



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or
practice to his supervisor.

ASSISTANT SUPERINTENDENT

A. N. WADE Houston, Tex.

TRAINMASTERS

M. W. GIBSON Houston, Tex.

R. E. CALDWELL Silsbee, Tex.

D. G. McINNES Temple, Tex.

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

A. C. RICKETTS Ft. Worth, Tex.

ASSISTANT TRAINMASTERS

H. D. IRISH Pearland, Tex.

D. H. GILL Longview, Tex.

R. A. HOLDAWAY Temple, Tex.

C. E. JETER Temple, Tex.

RULES EXAMINER

R. O. ROWE Temple, Tex.

**SUPERVISORS OF AIR BRAKES
GENERAL ROAD FOREMEN OF ENGINES**

E. E. REYNOLDS Amarillo, Tex.

R. E. KING Amarillo, Tex.

ROAD FOREMEN OF ENGINES

R. B. GAINES Temple, Tex.

C. W. LEE Silsbee, Tex.

C. D. TODD Houston, Tex.

SAFETY SUPERVISOR

W. C. STUHLIK Temple, Tex.

CHIEF DISPATCHER

E. A. THOMAS Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

L. E. MOORE Temple, Tex.

B. R. MARTIN Temple, Tex.

R. E. SMITH Temple, Tex.

R. A. KOLODZIEJCZYK Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

J. V. HIGGINBOTHAM C. C. McFARLAND

C. E. FURLOW J. E. JONES

J. L. CONNOR J. S. KIRK

C. G. PULLEN L. P. GILES

R. J. GAUER T. E. LEWIS

G. M. STANDARD W. H. ANDERSON

J. E. ROSE W. D. GUTHRIE

K. W. ANGLIN G. E. COUSINS

G. T. ROSS P. GOMEZ

**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 112(C)

**HANDLE FREIGHT CAREFULLY AND KEEP OUR
CUSTOMERS.**

IT'S EVERYBODY'S JOB ON THE SANTA FE

**The Atchison, Topeka and Santa Fe
Railway Company**

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.

3

IN EFFECT

Sunday, October 26, 1975

At 12:01 A. M.

Central Standard Time

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

**J. R. FITZGERALD,
General Manager,
Amarillo, Texas.**

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

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

2 SAN SABA and LAMPASAS DISTRICTS

SOUTHERN DIVISION

SAN SABA DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 3						
			October 26, 1975						
		Feet Per Mile	STATIONS		Feet Per Mile				
			LOMETA	YL	31.7	0.0	Y	CR	
	2690	31.7	24.7		31.7	24.7	C		
		51.2	SAN SABA	YL	14.9				
	1690	47.5	7.9		32.6				
			ALGERITA						
	1720	31.7	6.9		39.5				
			RICHLAND SPRINGS						
	670	39.9	10.1		49.6				
			SELLMAN						
	2280	.0	16.3		65.9		CY		
			BRADY	YL	52.8				
			1.6		67.5				
			END OF TRACK						
			(67.5)						

LAMPASAS DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 3						
			October 26, 1975						
		Feet Per Mile	STATIONS		Feet Per Mile				
			TEMPLE	YL	66.0	218.2	Y	CR	
		33.8	1.7		66.0	218.2			
			GOBER	YL	70.4	210.9			
		70.4	6.5		70.4	210.9			
			BELTON			226.4	CY		
	5510	37.0	9.3		72.8	226.4			
			NOLANVILLE			235.7			
	5590	57.0	7.8		0.0	243.5	CR		
			KILLEEN			0.0			
	5720	68.6	2.6		66.5	246.1	Y		
			FORT HOOD			0.0			
	5490	70.7	8.0		66.5	254.1	B		
			COPPERAS COVE			66.6	263.1	B	
	5980	69.6	8.5		32.7	263.1			
			KEMPNER			47.5	273.7	CBY	
	6290	69.7	10.6		68.6	283.6			
			LAMPASAS			68.6			
	4950	71.2	9.9		68.6	291.7	Y	CR	
			OGLES			68.4	300.0	B	
	4000	65.5	8.1		66.0	306.1			
			LOMETA			66.0	313.3	B	
	5000	66.0	8.3		67.0	323.6			
			ANTELOPE GAP			66.0	330.8		
	5090	66.0	6.1		66.0	336.2	B		
			CASTOR			66.0	344.4		
	5310	66.0	7.2		66.0	348.4	TY	CR	
			GOLDTHWAITE			66.0			
	5220	66.0	10.3		66.0				
			MULLEN			66.0			
	4960	66.0	6.7		66.0				
			VILLA			66.0			
	5280	66.0	5.9		66.0				
			ZEPHYR			66.0			
	5600	66.0	8.2		66.0				
			RICKER			66.0			
		21.1	4.0		66.0				
			BROWNWOOD	YL	348.4				
			(130.2)						

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Brady M.P. 65.9 (North Bridge Street) 6 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759).

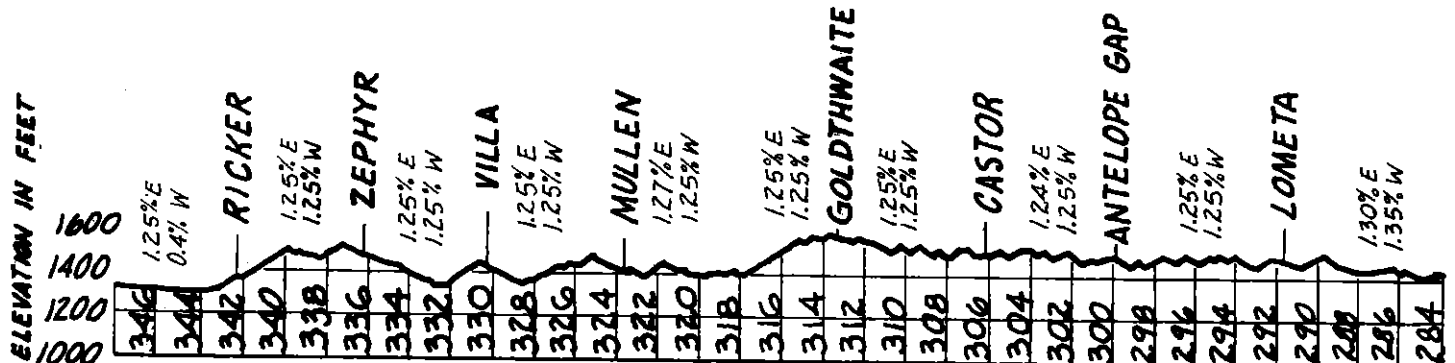
M.P. 13.7 Bridge, Colorado River
M.P. 29.1 Bridge, San Saba River

TCS IN EFFECT: On main track between westward controlled signal M.P. 348.7, Ricker, and eastward controlled signal M.P. 348.2, Brownwood, and on siding Ricker.

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

Trains must get clearance card before leaving Temple and Brownwood.

Lampasas District trains will use Northern Division, Dublin District, tracks between Ricker and Brownwood.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lampasas District 60 MPH

EXCEPTIONS

Maximum authorized speed for freight trains:

- (1) When averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH
- (2) Eastward trains between M.P. 282.0 and M.P. 272.0 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH
- (3) Westward trains between M.P. 340.0 and M.P. 344.0 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK & BRIDGES

Location	MPH
2 Curves, M.P. 218.4 to 219.1	15
Curve, M.P. 219.2 to 219.5	40
2 Curves, M.P. 220.1 to 220.8	55
2 Curves, M.P. 221.8 to 222.3	40
5 Curves, M.P. 223.5 to 227.0	55
2 Curves, M.P. 227.7 to 228.4	50
Curve, M.P. 230.0 to 230.2	55
Curve, M.P. 234.1 to 234.6	55
2 Curves, M.P. 239.5 to 240.1	55
Curve, M.P. 246.3 to 246.5	55
4 Curves, M.P. 248.4 to 249.8	50
Curve, M.P. 250.5 to 250.9	55
3 Curves, M.P. 253.3 to 255.1	55
6 Curves, M.P. 255.7 to 259.1	50
Curve, M.P. 262.5 to 263.1	55
11 Curves, M.P. 266.4 to 274.1	50
2 Curves, M.P. 283.9 to 285.2	55
2 Curves, M.P. 298.6 to 299.9	55
2 Curves, M.P. 302.3 to 303.7	55
Track and curves, M.P. 305.4 to 311.8—Eastward	35
M.P. 305.4 to 310.5—Westward	55
Track and curves, M.P. 317.4 to 321.8—Eastward	35
M.P. 317.4 to 321.8—Westward	55
3 Curves, M.P. 327.1 to 329.0—Eastward	35
—Westward	50
4 Curves, M.P. 329.0 to 331.9	50
Curve, M.P. 334.1 to 334.4	55
3 Curves, M.P. 336.8 to 338.7	55
Curve, M.P. 340.6 to 341.2	55
4 Curves and Pecan Bayou Bridge	
M.P. 345.2 to 346.3	25
2 Curves, M.P. 347.7 to 348.2	30

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	15
	I	Psgr. main at Lampasas	
		Dist. junction	15
	I	West end psgr. main	20
	I	Crossover main street, M.P. 218	20
Gober	I	End of Track 48	20
Belton	S	Both ends siding	30
Nolanville	S	Both ends siding	30
Killeen	S	Both ends siding	30
Copperas Cove	S	Both ends siding	30
Kempner	S	Both ends siding	30
Lampasas	S	Both ends siding	30
Ogles	S	Both ends siding	30
Lometa	S	Both ends siding	30
Antelope Gap	S	Both ends siding	30
Castor	S	Both ends siding	30
Goldthwaite	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Dublin District Junction	40
Brownwood	I	East end tail track	20
	S	West end outbound lead	10
	I	West end yard lead M.P. 349	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Temple	M.P. 217.0 to 225.3	35 MPH
Belton	M.P. 225.3 to 227.0	30 MPH
Killeen	M.P. 241.5 to 244.5	40 MPH
Lometa	M.P. 291.5 to 291.8	50 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 225.0	Bridge, Leon River
M.P. 264.9	Bridge, Lampasas River
M.P. 344.9	Viaduct, highway
M.P. 345.3	Bridge, Pecan Bayou

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Charter Oak	225.0	1140
Mayflower	236.7	350
Central Forwarding Co.	241.4	420
Nichols	248.0	2360

4 FIRST DISTRICT

SOUTHERN DIVISION

WESTWARD		Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE				Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class				No. 3							First Class	
15	21			October 26, 1975							16	22
Leave Daily PM	Leave Mon. Thur. Sat. AM	Feet Per Mile	STATIONS	Feet Per Mile		TY CR	Arrive Daily PM	Arrive Sun. Tue. Fri. PM				
1.45	9.16		CLEBURNE YL		317.5		12.58	7.25				
1.53	9.24	5570	7.2	53.3	310.3	B	12.48	7.12				
1.59	9.29	6870	RIO VISTA 6.5	66.0	303.5		12.42	7.06				
2.07	9.36	6900	BLUM 9.1	39.6	294.4		12.32	6.57				
2.16	9.42	7010	KOPPERL 6.6	52.8	287.8	B	12.26	6.51				
2.25	9.49	6580	MORGAN 7.4	66.0	280.7		12.19	6.44				
2.34	9.58	6790	MERIDIAN 10.3	73.9	270.4	CR	12.10	6.34				
2.44	10.08	2960	CLIFTON 11.0	66.0	259.2		12.01	6.24				
2 49	10.12	6730	VALLEY MILLS 4.5	66.0	254.7	B	11.56	6 20				
s 2.59	s 10.21	8050	MANHATTAN 11.3	66.0	243.4	Y CR	s 11.44	s 6.08				
3.09	10.31	6970	St. L. S. W. Crossing McGREGOR 9.9	66.0	233.5	B	11.35	5.59				
3.17	10.39	7030	MOODY 8.1	66.0	225.4	B	11.29	5.49				
3.21	10.43		PENDLETON 4.2	66.5	221.2		11.25	5.45				
s 3.27	s 10.55		BELCO YL 3.0	66.5	218.2	Y CR	11.22	5.40				
PM	AM		TEMPLE YL				AM	PM				
Arrive Daily	Arrive Mon. Thur. Sat.		(99.1)				Leave Daily	Leave Sun. Tue. Fri.				
58.3	60.1		Average speed per hour				61.9	56.6				

Trains must get clearance card before leaving Temple and Cleburne.

RULE 94 IN EFFECT: At Cleburne, between Signals 3172 and 3177.

At Cleburne, Trains No. 21 and No. 22 must register by Form 903.

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

At Temple, first class trains must register by Form 903.

SOUTHERN DIVISION

FIRST DISTRICT 5

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
First District	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 75 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons and over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK, BRIDGES & RR CROSSINGS

Location	MPH
6 Curves and track, M.P. 217.4 to 218.8	20
RR Crossing, M.P. 243.4 Auto. Interlocking	40
2 Curves, M.P. 251.5 to 253.3	65
7 Curves, M.P. 257.5 to 260.6	55
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 RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Cleburne	S	East end tail track east end yard	30
Rio Vista	S	Both ends siding	30

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS (Cont'd)

Station	Type	Location	MPH
Blum	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Morgan	S	Both ends siding	30
Meridian	S	Both ends siding	30
Clifton	S	Both ends siding	30
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	20
Temple	S	East end freight yard	15
	I	Psgr. main at Lampasas Dist. junction	15
	I	West end psgr. main	20
	I	Crossover main street M.P. 218	20

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Temple	M.P. 217.0 to 221.2	35 MPH
Moody	M.P. 233.0 to 233.8	50 MPH
McGregor	M.P. 242.8 to 244.0	40 MPH
Clifton	M.P. 270.5 to 270.6	40 MPH
Cleburne	M.P. 317.0 to 319.0	18 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 2.1	Viaduct, I-35, east end Temple freight yard
M.P. 236.2	Viaduct, highway
M.P. 262.1	Viaduct, highway
M.P. 290.5	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Tonk Quarries	249.9	4620
Crawford	250.1	1560
Clifstone Chemical	266.5	1800
Brazlime	300.2	1550

6 SECOND DISTRICT

SOUTHERN DIVISION

WESTWARD		Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class				No. 3						First Class	
15	21			October 26, 1975						16	22
Leave Daily PM	Leave Mon. Thur. Sat. AM		Feet Per Mile	STATIONS	Feet Per Mile				Arrive Daily AM	Arrive Sun. Fac. Fri. PM	
3.30	11.05		0	TEMPLE	42.7	218.2	Y CR		11.17	5.32	
	Via M.K.T.		0	0.8 M-K-T Crossing	66.0	217.4				Via M.K.T.	
			54.5	1.7 KNOWD	66.0	215.7					
		11620	58.8	11.0 ROGERS	63.3	204.7					
		12140	42.2	8.7 BUCKHOLTS	59.1	198.0					
		11180	42.2	8.0 CAMERON	52.8	188.0	C				
		10620	42.2	13.6 MILANO	52.8	174.4	CR				
		11010	39.6	1.7 M.P. Crossing	66.0	165.8					
			42.2	8.6 CHRISMAN	66.0	157.8	C				
		11350	42.2	8.0 CALDWELL	66.0	151.3	B				
			42.2	6.5 DAVIDSON	65.4	141.4	Y CR				
		5030	42.2	9.8 SOMERVILLE	52.8	132.9	B				
		11640	42.2	8.4 LANDES	66.0	126.0	C		9.41		
s 5.00			68.8	6.9 BRENHAM	64.9	120.1					
			67.0	S.P. Crossing	66.0	110.3					
		11350	23.3	5.9 PHILLIPSBURG	66.0	106.2	T CR		9.18		
		6850		9.8 DANT					AM		
5.16 PM				4.1 BELLVILLE					Leave Daily		
Arrive Daily				(111.7)							
63.2				Average speed per hour					56.3		

TWO TRACKS: Between Knowd and Temple.

TCS IN EFFECT: At Temple, on passenger main; on main tracks and sidings between Temple, M.P. 218.3, and Bellville.

Trains, except No. 21, must get clearance card before leaving Temple and Bellville.

Train No. 21 must get M.K.T. clearance before leaving Temple.

At Bellville, trains which do not change crews may register by Form 903.

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

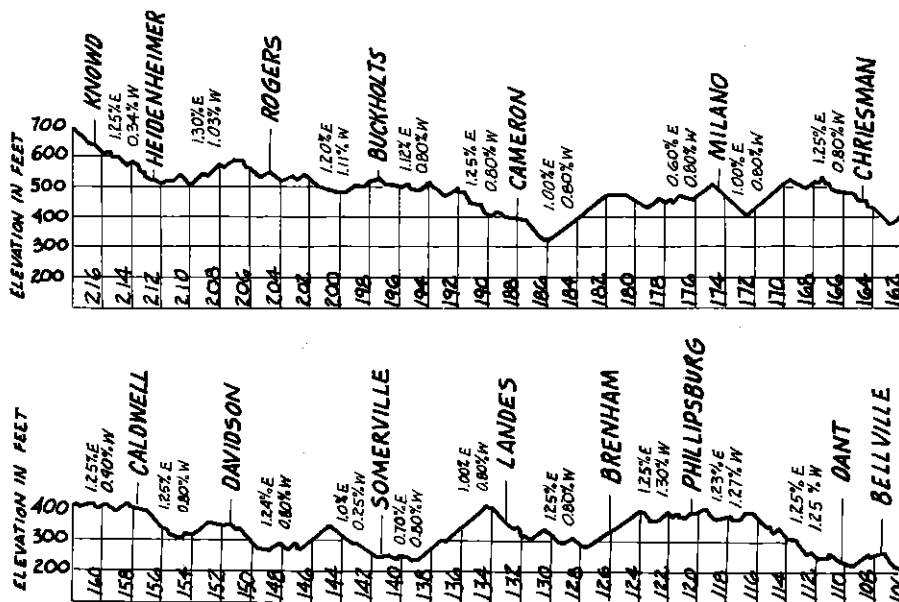
At Bellville, controlled signal governing eastward movements from east end of tail track at east end of yard is located on field side of tail track.

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

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

At Temple, first class trains must register by Form 903.

At Temple, Trains No. 21 and No. 22 use Santa Fe main tracks between Temple and M.K.T. connecting track at M.P. 217.5.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
Second District	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 75 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons and over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK, BRIDGES AND RR CROSSINGS

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
RR Crossing, M.P. 126.0 Auto. Interlocking*	25
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	50
3 Curves, M.P. 169.1 to 170.8	55
3 Curves, M.P. 174.1 to 175.7	65
RR Crossing, M.P. 174.4 Auto. Interlocking*	40
Little River Bridge, M.P. 185.4 to 186.0	40
2 Curves, M.P. 187.3 to 188.4	60
Curve, M.P. 194.8 to 195.3	65
2 Curves, M.P. 197.3 to 198.5	65
3 Curves, M.P. 205.9 to 207.7	65
RR Crossing, M.P. 217.4 Interlocking	20
6 Curves and track, M.P. 217.4 to 218.8	20

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Knowd and Bellville 30 MPH; other main track switches, except those listed below, 15 MPH. Switches at each end of siding between Knowd and Bellville are interlocked.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	15
	I	Psg. main at Lampasas Dist. junction	15
	I	West end psg. main	20
	I	Crossover Main Street, M.P. 218	20
Knowd	I	End of two tracks	40
Somerville	I	East end yard	30
Bellville	I	East end tail track	15
	I	West switch west lead	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossing in cities or towns named below:

Brenham	M.P. 125.0 to 127.0	25 MPH
Cameron	M.P. 186.8 to 188.9	30 MPH
Temple	M.P. 217.0 to 221.2	35 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 128.6	Viaduct, highway
M.P. 130.6	Viaduct, highway
M.P. 174.6	Viaduct, highway
M.P. 185.4	Bridge, Little River
M.P. 2.1	Viaduct, I 35, East end Temple freight yard

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hoyte	180.3	4850
Heidenheimer	212.3	2300

8 THIRD DISTRICT

SOUTHERN DIVISION

WEST-WARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD	
First Class							First Class	
15							16	
Leave Daily PM	Feet Per Mile		STATIONS	Feet Per Mile			Arrive Daily AM	
5.16	10.3	T.C.S.	BELLVILLE	20.0	106.2	T CR	9.18	
	34.8		11.6	M-K-T Crossing				
				SEALY		94.6	YC	
			12.4	S. P. Crossing		82.2		
	11.740		1.4	WALLIS	13.2	80.8		
			4.6	ORCHARD	16.3	78.2		
			10.0	TOWER 17				
	8.4			S. P. Crossing	7.3	68.2	C	8.44
6.08 PM	.0		0.4	ROSENBERG	26.9	65.8		AM
Arrive Daily	12420		10.8	BOOTH	33.7	55.0		Leave Daily
	11350		4.6	THOMPSONS	33.7	50.4	C	
			4.2	SUGARLAND JCT.				
Via S.P.			1.9	M. P. Crossing	4.7	48.2		Via S.P.
	8810		2.4	DUKE	6.3	44.3		
	12250		7.9	M. P. Crossing	10.5	38.0		
		5.2	MANVEL					
		6.3	ALVIN	6.3	28.6	Y CR		
		3.2	ALGOA	12.1	24.4	Y		
	6300	13.4	TEXAS CITY JCT.	8.9	11.0	YB		
		4.7	VIRGINIA POINT YL	.0	6.3			
		2.1	ISLAND YL	15.3	4.2			
		2.0	GALVESTON YL	.0	2.2	T CR		
		0.8	S. P. Crossing YL	.0	1.4			
		1.1	Wharves Crossing YL	.0	0.3			
		0.7	End of Track YL	.0	0.0			
		.0	(106.6)					
46.1			Average speed per hour				70.6	

TWO TRACKS: Between Algoa and Alvin.

TCS IN EFFECT: On main tracks and sidings between Bellville and Algoa.

Trains must get clearance card before leaving Bellville.

At Bellville, trains which do not change crews may register by Form 903.

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

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

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

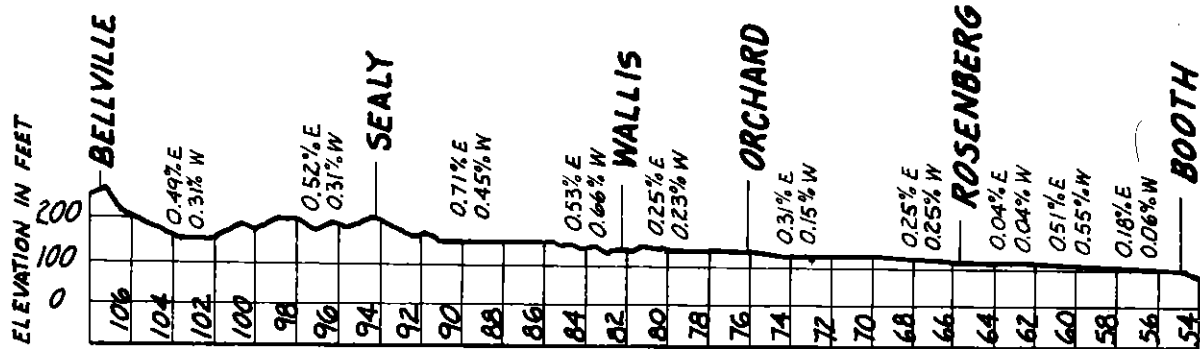
At Thompsons, Hall District junction switch normally lined for Third District.

At Alvin, controlled signal governing westward movements at east leg of wye located on left side of main track as viewed by westward trains.

At west end of siding Sealy and at each end of sidings Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

At Texas City Jct., the block signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

Automatic block signals governing eastward movement between Virginia Point and Texas City Jct. and between Texas City Jct. and Algoa located on left side of main track as viewed by eastward trains.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psgr.	Fr.
Galveston and Virginia Point	20	20
Virginia Point and Tower 17	50	50
Tower 17 and Bellville	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Train does not exceed 5,000 tons.
- (2) Train does not exceed 90 cars.
- (3) Train does not average more than 75 tons per car.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTION—Between Virginia Point and Bellville:

Maximum authorized speed for freight trains when averaging 85 tons and over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK, BRIDGES, AND RR CROSSINGS

Location	MPH
RR Crossing, Wharves (35th St.) Galveston M.P. 0.3 (R.I.) Stop. Rule 98 (B)	10
RR Crossing, M.P. 0.3 Stop. Rule 98 (B)	10
RR Crossing, M.P. 1.4 Stop. Rule 98 (B)	10
Lift Bridge, M.P. 4.7	10
Track, East leg of wye Alvin (Bellville side)	10
Track, West leg of wye Alvin (Galveston side)	25
RR Crossing, M.P. 42.9 Auto. Interlocking	40
3 Curves, M.P. 43.8 to 45.3	40
RR Crossing, M.P. 46.2 Auto. Interlocking	50
Curve, M.P. 50.6 to 51.0	50
3 Curves, M.P. 63.2 to 66.2	30
RR Crossing, M.P. 66.2 Interlocking	30
RR Crossing, M.P. 82.2 Auto. Interlocking	75
RR Crossing, M.P. 94.6 Auto. Interlocking*	50
Curve, M.P. 106.5 to 106.8	45

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Bellville and Alvin 30 MPH; other main track switches, except those listed below, 15 MPH. Switches at each end of sidings between Bellville and Alvin are interlocked.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Bellville	I	East end tail track	15
	I	West switch west lead	30
Tower 17	I	S.P. Junction	20
Rosenberg	I	S.P. transfer	20
Alvin	I	Crossovers	15
	I	Turnouts, East leg of wye (Bellville side)	10
	I	Turnouts, West leg of wye (Galveston side)	25
M.P. 27.1	I	Crossovers between North and South Tracks	30
Algoa	I	Crossovers between North and South Tracks	30
	I	East connections to M.P.	30
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	S.P. and G. H. & H. junctions	30
Island	I	S.P. and G. H. & H. junctions	30
Galveston	S	Crossover, east end west yard	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

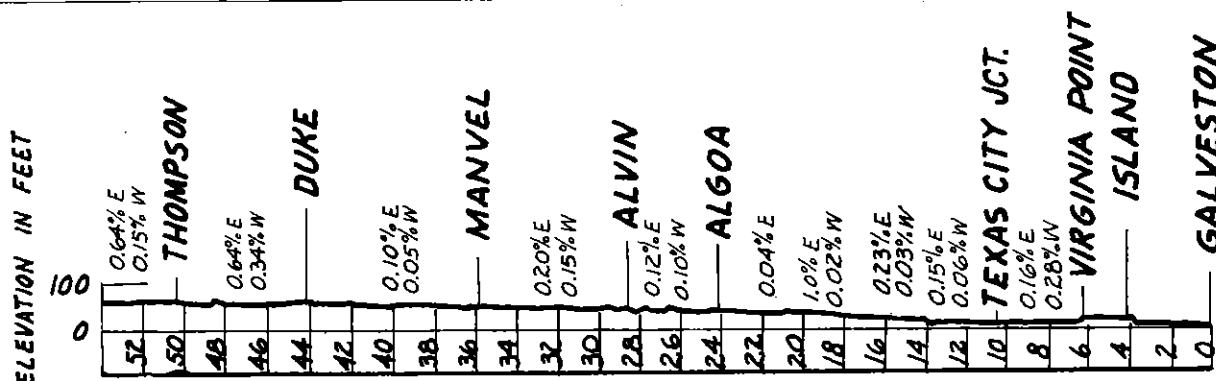
Alvin	M.P. 28.5 to 29.0	30 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 4.7	Bridge, Galveston Bay
M.P. 48.5	Bridge, Brazos River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hitchcock	14.1	5660
Alta Loma	18.2	5630
Arcadia	20.7	3630
Wickes Spur	34.5	1200
Arcola team track	42.6	1160
Crabb	58.6	360
Richmond	63.3	1140
El Pleasant	87.1	4990



WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
		1.5	T.C.S.	ALVIN 4.1	.0	.0	Y	
	13530	2.8		HASTINGS 5.9	.0	4.1		
	5380	.0		PEARLAND 4.0	10.5	10.0	CR	
	S 11090 N 7890	.0		MYKAWA 5.4	0.1	14.0	Y	
		.0		B.P. Crossing T & N.O. JCT. YL 0.9		19.4		
				NEW SOUTH YARD 3.8		20.3	CR	
				HOUSTON H.B. & T.B.		24.1	TY	
				(24.1)				

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

Trains must get clearance card before leaving New South Yard.

Trains originating and terminating at Houston must register by Form 903 at New South Yard.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between Alvin and T&NO Jct. 60 MPH

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - TRACK AND RR CROSSING

Location	MPH
Track, East leg of wye Alvin (Bellville side)	10
Track, West leg of wye Alvin (Galveston side)	25
RR Crossing, M.P. 19.4 Interlocking	40

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Alvin	I	Turnouts, East leg of wye (Bellville side)	10
	I	Turnouts, West leg of wye (Galveston side)	25
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends South siding	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Houston	M.P. 17.2 to 19.4	45 MPH
Alvin	M.P. 28.5 to 29.0 (Third District)	30 MPH

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Stanolind	5.8	1020
H.D. Siding No. 1	6.1	5160
H.D. Siding No. 2	7.1	5280
H.D. Siding No. 3	8.2	5070
Taylor Forge Inc.	8.7	380
Houdaille-Duval-Wright	9.0	1020
H.D. Siding No. 4	10.9	2800
American Rice Drier	11.0	1190
H.D. Siding No. 5	11.6	3210
Gaido-Lingle Co.	11.9	1200
H.D. Siding No. 6	13.0	6520
T.O.F.C. Facilities	14.5	2200
Central Industrial Park	15.0	3350
Carters Spur	15.8	350
Golf Crest Spur	18.1	500
Storage Track	18.4	1250
Gifford Hill Spur	18.5	2160
Industrial Tracks	18.9	7900

GARWOOD DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			STATIONS	Feet Per Mile				
		58.0	RAYNER JCT. YL 9.6	58.0	0.0			
			GARWOOD YL (9.6)		9.6			

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

At Rayner Jct., Garwood District junction switch normally lined for Matagorda District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood District	20 MPH
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(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
River Track	1.7	14600
Bluroan	5.5	7100

HALL DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			STATIONS	Feet Per Mile				
		5010	THOMPSONS YL 11.1	5.3	34.0	C		
			LONG POINT YL 5.1	11.6	22.9			
			GUY YL 11.2	10.6	17.8	Y		
			NEWGULF S.P. Crossing 6.6		6.6	C		
			CANE JCT. YL (34.0)	4.2	0.0	Y		

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

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

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

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSING

Location	MPH
East Leg of wye, Cane Jct.	10
RR Crossing, M.P. 6.6 Stop. Rule 98 (B)	

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 10.3	Bridge, San Bernard River
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3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Smithers Lake	31.2	2500
Smithers Lake	31.3	4400

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				SEALY YL		0.0	CY	
	3880	23.7	10.1	BEARD	19.5	10.0		
		17.9	7.3	S. P. Crossing	11.6	17.3		
		.0	0.3	S. P. Crossing	17.9	17.6		
		31.6	0.9	EAGLE LAKE YL	31.6	18.5	CR	
	3780	15.7	1.3	RAYNER JCT. YL	26.4	19.8		
		34.3	8.2	BONUS	13.2	28.0		
	1290	21.2	4.4	EGYPT	23.7	32.4		
		4.2	4.6	GLEN FLORA	6.3	37.0		
	3410	.0	5.8	S. P. Crossing	19.6	42.8		
		.0	0.3	WHARTON	22.1	43.1	C	
	3340	4.2	8.3	LANE CITY	8.9	51.4		
		4.7	3.8	CANE JCT. YL	12.6	55.2	Y	
		10.6	5.3	RUNNELLS	10.6	60.5		
		7.9	7.8	S. P. Crossing	11.6	68.3		
		.0	0.3	BAY CITY YL	3.1	68.6	CR	
	2660	.0	0.4	M. P. Crossing	1.5	69.0		
		11.6	7.3	SOUTH BAY CITY YL	23.7	76.3		
		15.8	3.3	WADSWORTH YL	12.1	79.6		
		12.1	10.4	MATAGORDA YL	11.0	90.0	Y	
				(90.1)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Sealy and Bay City	30 MPH
Bay City and Matagorda	20 MPH

(B) SPEED RESTRICTIONS - RR CROSSINGS

Location	MPH
RR Crossing, M.P. 17.3 Interlocking	20
RR Crossing, M.P. 17.6 Interlocking	20
RR Crossing, M.P. 42.8 Manual Interlocking	20
RR Crossing, M.P. 68.3 Stop. Rule 98 (B)	
RR Crossing, M.P. 69.0 Interlocking	20

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
American Cyanamid Spur	42.5	520
E. E. Conner	45.2	720

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN BAY CITY AND MATAGORDA.

Trains and engines originating at Sealy, Eagle Lake and Bay City must get clearance card before leaving.

At Sealy, trains and engines will be governed by Third District time table rules and instructions.

Eagle Lake is a register station for trains and engines originating at Eagle Lake.

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

At Rayner Jct., Garwood District junction switch normally lined for Matagorda District.

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

At South Bay City, main track switch to Celanese Plant normally lined for Celanese Plant.

SOUTHERN DIVISION

CONROE DISTRICT 13

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				SOMERVILLE YL		0.0		
	2840	52.8	5.4	SCOFIELD	31.7	5.4		
	5640	52.8	12.9	ALLENFARM	40.2	18.3		
		52.8	9.8	NAVASOTA	42.2			
	2090		S.P. Crossing			28.1	CR	
	4680	44.8	5.0	WOOD	26.4	33.1		
	2670	106.1	4.6	YARBORO	68.6	37.7		
		67.0	11.2	BOBVILLE	61.7	48.9		
		.0	1.0	CRIP-FWD Crossing	53.3			
		82.8	5.7	DOBBIN	57.0	49.9		
		73.9	8.2	MONTGOMERY	60.7	55.8		
	7970	65.4	8.4	HONEA	55.9	63.8		
				CONROE YL				
	5660	56.4	M.P. Crossing			72.2	CR	
	3350	54.9	2.4	BEACH	60.2	74.6		
	1900	54.9	4.5	WAUKEGAN	61.2	79.1		
	9720	76.5	5.9	SECURITY	63.3	85.0		
	1920	52.8	4.6	FOSTORIA	41.1	89.8		
		60.1	5.3	S.P. Crossing	57.0			
	3920	26.4	CLEVELAND	YL	17.4	94.9	CR	
	2850	24.8	7.0	HIGHTOWER	31.7	101.9		
	1930	19.5	3.6	RAYBURN	31.1	105.5		
	8600	37.7	5.5	ROMAYOR	10.0	111.0	CY	
		31.7	6.7	FUQUA	34.8	117.7		
	1940	17.4	3.8	VOTAW	19.3	121.5		
	7710	15.8	6.6	BRAGG	23.2	128.1		
	1910	30.6	5.3	LELAVALE	27.9	133.4		
	1930	31.7	4.9	DIES	31.7	138.3		
	4650	31.7	S.P. Crossing			143.8		
			8.9	KOUNTZE	31.7	152.2	TY CR	
				SILSBEE YL				
			(152.2)					

Wye at Dolen, M.P. 107.3.

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

CONROE DISTRICT PROFILE ON PAGE 14.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Conroe District 49 MPH

EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK, BRIDGES AND RR CROSSINGS

	MPH
East and west legs of wye, Somerville	10
4 Curves, M.P. 26.4 to 28.2	30
RR Crossing, M.P. 28.1 Auto. Interlocking	25
Curve, M.P. 28.2 to 28.3	20
Curve, M.P. 28.7 to 28.9	40
3 Curves, M.P. 35.3 to 35.9	30
8 Curves, M.P. 36.1 to 38.6	20
3 Curves, M.P. 42.6 to 44.0	40
RR Crossing, M.P. 49.9 Auto. Interlocking	49
2 Curves, M.P. 50.3 to 50.9	35
6 Curves, M.P. 52.0 to 55.0	40
RR Crossing, M.P. 72.2 Auto. Interlocking	20
RR Crossing, M.P. 94.9 Auto. Interlocking*	20
RR Crossing, M.P. 143.3 Crossing Gate**	6
4 Curves, M.P. 151.7 to 151.8	10
East and west legs of wye, Silsbee, M.P. 152.2	10

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

**Gate normally lined against Southern Pacific. Approach Southern Pacific crossing prepared to stop. When gate is set for movement, proceed over crossing, head end of train not exceeding 6 M.P.H. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

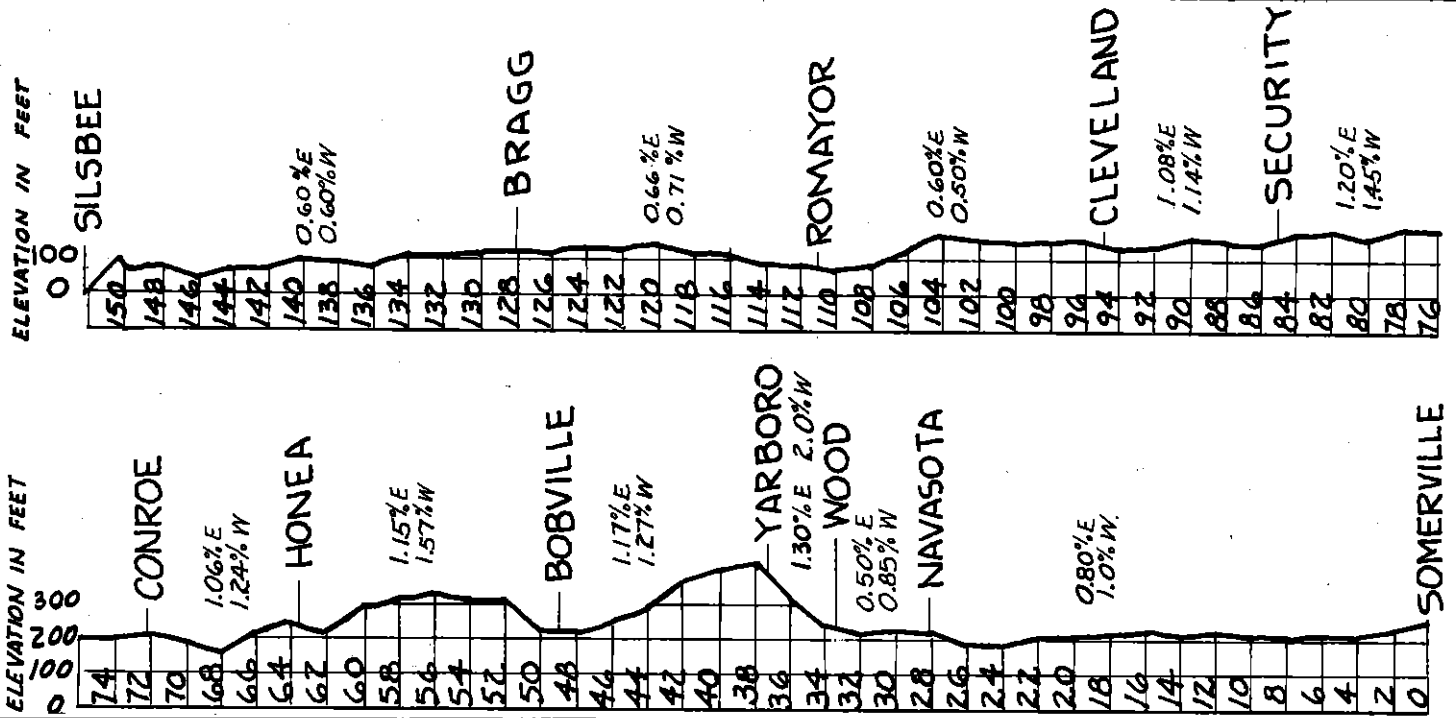
Navasota	M.P. 27.5 to 29.0	25 MPH
Conroe	M.P. 71.0 to 73.5	30 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 14.6	Bridge, Brazos River
M.P. 26.3	Bridge, Navasota River
M.P. 110.4	Bridge, Trinity River
M.P. 146.2	Bridge, Village Creek

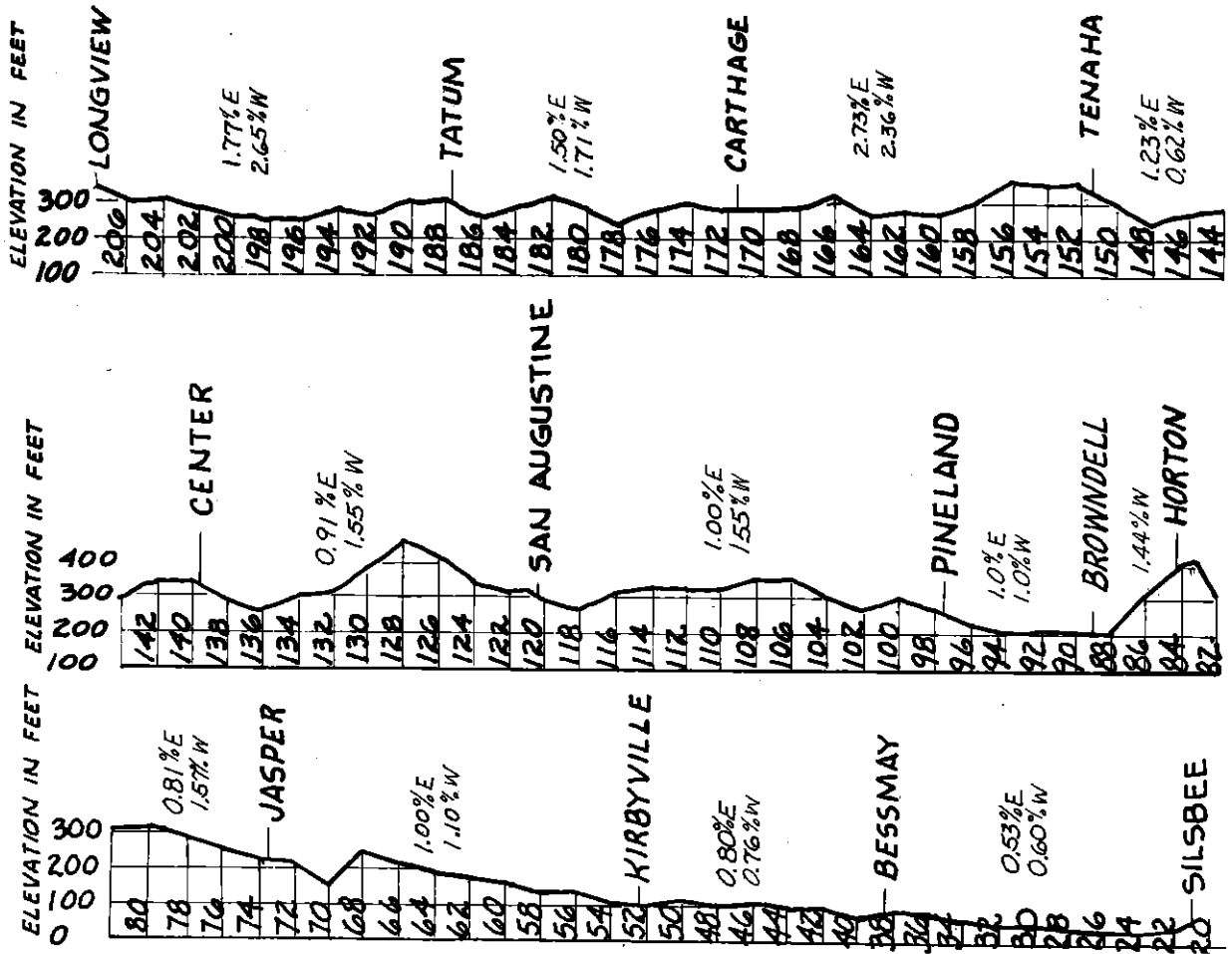
3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Clay	11.9	1350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1040
Keenan	60.6	370
Fort Worth Pipe	75.3	1320
Owens-Corning Spur	76.1	420
Jefferson Chemical Co.	76.4	—
Youens-Columbia Carbon	77.0	1750
Timber	83.1	680
Seaman	98.1	260
Dolen	107.3	1550
Milvid	114.0	1780
Honey Island	135.5	780



LONGVIEW DISTRICT

SOUTHERN DIVISION



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 3					
			October 26, 1975					
	Feet Per Mile		STATIONS		Feet Per Mile			
			LONGVIEW YL		93.4	207.6	Y CR	
	139.9		12.2 EASTON YL		63.4	195.4		
			7.6 TATUM		79.2	187.8	O	
	61.7		6.4 BECKVILLE		73.9	181.4		
			9.7 CARTHAGE YL		144.1	171.7	C	
	3160		10.0 GARY		63.3	161.7		
			10.1 S.P. Crossing TENAHA YL		64.9	151.6	O	
	4050		11.8 CENTER YL		47.5	139.8	CY	
			12.8 CALGARY		48.0	120.4		
	1210		6.6 SAN AUGUSTINE YL		45.4	114.9		
			5.5 VENABLE		48.5	104.7		
	2580		10.3 BRONSON		52.8	97.5	O	
			7.3 PINELAND YL		52.8	87.4		
	4050		9.9 BROWDELL		.0	84.2		
			3.2 HORTON		41.1	78.7		
	1210		5.5 COLLINS		42.7	73.6	Y CR	
			5.1 JASPER YL		47.5	67.1		
	2580		6.5 KEITHTON		52.8	62.4		
			4.7 ROGANVILLE		48.5	52.4	CR	
	3230		10.0 KIRBYVILLE YL		31.1	48.0		
			4.4 CALL		42.2	43.2		
	2440		4.8 LE VERTE		31.7	38.4		
			4.8 BESSMAY		23.7	36.1		
	2420		2.3 BUNA		27.9	30.1		
			6.0 QUINN YL		12.6	27.7		
	2880		2.4 EVADALE YL		19.0	21.0	TY CR	
			7.0 SILSBEE YL					

(186.7)

At Silsbee, engines must get clearance card before leaving.

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Longview District	49 MPH*
Tex. Util. Ind. Spur	20 MPH
Swepeco Industrial Spur	10 MPH

***EXCEPTION**

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, BRIDGES, TRACK AND RR CROSSINGS

Location	MPH
East and west legs of wye, Silsbee, M.P. 21.1	10
Curve and Neches River Bridge, M.P. 26.1 to 26.5	25
2 Curves, M.P. 63.3 to 64.5	40
2 Curves, M.P. 72.0 to 73.5	35
16 Curves, M.P. 80.7 to 86.9	20
Curve, M.P. 102.4 to 102.5	20
5 Curves, M.P. 103.7 to 106.2	30
Curve, M.P. 106.6 to 106.7	30
Curve, M.P. 108.3 to 108.5	30
6 Curves, M.P. 115.1 to 117.5	20
3 Curves, M.P. 117.8 to 118.8	35
8 Curves, M.P. 120.7 to 126.3	35
6 Curves, M.P. 128.8 to 130.7	20
2 Curves, M.P. 150.6 to 152.8	35
RR Crossing, M.P. 151.6 Interlocking	35
Curve, M.P. 155.8 to 156.1	40
2 Curves, M.P. 161.4 to 161.7	10
2 Curves, M.P. 164.6 to 165.5	45
3 Curves, M.P. 166.1 to 167.7	35
Curve, M.P. 171.3 to 171.5	20
2 Curves, M.P. 181.4 to 182.0	35
3 Curves, M.P. 184.2 to 184.7	40
Curve, M.P. 187.3 to 187.6	45
2 Curves, M.P. 190.3 to 190.9	40
Curve, M.P. 194.7 to 194.9	40
2 Curves & Sabine River Bridge, M.P. 196.5 to 197.1	10
Curve, M.P. 199.2 to 199.5	45
Curve, M.P. 200.5 to 200.6	45
4 Curves, M.P. 203.1 to 204.6	40
2 Curves, M.P. 205.2 to 205.7	25
10 Curves, M.P. 206.2 to 207.8	15

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Buna	M.P. 35.5 to 36.5	25 MPH
Jasper	M.P. 72.8 to 73.9	30 MPH
Center	M.P. 139.5 to 141.0	35 MPH
Tenaha	M.P. 150.2 to 152.7	35 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 22.6	Viaduct, highway
M.P. 72.9	Viaduct, highway
M.P. 146.6	Viaduct, highway
M.P. 196.8	Bridge, Sabine River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Rebecca	109.6	800
Neuville	131.4	2050
Rite-Care	149.9	770
Daniels	165.6	120
Martin Lake Jet.	184.9	1800
Texas Utilities Industrial Spur (10.2 mi.)	184.9	
Swepeco Industrial Spur (3.58 mi.)	195.5	
Texas Eastman Co.	202.7	

EASTWARD	Capacity of Siding in Feet	Rating Grade Ascending	TIME TABLE		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	ESTWARD
			No. 3 October 26, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
			OAKDALE YL		80.8			
			M.P. Crossing		80.6			
			Vancouver Plywood RR Crossing		80.2		C	
			8.8		20.0			
	32.2		ELIZABETH YL		72.0		C	
	34.8		9.7		45.9			
	2780		PITKIN		62.3			
	33.2		11.9		47.5			
	2720		MARKEE		50.4			
	36.9		12.0					
			DeRIDDER YL		38.4		CR	
			K. C. S. Crossing		21.0			
			4.9		33.5			
			SHEAR YL		18.4			
	25.3		1.0		32.5		C	
			BOISE SOUTHERN YL		18.4			
			5.0		27.5			
	2480		NEALE		32.2			
	25.3		5.4		22.1			
	2690		MERRYVILLE YL		15.7			
	15.8		6.4		12.2			
	2570		BONWIER		23.8			
			3.5		12.2			
	1950		FAWIL		33.7			
	26.4		12.2					
	1270		KIRBYVILLE YL		0.0		CR	
	28.5		(80.8)					

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Oakdale District 30 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
Curve, M.P. 0.5 to 0.7	10
RR Crossing, M.P. 38.4 Stop. Rule 98 (B) Gate normally lined against AT&SF	
Curve, M.P. 79.6 to 79.8	20
RR Crossing, M.P. 80.2 Stop. Rule 98 (B)	
RR Crossing, M.P. 80.6 Stop. Gate electrically locked. Rule 98 (B)	

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 17.3 Bridge, Sabine River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Bleakwood	5.2	600
Boise Southern Industrial Spur (4.7 miles)	32.5	
Hite	36.1	1700
Ikes	43.5	1000
Sugrue	55.5	2100
Cravens	56.9	1250

SOUTHERN DIVISION

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			No. 3					
			October 26, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
			SILSBEE	YL		21.0	TY CR	
	2860	25.3	6.9 LUMBERTON		41.1	14.1		
		27.5	3.8 LOEB JCT.	YL	23.2			
			S.P. Connection			10.3		
	1900	24.8	1.8 VOTH	YL	20.1	8.5		
		23.2	6.8 BEAUMONT	YL	16.8		Y CR	
		4.7	1.0 S.P. Crossing		6.3	0.7		
		4.7	0.1 M.P. Crossing		6.3			
			S.P. Crossing			76.4		
	770	1.0	5.5 BROOKS	YL	2.6	70.9		
	720	12.6	11.5 MOREY	YL	15.8	59.4		
	1990	5.2	2.3 HAMSHIRE	YL	1.0	57.1		
	2300	11.0	5.3 WINNIE	YL	7.3	51.8	C	
	2480	.0	2.1 STOWELL	YL	6.8	49.7		
	1980	4.2	4.9 SEA BREEZE	YL	12.6	44.8		
		.0	7.8 END OF TRACK		9.5	37.0		
			(59.8)					

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN LOEB JCT. AND END OF TRACK, M.P. 37.0.

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

At Loeb Jct., Southern Pacific junction switch normally lined for Silsbee District.

Permission must be secured from the Santa Fe yardmaster at Beaumont for any movement to be made by Southern Pacific trains or engines between Beaumont and Loeb Jct. before entering the Santa Fe main track at Calder Ave., Beaumont, or Loeb Jct. as follows:

(1) For eastward movements the S.P.-M.P. operator at Tower 74, Beaumont, must contact the Santa Fe yardmaster.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Silsbee and Loeb Jct.	49*
Loeb Jct. and M.P. 41.8	20
M.P. 41.8 and M.P. 37.0	10

*EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK AND RR CROSSINGS

Location	MPH
East and west legs of wye, Silsbee, M.P. 21.0	10
Curve, M.P. 18.8 to 19.1	35
2 Curves, M.P. 15.1 to 16.3	35
8 Curves, M.P. 1.1 to 2.3	10
RR Crossing, M.P. 0.7 Interlocking	10
RR Crossing, M.P. 76.4 Interlocking	10
2 Curves, M.P. 76.2 to 76.4	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

	MPH
Beaumont M.P. 9.1 to 69.9	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Port of Beaumont	Bridge, KCS Ry.
M.P. 1.9	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Seth	16.1	550
Whites Ranch	41.8	440
Texas Gas Corporation	55.1	940
Fannett	63.0	940
Galloway	65.9	600
Goodyear Storage	66.8	3000
Cheek	68.0	1300
Gulco	68.4	2200
American Rice Growers	69.0	1100
Walden	72.7	450

4. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-operated switch not electrically locked for any purpose.

Locations of switches not electrically locked:

- Second District—M.P. 124.5, Brenham, Sealy Mattress Co. spur.
 M.P. 126.8, Brenham, Goedecke spur.
 M.P. 180.3, Hoyte, spur track.
 M.P. 196.0, Buckholts, house track spur.
 M.P. 212.3, Heidenheimer, old siding.
- Third District—M.P. 34.5, Wickes spur.
 M.P. 42.6, Arcola, team track.
 M.P. 42.8, Arcola, interchange
 M.P. 55.0, Booth, house spur.
 M.P. 58.6, Crabb.
 M.P. 63.6, Richmond, house spur.
 M.P. 76.2, Orchard, house track.
 M.P. 87.1, El Pleasant.
- Houston District—M.P. 9.0, Houdaille-Duval-Wright.

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-539 5687-5714, 5930-5948*	90**	45
1150, 1160, 1215-1241 1418-1441, 1500-1537, 2322, 2393	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Units 5930, 5931, 5935 and 5938 restricted to 70 MPH until gear ratio changed to 59:18.

**Engine without cars must not exceed 70 MPH.

6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION:

	Maximum Depth Above Top of Rail inches	Maximum Speed MPH
All Classes	4	5

7. Derricks, cranes, pile drivers, spreaders and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derrick MPH	Pile Drivers AT-199454 AT-199465 AT-199457 AT-199458 AT-199459 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second, Third, Houston, Lampasas	40	45	30
CONROE, LONGVIEW	30	30	30
SILSBEE			
Between: Silsbee and Loeb Jct.	30	30	30
Loeb Jct. and Beaumont	20	20	20
Beaumont and M.P. 37.0	10	10	10
Oakdale, Matagorda, between Sealy and Bay City, between Bay City and Matagorda	20 10	20 10	20 10
Garwood, Hall, San Saba	10	10	10

Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine.

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

8. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected.
Lampasas District.		
M.P. 238.0	High Water	Eastward—Block Signal 2382 Westward—Block Signal 2371
M.P. 263.4	High Water	Eastward—Block Signal 2642 Westward—Block Signal 2631
M.P. 339.8	Dragging Equipment	Rotating white lights—Block Signals 3391 and 3411.
Second District.		
M.P. 182.3	Dragging Equipment	Rotating white lights—M.P. 182.3 and at Block Signals 1841 and 1842
M.P. 192.4	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights—Eastward—M.P. 192.4 and locator at west switch of siding Buckholts Westward—M.P. 192.4 and locator at east switch of siding Cameron.

RULE 105(A)—HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

HIGH WATER DETECTORS

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train, unless otherwise instructed by train dispatcher.

DRAGGING EQUIPMENT DETECTORS

When actuated, rotating white light type indicators will be illuminated; letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

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

Bay City—Matagorda inclusive	Loeb Jct.—End of Track, M.P. 37.0 inclusive
Boise Southern	Lometa (San Saba District only)
Brady	
Brownwood	Longview—Easton inclusive
Cane Jct.—Thompsons inclusive	Merryville
Carthage	Oakdale
Center	Pineland
Cleburne	Rayner Jct.—Garwood inclusive
Cleveland	
Conroe	San Augustine
DeRidder	San Saba
Eagle Lake—Rayner Jct. inclusive	Sealy (Matagorda District only)
Elizabeth	Shear
Galveston—Virginia Point inclusive	Silsbee—Quinn inclusive
Jasper	Somerville (Conroe District only)
Kirbyville	Temple—from end TCS Temple-Belco-Gober inclusive
	Tenaha
	Thompsons (Hall District only)

10. BULLETIN BOOKS ARE LOCATED:

Alvin	Conroe	Jasper
Bay City	Eagle Lake	Lometa
Beaumont	Galveston	Longview
Bellville	Houston (S.P.)	Milano
Brady	Depot, Rusk Ave.,	Oakdale
Brenham		Pearland
Brownwood	New South	San Augustine
Carthage	Yard and	Silsbee
Center	Settegast	Somerville
Caldwell (SP)	Yard)	Temple
Cleburne		

11. STANDARD CLOCKS ARE LOCATED:

Alvin	Conroe	Longview
Bay City	Eagle Lake	Milano
Beaumont	Galveston	Oakdale
Bellville	Houston (S.P.)	Pearland
Brady	Depot, Rusk Ave. and	San Augustine
Brenham		Sealy
Brownwood	New South Yard)	Silsbee
Carthage	Jasper	Somerville
Center	Lometa	Temple
Cleburne		

TIME SERVICE

R. W. WELLS, General Watch Inspector Topeka

12. 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 controlled signal, control station may, after determining route to be used properly lined and there are no opposing movements, authorize train or engine to proceed. Member of crew must precede movement checking interlocked switches and derails. Speed limit 6 M.P.H. to next signal or end of block.

D. Dual control switches on the Galveston Causeway are equipped with AT&SF, M.P. and S.P. switch locks. When a train is stopped by a "stop" signal, if no conflicting movement is evident, member of crew must immediately communicate with, and be governed by instructions from the towerman at the lift bridge. If authorized to operate dual control switches by hand, be governed by the instructions which are placed in each telephone box on the causeway.

Derails at the lift bridge will be placed in non-derailing position by hand, only when authorized by the towerman at the lift bridge.

E. Speed limits between Virginia Point and Island—20 M.P.H.

WHISTLE SIGNALS (Passing Lift Bridge)

(a)	_____	A. T. & S. F. Main Track
(b)	_____	S.P. Main Track
(c)	_____ o	G. H. & H. Main Track

13. 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-Houston: AT&SF trains using Southern Pacific tracks between Tower 17 and Houston are governed by Southern Pacific R.R. Time Table, Rules and Regulations.

Houston-Galveston: CRI&P trains use AT&SF tracks between T&NO Jct., Houston Dist., and Galveston and are governed by AT&SF Time Table and Rules.

Houston-Algoa: Missouri Pacific trains use AT&SF tracks between T&NO Jct., Houston Dist., and Algoa and are governed by M.P. Time Table and Rules.

Galveston Causeway:—AT&SF, S.P., CRI&P and GH&H trains using joint track between Island, M.P. 4.1, and Virginia Point, M.P. 6.3, are governed by Special Rule No. 12.

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 Southern Pacific R.R. Time Table, Rules and Regulations.

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 Southern Pacific R.R. Time Table, Rules and Regulations.

SURGEONS OF

THE SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION

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 DR. D. J. LYNCH, Medical Director Temple
 L. M. RAMPY, Administrator Temple

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 DR. S. L. WITCHER Clifton
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**EYE, EAR, NOSE AND THROAT SPECIALISTS
 AT LOCAL POINTS**

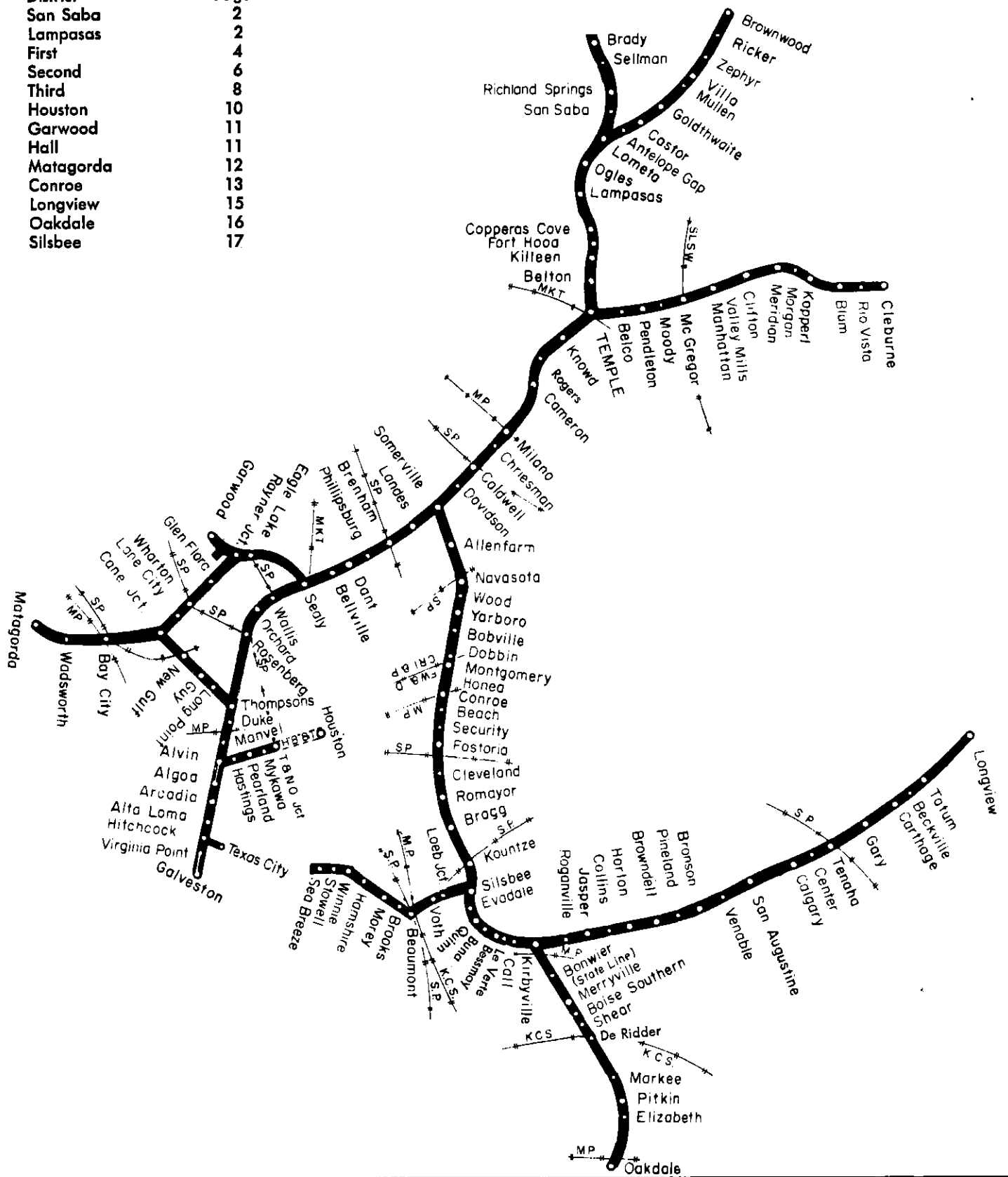
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SPEED TABLE — FOR INFORMATION ONLY

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

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SOUTHERN DIVISION