



**SANTA FE SAFETY FIRST**



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

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R. P. BENSON ..... Temple, Tex.

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M. H. LYNE ..... Temple, Tex.  
L. W. DILLMAN ..... Silsbee, Tex.

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

R. A. ATKINS ..... 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**

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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.**

**11**

**IN EFFECT**

**Sunday, June 17, 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.**

**D. E. MADER,  
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. 11 June 17, 1979						
	Feet Per Mile		STATIONS	Feet Per Mile					
	31.7		<b>LOMETA</b> YL 24.7	31.7	0.0	Y CR			
2630	51.2		SAN SABA 14.8	26.4		B			
1670	39.9		<b>RICHLAND SPRINGS</b> 26.4	31.7	39.5				
2220	.0		<b>BRADY</b> YL 1.6	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. 11 June 17, 1979						
	Feet Per Mile		STATIONS	Feet Per Mile					
	33.8		<b>TEMPLE</b> YL 1.7	66.0	218.2	Y CR			
	70.4		GOBER YL 6.5	70.4	219.9				
5480	37.0		BELTON 9.3	72.8	226.4				
5560	57.0		<b>NOLANVILLE</b> 7.8	0.0	235.7				
5730	68.6		KILLEEN 2.6	0.0	243.5	CR			
	70.7		FORT HOOD 8.0	66.5	246.1	Y			
5500	69.8		<b>COPPERAS COVE</b> 8.5	68.6	254.1	B			
5960	66.5		KEMPNER 10.6	32.7	263.1	B			
6250	69.7		LAMPASAS 9.9	47.5	273.7	CBY			
4930	71.2		OGLES 8.1	68.6	283.6				
3990	66.5		LOMETA 8.3	63.4	291.7	Y CR			
4980	66.0		<b>ANTELOPE GAP</b> 6.1	65.4	300.0	B			
6080	66.0		CASTOR 7.2	66.0	306.1				
5270	66.0		<b>GOLDTHWAITE</b> 10.3	67.0	313.3	B			
5170	66.0		MULLEN 6.7	68.0	323.6				
4910	66.0		VILLA 5.9	66.0	330.8				
5260	66.0		ZEPHYR 8.2	66.0	336.2	B			
5400	21.1		RICKER 4.0	66.0	344.4				
			<b>BROWNWOOD</b> YL (130.2)		348.4	TY CR			

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 30 MPH

(B) SPEED RESTRICTIONS—CURVES, TRACK AND BRIDGES

Location 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

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

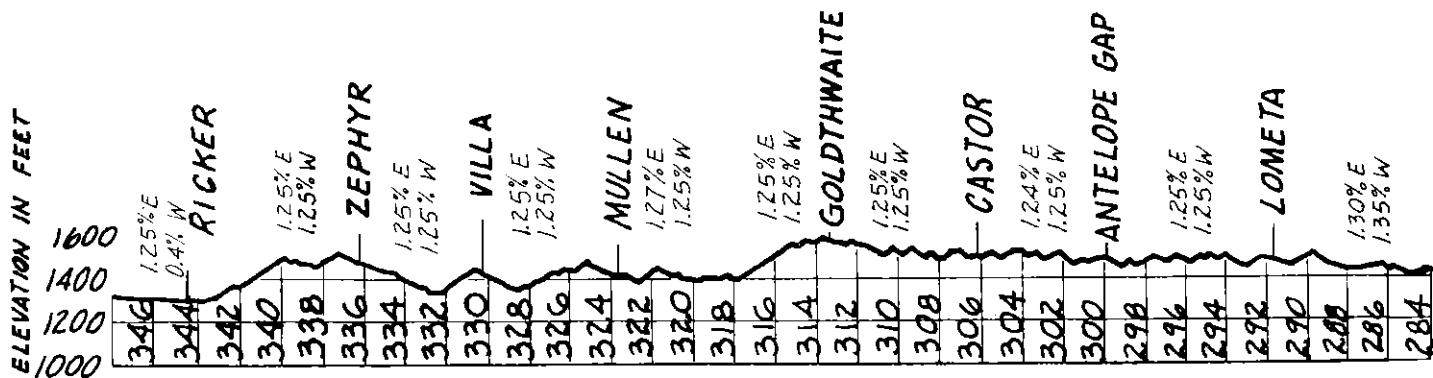
Name	Mile Post	Track Capacity in Feet
Texas Architectural Aggregates	22.5	330
Texas Architectural Aggregates	25.9	650

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.

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.



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	10
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, 10 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	10
	I	Psgr. Track 3 at Lampasas Dist. Junction	10
	I	West end psgr. Track 3	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

		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

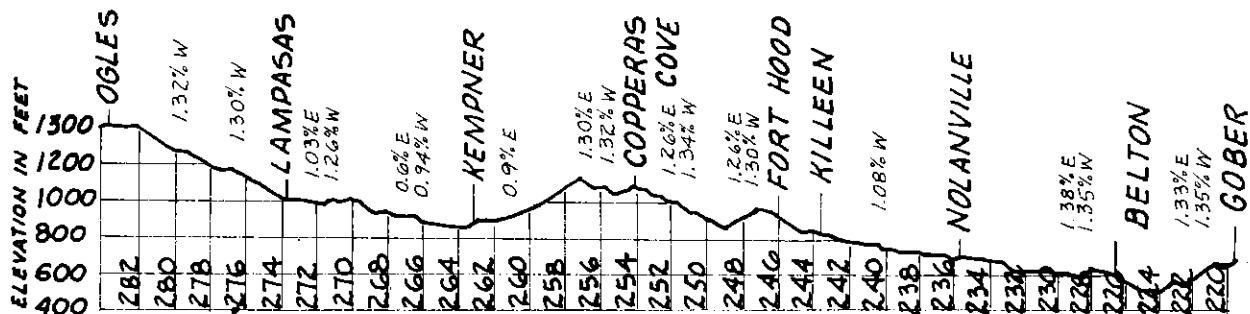
\*Restriction applies only while head end of train is passing crossings.

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

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
Alamo Explosive	334.4	240



# 4 FIRST DISTRICT

# SOUTHERN DIVISION

WESTWARD				TIME TABLE				EASTWARD			
First Class		Capacity of Siding in Feet	Ruling Grade Ascending	No. 11		Ruling Grade Ascending	Mile Post	First Class			
15	21			June 17, 1979				16	22		
Leave Daily PM	Leave Daily AM		Feet Per Mile	STATIONS	Feet Per Mile		Communications Turn Tables and Wyes	Arrive Daily PM	Arrive Daily PM		
1.51	9.51			<b>CLEBURNE</b> YL			TY CR	1.30	3.15		
1.59	9.58	5440	48.0	7.2	53.3	317.5		1.18	3.04		
2.05	10.03	6660	52.8	RIO VISTA 6.5	66.0	310.3	B	1.10	2.57		
2.14	10.10	6840	31.7	BLUM 9.1	39.6	303.5		12.59	2.48		
2.23	10.16	6910	37.5	KOPPERL 6.6	52.8	294.4		12.52	2.41		
<sup>22</sup> 2.33	10.23	6460	47.5	MORGAN 7.4	66.0	287.8	B				
2.43	10.32	6790	66.0	MERIDIAN 10.3	73.9	280.7		12.44	<sup>15</sup> 2.33		
2.53	10.41	3110	53.3	CLIFTON 11.0	66.0	270.4	CR	12.33	2.22		
2.58	10.45	6620	66.0	VALLEY MILLS 4.5	65.4	259.2		12.21	2.11		
<sup>s</sup> 3.08	<sup>s</sup> 10.54	7870	42.2	MANHATTAN 11.3	66.0	254.7	B	12.14	2.06		
3.19	11.07	7180	66.0	St. L. S. W. Crossing McGREGOR 9.9	66.0	243.4	Y CR	<sup>s</sup> 12.01	<sup>s</sup> 1.54		
3.28	11.19	6990	66.0	MOODY 8.1	66.0	233.5	B	11.52	1.45		
3.33	11.25		66.0	PENDLETON 4.2	66.5	225.4	B	11.45	1.35		
<sup>s</sup> 3.40	<sup>s</sup> 11.30		66.0	BELCO YL 3.0	66.5	221.2		11.41	1.30		
PM	AM			<b>TEMPLE</b> YL		218.2	Y CR	11.38	1.25		
Arrive Daily	Arrive Daily			(99.1)				AM	PM		
54.5	60.1			Average speed per hour				Leave Daily	Leave Daily		
								53.1	54.0		

Trains must get clearance card before leaving Temple and Cleburne.

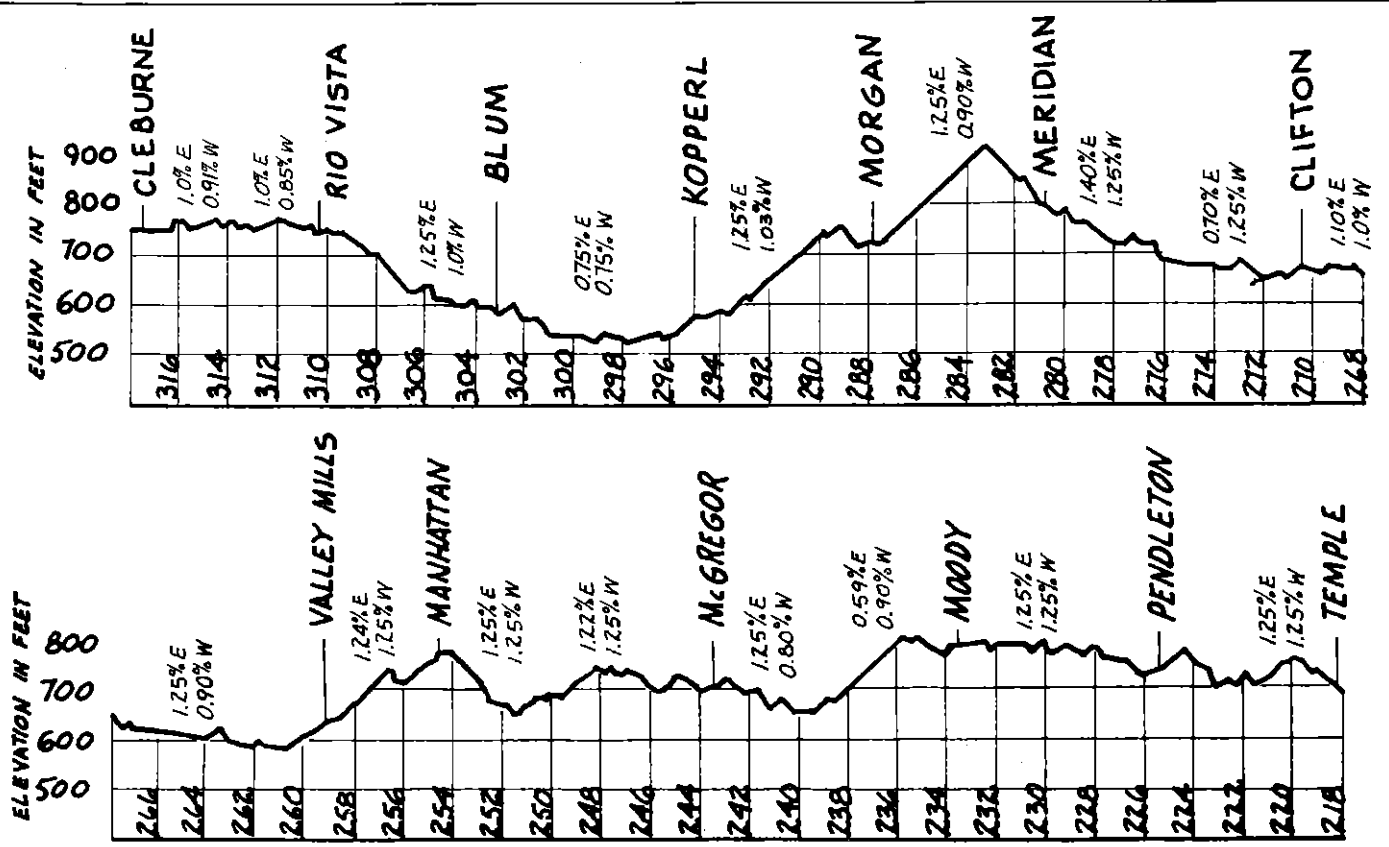
**RULE 94 IN EFFECT:** At Cleburne, between Block Signal 3172 and M.P. 319.

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.

**TCS IN EFFECT:** At Temple, on passenger Track 3 and on main tracks between M.P. 218.2 and 218.3.



# SOUTHERN DIVISION

# FIRST DISTRICT 5

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frnt.
First 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 & 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, 10 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	10
	I	Psgr. Track 3 at Lampasas Dist. Junction	10
	I	West end psgr. Track 3	20
	I	Crossover main street M.P. 218	20
Belco	I	Switch to freight yard	20
Pendleton	S	Both ends siding	30
Moody	S	Both ends siding	30
McGregor	S	Both ends siding	30
Manhattan	S	Both ends siding	30
Valley Mills	S	Both ends siding	10
Clifton	S	Both ends siding	30
Meridian	S	Both ends siding	30
Morgan	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Blum	S	Both ends siding	30
Rio Vista	S	Both ends siding	30
Cleburne	S	East end tail track east end yard	30

### (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
M.P. 299.7	Viaduct, highway
M.P. 301.4	Viaduct, highway
M.P. 302.0	Viaduct, highway

### 3. TRACKS BETWEEN STATIONS

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

6 SECOND DISTRICT

SOUTHERN DIVISION

WESTWARD		Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class				No. 11		First Class					
15	21			June 17, 1979		16				22	
Leave Daily PM	Leave Daily AM		Feet Per Mile	STATIONS	Feet Per Mile				Arrive Daily AM	Arrive Daily PM	
3.40	11.40		.0	<b>TEMPLE</b>	42.7	218.2	Y		\$11.38	1.17	
	Via M.K.T.		.0	0.8 M-K-T Crossing	42.7	217.4					
			54.5	1.7 KNOWD	66.0	215.7					
			11570	11.0 ROGERS	66.0	204.7					
			12070	8.7 BUCKHOLTS	63.3	196.0					
			11190	8.0 CAMERON	59.1	188.0	B				
			10570	13.6 MILANO	52.8	174.4	CR				
			10970	M.P. Crossing 8.6 CHRISMAN	52.8	165.8					
			11320	8.0 CALDWELL	66.0	157.8	C				
			4980	6.5 DAVIDSON	66.0	151.3					
			11480	9.8 SOMERVILLE	65.4	141.4	Y				
			5.18	8.4 LANDES	52.8	132.9	CR				
			11230	6.9 BRENHAM	66.0	126.0	C		9.56		
			6810	S.P. Crossing 5.9 PHILLIPSBURG	64.9	120.1					
			5.40 PM	9.8 DANT	66.0	110.3					
Arrive Daily				4.1 BELLVILLE	66.0	106.2	T		9.33 AM		
55.8				(111.7)			CR		Leave Daily		
				Average speed per hour					53.6		

TWO TRACKS: Between Knowd and Temple.

TCS IN EFFECT: At Temple, on passenger Track 3; on main tracks and sidings between Temple, M.P. 218.3, and Bellville, except on siding Somerville.

Trains must get clearance card before leaving Temple and Bellville.

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

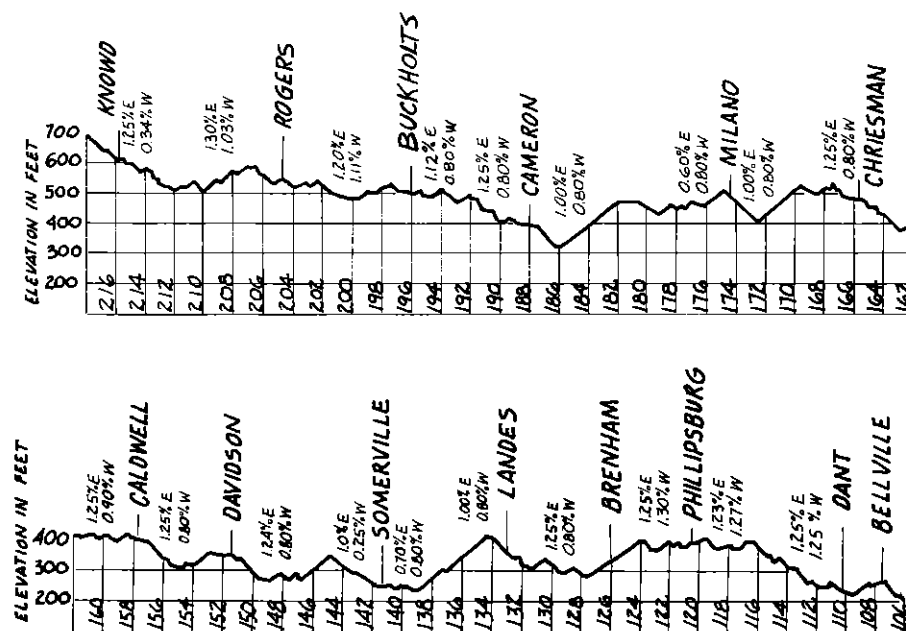
At Bellville, controlled signal governing eastward movements from east end of tail track at east end of yard is located on field side of tail track.

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 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	
	Psgr.	Frts.
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, 10 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
Bellville	I	East end tail track	10
	I	West switch west lead	30
Somerville	I	Both ends siding	20
	I	East end yard	30
Knowd	I	End of two tracks	40
Temple	S	East end freight yard	10
	I	Psgr. Track 3 at Lampasas Dist. Junction	10
	I	West end psgr. Track 3	20
	I	Crossover Main Street, M.P. 218	20

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

	MPH	MPH	
		Psgr.	Frts.
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

WESTWARD First Class	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 11 June 17, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD First Class
15							16
Leave Daily PM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily AM
5.40		16.3	<b>BELLVILLE</b>	29.0	106.2	T CR	9.33
	10400	34.8	11.6 M-K-T Crossing				
			<b>SEALY</b>		94.6	YC	
			12.4 S. P. Crossing		82.2		
	11740		1.4 <b>WALLIS</b>	13.2	80.8		
		12.1	4.6 <b>ORCHARD</b>	16.3	76.2		
		8.4	10.0 TOWER 17				8.54
6.38 PM		.0	S. P. Crossing	7.3	66.2	C	AM
Arrive Daily	12210		0.4 <b>ROSENBERG</b>		65.8		Leave Daily
	11450	29.0	10.8 <b>BOOTH</b>	26.9	55.0		
		7.9	4.6 <b>THOMPSONS</b>	33.7	50.4	YC	
		2.6	4.2 <b>SUGARLAND JCT.</b>	33.7			
Via S.P.		18.4	M. P. Crossing		46.2		Via S.P.
	8790		1.9 <b>DUKE</b>	4.7	44.2		
			M. P. Crossing		42.9		
	12210	2.4	8.3 <b>MANVEL</b>	6.3	36.0		
		7.9	7.4	10.5			
			ALVIN	6.3	28.6	Y CR	
		5.2	4.2 ALGOA		24.4	Y	
	5460	3.2	13.4 TEXAS CITY JCT.	12.1	11.0	YB	
		14.7	4.7 VIRGINIA POINT YL	8.9	6.3		
		.0	2.1 ISLAND YL	.0	4.2		
		.0	2.0 <b>GALVESTON</b> YL	15.3			
		.0	0.8 S. P. Crossing	.0	2.2	T CR	
		.0	1.1 Wharves Crossing	.0	1.4		
		.0	0.7 End of Track	.0	0.0		
		.0	(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.

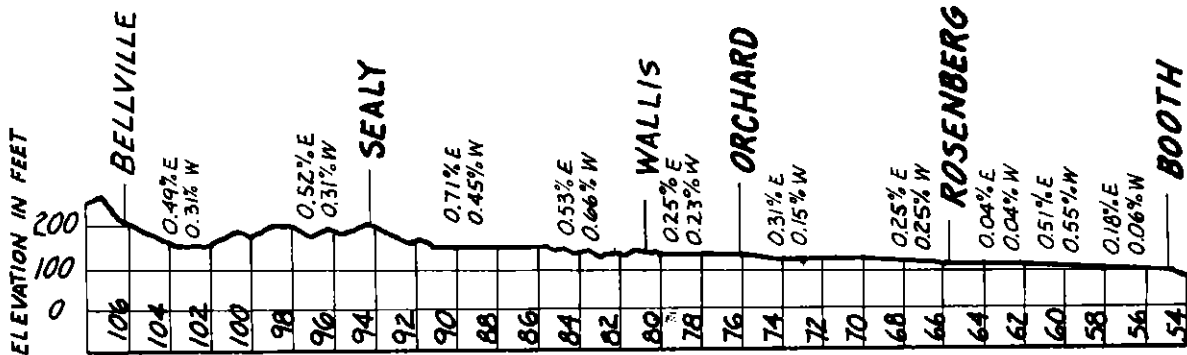
At west end of siding Sealy and at each end of sidings Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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.





**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Between:	MPH	
	Psg.	Fr.
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, 10 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
Galveston	S	Crossover, east end west yard	10
Island	I	S.P. and G. H. & H. junctions	30

**(C) SPEED RESTRICTIONS—(Cont'd.)**

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

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

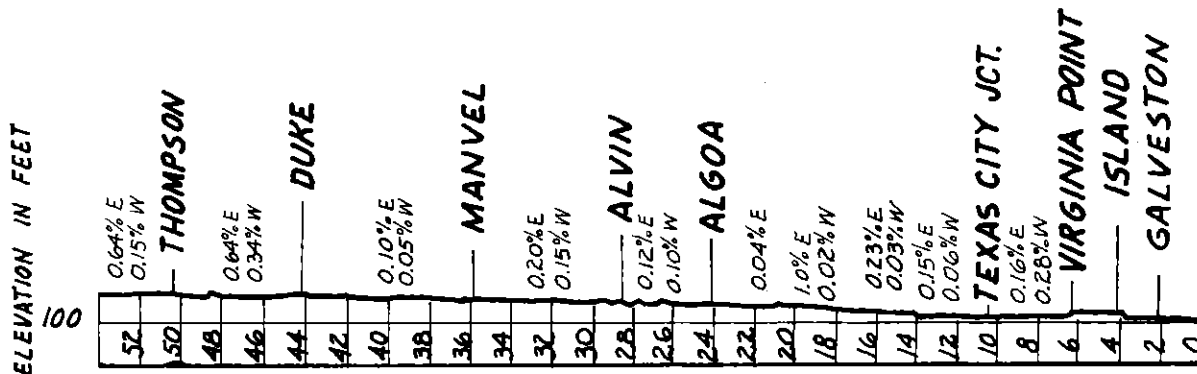
Richmond	M.P. 62.5 to 63.7	25 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

**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. 11 June 17, 1979						
		Feet Per Mile	STATIONS	Feet Per Mile					
↓	13140	1.5	ALVIN 4.1	.0	.0	Y	↑		
	5490	2.6	HASTINGS 5.9	.0	4.1	CR			
	S 10320 N 16230	.0	PEARLAND 4.0	10.5	10.0				
			MYKAWA 5.4	0.1	14.0	Y			
			S.P. Crossing T & N.O. JCT. 0.9		19.4	CR			
			NEW SOUTH YARD 3.8		20.3	R			
			HOUSTON		24.1	RC 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.

At Hastings, maximum authorized speed on siding 20 MPH while head end 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.

Trains must get clearance card before leaving New South Yard.

Trains originating and terminating at Houston must register by Form 903 at Rusk Avenue.

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, 10 MPH.

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

"I"—Interlocking

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 No. 11 June 17, 1979			Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS	Feet Per Mile			
		58.0		RAYNER JCT. YL 9.6	58.0	0.0		
				GARWOOD YL		9.6		
				(9.6)				

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

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

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

Garwood District 20 MPH

## (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
Bluroan	5.5	7100

## HALL DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 11 June 17, 1979			Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS	Feet Per Mile			
	5030	7.9		THOMPSONS YL 11.1	5.3	34.0	YC	
		5.3		LONG POINT YL 5.1	11.6	22.9		
		6.3		GUY YL 11.2	10.6	17.8	Y	
		4.8		NEWGULF S.P. Crossing 6.6	4.2	6.6	C	
				CANE JCT. YL		0.0	Y	
				(34.0)				

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

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

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

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

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

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

Between:

Newgulf and Cane Jct.	30 MPH
Long Point and Newgulf	20 MPH
Thompsons and Long Point	25 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 Sidings in Feet	Rating Grade Ascending	TIME TABLE No. 11 June 17, 1979		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		Feet Per Mile	STATIONS				
			<b>SEALY</b> YL		0.0	CY	
			10.1 BEARD	19.5	10.0		
3670		23.7	7.3 S. P. Crossing	11.6	17.3		
			0.3 S. P. Crossing	17.9	17.6		
			0.9				
		31.6	<b>EAGLE LAKE</b> YL	31.6	18.5	CR	
3760		15.7	1.3 RAYNER JCT. YL	26.4	19.8		
			8.2 BONUS	13.2	28.0		
1290		21.2	4.0 EGYPT	23.7	32.0		
			5.0 GLEN FLORA	6.3	37.0		
3490		4.2	5.8 S. P. Crossing	19.5	42.8		
			0.3 WHARTON	22.1	43.1	C	
3340		4.2	8.3 LANE CITY	8.9	51.4		
			3.8 CANE JCT. YL	12.6	55.2	Y	
		10.6	5.3 RUNNELLS	10.6	60.5		
			7.8 S. P. Crossing	11.6	68.3		
			0.3	3.1			
		2690	<b>BAY CITY</b> YL		68.6	CR	
			0.4 M. P. Crossing	1.5	69.0		
		11.6	7.3 SOUTH BAY CITY YL	23.7	76.3		
			3.3 WADSWORTH YL	12.1	79.6		
		15.8	10.4 MATAGORDA YL	11.0	90.0		
		12.1	(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 Bay City must get clearance card before leaving.

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

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

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

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		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 11	June 17, 1979				
	Feet Per Mile		STATIONS		Feet Per Mile			
			<b>SOMERVILLE</b>	YL		0.0	Y CR	
			5.4					
2770	52.8		SCOFIELD		31.7	5.4		
			12.9					
5850	52.8		ALLENFARM		40.2	18.3		
			9.8					
1930	52.8		NAVASOTA		42.2			
			S.P. Crossing			28.1	CR	
			5.0					
4620	44.8		WOOD		26.4			
			4.6			33.1		
2600	106.1		YARBORO		68.6			
			11.2			37.7		
			BOBVILLE		61.7			
			1.0			48.9		
			CRIP.FWD Crossing					
			DOBBIN		57.0			
			5.7			49.9		
			MONTGOMERY		57.0			
			8.2			55.6		
7910	73.9		HONEA		60.7			
			8.4			63.8		
			CONROE	YL				
5600	56.4		M.P. Crossing		60.2	72.2	CR	
			2.4					
2580	54.9		BEACH	YL	60.2	74.6		
			4.5					
1840	76.5		WAUKEGAN	YL	61.2	79.1		
			5.9					
9650	52.8		SECURITY		63.3			
			4.6			85.0		
1830	60.1		FOSTORIA		41.1			
			5.3			89.6		
3850	60.1		S.P. Crossing		57.0			
			CLEVELAND	YL				
			7.0			94.9	CR	
2770	26.4		HIGHTOWER		17.4			
			3.6			101.9		
1850	24.8		RAYBURN		31.7			
			5.5			105.5		
8540	19.5		ROMAYOR		31.1			
			6.7			111.0	Y	
			FUQUA		10.0			
			3.8			117.7		
1940	31.7		VOTAW		34.8			
			6.6			121.5	B	
7650	17.4		BRAGG		19.3			
			5.3			128.1		
1850	15.8		LELAVAL		23.2			
			4.9			133.4		
1940	30.6		DIES		27.9			
			5.0			138.3		
5540	31.7		S.P. Crossing		31.7			
			KOUNTZE			143.8		
			8.9					
			SILSBE	YL	31.7		TY CR	
			(152.2)			152.2		

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	10 MPH
Conroe	M.P. 71.0 to 73.5	30 MPH
Silsbee	M.P. 150.6 to 152.6	*10 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

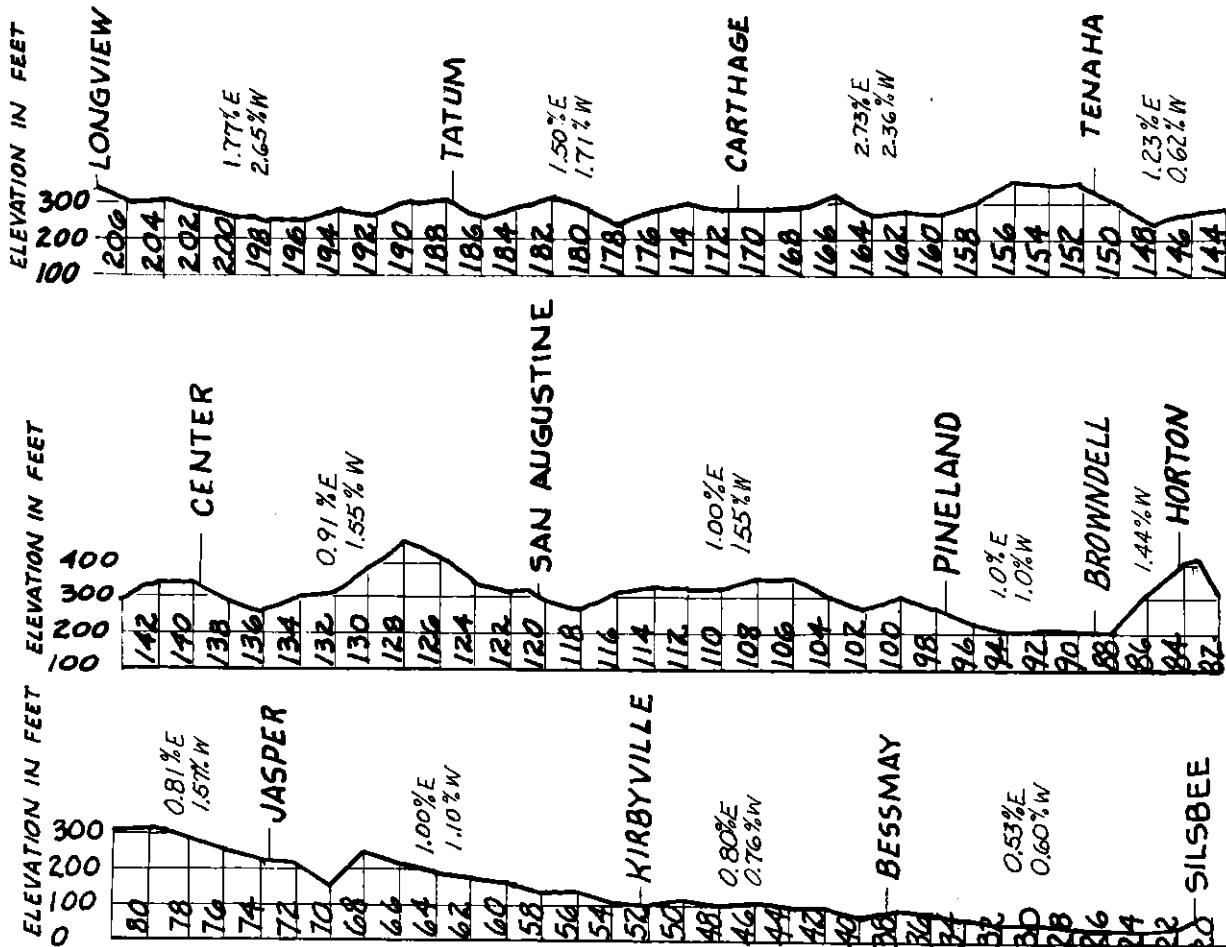
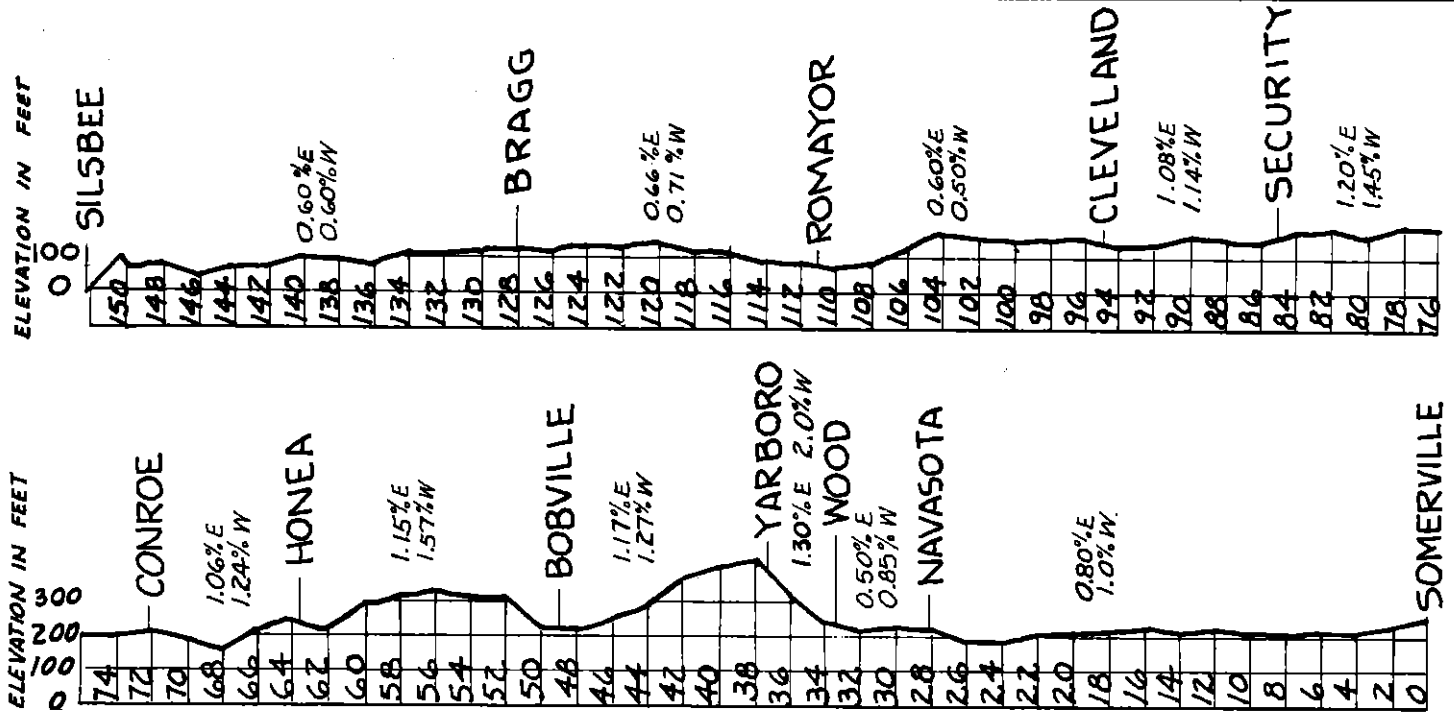
Name	Mile Post	Track Capacity in Feet
Clay	11.9	1350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1040
Keenan	60.6	370
Fort Worth Pipe	75.3	1320
Owens-Corning Spur	76.1	420
Jefferson Chemical Co.	76.4	2400
Youens-Columbia Carbon	77.0	1750
Smith and Co.	77.7	1500
Timber	83.1	680
Seaman	98.1	260
Union Tank Car Co.	99.5	1610
Dolen	107.3	1550
Milvid	114.0	1780
Honey Island	135.5	780

Wye at Dolen, M.P. 107.3.

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

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

CONROE DISTRICT PROFILE ON PAGE 14.



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 11 June 17, 1979					
	Feet Per Mile		STATIONS	Feet Per Mile				
			<b>LONGVIEW</b> YL			207.6	Y CR	
	139.9		12.2 EASTON	93.4		195.4		
	69.7		7.6 TATUM	63.4		187.8	C	
2760	61.7		6.4 BECKVILLE	79.2		181.4		
4010	90.2		9.7 CARTHAGE YL	73.9		171.7	C	
1150	124.6		10.0 GARY	144.1		161.7		
	52.8		10.1 S.P. Crossing TENAHA YL	63.3		151.6	C	
2550	32.7		11.8 CENTER YL	64.9		139.8	CY	
2040	81.8		12.8 CALGARY	47.5		127.0		
3200	43.8		6.6 <b>SAN AUGUSTINE</b> YL	48.0		120.4	CR	
2490	81.8		5.5 VENABLE	45.4		114.9		
2330	54.9		10.2 BRONSON	48.5		104.7		
1930	50.6		7.2 PINELAND YL	52.8		97.5	C	
2080	52.8		9.9 BROWDELL	52.8		87.4		
5970	76.0		3.2 HORTON	.0		84.2		
2080	82.7		5.5 COLLINS	41.1		78.7		
2020	38.0		5.1 <b>JASPER</b> YL	42.7		73.6	Y CR	
4140	39.0		6.5 KEITHON	47.5		67.1		
2080	58.0		4.7 ROGANVILLE	52.8		62.4		
1710	41.1		10.0 <b>KIRBYVILLE</b> YL	48.5		52.4	CR	
1950	40.1		4.4 CALL	31.1		48.0		
2760	31.7		4.8 LE VERTE	42.2		43.2		
3080	30.0		5.8 BESSMAY YL	31.7		37.4		
2640	26.4		1.3 BUNA	23.7		36.1		
	16.8		6.0 QUINN YL	27.9		30.1		
3110	3.1		2.4 EVADALE YL	12.6		27.7		
	31.6		7.0 <b>SILSBBEE</b> YL	19.0		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	*10 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. 11 June 17, 1979					
	Feet Per Mile		STATIONS	Feet Per Mile				
			<b>OAKDALE</b> YL M.P. Crossing Vancouver Plywood RR Crossing		80.8 80.6 80.2		C Y	
2140	32.2		8.8 <b>ELIZABETH</b> YL	20.0	72.0		C	
2650	34.8		9.7 <b>PITKIN</b>	45.9	62.3			
2630	33.2		11.9 <b>MARKEE</b>	47.5	50.4			
	36.9		12.0 <b>DeRIDDER</b> K. C. S. Crossing YL		38.4		CR	
2230			4.9 <b>SHEAR</b> YL	21.0	33.5			
2130	25.3		1.0 <b>BOISE SOUTHERN</b> YL	18.4	32.5		C	
2440	25.3		5.0 <b>NEALE</b>	18.4	27.5			
2610	15.8		5.4 <b>MERRYVILLE</b> YL	32.2	22.1			
2540			6.4 <b>BONWIER</b>		15.7			
1850	26.4		3.5 <b>FAWIL</b>	23.8	12.2			
1500	28.5		12.2 <b>KIRBYVILLE</b> YL	33.7	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. 11 June 17, 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. S.P. Connection	23.2	10.3			
	1840	24.8	1.8 VOTH	20.1	8.5			
		23.2	6.8 BEAUMONT	16.8	1.7	Y CR		
		4.7	1.0 S.P. Crossing	6.3	0.7			
		4.7	0.1 M.P. Crossing	6.3	76.4			
		1.0	5.5 S.P. Crossing	2.6	70.9			
	720	12.6	11.5 BROOKS	15.8	59.4			
	670	5.2	2.3 MOREY	1.0	57.1			
	1900	11.0	5.3 HAMSHIRE	7.3	51.8			
	2230	.0	2.1 WINNIE	6.8	49.7			
	2400	4.2	4.9 STOWELL	12.6	44.8			
	1910	.0	7.8 SEA BREEZE	9.5	37.0			
			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
2 Curves, M.P. 76.2 to 76.4	10
RR Crossing, M.P. 76.4 Interlocking	10
RR Crossing, M.P. 0.7 Interlocking	10
8 Curves, M.P. 1.1 to 2.3	10
2 Curves, M.P. 15.1 to 16.3	35
Curve, M.P. 18.8 to 19.1	35
East and west legs of wye, Silsbee, M.P. 21.0	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
Beaumont M.P. 9.1 to 69.9	20
Silsbee M.P. 20.1 to 21.1	*10

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

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

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

**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
Guloco	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 AT-199461 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.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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. 129.0	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and OTP display board—M.P. 129.0.

## 8. TRACK SIDE WARNING DEVICES (Continued)

Location	Type	Signals or Indicators Affected
Second District (Continued)		
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 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. 218.3 to 222.3
  - Cleburne, M.P. 314.9 to 317.5
- Garwood District (Entire District)
- Hall District (Entire District)
- Lampasas District
  - Temple, M.P. 218.3 to 222.9
- Longview District
  - Silsbee, M.P. 21.0 to 30.9
  - Bessmay, M.P. 36.0 to 39.0
  - 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
  - Tenaha, 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	Temple	Jasper
Bay City	Conroe	Lometa
Beaumont	Eagle Lake	Longview
Bellville	Fort Worth	Oakdale
Brady	Galveston	Pearland
Brownwood	Houston (S.P.)	San Augustine
Caldwell	Depot, Rusk	Silsbee
Caldwell (SP)	Ave. and	Somerville
Carthage	Settegast	Sosan (San
Center	Yard)	Antonio)
Cleburne		

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.)	Silsbee
Carthage	Jasper	Somerville
Center	Lometa	Temple
Cleburne		

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.

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

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 L. M. RAMPY, Administrator ..... Temple

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 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  
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 DR. SEALE T. CUTBIRTH ..... Brownwood  
 DR. HARRY N. THOMAS ..... Brownwood  
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 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  
 DR. E. DOUGLAS FERRIN ..... Cameron  
 DR. JOB 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  
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EYE, EAR, NOSE AND THROAT SPECIALISTS  
 AT LOCAL POINTS

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 DR. BYRON J. BAILEY ..... Galveston  
 DR. B. A. MILSTEIN ..... Galveston  
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 DR. M. WYATT HAISTON ..... Beaumont  
 DR. J. S. LEHMANN ..... Beaumont  
 DR. J. R. BARR ..... 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 "X" indicates wording at the side that applies.  
 -See footnotes for explanation.

**POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS**

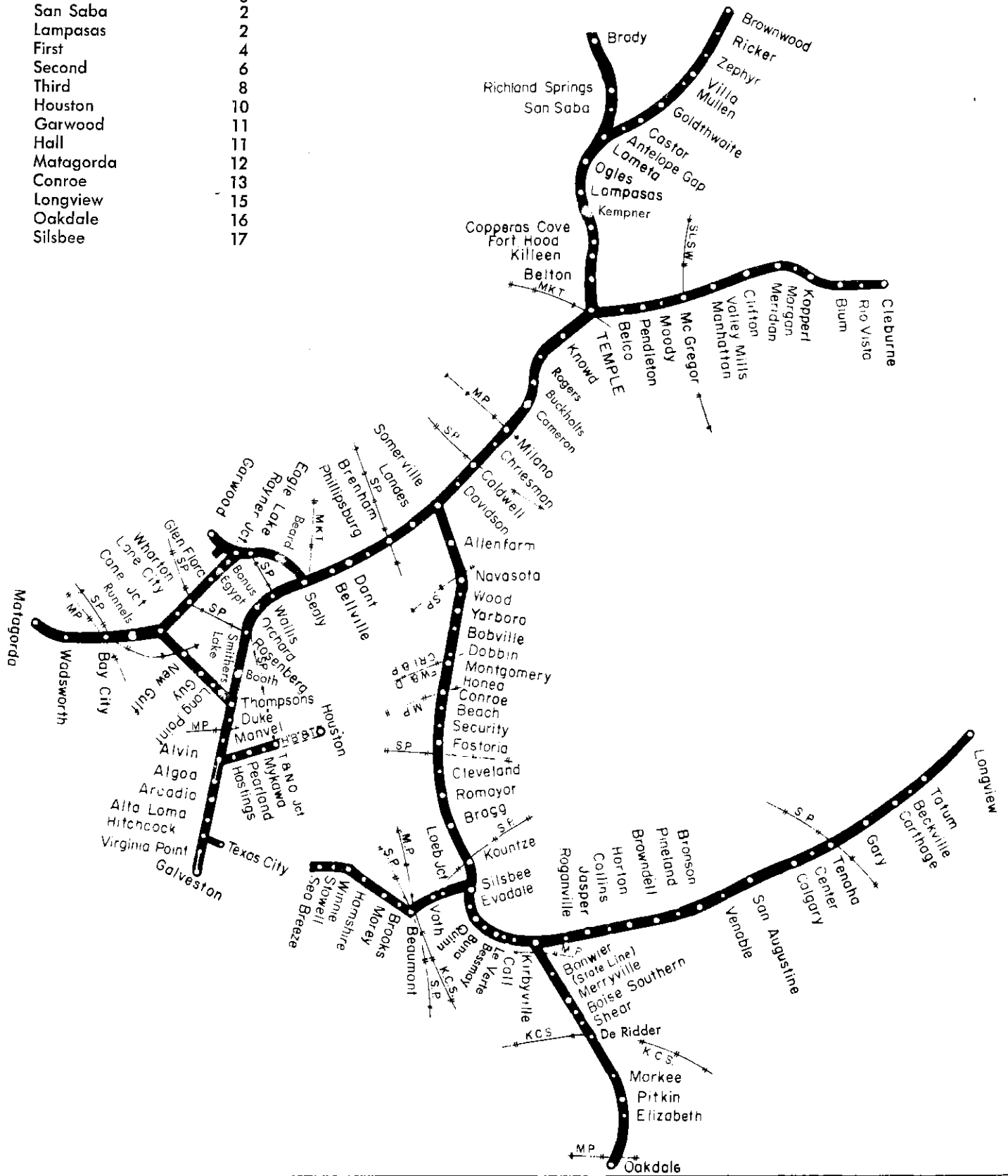
1		PLACARD APPLIED ON CAR	2										
			ANY CARS (for use only in mixed train or container)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	EXCEPT COMBUSTIBLE	COMBUSTIBLE	
3		RESTRICTIONS											
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 666 FROM ENGINE, 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	<b>MUST NOT BE PLACED NEXT TO CAR PLACARDED</b>	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		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.	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓			✓ <sup>④</sup>	✓		
10		OCCUPIED CABOOSE	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓				✓		
11		OCCUPIED GUARD CAR	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>				✓				
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		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