



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

(See General Rules E, F, M and N, Rules Operating Department.)

ASSISTANT SUPERINTENDENT

A. N. WADE Houston, Tex.

TRAINMASTERS

J. E. GILL Temple, Tex.
M. W. GIBSON Houston, Tex.
R. E. CALDWELL Silsbee, Tex.

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

A. C. RICKETTS Fort Worth, Tex.

ASSISTANT TRAINMASTERS

W. J. CUMMINGS Temple, Tex.
J. F. STEPHENS Temple, Tex.

ROAD FOREMEN OF ENGINES

R. B. GAINES Temple, Tex.
V. BARBER Brownwood, Tex.
C. W. LEE Silsbee, Tex.

CHIEF DISPATCHER

E. A. THOMAS Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

R. O. ROWE Temple, Tex.
C. E. FURLOW Temple, Tex.
L. E. MOORE Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

E. E. WALLACE	G. M. STANDARD
R. E. JOHNSON	J. E. ROSE
J. V. HIGGINBOTHAM	K. W. ANGLIN
B. R. MARTIN	G. T. ROSS
J. L. CONNER	D. W. ROSS
C. G. PULLEN	C. C. McFARLAND
R. J. GAUER	J. E. JONES
	F. E. SUSIK, 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 820 (D)

**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

SUNDAY, JUNE 11, 1972

At 12:01 A. M.

Central Standard Time

**This Time Table is for the exclusive use and
guidance of employes.**

**F. N. STUPPI,
General Manager,
Amarillo, Texas.**

**J. R. FITZGERALD,
Asst. General Manager,
Amarillo, Texas.**

**H. L. LEWIS,
Superintendent,
Temple, Texas.**

WEST- WARD	TIME TABLE				Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD
	First Class	Track Capacity 50 ft. per car		NO. 12				
15			June 11, 1972				16	
Leave Daily PM	Other Tracks	Siding	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Arrive Daily PM	
12.50	Yard		48.0	CLEBURNE YL		317.5	TY CR s 5.18	
12.58		111	52.8	7.2 RIO VISTA	53.3	310.3	B 5.09	
1.03	29	119	31.7	6.8 BLUM	66.0	303.5		
1.12		143	37.5	9.1 KOPPERL	39.6	294.4		
1.18	18	131	47.5	6.6 MORGAN	52.8	287.8	B 4.50	
1.27	22	122	66.0	7.4 MERIDIAN	66.0	280.7	CR 4.44	
1.36	90	133	53.3	10.3 CLIFTON	73.9	270.4	C 4.34	
1.46	69	61	66.0	11.0 VALLEY MILLS	66.0	269.2		
1.51		130	66.0	4.5 MANHATTAN	65.4	254.7	B 4.20	
2 01	90	150	42.2	11.3 St. L. S. W. Crossing McGREGOR	66.0	243.4	Y CR s 4.08	
2.11	47	129	66.0	9.9 MOODY	66.0	233.5		
2.19	17	130	66.0	8.1 PENDLETON	66.0	225.4	B 3.50	
2.23			66.0	4.2 BELCO YL	66.6	221.2		
2.28	Yard		66.0	3.0 TEMPLE YL	66.5	218.2	Y CR 3.43	
PM							PM	
Arrive Daily				(99.1)			Leave Daily	
60.7				Average speed per hour			62.6	

Trains must get numbered clearance card before leaving Temple and Cleburne.

RULE 93(A) IN EFFECT: At Cleburne, between Signals 3172 and 3177; at Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First District, and between interlocking signal M.P. 218.3 and end of two tracks Gober, Lampasas District.

At Temple, M.P. 218.3, automatic interlocking signals govern movements over First District, Lampasas District main tracks, roundhouse leads and the North and South tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
First District	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
6 Curves, M.P. 217.6 to 218.8	20
2 Curves, M.P. 251.5 to 253.3	65
7 Curves, M.P. 257.5 to 260.6	60
3 Curves, M.P. 263.7 to 264.9	65
2 Curves and Bosque River Bridge, M.P. 271.2 to 271.7	45
2 Curves, M.P. 275.8 to 276.4	65
7 Curves, M.P. 282.3 to 287.6	65
2 Curves, M.P. 317.2 to 318.7	50

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

- "I"—Interlocking
- "S"—Spring

Station	Type	Location	MPH
Rio Vista	S	Both ends siding	30
Blum	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Morgan	S	Both ends siding	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Meridian	S	Both ends siding	30
Clifton	S	Both ends siding	30
Valley Mills	S	Both ends siding	15
Manhattan	S	Both ends siding	30
McGregor	S	Both ends siding	30
Moody	S	Both ends siding	30
Pendleton	S	Both ends siding	30
Belco	I	Switch to freight yard	40
Temple	S	East end freight yard	15

Trains or engines using siding must not exceed maximum turnout speed for siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Cleburne	M.P. 317.0 to 319.0	18 MPH
Clifton	M.P. 270.5 to 270.6	40 MPH
McGregor	M.P. 242.8 to 244.0	40 MPH
Moody	M.P. 233.0 to 233.8	50 MPH
Temple	M.P. 221.2 to 217.0	35 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
McGregor	243.4	Interlocking	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 218.1	Viaduct, highway
M.P. 218.6	Viaduct, highway
M.P. 2.1	Viaduct, I-35, east end Temple freight yard
M.P. 236.2	Viaduct, highway
M.P. 258.8	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

Location	Mile Post	Car Capacity
Crawford	250.1	26
Clifstone Chemical	266.5	36
Brazlime	300.2	31

WEST- WARD First Class 15	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 12 June 11, 1972		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Wyes	EAST- WARD First Class 16
	Leave Daily PM	Other Tracks		Sidings	Feet Per Mile				
2.38	Yard				T.C.S. {	Two Tracks	218.2	Y	3.38
			.0	TEMPLE YL 0.8			42.7		CR
2.42			.0	M-K-T Crossing 0.9			217.4		
2.46	39	131	28.5	KNOWD 4.2			216.5		3.33
2.53	38	175	54.5	HEIDENHEIMER 7.6			212.3		3.30
3.00	37	124	58.6	ROGERS 7.4			204.7		3.25
3.11	154	141	42.2	BUCKHOLTS 9.3			197.3		3.19
3.19		120	42.2	CAMERON 6.5			188.0	C	3.11
3.27	132	200	42.2	HOYTE 7.0			181.3		3.05
3.36		139	42.2	MILANO 7.0			174.4	CR	2.58
3.44	102	101	39.6	M.F. Crossing 9.6			164.8		2.49
3.51		126	42.2	CHRISMAN 7.0			167.8	C	2.42
4.01	Yard	100	42.2	CALDWELL 6.5			151.3	B	2.36
4.10		164	42.2	DAVIDSON 9.8			141.4	Y	2.26
4.18	220		68.6	SOMERVILLE YL 8.4			132.9	B	2.18
4.26		128	67.0	LANDES 6.9			126.0	CR	2.11
4.36		134	23.3	BRENHAM S.P. Crossing 5.9			120.1		2.05
4.42	Yard			PHILLIPSBURG 9.8			110.3		1.56
PM				DANT 4.1			106.2	T	1.51
Arrive Daily				BELLVILLE YL				CR	PM
54.0				(111.7)					Leave Daily
Average speed per hour									62.6

TWO TRACKS: Between Knowd and Temple.

RULE 261-TCS IN EFFECT: On main tracks between Knowd and westward controlled signals just east of First Street, Temple.

Trains must get numbered clearance card before leaving Temple and Bellville.

First class trains must register by Form 903 at Bellville.

RULE 93(A) IN EFFECT: At Temple, between First Street, M.P. 218.1, Second District, and Adams Avenue Viaduct, M.P. 218.6, First District, and between interlocking signal M.P. 218.3 and end of two tracks Gober, Lampasas District; at Bellville, between M.P. 106.0 and M.P. 107.0.

At Temple, proceed indication on westward controlled signals located at the beginning of TCS, just east of First Street, authorizes movement of westward extras within TCS limits.

At Temple, M.P. 218.3, automatic interlocking signals govern movements over First District, Lampasas District main tracks, roundhouse leads and the North and South tracks. In the event governing signal fails to indicate proceed, member of crew will go to crossing and if no conflicting movement is evident, foul track circuit beyond signal, but must not foul conflicting routes or tracks. After expiration of three minutes, train or engine may proceed.

SOUTHERN DIVISION

SECOND DISTRICT 5

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
Second District	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Curve, M.P. 106.5 to 106.8	45
8 Curves, M.P. 112.0 to 119.0	65
4 Curves, M.P. 122.5 to 125.1	65
3 Curves, M.P. 125.5 to 126.6	40
4 Curves, M.P. 127.5 to 130.6	65
2 Curves, M.P. 133.5 to 134.4	60
2 Curves, M.P. 138.2 to 139.8	65
4 Curves, M.P. 140.8 to 141.7	50
3 Curves, M.P. 156.5 to 157.6	55
3 Curves, M.P. 169.1 to 170.8	60
3 Curves, M.P. 174.1 to 175.7	65
Little River Bridge, M.P. 185.4 to 185.5	40
2 Curves, M.P. 187.3 to 188.4	60
Curve, M.P. 194.8 to 195.3	65
2 Curves, M.P. 197.3 to 198.5	65
3 Curves, M.P. 205.9 to 207.7	65
6 Curves, M.P. 217.6 to 218.8	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	I	Crossover at main street	20
	I	West end psgr. track No. 3	20
Knowld	I	End of two tracks	40
Heidenheimer	S	Both ends siding	30
Rogers	S	Both ends siding	30
Buckholts	S	Both ends siding	30
Cameron	S	Both ends siding	30
Hoyte	S	Both ends siding	30
Milano	I	Both ends siding	30
Chriesman	S	Both ends siding	30
Caldwell	S	Both ends siding	30
Davidson	S	Both ends siding	30
Somerville	I	East end yard	30
	I	Both ends siding	30
Landes	S	Both ends siding	30
Phillipsburg	S	Both ends siding	30
Dant	S	Both ends siding	30
Bellville	S	East end tail track	15

Trains or engines using siding must not exceed maximum turnout speed for siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossing in cities or towns named below:

Cameron	M.P. 183.8 to 188.9	30 MPH
Brenham	M.P. 125.0 to 127.0	25 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Brenham	126.0	Interlocking	25
Milano	174.4	Interlocking	65
Temple	217.4	Interlocking TCS	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 115.8	Viaduct, highway
M.P. 124.7	Viaduct, highway
M.P. 127.8	Viaduct, highway
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. 218.1	Viaduct, highway
M.P. 218.6	Viaduct, highway
M.P. 2.1	Viaduct, I 35, East end Temple freight yard

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Sand Spur	160.9	25

WEST- WARD First Class	Track Capacity 50 ft. per car		Ruling Grade Ascending	TIME TABLE No. 12 June 11, 1972		Ruling Grade Ascending	Distance from Galveston	Communications Turn Tables and Ways	EAST- WARD First Class				
	15	Other Tracks		Sidings	Feet Per Mile					STATIONS	Feet Per Mile	Mile Post	16
4.45	Yard		.0	A.B.S. {	BELLVILLE YL	29.0	106.2	T	1.50				
4.48			16.3		1.6	BALL YL	29.0	104.6	CR	1.46			
				T.C.S. {	10.0								
					M-K-T Crossing								
4.58	Yard	213	23.7	Automatic Train Stop T.C.S.	SEALY		94.6	Y	1.39				
5.05		95	34.8		7.7	EL PLEASANT	37.4	86.9	C	1.32			
				A.B.S. {	4.7								
5.10	25		12.1		S. P. Crossing								
5.17	14	93	8.4	WALLIS	13.2		82.2		1.28				
				6.0	ORCHARD	16.3	76.2		1.22				
				10.0									
5.28			.0	A.B.S. {	TOWER 17				1.14				
PM	Yard	115	2.1		S. P. Crossing	YL	7.3	66.2	C	PM			
Arrive	23		29.0	0.4	ROSENBERG YL	2.1	65.8		Leave				
Daily	33	107	3.2	2.5	RICHMOND	26.9	63.3		Daily				
	37	107	7.9	4.7	CRABB	9.5	58.6						
	58	109	2.6	3.6	BOOTH	33.7	55.0	B					
Via	58		18.4	4.6	THOMPSONS	33.7	50.4	C	Via				
S.P.			1.0	4.2	SUGARLAND JCT.				H.B.&T.				
and			2.4	1.9	M. P. Crossing	4.7	46.2	B	and				
H.B.&T.		106	7.9	1.4	DUKE	6.3	44.3	B	S.P.				
				6.9	ARCOLA	4.7	42.9						
				7.4	M. P. Crossing	10.5	36.0						
	Yard		5.2	T.C.S. {	ALVIN YL	6.3	28.6	Y					
	78		.0		4.2	ALGOA	2.1	24.4	Y				
				Automatic Block System	3.7								
					ARCADIA	5.2		20.7					
				2.5	ALTA LOMA	12.1	18.2	C					
				4.1	HITCHCOCK	7.9	14.1	C					
				3.1	TEXAS CITY JCT.	8.9	11.0	YB					
				4.7	VIRGINIA POINT YL	.0	6.3						
				2.1	ISLAND YL	15.3	4.2						
				2.0									
	Yard		.0	A.B.S. {	GALVESTON YL	.0	2.2	T					
			.0		0.8	S. P. Crossing	.0	1.4	CR				
				1.1	Wharves Crossing	.0	0.3						
				0.7	End of Track YL	.0	0.0						
					(106.6)								
55.8					Average speed per hour				69.7				

TWO TRACKS: Between Algoa, M.P. 23.9, and Alvin.

RULE 261-TCS IN EFFECT: On main track between Ball and west end of siding Sealy, M.P. 92.5; on main tracks between westward controlled signal at east wye switch Alvin, M.P. 29.0, and eastward controlled signal 400 feet west of Algoa, M.P. 24.3.

Trains must get numbered clearance card before leaving Bellville and Galveston.

First Class trains must register by Form 903 at Bellville.

RULE 93(A) IN EFFECT: At Bellville, between M.P. 106.0 and M.P. 107.0.

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

At Thompsons, Hall District junction switch normally lined for Third District.

At Algoa, eastward trains entering Third District may proceed on proceed signal indication in lieu of numbered clearance card.

At Ball, proceed indication on westward controlled signals at the beginning of TCS authorizes movement of westward extras within TCS limits.

RULES 83 AND 83(A): Train register at Bellville will be accepted to indicate that trains shown thereon have arrived and left Sealy.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psg.	Fr.
Galveston and Virginia Point	20	20
Virginia Point and Alvin	79	60*
Alvin and Tower 17	59	49
Tower 17 and Ball	90	60*
Ball and Bellville	79	60*

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

- (a) Speed limit on South Track between Algoa and Alvin 50 MPH.
- (b) Maximum authorized speed for freight trains when averaging:
 - 71 to 84 tons per car 60 MPH
 - 85 to 100 tons per car 55 MPH
 - Over 100 tons per car or total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
East and West leg of wye, Alvin	30
Track and Curves, M.P. 42.0 to 45.3—Eastward	40
Track and Curves, M.P. 43.8 to 47.0—Westward	40
Curve, M.P. 50.6 to 51.0	50
3 Curves, M.P. 63.2 to 66.2	30
Curve, M.P. 106.5 to 106.8	45

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Bellville	S	East end tail track	15
Ball	I	West switch west lead	30
Sealy	I	East end siding	15
	S	West end siding	30
El Pleasant	S	Both ends siding	30
Orchard	S	Both ends siding	30
Rosenberg	I	S.P. transfer	20
	I	East end siding	30
Tower 17	I	S.P. Junction	20
Alvin	I	East end two tracks	15
	I	Turnouts to Houston Dist.	30
M.P. 27.1	I	Crossovers between North and South Tracks	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Algoa	I	Crossovers between North and South Tracks	30
	I	East connections to M.P.	30
Arcadia	S	both ends siding	30
Alta Loma	S	Both ends siding	30
Hitchcock	S	Both ends siding	30
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	S.P. and G. H. & H. junctions	30
Island	I	S.P. and G. H. & H. junctions	30
Galveston	S	Crossover, east end west yard	15

Trains or engines using siding must not exceed maximum turnout speed for siding, except speed limit through siding Sealy 20 M.P.H.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Sealy	M.P. 93.4 to 95.2	50 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Alvin	M.P. 28.5 to 29.0	30 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH	
			Psg.	Fr.
Galveston	Wharves 0.3	(35th St.) Stop. Rule 98 (A)		
Galveston	R.I. 0.3	Stop. Rule 98 (A)		
Galveston	1.4	Stop. Rule 98 (A)		
Arcola	42.9	Interlocking	40	40
Sugarland Jct.	46.2	Interlocking	59	49
Tower 17	66.2	Interlocking Eastward Westward	20* 30	20* 30
Wallis	82.2	Interlocking	75	50
Sealy	94.6	Interlocking	50	50

*Speed applies only while head end of train is passing crossing.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 1.5	Viaduct, highway
M.P. 4.7	Bridge, Galveston Bay
M.P. 6.7	Viaduct, highway
M.P. 11.4	Viaduct, highway
M.P. 27.6	Viaduct, highway
M.P. 48.5	Bridge, Brazos River
M.P. 93.3	Viaduct, highway
M.P. 93.7	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Wickes Spur	34.5	24
Iowa Colony	39.7	10

WEST-WARD		Track Capacity 50ft. per car		Ruling Grade Ascending	TIME TABLE No. 12 June 11, 1972			Rolling Grade Ascending	Distance from Alvin	Communications Turn Tables and Wyes	EAST-WARD	
First Class	15	Other Tracks	Sidings		STATIONS	Feet Per Mile	Mile Post				First Class	16
Leave Daily		Yard		T.C.S.	ALVIN 4.1	.0	.0	Y CY		Arrive Daily		
		30	256		HASTINGS 5.9	.0	4.1					
		56	108		PEARLAND 4.0	10.5	10.0	CR				
					MYKAWA 5.4		0.1		14.0	Y		
PM	14	N 187	S 140		S.P. Crossing T. & N.O. JCT. 0.9	Y L H.B. & T.Ry.	19.4	PM				
6.18					New South Yard 0.5		20.3		CR	12.33		
6.20					Double Track Jct. 3.3		20.8			12.31		
6.21					HOUSTON		24.1	T CY	12.20			
6.45									PM			
Arrive Daily					(24.1)				Leave Daily			
10.4				Average speed per hour				21.7				

RULE 261-TCS IN EFFECT: On main track and sidings between Alvin and controlled signals east of Southern Pacific crossing at T&NO Jct., except South siding Mykawa.

Trains originating Houston and New South Yard must get numbered clearance card before leaving New South Yard.

At Alvin, trains entering Houston District may proceed on proceed signal indication in lieu of numbered clearance card.

Trains originating and terminating at Houston must register by Form 903 at New South Yard.

Location of switches not electrically locked on Houston District. (Special Rule 5, page 19)—M.P. 9.0., Houdaille-Duval-Wright.

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Between Alvin and T&NO Jct. 60 MPH

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:
 85 to 100 tons per car 55 MPH
 Over 100 tons per car or total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
East and west leg of wye, Alvin	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocking
 "S"—Spring

Station	Type	Location	MPH
Alvin	I	Turnouts to Third Dist.	30
	I	Houston District wye switch	30
Hastings	I	Both ends siding	40
Pearland	I	Both ends siding	30
Mykawa	I	Both ends North siding	40

Trains or engines using siding must not exceed maximum turnout speed for siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Houston	M.P. 12.3 to 17.2	60 MPH
	M.P. 17.2 to 19.4	45 MPH
Alvin	M.P. 28.5 to 29.0 (Third District)	30 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
T&NO Jct.	19.4	Interlocking	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 19.1 Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Stanolind	5.8	21
Houdaille-Duval-Wright	9.0	36
American Rice Drier	11.0	23
T.O.F.C. Facilities	14.5	44
Central Industrial Park	15.0	67
Carters Spur	15.8	7
Golf Crest Spur	18.1	10
Industrial tracks	18.9	158

SOUTHERN DIVISION

CONROE DISTRICT 9

WESTWARD			TIME TABLE No. 12 June 11, 1972	EASTWARD			
Track Capacity 50 ft. per car	Ruling Grade Ascending	Feet Per Mile		STATIONS	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes
			SOMERVILLE YL		0.0	CR Y	
		52.8	5.4 SCOFIELD	31.7	5.4		
		52.8	12.9 ALLENFARM	40.2	18.3		
		52.8	9.8 NAVASOTA S.P. Crossing	42.2			
Yard	36	44.8	5.0 WOOD	26.4	28.1	CR	
	93	106.1	4.6 YARBORO	68.6	33.1		
	51	67.0	11.2 BOVBILLE	61.7	37.7		
	58	0	1.0 CRIP-FWD Crossing DOBBIN	53.3	48.9		
17		82.8	5.7 MONTGOMERY	57.0	49.9	B	
52		73.9	8.2 HONEA	60.7	55.6	C	
	158	65.4	8.4 CONROE YL	55.9	63.8		
Yard	107	56.4	M.P. Crossing 2.4 BEACH	60.2	72.2	CR	
51	51	54.9	4.5 WAUKEGAN	61.2	74.6		
25	38	76.5	5.9 SECURITY	63.3	79.1		
	180	52.8	4.6 FOSTORIA	41.1	85.0		
20	38	60.1	5.3 S.P. Crossing CLEVELAND	57.0	89.6		
108	78	26.4	7.9 HIGHTOWER	17.4	94.9	CR	
	57	24.8	3.6 RAYBURN	31.7	101.9		
	38	19.5	5.5 ROMAYOR	31.1	105.5		
15	162	37.7	6.7 FUQUA	10.0	111.0	CY	
	30	31.7	3.8 VOTAW	34.8	117.7		
23	37	17.4	6.6 BRAGG	19.3	121.5		
17	154	15.8	5.3 LELAVALLE	23.2	128.1	B	
	38	30.6	4.9 DIES	27.9	133.4		
	38	31.7	5.0 S.P. Crossing KOUNTZE	31.7	138.3		
32	111	31.7	8.9 SILSBBEE YL	31.7	143.8	C	
Yard			(152.2)		152.2	CR TY	

Trains must get numbered clearance card before leaving Somerville and Silsbee.

At Conroe, trains may register by Form 903 when operator on duty.

Wye at Dolen.

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

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Conroe District 49 MPH

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:
 Over 100 tons per car or
 total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

	MPH
4 Curves, M.P. 26.4 to 28.2	30
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
2 Curves, M.P. 50.3 to 50.9	35
6 Curves, M.P. 52.0 to 55.0	40
4 Curves, M.P. 151.7 to 151.8	10
East and west leg of wye, Silsbee	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.
 Trains or engines using siding must not exceed maximum turnout speed for siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Navasota	M.P. 27.5 to 29.0	25 MPH
Conroe	M.P. 71.0 to 73.5	30 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Navasota	28.1	Interlocking	25
Dobbin	49.9	Interlocking	49
Conroe	72.2	Interlocking	20
*Cleveland	94.9	Interlocking	20
**Kountze	143.3	Crossing gate	6

*Speed applies only while head end of train is passing crossing.

**KOUNTZE—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.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 14.6	Bridge, Brazos River
M.P. 26.3	Bridge, Navasota River
M.P. 30.4	Viaduct, highway
M.P. 71.3	Viaduct, highway
M.P. 88.2	Viaduct, highway
M.P. 110.4	Bridge, Trinity River
M.P. 146.2	Bridge, Village Creek

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Clay	11.9	27
Plantersville	43.4	20
Keenan	60.6	7
Youens	76.4	35
Timber	83.1	13
Seaman	98.1	24
Dolen	107.3	31
Milvid	114.0	35
Honey Island	135.5	10

GARWOOD DISTRICT

WESTWARD			TIME TABLE No. 12 June 11, 1972	EASTWARD		
↓				↑		
Track Capacity 50 ft. per car		Ruling Grade Ascending		Ruling Grade Ascending	Distance from Rayner Jct.	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
		58.0	RAYNER JCT. YL 6.7	58.0	0.0	
		.0	BOEDECKER JCT. YL 2.9	8.4	8.7	Y
Yard			GARWOOD YL		9.6	
			(9.6)			

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

No switch lights on Garwood District.

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Garwood District 10 MPH

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
River Track	1.7	275
Bluroan	5.5	142

HALL DISTRICT

WESTWARD			TIME TABLE No. 12 June 11, 1972	EASTWARD		
↓				↑		
Track Capacity 50 ft. per car		Ruling Grade Ascending		Ruling Grade Ascending	Distance from Cane Jct.	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
		7.9	THOMPSONS YL 11.1	5.3	34.0	C
103	100	5.3	LONG POINT YL 5.1	11.6	22.9	
		6.3	GUY YL 11.2	10.6	17.8	Y
260		4.8	NEWGULF S.P. Crossing 6.6	4.2	6.6	C
			CANE JCT. YL		0.0	Y
			(34.0)			

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

At Thompsons, Hall District junction switch normally lined for Third District.

No switch lights on Hall District.

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Between:

Thompsons and Long Point	25 MPH
Long Point and Newgulf	20 MPH
Newgulf and Cane Jct.	30 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
East leg of wye, Cane Jct.	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type
Newgulf	6.6	Stop. Rule 98 (A)

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 10.3 Bridge, San Bernard River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Smithers Lake	31.2	50

WESTWARD			TIME TABLE No. 12 June 11, 1972	EASTWARD		
Track Capacity 50 ft. per car	Ruling Grade Ascending			Ruling Grade Ascending	Distance from Sealy	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
			SEALY YL		0.0	C
	71	23.7	10.1	19.5		Y
		17.9	BEARD		10.0	
			7.3	11.6		
		.0	S. P. Crossing		17.3	
			0.3	17.9		
			S. P. Crossing		17.6	
			0.9			
Yard	65	31.6	EAGLE LAKE YL	31.6	18.5	RCY
		15.7	1.3	26.4		
			RAYNER JCT. YL		19.8	
		9.5	2.9	9.4		
21	12	34.3	MATTHEWS	13.2	22.7	
	26		5.3		28.0	
		21.2	BONUS	23.7		
	7	4.2	4.4		32.4	
	64		EGYPT	6.3		
		.0	4.5		37.0	
			GLEN FLORA	19.5		
			5.3		42.8	
		.0	S. P. Crossing	22.1		
	105	4.2	0.3		43.1	C
			WHARTON	8.9		
	20	4.7	8.3		51.4	
			LANE CITY	12.6		
		10.6	3.8		55.2	Y
	14		CANE JCT. YL	10.6		
		7.9	5.3		60.5	
		.0	RUNNELLS	11.6		
			7.8		68.3	
			S. P. Crossing	3.1		
			0.3			
Yard	45		BAY CITY YL		68.6	CR
		.0	0.4	1.5		
			M. P. Crossing		69.0	
		11.6	7.3	23.7		
	131		SOUTH BAY CITY YL		76.3	
		15.8	3.3	12.1		
	42		WADSWORTH YL		79.6	
		12.1	10.4	11.0		
Yard			MATAGORDA YL		90.0	B Y
			(90.1)			

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Between:

Sealy and Bay City	30 MPH
Bay City and Matagorda	20 MPH

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for siding, except speed limit through siding Sealy 20 MPH.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Eagle Lake	17.3	Interlocking	20
Eagle Lake	17.6	Interlocking	20
Wharton	42.8	Interlocking	20
Bay City	68.3	Stop. Rule 98 (A)	
Bay City	69.0	Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 2.6	Viaduct, highway
M.P. 41.6	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Gifford-Hill Spur	24.7	65
American Cyanamid Spur	42.5	8
E. E. Conner Spur	45.2	16

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN BAY CITY AND MATAGORDA.

Trains and engines originating at Sealy, Eagle Lake and Bay City must get numbered clearance card before leaving.

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

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

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

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

No switch lights on Matagorda District.

WEST-WARD ↓		Track Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 12 June 11, 1972		Ruling Grade Ascending	Distance from Beaumont	Communications Turn Tables and Wyes	EAST-WARD ↑	
Other Tracks	Sidings			Feet Per Mile	STATIONS				Feet Per Mile	Mile Post
Yard			139.9	LONGVIEW YL		207.6	R CY			
29		61.7	19.8	TATUM	93.4	187.8	C			
32	59	90.2	6.4	BECKVILLE	79.2	181.4	C			
Yard	74	124.6	9.7	CARTHAGE YL	73.9	171.7	C			
70	24	52.8	10.0	GARY	144.1	161.7				
			10.1	S.P. Crossing	63.3					
103	51	32.7	11.8	TENAHA YL	64.9	151.6	C			
202	37	81.8	12.8	CENTER YL	47.5	139.8	CY			
	64	43.8	6.6	CALGARY	48.0	127.0	B			
Yard				SAN AUGUSTINE YL		120.4	RC			
	50	81.8	5.5	VENABLE	45.4	114.9				
51	37	54.9	10.2	BRONSON	48.5	104.7	C			
80	30	50.6	7.2	PINELAND YL	52.8	97.5	C			
34	126	52.8	9.9	BROWDELL	52.8	87.4				
	43	76.0	3.2	HORTON	.0	84.2	B			
	43	82.7	5.5	COLLINS	41.1	78.7				
		38.0	5.1	JASPER YL	42.7	73.6	CY			
331	81	39.0	6.5	KEITHTON	47.5	67.1				
	43	58.0	4.7	ROGANVILLE	52.8	62.4				
16	34	41.1	10.0	KIRBYVILLE YL	48.5	52.4	R CY			
Yard			4.4	CALL	31.1	48.0				
12	57	31.7	4.8	LE VERTE	42.2	43.2				
	63	30.0	4.8	BESSMAY	31.7	38.4				
Yard			2.3	BUNA	23.7	36.1				
20		26.4	6.0	QUINN YL	27.9	30.1				
	63	16.8	2.4	EVADALE YL	12.6	27.7	B			
Yard			7.0	SILSBEE YL	19.0	21.0	TY CR			
Yard										

(186.7)

Trains must get numbered clearance card before leaving Silsbee, San Augustine and Longview.

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

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Between:

Silsbee and M.P. 96.5	49 MPH
M.P. 96.5 and Longview	35 MPH

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:
 Over 100 tons per car or
 total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
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
Curve, M.P. 103.7 to 103.9	30
2 Curves, M.P. 105.0 to 105.6	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
6 Curves, M.P. 128.8 to 130.7	20
Curve, M.P. 155.8 to 156.1	30
2 Curves, M.P. 161.4 to 161.7	10
Curve, M.P. 166.1 to 166.2	30
2 Curves, M.P. 167.2 to 167.7	30
Curve, M.P. 171.3 to 171.5	20
2 Curves, M.P. 181.4 to 182.0	30
3 Curves, M.P. 184.2 to 184.7	30
2 Curves and Sabine River Bridge, M.P. 196.5 to 197.1	10
Curve, M.P. 203.1 to 203.3	30
10 Curves, M.P. 204.4 to 207.4	25
East and west leg of wye, Silsbee	10

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for siding.

(D) SPEED REGULATIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Tenaha	M.P. 150.2 to 152.7	35 MPH
Jasper	M.P. 72.8 to 73.9	30 MPH

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Tenaha	151.6	Interlocking	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 22.6	Viaduct, highway
M.P. 72.9	Viaduct, highway
M.P. 146.6	Viaduct, highway
M.P. 180.8	Viaduct, highway
M.P. 196.8	Bridge, Sabine River
M.P. 203.5	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Apache Core	23.1	10
Temco	28.4	67
Rebecca	109.6	19
Neuville	131.4	41
Rite-Care	149.9	5

WESTWARD			TIME TABLE	EASTWARD		
Track Capacity 50 ft. Per Car	Rolling Grade Ascending	Feet Per Mile		Rolling Grade Ascending	Distance from Kirbyville	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
Yard		.0	OAKDALE YL	20.0	80.8	C
			0.8		80.6	
			M.P. Crossing		80.2	
			H.D.E. Co. Tram Cross.		80.0	Y
			CALCASIEU YL	16.8		
			8.8		72.0	C
			ELIZABETH YL	45.9		
			9.7		62.3	
			PITKIN	47.5		
			11.9		50.4	
			MARKEE	47.5		
			11.3		39.1	
			S. P. Crossing			
			0.7			
			DeRIDDER		38.4	CR
			K. C. S. Crossing YL	21.0		
			4.9		33.5	
			SHEAR YL	18.4		
			1.0		32.5	C
			BOISE SOUTHERN YL	18.4		
			5.0		27.5	B
			NEALE		22.1	C
			5.4			
			MERRYVILLE YL		17.4	
			4.7			
			(State Line)		15.7	
			1.7			
			BONWIER	33.7		
			15.7		0.0	Y
			KIRBYVILLE YL			C
			(80.8)			

Trains must get numbered clearance card before leaving Oakdale.

No switch lights on Oakdale District.

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Oakdale District	30 MPH
Boise Southern Industrial Spur	20 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
Curve, M.P. 0.5 to 0.7	10
Curve, M.P. 79.6 to 79.8	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for siding.

(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type
DeRidder	38.4	Stop. Rule 98(A)
DeRidder	39.1	Stop. Rule 98(A)
Oakdale	80.2	H.D.& E. Tram *
Oakdale	80.6	Stop. (Gate electrically locked) Rule 98(A)

*Stop not required. Trains and engines proceed over crossing prepared to stop short of train or obstruction.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 17.3	Bridge, Sabine River
M.P. 38.1	Viaduct, highway
M.P. 40.3	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Bleakwood	5.2	12
Boise Southern Industrial Spur (4.7 miles)	32.5	
Hite	36.1	34
Ikes	43.5	20
Sugrue	55.5	42
Cravens	56.9	25

WESTWARD			TIME TABLE				EASTWARD		
Track Capacity 50 ft. Per Car		Ruling Grade Ascending	No. 12 June 11, 1972				Ruling Grade Ascending	Distance from Calveston and Beaumont	Communications Turn Tables and Wyes
Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post			
Yard		25.3	SILSBEE	YL	41.1	21.0		TY CR	
	53		6.9						
		27.5	LUMBERTON		23.2	14.1			
			3.8						
		24.8	LOEB JCT.	YL		10.3		B	
			S.P. Connection						
130	38		1.8		20.1	8.5		B	
		23.2	VOTH	YL	16.8				
			6.8						
Yard		4.7	BEAUMONT	YL	6.3	1.7		Y CR	
			1.0			0.7			
		4.7	S.P. Crossing		6.3				
			0.1						
			M.P. Crossing			76.4			
			S.P. Crossing						
	15	1.0	5.5		2.6				
		12.6	BROOKS	YL	15.8	70.9			
			11.5						
	14	5.2	MOREY	YL	1.0	59.4			
			2.3						
	39	11.0	HAMSHIRE	YL	7.3	57.1			
			5.3						
114	25	.0	WINNIE	YL	6.8	51.8		C	
			2.1						
	47	4.2	STOWELL	YL	12.6	49.7			
			4.9						
	39	.0	SEA BREEZE	YL	9.5	44.8			
			7.8			37.0			
			END OF TRACK						
			(59.8)						

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

Trains must get numbered clearance card before leaving Silsbee and Beaumont.

No switch lights between M.P. 76.4 and 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 any movement to be made by Southern Pacific trains or engines between Beaumont and Loeb Jct. before entering the Santa Fe main track at Calder Ave., Beaumont, or Loeb Jct. as follows:

(1) For eastward movements the S.P.-M.P. operator at Tower 74, Beaumont, must contact the Santa Fe yardmaster.

(2) For westward movements a member of the Southern Pacific crew must contact the Santa Fe yardmaster Beaumont.

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Between:

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

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

Over 100 tons per car, or
total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
East and west leg of wye, Silsbee	10
2 Curves, M.P. 76.2 to 76.4	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

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Beaumont	M.P. 9.1 to 69.6	20 MPH
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(E) SPEED REGULATIONS - RAILROAD CROSSINGS AT GRADE

Station	M.P.	Type	MPH
Beaumont	0.7	Interlocking	10
Beaumont	76.4	Interlocking	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 1.9	Viaduct, highway
M.P. 73.7	Viaduct, highway
M.P. 52.2	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Car Capacity
Seth	16.1	11
Whites Ranch	41.8	9
Texas Gas Corporation	55.1	20
Fannett	63.0	19
Galloway	65.9	12
Goodyear Storage	66.8	60
Cheek	68.0	26
Walden	72.7	9

SAN SABA DISTRICT

WESTWARD			TIME TABLE				EASTWARD		
Track Capacity 50 ft. per car			No. 12 June 11, 1972				Ruling Grade Ascending Distance from Lometa Communications Turn Tables and Wyes		
Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post	Communications Turn Tables and Wyes		
Yard			LOMETA YL			0.0	Y	CR	
102	50	31.7	24.7 SAN SABA YL		31.7	24.7		C	
	30	51.2	7.9 ALGERITA		14.9	32.6			
24	33	47.5	9.9 RICHLAND SPRINGS		26.4	39.5			
	13	31.7	10.1 SELLMAN		29.0	49.6			
		39.9	16.3		31.7				
Yard	43	66.0	10.4 BRADY YL		52.8	65.9	Y	C	
36	31	39.6	10.4 WHITELAND YL		36.9	76.4			
		39.6	0.4 HOMER JCT. YL		36.9	76.8			
22	33	39.6	5.2 MELVIN YL		.0	82.0		B	
		31.7	15.9						
Yard			EDEN YL			97.9	Y	C	
(97.8)									

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN BRADY AND EDEN.

RULE 99(D) IN EFFECT: BETWEEN LOMETA AND BRADY.

Trains must get numbered clearance card before leaving Lometa.

Trains or engines originating Eden must get numbered clearance card before leaving.

At Homer Jct., Menard District junction switch normally lined for Menard District.

No switch lights on San Saba District.

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 20 MPH

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head end of train is passing crossings in cities or towns named below:

Brady M.P. 65.9 (North Bridge Street) 6 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761).

M.P. 2.9 Viaduct, highway
M.P. 13.7 Bridge, Colorado River
M.P. 29.1 Bridge, San Saba River

MENARD DISTRICT

WESTWARD			TIME TABLE				EASTWARD		
Track Capacity 50 ft. per car			No. 12 June 11, 1972				Ruling Grade Ascending Distance from Fort Worth Communications Turn Tables and Wyes		
Other Tracks	Sidings	Feet Per Mile	STATIONS		Feet Per Mile	Mile Post	Communications Turn Tables and Wyes		
			HOMER JCT. YL			197.6			
	53	39.6	7.3 LIGHTNER YL		15.8	204.8			
35	50	39.6	6.9 CALLAN YL		39.6	211.7			
		39.6	11.7		39.6				
Yard			MENARD YL			223.4	Y	C	
(25.9)									

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN MENARD AND HOMER JCT.

Trains must get numbered clearance card before leaving Menard.

No switch lights on Menard District.

1. SPEED REGULATIONS

Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED

Menard District 20 MPH

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using siding must not exceed maximum turnout speed for siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 220.6 Viaduct, Cattle Pass

4. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.
5. Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-operated switch not electrically locked for any purpose. Not applicable at siding switches Sealy.
6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light is displayed, the name of such signal is "Permissive" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may without stopping, pass such signal at restricted speed and proceed at restricted speed to the next governing signal.

7. MAXIMUM SPEED OF ENGINES

Engines	Forward or Dead In Train MPH	Backing or When not Controlled From Lead Unit MPH
300ABC thru 314ABC, 315AB thru 321AB	90	45
327LA, 5920-5948	79	45
16C-47A, 200-289, 325-344	70	45
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661	70	45*
5900-5919	70	45
6300-6348, 6600-6615, 7500-7519, 7900-7909	70	45*
8000-8005	70	45
8500-8524, 8700-8714, 9800-9849	70	45*
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45

*Forward speed applies when engine handling train is on the head end being controlled from lead unit in backing position.

7. MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9800-9849	3	5	5
652-653	4	5	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661, 5900-5939, 5940-5948	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

9. 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 Derricks AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 and MPH	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 MPH
First, Second, Third, Houston, Lampasas	40	45		30
CONROE	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
LONGVIEW				
Between: Silsbee and M.P. 96.5	30	30		30
M.P. 96.5 and Longview	20	20		20
Oakdale, Matagorda, between Sealy and Bay City, between Bay City and Matagorda	20	20		20
	10	10		10
Garwood, Hall, Menard, San Saba	10	10		10

Trains handling scale test cars AT-199913, 199914 or 199915 must not exceed 50 MPH and such equipment must be handled next ahead of cabooses.

Pile drivers and derricks AT-199720 and AT-199775 must be handled in train next to engine.

Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 MPH.

Maximum authorized speed for trains handling outfit cars stenciled "Rear End Movement Only" 40 MPH.

10. YARD LIMITS: Following districts and stations have yard limits (Rule 93).

Alvin (Third District only)	Loeb Jct.—End of Track, M.P. 37.0 inclusive
Bellville—Ball inclusive	
Bay City—Matagorda inclusive	Lometa
Boise Southern	Longview
Brady—Eden inclusive	Menard—Homer Jct. inclusive
Brownwood	Merryville
Carthage	Oakdale
Calcasieu	Pineland
Cleburne	Quinn
Cane Jct. Center	Rayner Jct.—Garwood inclusive
Cleveland	Rosenberg—Tower 17
Conroe	San Augustine
DeRidder	San Saba
Elizabeth	Sealy (Matagorda District only)
Evadale—Quinn inclusive	Silsbee
Eagle Lake—Rayner Jct. inclusive	Somerville
Galveston—Virginia Point inclusive	Temple—Belco-Gober inclusive
Jasper	Tenaha
Kirbyville	Thompsons—Cane Jct. inclusive
Killeen—Fort Hood inclusive	

11. BULLETIN BOOKS ARE LOCATED:

Alvin	Eagle Lake	Longview
Bay City	Galveston	New South Yard
Beaumont	Houston (Union Station, Rusk Ave. Yard	Pearland
Bellville Yard	and Settegast Yard)	San Augustine
Brownwood	Jasper	Sealy
Caldwell (SP)	Lometa	Silsbee
Cleburne		Somerville
Conroe		Temple
		Tenaha

12. STANDARD CLOCKS ARE LOCATED:

Alvin	Eagle Lake	New South Yard
Bay City	Galveston	Oakdale
Beaumont	Houston Union Station	Pearland
Bellville	Station	San Augustine
Brownwood	Houston (Rusk Ave. Yard)	Sealy
Cleburne	Jasper	Silsbee
Conroe	Longview	Somerville
		Temple

TIME SERVICE

R. W. WELLS, General Watch Inspector Topeka

13. 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 home signal, towerman, after definitely determining route to be used is set and clear of opposing trains, may, over telephone, authorize train or engine to proceed with flag ahead to check on conflicting routes, open derails and other obstructions in the block. Trains or engines accepting such authority must not exceed six (6) miles per hour to next signal or end of block.

D. Dual control switches on the Galveston Causeway are equipped with AT&SF, M.P. and S.P. switch locks. When a train is stopped by a "stop" signal, if no conflicting movement is evident, member of crew must immediately communicate with, and be governed by instructions from the towerman at the lift bridge. If authorized to operate dual control switches by hand, be governed by the instructions which are placed in each telephone box on the causeway.

Derails at the lift bridge will be placed in non-derailing position by hand, only when authorized by the towerman at the lift bridge.

E. Speed limits between Virginia Point and Island—20 M.P.H.

WHISTLE SIGNALS (Passing Lift Bridge)

(a) _____	A. T. & S. F. Main Track
(b) _____	S. P. Main Track
(c) _____	G. H. & H. Main Track

14. 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-T&NO Jct.: AT&SF trains using Southern Pacific tracks between Tower 17 and T&NO Jct. 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. 13.

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 Rules.

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 Rules.

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 DR. T. SPEED, Medical Director Temple
 L. M. RAMPY, Administrator Temple

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 DR. JERRY JOHNSON Beaumont
 DR. C. W. PAYTON Longview
 DR. CLAUDE C. CODY III Houston

SPEED TABLE — FOR INFORMATION ONLY

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

SOUTHERN DIVISION

