



SANTA FE
SAFETY FIRST



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

ASSISTANT SUPERINTENDENTS

A. N. WADE Houston, Tex.
R. E. CALDWELL Temple, Tex.

TRAINMASTERS

M. W. GIBSON Houston, Tex.
W. F. KILPATRICK Temple, Tex.
D. H. GILL Silsbee, Tex.

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

J. L. WILES Ft. Worth, Tex.

ASSISTANT TRAINMASTERS

H. D. IRISH Pearland, Tex.
L. S. SIMS Pearland, Tex.
T. W. JONES Pearland, Tex.
R. J. SHERMAN Longview, Tex.
C. E. JETER Temple, Tex.
G. R. SLIDER Temple, Tex.
M. H. LYNE Galveston, Tex.

RULES EXAMINER

R. O. ROWE Temple, Tex.

**SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES**

E. E. REYNOLDS Amarillo, Tex.

ROAD FOREMEN OF ENGINES

R. B. GAINES Temple, Tex.
R. E. KING Silsbee, Tex.
C. W. LEE Houston, Tex.

SAFETY SUPERVISOR

T. D. BECK Temple, Tex.

CHIEF DISPATCHER

E. A. THOMAS Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

L. E. MOORE Temple, Tex.
C. E. FURLOW Temple, Tex.
B. R. MARTIN Temple, Tex.
W. H. ANDERSON Temple, Tex.
J. S. KIRK Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

J. V. HIGGINBOTHAM	R. A. KOLODZIEJCZYK
J. L. CONNER	R. E. SMITH
C. G. PULLEN	L. P. GILES
R. J. GAUER	W. D. GUTHRIE
G. M. STANDARD	G. E. COUSINS
J. E. ROSE	R. J. PADILLA
G. T. ROSS	J. B. BOMAR
C. C. McFARLAND	W. R. WELCH
J. E. JONES	N. W. LILLARD

**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.

9

IN EFFECT

FRIDAY, MAY 26, 1978

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.**

**B. K. PERRY
Asst. General Manager,
Amarillo, Texas.**

**M. R. HAVERTY,
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. 9					
			May 26, 1978					
		Feet Per Mile	STATIONS		Feet Per Mile			
			LOMETA	YL		0.0	Y CR	
	2690		24.7 SAN SABA		31.7	24.7	B	
	1690	51.2	7.9 ALGERITA		14.9	32.6		
	1720	47.5	6.9 RICHLAND SPRINGS		26.4	39.5		
	670	31.7	10.1 SELLMAN		29.0	49.6		
	2280	39.9	16.3 BRADY	YL	31.7	65.9	CY	
		.0	1.6 END OF TRACK		52.8	67.5		
			(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. 9					
			May 26, 1978					
		Feet Per Mile	STATIONS		Feet Per Mile			
			TEMPLE	YL		218.2	Y CR	
	33.8		1.7 GOBER	YL	66.0	219.9		
	70.4		6.5 BELTON		70.4	226.4	Y	
	5510		9.3 NOLANVILLE		72.8	235.7		
	5590		7.8 KILLEEN		0.0	243.5	CR	
	6720		2.6 FORT HOOD		0.0	246.1	Y	
			8.0 COPPERAS COVE		66.5	254.1	B	
	5490		8.5 KEMPNER		68.6	263.1	B	
	6980		10.6 LAMPASAS		32.7	273.7	CBY	
	6290		9.9 OGLES		47.5	283.6		
	4950		8.1 LOMETA	YL	68.6	291.7	Y CR	
	4000		8.3 ANTELOPE GAP		63.4	300.0	B	
	5000		6.1 CASTOR		65.4	306.1		
	5090		7.2 GOLDTHWAITE		66.0	313.3	B	
	5310		10.3 MULLEN		67.0	323.6		
	5220		6.7 VILLA		66.0	330.8		
	4960		5.9 ZEPHYR		66.0	336.2	B	
	6280		8.2 RICKER		66.0	344.4		
	5600		4.0 BROWNWOOD	YL	66.0	348.4	TY CR	
	21.1		(130.2)					

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnouts including main track switches 10 MPH.

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Brady M.P. 65.8 to 66.5 6 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759).

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

3. TRACKS BETWEEN STATIONS

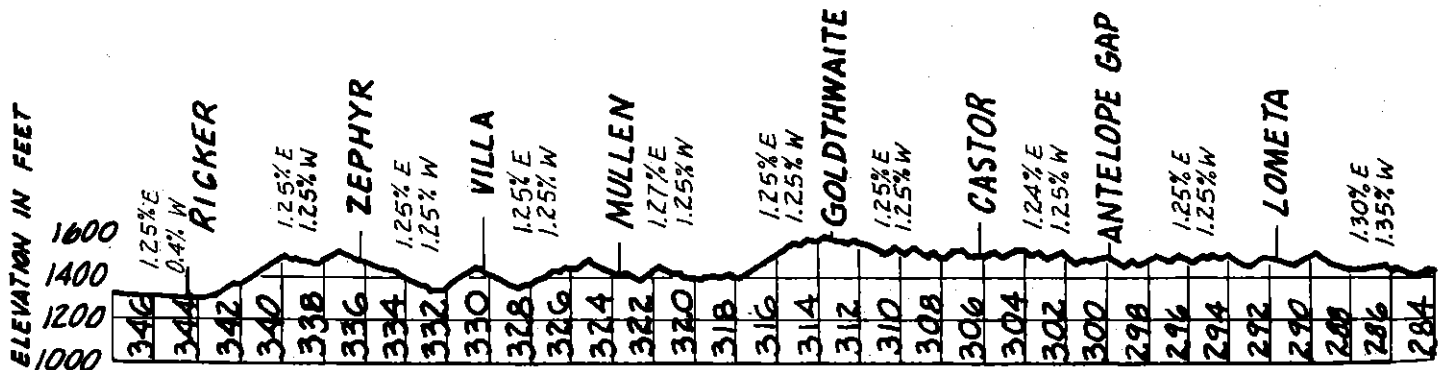
Name	Mile Post	Track Capacity in Feet
Texas Architectural Aggregates	22.5	330

TCS IN EFFECT: On main track between westward controlled signal M.P. 343.7, 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.



SOUTHERN DIVISION

LAMPASAS DISTRICT 3

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lampasas District 55 MPH

EXCEPTIONS

Maximum authorized speed for freight trains:

- (1) When averaging 90 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. 221.8 to 222.3	40
2 Curves, M.P. 227.7 to 228.4	50
4 Curves, M.P. 248.4 to 249.8	50
6 Curves, M.P. 255.7 to 259.1	50
11 Curves, M.P. 266.4 to 274.1	50
Track and curves, M.P. 305.4 to 311.8—Eastward	35
Track and curves, M.P. 317.4 to 321.8—Eastward	35
Track and curves, M.P. 327.1 to 329.0—Eastward	35
M.P. 327.1 to 329.0—Westward	50
4 Curves, M.P. 329.0 to 331.9	50
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

	M.P.	MPH	
		Psgr.	Frts.
Temple	M.P. 217.0 to 221.5	*35	*25
Belton	M.P. 225.3 to 227.0	30	30
Nolanville	M.P. 234.7 to 237.0	25	25
Killeen	M.P. 241.5 to 244.5	30	30
Lometa	M.P. 291.5 to 291.8	50	50
Goldthwaite	M.P. 313.3 to 313.7	45	45

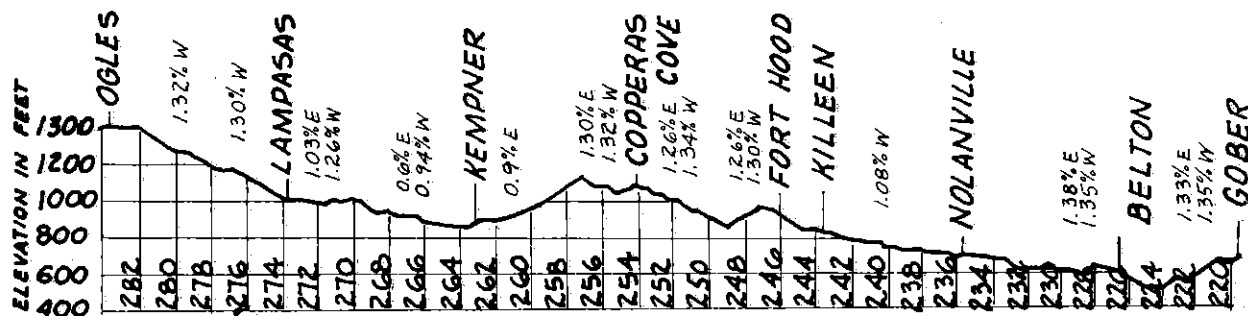
*Restriction applies only while head end of train is passing crossings.

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
Dresser Industrial Spur (2.7 miles)	234.9	
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. 9							First Class	
15	21			May 26, 1978							16	22
Leave Daily PM	Leave Daily AM	Feet Per Mile	STATIONS		Feet Per Mile	Arrive Daily PM	Arrive Daily PM					
1.56	9.51		CLEBURNE YL			12.50	3.15					
2.04	9.58	5570	7.2		53.3							
2.10	10.03	6670	6.5	RIO VISTA	66.0	12.39	3.04					
2.19	10.10	6900	9.1	BLUM	39.6	12.33	2.58					
2.28	10.16	7010	37.5	KOPPERL	52.8	12.23	2.50					
			47.5	MORGAN	66.0	12.17	2.44					
²² 2.37	10.23	6580	66.0	MERIDIAN	73.9	12.10	¹⁵ 2.37					
2.47	10.32	6790	53.9	CLIFTON	66.0	12.01	2.25					
2.57	10.41	2980	66.0	VALLEY MILLS	65.4	11.52	2.13					
3.02	10.45	6730	66.0	MANHATTAN	66.0	11.46	2.07					
^s 3.12	^s 10.54	8050	42.2	St. L. S. W. Crossing	66.0	11.34	^s 1.54					
3.22	11.07	6970	66.0	McGREGOR	66.0	11.25	1.45					
			66.0	MOODY	66.0	11.19	1.35					
3.30	¹⁶ 11.19	7030	66.0	PENDLETON	66.5	11.15	1.30					
3.34	11.25		66.0	BELCO YL	66.5	11.12	1.25					
^s 3.40	^s 11.30			TEMPLE YL		11.12	1.25					
PM	AM					AM	PM					
Arrive Daily	Arrive Daily			(99.1)		Leave Daily	Leave Daily					
57.2	60.1		Average speed per hour				60.7	54.0				

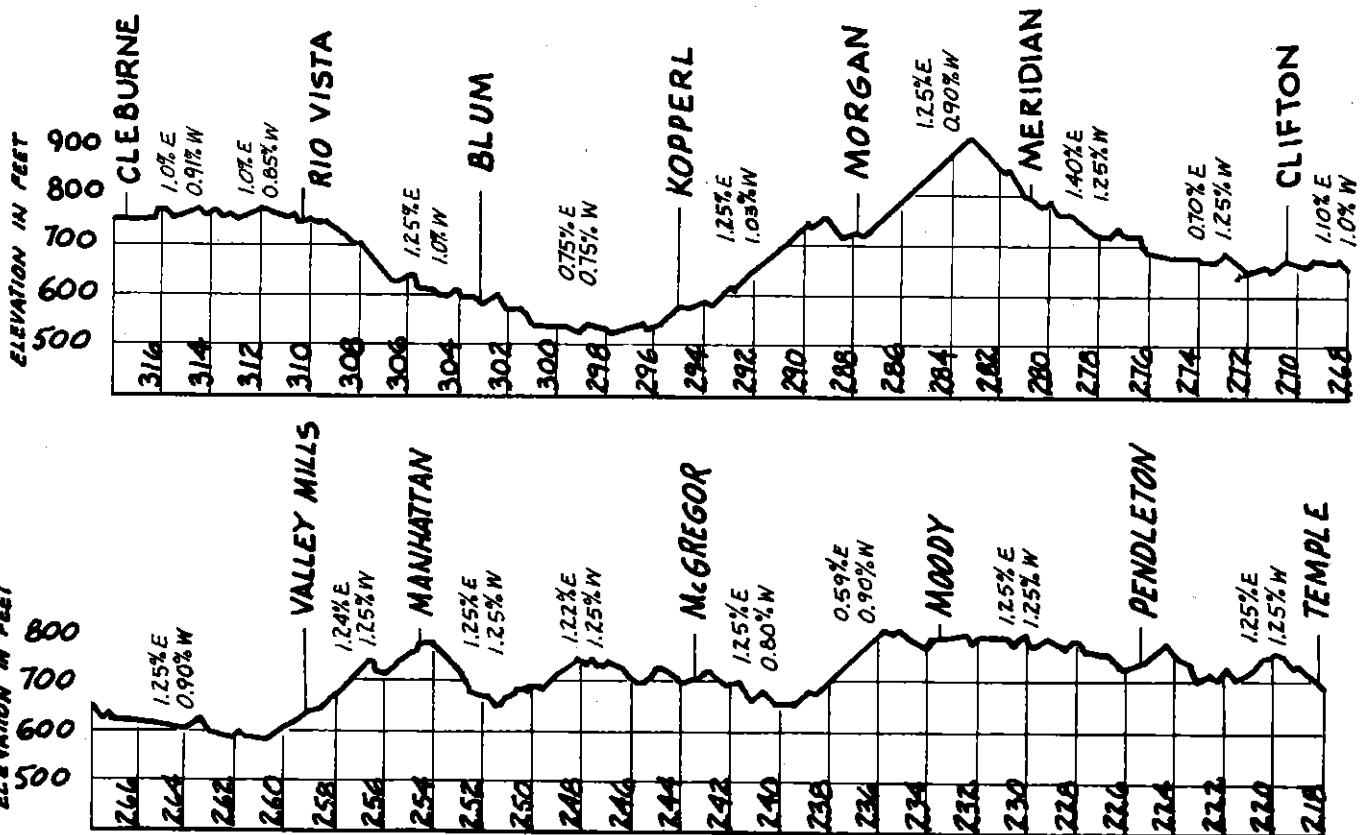
Trains must get clearance card before leaving Temple and Cleburne.

RULE 94 IN EFFECT: At Cleburne, between Block Signal 3172 and M.P. 319.

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.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frnt.
First District	79	55*

*Maximum authorized speed when exceeding 90 tons or 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
3 Curves, M.P. 221.6 to 224.0	70
2 Curves, M.P. 227.2 to 228.9	75
Curve, M.P. 231.5 to 231.9	75
2 Curves, M.P. 234.0 to 236.3	75
2 Curves, M.P. 236.7 to 237.9	70
Curve, M.P. 240.2 to 240.8	75
RR Crossing, M.P. 243.4 Auto. Interlocking	40
Curve, M.P. 244.7 to 245.0	70
Curve, M.P. 246.3 to 246.7	75
Curve, M.P. 249.9 to 250.4	75
2 Curves, M.P. 251.5 to 253.3	60
Curve, M.P. 254.3 to 254.6	75
7 Curves, M.P. 257.5 to 260.6	55
Curve, M.P. 261.3 to 261.8	70
3 Curves, M.P. 263.7 to 264.9	60
Curve, M.P. 266.8 to 267.2	75
2 Curves, and Bosque River Bridge, M.P. 271.2 to 271.7	45
2 Curves, M.P. 274.2 to 274.8	70
2 Curves, M.P. 275.8 to 276.4	60
Curve, M.P. 280.0 to 280.6	70
7 Curves, M.P. 282.3 to 287.6	60
Curve, M.P. 292.6 to 292.8	75
Curve, M.P. 296.9 to 297.5	75
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
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

		MPH	
		Psgr.	Frnt.
Temple	M.P. 217 to 221.2	*35	*25
Moody	M.P. 233.0 to 233.8	*50	*50
McGregor	M.P. 242.8 to 244.0	40	40
Clifton	M.P. 270.5 to 270.6	40	40
Rio Vista	M.P. 309.2 to 310.2	50	50
Cleburne	M.P. 317.0 to 319.0	18	18

*Restriction applies only while head end of train is passing crossings.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 220.1	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
Chemical Lime, Inc.	266.5	1800
Brazlime	300.2	1550

WESTWARD		Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE				Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD		
First Class				NO. 9							First Class		
15	21			May 26, 1978							16	22	
Leave Daily PM	Leave Daily AM		Feet Per Mile	STATIONS				Feet Per Mile		Y	CR	Arrive Daily AM	Arrive Daily PM
3.43	11.40		.0	TEMPLE				42.7	218.2			11.07	1.17
			.0	0.8					217.4				
			54.6	M-K-T Crossing				66.0	215.7				
			11620	1.7									
			58.6	KNOWD				66.0					
			12140	11.0									
			42.2	ROGERS				63.3	204.7				
			11180	8.7									
			42.2	BUCKHOLTS				59.1	196.0				
			10620	8.0									
			42.2	CAMERON				52.8	188.0				
			11010	13.6									
			39.6	MILANO				52.8	174.4				
			42.2	M.P. Crossing									
			11350	8.6									
			42.2	CHRISMAN				66.0	165.8				
			5030	8.0									
			11640	8.4									
			42.2	CALDWELL				66.0	157.8				
			6850	6.5									
			11360	9.8					151.3				
			42.2	DAVIDSON				65.4					
			5.16	9.8									
			42.2	SOMERVILLE				52.8	141.4				
			68.6	8.4									
			11360	6.9									
			42.2	LANDES				66.0	132.9				
			6850	5.9									
			5.33	5.9					126.0			9.26	
			PM	BRENHAM									
			Arrive Daily	S.P. Crossing									
			60.9	9.8					120.1				
				PHILLIPSBURG				66.0					
				4.1									
				DANT				66.0	110.3				
				BELLVILLE									
				(111.7)					106.2			9.03	
				Average speed per hour								AM	Leave Daily
												54.0	

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, except on siding Somerville.

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.

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.

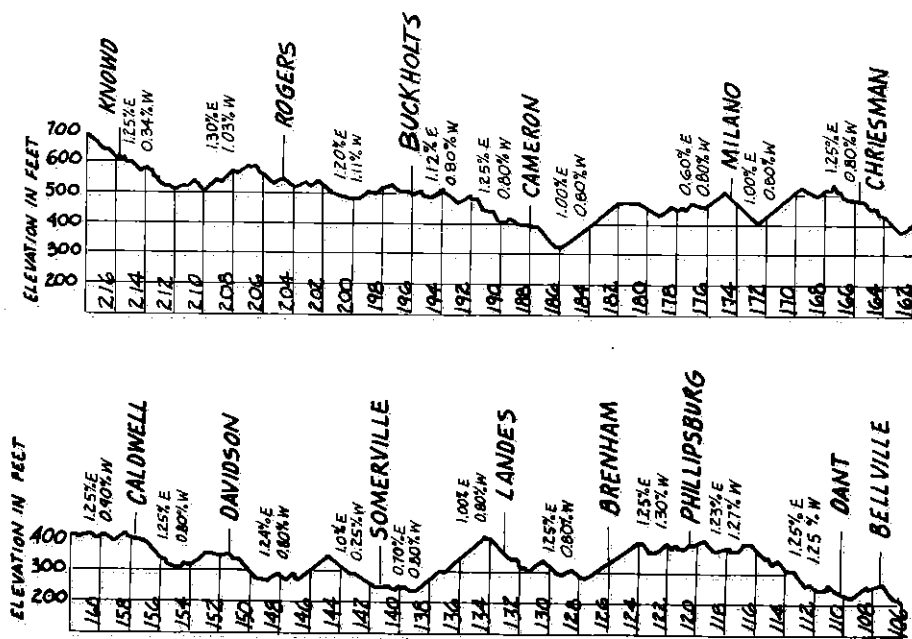
At each siding between Bellville and Knowd the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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.

At Cameron and Milano, maximum authorized speed on sidings 20 MPH while head end of train is passing over hand-operated switches.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
Second District	79	55*

*Maximum authorized speed when exceeding 90 tons or 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
Curve, M.P. 108.2 to 108.7	75
8 Curves, M.P. 112.0 to 119.0	60
Curve, M.P. 121.4 to 121.7	75
4 Curves, M.P. 122.5 to 125.1	60
3 Curves, M.P. 125.5 to 126.6	40
RR Crossing, M.P. 126.0 Auto. Interlocking*	25
Curve, M.P. 127.5 to 127.8	60
3 Curves, M.P. 128.7 to 130.6	65
2 Curves, M.P. 133.5 to 134.4	50
2 Curves, M.P. 136.5 to 137.5	70
2 Curves, M.P. 138.2 to 139.8	60
4 Curves, M.P. 140.8 to 141.7	50
Curve, M.P. 146.8 to 147.0	75
2 Curves, M.P. 148.7 to 149.5	70
5 Curves, M.P. 153.2 to 156.2	70
2 Curves, M.P. 156.5 to 157.2	50
Curve, M.P. 157.4 to 157.6	40
2 Curves, M.P. 159.2 to 161.2	70
2 Curves, M.P. 163.8 to 164.7	70
2 Curves, M.P. 165.4 to 166.2	75
Curve, M.P. 168.5 to 168.8	75
3 Curves, M.P. 169.1 to 170.8	50
Curve, M.P. 171.7 to 172.1	70
Curve, M.P. 173.4 to 173.8	70
3 Curves, M.P. 174.1 to 175.7	60
RR Crossing, M.P. 174.4 Auto. Interlocking*	40
Curve, M.P. 175.8 to 176.2	70
3 Curves, M.P. 177.6 to 179.4	70
3 Curves, M.P. 182.6 to 185.2	70
Little River Bridge, M.P. 185.4 to 186.0	40
Curve, M.P. 186.3 to 187.1	75
2 Curves, M.P. 187.3 to 188.4	55
Curve, M.P. 194.8 to 195.3	65
Curve, M.P. 196.7 to 197.1	70
2 Curves, M.P. 197.3 to 198.5	65
2 Curves, M.P. 202.3 to 203.0	75
Curve, M.P. 204.1 to 204.5	75
3 Curves, M.P. 205.9 to 207.7	65
2 Curves, M.P. 209.3 to 210.7	75
North Track, M.P. 215.7 to 217.4	40
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, except siding Somerville, 30 MPH; other main track switches, except those listed below, 15 MPH. Switches at each end of sidings 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	Both ends siding	20
	I	East end yard	30
Bellville	I	East end tail track	15
	I	West switch west lead	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

		MPH	
		Psg.	Fr.
Brenham	M.P. 125.0 to 127.0	25	25
Somerville	M.P. 140.8 to 142.2	45	45
Cameron	M.P. 186.8 to 188.9	30	30
Rogers	M.P. 204.3 to 205.3	40	40
Temple	M.P. 217.0 to 221.2	*35	*25

*Restriction applies only while head end of train is passing crossings.

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. 220.1	Viaduct, I 35, East end Temple freight yard

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Heidenheimer	212.3	2300

8 THIRD DISTRICT

SOUTHERN DIVISION

WEST-WARD First Class	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE NO. 9 May 26, 1978			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
			Leave Daily PM	STATIONS	Feet Per Mile				
15								16	
5.33		16.8	BELLVILLE	29.0	106.2	T CR	9.03		
	10550	34.8	11.6 M-K-T Crossing SEALY		94.6	YC			
			12.4 S. P. Crossing	37.4	82.2				
	11740	12.1	1.4 WALLIS	13.2	80.8				
		8.4	4.6 ORCHARD	16.3	76.2				
			10.0 TOWER 17 S. P. Crossing	7.3	66.2	C	8.24		
6.28 PM	12420	.0	0.4 ROSENBERG	26.9	65.8		AM		
Arrive Daily	11350	29.0	10.8 BOOTH	33.7	55.0		Leave Daily		
		7.9	4.6 THOMPSONS	33.7	50.4	C			
		2.6	4.2 SUGARLAND JCT.		46.2		Via S.P.		
Via S.P.	8810	18.4	M. P. Crossing DUKE	4.7	44.2				
			M. P. Crossing		42.9				
	12250	2.4	8.3 MANVEL	6.3	36.0				
		7.9	7.4	10.5					
		5.2	ALVIN	6.3	28.6	Y CR			
		3.2	4.2 ALGOA	12.1	24.4	Y			
	6300	14.7	13.4 TEXAS CITY JCT.	8.9	11.0	YB			
		.0	4.7 VIRGINIA POINT YL	.0	6.3				
		.0	2.1 ISLAND YL	15.3	4.2				
		.0	2.0 GALVESTON YL	.0	2.2	T CR			
		.0	0.8 S. P. Crossing YL	.0	1.4				
		.0	1.1 Wharves Crossing YL	.0	0.3				
		.0	0.7 End of Track YL	.0	0.0				
		.0	(106.6)						
43.6			Average speed per hour				61.5		

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.

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.

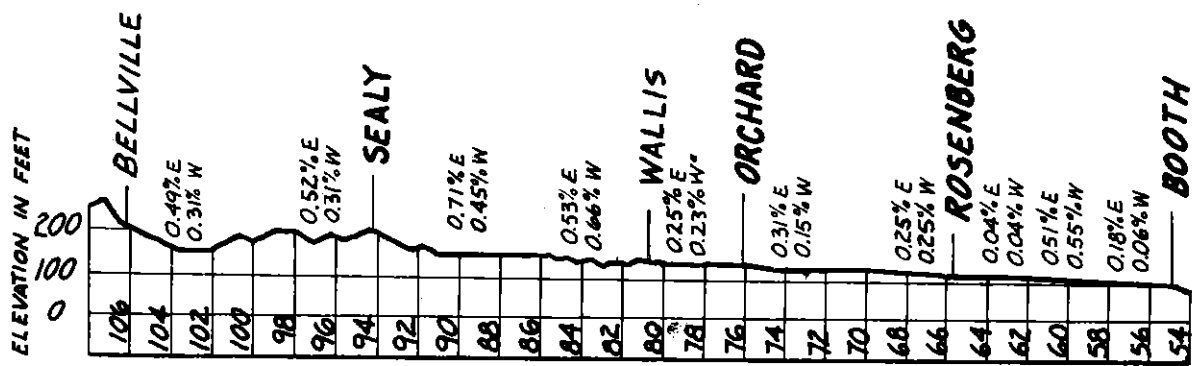
At west end of siding Sealy and at each end of sidings Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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.

At Sealy, Rosenberg, and Manvel, maximum authorized speed on sidings 20 MPH while head end of train is passing over hand-operated switches.

Trains must secure clearance card as follows:
Galveston: Eastward trains
Alvin: Westward Third District Trains destined west of Algoa
Tower 17: No. 16.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psgr.	Frt.
Galveston and Virginia Point	20	20
Virginia Point and Tower 17	50	50*
Tower 17 and Bellville	79	55*

*Maximum authorized speed when exceeding 90 tons or 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

(C) SPEED RESTRICTSIONS—(Cont'd.)

Station	Type	Location	MPH
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

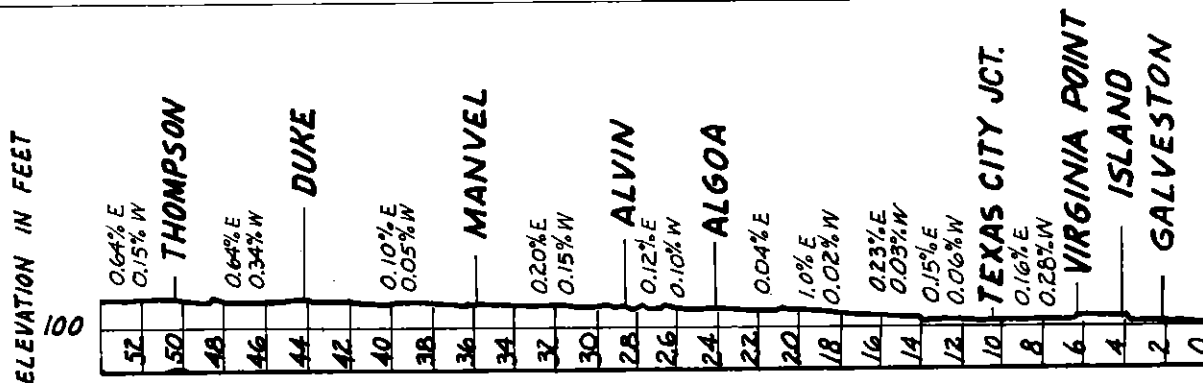
Richmond	M.P. 62.5 to 63.7	25 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

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 storage track	14.1	5660
Alta Loma storage track	18.2	5630
Arcadia storage track	20.7	3630
Wickes Spur	34.5	1200
Arcola team track	42.6	1160
Thompsons storage track	50.4	5300
Crabb	58.6	360
Ricrmond Spur	63.3	1140
Orchard storage track	76.2	4920
El Pleasant storage track	87.1	4990



WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE NO. 9 May 26, 1978		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				ALVIN 4.1	.0	.0	Y CR	
	13530	1.5		HASTINGS 5.9	.0	4.1		
	5360	2.6		PEARLAND 4.0	10.6	10.0	CR	
	S 11090 N 7690	.0		MYKAWA 5.4	0.1	14.0	Y	
				S.F. Crossing T & N.O. JCT. 0.9		19.4		
		.0		NEW SOUTH YARD 3.8		20.3	CR	
				HOUSTON (24.1)		24.1	TY	

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, and 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.

At Hastings, maximum authorized speed on siding 20 MPH while head of train is passing over east end HD siding No. 1 switch.

At Pearland, maximum authorized speed on siding 20 MPH while head end of train is passing over east end HD siding No. 4 switch.

At Mykawa, maximum authorized speed on siding 20 MPH while head end of train is passing over switches west end HD siding No. 6 and team track.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between Alvin and T&NO Jct. 55 MPH*

*Maximum authorized speed when exceeding 90 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)	
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends South siding	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Houston M.P. 17.2 to 19.4 45 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
Gifford Hill 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. 9 May 26, 1978		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS					
		58.0	RAYNER JCT. YL 9.6		58.0	0.0		
			GARWOOD YL			9.6		
			(9.6)					

HALL DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE NO. 9 May 26, 1978		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS					
		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		4.2	0.0	Y	
			(34.0)					

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnouts including main track switches 10 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
Blueroan	5.5	7100

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

Trains and engines operating on Hall District must secure Hall District train orders.

At Guy, switch at east leg of wye normally lined for movement on the wye.

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 turnouts including main track switches 10 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

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	Rolling Grade Ascending	TIME TABLE		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			NO. 9	May 26, 1978				
	Feet Per Mile	STATIONS		Feet Per Mile				
		SEALY	YL		0.0	CY		
		10.1		19.5				
		BEARD			10.0			
		7.3		11.6				
		S. P. Crossing			17.3			
		0.3		17.9				
		S. P. Crossing			17.6			
		0.9						
		EAGLE LAKE	YL	31.6	18.5	CR		
		1.3		26.4				
		RAYNER JCT.	YL		19.8			
		8.2		13.2				
		BONUS			28.0			
		4.4		23.7				
		EGYPT			32.4			
		4.6		6.3				
		GLEN FLORA			37.0			
		5.8		19.5				
		S. P. Crossing			42.8			
		0.3		22.1				
		WHARTON			43.1	C		
		8.3		8.9				
		LANE CITY			51.4			
		3.8		12.6				
		CANE JCT.	YL		55.2	Y		
		5.3		10.6				
		RUNNELLS			60.5			
		7.8		11.6				
		S. P. Crossing			68.3			
		0.3		3.1				
		BAY CITY	YL		68.6	CR		
		0.4		1.5				
		M. P. Crossing			69.0			
		7.3		23.7				
		SOUTH BAY CITY	YL		76.3			
		3.3		12.1				
		WADSWORTH	YL		79.6			
		10.4		11.0				
		MATAGORDA	YL		90.0			
		(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)	20
RR Crossing, M.P. 69.0 Interlocking	20

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnouts including main track switches 10 MPH.

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Bay City	M.P. 67.9 to 69.8	30 MPH
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3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
American Cyanamid Spur	42.5	520
E. E. Conner	45.2	720
Celanese Industrial spur (5 mi.)	76.3	Yard

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.

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE NO. 9 May 26, 1978		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
			SOMERVILLE YL			0.0	Y CR	
			5.4 SCOFIELD			31.7		
	2840	52.8	12.9			5.4		
	5640	52.8	ALLENFARM			18.3		
		52.8	9.8 NAVASOTA S.P. Crossing			42.2		
	2090	44.8	5.0 WOOD			26.4	CR	
	4680	106.1	4.6 YARBORO			68.6		
	2670	67.0	11.2 BOBVILLE			61.7		
		.0	1.0 CRIP-FWD Crossing DOBBIN			53.3		
		82.8	5.7 MONTGOMERY			57.0		
	7970	73.9	8.2 HONEA			60.7		
		65.4	8.4 CONROE YL			55.9		
	5660		M.P. Crossing 2.4			72.2	CR	
	3350	56.4	BEACH YL			60.2		
	1900	54.9	4.5 WAUKEGAN YL			61.2		
	9720	76.5	5.9 SECURITY			63.3		
	1920	52.8	4.6 FOSTORIA			41.1		
		60.1	5.3 S.P. Crossing CLEVELAND YL			57.0		
	3920	26.4	7.0 HIGHTOWER			17.4	CR	
	2850	24.8	3.6 RAYBURN			31.7		
	1930	19.5	5.5 ROMAYOR			31.1		
	8600	37.7	6.7 FUQUA			10.0	Y	
		31.7	3.8 VOTAW			34.8		
	1940	17.4	6.6 BRAGG			19.3	B	
	7710	15.8	5.3 LELAVALE			23.2		
	1910	30.6	4.9 DIES			27.9		
	1930	31.7	5.0 S.P. Crossing KOUNTZE			31.7		
	4650	31.7	8.9 SILSBEE YL			143.8	TY CR	
			(152.2)			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*

*Maximum authorized speed when averaging 90 tons or over per car, or total consist exceeds 5,000 tons . . . 45 MPH

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

Location	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*	20
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 turnouts including main track switches 10 MPH.

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Navasota	M.P. 27.5 to 29.0	15 MPH
Conroe	M.P. 71.0 to 73.5	30 MPH
Silsbee	M.P. 150.6 to 152.6	*15 MPH

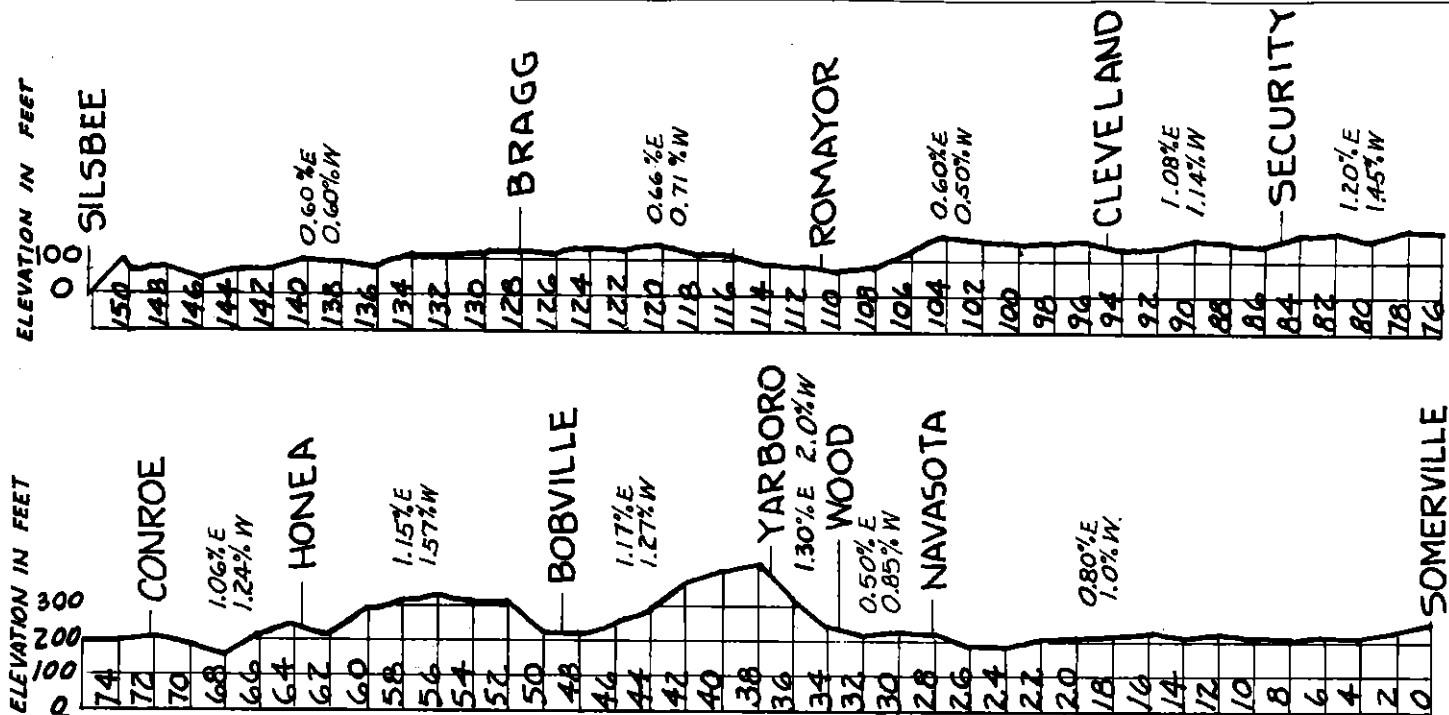
*Restriction applies only while head end of train is passing crossings.

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

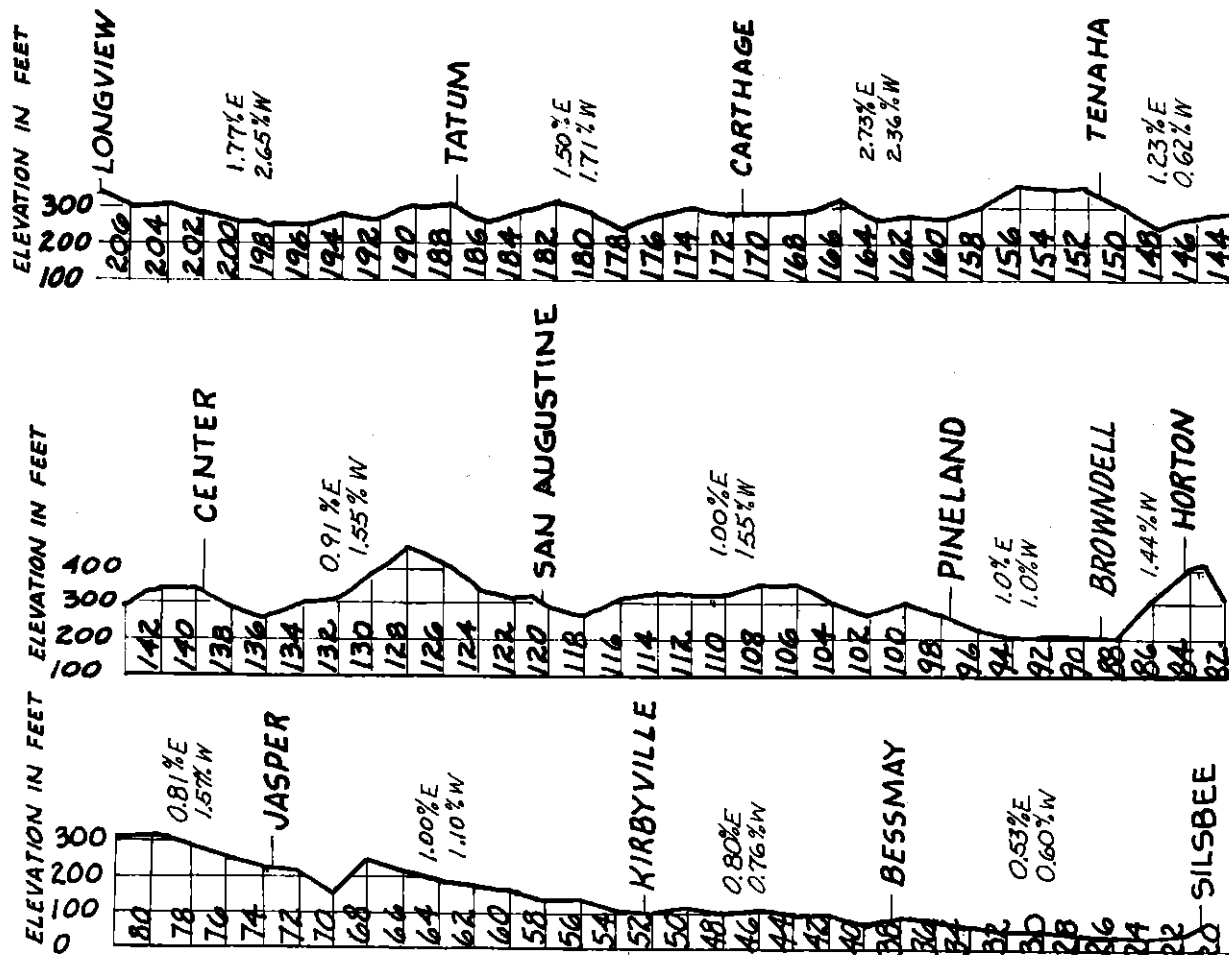
3. TRACKS BETWEEN STATIONS

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	2400
Youens-Columbia Carbon	77.0	1750
Smith and Co.	77.7	1500
Timber	83.1	680
Seaman	98.1	260
Union Tank Car Co.	99.5	1610
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. 9					
			May 26, 1978					
		Feet Per Mile	STATIONS		Feet Per Mile			
			LONGVIEW	YL		207.6		Y CR
	139.9		12.2		93.4			
			EASTON			196.4		
	69.7		7.6		63.4			
			TATUM			187.8		C
	61.7		6.4		79.2			
3160			BECKVILLE			181.4		
	90.2		9.7		73.9			
4050			CARTHAGE	YL		171.7		C
	124.6		10.0		144.1			
1210			GARY			161.7		
	52.8		10.1		63.3			
2580			S.P. Crossing					
	32.7		TENAHA	YL		151.6		C
			11.8		64.9			
2230			CENTER	YL		139.8		CY
	81.8		12.8		47.5			
3230			CALGARY			127.0		
	43.8		6.6		48.0			
2440			SAN AUGUSTINE	YL		120.4		CR
	81.8		5.5		45.4			
2420			VENABLE			114.9		
	54.9		10.2		48.5			
2880			BRONSON			104.7		
	50.6		7.2		52.8			
2180			PINELAND	YL		97.5		C
	52.8		9.9		52.8			
6030			BROWDELL			87.4		
	76.0		3.2		.0			
2170			HORTON			84.2		
	82.7		5.5		41.1			
2160			COLLINS			78.7		
	38.0		5.1		42.7			
4140			JASPER	YL		73.6		Y CR
	39.0		6.5		47.5			
2820			KEITHTON			67.1		
	58.0		4.7		52.8			
1800			ROGANVILLE			62.4		
	41.1		10.0		48.5			
1840			KIRBYVILLE	YL		62.4		CR
	40.1		4.4		31.1			
2880			CALL			48.0		
	31.7		4.8		42.2			
3180			LE VERTE			43.2		
	30.0		5.8		31.7			
2700			BESSMAY			37.4		
	26.4		1.3		23.7			
			BUNA			36.1		
	16.8		6.0		27.9			
3190			QUINN	YL		30.1		
	3.1		2.4		12.6			
4850			EVADALE	YL		27.7		
	31.6		7.0		19.0			
			SILSBEE	YL		21.0		TY CR
			(186.7)					

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Longview District	49 MPH*
Longview District, M.P. 162.0 to 207.8	35 MPH
Swepeco Industrial Spur	10 MPH

*Maximum authorized speed when exceeding 90 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	20
Curve, M.P. 155.8 to 156.1	40
2 Curves, M.P. 161.4 to 161.7	10
Curve, M.P. 171.3 to 171.5	20
2 Curves & Sabine River Bridge, M.P. 196.5 to 197.1	10
2 Curves, M.P. 205.2 to 205.7	25
10 Curves, M.P. 206.2 to 207.8	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnouts including main track switches 10 MPH.

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Silsbee	M.P. 21.1 to 21.7	*15 MPH
Jasper	M.P. 72.8 to 73.9	30 MPH
Tenaha	M.P. 150.2 to 152.7	*35 MPH

*Restriction applies only while head end of train is passing crossings.

(Longview District Continued on Page 16)

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.

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			NO. 9 May 26, 1978					
	Feet Per Mile		STATIONS	Feet Per Mile				
			OAKDALE YL		80.8			
			M.P. Crossing		80.6		C	
			Vancouver Plywood				Y	
			RR Crossing		80.2			
2270	32.2	8.8	ELIZABETH YL	20.0			C	
		9.7			72.0			
2780	34.8		PITKIN	45.9				
		11.9			62.3			
2720	33.2		MARKEE	47.5				
		12.0			50.4			
2260	36.9		DeRIDDER					
			K. C. S. Crossing YL		38.4		CR	
2290		4.9		21.0				
			SHEAR YL		33.5			
2480	26.3	1.0		18.4				
			BOISE SOUTHERN YL		32.5		C	
2690	26.3	5.0		18.4				
			NEALE		27.5			
2570	16.8	5.4		32.2				
			MERRYVILLE YL		22.1			
1950		6.4			15.7			
			BONWIER					
1270	26.4	3.5		23.8				
			FAWIL		12.2			
	28.5	12.2		33.7				
			KIRBYVILLE YL		0.0		CR	
			(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 turnouts including main track switches 10 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

LONGVIEW DISTRICT CONTINUED

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

Texas Eastman Plant - Longview

Track 2C - Spot 10
 Track 2 - Spots 3 and 6
 Track 2A - Spots 3 and 6
 Track 6A - Spot 20

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 Jct.	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	

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			NO. 9					
			May 26, 1978					
		Feet Per Mile	STATIONS		Feet Per Mile			
			SILSBEE	YL		21.0	TY CR	
	2660	25.3	6.9		41.1	14.1		
			LUMBERTON					
		27.6	3.8		23.2			
			LOEB JCT.	YL		10.3		
			S.P. Connection					
	1900	24.8	1.8		20.1	8.6		
			VOTH	YL				
		23.2	6.8		16.8			
			BEAUMONT	YL		1.7	Y CR	
		4.7	1.0		6.3	0.7		
			S.P. Crossing					
		4.7	0.1		6.3			
			M.P. Crossing					
			S.P. Crossing			76.4		
	770		5.5		2.6	70.9		
			BROOKS	YL				
		12.6	11.5		15.8			
	720		MOREY	YL		59.4		
		5.2	2.3		1.0			
	1990		HAMSHIRE	YL		57.1		
		11.0	5.3		7.3			
			WINNIE	YL		51.8	C	
	2300	.0	2.1		6.8			
			STOWELL	YL		49.7		
	2480	4.2	4.9		12.6	44.8		
			SEA BREEZE	YL				
	1960	.0	7.8		9.5	37.0		
			END OF TRACK					
			(59.8)					

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

*Maximum authorized speed when averaging 90 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 turnouts including main track switches 10 MPH.

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

	MPH
Silsbee M.P. 20.1 to 21.1	*15
Beaumont M.P. 9.1 to 69.9	20

*Restriction applies only while head end of train is passing crossings.

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
Texas Gas Corporation	55.1	940
Fannett	63.0	940
Galloway	65.9	600
Goodyear Storage	66.8	3000
Cheek	68.0	1300
Gulfeo	68.4	2200
American Rice Growers	69.0	1100
Coors Beer Company	73.7	442
Beaumont Warehouse-Corporation	73.8	702

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 movements to be made between Beaumont and Loeb Jct.

For eastward movements, Southern Pacific trains or engines must secure such permission before entering the Santa Fe main track at Calder Ave., Beaumont.

For westward movements, such permission must be obtained before departing Loeb Jct.

4. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand-operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine.

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. 196.0, Buckholts, house track spur and Milam Grain Co. track.
 M.P. 212.3 Heidenheimer, old siding.
- Third District—M.P. 34.5, Wickes spur.
 M.P. 36.0, Manvel, house track.
 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. 80.8, Wallis, house track.
 M.P. 87.1, El Pleasant.
- Houston District—M.P. 8.7, Taylor Forge
 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 100-799 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	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.

*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-199455 AT-199457 AT-199458 AT-199459 AT-199460 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	20	20	20
Bay City and			
Matagorda	10	10	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 with headend at locator, if possible, 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

- Conroe District
 - Somerville, M.P. 0.0 to 1.58
 - Conroe, M.P. 70.3 to 80.3
 - Cleveland, M.P. 93.0 to 96.5
 - Silsbee, M.P. 149.5 to 152.2
- First District
 - Temple, M.P. 218.4 to 222.3
 - Cleburne, M.P. 314.9 to 317.5
- Garwood District (Entire District)
- Hall District (Entire District)
- Lampasas District
 - Temple, M.P. 218.5 to 222.9
- Longview District
 - Silsbee, M.P. 21.0 to 30.9
 - Kirbyville, M.P. 51.0 to 53.9
 - Jasper, M.P. 70.9 to 75.8
 - Pineland, M.P. 96.2 to 99.5
 - San Augustine, M.P. 119.6 to 121.2
 - Center, M.P. 139.1 to 141.6
 - Teneha, M.P. 150.2 to 153.1
 - Carthage, M.P. 169.9 to 175.5
 - Longview, M.P. 202.0 to 207.6
- Matagorda District
 - Sealy, M.P. 0.0 to 1.2
 - Eagle Lake, M.P. 16.3 to 20.3
 - Cane Jct., M.P. 53.1 to 56.8
 - Bay City, M.P. 66.4 to 90.0
- Oakdale District
 - Kirbyville, M.P. 0.0 to 1.5
 - Merryville, M.P. 20.5 to 23.2
 - Boise Southern, M.P. 31.5 to 34.5
 - DeRidder, M.P. 37.4 to 39.9
 - Elizabeth, M.P. 70.0 to 73.1
 - Oakdale, M.P. 80.2 to 80.8
- San Saba District
 - Lometa, M.P. 0.0 to 2.3
 - Brady, M.P. 64.5 to 67.5
- Silsbee District
 - Silsbee, M.P. 21.0 to 19.3
 - Loeb Jct., M.P. 10.9 to 37.0
- Third District
 - Galveston, M.P. 0.0 to 8.1

10. BULLETIN BOOKS ARE LOCATED:

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

11. STANDARD CLOCKS ARE LOCATED:

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

TIME SERVICE

R. N. CROW, 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

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

LOCAL SURGEONS

DR. S. G. JOHNSON Cleburne
 DR. V. D. GOODALL Clifton
 DR. S. L. WITCHER Clifton
 DR. W. T. HOLDER Clifton
 DR. W. F. KEY, JR. Clifton
 DR. D. A. GLOFF Clifton
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 DR. CHAS. H. COX, JR. Temple
 DR. JACK S. WEINBLATT Temple
 DR. W. J. BRUCE Temple
 DR. W. W. PLASEK Temple
 DR. R. C. FELTS San Saba
 DR. F. W. FARLEY San Saba
 DR. S. M. MCANALLY Brady
 DR. RUSH McMILLIN Lampasas
 DR. W. M. BROOK Lampasas
 DR. M. K. PATTESON Lampasas
 DR. M. A. CHILDRESS Goldthwaite
 DR. LARRY R. DELANE Brownwood
 DR. P. M. WHEELIS Brownwood
 DR. NED SNYDER Brownwood
 DR. F. D. SPENCER, JR. Brownwood
 DR. SEALE T. CUTBIRTH Brownwood
 DR. HARRY N. THOMAS Brownwood
 DR. A. J. SPENCE Brownwood
 DR. WESLEY S. WISE Brownwood
 DR. LEBSTER W. LANG Brownwood
 DR. JAMES B. HAYES Brownwood
 DR. H. M. WESTPHAL Menard
 DR. GUARACY F. CARVALHO Menard
 DR. J. W. PITTMAN Belton
 DR. E. DOUGLAS PERRIN Cameron
 DR. JOE C. SMITH Caldwell
 DR. G. V. PAZDRAL Somerville
 DR. THOMAS H. GIDDINGS Brenham
 DR. H. E. ROENSCH Bellville
 DR. WINSTON B. NEELY Bellville
 DR. J. E. JUSTISS Bellville
 DR. REX G. FULLER Bellville
 DR. EARL E. TAN Bellville
 DR. VIRGIL B. GORDON Sealy
 DR. F. T. SMITH, JR. Sealy
 DR. STANLEY E. THOMPSON Richmond
 DR. D. R. CALDWELL Richmond
 DR. FRANZ E. AMMAN Rosenberg
 DR. LARRY D. SMITH Alvin
 DR. J. R. SMITH Alvin
 DR. ROBERT E. KING Alvin
 DR. KENNETH CHAMBLER Alvin
 DR. J. R. RAU Pearland
 DR. JORGE BADILO Houston
 DR. FLOYD F. McSPADDEN Houston
 DR. E. O. SMITH, JR. Houston
 DR. IVAN J. BARBER, JR. Hitchcock
 DR. WARREN T. LONGMIRE, JR. Hitchcock
 DR. E. R. ANDERS Hitchcock
 DR. A. J. JINKINS, JR. Galveston
 DR. J. C. LAUGHLIN Eagle Lake
 DR. R. R. THOMAS Eagle Lake
 DR. J. LANE BARBOUR Bay City
 DR. H. M. NORTHINGTON Wharton
 DR. J. W. SIMONS Newgulf
 DR. L. O. COLEMAN Navasota
 DR. H. M. FAULKNER Conroe
 DR. HENRY A. HOOKS Kountze
 DR. GEORGE D. TENNISON Silsbee
 DR. DOUGLAS K. TENNISON Silsbee
 DR. SAM P. COPLAND Silsbee
 DR. WALDEMAR T. WILDE Silsbee

LOCAL SURGEONS (Cont'd)

DR. RUFUS K. SIMPSON Beaumont
 DR. B. B. WESTBROOK, JR. Beaumont
 DR. W. C. ROLLO Winnie
 DR. EDWIN E. BUCKNER Longview
 DR. WILLIAM C. SMITH Carthage
 DR. JAMES F. MARTIN Center
 DR. C. HUNTER MALLORY Center
 DR. L. S. OATS, JR. Center
 DR. M. J. BUCHELE San Augustine
 DR. A. J. RICHARDSON, JR. Jasper
 DR. THOMAS A. LACOUR Oakdale
 DR. PAUL F. STRECKER De Ridder

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

DR. R. A. NEELY Bellville
 DR. S. BRASWELL LOCKER Brownwood
 DR. HOMER B. ALLEN, JR. Brownwood
 DR. BYRON J. BAILEY Galveston
 DR. B. A. MILSTEIN Galveston
 DR. JERRY JOHNSON Beaumont
 DR. M. WYATT HAISTON Beaumont
 DR. J. S. LEHMANN Beaumont
 DR. J. R. BABE Beaumont
 DR. C. W. PAYTON Longview
 DR. JOHN R. LOFTIS Longview
 DR. CLAUDE C. CODY III Houston

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

Average poles per mile by District

San Saba District	Lometa-Brady	30 poles/mile
Lampasas District	Temple-Brownwood	31 poles/mile
1st District	Cleburne-Temple	35 poles/mile
2nd District	Temple-Bellville	35 poles/mile
3rd District	Bellville-Alvin Alvin-Virginia Point	32 poles/mile 40 poles/mile
Houston District	Alvin-Houston	32 poles/mile
Garwood District	Rayner Jct.-Garwood	No pole line
Hall District	Thompsons-New Gulf New Gulf-Cane Jct.	No pole line 30 poles/mile
Matagorda District	Sealy-Bay City Bay City-Matagorda	30 poles/mile No pole line
Conroe District	Somerville-Navasota Navasota-Yarboro Yarboro-Honea Honea-Conroe Conroe-Silsbee	No pole line 30 poles/mile No pole line 30 poles/mile No pole line
Longview District	Silsbee-Kirbyville Kirbyville-Jasper Jasper-Pineland Pineland-Bronson Bronson-Longview	No pole line 30 poles/mile No pole line 30 poles/mile No pole line
Oakdale District	Kirbyville-Elizabeth Elizabeth-Oakdale	No pole line 30 poles/mile
Silsbee District	Silsbee-Beaumont Beaumont-Winnie	No pole line 37 poles/mile

SPECIAL CAR HANDLING INSTRUCTIONS 1-1-78

CD - Condemned	IP - Interchange Prohibited
DH - Do Not Hump	RE - Rear End Only
DU - Do Not Uncouple	25 - Speed Restriction (MPH)
HE - Head End Only	WH - Weigh Heavy
HL - High Wide Load	WI - Waive Inspection-Set Direct
HV - High Value	WL - Weigh Light
CB - Combustible	NG - Non Flammable Gas
CL - Chlorine	NP - No Placards Required
CM - Corrosive	OM - Oxidizer
DG - Dangerous	OP - Organic Peroxide
(@) FG - Flammable Gas	OX - Oxygen
FH - Flammable Gas	PA - Poison Gas
FL - Flammable	PB - Poison
FS - Flammable Solid	RM - Radioactive Material
FW - Flammable Solid W (Dangerous When Wet)	XA - Explosive "A"
	XB - Explosive "B"

(*) Numeric MPH speed restriction, e.g., 25 for a car restricted to 25 MPH.

(@) Code FG for DOT 112A or 114 A tank cars (without head shields) placarded Flammable Gas.

(#) Applies only to loaded or empty tank cars.

Codes will appear in the SCHI Field of a wheel report or PPSI Field of a waybill data report.

HOW TO USE THIS CHART:

- To determine where a placarded car can be placed in a train follow these steps:
- Determine the type of placard that is applied to the car. From Line 1.
- Determine the type of car to which the placard is applied from. Line 2.
- Follow vertically down the chart and note which lines apply.
- The symbol "✓" indicates wording at the side that applies.
- See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1		PLACARD APPLIED ON CAR	2										
			ANY CARS (Flat-top car, excepting tank car or combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE	
3	RESTRICTIONS												
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓					✓				
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓					✓				
6	MUST NOT BE PLACARDED NEXT TO	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓				✓ ^②				
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓				✓				
8		ENGINE	✓	✓	✓	✓	✓				✓		
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓			✓ ^④	✓		
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓				✓		
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③				✓				
12		UNDEVELOPED FILM					✓						
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓				✓				
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓								
15		CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓	✓			
16		POISON GAS	✓					✓	✓	✓			
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓							
18		RADIOACTIVE	✓	✓	✓				✓	✓			

FOOTNOTES:

① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

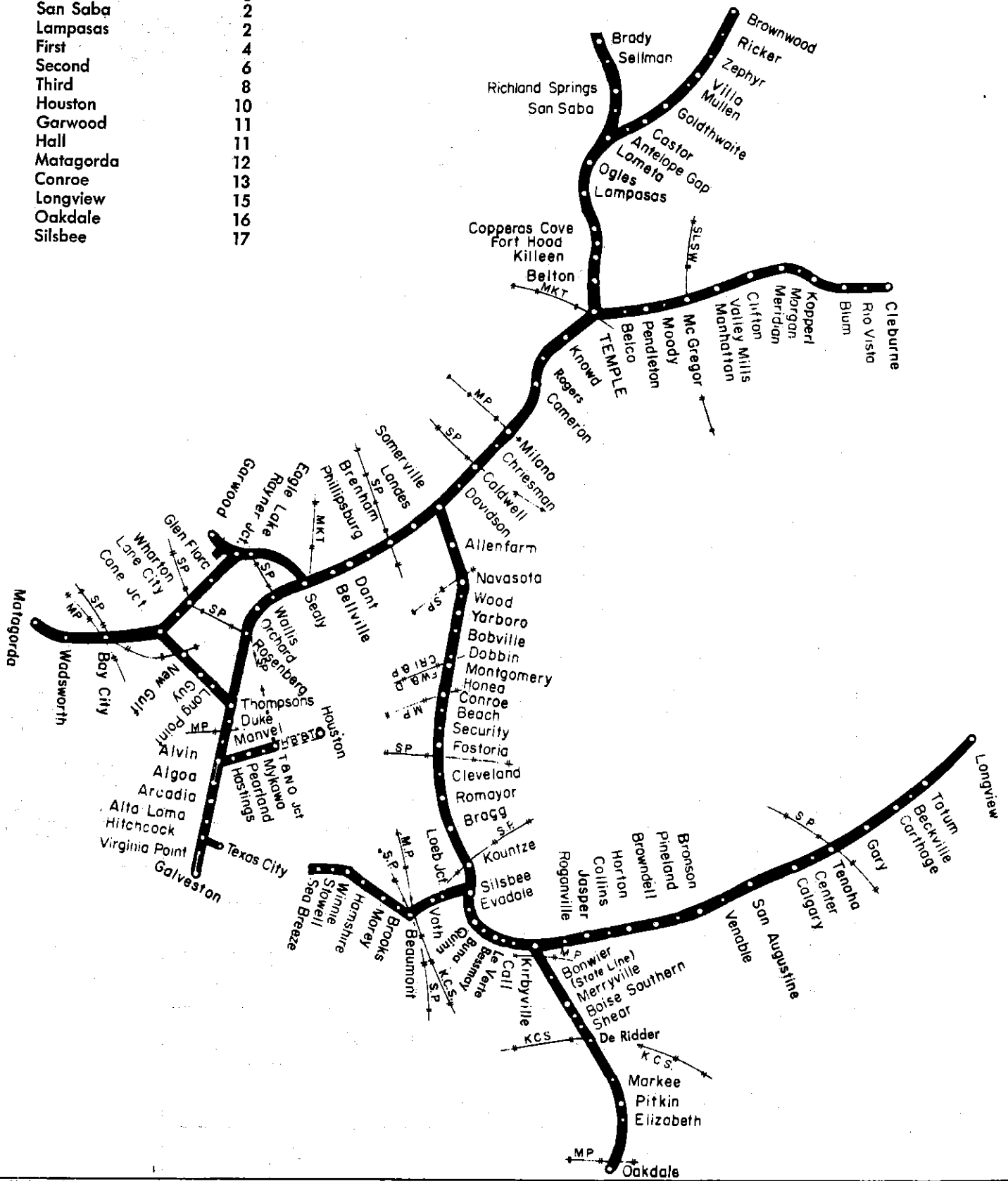
② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

④ Applies only in mixed train service, see section 174.87

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SOUTHERN DIVISION