



**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.
- M. H. LYNE ..... Temple, Tex.
- L. W. DILLMAN ..... 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.
- H. D. PEARSON ..... 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  | G. E. COUSINS   |
| J. L. CONNER        | R. J. PADILLA   |
| C. G. PULLEN        | J. B. BOMAR     |
| R. J. GAUER         | W. R. WELCH     |
| G. M. STANDARD      | B. D. KIRK      |
| J. E. ROSE          | C. L. WILSON    |
| G. T. ROSS          | M. A. ERIKSON   |
| C. C. McFARLAND     | R. BROUGHTON    |
| J. E. JONES         | J. D. FOWLER    |
| R. A. KOŁODZIEJCZYK | J. R. RIVERS    |
| R. E. SMITH         | S. S. WILKENING |
| L. P. GILES         | T. L. JORGENSON |
| W. D. GUTHRIE       |                 |

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.**

**10**

**IN EFFECT**

**Sunday, April 29, 1979**

**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.

**W. C. SPANN,**  
Superintendent,  
Temple, Texas.

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. 10 April 29, 1979						
		Feet Per Mile	STATIONS			Feet Per Mile			
			<b>LOMETA</b> 24.7	YL		0.0	Y CR		
	2630	51.2	<b>SAN SABA</b> 14.8		28.4	24.7	B		
	1670	39.9	<b>RICHLAND SPRINGS</b> 26.4		31.7	39.5			
	2220	.0	<b>BRADY</b> 1.6	YL	52.8	65.9	CY		
			<b>END OF TRACK</b> (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. 10 April 29, 1979						
		Feet Per Mile	STATIONS			Feet Per Mile			
			<b>TEMPLE</b> 1.7	YL		66.0	218.2	Y CR	
			<b>GOBER</b> 6.5	YL		70.4	219.9		
	5480		<b>BELTON</b> 9.3		72.8	57.0	226.4	Y	
			<b>NOLANVILLE</b> 7.8		0.0	57.0	235.7		
			<b>KILLEEN</b> 2.6		0.0	57.0	243.5	CR	
			<b>FORT HOOD</b> 8.0		66.5	57.0	246.1	Y	
	5500		<b>COPPERAS COVE</b> 8.5		68.6	5500	254.1	B	
			<b>KEMPNER</b> 10.6		32.7	5960	263.1	B	
	6250		<b>LAMPASAS</b> 9.9		47.5	66.5	273.7	CBY	
	4930		<b>OGLES</b> 8.1		68.6	69.7	283.6		
			<b>LOMETA</b> 8.3		63.4	71.2	291.7	Y CR	
	3990		<b>ANTELOPE GAP</b> 6.1		66.0	3990	300.0	B	
	4980		<b>CASTOR</b> 7.2		66.0	4980	306.1		
	5080		<b>GOLDTHWAITE</b> 10.3		67.0	5080	313.3	B	
	5270		<b>MULLEN</b> 6.7		66.0	5270	323.6		
	5170		<b>VILLA</b> 5.9		66.0	5170	330.8		
	4910		<b>ZEPHYR</b> 8.2		66.0	4910	336.2	B	
	5260		<b>RICKER</b> 4.0		66.0	5260	344.4		
	5400		<b>BROWNWOOD</b> (130.2)	YL	66.0	5400	348.4	TY CR	

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 30 MPH

(B) SPEED RESTRICTIONS—CURVES, TRACK AND BRIDGES

Location	Speed
Colorado River Bridge, M.P. 13.7 to 14.0	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
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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

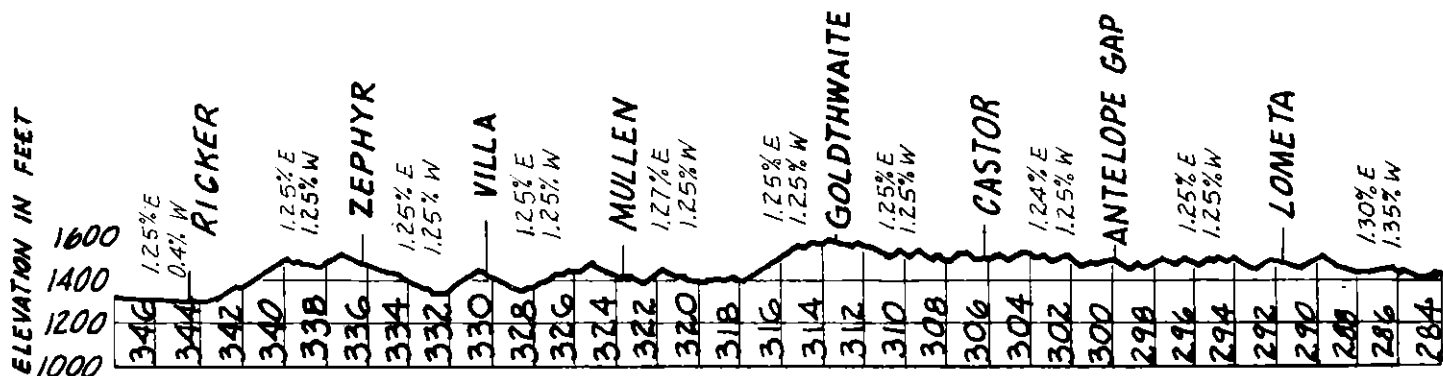
Name	Mile Post	Track Capacity in Feet
Texas Architectural Aggregates	25.5	330
Texas Architectural Aggregates	25.9	650

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.



**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Lampasas District	55 MPH
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**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
23 Curves, M.P. 255.7 to 274.1	50
1 Curve, M.P. 283.9 to 284.3	50
1 Curve, M.P. 298.6 to 299.1	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.	Frt.
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

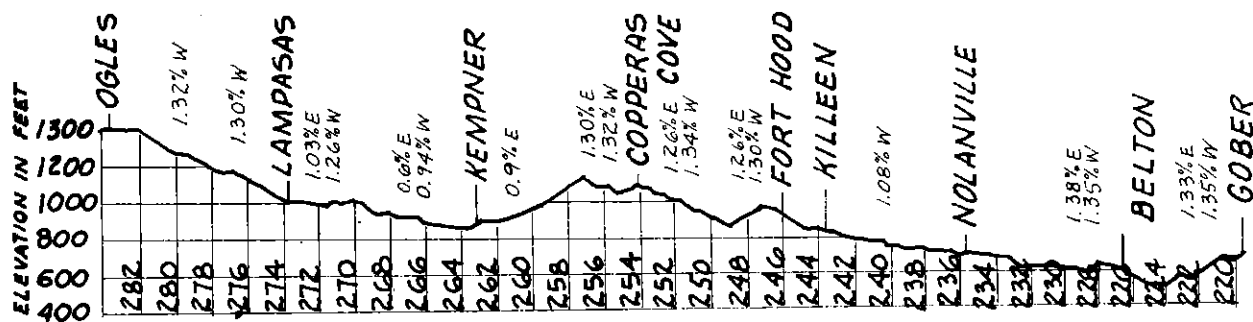
\*Restriction applies only while head end of train is passing crossings.

**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
Alamosa Explosive	334.4	240



# 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				STATIONS	Feet Per Mile	First Class					
15	21					16				22	
April 29, 1979											
Leave Daily PM	Leave Mon. Thurs. Sat. AM		Feet Per Mile					Arrive Daily PM	Arrive Sun. Tue. Fri. PM		
1.51	9.51		48.0	<b>CLEBURNE</b> YL	53.3	317.5	TY CR	1.30	3.15		
1.59	9.58	5440	52.8	7.2 RIO VISTA	66.0	310.3	B	1.18	3.04		
2.05	10.03	6680	31.7	6.5 BLUM	39.6	303.5		1.10	2.57		
2.14	10.10	6840	37.5	9.1 KOPPERL	52.8	294.4		12.59	2.48		
2.23	10.16	6910	47.5	6.6 MORGAN	66.0	287.8	B	12.52	2.41		
<sup>22</sup> 2.33	10.23	6460	66.0	7.4 MERIDIAN	73.9	280.7		12.44	<sup>15</sup> 2.33		
2.43	10.32	6790	53.3	10.3 CLIFTON	66.0	270.4	CR	12.33	2.22		
2.53	10.41	3110	66.0	11.0 VALLEY MILLS	65.4	259.2		12.21	2.11		
2.58	10.45	6620	66.0	4.5 MANHATTAN	66.0	254.7	B	12.14	2.06		
<sup>s</sup> 3.08	<sup>s</sup> 10.54	7870	42.2	11.3 St. L. S. W. Crossing McGREGOR	66.0	243.4	Y CR	<sup>s</sup> 12.01	<sup>s</sup> 1.54		
3.19	11.07	7180	66.0	9.9 MOODY	66.0	233.5	B	11.52	1.45		
3.28	11.19	6990	66.0	8.1 PENDLETON	66.5	225.4	B	11.45	1.35		
3.33	11.25		66.0	4.2 BELCO YL	66.5	221.2		11.41	1.30		
<sup>s</sup> 3.40	<sup>s</sup> 11.30		66.0	3.0 <b>TEMPLE</b> YL		218.2	Y CR	11.38	1.25		
PM	AM			(99.1)				AM	PM		
Arrive Daily	Arrive Mon. Thurs. Sat.							Leave Daily	Leave Sun. Tue. Fri.		
54.5	60.1			Average speed per hour				53.1	54.0		

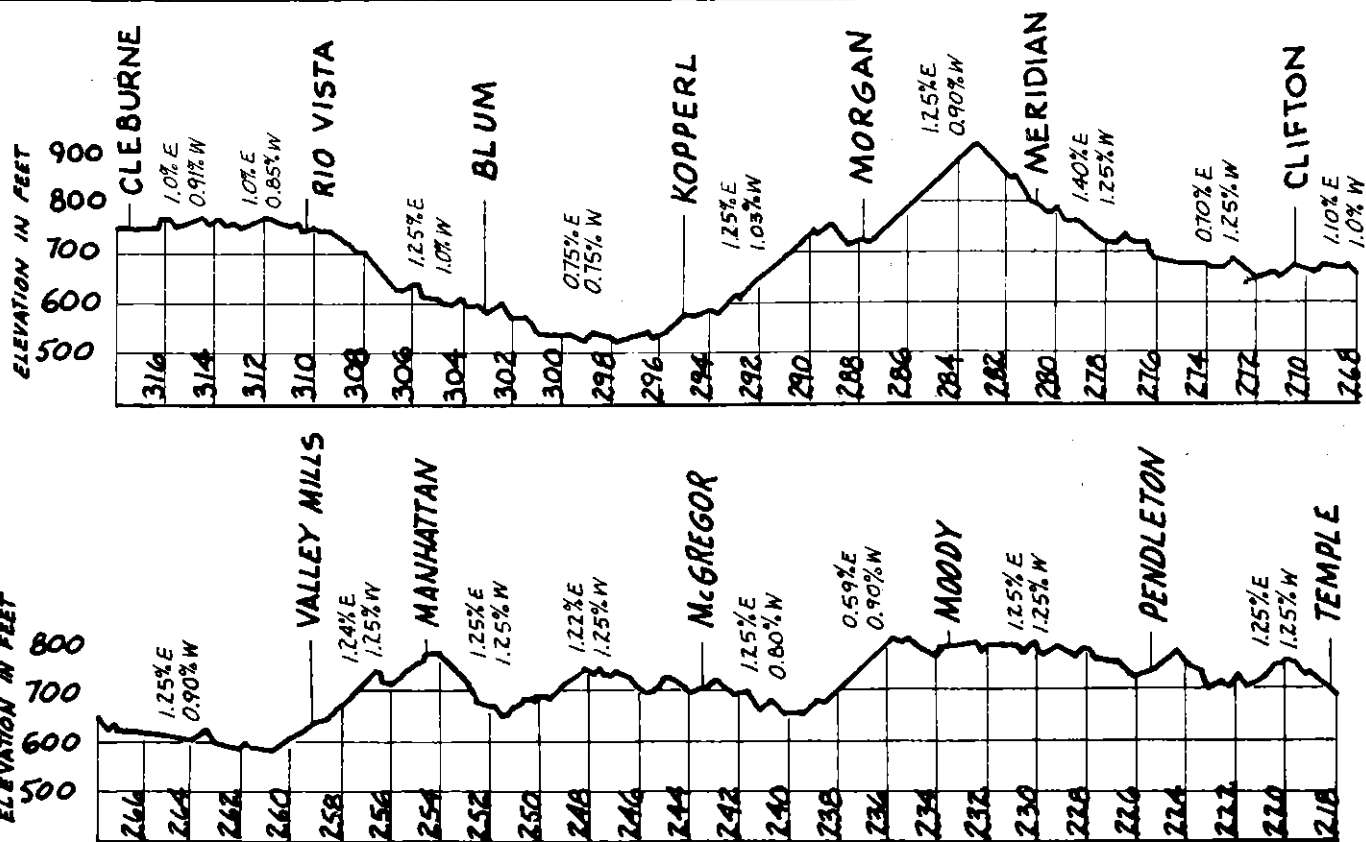
Trains must get clearance card before leaving Temple and Cleburne.

**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.



# SOUTHERN DIVISION

# FIRST DISTRICT 5

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

First District	MPH	
	Psgr.	Frts.
	79	60*

\*Maximum authorized speed:

- (a) When handling one or more empty cars:  
 (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads) ..... 55 MPH
- (b) When averaging 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

	M.P.	MPH	
		Psgr.	Frts.
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



**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH	
	Psg.	Fr.
Second District	79	60*

\*Maximum authorized speed:

- (a) When handling one or more empty cars:  
(Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads) ..... 55 MPH
- (b) 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
Track, M.P. 105.5 to 106.8	20
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
	I	Both ends siding	20
Somerville	I	East end yard	30
	I	East end tail track	10
Bellville	I	West switch west lead	30

**(D) SPEED RESTRICTIONS - STREET CROSSINGS**

	MPH	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	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 10 April 29, 1979	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
5.40			<b>BELLVILLE</b>		106.2	T	9.33
		16.3	11.6	29.0		CR	
	10400	34.8	M-K-T Crossing				
			<b>SEALY</b>		94.6	YC	
			12.4	37.4			
	11740		S. P. Crossing		82.2		
			1.4				
		12.1	<b>WALLIS</b>	13.2	80.8		
			4.6				
		8.4	<b>ORCHARD</b>	16.3	76.2		
			10.0				
6.38			<b>TOWER 17</b>				8.54
PM		.0	S. P. Crossing	7.3	66.2	C	
Arrive Daily	12210		0.4				AM
	11450	29.0	<b>ROSENBERG</b>	26.9	65.8		Leave Daily
			10.8				
		7.9	<b>BOOTH</b>	33.7	55.0		
			4.6				
		2.6	<b>THOMPSONS</b>	33.7	50.4	C	
			4.2				
Via		18.4	<b>SUGARLAND JCT.</b>				Via
S.P.			M. P. Crossing	4.7	46.2		S.P.
	8790		1.9				
			<b>DUKE</b>		44.2		
		2.4	M. P. Crossing	6.3	42.9		
	12210		8.3				
		7.9	<b>MANVEL</b>	10.5	36.0		
			7.4				
		5.2	<b>ALVIN</b>		28.6	Y	
			4.2	6.3		CR	
		3.2	<b>ALGOA</b>		24.4	Y	
	5460		13.4				
		14.7	<b>TEXAS CITY JCT.</b>	12.1	11.0	YB	
			4.7				
		.0	<b>VIRGINIA POINT</b> YL	8.9	6.3		
			2.1				
		.0	<b>ISLAND</b> YL	15.3	4.2		
			2.0				
		.0	<b>GALVESTON</b> YL		2.2	T	
			0.8	.0		CR	
		.0	S. P. Crossing YL	.0	1.4		
		.0	1.1	.0			
		.0	Wharves Crossing YL	.0	0.3		
		.0	0.7	.0	0.0		
		.0	End of Track YL				
			(106.6)				
41.4			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, 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, controlled signal governing eastward movement from east leg of wye to Third District main track is located to left of wye track as viewed by eastward trains.

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.

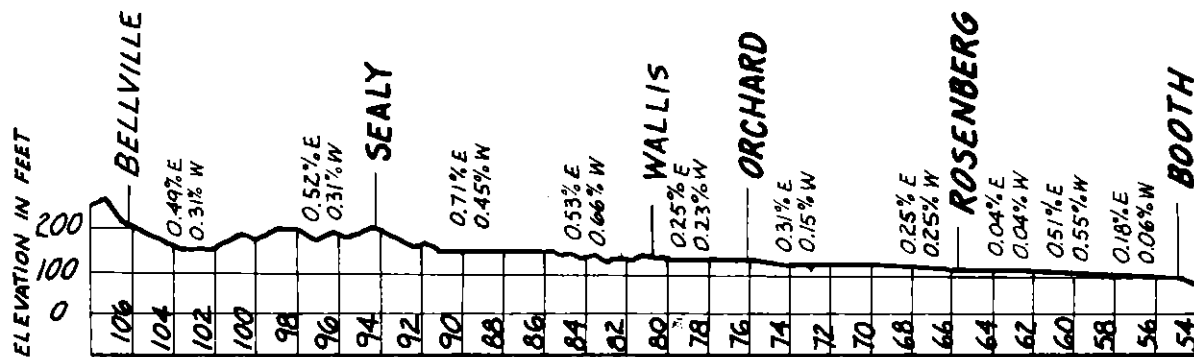
At west end of siding Sealy and at each end of sidings Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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.





# SOUTHERN DIVISION

# THIRD DISTRICT 9

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psgr.	Frts.
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
Track, M.P. 105.5 to 106.8	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 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	10
	I	West switch west lead	30

### (C) SPEED RESTRICTIONS—(Cont'd.)

Station	Type	Location	MPH
Tower 17	I	S.P. Junction	20
Rosenberg	I	S.P. Transfer	20
Thompsons	I	East leg wye	20
Alvin	I	Crossovers	15
	I	Turnouts, East leg of wye (Bellville side)	10
M.P. 27.1	I	Turnouts, West leg of wye (Galveston side)	25
	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	10

### (D) SPEED RESTRICTIONS - STREET CROSSINGS

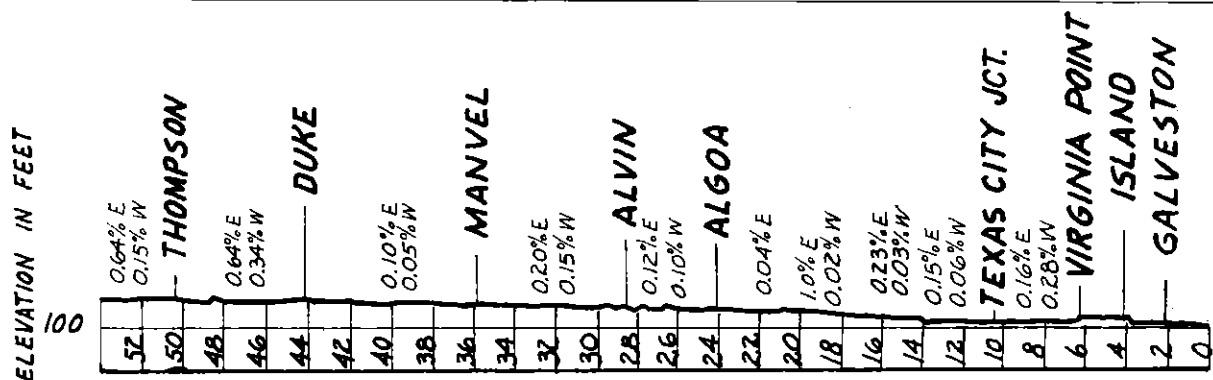
Richmond	M.P. 62.5 to 63.7	25 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

### 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
Richmond 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		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			NO. 10 April 29, 1979					
		Feet Per Mile	STATIONS	Feet Per Mile				
↓		1.5	ALVIN 4.1	.0	.0	Y	↑	
	13140	2.6	HASTINGS 5.9	.0	4.1	CR		
	5490		PEARLAND 4.0	10.5	10.0	CR		
	S 10320	.0	MYKAWA 5.4	0.1	14.0	Y		
	N16230		S.P. Crossing T & N.O. JCT. 0.9		19.4			
		.0	NEW SOUTH YARD 3.8		20.3	CR		
			HOUSTON 24.1		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, 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, controlled signal governing eastward main track movement at east end of siding located to left of main track as viewed by eastward trains.

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 south 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 M.P. 18	55 MPH*
MP 18 and T&NO Jct.	20 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)	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

Houston	M.P. 17.2 to 19.4	45 MPH
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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
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		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 10 April 29, 1979					
		Feet Per Mile	STATIONS		Feet Per Mile			
↓	58.0		RAYNER JCT.	YL	58.0	0.0		↑
			9.6					
			GARWOOD	YL		9.6		
			(9.6)					

**HALL DISTRICT**

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 10 April 29, 1979					
		Feet Per Mile	STATIONS		Feet Per Mile			
↓	5030	7.9	THOMPSONS	YL	5.3	34.0	C	↑
		5.3	11.1					
		6.3	LONG POINT	YL	11.6	22.9		
			5.1					
		4.8	GUY	YL	10.6	17.8	Y	
			11.2					
			NEWGULF	YL	4.2	6.6	C	
			S.P. Crossing					
			6.6					
			CANE JCT.	YL		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.

At Thompsons, Hall District main track switch to east leg of wye normally lined for east leg wye.

At Smithers Lake, main track switch to coal lead normally lined for coal lead.

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

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, except 20 MPH through turnout from Hall District to east leg wye at Thompsons.

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	H&LP Yard

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 10 April 29, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				<b>SEALY</b> YL		0.0	CY	
	3670	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		
			0.9					
	3760	31.6		<b>EAGLE LAKE</b> YL	31.6	18.5	CR	
		15.7	1.3	RAYNER JCT. YL	26.4	19.8		
			8.2		13.2			
	1290	34.3		BONUS		28.0		
			4.0		23.7			
				EGYPT		32.0		
		4.2	5.0		6.3			
	3490	.0		GLEN FLORA		37.0		
			5.8	S. P. Crossing	19.5	42.8		
		.0	0.3		22.1			
	3340			WHARTON		43.1	C	
		4.2	8.3		8.9			
				LANE CITY		51.4		
		4.7	3.8		12.6			
				CANE JCT. YL		55.2	Y	
		10.6	5.3		10.6			
				RUNNELLS		60.5		
		7.9	7.8	S. P. Crossing	11.6	68.3		
		.0	0.3		3.1			
	2690			<b>BAY CITY</b> YL		68.6	CR	
		.0	0.4	M. P. Crossing	1.5	69.0		
		11.6	7.3		23.7			
				SOUTH BAY CITY YL		76.3		
		16.8	3.3		12.1			
				WADSWORTH YL	11.0	79.6		
		12.1	10.4					
				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	Rolling Grade Ascending	TIME TABLE		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 10					
			April 29, 1979					
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>SOMERVILLE</b> YL			0.0	Y CR	
	2770	52.8	5.4 SCOFIELD		31.7	5.4		
	5650	52.8	12.9 ALLENFARM		40.2	18.3		
	1930	52.8	9.8 NAVASOTA S.P. Crossing		42.2	28.1	CR	
	4620	44.8	5.0 WOOD		26.4	33.1		
	2600	106.1	4.6 YARBORO		68.6	37.7		
		67.0	11.2 BOBVILLE		61.7	48.9		
		.0	1.0 CRIP-FWD Crossing DOBBIN		53.3	49.9		
		82.8	5.7 MONTGOMERY		57.0	55.6		
	7910	73.9	8.2 HONEA		60.7	63.8		
		65.4	8.4 CONROE M.P. Crossing	YL	55.9	72.2	CR	
	5600	56.4	2.4 BEACH	YL	60.2	74.6		
	2580	54.9	4.5 WAUKEGAN	YL	61.2	79.1		
	1840	76.5	5.9 SECURITY		63.3	85.0		
	9650	52.8	4.6 FOSTORIA		41.1	89.6		
	1830	60.1	5.3 S.P. Crossing CLEVELAND	YL	57.0	94.9	CR	
	3850	26.4	7.0 HIGHTOWER		17.4	101.9		
	2770	24.8	3.6 RAYBURN		31.7	105.5		
	1850	19.5	5.5 ROMAYOR		31.1	111.0	Y	
	8540	37.7	6.7 FUQUA		10.0	117.7		
	1940	31.7	3.8 VOTAW		34.8	121.5	B	
	7650	17.4	6.6 BRAGG		19.3	128.1		
	1850	15.8	5.3 LELAVALLE		23.2	133.4		
	1940	30.6	4.9 DIES		27.9	138.3		
	5540	31.7	5.0 S.P. Crossing KOUNTZE		31.7	143.8		
		31.7	8.9 <b>SILSBEE</b> YL		31.7	152.2	TY CR	

(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

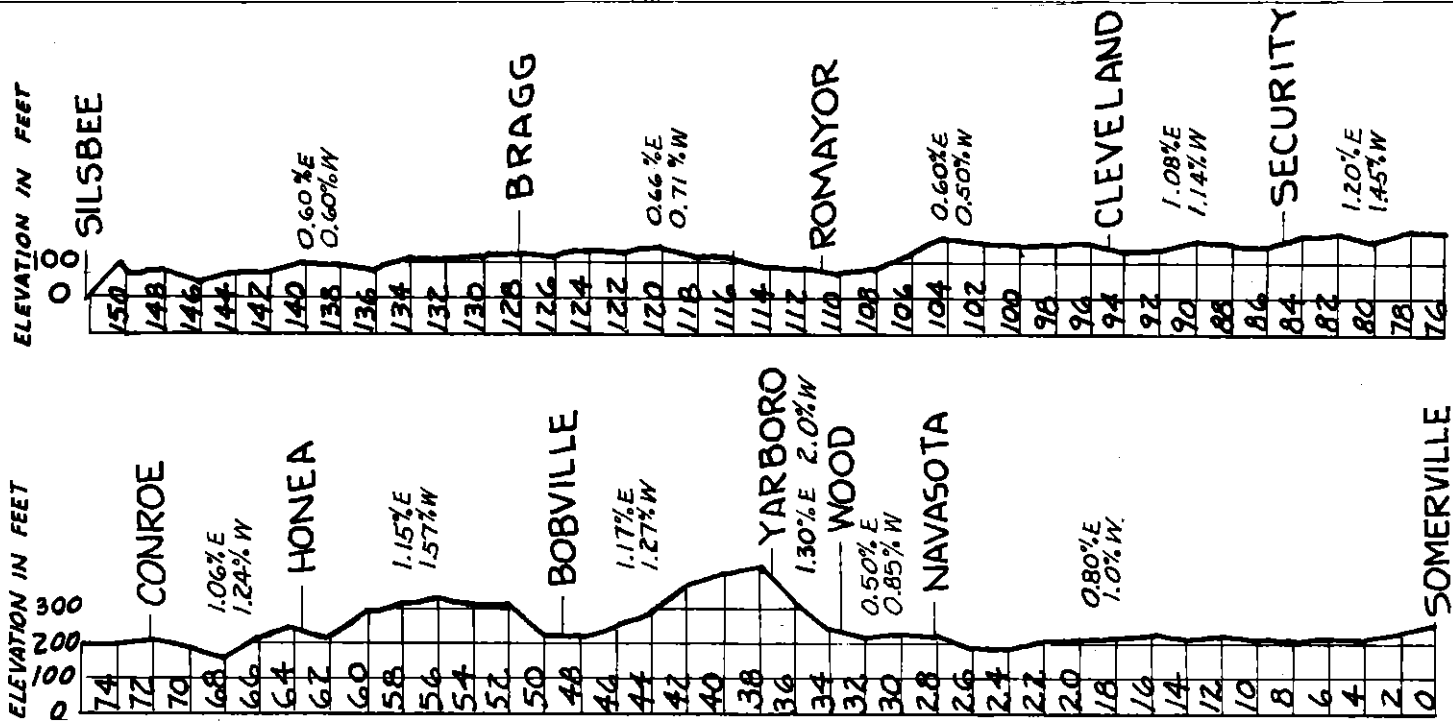
\*Restriction applies only while head end of train is passing crossings.

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

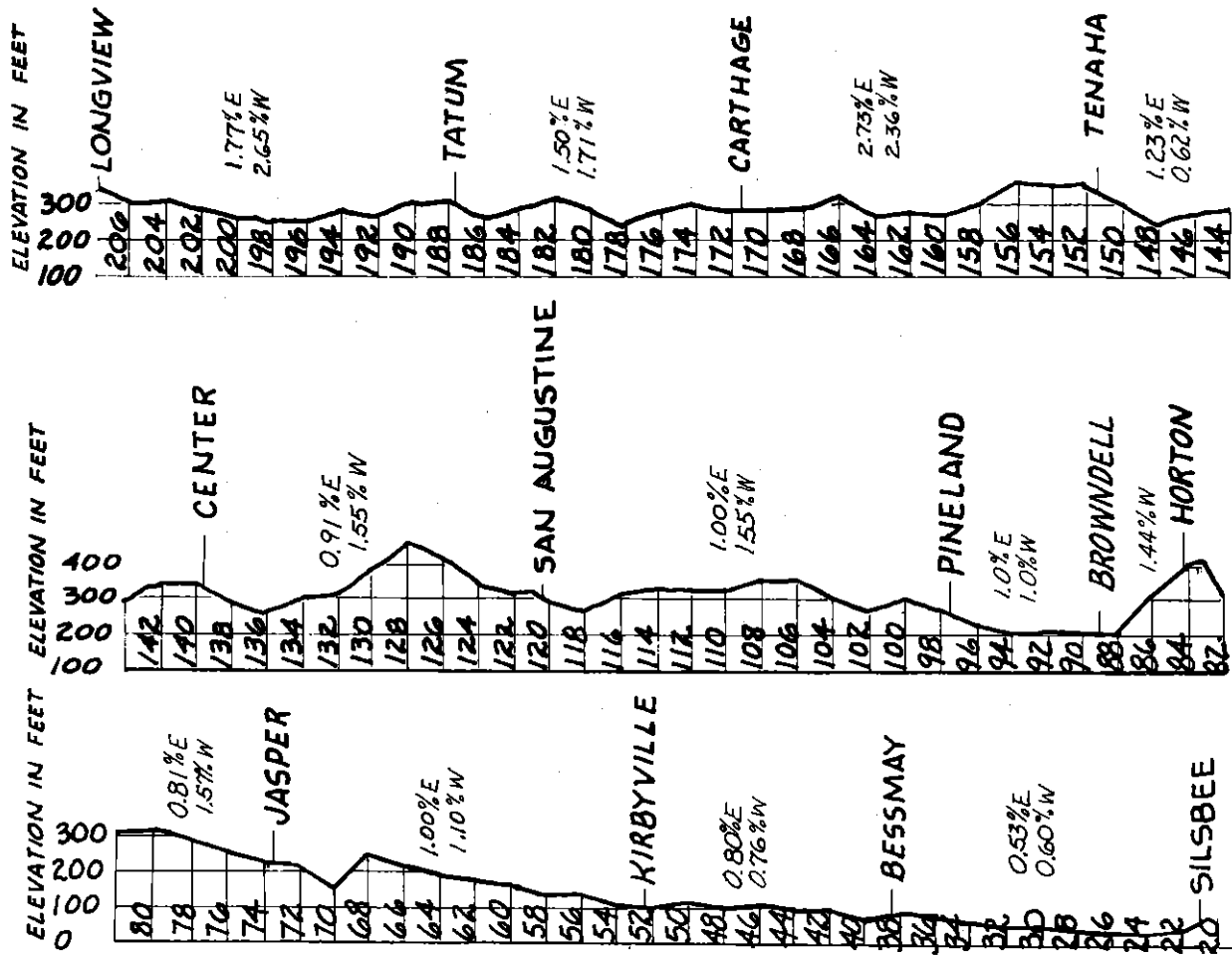
3. TRACKS BETWEEN STATIONS

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. 10 April 29, 1979					
	Feet Per Mile	STATIONS		Feet Per Mile			
		<b>LONGVIEW</b>	YL		207.6		Y CR
	139.9	12.2		93.4			
		<b>EASTON</b>			195.4		
	69.7	7.6		63.4			
		<b>TATUM</b>			187.8		C
	61.7	6.4		79.2			
2760		<b>BECKVILLE</b>			181.4		
	90.2	9.7		73.9			
4010		<b>CARTHAGE</b>	YL		171.7		C
	124.6	10.0		144.1			
1150		<b>GARY</b>			161.7		
	52.8	10.1		63.3			
		S.P. Crossing					
2550		<b>TENAHA</b>	YL		151.6		C
	32.7	11.8		64.9			
2040		<b>CENTER</b>	YL		139.8		CY
	81.8	12.8		47.5			
3200		<b>CALGARY</b>			127.0		
	43.8	6.6		48.0			
		<b>SAN AUGUSTINE</b>	YL		120.4		CR
2490		5.5		46.4			
2330		<b>VENABLE</b>			114.9		
	54.9	10.2		48.5			
1930		<b>BRONSON</b>			104.7		
	50.6	7.2		52.8			
2080		<b>PINELAND</b>	YL		97.5		C
	52.8	9.9		52.8			
5970		<b>BROWDELL</b>			87.4		
	76.0	3.2		0			
2080		<b>HORTON</b>			84.2		
	82.7	5.5		41.1			
2020		<b>COLLINS</b>			78.7		
	38.0	5.1		42.7			
		<b>JASPER</b>	YL		73.6		Y CR
4140		6.5		47.5			
2080		<b>KEITHTON</b>			67.1		
	58.0	4.7		52.8			
1710		<b>ROGANVILLE</b>			62.4		
	41.1	10.0		48.5			
		<b>KIRBYVILLE</b>	YL		52.4		CR
1950		4.4		31.1			
2760		<b>CALL</b>			48.0		
	31.7	4.8		42.2			
3080		<b>LE VERTE</b>			43.2		
	30.0	5.8		31.7			
2640		<b>BESSMAY</b>			37.4		
	26.4	1.3		23.7			
		<b>BUNA</b>			36.1		
	16.8	6.0		27.9			
3110		<b>QUINN</b>	YL		30.1		
	3.1	2.4		12.6			
		<b>EVADALE</b>	YL		27.7		
	31.6	7.0		19.0			
		<b>SILSBEE</b>	YL		21.0		TY CR
		(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*
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)

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			No. 10 April 29, 1979					
	Feet Per Mile		STATIONS	Feet Per Mile				
			<b>OAKDALE</b> YL		80.8			
			M.P. Crossing		80.8		C	
			Vancouver Plywood					
			RR Crossing		80.2		Y	
			8.8	20.0				
			<b>ELIZABETH</b> YL		72.0		C	
			9.7	45.9				
			<b>PITKIN</b>		62.3			
			11.9	47.5				
			<b>MARKEE</b>		50.4			
			12.0					
			<b>DeRIDDER</b>		38.4		CR	
			K. C. S. Crossing	21.0				
			4.9					
			<b>SHEAR</b> YL		33.5			
			1.0	18.4				
			<b>BOISE SOUTHERN</b> YL		32.5		C	
			5.0	18.4				
			<b>NEALE</b>		27.5			
			5.4	32.2				
			<b>MERRYVILLE</b> YL		22.1			
			6.4					
			<b>BONWIER</b>		15.7			
			3.5	23.8				
			<b>FAWIL</b>		12.2			
			12.2	33.7				
			<b>KIRBYVILLE</b> 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. 10					
			April 29, 1979					
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>SILSBEE</b>	YL		21.0	TY CR	
	2580	25.3	6.9 LUMBERTON		41.1	14.1		
		27.5	3.8 LOEB JCT.	YL		10.3		
	1840	24.8	S.P. Connection		20.1	8.5		
		23.2	1.8 VOTH	YL	16.8			
		4.7	6.8 BEAUMONT	YL		1.7	Y CR	
		4.7	1.0 S.P. Crossing		6.3	0.7		
		1.0	0.1 M.P. Crossing			76.4		
	720	12.6	S.P. Crossing		2.6	70.9		
	670	5.2	5.5 BROOKS	YL	15.8	59.4		
	1900	11.0	11.5 MOREY	YL	1.0	57.1		
	2230	.0	2.3 HAMSHIRE	YL	7.3	51.8	C	
	2400	4.2	5.3 WINNIE	YL	6.8	49.7		
	1910	.0	2.1 STOWELL	YL	12.6	44.8		
			4.9 SEA BREEZE	YL	9.5	37.0		
			7.8 END OF TRACK					
			(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 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.

**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
Gulfco	68.4	2200
American Rice Growers	69.0	1100
Coors Beer Company	73.7	442
Beaumont Warehouse-Corporation	73.8	702

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. 205.8, Laughlin Spur.  
 M.P. 212.3 Heidenheimer, old siding.
- Third District—M.P. 30.3, M.A. Oliver Spur.  
 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.
Second District.		
M.P. 129.0	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and OTP display board—M.P. 129.0.
M.P. 161.3	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and OTP display board—M.P. 161.3.
M.P. 182.3	Dragging Equipment	Rotating white lights—M.P. 182.3 and at block signals 1841 and 1842. (Indicator on field side marked D. E.)
M.P. 182.3	Shifted Load	Rotating white lights—M.P. 182.3 and at block signals 1841 and 1842. (Indicator nearest the track marked S. L.)
M.P. 192.4	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights—Westward—M.P. 192.4 and locator at east switch of siding Cameron. (Indicator on field side marked H.B.) Eastward—M.P. 192.4 and locator at west switch of siding Buckholts.
M.P. 192.4	Shifted Load	Rotating white lights—M.P. 192.4 and at east switch of siding Cameron. (Indicator nearest the track marked S. L.)
Third District.		
M.P. 77.3	Dragging Equipment Hot Box (Dual Purpose Detector)	Rotating white lights—Eastward—M.P. 77.3 and locator at west switch siding Wallis. Westward—M.P. 77.3 and locator at M.P. 75.3.

## 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.

## SHIFTED LOAD DETECTORS

When detector is actuated, indicators marked "SL" located nearest the track at locations listed, will display rotating white light. When actuated, trains moving in either direction must be stopped immediately, inspection made on both sides of train for shifted load and protruding objects.

When indicators display rotating white light before engine of trains approaching Little River Bridge reaches the detector, trains must stop promptly and inspect both sides of train for shifted load or protruding objects.

When indicators display rotating white light before engine of trains, which have previously passed over Little River Bridge, reaches the detector, trains may proceed at prescribed speed without stopping for inspection and train must be observed closely enroute.

The train dispatcher must be advised by quickest means of communication the result of inspection made of trains stopped by the detector.

These detectors will not clear man on side of car.

## 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 (SP)	Yard and	Sosan (San
Cleburne	Settegest	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) _____	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.

Galveston: AT&SF trains and engines use Galveston Wharves tracks at Galveston and are governed by AT&SF Time Table and Rules.

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. RAMPY, 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  
 DR. L. E. ROBERTSON ..... McGregor  
 DR. DAVID EANES ..... Temple  
 DR. CHAS. H. COX, JR. .... Temple  
 DR. JACK S. WEINBLATT ..... Temple  
 DR. W. J. BRUCE ..... Temple  
 DR. W. W. PLASEK ..... Temple  
 DR. S. M. MCANELLY ..... 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. LESTER W. LANG ..... Brownwood  
 DR. JAMES B. HAYES ..... Brownwood  
 DR. H. M. WESTPHAL ..... Menard  
 DR. GUARACY F. CARVALHO ..... Menard  
 DR. J. W. PITTMAN ..... Belton  
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 DR. JOE C. SMITH ..... Caldwell  
 DR. G. V. FAZDRAL ..... 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. SMITE ..... Alvin  
 DR. ROBERT E. KING ..... Alvin  
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 DR. J. R. RAU ..... Pearland  
 DR. JORGE BADILLO ..... Houston  
 DR. FLOYD F. McSPADEN ..... 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. COPELAND ..... Silsbee  
 DR. WALDEMAR T. WILDE ..... Silsbee  
 DR. BENJAMIN R. RESPRESS ..... Silsbee

LOCAL SURGEONS (Cont'd)

DR. RUFUS K. SIMPSON ..... Beaumont  
 DR. B. B. WESTROOK, 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. PAUL F. STRECKER ..... De Ridder

EYE, EAR, NOSE AND THROAT SPECIALISTS  
 AT LOCAL POINTS

DR. R. A. NEELY ..... Bellville  
 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. BABB ..... 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	32 poles/mile
	Alvin-Virginia Point	40 poles/mile
Houston District	Alvin-Houston	32 poles/mile
Garwood District	Rayner Jct.-Garwood	No pole line
Hall District	Thompsons-New Gulf	No pole line
	New Gulf-Cane Jct.	30 poles/mile
Matagorda District	Sealy-Bay City	30 poles/mile
	Bay City-Matagorda	No pole line
Conroe District	Somerville-Navasota	No pole line
	Navasota-Yarboro	30 poles/mile
	Yarboro-Honea	No pole line
	Honea-Conroe	30 poles/mile
	Conroe-Silsbee	No pole line
Longview District	Silsbee-Kirbyville	No pole line
	Kirbyville-Jasper	30 poles/mile
	Jasper-Pineland	No pole line
	Pineland-Bronson	30 poles/mile
	Bronson-Longview	No pole line
Oakdale District	Kirbyville-Elizabeth	No pole line
	Elizabeth-Oakdale	30 poles/mile
Silsbee District	Silsbee-Beaumont	No pole line
	Beaumont-Winnie	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	XA - Explosive "A"
(Dangerous When Wet)	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 "X" 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 TYPE OF CAR		EXPLOSIVES-A		POISON GAS		POISON GAS		RADIOACTIVE		ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS		OTHER THAN PLACARDED EXPLOSIVES-A OR COMBUSTIBLE		PLACARDED EMPTY EXCEPT COMBUSTIBLE		COMBUSTIBLE		
				ANY CARS (not for use with tank cars or combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR
3 <b>RESTRICTIONS</b>																				
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	LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ <sup>①</sup>	✓	✓				✓ <sup>②</sup>												
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	<b>ENGINE</b>	✓	✓	✓	✓	✓	✓											✓		
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.	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓	✓	✓			✓ <sup>④</sup>	✓								
10	<b>OCCUPIED CABOOSE</b>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓	✓											✓		
11	<b>OCCUPIED GUARD CAR</b>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓	✓													
12	<b>UNDEVELOPED FILM</b>						✓													
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	<b>CAR PLACARDED</b>	<b>EXPLOSIVES A</b>		✓	✓	✓	✓	✓	✓	✓										
16		<b>POISON GAS</b>	✓					✓	✓	✓										
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓	✓	✓													
18	<b>RADIOACTIVE</b>	✓	✓	✓				✓	✓											

**MUST NOT BE PLACED NEXT TO**

**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

