SANTA FE SAFETY FIRST

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

ASSISTANT SUPERINTENDENTS

R. P. BENSON ..... Temple, Tex.
M. W. GIBSON ..... Houston, Tex.

TRAINMASTERS

W. C. LYMAN ..... Houston, Tex.
M. H. LYNE ..... Temple, Tex.
L. W. DILLMAN ..... Silsbee, Tex.
C. E. JETER ..... Temple, Tex.

ROAD FOREMAN OF ENGINES — TRAINMASTER (AMTRAK OPERATIONS)

R. A. ATKINS ..... Ft. Worth, Tex.

ASSISTANT TRAINMASTERS

H. D. IRISH ..... Pearland, Tex.
T. W. JONES ..... Pearland, Tex.
H. D. PEARSON ..... Galveston, Tex.
R. J. SHERMAN ..... Longview, Tex.
L. S. SIMS ..... Pearland, Tex.
R. D. WILLIAMS ..... Houston, Tex.
V. L. KENNEDY ..... Temple, Tex.
J. GRISHAM ..... Temple, Tex.
G. R. CAVANAUGH ..... Houston, Tex.

RULES EXAMINER

R. O. ROWE ..... Temple, Tex.

SUPERVISOR OF AIR BRAKES

GENERAL ROAD FOREMAN OF ENGINES

M. B. SPEARS ..... Amarillo, Tex.

ROAD FOREMEN OF ENGINES

R. E. KING ..... Silsbee, Tex.
C. W. LEE ..... Houston, Tex.
G. D. CASSIDY ..... Temple, Tex.

SAFETY SUPERVISOR

T. D. BECK ..... Temple, Tex.
W. C. WRIGHT ..... Silsbee, Tex.

CHIEF DISPATCHER

E. A. THOMAS ..... Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

L. E. MOORE ..... Temple, Tex.
C. E. FURLOW ..... Temple, Tex.
J. S. KIRK ..... Temple, Tex.
W. H. ANDERSON ..... Temple, Tex.
G. E. COUSINS ..... Temple, Tex.
R. J. PADILLA ..... Temple, Tex.
W. R. WELCH ..... Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

J. V. HIGGINBOTHAM
J. L. CONNER
C. G. PULLEN
R. J. GAUER
G. M. STANDARD
J. E. ROSE
G. T. ROSS
C. C. McFARLAND
J. E. JONES
R. A. KOLODZIEJCZYK
R. E. SMITH
L. P. GILES
W. D. GUTHRIE
J. B. BOMAR
B. D. KIRK
C. L. WILSON
M. A. ERICKSON
R. BROUGHTON
J. D. FOWLER
J. R. RIVERS
S. S. WILKENING
T. L. JORGENSON
C. A. McDONALD
R. A. ECKERMANN
B. R. LILLARD
B. H. PECHAL, JR.

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.

13

IN EFFECT

Sunday, August 3, 1980

At 12:01 A. M.
Central 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

LAMPASAS DISTRICT

TIME TABLE
No. 13
August 3, 1980

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			LOMETA YL		0.0	Y CR	
		31.7	24.7	31.7			
	2630		SAN SABA		24.7	B	
		51.2	14.8	26.4			
	1670		RICHLAND SPRINGS		39.5		
		39.9	26.4	31.7			
	2220		**BRADY** YL		65.9	CY	
		.0	1.6	52.8			
			END OF TRACK		67.5		
			(67.5)				

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			TEMPLE YL		218.2	Y CR	
		33.8	1.7	66.0			
			GOBER YL		219.9		
		70.4	6.5	70.4			
	5480		BELTON		226.4		
		37.0	9.3	72.8			
	5560		NOLANVILLE		235.7		
		57.0	7.8	0.0			
	5730		KILLEEN		243.5	CR	
		68.6	2.6	0.0			
			FORT HOOD		246.1	Y	
		70.7	8.0	66.5			
	5500		COPPERAS COVE		254.1	B	
		69.6	8.5	68.6			
	5960		KEMPNER		263.1	B	
		66.5	10.6	32.7			
	6250		LAMPASAS YL		273.7	CBY	
		69.7	9.9	47.5			
	4930		OGLES		283.6		
		71.2	8.1	68.6			
	3990		LOMETA YL		291.7	Y CR	
		65.5	8.3	63.4			
	4980		ANTELOPE GAP		300.0	B	
		66.0	6.1	65.4			
	5080		CASTOR		306.1		
		66.0	7.2	66.0			
	5270		GOLDTHWAITE		313.3	B	
		66.0	10.3	67.0			
	5170		MULLEN		323.6		
		66.0	6.7	66.0			
	4910		VILLA		330.8		
		66.0	5.9	66.0			
	5260		ZEPHYR		336.2	B	
		66.0	8.2	66.0			
	5400		RICKER		344.4		
		21.1	4.0	66.0			
			BROWNWOOD YL		348.4	TY CR	
			(130.2)				

A.B.S.

T.C.S.

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

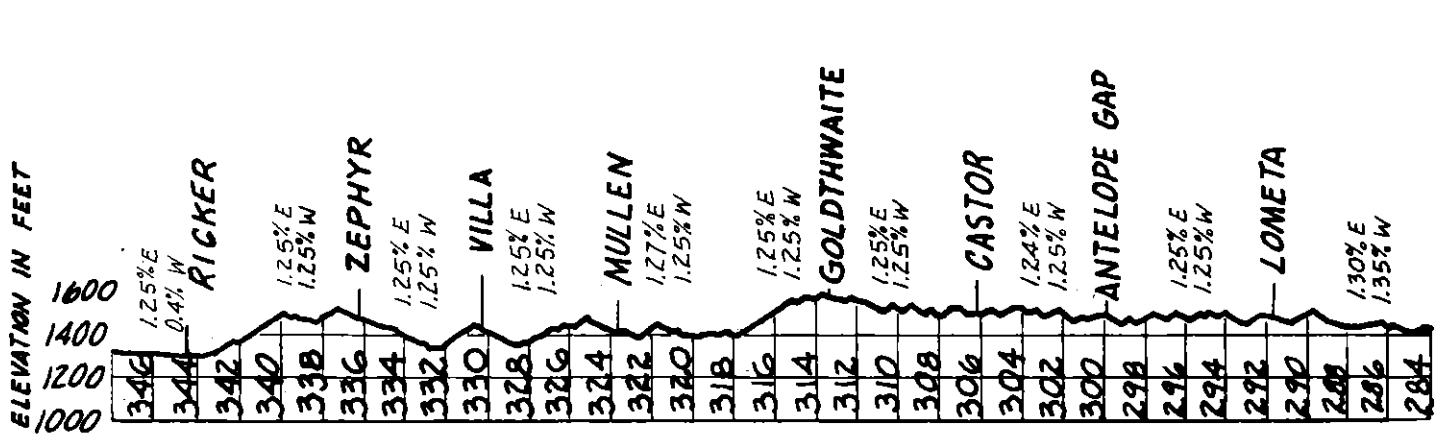
Name	Mile Post	Track Capacity in Feet
Texas Architectural Aggregates	22.5	330
Texas Architectural Aggregates	25.9	650

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 AND 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
Curve, M.P. 234.1 to 234.6	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
3 Curves, M.P. 319.7 to 321.8—Westward	50
Track and curves, M.P. 327.1 to 329.0—Eastward	35
M.P. 327.1 to 329.0—Westward	45
4 Curves, M.P. 329.4 to 331.9	45
2 Curves, M.P. 345.7 to 346.2	40
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.	Frt.
Temple	M.P. 217.0 to 221.5	*35	*25
Belton	M.P. 225.3 to 227.0	30	30
Nolanville	M.P. 234.7 to 237.0	25	25
Killeen	M.P. 241.5 to 244.5	30	30
Lometa	M.P. 291.5 to 291.8	50	50
Goldthwaite	M.P. 313.3 to 313.7	45	45

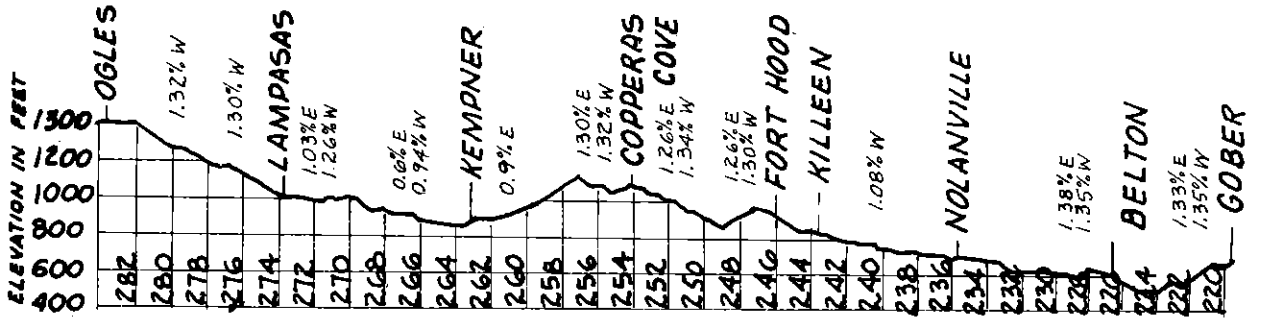
*Restriction applies only while head end of train is passing crossings.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Charter Oak	225.0	1140
Dresser Industrial Spur (2.7 miles)	234.9	
Bandas Industry Spur	236.3	4200
Mayflower	236.7	350
Central Forwarding Co.	241.4	420
Nichols	248.0	2360
Alamo Explosive	334.4	240



WEST-WARD First Class 21	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 13 August 3, 1980		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 22
Leave Daily PM		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily PM
4.01			**CLEBURNE**	YL		317.5	TY CR	s 3.35
		48.0	7.2		53.3			
4.07	5440		RIO VISTA			310.3	B	3.24
		52.8	6.5		66.0			
4.12	6660		BLUM			303.5		3.17
		31.7	9.1		39.6			
4.19	6840		KOPPERL			294.4		3.08
		37.5	6.6		52.8			
4.25	6910		MORGAN			287.8	B	3.01
		47.5	7.4		66.0			
4.32	6460		MERIDIAN		73.9	280.7		2.53
		66.0	10.3					
4.41	6790		CLIFTON	YL	66.0	270.4	CR	2.42
		53.3	11.0					
4.50	3110		VALLEY MILLS			259.2		2.31
		66.0	4.5		65.4			
4.54	6620		MANHATTAN			254.7	B	2.26
		66.0	11.3		66.0			
			St. L. S. W. Crossing				Y	
s 5.03	7870		McGREGOR			243.4	CR	s 2.14
		42.2	9.9		66.0			
5.16	7180		MOODY			233.5	B	2.05
		66.0	8.1		66.0			
5.28	6990		PENDLETON			225.4	B	1.55
		66.0	4.2		66.5			
5.32			BELCO	YL		221.2		1.50
		66.0	3.0		66.5			
s 5.50			**TEMPLE**	YL		218.2	Y CR	1.45
PM								PM
Arrive Daily			(99.1)					Leave Daily
54.5			Average speed per hour					54.0

A.B.S.

Trains must get clearance card before leaving Temple and Cleburne.

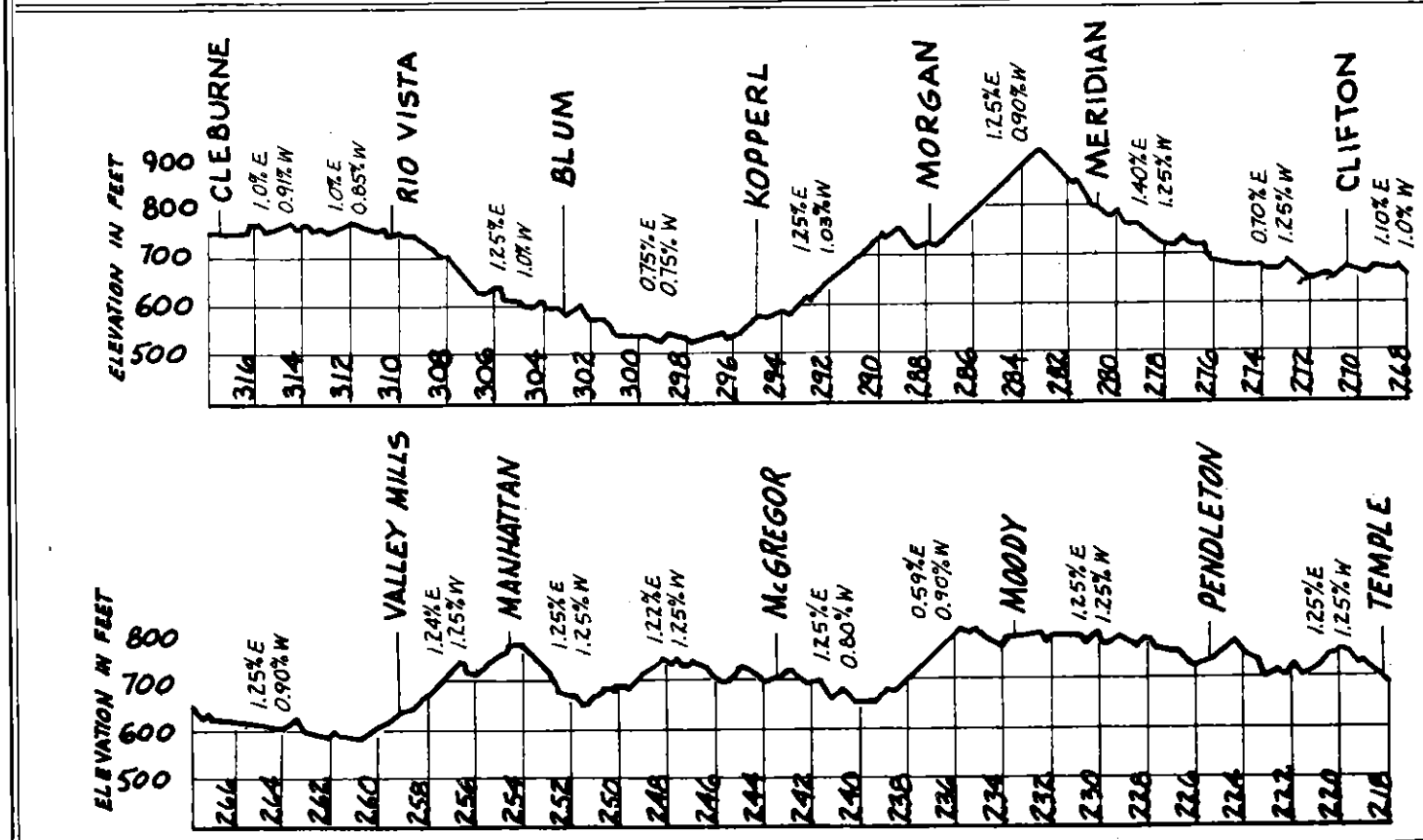
RULE 94 IN EFFECT: At Cleburne, between Block Signal 3172 and M.P. 319.9.

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.

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

At Temple, automatic block signal 2192 governing eastward movement on main track to First District located on left side of track as viewed from eastward trains.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
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 AND 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	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.	Frt.
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
Clifstone	266.5	1800
Brazlime	300.2	1550

TIME TABLE

No. 13

August 3, 1980

WESTWARD First Class 21	WESTWARD First Class 23	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD First Class 22	EASTWARD First Class 24
Leave Daily PM	Leave Daily PM							Arrive Daily PM	Arrive Daily PM
6.10	6.20			**TEMPLE**		218.2	Y CR	s 1.05	s 1.00 PM
Via M.K.T.			.0	0.8	42.7			Via M.K.T.	
			.0	M-K-T Crossing	66.0	217.4			
				1.7					
			54.5	KNOWD	66.0	215.7			
				11.0					
		11570	58.6	ROGERS	63.3	204.7			
				8.7					
		12070	42.2	BUCKHOLTS	59.1	196.0			
				8.0					
		11190	42.2	CAMERON	52.8	188.0	B		
				13.6					
		10570	42.2	MILANO M.P. Crossing	52.8	174.4	CR		
				8.6					
		10970	39.6	CHRIESMAN	66.0	165.8			
				8.0					
			42.2	CALDWELL	66.0	157.8	C		
		11320	42.2	6.5 DAVIDSON	65.4	151.3			
				9.8					
		4980	42.2	SOMERVILLE	52.8	141.4	Y CR		
		11480	42.2	8.4 LANDES	66.0	132.9			
				6.9					
	s 7.58		68.6	BRENHAM A.T.S.F. Crossing	64.9	126.0	C		s11.02
				5.9					
		11230	67.0	PHILLIPSBURG	66.0	120.1			
				9.8					
		6810	23.3	DANT	66.0	110.3			
				4.1					
	8.20 PM			**BELLVILLE**		106.2	T CR		10.39 AM
	Arrive Daily			(111.7)					Leave Daily
	55.8			Average speed per hour					47.5

T.C.S. — Two Tracks

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.

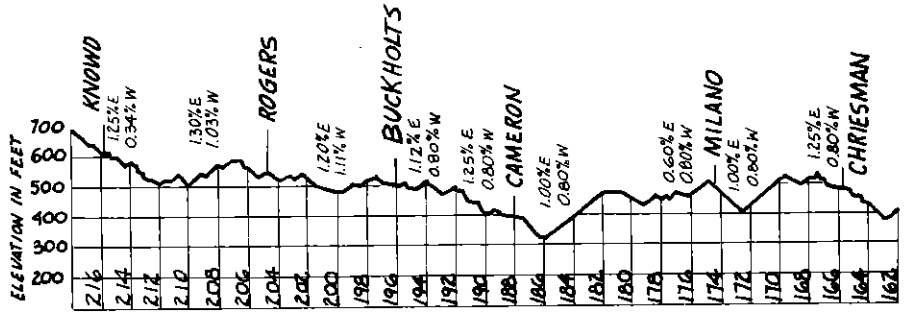
At each siding between Bellville and Knowd the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

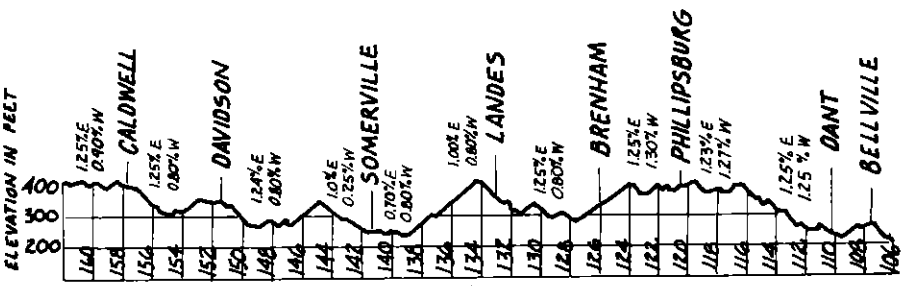
At end of Two Tracks, Knowd, the signal governing westward movements on South Track is located on field side of South Track.

Automatic block signal 1811 governing westward movement between Cameron and Milano located on left side of main track as viewed from westward trains.

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

At Caldwell, block signal 1581 governing westward movements is located on left side of main track as viewed from westward trains.





1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	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
2 Curves, M.P. 108.2 to 109.9	70
Curve, M.P. 110.9 to 111.5	70
2 Curves, M P. 112.0 to 113.0	55
5 Curves, M.P. 114.2 to 117.5	55
Curve, M.P. 118.8 to 119.0	55
Curve, M.P. 121.3 to 121.6	70
2 Curves, M.P. 122.5 to 123.2	55
2 Curves, M.P. 123.8 to 125.1	45
3 Curves, M.P. 125.5 to 126.6	25
RR Crossing, M.P. 126.0 Auto. Interlocking*	25
4 Curves, M.P. 127.5 to 130.6	55
Curve, M.P. 133.5 to 133.8	45
Curve, M.P. 134.1 to 134.4	40
2 Curves, M.P. 136.5 to 137.5	65
2 Curves, M.P. 138.2 to 139.8	55
4 Curves, M.P. 140.8 to 141.7	45
Curve, M.P. 146.8 to 147.0	65
2 Curves, M.P. 148.7 to 149.5	65
5 Curves, M.P. 153.2 to 156.2	65
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	60
Curve, M.P. 163.8 to 164.2	60
3 Curves, M.P. 164.4 to 166.2	65
Curve, M.P. 168.5 to 168.8	65
Curve, M.P. 169.1 to 169.4	45
Curve, M.P. 169.7 to 170.1	40
Curve, M.P. 170.4 to 170.8	50
2 Curves, M.P. 171.1 to 172.1	60
Curve, M.P. 173.4 to 173.8	60
3 Curves, M.P. 174.1 to 175.7	50
RR Crossing, M.P. 174.4 Auto. Interlocking*	
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	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	
		Psgr.	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. 182.6	Shifted Load Detector
M.P. 185.4	Bridge, Little River
M.P. 192.4	Shifted Load Detector
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

WEST-WARD First Class 23	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 13 August 3, 1980		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 24
Leave Daily PM		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily AM
8.20			**BELLVILLE**			106.2	T CR	10.39
		16.3	11.6		29.0			
	10400	34.8	M-K-T Crossing SEALY			94.6	YC	
			12.4		37.4			
			S. P. Crossing			82.2		
			1.4					
	11740		WALLIS		13.2	80.8		
		12.1	4.6					
			ORCHARD		16.3	76.2		
		8.4	10.0					
			TOWER 17 S. P. Crossing		7.3	66.2	C	10.04
9.18 PM		.0	0.4					AM
Arrive Daily	12210		ROSENBERG			65.8		Leave Daily
		29.0	10.8		26.9			
	11450		BOOTH			55.0		
		7.9	4.6		33.7			
			THOMPSONS			50.4	YC	
		2.6	4.2		33.7			
Via S.P.			SUGARLAND JCT. M. P. Crossing			46.2		Via S.P.
		18.4	2.0		4.7			
	8790		DUKE			44.2		
			1.3					
			M. P. Crossing			42.9		
		2.4	6.9		6.3			
	12210		MANVEL			36.0		
		7.9	7.4		10.5			
			ALVIN			28.6	Y CR	
		5.2	4.2		6.3			
			ALGOA			24.4	Y	
		3.2	13.4		12.1			
	5460		TEXAS CITY JCT.			11.0	YB	
		14.7	4.7		8.9			
			VIRGINIA POINT	YL		6.3		
		.0	2.1		.0			
			ISLAND	YL		4.2		
		.0	2.0		15.3			
			GALVESTON	YL		2.2	T CR	
		.0	0.8		.0			
			S. P. Crossing	YL		1.4		
		.0	1.1		.0			
			Wharves Crossing	YL		0.3		
		.0	0.3		.0			
			End of Track	YL		0.0		
		.0	(106.6)					
41.4			Average speed per hour					68.6

T.C.S. A.B.S. Two Tracks

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.

Between Sealy and Bellville, eastward Signals 972, 922 and 1012 are located on the left side of main track as viewed from eastward trains.

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 from 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 from 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.

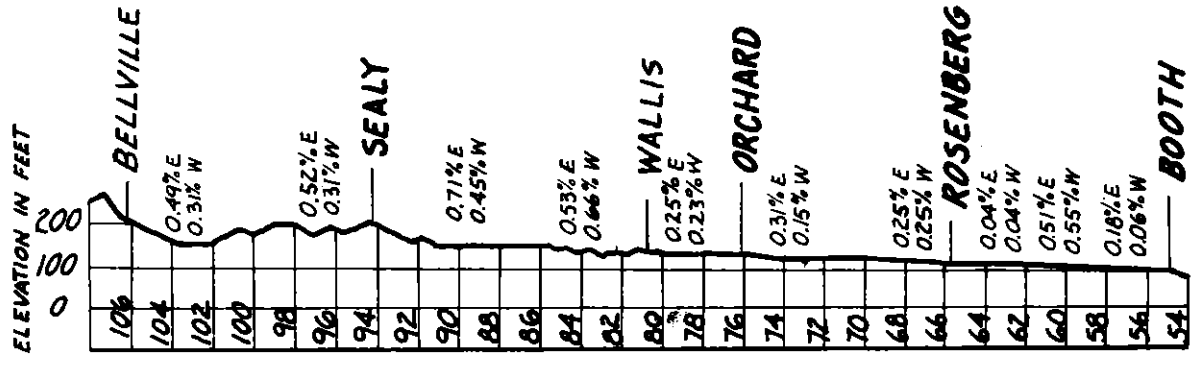
At Texas City Jct., the block signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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 from 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: Trains originating.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

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

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

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

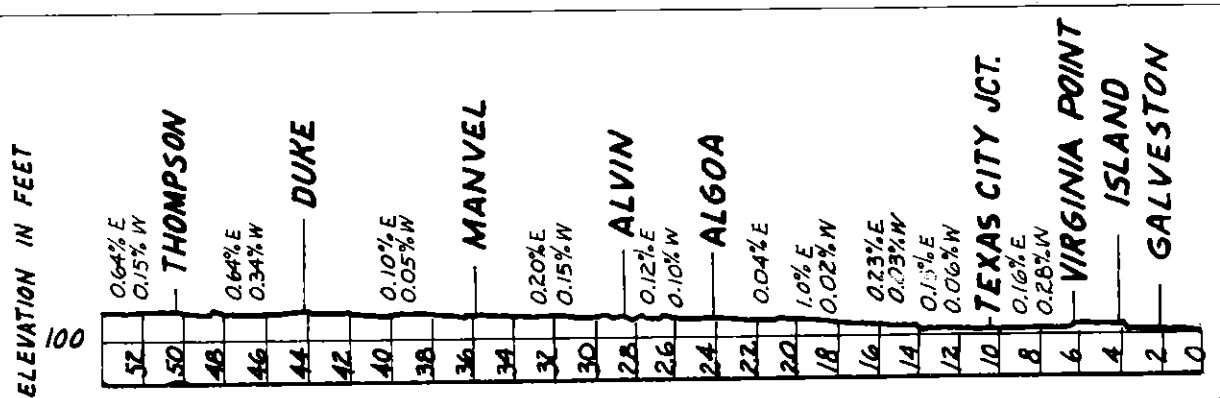
Richmond	M.P. 62.5 to 63.7	25 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

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
Quanex	103.0	4450



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 13 August 3, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		Feet Per Mile	STATIONS	Feet Per Mile			
↓		1.5	ALVIN	.0	.0	Y C R	
	13140		4.1				
		2.6	HASTINGS	.0	4.1		↑
	5490		5.9				
		.0	PEARLAND	10.5	10.0		
	S 10320 N16230		4.0			Y CR	
			MYKAWA	0.1	14.0		
			5.4				
			S.P. Crossing T & N.O. JCT.		19.4		
		.0	0.9				
			NEW SOUTH YARD		20.3	R	
			3.8				
			HOUSTON		24.1	RC TY	
			(24.1)				

T.C.S. — H.B. & T.Ry.

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 Hastings controlled signal governing eastward main track movement at east end of Hastings located on left side of main track as viewed from eastward trains.

At Hastings controlled signal governing eastward main track movement at west end of Hastings located on left side of main track as viewed from eastward trains.

At Mykawa controlled signal governing westward movements from west end of siding located on left side of siding as viewed from westward trains.

Block signal 12-A located 23 poles west of M.P. 1, block signal 72-A located 25 poles west of M.P. 7, block signal 122-A located 4 poles west of M.P. 12 and block signal 172-A located 24 poles west of M.P. 17 located on left side of main track as viewed from eastward trains.

At Pearland, controlled signal governing easward main track movement at east end of siding located to left of main track as viewed from 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. 14.0 to 18.0	45 MPH
	M.P. 18.0to to 19.4	20 MPH

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Stanolind	5.8	1020
H.D. Siding No. 1	6.1	5160
H.D. Siding No. 2	7.1	5280
H.D. Siding No. 3	8.2	5070
Taylor Forge Inc.	8.7	380
Houdaille-Duval-Wright	9.0	1020
H.D. Siding No. 4	10.9	2800
American Rice Drier	11.0	1190
H.D. Siding No. 5	11.6	3210
Gaido-Lingle Co.	11.9	1200
H.D. Siding No. 6	13.0	6520
T.O.F.C. Facilities	14.5	2200
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. 13 August 3, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		Feet Per Mile	STATIONS	Feet Per Mile			
		58.0	RAYNER JCT. YL	58.0	0.0		
			9.6				
			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
Blueroan	5.5	7100

HALL DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 13 August 3, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		Feet Per Mile	STATIONS	Feet Per Mile			
			THOMPSONS YL		34.0	YC	
		7.9	11.1	5.3			
	5030		LONG POINT YL		22.9		
		5.3	5.1	11.6			
			GUY YL		17.8	Y	
		6.3	11.2	10.6			
			NEWGULF YL				
			S.P. Crossing		6.6	C	
		4.8	6.6	4.2			
			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.

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 from eastward trains.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	
Hall District	20 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

TIME TABLE
No. 13
August 3, 1980

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			SEALY YL		0.0	CY	
		23.7	10.0	19.5			
	3670		BEARD		10.0		
		17.9	7.3	11.6			
			S. P. Crossing		17.3		
		.0	0.3	17.9			
			S. P. Crossing		17.6		
		31.6	0.9	31.6			
	3760		**EAGLE LAKE** YL		18.5	CR	
		15.7	1.3	26.4			
			RAYNER JCT. YL		19.8		
		34.3	8.2	13.2			
	1290		BONUS		28.0		
		21.2	4.0	23.7			
			EGYPT		32.0		
		4.2	5.0	6.3			
	3490		GLEN FLORA		37.0		
		.0	5.8	19.5			
			S. P. Crossing		42.8		
		.0	0.3	22.1			
	3340		WHARTON		43.1	C	
	1630	4.2	8.3	8.9			
			LANE CITY		51.4		
		4.7	3.8	12.6			
			CANE JCT. YL		55.2	Y	
		10.6	5.3	10.6			
			RUNNELLS		60.5		
		7.9	7.8	11.6			
			S. P. Crossing		68.3		
		.0	0.3	3.1			
			BAY CITY YL		68.6	CR	
	2690	.0	0.4	1.5			
			M. P. Crossing		69.0		
		11.6	7.3	23.7			
			SOUTH BAY CITY YL		76.3		
		15.8	3.3	12.1			
			WADSWORTH YL		79.6		
		12.1	10.4	11.0			
			MATAGORDA YL		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 - CURVES AND RR CROSSINGS

Location	MPH
Curve, M.P. 0.0 to 0.6	10
4 Curves, M.P. 17.0 to 18.9	10
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

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

TIME TABLE
No. 13
August 3, 1980

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			SOMERVILLE YL		0.0	Y CR	
		52.8	5.4	31.7			
	2770		SCOFIELD		5.4		
		52.8	12.9	40.2			
	5650		ALLENFARM		18.3		
		52.8	9.8	42.2			
	1930		NAVASOTA S.P. Crossing		28.1	CR	
		44.8	5.0	26.4			
	4620		WOOD		33.1		
		106.1	4.6	68.6			
	2600		YARBORO		37.7		
		67.0	11.2	61.7			
			BOBVILLE		48.9		
		.0	1.0	53.3			
			CRIP-FWD Crossing DOBBIN		49.9		
		82.8	5.7	57.0			
			MONTGOMERY		55.6		
		73.9	8.2	60.7			
	7910		HONEA		63.8		
		65.4	8.4	55.9			
			CONROE YL				
	5600		M.P. Crossing		72.2	CR	
		56.4	2.4	60.2			
	2580		BEACH YL		74.6		
		54.9	4.5	61.2			
	1840		WAUKEGAN YL		79.1		
		76.5	5.9	63.3			
	9650		SECURITY		85.0		
		52.8	4.6	41.1			
	1830		FOSTORIA		89.6		
		60.1	5.3	57.0			
			S.P. Crossing CLEVELAND YL		94.9	CR	
	3850						
		26.4	7.0	17.4			
	2770		HIGHTOWER		101.9		
		24.8	3.6	31.7			
	1850		RAYBURN		105.5		
		19.5	5.5	31.1			
	8540		ROMAYOR		111.0	Y	
		37.7	6.7	10.0			
			FUQUA		117.7		
		31.7	3.8	34.8			
	1940		VOTAW		121.5	B	
		17.4	6.6	19.3			
	7650		BRAGG		128.1		
		15.8	5.3	23.2			
	1850		LELAVALE		133.4		
		30.6	4.9	27.9			
	1940		DIES		138.3		
		31.7	5.0	31.7			
			S.P. Crossing KOUNTZE		143.8		
	5540						
		31.7	8.9	31.7			
			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

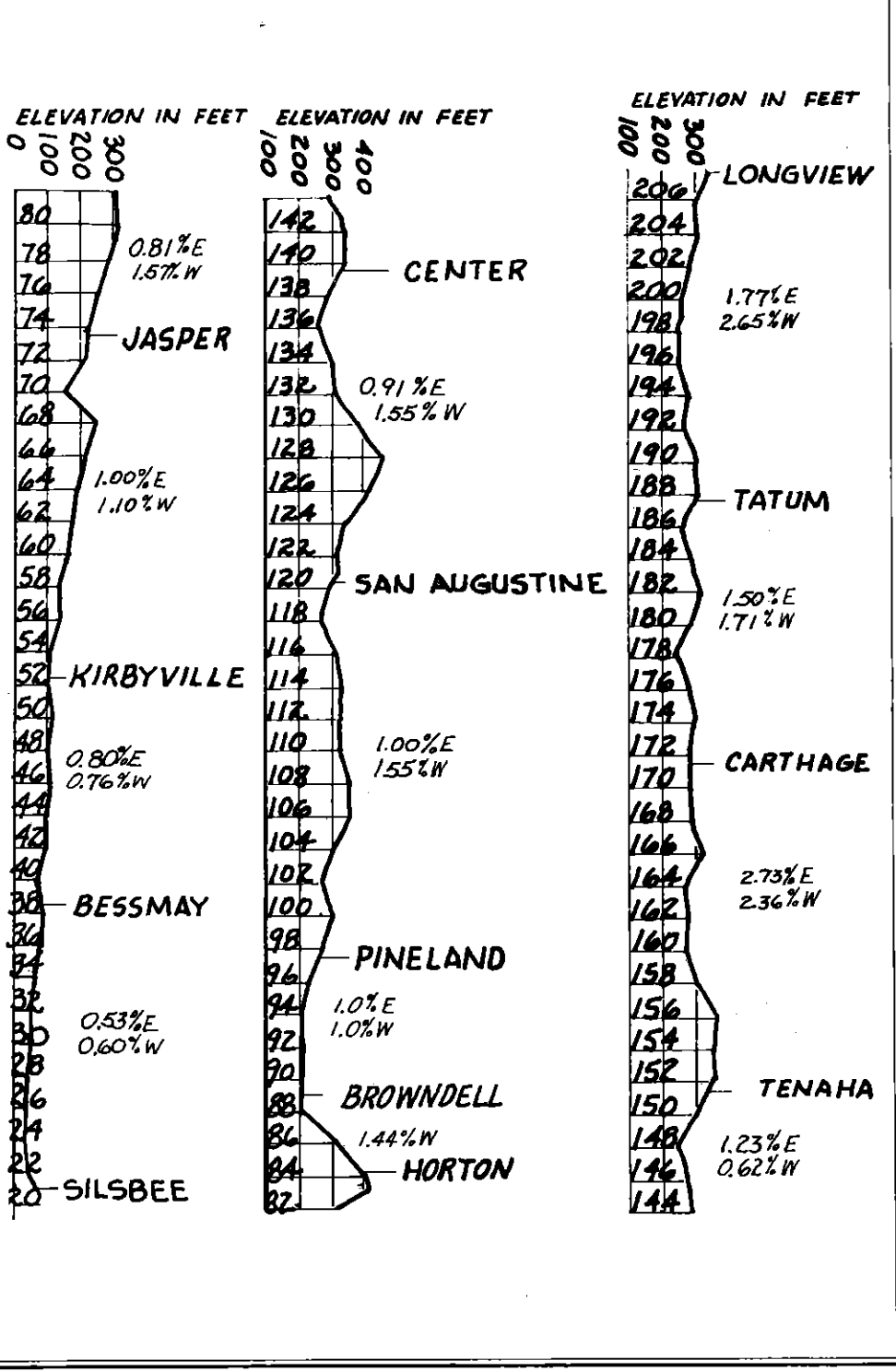
*Restriction applies only while head end of train is passing crossings.

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
Kirby Spur	103.9	4800
Dolen	107.3	1550
Honey Island	135.5	780


ELEVATION IN FEET
0 100 200 300
SILSBEE
0.53%E
0.60%W
BESSMAY
0.80%E
0.76%W
KIRBYVILLE
1.00%E
1.10%W
JASPER
0.81%E
1.57%W
ELEVATION IN FEET
100 200 300 400
HORTON
1.44%W
BROWNDELL
1.0%E
1.0%W
PINELAND
1.00%E
1.55%W
SAN AUGUSTINE
0.91%E
1.55%W
CENTER
ELEVATION IN FEET
100 200 300
TENAHA
1.23%E
0.62%W
CARTHAGE
2.73%E
2.36%W
TATUM
1.50%E
1.71%W
LONGVIEW
1.77%E
2.65%W
LONGVIEW DISTRICT
SOUTHERN DIVISION
ELEVATION IN FEET
0 100 200 300
SOMERVILLE
0.80%E
1.0%W
NAVASOTA
0.50%E
0.85%W
WOOD
1.30%E 2.0%W
YARBORO
1.17%E
1.27%W
BOBVILLE
1.15%E
1.57%W
HONEA
1.06%E
1.24%W
CONROE
ELEVATION IN FEET
0 100
SILSBEE
0.60%E
0.60%W
BRAGG
0.66%E
0.71%W
ROMAYOR
0.60%E
0.50%W
CLEVELAND
1.08%E
1.14%W
SECURITY
1.20%E
1.45%W
CONROE DISTRICT
SOUTHERN DIVISION

TIME TABLE
No. 13
August 3, 1980

WESTWARD ↓ Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		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	81.8	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		BROWNDELL		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	39.0	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		
1950	40.1	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)				

At Silsbee, engines must get clearance card before leaving.

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Longview District	49 MPH*
Longview District, M.P. 162.0 to 207.8	35 MPH
Swepco 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)

TIME TABLE
No. 13
August 3, 1980

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			OAKDALE YL M.P. Crossing Vancouver Plywood RR Crossing		80.8 80.6 80.2	C Y	
		32.2	8.8	20.0			
	2140		ELIZABETH YL		72.0	C	
		34.8	9.7	45.9			
	2650		PITKIN		62.3		
		33.2	11.9	47.5			
	2630		MARKEE		50.4		
		36.9	12.0				
	2230		DeRIDDER K. C. S. Crossing YL		38.4	CR	
			4.9	21.0			
	2130		SHEAR YL		33.5		
		25.3	1.0	18.4			
	2440		BOISE SOUTHERN YL		32.5	C	
		25.3	5.0	18.4			
	2610		NEALE		27.5		
		15.8	5.4	32.2			
	2540		MERRYVILLE YL		22.1		
			6.4				
	1850		BONWIER		15.7		
		26.4	3.5	23.8			
	1500		FAWIL		12.2		
		28.5	12.2	33.7			
			KIRBYVILLE YL		0.0	CR	
			(80.8)				

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Oakdale District	30 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 17.3	Bridge, Sabine River

3. TRACKS BETWEEN STATIONS

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

LONGVIEW DISTRICT CONTINUED

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

Texas Eastman Plant - Longview

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

3. TRACKS BETWEEN STATIONS

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

TIME TABLE

No. 13

August 3, 1980

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			SILSBEE YL		21.0	TY CR	
		25.3	6.9	41.1			
	2580		LUMBERTON		14.1		
		27.5	3.8	23.2			
			LOEB JCT. YL S.P. Connection		10.3		
		24.8	1.8	20.1			
	1840		VOTH YL		8.5		
		23.2	6.8	16.8			
			BEAUMONT YL		1.7	Y CR	
		4.7	1.0	6.3			
			S.P. Crossing		0.7		
		4.7	0.1	6.3			
			M.P. Crossing S.P. Crossing		76.4		
		1.0	5.5	2.6			
	720		BROOKS YL		70.9		
		12.6	11.5	15.8			
	670		MOREY YL		59.4		
		5.2	2.3	1.0			
	1900		HAMSHIRE YL		57.1		
		11.0	5.3	7.3			
	2230		WINNIE YL		51.8		
		.0	2.1	6.8			
	2400		STOWELL YL		49.7		
		4.2	4.9	12.6			
	1910		SEA BREEZE YL		44.8		
		.0	7.8	9.5			
			END OF TRACK		37.0		
			(59.8)				

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

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

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

Permission must be secured from the Santa Fe yardmaster at Beaumont for 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 Beaumont	Bridge, KCS Ry.
M.P. 1.9	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Seth	16.1	550
Texas Gas Corporation	55.1	940
Fannett	63.0	940
Galloway	65.9	600
Goodyear Storage	66.8	3000
Cheek	68.0	1300
Gulfco	68.4	2200
American Rice Growers	69.0	1100
Coors Beer Company	73.7	442
Beaumont Warehouse-Corporation	73.8	702

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

Locations of switches not electrically locked:

Second District——M.P. 124.5, Brenham, Sealy Mattress Co. spur.
M.P. 126.8, Brenham, Goedecke spur.
M.P. 196.0, Buckholts, house track spur and Milam Grain Co. track.
M.P. 205.8, Laughlin Spur.
M.P. 212.3 Heidenheimer, old siding.

Third District——M.P. 30.3, M.A. Oliver Spur.
M.P. 34.5, Wickes spur.
M.P. 36.0, Manvel, house track.
M.P. 42.6, Arcola, team track.
M.P. 42.8, Arcola, interchange
M.P. 55.0, Booth, house spur.
M.P. 58.6, Crabb.
M.P. 63.6, Richmond, house spur.
M.P. 76.2, Orchard, house track.
M.P. 80.8, Wallis, house track.
M.P. 87.1, El Pleasant.

Houston District——M.P. 8.7, Taylor Forge
M.P. 9.0, Houdaille-Duval-Wright.

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-799 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	45	45
ALL OTHER CLASSES	70	45

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

*Engine without cars must not exceed 70 MPH.

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

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

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

DISTRICT	Wrecking Derrick MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 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. 182.6	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. 182.6	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 draggig 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 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.

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

11. STANDARD CLOCKS ARE LOCATED:

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

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., M.P. 4.4, Houston District—

HB&T crews use AT&SF tracks under the provision of the combination road-yard agreements and will be governed by Uniform Code of Operating Rules, except those modified by General Order and HB&T General Orders and Specal Instructions. HB&T trains may leave New South Yard without clearance card when authorized verbally to do so by AT&SF train dispatcher at Temple.

T&NO Jct.—Houston: AT&SF trains use Houston Belt and Terminal Railway Company tracks and are governed by HB&T Time Table and AT&SF Rules Operating Department and Instructions except as modified as follows:

(1) Definitions:

Low Speed—A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.

Restricted Speed—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined.

Centralized Traffic Control (CTC)—A block signal system within which train movements are authorized by block signals whose indications supersede the superiority of trains for opposing and following movements on the same track.

Absolute Signal—A block or interlocking signal designated by an "A" marker, or by the absence of a number plate.

(2) Uniform Code of Operating Rule 10(g). Temporary Speed Restriction Signs.

Unless otherwise provided by train order or general order, temporary speed restriction signs (yellow flags, lights or reflectorized signs) and resume speed signs (green flags, lights or reflectorized signs) will be placed in both directions by Maintenance of Way employes when it is necessary to require trains and engines temporarily to reduce speed over any structure or portion of track.

Temporary speed restriction signs will be placed two miles, or farther if necessary, from the point where the restricted track begins; except in territory where the maximum speed is 45 miles per hour or less, such signs will be placed one mile, or farther if necessary, from the point where the restricted track begins.

When so displayed, trains and engines must not exceed 10 miles per hour, unless otherwise directed by train order or general order.

The speed prescribed must be maintained until rear of train has passed resume speed sign.

Resume speed signs will be placed at end of restriction.

Where two or more tracks are in service, each track affected must be protected in both directions the same as if it were single track.

When restricted track is near a terminal or junction point, and distance does not permit temporary speed restriction sign to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order or general order. Temporary speed restriction sign will be displayed as far from restriction as possible, but not farther than the first switch through which train leaves the terminal, and not beyond clearance at junction point. The location of such signs so placed will be stated in the train order or general order.

(3) Uniform Code of Operating Rule 10(k). Unattended Red Flag or Light.

When an unattended red flag or red light is displayed near the track not covered by train order and there is no one there to explain, train or engine, after stopping, must be preceded for a distance of one mile from point where signal is displayed by a flagman, who must carefully examine track and structures for defects.

A signal so displayed will not apply to the track on which train or engine is running if displayed beyond the first rail of an adjoining track.

When an unattended red flag or red light is found between the rails of any track other than main track, train or engine must stop, and not proceed until flag or light has been removed by an employe of the class that placed it there.

(4) Uniform Code of Operating Rule 11. Fusee Signals.

A train or engine finding a fusee burning on or near its track must stop. After stopping, train or engine will then proceed at restricted speed for a safe flagging distance.

Where there is sufficient sight distance, or where there are torpedoes or other restrictive signals a sufficient distance in advance, stop must be made before leading wheels pass the burning fusee and movements must not be made over burning fusee.

The requirements of the first two paragraphs of this rule will not apply to an unattended burning fusee:

(a) When displayed beyond both rails of an adjoining main track.

(b) When a train or engine is moving on other than a main track, unless found between the rails of such track.

On single track, fusees should be placed or dropped on the shoulder of the track on the engineer's side; on two main tracks, on the outside or field side.

Burning fusees must not be placed on road crossings or bridges, nor where fire can be communicated to structures or cars, when left unattended.

(5) Rule 93

Trains and engines operating on HB&T main tracks will be governed by Rule 93, signal indication and instruction from authorized personnel. In the absence of a proceed signal indication, authority to occupy main track must be received from Traffic Operation Center, Union Station, and may be relayed by Yardmaster, Operators or other proper authority.

Trains and engines must move prepared to stop within one half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour unless the main track is known to be clear by block signal indication, per Rule 281, then trains and engines may proceed (at restricted speed) prepared to stop short of train, engine, obstruction, or switch not properly lined.

(6) Uniform Code of Operating Rule 104(c)—Examination of Switches

When authorized to proceed beyond a "Stop" signal governing movement over interlocked switch(s), a member of crew must precede the movement and examine each interlocked switch, see that switch points fit properly and remain at switch until lead wheels pass over switch.

If control station does not know by indication on control panel that switch is lined and locked for route to be used, the switch must be placed in hand operation.

(7) Block and Interlocking Signals

Rule 287—Name of signal—Approach diverging.
Aspect—Red over yellow equipped with a number plate.
Indication—Proceed, prepared to advance on diverging route at the next signal, at prescribed speed through turnout.

Rule 288—Name of signal—Diverging approach.
Aspect—Red over yellow—without number plate.
Indication—Proceed on diverging route at prescribed speed through turnout, prepared to stop before reaching next signal.

Rule 290—Name of signal—Low.
Aspect—Lunar; Lunar over Red; or Red over Lunar.
Indication—Proceed at Low Speed:
(1) Within ABS—to next signal governing in the same direction.
(2) At interlocking outside ABS—through interlocking limits.
(3) Where this signal governs movement onto non-signaled track—until entire train is through turnout.

Rule 291—Name of signal—Stop and Proceed.
Aspect—Red, or Red over Red, equipped with a number plate.
Indication—Stop, then proceed at low speed through the entire block. (Note—HBT Time Table Special Rule—Item 9-L permits train or engine to pass "Stop and Proceed" signals without stopping, proceeding at low speed until entire train has passed through block.)

(8) Uniform Code of Operating Rule 344. Automatic interlocking.

When a train or engine is stopped by a stop indication of an

automatic interlockng signal and no immediate conflicting movement is evident, a member of the crew must operate the time release. If signal does not change its indication at expiration of time release interval, and there is no train or engine on conflicting route and signals on conflicting route indicate stop, train or engine may then proceed on hand signal from a member of crew located at the crossing.

When indicator lights are provided in release boxes, and such lights are illuminated, they will denote that signals on conflicting routes indicate stop, but indicator light illuminated does not relieve crew from operating time release.

If a train or engine is on conflicting routes, hand proceed signal must not be given until such movement is stopped, and if signals on conflicting routes do not indicate stop, flag protection per Rule 99 must be provided on conflicting routes.

(9) In regard to Special Instructions Houston Belt and Terminal Railway Company Time Table No. 8:

(a) Item 6, page 13, is not applicable to AT&SF employes.
(b) Item 9-J applies to Santa Fe Operating Rule 327.
(c) Item 9-L applies to Santa Fe Operating Rule 320.
(d) Item 9-N. First paragraph is not applicable to AT&SF employes.

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.

Tower 17—Virginia Point: Southern Pacific trains use AT&SF tracks between Tower 17 and Virginia Point and are governed by AT&SF Time Table and Rules.

SURGEONS OF THE SANTA FE EMPLOYES' HOSPITAL ASSOCIATION

Dr. D. J. Lynch, Medical Director	Temple
L. M. Rampy, Administrator	Temple

LOCAL SURGEONS

Dr. S. G. Johnson	Cleburne
Dr. V. D. Goodall	Clifton
Dr. S. L. Witcher	Clifton
Dr. W. T. Holder	Clifton
Dr. W. F. Key, Jr.	Clifton
Dr. D. A. Gloff	Clifton
Dr. L. E. Robertson	McGregor
Dr. David Eanes	Temple
Dr. Chas. H. Cox, Jr.	Temple
Dr. Jack S. Weinblatt	Temple
Dr. W. J. Bruce	Temple
Dr. W. W. Plasek	Temple
Dr. S. M. McAnelly	Brady
Dr. Rush McMillin	Lampasas
Dr. W. M. Brook	Lampasas
Dr. M. K. Patteson	Lampasas
Dr. M. A. Childress	Goldthwaite

LOCAL SURGEONS (Cont'd)

Dr. P. M. Wheelis	Brownwood
Dr. Ned Snyder	Brownwood
Dr. F. D. Spencer, Jr.	Brownwood
Dr. Seale T. Cutbirth	Brownwood
Dr. Harry N. Thomas	Brownwood
Dr. A. J. Spence	Brownwood
Dr. Wesley S. Wise	Brownwood
Dr. Lester W. Lang	Brownwood
Dr. James B. Hayes	Brownwood
Dr. H. M. Westphal	Menard
Dr. Guaracy F. Carvalho	Menard
Dr. J. W. Pittman	Belton
Dr. E. Douglas Perrin	Cameron
Dr. Joe C. Smith	Caldwell
Dr. Gail T. Bernshansen	Sealy
Dr. Wilford V. Morris	Sealy
Dr. F. T. Smith, Jr.	Sealy
Dr. G. V. Pazdral	Somerville
Dr. Thomas H. Giddings	Brenham
Dr. H. E. Roensch	Bellville
Dr. Winston B. Neely	Bellville
Dr. J. E. Justiss	Bellville
Dr. Rex G. Fuller	Bellville
Dr. Earl E. Tan	Bellville
Dr. Stanley E. Thompson	Richmond
Dr. D. R. Caldwell	Richmond
Dr. Franz E. Amman	Rosenberg
Dr. Larry D. Smith	Alvin
Dr. J. R. Smith	Alvin
Dr. Robert E. King	Alvin
Dr. Kenneth Chambler	Alvin
Dr. J. R. Rau	Pearland
Dr. Jorge Badillo	Houston
Dr. Floyd F. McSpadden	Houston
Dr. E. O. Smith, Jr.	Houston
Dr. Ivan J. Barber, Jr.	Hitchcock
Dr. Warren T. Longmire, Jr.	Hitchcock
Dr. E. R. Anders	Hitchcock
Dr. A. J. Jinkins, Jr.	Galveston
Dr. J. C. Laughlin	Eagle Lake
Dr. R. R. Thomas	Eagle Lake
Dr. J. Lane Barbour	Bay City
Dr. H. M. Northington	Wharton
Dr. J. W. Simons	Newgulf
Dr. L. O. Coleman	Navasota
Dr. H. M. Faulkner	Conroe
Dr. Henry A. Hooks	Kountze
Dr. George D. Tennison	Silsbee
Dr. Douglas K. Tennison	Silsbee
Dr. Sam P. Copeland	Silsbee
Dr. Waldemar T. Wilde	Silsbee
Dr. Benjamin R. Respress	Silsbee
Dr. Rufus K. Simpson	Beaumont
Dr. B. B. Westbrook, Jr.	Beaumont
Dr. W. C. Rollo	Winnie
Dr. Edwin E. Buckner	Longview
Dr. William C. Smith	Carthage
Dr. James F. Martin	Center
Dr. C. Hunter Mallory	Center
Dr. L. S. Oats, Jr.	Center
Dr. M. J. Buchele	San Augustine
Dr. A. J. Richardson, Jr.	Jasper
Dr. Paul F. Strecker	De Ridder

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS

Dr. R. A. Neely	Bellville
Dr. Homer B. Allen, Jr.	Brownwood
Dr. Byron J. Bailey	Galveston
Dr. B. A. Milstein	Galveston
Dr. M. Wyatt Haiston	Beaumont
Dr. J. S. Lehmann	Beaumont
Dr. J. R. Babb	Beaumont
Dr. C. W. Payton	Longview
Dr. John R. Loftis	Longview
Dr. Claude C. Cody III	Houston

Average poles per mile by District

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

SPECIAL CAR HANDLING INSTRUCTIONS 1-1-78

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

SPEED TABLE

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
....	36	100	....	58	62.1	1	40	36.0
....	37	97.3	....	59	61.0	1	42	35.3
....	38	74.7	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	17.7
....	54	66.6	1	32	39.1	4	....	15.0
....	55	65.5	1	34	38.3	4	30	13.3
....	56	64.2	1	36	37.5	5	....	12.0
....	57	63.2	1	38	36.8	6	....	10.0
						12	....	5.0

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

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.

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

FOOTNOTES:

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

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

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

④ Applies only in mixed train service, see section 174.87

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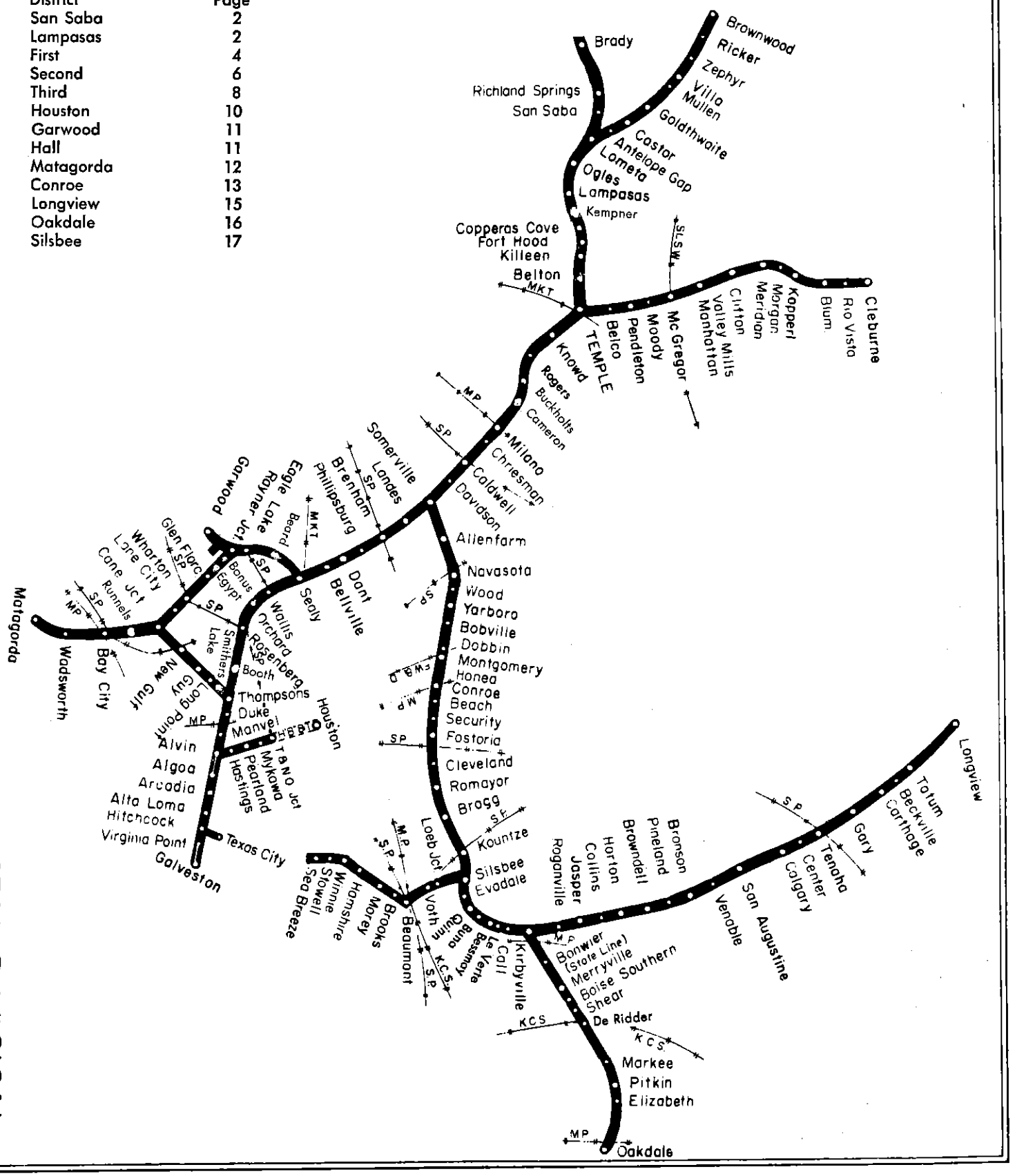

SOUTHERN DIVISION