



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

The Atchison, Topeka and Santa Fe
Railway Company

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.

10

IN EFFECT

Monday, June 1, 1970

At 12:01 A. M.

Central Standard Time

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

ASSISTANT SUPERINTENDENT

A. N. WADE Houston, Tex.

TRAINMASTERS

J. E. GILL Temple, Tex.

M. W. GIBSON Houston, Tex.

C. HUDIBURGH Silsbee, Tex.

ASSISTANT TRAINMASTER

J. L. RAINEY 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

E. K. ADRIAN Temple, Tex.

C. E. FURLOW Temple, Tex.

R. O. ROWE Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

C. M. PEARCY

J. L. CONNER

J. C. MORLAN

C. G. PULLEN

E. E. WALLACE

L. E. MOORE

R. E. JOHNSON

R. J. GAUER

J. V. HIGGINBOTHAM

G. M. STANDARD

B. R. MARTIN

J. E. ROSE

R. E. FATHAUER

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

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

E. E. BAKER,
Superintendent,
Temple, Texas.

WEST- WARD First Class	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD First Class
				No. 10					
15			June 1, 1970					16	
Passenger								Passenger	
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post	Arrive Daily PM	
2.42	Yard		48.0	Automatic Block System	CLEBURNE YL	53.3	317.5	TY CR	12.21
2.50		111			52.8			8.0 RIO VISTA	66.0
2.55	29	119	31.7		5.7 BLUM	39.6	303.5		12.07
3.04		143	37.5		9.1 KOPPERL	52.8	294.4		11.59
3.10	18	131	47.5		6.6 MORGAN	66.0	287.8	B	11.53
3.19	22	122	66.0		7.4 MERIDIAN	73.9	280.7	CR	11.46
3.27	90	133	53.3		10.3 CLIFTON	66.0	270.4	C	11.35
3.37	69	61	66.0		11.0 VALLEY MILLS	65.4	259.2		11.25
3.42		130	66.0		4.5 MANHATTAN	66.0	254.7	B	11.20
3.53	90	150	42.2		11.3 St. L. S. W. Crossing McGREGOR	66.0	243.4	Y CR	11.07
4.03	47	129	66.0		9.9 MOODY	66.0	233.5	C	10.59
4.11	17	130	66.0		8.1 PENDLETON	66.5	225.4	B	10.52
4.15			66.0		4.2 BELCO YL	66.5	221.2		10.48
4.20 PM	Yard				3.0 TEMPLE YL		218.2	TY CR	10.45
Arrive Daily					(99.1)				Leave Daily
60.7					Average speed per hour				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.

FIRST DISTRICT

1. SPEED REGULATIONS

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Temple to Cleburne	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district 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
7 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 319	18
Clifton	Two street crossings east of depot	40
Moody	City limits, M.P. 233 to 233.8	50

(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
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. 10 June 1, 1970			Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST-WARD		
First Class	15									First Class	16	
Passenger										Passenger		
Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post	Y CR	Arrive Daily AM		
4.30	Yard		.0	T.C.S.	TEMPLE YL	Two Tracks	42.7	218.2		10.40		
			.0		M-K-T Crossing			66.0	217.4			
4.34			.0	T.C.S.	KNOWD	Two Tracks	66.0	216.5		10.35		
4.38	39	131	28.5		HEIDENHEIMER			66.0	212.3		10.32	
4.45	38	175	54.5	Automatic Block System	ROGERS		54.4	204.7		10.26		
4.52	37	124	58.6		BUCKHOLTS		63.3	197.3		10.19		
5.02	154	141	42.2	Automatic Block System	CAMERON		59.1	188.0	C	10.11		
5.09		120	42.2		HOYTE		52.8	181.3		10.05		
5.17	132	200	42.2	Automatic Block System	MILANO MoPac Crossing		34.8	174.4	CR	9.58		
5.26		139	42.2		CHRISMAN		52.8	164.8		9.49		
5.34	102	101	39.6	Automatic Block System	CALDWELL		66.0	157.8	C	9.42		
5.41		126	42.2		DAVIDSON		66.0	151.3	B	9.36		
5.52	Yard	100	42.2	Automatic Block System	SOMERVILLE YL		65.4	141.4	Y CR	9.26		
6.01		164	42.2		LANDES		52.8	132.9	B	9.18		
6.08	220		42.2	Automatic Block System	BRENHAM SouPac Crossing		66.0	126.0	CR	9.11		
6.16		128	68.6		PHILLIPSBURG		64.9	120.1		9.05		
6.25		134	67.0	Automatic Block System	DANT		66.0	110.3		8.56		
	60		23.3		BELLVILLE YL		42.2	107.6				
6.31 PM	Yard		.0	Automatic Block System	BELLVILLE YARD YL		66.0	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 Yard.

First class trains register by Form 903 at Bellville Yard.

At Temple between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First Dist., and at Bellville Yard, 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.

SECOND DISTRICT

1. SPEED REGULATIONS

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Bellville Yard to Temple	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district 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
7 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 psgr. 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 Yard	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
Cameron	City limits, M.P. 186.8 to 188.9	30
Brenham	City limits, M.P. 125 to 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

WEST-WARD		Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST-WARD	
First Class	15				No. 10					First Class	16
Passenger	Leave Daily PM	Other Tracks	Sidings	Feet Per Mile	STATIONS			Feet Per Mile	Mile Post	Arrive Daily AM	
	6.34	Yard		.0	A.B.S.	BELLVILLE YARD	YL	29.0	106.2	8.50	
	6.36			16.3		A.B.S.	BALL	YL	29.0	104.6	8.46
					T.C.S.		M-K-T Crossing				
	6.46	Yard	213	23.7		Automatic Train Stop	SEALY		37.4	94.6	8.39
	6.53		95	34.8	T.C.S.		EL PLEASANT		27.9	86.9	8.32
	6.57	25		12.1		A.B.S.	SouPac Crossing				
	7.02	14	93	8.4	A.B.S.		WALLIS		13.2	82.2	8.28
						A.B.S.	ORCHARD		16.3	76.2	8.22
	7.13			.0	A.B.S.		TOWER 17	YL			8.14
	PM	Yard	115	2.1		A.B.S.	SouPac Crossing		7.3	66.2	AM
	Arrive Daily	23		29.0	A.B.S.		ROSENBERG	YL	2.1	65.8	Leave Daily
		33	107	3.2		A.B.S.	RICHMOND		26.9	63.3	
		37	107	7.9	A.B.S.		CRABB		9.5	58.6	
		58	109	2.6		A.B.S.	BOOTH		33.7	55.0	B
	Via SouPac R. R. and Houston District	53		18.4	A.B.S.		THOMPSONS		33.7	50.4	C
			106	1.0		A.B.S.	SUGARLAND JCT.		4.7	46.2	B
		17		2.4	A.B.S.		MoPac Crossing		4.7	44.3	B
		10	106	7.9		A.B.S.	DUKE		10.5	42.9	
		Yard		5.2	T.C.S.		MANVEL		6.3	36.0	
		76		.0		T.C.S.	ALVIN	YL	6.3	28.6	Y CR
		17	72	1.0	T.C.S.		ALGOA		2.1	24.4	Y
		14	112	1.6		T.C.S.	ARCADIA		5.2	20.7	
		17	108	3.2	T.C.S.		ALTA LOMA		12.1	18.2	C
		160	113	14.7		T.C.S.	HITCHCOCK		7.9	14.1	C
				.0	T.C.S.		TEXAS CITY JCT.		8.9	11.0	YB
				.0		T.C.S.	VIRGINIA POINT	YL	.0	6.3	
				.0	T.C.S.		ISLAND	YL	15.3	4.2	
		Yard		.0		T.C.S.	GALVESTON	YL	.0	2.2	T CR
				.0	T.C.S.		SouPac Crossing		.0	1.4	
				.0		T.C.S.	Wharves Crossing		.0	0.3	
				.0	T.C.S.		End of Track	YL	.0	0.0	
	61.5						(105.6)				
						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 Yard and Galveston.

First Class trains register by Form 903 at Bellville Yard.

At Bellville Yard 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 Yard 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 Yard 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.

THIRD DISTRICT

1. SPEED REGULATIONS

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Galveston to Virginia Point	20	20
Virginia Point to Alvin	79	60*
Alvin to Tower 17	59	49
Tower 17 to Ball	90	60*
Ball to Bellville Yard	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 district 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 total consist exceeds 7,000 tons	45 MPH

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
East leg wye, Alvin	8
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 Yard	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	SouPac transfer	20
	I	East end siding	30
	I	Siding to SouPac Ry.	20
Alvin	I	East end two tracks	15
	I	Turnout to Houston Dist.	15
	I	East leg of wye	8
M.P. 27.1	I	Both ends two crossovers between two tracks	30

SOUTHERN DIVISION 7

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

Station	Type	Location	MPH
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
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	SouPac and G. H. & H. junctions	30
Island	I	SouPac 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 95.2	50
Rosenberg	City limits, M.P. 63.7 to 66.8	30
Alvin	M.P. 28.5 to 29.0	20

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Fr.
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	20*	20*
		Westward	40	30
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 SOUTHERN DIVISION

HOUSTON DISTRICT

WEST-WARD		TIME TABLE					EAST-WARD	
First Class	Track Capacity 50ft. per car	Ruling Grade Ascending	No. 10			Ruling Grade Ascending	First Class	
161			June 1, 1970				150	
Passenger No. 16							Passenger No. 15	
Leave Daily AM	Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Arrive Daily PM	
7.20				HOUSTON		24.1	CY 8.30	
7.30				3.3 Double Track Jct.	H.B. & T.R.V.	20.8	8.06	
7.31				0.5 New South Yard		20.3	CR 8.05	
				0.9 T. & N.O. JCT.				
7.33 AM			0.1	SouPac Crossing	YL	19.4	8.03 PM	
	14	187	10.5	5.4 MYKAWA		14.0		
	56	108		4.0 PEARLAND		10.0	C	
	30	256		5.9 HASTINGS		4.1		
				4.1 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.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
	Frts.
Alvin to 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
	Frts.
2 Curves, MP. 0.0 to 0.4	8
East leg wye, Alvin	8

(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	East end two tracks	15
	I	Turnout to Houston Dist.	15
	I	East leg of wye	8
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 Belfort Rd., M.P. 17.2	60
	Belfort Rd., M.P. 17.2 to T&NO Jct.	45

(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
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

CONROE DISTRICT

WESTWARD			TIME TABLE No. 10 June 1, 1970	EASTWARD		
↓				↑		
Track Capacity 50 ft. per car	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	CR Y
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 ALLEN FARM	42.2	18.3	
Yard	36	44.8	9.8 NAVASOTA SouPac Crossing	26.4	28.1	CR
	93	106.1	5.0 WOOD	68.6	33.1	
	51	67.0	4.6 YARBORO	61.7	37.7	
	58	.0	11.2 BOBVILLE	53.3	48.9	
17		82.8	1.0 CRIP-FWD Crossing DOBBIN	57.0	49.9	B
52		73.9	5.7 MONTGOMERY	60.7	55.6	C
12	158	65.4	8.2 HONEA	55.9	63.8	
Yard	107	56.4	8.4 CONROE YL	72.2		CR
	51	54.9	MoPac Crossing 2.4 BEACH	61.2	74.6	
	25	76.5	4.5 WAUKEGAN	63.3	79.1	
	180	52.8	5.9 SECURITY	41.1	85.0	
20	38	60.1	4.6 FOSTORIA	57.0	89.6	
108	78	26.4	5.3 SouPac Crossing CLEVELAND YL	17.4	94.9	CR
	57	24.8	7.0 HIGHTOWER	31.7	101.9	
	38	19.5	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 SouPac Crossing KOUNTZE	31.7	143.8	C
Yard		31.7	8.9 SILSBEE 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) DISTRICT SPEED

Location	MPH
Somerville to M.P. 31	49
M.P. 31 to M.P. 42	30
M.P. 42 to Cleveland	49
Cleveland to Silsbee	40

(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
11 Curves, M.P. 35.3 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
2 Curves, M.P. 151.7	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	City limits	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
Stoneham	40.5	8
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. 10 June 1, 1970		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑	
Other Tracks	Sidings			STATIONS	Feet Per Mile				Feet Per Mile	
Yard			33.8	2 Tracks	TEMPLE YL	66.0	218.2	TY CR		
			70.4		1.7	GOBER YL	70.4		219.9	
131	110		37.0	6.5	BELTON	72.8	226.4	CY		
23	107		57.0	9.3	NOLANVILLE		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		
	108		0.0	5.3	GOTCHER	68.6	259.9			
16	121		49.6	3.2	KEMPNER	47.5	263.1	B		
	72		66.5	5.0	SHORTALL	32.7	268.1			
90	124		68.6	5.6	LAMPASAS	0.0	273.7	CY		
	81		69.7	4.0	REVISION	47.5	277.7			
	97		71.2	5.9	OGLES	0.0	283.6			
				8.1		68.6				
Yard	76		65.5		LOMETA YL	63.4	291.7	Y CR		
	97		66.0	8.3	ANTELOPE GAP	65.4	300.0	B		
	108		66.0	6.1	CASTOR	66.0	306.1			
45	101		66.0	7.2	GOLDTHWAITE	66.0	313.3	C		
	82		66.0	5.1	BOZAR	67.0	318.4			
	108		66.0	5.2	MULLEN	66.0	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 1491 feet east of the Brownwood passenger station 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 DEVICE

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.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
	Fr.
Temple to Brownwood	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

LAMPASAS DISTRICT

(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. 288.6 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
Gotcher	S	Both ends siding	30
Kempner	S	Both ends siding	30
Shortall	S	Both ends siding	30
Lampasas	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
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Lampasas 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
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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH
MATAGORDA DISTRICT	
Sealy to Bay City	30
Bay City to Matagorda	20
HALL DISTRICT	
Thompsons to Long Point	25
Long Point to Newgulf	20
Newgulf to Cane Jct.	30
GARWOOD DISTRICT	
Rayner Jct. to Garwood	10

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
MATAGORDA DISTRICT	
Curve, M.P. 68.9 to 69.1	20
HALL DISTRICT	
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, except speed limit through siding Sealy 20 M.P.H.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
MATAGORDA DISTRICT			
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
HALL DISTRICT			
Newgulf	6.6	Stop. Rule 98 (A)	

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

Mile Post	Name
MATAGORDA DISTRICT	
2.6	Viaduct, highway
HALL DISTRICT	
10.3	Bridge, San Bernard River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
MATAGORDA DISTRICT		
Gifford-Hill Spur	24.7	65
American Cyanamid Spur	42.5	8
E. E. Conner Spur	45.2	16
HALL DISTRICT		
Smithers Lake	31.2	50
GARWOOD DISTRICT		
River Track	1.7	275
Bluroan	5.5	

14 SOUTHERN DIVISION

LONGVIEW AND OAKDALE DISTRICTS

LONGVIEW DISTRICT

OAKDALE DISTRICT

WESTWARD			TIME TABLE No. 10 June 1, 1970	EASTWARD		
Track Capacity 50 ft. Per Car	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
Yard		139.9	LONGVIEW YL	93.4	207.6	CY
	32	71.2	6.5 ESTES	73.9	201.1	
29		61.7	13.3 TATUM	79.2	187.8	C
32	59	90.2	6.4 BECKVILLE	73.9	181.4	C
Yard	74	124.6	9.7 CARTHAGE YL	144.1	171.7	C
70	24	52.8	10.0 GARY	63.3	161.7	
			10.1 SouPac Crossing			
103	51	32.7	TENAHA YL	64.9	151.6	C
202	37	81.8	11.8 CENTER YL	47.5	139.8	CY
	64	43.8	12.8 CALGARY	48.0	127.0	B
Yard			6.6 SAN AUGUSTINE YL		120.4	C
	50	81.8	5.5 VENABLE	45.4	114.9	
51	126	54.9	10.2 BRONSON	48.5	104.7	C
80	30	50.6	7.2 PINELAND YL	52.8	97.5	C
34	41	52.8	9.9 BROWNEDELL	52.8	87.4	C
	43	76.0	3.2 HORTON	.0	84.2	B
	43	82.7	5.5 COLLINS	41.1	78.7	
		38.0	5.1 JASPER YL	42.7	73.6	CY
331	81	39.0	6.5 KEITHON	47.5	67.1	
	48	58.0	4.7 ROGANVILLE	52.8	62.4	
16	34	41.1	9.4 J. & E. JCT.	48.5	53.0	
			0.6 KIRBYVILLE YL		52.4	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	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
			(186.7)			

WESTWARD			TIME TABLE No. 10 June 1, 1970	EASTWARD		
Track Capacity 50 ft. Per Car	Ruling Grade Ascending	Feet Per Mile		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
Yard		.0	OAKDALE YL	20.0	80.8	C
			0.8 MoPac Crossing		80.6	
			H.D.E. Co. Tram Cross.		80.2	Y
Yard			CALCASIEU YL	16.8	80.0	
216	45	32.2	8.8 ELIZABETH YL	45.9	72.0	C
36	45	34.8	9.7 PITKIN	47.5	62.3	
		33.2	11.9 MARKEE	47.5	50.4	
		36.9	11.3 SouPac Crossing		39.1	
		32.0	0.7 DeRIDDER			
141	37		K. C. S. Crossing YL	21.0	38.4	C
			4.9 SHEAR YL	18.4	33.5	
		25.3	1.0 BOISE SOUTHERN YL	18.4	32.5	
18	53	25.3	5.0 NEALE	18.4	27.5	B
93	47	15.8	5.4 MERRYVILLE YL	32.2	22.1	C
			4.7 (State Line)		17.4	
26	39		1.7 BONWIER		15.7	C
		28.5	15.1 J. & E. JCT.	33.7	0.6	
			0.6 KIRBYVILLE YL		0.0	Y C
Yard			(80.8)			

Trains must get numbered clearance card before leaving Oakdale.

No switch lights on Oakdale District.

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 J. & E. Jct. 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) DISTRICT SPEED

Location	MPH
LONGVIEW DISTRICT	
Silsbee to M.P. 53.0	35
M.P. 53.0 to M.P. 61.8	49
M.P. 61.8 to M.P. 88.0	35
M.P. 88.0 to M.P. 96.5	49
M.P. 96.5 to Longview	35
OAKDALE DISTRICT	
Kirbyville to Oakdale	30
Boise Southern Industrial Spur	20

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
LONGVIEW DISTRICT	
Curve and Neches River Bridge, M.P. 26.1 to 26.5	25
16 Curves, M.P. 80.7 to 86.9	20
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
Curve, M.P. 203.1 to 203.3	30
10 Curves, M.P. 204.4 to 207.4	25
East and West leg wye, Silsbee	10
OAKDALE DISTRICT	
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
LONGVIEW DISTRICT			
Tenaha	151.6	Interlocking	20

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE—(Cont'd)

Station	M.P.	Type	MPH
OAKDALE DISTRICT			
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
LONGVIEW DISTRICT	
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
OAKDALE DISTRICT	
17.3	Bridge, Sabine River
38.1	Viaduct, highway
40.3	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
LONGVIEW DISTRICT		
Temco	28.4	67
Rebecca	109.6	19
Neuville	131.4	41
Daniels	165.2	23
OAKDALE DISTRICT		
Bleakwood (Boise Southern Industrial Spur 4.7 miles)	5.2	12
Hite	32.5	34
Ikes	36.1	20
Sugrue	43.5	20
Sugrue	55.5	42
Cravens	56.9	25

SILSBEE DISTRICT

WESTWARD			TIME TABLE No. 10 June 1, 1970	EASTWARD		
↓				↑		
Track Capacity 50 ft. cars	Ruling Grade Ascending			Ruling Grade Ascending	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 LUMBERTON	23.2	14.1	
		24.8	3.8 LOEB JCT. YL	20.1	10.3	B
130	38	23.2	SouPac Connection	16.8	8.5	B
		4.7	1.8 VOITH YL			Y CR
Yard		4.7	6.8 BEAUMONT YL	6.3	1.7	
		4.7	1.0 SouPac Crossing	6.3	0.7	
		1.0	0.1 MoPac Crossing		76.4	
15		12.6	SouPac Crossing	2.6	70.9	
14		5.2	5.5 BROOKS YL	15.8	59.4	
39		11.0	11.5 MOREY YL	1.0	57.1	
114	25	.0	2.3 HAMSHIRE YL	7.3	51.8	C
		4.2	5.3 WINNIE YL	6.8	49.7	
		.0	2.1 STOWELL YL	12.6	44.8	
		.0	4.9 SEA BREEZE YL	9.5	37.0	
			7.8 END OF TRACK			
			(59.8)			

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.

All movements between Beaumont and Loeb Jct. will be made in accordance with Rule 93.

SAN SABA DISTRICT

WESTWARD			TIME TABLE No. 10 June 1, 1970	EASTWARD		
↓				↑		
Track Capacity 50 ft. cars	Ruling Grade Ascending			Ruling Grade Ascending	Communications Turn Tables and Wyes	
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
Yard		31.7	LOMETA YL	31.7	0.0	Y CR
102	50	51.2	24.7 SAN SABA YL	14.9	24.7	C
		47.5	7.9 ALGERITA	26.4	32.8	
24	33	31.7	6.9 RICHLAND SPRINGS	29.0	39.5	
		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 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.

MENARD DISTRICT

WESTWARD			TIME TABLE No. 10 June 1, 1970	EASTWARD		
↓				↑		
Track Capacity 50 ft. cars	Ruling Grade Ascending			Ruling Grade Ascending	Communications Turn Tables and Wyes	
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
Yard		39.6	HOMER JCT. YL	15.8	197.5	
	53	39.6	7.3 LIGHTNER	39.6	204.8	
35	50	39.6	6.9 CALLAN	39.6	211.7	
Yard		39.6	11.7 MENARD YL		223.4	Y C
			(25.9)			

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) DISTRICT SPEED

Location	MPH
SILSBEE DISTRICT	
Silsbee to Beaumont	35
Beaumont to Whites Ranch, M.P. 41.8	20
Whites Ranch, M.P. 41.8 to 37.0	10
SAN SABA DISTRICT	
Lometa to Homer Jct.	20
Homer Jct. to Eden	20
MENARD DISTRICT	
Homer Jct. to Menard	20

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
SILSBEE DISTRICT	
East and west leg wye, Silsbee	10
2 Curves, M.P. 76.2 to 76.4	10
2 Curves, M.P. 1.3 to 1.9	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
Brady	All except over 2 main crossings	18
Brady	Two main street crossings	6

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

Mile Post	Name
SILSBEE DISTRICT	
1.9	Viaduct, highway
73.7	Viaduct, highway
52.2	Viaduct, highway
SAN SABA DISTRICT	
2.9	Viaduct, highway
13.7	Bridge, Colorado River
29.1	Bridge, San Saba River
MENARD DISTRICT	
220.6	Viaduct, Cattle Pass

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
SILSBEE DISTRICT		
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

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 MPH	Light Forward MPH	Backing or When Not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 84, 300-314, 325-344	90	90	45	90
5590-5614, 5900-5939 (1900), 5940-5948, 7900-7909, 8000-8005, 8500-8524	90	90	*45	90
3100-3174 (1100), 3300-3460 (1300), 3500-3560, 5000-5019 (1700), 5500-5589 (1800), 5615-5624, 6300-6348	80	80	*45	80
200-289	70	70	45	70
2649, 2650-2899, 2900-2951 (700), 3200-3284 (1200), 4000-4019, 4500-4579 (900), 6600-6615 (1600), 7500-7519, 9110-9160 (2100), 9800-9849 (800)	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2403-2441	45	45	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:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Engines: 84, 6300-6348, 6600-6615 (1600), 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9110-9160 (2100), 9800-9849 (800)	3	5	5
650-653, 2310-2321	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2403-2441, 2649, 2650-2899, 2900-2951 (700), 3100-3174 (1100), 3200-3284 (1200), 3300-3460 (1300), 3500-3560, 4000-4019, 4500-4579 (900), 5000-5019 (1700), 5500-5589 (1800), 5590-5624, 5900-5939 (1900), 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:

DISTRICTS	Wrecking Derricks MPH	File Drivers AT-199452 AT-199453 AT-199454 AT-199455 and Derrick AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, Third, Houston, Lampasas	40	45	30
CONROE			
Somerville to M.P. 31	30	30	30
M.P. 31 to M.P. 42	20	20	20
M.P. 42 to M.P. 135	25	25	25
M.P. 135 to Silsbee	20	20	20
SILSBEE			
Silsbee to Lumberton	20	20	20
Lumberton to Beaumont	30	30	30
Beaumont to Whites Ranch	20	20	20
Whites Ranch to M.P. 37.0	10	10	10
LONGVIEW			
Silsbee to M.P. 61.8	30	30	30
M.P. 61.8 to M.P. 88	20	20	20
M.P. 88 to M.P. 96.5	25	25	25
M.P. 96 to Longview	20	20	20
OAKDALE			
Kirbyville to Oakdale	20	20	20
All others	20	20	20

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

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

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.

9. 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).	Brownwood (from end T.C.S., eastward home signal 1491 feet east of passenger station, Brownwood, Dublin District, to yard limit board west of Brownwood on Sweetwater District).
Bellville Yard (extends from yard limit board west of Ball to yard limit board east of Bellville).	Carthage
Bay City (extends to and including Matagorda).	Calcasieu
Beaumont (Extends from Loeb Jct. to End of Track, M.P. 37.0)	Cleburne
	Elizabeth
	Evadale
Boise Southern. (M.P. 31.5 to M.P. 34.5)	Cane Jct.
	Center
Brady (Extends to and includes Eden).	Cleveland
	Conroe
	DeRidder
	Eagle Lake (Extends to and includes Rayner Jct).
	Galveston (Extends to yard limit board east of Virginia Point).
	Jasper
	Kirbyville

10. YARD LIMITS—(Cont'd)

Killeen (Extends to and includes Fort Hood).	Sealy (on Matagorda District only).
Lometa Longview	Temple (End of TCS First St. to and includes Belco and Gober.)
Merryville Menard	
Pineland Oakdale	
Rayner Jct. (Extends from Garwood to and including Rayner Jct. and Garwood Dist.).	Thompsons (Extends from yard limit boards Cane Jct. to yard limit board at Thompsons on Hall Dist.).
Rosenberg and Tower 17	T. & N. O. Jct. Tenaha
San Augustine San Saba	
Silsbee Somerville	

11. BULLETIN BOOKS ARE LOCATED:

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

12. STANDARD CLOCKS ARE LOCATED:

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

TIME SERVICE

A. J. STROBEL, General Watch Inspector Topeka
 R. W. GOOCH, Assistant 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. 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 AT&SF 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 this page.

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.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional Stops authorized

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
		15	Marietta
	McGregor	Houston	Oklahoma City and beyond
16	Marietta	Oklahoma City and beyond	Ft. Worth, and beyond
	McGregor	Oklahoma City and beyond	Houston

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

SPEED TABLE — FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100	58	62.1	1 40	36.0
37	97.3	59	61.0	1 42	35.3
38	94.7	1	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	5	12.0
56	64.2	1 36	37.5	6	10.0
57	63.2	1 38	36.8	12	5.0

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 DR. E. R. VEIRS, Chief Oculist Temple

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