



SANTA FE SAFETY FIRST



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

ASSISTANT SUPERINTENDENTS

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R. P. BENSON Temple, Tex.

TRAINMASTERS

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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

L. E. MOORE Temple, Tex.
C. E. FURLOW Temple, Tex.
W. H. ANDERSON Temple, Tex.
J. S. KIRK Temple, Tex.
C. L. WILSON Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

J. V. HIGGINBOTHAM	W. D. GUTHRIE
J. L. CONNER	G. E. COUSINS
C. G. PULLEN	R. J. PADILLA
R. J. GAUER	J. B. BOMAR
G. M. STANDARD	W. R. WELCH
J. E. ROSE	B. D. KIRK
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

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.

12

IN EFFECT

Tuesday, October 2, 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. 12						
			October 2, 1979						
		Feet Per Mile	STATIONS			Feet Per Mile			
			LOMETA	YL	31.7	0.0	Y CR		
	2630	31.7	24.7		31.7				
			SAN SABA		26.4	24.7	B		
	1670	51.2	14.8		26.4				
			RICHLAND SPRINGS		31.7	39.5			
	2220	39.9	26.4		31.7				
			BRADY	YL	52.8	65.9	CY		
		.0	1.6		52.8				
			END OF TRACK			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. 12						
			October 2, 1979						
		Feet Per Mile	STATIONS			Feet Per Mile			
			TEMPLE	YL	33.8	66.0	218.2	Y CR	
			1.7		33.8				
			GOBER	YL	5480	66.0	219.9		
			6.5		5480				
			BELTON		5560	70.4	226.4		
			9.3		5560				
			NOLANVILLE		5730	72.8	235.7		
			7.8		5730				
			KILLEN		58.6	0.0	243.5	CR	
			2.6		58.6				
			FORT HOOD		5500	0.0	246.1	Y	
			8.3		5500				
			COPPERAS COVE		5980	66.5	254.1	B	
			8.5		5980				
			KEMPNER		6250	68.6	263.1	B	
			10.6		6250				
			LAMPASAS	YL	4930	32.7	273.7	CBY	
			9.9		4930				
			OGLES		71.2	47.5	283.6		
			8.1		71.2				
			LOMETA	YL	3990	68.6	291.7	Y CR	
			8.3		3990				
			ANTELOPE GAP		4980	63.4	300.0	B	
			6.1		4980				
			CASTOR		5080	65.4	306.1		
			7.2		5080				
			GOLDTHWAITE		5270	66.0	313.3	B	
			10.3		5270				
			MULLEN		5170	67.0	323.6		
			6.7		5170				
			VILLA		4910	66.0	330.8		
			5.9		4910				
			ZEPHYR		5260	66.0	336.2	B	
			8.2		5260				
			RICKER		5400	66.0	344.4		
			4.0		5400				
			BROWNWOOD	YL		66.0	348.4	TY CR	
			(130.2)						

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

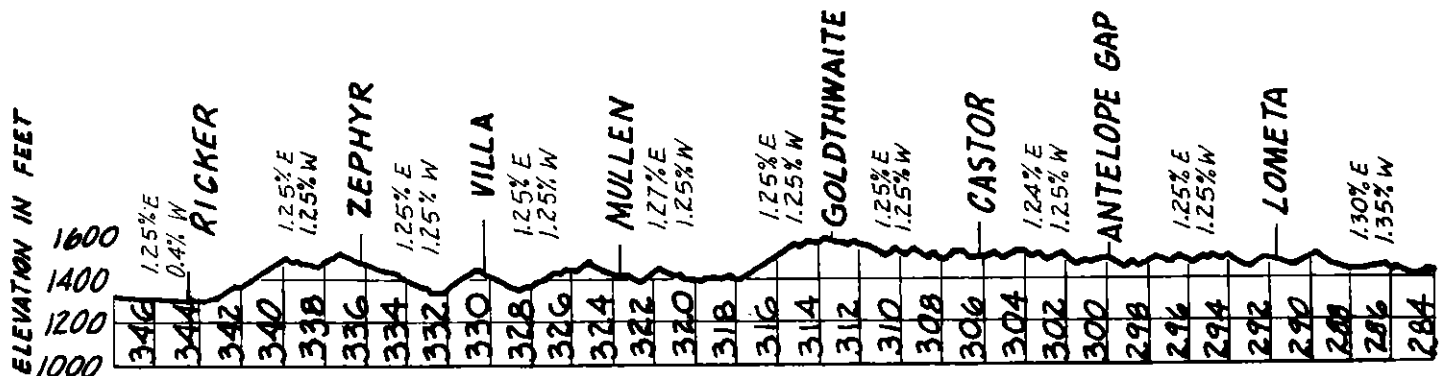
Name	Mile Post	Track Capacity in Feet
Texas Architectural Aggregates	22.5	330
Texas Architectural Aggregates	25.9	650

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

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
Curve, M.P. 283.9 to 284.3	50
Curve, M.P. 298.6 to 299.1	50
2 Curves, M.P. 302.3 to 303.7	50
Curve, M.P. 310.1 to 310.5—Westward	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.	Fr.
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

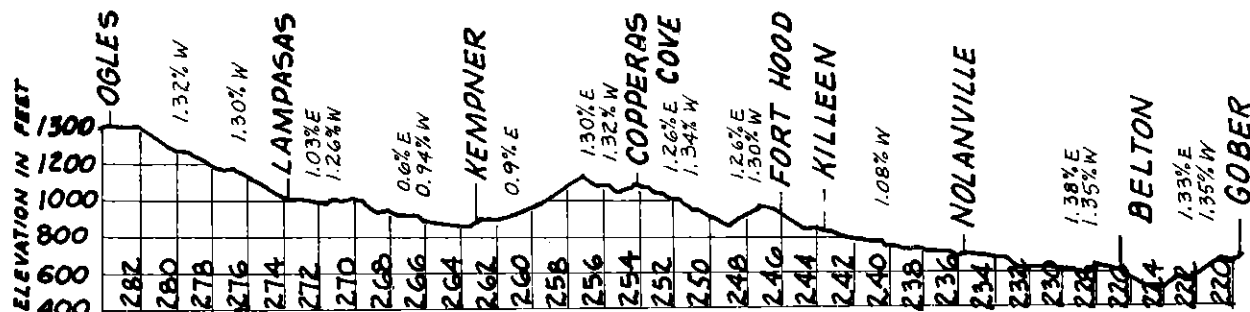
*Restriction applies only while head end of train is passing crossings.

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

WEST-WARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST-WARD
First Class							First Class
21							22
Leave Daily AM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM
9.21			CLEBURNE YL		317.5	TY CR	3.35
9.27	6440	48.0	7.2 RIO VISTA	53.3	310.3	B	3.24
9.32	6660	52.8	6.5 BLUM	66.0	303.5		3.17
9.39	6840	31.7	9.1 KOPPERL	39.6	294.4		3.08
9.45	6910	37.5	6.6 MORGAN	52.8	287.8	B	3.01
		47.5	7.4	66.0			
9.52	6460		MERIDIAN	73.9	280.7		2.53
10.01	6790	66.0	10.3 CLIFTON	66.0	270.4	CR	2.42
10.10	3110	53.3	11.0 VALLEY MILLS		259.2		2.31
10.14	6620	66.0	4.5 MANHATTAN	65.4	254.7	B	2.26
		66.0	11.3 St. L. S. W. Crossing McGREGOR	66.0	243.4	Y CR	2.14
10.23	7870	42.2	9.9 MOODY	66.0	233.5	B	2.05
10.36	7180	66.0	8.1	66.0			
			PENDLETON	66.5	225.4	B	1.55
10.48	6990	66.0	4.2 BELCO	66.5	221.2		1.50
10.52		66.0	3.0 TEMPLE	66.5	218.2	Y CR	1.45
11.10			(99.1)				PM
AM							Leave Daily
Arrive Daily							
54.5			Average speed per hour				54.0

Trains must get clearance card before leaving Temple and Cleburne.

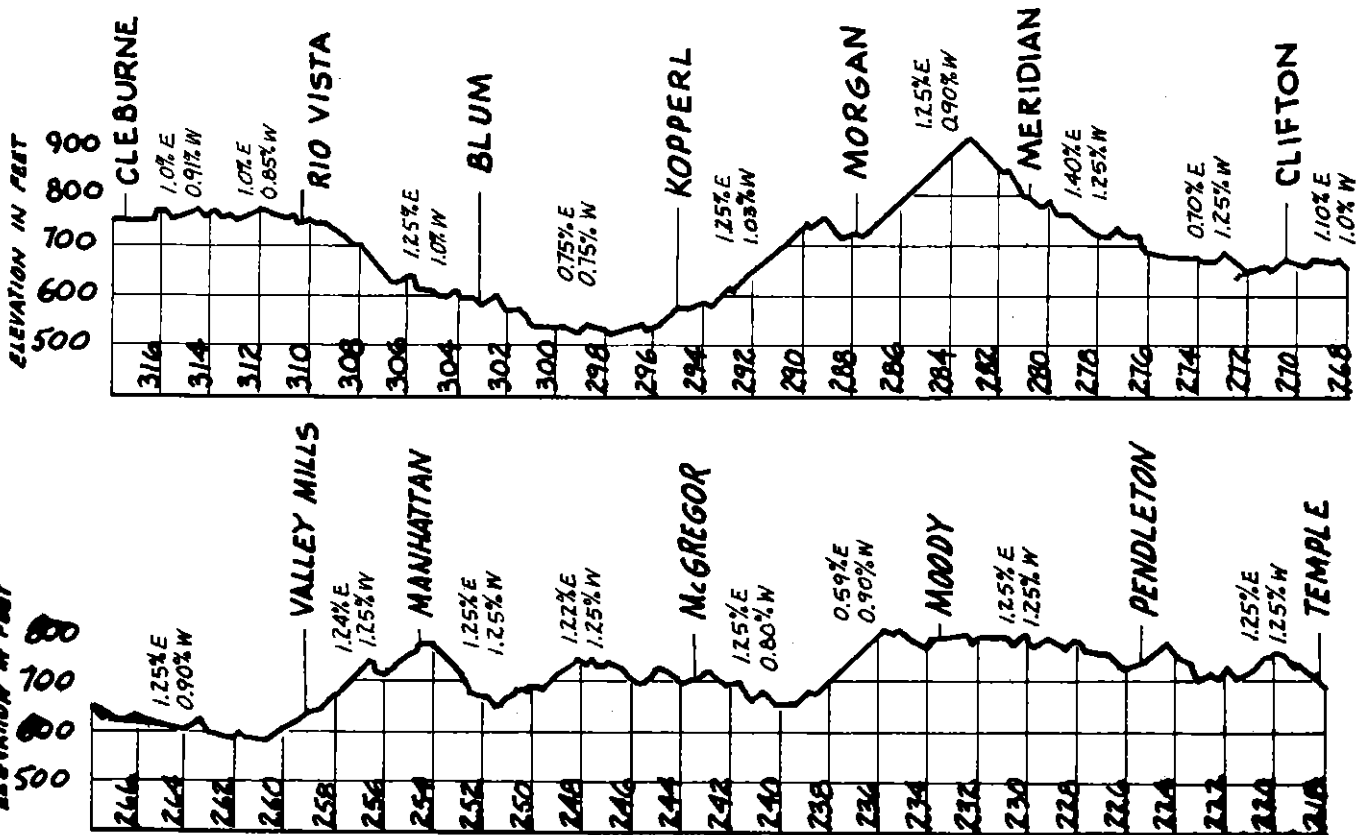
RULE 94 IN EFFECT: At Cleburne, between Block Signal 3172 and M.P. 319.

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.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
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	50
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	Psg. Track 3 at Lampasas	
		Dist. Junction	10
	I	West end psg. Track 3	20
		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	
		Psg.	Fr.
Temple	M.P. 217.0 to 221.2	*35	*25
Moody	M.P. 233.0 to 233.8	*50	*50
McGregor	M.P. 242.8 to 244.0	50	50
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

WESTWARD				TIME TABLE No. 12 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class		Capacity of Siding in Feet	Ruling Grade Ascending					First Class	
21	23							22	24
Leave Daily AM	Leave Daily AM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM	Arrive Daily PM
11.40	11.30		.0	TEMPLE 0.8	42.7	218.2	Y CR	1.00	1.05
			.0	M-K-T Crossing 1.7	66.0	217.4		Via M.K.T.	PM
			54.5	KNOWD 11.0	66.0	215.7			
			11570						
			58.6	ROGERS 8.7	63.3	204.7			
			12070						
			42.2	BUCKHOLTS 8.0	59.1	196.0			
			11190						
			42.2	CAMERON 13.6	52.8	188.0	B		
			10670	MILANO M.P. Crossing 8.6	52.8	174.4	CR		
			10970						
			39.6	CHRISMAN 8.0	66.0	165.8			
			42.2	CALDWELL 6.5	66.0	157.8	C		
			11320	DAVIDSON 9.8	65.4	151.3			
			42.2						
			4980	SOMERVILLE 8.4	52.8	141.4	Y CR		
			11480	LANDES 6.9	66.0	132.9			
			42.2	BRENHAM S.P. Crossing 5.9	64.9	126.0	C		11.07
	PM 1.08		68.6						
			11230	PHILLIPSBURG 9.8	66.0	120.1			
			6810	DANT 4.1	66.0	110.3			
			23.3						
	1.30 PM			BELLVILLE		106.2	T CR		10.44 AM
	Arrive Daily			(111.7)					Leave Daily
			55.8	Average speed per hour					47.5

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.

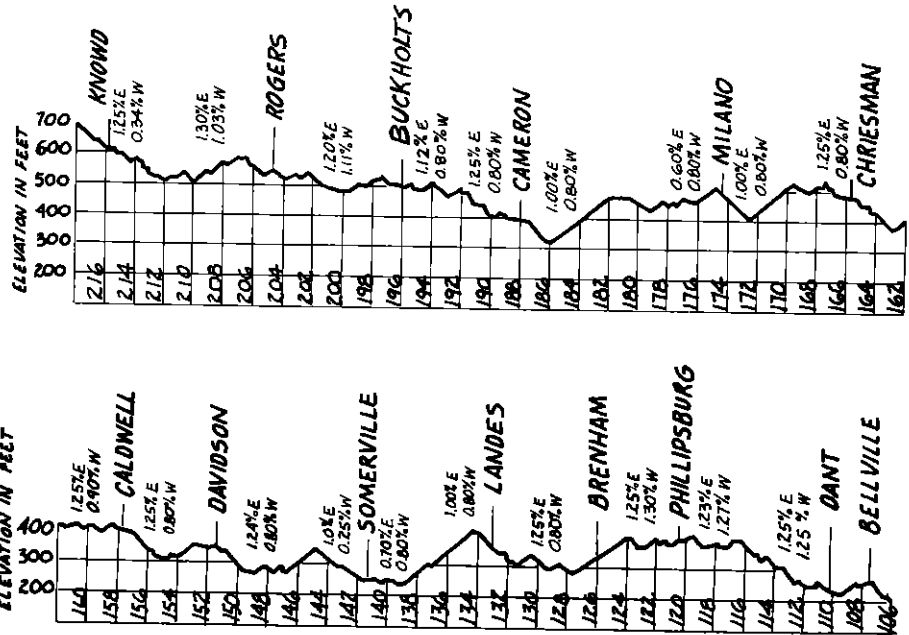
At Bellville, controlled signal governing eastward movements from east end of tail track at east end of yard is located on field side of tail track.

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.



SOUTHERN DIVISION

SECOND DISTRICT 7

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
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	50
RR Crossing, M.P. 174.4 Auto. Interlocking*	40
2 Curves, M.P. 175.8 to 178.1	60
2 Curves, M.P. 178.6 to 179.4	65
3 Curves, M.P. 182.6 to 185.2	55
Little River Bridge, M.P. 185.4 to 186.0	40
Curve, M.P. 186.3 to 187.1	60
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	Psg. Track 3 at Lampasas Dist. Junction	10
	I	West end psg. Track 3	20
	I	Crossover Main Street, M.P. 218	20

(D) SPEED RESTRICTIONS - STREET CROSSINGS

	M.P.	MPH	
		Psg.	Frt.
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	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 12 October 2, 1979	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
First Class							First Class
23							24
Leave Daily PM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily AM
1.30			BELLVILLE				10.44
		16.3	11.6	29.0	106.2	T CR	
	10400	34.8	M-K-T Crossing				
			SEALY		94.6	YC	
			12.4	37.4			
			S. P. Crossing		82.2		
	11740		1.4				
		12.1	WALLIS	13.2	80.8		
			4.6				
		8.4	ORCHARD	16.3	76.2		
			10.0				
2.28 PM		.0	TOWER 17	7.3	66.2	C	10.09
Arrive Daily	12210		S. P. Crossing				AM
		29.0	0.4	26.9	65.8		Leave Daily
	11450		ROSENBERG				
			10.8				
		7.9	BOOTH	33.7	55.0		
			4.6				
		2.6	THOMPSONS	33.7	50.4	YC	
			4.2				
Via S.P.		18.4	SUGARLAND JCT.				Via S.P.
			M. P. Crossing		46.2		
	8790		1.9	4.7			
			DUKE		44.2		
		2.4	M. P. Crossing	6.3	42.9		
	12210		8.3				
		7.9	MANVEL	10.5	36.0		
			7.4				
			ALVIN		28.6	Y CR	
		5.2	4.2	6.3			
			ALGOA		24.4	Y	
	5460	3.2	13.4	12.1			
			TEXAS CITY JCT.	8.9	11.0	YB	
		14.7	4.7				
			VIRGINIA POINT	.0	6.3		
			2.1				
		.0	ISLAND	15.3	4.2		
			2.0				
			GALVESTON		2.2	T CR	
		.0	0.8	.0			
		.0	S. P. Crossing	.0	1.4		
		.0	1.1	.0			
		.0	Wharves Crossing	.0	0.3		
		.0	0.7	.0			
		.0	End of Track		0.0		
			(106.6)				
41.4			Average speed per hour				68.6

TWO TRACKS: Between Algoa and Alvin.
 TCS IN EFFECT: On main tracks and sidings between Bellville and Algoa.
 Trains must get clearance card before leaving Bellville.

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

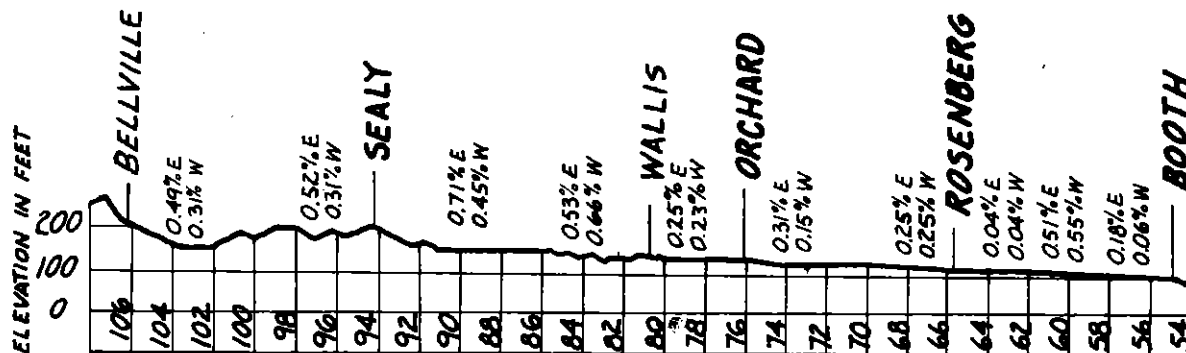
At west end of siding Sealy and at each end of sidings Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

At Texas City Jet, 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 Jet. and between Texas City Jet. 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. 24.



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

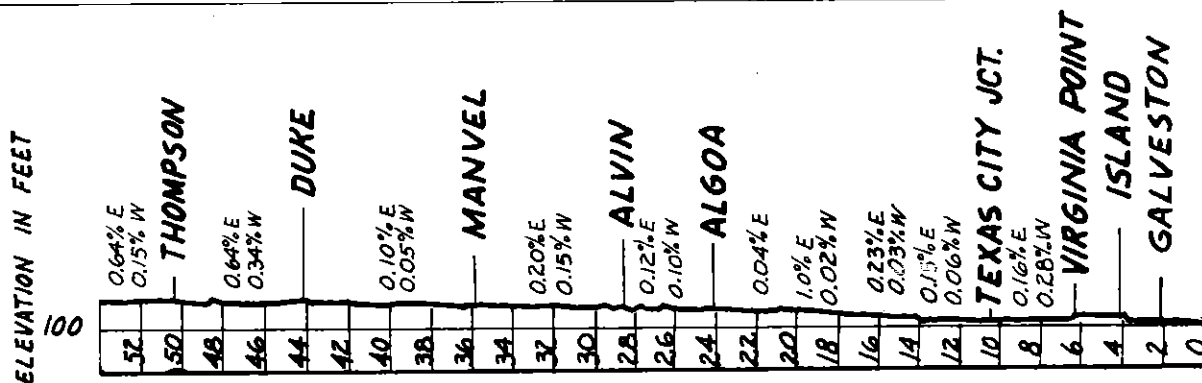
Richmond	M.P. 62.5 to 63.7	25 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

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
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. 12					
			October 2, 1979					
		Feet Per Mile	STATIONS		Feet Per Mile			
↓	13140	1.5	T.C.S.	ALVIN 4.1	.0	.0	Y	↑
	5490	2.8		HASTINGS 5.9	.0	4.1	CR	
	S 10320 N 18230	.0		PEARLAND 4.0	10.5	10.0		
			MYKAWA 5.4 S.P. Crossing T & N.O. JCT. 0.9	0.1	14.0	Y		
					19.4	CR		
			NEW SOUTH YARD 3.8	H.B. & T.R.V.	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			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 12 October 2, 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. 12 October 2, 1979						
		Feet Per Mile	STATIONS		Feet Per Mile				
		6030	THOMPSONS	YL	5.3	34.0	YC		
			11.1						
			LONG POINT	YL	11.6	22.9			
			5.1						
			GUY	YL	10.6	17.8	Y		
			11.2						
			NEWGULF	YL		6.6	C		
			S.P. Crossing						
			6.6						
			CANE JCT.	YL	4.2	0.0	Y		
			(34.0)						

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood District 20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

3. TRACKS BETWEEN STATIONS

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

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

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.

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.

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 Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
		Feet Per Mile			Feet Per Mile			
			SEALY 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		
		31.6	EAGLE LAKE YL		31.6		CR	
		15.7	1.3 RAYNER JCT. YL		26.4	19.8		
	1290	34.3	8.2 BONUS		13.2	28.0		
		21.2	4.0 EGYPT		23.7	32.0		
	3490	4.2	5.0 GLEN FLORA		6.3	37.0		
		.0	5.8 S. P. Crossing		19.6	42.8		
	3340	.0	0.3 WHARTON		22.1	43.1	C	
		4.2	8.3 LANE CITY		8.9	51.4		
		4.7	3.8 CANE JCT. YL		12.6	55.2	Y	
		10.6	5.3 RUNNELLS		10.6	60.5		
		7.9	7.8 S. P. Crossing		11.6	68.3		
		.0	0.3 BAY CITY YL		3.1	68.6	CR	
	2690	.0	0.4 M. P. Crossing		1.5	69.0		
		11.6	7.3 SOUTH BAY CITY YL		23.7	76.3		
		15.8	3.3 WADSWORTH YL		12.1	79.6		
		12.1	10.4 MATAGORDA YL		11.0	90.0		
			(90.1)					

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.

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

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			No. 12	October 2, 1979				
	Feet Per Mile		STATIONS	Feet Per Mile				
			SOMERVILLE 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			
	52.8	9.8	NAVASOTA	42.2				
1930	44.8	5.0	S.P. Crossing	26.4	28.1	CR		
4620	106.1	4.6	WOOD	68.6	33.1			
2600	67.0	11.2	YARBORO	61.7	37.7			
	.0	1.0	BOBVILLE	53.3	48.9			
			CRIP-FWD Crossing					
	82.8	5.7	DOBBIN	57.0	49.9			
	73.9	8.2	MONTGOMERY	60.7	55.6			
7910	65.4	8.4	HONEA	55.9	63.8			
			CONROE		72.2	CR		
5600	56.4	2.4	M.P. Crossing	60.2	74.6			
2580	54.9	4.5	BEACH	61.2	79.1			
1840	76.5	5.9	WAUKEGAN	63.3	85.0			
9650	52.8	4.6	SECURITY	41.1	89.6			
1830	60.1	5.3	FOSTORIA	57.0				
			S.P. Crossing					
3850	26.4	7.0	CLEVELAND	17.4	94.9	CR		
2770	24.8	3.6	HIGHTOWER	31.7	101.9			
1850	19.5	5.5	RAYBURN	31.1	105.5			
8540	37.7	6.7	ROMAYOR	10.0	111.0	Y		
	31.7	3.8	FUQUA	34.8	117.7			
1940	17.4	6.6	VOTAW	19.3	121.5	B		
7650	15.8	5.3	BRAGG	23.2	128.1			
1850	30.6	4.9	LELAVAL	27.9	133.4			
1940	31.7	5.0	DIES	31.7	138.3			
5540	31.7	8.9	S.P. Crossing	31.7	143.8			
			KOUNTZE					
			SILSBEE YL		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.

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

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

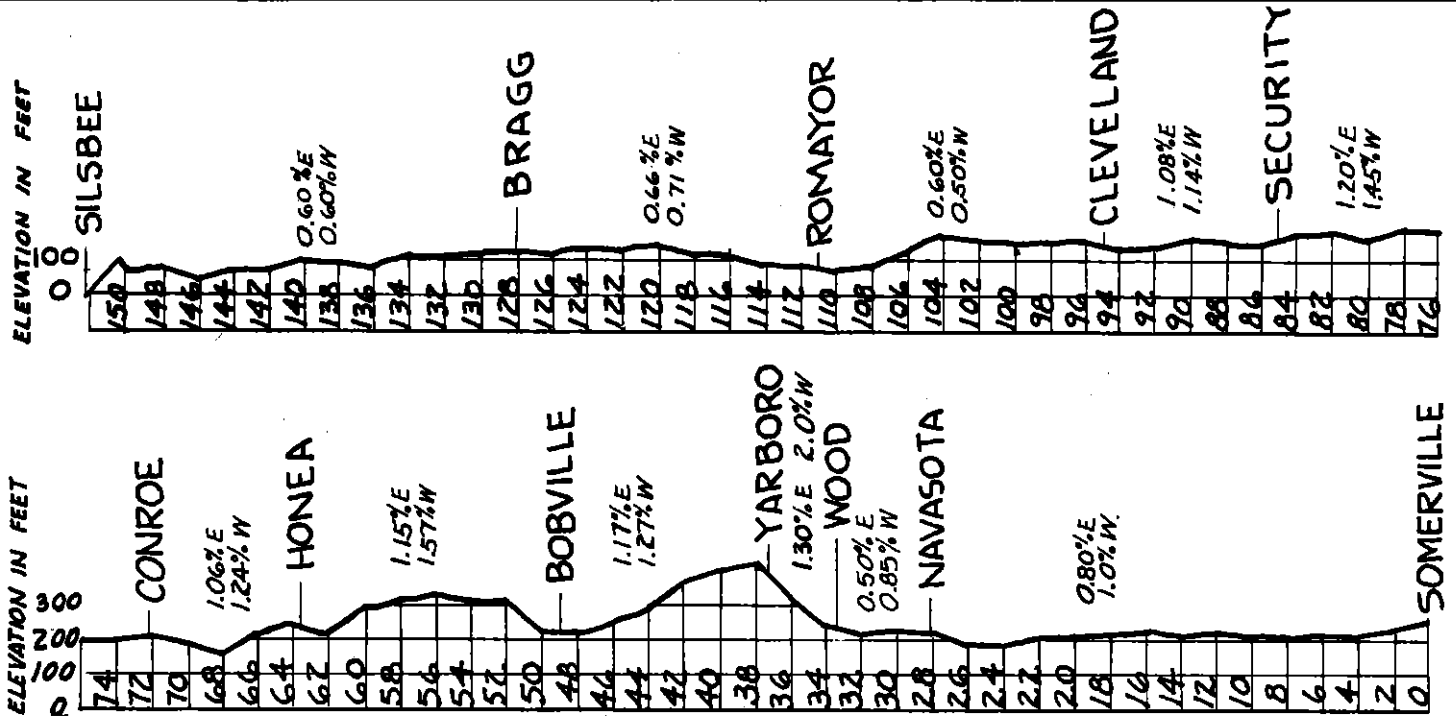
*Restriction applies only while head end of train is passing crossings.

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

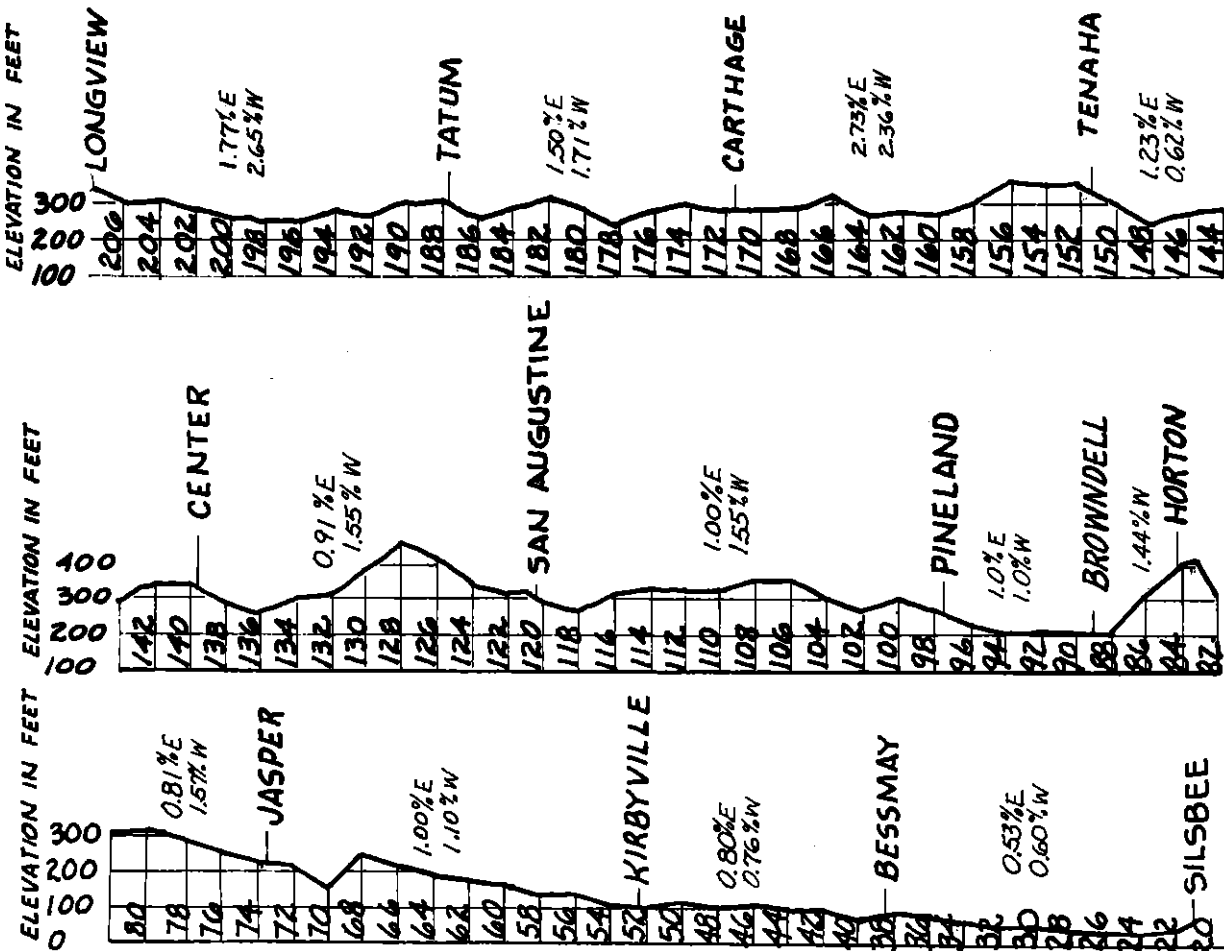
3. TRACKS BETWEEN STATIONS

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



LONGVIEW DISTRICT

SOUTHERN DIVISION



SOUTHERN DIVISION

LONGVIEW DISTRICT 15

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 12					
			October 2, 1979					
	Feet Per Mile	STATIONS		Feet Per Mile				
		LONGVIEW	YL		207.6	Y	CR	
	139.9	12.2		93.4				
		EASTON			195.4			
	69.7	7.6		63.4				
		TATUM			187.8	C		
	61.7	6.4		79.2				
2760		BECKVILLE			181.4			
	90.2	9.7		73.9				
4010		CARTHAGE	YL		171.7	C		
	124.6	10.0		144.1				
1150		GARY			161.7			
	52.8	10.1		63.3				
		S.P. Crossing						
2550		TENAHA	YL		151.6	C		
	32.7	11.8		64.9				
2040		CENTER	YL		139.8	CY		
	81.8	12.8		47.5				
3200		CALGARY			127.0			
	43.8	6.6		48.0				
		SAN AUGUSTINE	YL		120.4	CR		
2490		5.5		45.4				
2330		VENABLE			114.9			
	54.9	10.2		48.5				
1930		BRONSON			104.7			
	50.6	7.2		52.8				
2080		PINELAND	YL		97.5	C		
	52.8	9.9		52.8				
5970		BROWDELL			87.4			
	76.0	3.2		.0				
2080		HORTON			84.2			
	82.7	5.5		41.1				
2020		COLLINS			78.7			
	38.0	5.1		42.7				
		JASPER	YL		73.6	Y	CR	
4140		6.5		47.5				
2080		KEITHTON			67.1			
	58.0	4.7		52.8				
1710		ROGANVILLE			62.4			
	41.1	10.0		48.5				
		KIRBYVILLE	YL		52.4	CR		
1950		4.4		31.1				
2760		CALL			48.0			
	31.7	4.8		42.2				
3080		LE VERTE			43.2			
	30.0	5.8		31.7				
2640		BESSMAY	YL		37.4			
	26.4	1.3		23.7				
		BUNA			36.1			
	16.8	6.0		27.9				
3110		QUINN	YL		30.1			
	3.1	2.4		12.6				
		EVADALE	YL		27.7			
	31.6	7.0		19.0				
		SILSBEE	YL		21.0	TY	CR	
		(186.7)						

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

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

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

Location	MPH
East and west legs of wye, Silsbee, M.P. 21.1	10
Curve and Neches River Bridge, M.P. 26.1 to 26.5	25
2 Curves, M.P. 63.3 to 64.5	40
2 Curves, M.P. 72.0 to 73.5	35
16 Curves, M.P. 80.7 to 86.9	20
Curve, M.P. 102.4 to 102.5	20
5 Curves, M.P. 103.7 to 106.2	30
Curve, M.P. 106.6 to 106.7	30
Curve, M.P. 108.3 to 108.5	30
6 Curves, M.P. 115.1 to 117.5	20
3 Curves, M.P. 117.8 to 118.8	35
8 Curves M.P. 120.7 to 126.3	35
6 Curves, M.P. 128.8 to 130.7	20
2 Curves, M.P. 150.6 to 152.8	35
RR Crossing, M.P. 151.6 Interlocking	20
Curve, M.P. 155.8 to 156.1	40
2 Curves, M.P. 161.4 to 161.7	10
Curve, M.P. 171.3 to 171.5	20
2 Curves & Sabine River Bridge, M.P. 196.5 to 197.1	10
2 Curves, M.P. 205.2 to 205.7	25
10 Curves, M.P. 206.2 to 207.8	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Silsbee	M.P. 21.1 to 21.7	*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. 12 October 2, 1979					
	Feet Per Mile		STATIONS	Feet Per Mile				
			OAKDALE YL		80.8			
			M.P. Crossing		80.6	C		
			Vancouver Plywood					
			RR Crossing		80.2	Y		
			8.8					
2140	32.2		ELIZABETH YL	20.0	72.0	C		
2650	34.8			45.9				
			PITKIN		62.3			
			11.9					
2630	33.2		MARKEE	47.5	50.4			
			12.0					
2230	36.9		DeRIDDER		38.4	CR		
			K. C. S. Crossing					
			4.9	21.0	33.5			
2130			SHEAR	YL				
			1.0	18.4				
2440	25.3		BOISE SOUTHERN	YL	32.5	C		
			5.0	18.4				
2610	25.3		NEALE		27.5			
			15.8	32.2				
2540			MERRYVILLE	YL	22.1			
			6.4		15.7			
1850			BONWIER		12.2			
			3.5	23.8				
1500	26.4		FAWIL					
			12.2	33.7				
	28.5		KIRBYVILLE YL		0.0	CR		
			(80.8)					

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Oakdale District 30 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 17.3 Bridge, Sabine River

3. TRACKS BETWEEN STATIONS

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

LONGVIEW DISTRICT CONTINUED

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

Texas Eastman Plant - Longview

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

3. TRACKS BETWEEN STATIONS

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

SOUTHERN DIVISION

SILSBEE DISTRICT 17

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			No. 12 October 2, 1979					
	Feet Per Mile		STATIONS	Feet Per Mile				
			SILSBEE YL	41.1	21.0	TY CR		
2580	25.3	6.9	LUMBERTON	23.2	14.1			
	27.5	3.8	LOEB JCT. YL					
			S.P. Connection		10.3			
1840	24.8	1.8	VOTH YL	20.1	8.5			
	23.2	6.8		16.8				
			BEAUMONT YL		1.7	Y CR		
	4.7	1.0	S.P. Crossing	6.3	0.7			
	4.7	0.1	M.P. Crossing	6.3				
			S.P. Crossing		76.4			
720	1.0	5.5	BROOKS YL	2.6	70.9			
	12.6	11.5	MOREY YL	15.8	59.4			
1900	5.2	2.3	HAMSHIRE YL	1.0	57.1			
	11.0	5.3	WINNIE YL	7.3	51.8			
2230	.0	2.1	STOWELL YL	6.8	49.7			
2400	4.2	4.9	SEA BREEZE YL	12.6	44.8			
1910	.0	7.8	END OF TRACK	9.5	37.0			
			(59.8)					

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

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

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

Location	MPH
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 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
Guloco	68.4	2200
American Rice Growers	69.0	1100
Coors Beer Company	73.7	442
Beaumont Warehouse-Corporation	73.8	702

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

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

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

Permission must be secured from the Santa Fe yardmaster at Beaumont for movements to be made between Beaumont and Loeb Jct.

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

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

18 SPECIAL RULES

SOUTHERN DIVISION

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	File Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 Locomotive Crane AT-199720 and Jordan and Spreader MPH	Other Machines Including Pile Drivers AT-199452 AT-199463 AT-199466 MPH
FIRST			
SECOND			
THIRD			
HOUSTON	40	45	30
LAMPASAS			
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.

HOT BOX AND DRAGGING EQUIPMENT DETECTORS**Locator (Readout) Type**

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 at locations so equipped.

When actuated by a train, stop must be made with head end 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.

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 track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher.

Monitor Display Board Type

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, as well as dragging equipment, will actuate rotating white light at location of monitor display board.

The monitor display board is equipped with hot box and dragging equipment indicator lights. The display board will be dark as train approaches detector, and will remain in that condition in the absence of abnormal heat or dragging equipment "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back in order to confirm axle count, after rear of train passes display board.

All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate

car or unit with abnormal heat condition or dragging equipment.

When rotating white light is actuated by train, and a numerical readout is not displayed on the display board, train must be stopped promptly, and entire train must be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is actuated before train reaches detector, and no numerical readout or indicator lights displayed after train passes detector, train may proceed at prescribed speed and must be observed closely enroute. When rotating white light is actuated before train reaches detector, and a numerical readout is displayed or any of the indicator lights are illuminated before or after train passes detector, train must be stopped and inspected.

When abnormal heat condition or dragging equipment is displayed at detector and no abnormal condition found on equipment indicated on display board, close inspection must be made on three cars (or units) on either side of indicated equipment.

Instructions Applicable To Both Types of Hot Box and Dragging Equipment Detectors

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at restricted 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 suspected journal on freight equipment indicated by locator or monitor display board 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 J572 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:

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

SHIFTED LOAD DETECTORS

When condition in train actuates indicators, they will display rotating white light, and when so displayed, the train must be stopped immediately, inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone the result of inspection.

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
 - Clifton, M.P. 268.4 to 271.8
 - 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
 - Lampasas, M.P. 272.3 to 275.9
 - Lometa, M.P. 290.2 to 293.6
- 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	Cleburne	Jasper
Bay City	Clifton	Lometa
Beaumont	Temple	Longview
Bellville	Conroe	Oakdale
Brady	Eagle Lake	Pearland
Brenham	Fort Worth	San Augustine
Brownwood	Galveston	Silsbee
Caldwell	Houston (S.P.)	Somerville
Caldwell (SP)	Depot, Rusk	Sosan (San Antonio)
Carthage	Ave. and Settegast	
Center	Yard)	

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		
Clifton		

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.

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THE SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION

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 L. M. RAMPY, Administrator Temple

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 AT LOCAL POINTS**

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 DR. CLAUDE C. CODY III Houston

SPEED TABLE — FOR INFORMATION ONLY

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

Average poles per mile by District

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

SPECIAL CAR HANDLING INSTRUCTIONS 1-1-78

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

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

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

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

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

HOW TO USE THIS CHART:

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

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

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

MUST NOT BE PLACARDED NEXT TO

CAR PLACARDED

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

