOLLIE W. ARMSTRONG Brownwood
 ARCHIE OWINGS (Assistant) Brownwood
 ERNIE W. STROBEL Brownwood
 R. W. BEYER Menard
 W. H. FROEBEL Bellville
 W. G. PUGH Alvin
 L. C. McFADDIN Houston
 W. A. SANFORD Houston
 P. A. KUHN Galveston
 J. LEWIS LOPEZ Galveston
 W. T. DUNLAP Somerville
 GEORGE L. MILLER Somerville
 MARVIN ANDERSON, JR. Conroe
 FRANK RUDISAILE Silsbee
 HARRY C. LEE Beaumont
 ROGER F. REESE Beaumont
 MRS. ALPHA ELDRED Oakdale
 BEN R. WILLIAMS San Augustine
 T. C. PRICE Center
 M. G. MARTIN Carthage
 J. CARROLL CALLAHAN Longview

**SURGEONS OF THE
G. C. & S. F. HOSPITAL ASSOCIATION**

Dr. G. P. BAIN, Chief Physician Temple
 Drs. BRINDLEY and SPEED, Chief Surgeons Temple
 Dr. EVERETT R. VEIRS, Chief Oculist Temple

LOCAL SURGEONS

Dr. E. L. CLARK Cleburne
 Dr. GATES R. BARKER Cleburne
 Dr. RUSSELL D. HOLT Meridian
 Dr. V. D. GOODALL Clifton
 Dr. S. L. WITCHER Clifton
 Dr. A. M. LONG Valley Mills
 Dr. W. J. COMPTON Crawford
 Dr. ROBERT S. CUMMINGS McGregor
 Dr. JOHN THOMPSON McGregor
 Dr. DAVID EANES Temple
 Dr. ERNEST W. KEIL Temple
 Dr. F. W. HOWELL Temple
 Dr. J. C. MOORE Temple
 Dr. CHAS. H. COX, JR. Temple
 Dr. JACK S. WEINBLATT Temple
 Dr. W. J. BRUCE Temple
 Dr. R. C. FELTS San Saba
 Dr. F. W. FARLEY San Saba
 Dr. RUSH McMILLIN Lampasas
 Dr. M. A. CHILDRESS Goldthwaite
 Dr. ERNEST F. CADENHEAD Brownwood
 Dr. P. M. WHEELIS Brownwood
 Dr. NED SNYDER Brownwood
 Dr. ROGERS K. COLEMAN Brownwood
 Dr. O. N. MAYO Brownwood
 Dr. P. T. McGOWAN Brownwood
 Dr. F. D. SPENCER Brownwood
 Dr. H. W. MARTIN Menard
 Dr. J. H. GARDNER Menard
 Dr. W. D. FOWLER Eden
 Dr. F. PAUL BUROW Killeen
 Dr. JOE A. FOWLER Killeen

Dr. J. W. PITTMAN Belton
 Dr. A. R. KIRKLEY Belton
 Dr. CLIFFORD G. SWIFT Cameron
 Dr. E. O. SMITH Cameron
 Dr. GEORGE D. RAILSBACK Caldwell
 Dr. JOE C. SMITH Caldwell
 Dr. G. V. PAZDRAL Somerville
 Dr. W. A. KNOLLE Brenham
 Dr. THOMAS H. GIDDINGS Brenham
 Dr. H. E. ROENSCH Bellville
 Dr. WINSTON B. NEELY Bellville
 Dr. J. B. HARLE Bellville
 Dr. VIRGIL B. GORDON Sealy
 Dr. F. T. SMITH, JR. Sealy
 Dr. C. V. NICHOLS Richmond
 Dr. STANLEY E. THOMPSON Richmond
 Dr. FRANZ E. AMMAN Rosenberg
 Dr. CARLOS E. FUSTE Alvin
 Dr. W. S. RED, JR. Houston
 Dr. IRVINE W. MOODY Houston
 Dr. FLOYD J. McSPADDEN Houston
 Dr. A. H. REDMON, JR. Houston
 Dr. JOHN McGIVNEY Galveston
 Dr. C. T. ADRIANCE Galveston
 Dr. A. J. JINKINS Galveston
 Dr. L. B. OUTLAR Wharton
 Dr. R. H. JACKSON, JR. Bay City
 Dr. J. W. SIMONS Newgulf
 Dr. S. D. COLEMAN Navasota
 Dr. A. N. WILKINS Conroe
 Dr. E. B. CLEMENTS Cleveland
 Dr. W. J. POSHATASKE Silsbee
 Dr. GEORGE D. TENNISON Silsbee
 Dr. H. GRADY BEVIL Beaumont
 Dr. J. J. ESSLINGER Beaumont
 Dr. RUFUS K. SIMPSON Beaumont
 Dr. HUGH E. ALEXANDER Beaumont
 Dr. PHILIP N. McEMER Beaumont
 Dr. FRANK B. HART Beaumont
 Dr. NORMAN DUREN Beaumont
 Dr. H. M. HENNINGTON Beaumont
 Dr. B. B. WESTBROOK Beaumont
 Dr. W. C. ROLLO Winnie
 Dr. J. T. McREE Longview
 Dr. G. G. McKELLAR Longview
 Dr. EDWIN E. BUCKNER Longview
 Dr. K. C. PRINCE Carthage
 Dr. WILLIAM C. SMITH Carthage
 Dr. T. L. HURST Center
 Dr. SPENCER WARREN Center
 Dr. W. J. BUCHELE San Augustine
 Dr. A. J. RICHARDSON, JR. Jasper
 Dr. LUKE MARCELLO DeRidder
 Dr. L. F. GRAY Oakdale
 Dr. JOEL J. HOLLADAY Oakdale

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

Dr. J. W. PICKENS Cleburne
 Dr. R. A. NEELY Bellville
 Dr. SIDNEY W. HUGHES Brownwood
 Dr. S. BRASWELL LOCKER Brownwood
 Dr. CHARLES S. ALEXANDER Houston
 Dr. G. S. McREYNOLDS Galveston
 Dr. W. B. POTTER Galveston
 Dr. J. H. CARTER Beaumont

CONDITIONAL STOP SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
 The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
5	Davis, Okla.	Fort Worth and beyond.	Oklahoma City and beyond.
15	Marietta, Okla. McGregor, Texas. Mykawa, Pearland, Algoa, Arcadia, Alta Loma and Hitchcock.	Fort Worth, Dallas and beyond. Houston and beyond.	Oklahoma City and beyond. Oklahoma City and beyond. Stations beyond Houston.
16	Marietta, Okla. McGregor, Texas. Algoa, Pearland and Mykawa. Hitchcock, Alta Loma, Arcadia	Oklahoma City and beyond. Oklahoma City and beyond. Stations beyond Houston.	Houston and beyond. Fort Worth and beyond.
65	Rogers, Cameron, Milano, Somerville, Bellville, Sealy and Wallis.		Brownwood and beyond.
66	Wallis, Sealy, Bellville, Somerville, Milano and Rogers.	Brownwood and beyond.	
75	Belton. Bangs and Santa Anna.	West of Brownwood. West of Coleman.	Houston and beyond.
76	Santa Anna and Bangs. Belton.	Houston and beyond.	West of Coleman. West of Brownwood.

Attendants accompanying livestock or other shipments may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.



SANTA FE

SAFETY FIRST



Every employe should report promptly to his Superintendent, Trainmaster or some member of Safety Committee or other proper person, every unsafe condition or practice.

(See Rules E and F)

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

