



SANTA FE SAFETY FIRST



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

ASSISTANT SUPERINTENDENT

A. N. WADE Houston, Tex.

TRAINMASTERS

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

ROAD FOREMAN OF ENGINES — TRAINMASTER (AMTRAK OPERATIONS)

D. L. WHITE Ft. Worth, Tex.

ASSISTANT TRAINMASTERS

H. D. IRISH Pearland, Tex.
R. A. HOLDAWAY Longview, Tex.
C. E. JETER Temple, Tex.
M. H. LYNE Temple, Tex.
H. D. PEARSON Galveston, Tex.

RULES EXAMINER

R. O. ROWE Temple, Tex.

SUPERVISOR OF AIR BRAKES GENERAL ROAD FOREMAN OF ENGINES

E. E. REYNOLDS Amarillo, Tex.

ROAD FOREMAN OF ENGINES

R. B. GAINES Temple, Tex.
R. E. KING Silsbee, Tex.
C. W. LEE Houston, Tex.

SAFETY SUPERVISOR

W. C. STUHLIK Temple, Tex.

CHIEF DISPATCHER

E. A. THOMAS Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

L. E. MOORE Temple, Tex.
C. E. FURLOW Temple, Tex.
R. E. SMITH Temple, Tex.
T. E. LEWIS Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

J. V. HIGGINBOTHAM	J. E. JONES
B. R. MARTIN	R. A. KOŁODZIEJCZYK
J. L. CONNER	J. S. KIRK
C. G. PULLEN	L. P. GILES
R. J. GAUER	W. H. ANDERSON
G. M. STANDARD	W. D. GUTHRIE
J. E. ROSE	G. E. COUSINS
C. C. McFARLAND	R. J. PADILLA

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.

6

IN EFFECT

Sunday, April 24, 1977

At 12:01 A. M.

Central Standard Time

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

J. R. FITZGERALD, General Manager, Amarillo, Texas. F. A. BEAUCHAMP, Asst. General Manager, Amarillo, Texas.

D. E. MADER, Superintendent, Temple, Texas.

SAN SABA DISTRICT

LAMPASAS DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 6 April 24, 1977						
	Feet Per Mile		STATIONS		Feet Per Mile				
			LOMETA	YL	31.7	0.0	Y		
			24.7				CR		
2690	31.7		SAN SABA	YL	31.7	24.7	C		
			7.9						
1890	51.2		ALGERITA		14.9	32.6			
			6.9						
1720	47.5		RICHLAND SPRINGS		26.4	39.5			
			10.1						
670	31.7		SELLMAN		29.0	49.6			
			16.3						
2280	39.9		BRADY	YL	31.7	65.9	CY		
			1.6						
	.0		END OF TRACK		52.8	67.5			
			(67.5)						

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 6 April 24, 1977						
	Feet Per Mile		STATIONS		Feet Per Mile				
			TEMPLE	YL	33.8	218.2	Y		
			1.7				CR		
			GOBER	YL	66.0	219.9			
			6.5						
6510	70.4		BELTON		70.4	226.4	CY		
			9.3						
5590	37.0		NOLANVILLE		72.8	235.7			
			7.8						
5720	57.0		KILLEEN		0.0	243.5	CR		
			2.6						
			FORT HOOD		0.0	246.1	Y		
			8.0						
5490	70.7		COPPERAS COVE		66.5	254.1	B		
			8.5						
6980	69.6		KEMPNER		68.6	263.1	B		
			10.6						
6290	66.5		LAMPASAS		32.7	273.7	CBY		
			9.9						
4950	69.7		OGLES		47.5	283.6			
			8.1						
4000	71.2		LOMETA		68.6	291.7	Y		
			8.3				CR		
5000	65.5		ANTELOPE GAP		63.4	300.0	B		
			6.1						
5090	66.0		CASTOR		65.4	306.1			
			7.2						
5310	66.0		GOLDTHWAITE		66.0	313.3	B		
			10.3						
5220	66.0		MULLEN		67.0	323.6			
			6.7						
4960	66.0		VILLA		66.0	330.8			
			5.9						
5280	66.0		ZEPHYR		66.0	336.2	B		
			8.2						
5600	66.0		RICKER		66.0	344.4			
			4.0						
	21.1		BROWNWOOD	YL	66.0	348.4	TY	CR	
			(130.2)						

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH.

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

(D) SPEED RESTRICTIONS - 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 759).

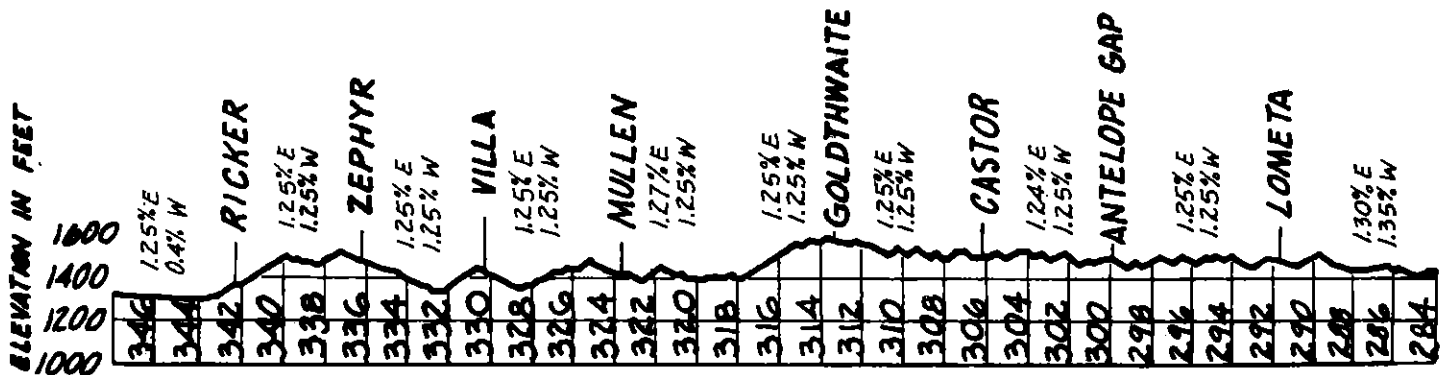
M.P. 13.7 Bridge, Colorado River
M.P. 29.1 Bridge, San Saba River

TCS IN EFFECT: On main track between westward controlled signal M.P. 343.7, Ricker, and eastward controlled signal M.P. 348.2, Brownwood, and on siding Ricker.

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

Trains must get clearance card before leaving Temple and Brownwood.

Lampasas District trains will use Northern Division, Dublin District, tracks between Ricker and Brownwood.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lampasas District 55 MPH

EXCEPTIONS

Maximum authorized speed for freight trains:

- (1) When averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH
- (2) Eastward trains between M.P. 282.0 and M.P. 272.0 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH
- (3) Westward trains between M.P. 340.0 and M.P. 344.0 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK & BRIDGES

Location	MPH
2 Curves, M.P. 218.4 to 219.1	15
Curve, M.P. 219.2 to 219.5	40
2 Curves, M.P. 220.1 to 220.8	55
2 Curves, M.P. 221.8 to 222.3	40
5 Curves, M.P. 223.5 to 227.0	55
2 Curves, M.P. 227.7 to 228.4	50
Curve, M.P. 230.0 to 230.2	55
Curve, M.P. 234.1 to 234.6	55
2 Curves, M.P. 239.5 to 240.1	55
Curve, M.P. 246.3 to 246.5	55
4 Curves, M.P. 248.4 to 249.8	50
Curve, M.P. 250.5 to 250.9	55
3 Curves, M.P. 253.3 to 255.1	55
6 Curves, M.P. 255.7 to 259.1	50
Curve, M.P. 262.5 to 263.1	55
11 Curves, M.P. 266.4 to 274.1	50
2 Curves, M.P. 283.9 to 285.2	55
2 Curves, M.P. 298.6 to 299.9	55
2 Curves, M.P. 302.3 to 303.7	55
Track and curves, M.P. 305.4 to 311.8—Eastward	35
M.P. 305.4 to 310.5—Westward	55
Track and curves, M.P. 317.4 to 321.8—Eastward	35
M.P. 317.4 to 321.8—Westward	55
Track and curves, M.P. 327.1 to 329.0—Eastward	35
M.P. 327.1 to 329.0—Westward	50
4 Curves, M.P. 329.0 to 331.9	50
Curve, M.P. 334.1 to 334.4	55
3 Curves, M.P. 336.8 to 338.7	55
Curve, M.P. 340.6 to 341.2	55
4 Curves and Pecan Bayou Bridge M.P. 345.2 to 346.3	25
2 Curves, M.P. 347.7 to 348.2	30

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than

main track switches 10 MPH; main track switches, except those listed below, 15 MPH.

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	15
	I	Psgr. main at Lampasas Dist. Junction	
	I	West end psgr. main	
	I	Crossover main street, M.P. 218	
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	
	I	Dublin District Junction	
Brownwood	I	East end tail track	20
	S	West end outbound lead	
	I	West end yard lead M.P. 349	

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

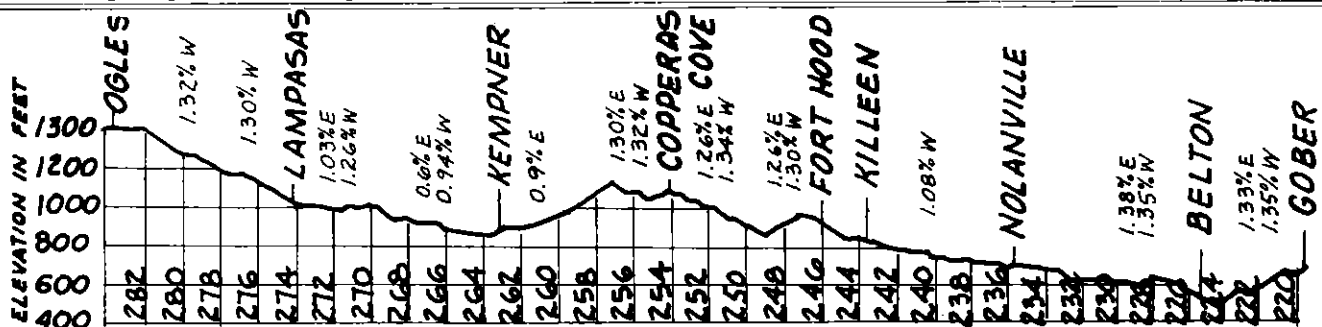
Temple	M.P. 217.0 to 225.3	35 MPH
Belton	M.P. 225.3 to 227.0	30 MPH
Nolanville	M.P. 234.7 to 237.0	25 MPH
Killeen	M.P. 241.5 to 244.5	30 MPH
Lometa	M.P. 291.5 to 291.8	50 MPH
Goldthwaite	M.P. 313.3 to 313.7	45 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 225.0	Bridge, Leon River
M.P. 264.9	Bridge, Lampasas River
M.P. 344.9	Viaduct, highway
M.P. 345.3	Bridge, Pecan Bayou

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Charter Oak	225.0	1140
Dresser Ind. Spur (2.7 miles)	234.9	
Mayflower	236.7	350
Central Forwarding Co.	241.4	420
Nichols	248.0	2360



4 FIRST DISTRICT

SOUTHERN DIVISION

WESTWARD		Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE			Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class				No. 6						First Class	
15	21			April 24, 1977						16	22
Leave Daily PM	Leave Mon. Thur. Sat. AM		Feet Per Mile	STATIONS	Feet Per Mile		TY CR	Arrive Daily PM	Arrive Sun. Tue. Fri. PM		
1.56	8.31		48.0	CLEBURNE YL	317.5			12.50	7.35		
2.04	8.39	6570	52.8	7.2 RIO VISTA	53.3		B	12.39	7.22		
2.10	8.44	6670	31.7	6.5	66.0						
2.19	8.51	6900	37.5	9.1 BLUM	39.6			12.33	7.16		
2.28	8.57	7010	47.5	5.6 KOPPERL	52.8			12.23	7.07		
2.37	9.04	6580	66.0	7.4 MORGAN	66.0		B	12.17	7.01		
2.47	9.13	6790	53.3	10.3 MERIDIAN	73.9			12.10	6.54		
2.57	9.23	2960	66.0	11.0 CLIFTON	66.0		CR	12.01	6.44		
3.02	9.27	6730	66.0	4.5 VALLEY MILLS	65.4			11.51	6.34		
s 3.12	s 9.36	8050	42.2	11.3 MANHATTAN	66.0		B	11.46	6.30		
3.22	9.46	6970	66.0	St. L. S. W. Crossing McGREGOR	66.0		Y CR	11.34	6.18		
3.30	9.54	7030	66.0	9.9 MOODY	66.0		B	11.25	6.09		
3.34	9.58		66.0	8.1 PENDLETON	66.0		B	11.19	5.59		
s 3.40	s 10.10		66.0	4.2 BELCO YL	66.5			11.15	5.55		
PM	AM			3.0 TEMPLE YL	66.5		Y CR	11.12	5.50		
Arrive Daily	Arrive Mon. Thur. Sat.			(99.1)				AM	PM		
57.2	60.1			Average speed per hour				Leave Daily	Leave Sun. Tue. Fri.		

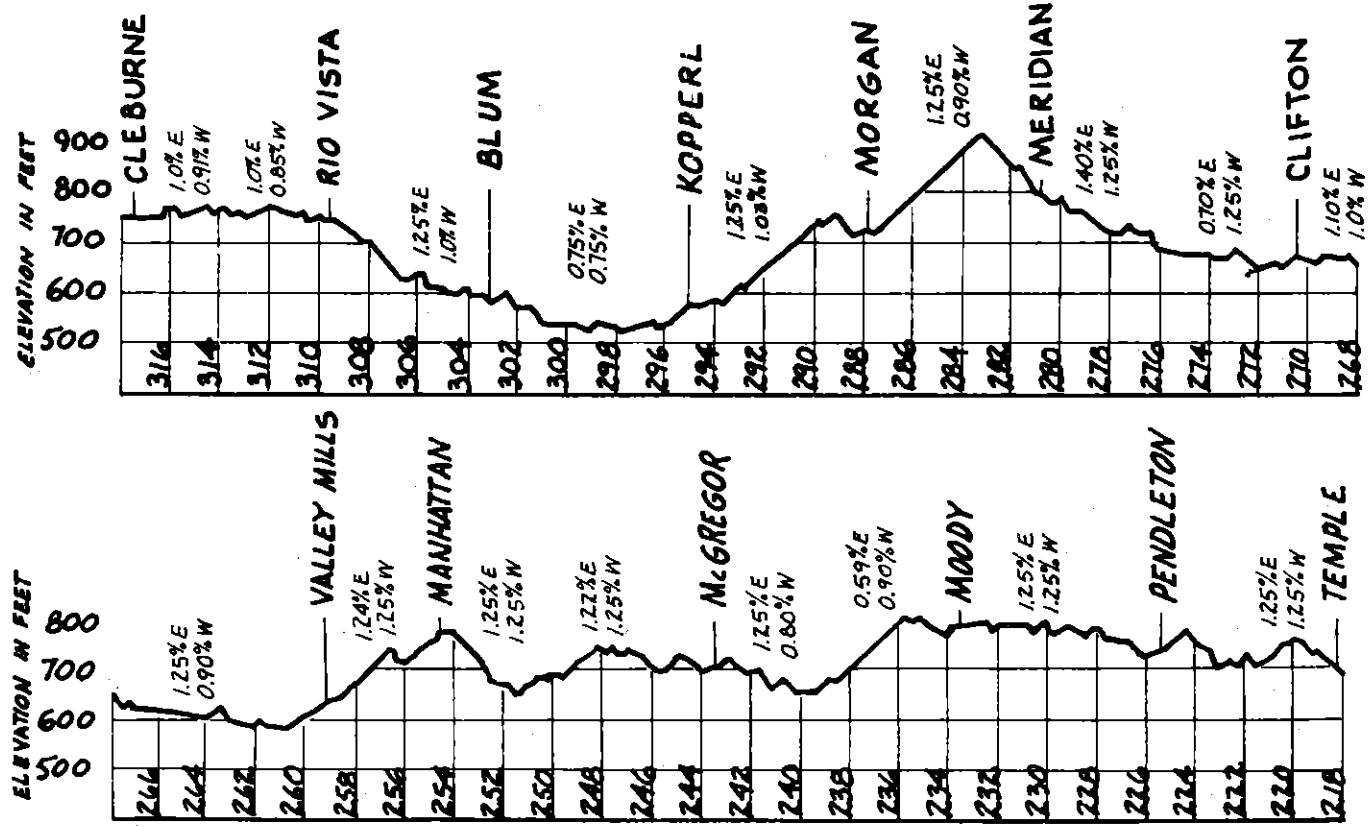
Trains must get clearance card before leaving Temple and Cleburne.

RULE 94 IN EFFECT: At Cleburne, between Signals 3172 and 3177.

At Cleburne, Trains No. 21 and No. 22 must register by Form 903.

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

At Temple, first class trains must register by Form 903.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frnt.
First District	79	55*

*Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons . . . 45 MPH

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

Location	MPH
6 Curves and track, M.P. 217.4 to 218.8	20
RR Crossing, M.P. 243.4 Auto. Interlocking	40
2 Curves, M.P. 251.5 to 253.3	65
7 Curves, M.P. 257.5 to 260.6	55
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 RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH.

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Cleburne	S	East end tail track east end yard	30
Rio Vista	S	Both ends siding	30
Blum	S	Both ends siding	30
Kopperl	S	Both ends siding	30
Morgan	S	Both ends siding	30
Meridian	S	Both ends siding	30

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS (Cont'd)

Station	Type	Location	MPH
Clifton	S	Both ends siding	30
Valley Mills	S	Both ends siding	15
Manhattan	S	Both ends siding	30
McGregor	S	Both ends siding	30
Moody	S	Both ends siding	30
Pendleton	S	Both ends siding	30
Belco	I	Switch to freight yard	20
Temple	S	East end freight yard	15
	I	Psgr. main at Lampasas Dist. junction	15
	I	West end psgr. main	20
	I	Crossover main street M.P. 218	20

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Station	M.P.	MPH
Temple	M.P. 217.0 to 221.2	35 MPH
Moody	M.P. 233.0 to 233.8	50 MPH
McGregor	M.P. 242.8 to 244.0	40 MPH
Clifton	M.P. 270.5 to 270.6	40 MPH
Rio Vista	M.P. 309.2 to 310.2	50 MPH
Cleburne	M.P. 317.0 to 319.0	18 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 220.1	Viaduct, I-35, east end Temple freight yard
M.P. 236.2	Viaduct, highway
M.P. 262.1	Viaduct, highway
M.P. 290.5	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Tonk Quarries	249.9	4620
Crawford	250.1	1560
Chemical Lime, Inc.	266.5	1800
Brazlime	300.2	1550

WESTWARD		Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class				No. 6		First Class					
15	21			April 24, 1977		16				22	
Leave Daily PM	Leave Mon. Thur. Sat. AM		Feet Per Mile	STATIONS	Feet Per Mile				Arrive Daily AM	Arrive Sun. Tue. Fri. PM	
3.43	10.20			TEMPLE				Y	11.07	5.42	
	Via M.K.T.			0.8	42.7	218.2		CR			
				M-K-T Crossing 1.7	66.0	217.4				Via M.K.T.	
		54.5		KNOWD 11.0	66.0	215.7					
		11820		ROGERS 8.7	63.3	204.7					
		58.6		BUCKHOLTS 8.0	59.1	196.0					
		12140		CAMERON 13.6	52.8	188.0	C				
		42.2		MILANO M.P. Crossing 8.6	52.8	174.4	CR				
		11180		CHRISMAN 8.0	66.0	166.8					
		42.2		CALDWELL 6.5	66.0	157.8	C				
		10620		DAVIDSON 9.8	65.4	151.3	B				
		42.2		SOMERVILLE 8.4	52.8	141.4	Y				
		11010		LANDES 6.9	66.0	132.9	B				
		39.6		BREHAM S.P. Crossing 5.9	64.9	126.0	C		9.26		
		5030		PHILLIPSBURG 9.8	66.0	120.1					
		11640		DANT 4.1	66.0	110.3	T				
		42.2		BELLVILLE	106.2		CR		9.03		
		42.2		(111.7)					Leave Daily		
5.16				Average speed per hour					51.0		
5.33											
PM											
Arrive Daily											
60.9											

TWO TRACKS: Between Knowd and Temple.

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

Trains, except No. 21, must get clearance card before leaving Temple and Bellville.

Train No. 21 must get M.K.T. clearance before leaving Temple.

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

At Bellville, speed limit 20 MPH on main track between M.P. 105.5 and M.P. 106.8.

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

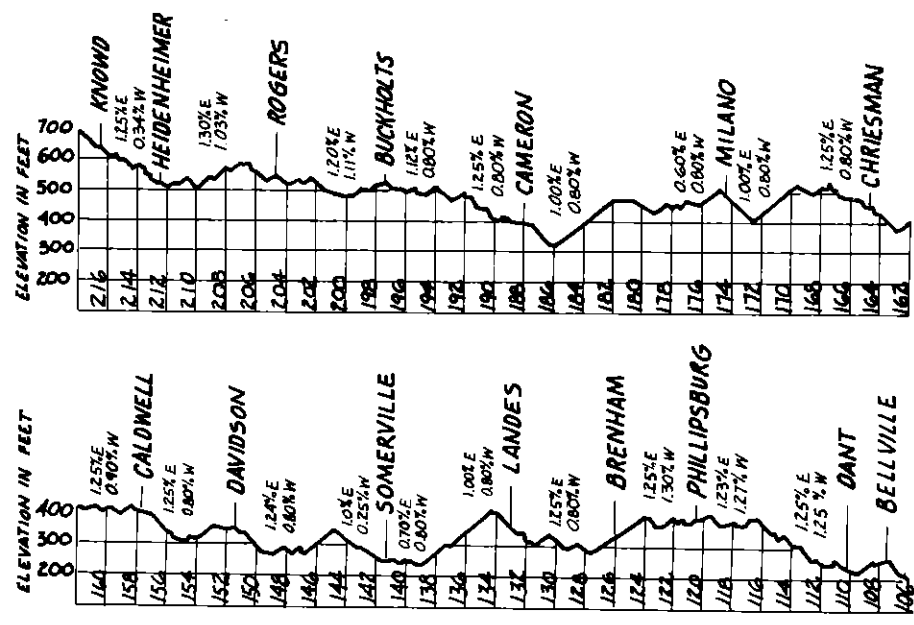
At each siding between Bellville and Knowd the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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

At Temple, first class trains must register by Form 903.

At Temple, Trains No. 21 and No. 22 use Santa Fe main tracks between Temple and M.K.T. connecting track at M.P. 217.5.

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



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
Second District	79	55*

*Maximum authorized speed when averaging 85 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
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
RR Crossing, M.P. 126.0 Auto. Interlocking*	25
4 Curves, M.P. 127.5 to 130.6	65
2 Curves, M.P. 133.5 to 134.4	55
2 Curves, M.P. 138.2 to 139.8	65
4 Curves, M.P. 140.8 to 141.7	50
2 Curves, M.P. 156.5 to 157.2	50
Curve, M.P. 157.4 to 157.6	40
3 Curves, M.P. 169.1 to 170.8	55
3 Curves, M.P. 174.1 to 175.7	65
RR Crossing, M.P. 174.4 Auto. Interlocking*	40
Little River Bridge, M.P. 185.4 to 186.0	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
RR Crossing, M.P. 217.4 Interlocking	20
North Track, M.P. 215.7 to 217.4	40
6 Curves and track, M.P. 217.4 to 218.8	20

*If controlled signal governing movement over railroad crossing is in stop position, communicate with control station. If authorized to pass stop signal, before proceeding, a member of crew must go to control box at crossing and follow instructions therein.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Knowd and Bellville, except siding Somerville, 30 MPH; other main track switches, except those listed below, 15 MPH. Switches at each end of sidings between Knowd and Bellville are interlocked.

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	15
	I	Psgr. main at Lampasas Dist. junction	15
	I	West end psgr. main Crossover Main Street, M.P. 218	20
Knowd	I	End of two tracks	40
Somerville	I	Both ends siding	20
	I	East end yard	30
Bellville	I	East end tail track	15
	I	West switch west lead	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Brenham	M.P. 125.0 to 127.0	25 MPH
Somerville	M.P. 140.8 to 142.2	45 MPH
Cameron	M.P. 186.8 to 188.9	30 MPH
Temple	M.P. 217.0 to 221.2	35 MPH

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 128.6	Viaduct, highway
M.P. 130.6	Viaduct, highway
M.P. 174.6	Viaduct, highway
M.P. 185.4	Bridge, Little River
M.P. 220.1	Viaduct, I 35, East end Temple freight yard

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hoyte	180.3	4850
Heidenheimer	212.3	2300

8 THIRD DISTRICT

SOUTHERN DIVISION

WEST-WARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 6					First Class
15			April 24, 1977					16
Leave Daily PM		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily AM
5.33		16.3	BELLVILLE			106.2	T	9.03
			11.6		29.0		CR	
	10550	34.8	M-K-T Crossing					
			SEALY			94.6	YC	
			12.4		37.4			
			S. P. Crossing			82.2		
	11740		1.4					
		12.1	WALLIS		13.2	80.8		
			4.6					
		8.4	ORCHARD		16.3	76.2		
			10.0					
		0	TOWER 17					8.24
6.28			S. P. Crossing		7.3	66.2	C	
PM	12420		0.4					AM
Arrive Daily		29.0	ROSENBERG		26.9	65.8		Leave Daily
	11350		10.8					
		7.9	BOOTH		33.7	55.0		
			4.6					
		2.6	THOMPSONS		33.7	50.4	C	
			4.2					
		18.4	SUGARLAND JCT.			46.2		
Via			M. P. Crossing					Via
S.P.	8810		1.9		4.7	46.2		S.P.
			DUKE			44.2		
		2.4	M. P. Crossing		6.3	42.9		
	12250		8.3					
		7.9	MANVEL		10.5	36.0		
			7.4					
		5.2	ALVIN			28.6	Y	
			4.2		6.3		CR	
		3.2	ALGOA			24.4	Y	
	6300		13.4		12.1			
		14.7	TEXAS CITY JCT.			11.0	YB	
			4.7		8.9			
		0	VIRGINIA POINT YL			6.3		
			2.1					
		0	ISLAND YL		15.3	4.2		
			2.0					
		0	GALVESTON YL			2.2	T	
			0.8				CR	
		0	S. P. Crossing YL		0	1.4		
			1.1					
		0	Wharves Crossing YL		0	0.3		
			0.7					
		0	End of Track YL			0.0		
			(106.6)					
43.6			Average speed per hour					61.5

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

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

At Bellville, speed limit 20 MPH on main track between M.P. 105.5 and M.P. 106.8.

At Bellville, controlled signal at west end yard governing westward movement on main track is located on field side of main track.

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

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

At Alvin, controlled signal governing westward movements at east leg of wye located on left side of main track as viewed by westward trains.

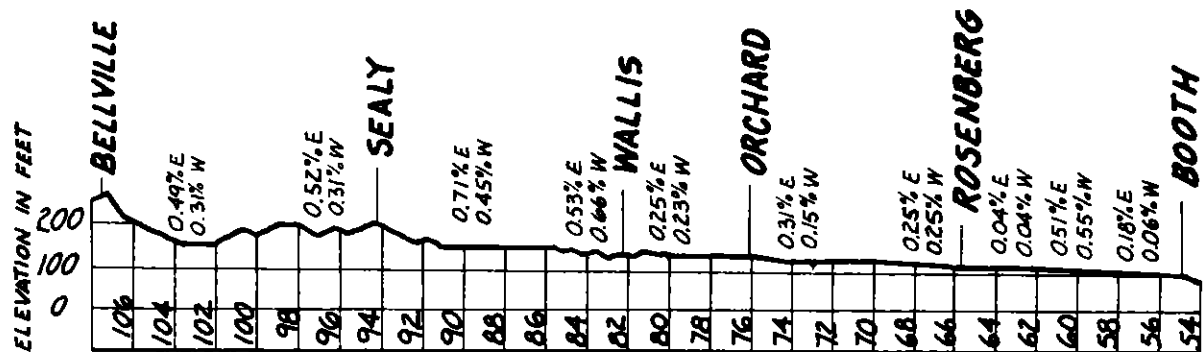
At west end of siding Sealy and at each end of sidings Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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

Automatic block signals governing eastward movement between Virginia Point and Texas City Jct. and between Texas City Jct. and Algoa located on left side of main track as viewed by eastward trains.

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

Trains must secure clearance card as follows:
 Galveston: Eastward trains
 Alvin: Westward Third District Trains destined west of Algoa
 Tower 17: No. 16.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed when averaging 85 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
Curve, M.P. 106.5 to 106.8	45

*If controlled signal governing movement over railroad crossing is in stop position, communicate with control station. If authorized to pass stop signal, before proceeding, a member of crew must go to control box at crossing and follow instructions therein.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Bellville and Alvin 30 MPH; other main track switches, except those listed below, 15 MPH. Switches at each end of sidings between Bellville and Alvin are interlocked.

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Bellville	I	East end tail track	15
	I	West switch west lead	30

(C) SPEED RESTRICTIONS—(Cont'd.)

Station	Type	Location	MPH
Tower 17	I	S.P. Junction	20
Rosenberg	I	S.P. Transfer	20
Alvin	I	Crossovers	15
	I	Turnouts, East leg of wye (Bellville side)	10
	I	Turnouts, West leg of wye (Galveston side)	25
M.P. 27.1	I	Crossovers between North and South Tracks	30
Algoa	I	Crossovers between North and South Tracks	30
	I	East connections to M.P.	30
Texas City Jct.	S	Both ends siding	30
Virginia Point	I	S.P. and G. H. & H. junctions	30
Island	I	S.P. and G. H. & H. junctions	30
Galveston	S	Crossover, east end west yard	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

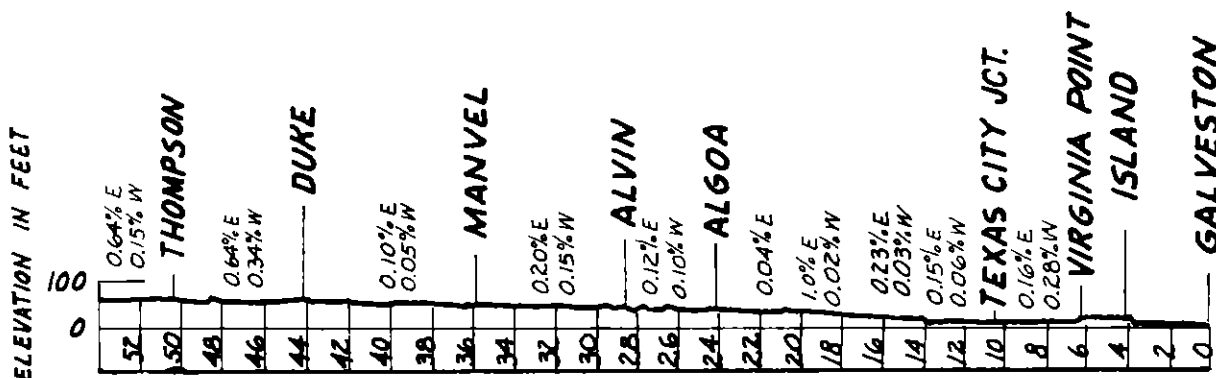
Alvin	M.P. 28.5 to 29.0	30 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

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
Storage track	14.1	5660
Storage track	18.2	5630
Storage track	20.7	3630
Wickes Spur	34.5	1200
Arcola team track	42.6	1160
Storage track	50.4	5300
Crabb	58.6	360
Richmond	63.3	1140
Storage track	76.2	4920
Storage track	87.1	4990



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 6 April 24, 1977						
		Feet Per Mile	STATIONS	Feet Per Mile					
↓		1.5	ALVIN 4.1	.0	.0	Y			
	13530	2.6	HASTINGS 5.9	.0	4.1				
	5360		PEARLAND 4.0	10.5	10.0	CR			
	S 11090 N 7690	.0	MYKAWA 5.4		0.1	14.0	Y		
			S.P. Crossing T & N.O. JCT. 0.9	YL	19.4				
		.0	NEW SOUTH YARD 3.8	HB & T.Ry.	20.3	CR			
			HOUSTON		24.1	TY			
				(24.1)					

TCS IN EFFECT: At Alvin, on east and west legs of wye; on main track and sidings between Alvin and controlled signals east of Southern Pacific crossing at T&NO Jct., except on North siding Mykawa, and Houston District Sidings 1, 2, 3, 4, 5 and 6.

Trains must get clearance card before leaving New South Yard.

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

At Hastings, maximum authorized speed on siding 20 MPH while head of train is passing over east end HD siding No. 1 switch.

At Pearland, 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 siding 20 MPH while head end of train is passing over west end HD siding No. 6 switch.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between Alvin and T&NO Jct. 55 MPH*

*Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - TRACK AND RR CROSSING

Location	MPH
Track, East leg of wye Alvin (Bellville side)	10
Track, West leg of wye Alvin (Galveston side)	25
RR Crossing, M.P. 19.4 Interlocking	40

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH.

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Alvin	I	Turnouts, East leg of wye (Bellville side)	10
	I	Turnouts, West leg of wye (Galveston side)	25
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends South siding	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Houston	M.P. 17.2 to 19.4	45 MPH
Alvin	M.P. 28.5 to 29.0 (Third District)	30 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
Central Industrial Park	15.0	3350
Carters Spur	15.8	350
Golf Crest Spur	18.1	500
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. 6 April 24, 1977			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile	Feet Per Mile				
		58.0	RAYNER JCT. 9.6	YL	58.0	0.0			
			GARWOOD	YL		9.6			
			(9.6)						

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood District **20 MPH**

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH.

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

3. TRACKS BETWEEN STATIONS

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

HALL DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 April 24, 1977			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile	Feet Per Mile				
			THOMPSONS 11.1	YL		5.3	34.0	C	
	5010	7.9	LONG POINT 5.1	YL		11.6	22.9		
		5.3	GUY 11.2	YL		10.6	17.8	Y	
		6.3	NEWGULF S.P. Crossing 6.6	YL		4.2	6.6	C	
		4.8	CANE JCT.	YL			0.0	Y	
			(34.0)						

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

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

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

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

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

Location	MPH
East Leg of wye, Cane Jct.	10
RR Crossing, M.P. 6.6 Stop. Rule 98 (B)	

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 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. 10.3 Bridge, San Bernard River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Smithers Lake	31.2	2500
Smithers Lake	31.3	4400

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 6 April 24, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile				
			SEALY YL		0.0	CY	
	3660	23.7	10.1 BEARD	19.5	10.0		
		17.9	7.3 S. P. Crossing	11.6	17.3		
		.0	0.3 S. P. Crossing	17.9	17.6		
		31.6	0.9 EAGLE LAKE YL	31.6	18.5	CR	
	3780	15.7	1.3 RAYNER JCT. YL	26.4	19.8		
		34.3	8.2 BONUS	13.2	28.0		
	1290	21.2	4.4 EGYPT	23.7	32.4		
		4.2	4.6 GLEN FLORA	6.3	37.0		
	3410	.0	5.8 S. P. Crossing	19.5	42.8		
		.0	0.3 WHARTON	22.1	43.1	C	
	3340	4.2	8.3 LANE CITY	8.9	51.4		
		4.7	3.8 CANE JCT. YL	12.6	55.2	Y	
		10.6	5.3 RUNNELLS	10.6	60.5		
		7.9	7.8 S. P. Crossing	11.6	68.3		
		.0	0.3 BAY CITY YL	3.1	68.6	CR	
	2660	.0	0.4 M. P. Crossing	1.5	69.0		
		11.6	7.3 SOUTH BAY CITY YL	23.7	76.3		
		15.8	3.3 WADSWORTH YL	12.1	79.6		
		12.1	10.4 MATAGORDA YL	11.0	90.0		
			(90.1)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

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

(B) SPEED RESTRICTIONS - RR CROSSINGS

Location	MPH
RR Crossing, M.P. 17.3 Interlocking	20
RR Crossing, M.P. 17.6 Interlocking	20
RR Crossing, M.P. 42.8 Manual Interlocking	20
RR Crossing, M.P. 68.3 Stop. Rule 98(B)	
RR Crossing, M.P. 69.0 Interlocking	20

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 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
American Cyanamid Spur	42.5	520
E. E. Conner	45.2	720
Celanese Industrial spur (5 mi.)	76.3	

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

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

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

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

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

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

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

At South Bay City, main track switch to Celanese Plant normally lined for Celanese Plant.

WESTWARD ↓	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 6 April 24, 1977		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
			SOMERVILLE YL			0.0	Y CR	
			5.4 SCOFIELD		31.7	5.4		
2840		52.8	12.9 ALLENFARM		40.2	18.3		
5640		52.8	9.8 NAVASOTA S.P. Crossing		42.2		CR	
		2090	5.0 WOOD		26.4	28.1		
		4680	4.6 YARBORO		68.6	33.1		
		2670	106.1 YARBORO		61.7	37.7		
			11.2 BOBVILLE		61.7	48.9		
			.0 CRIP.FWD Crossing DOBBIN		53.3	48.9		
			82.8 MONTGOMERY		57.0	49.9		
			73.9 HONEY		60.7	55.6		
7970		65.4	8.2 HONEY		60.7	63.8		
			8.4 CONROE M.P. Crossing	YL	55.9	72.2	CR	
5660		56.4	2.4 BEACH	YL	60.2	74.6		
3350		54.9	4.5 WAUKEGAN	YL	61.2	79.1		
1900		76.5	5.9 SECURITY		63.3	85.0		
9720		52.8	4.6 FOSTORIA		41.1	89.6		
1920		60.1	5.3 S.P. Crossing CLEVELAND	YL	57.0	94.9	CR	
3920		26.4	7.0 HIGHTOWER		17.4	101.9		
2850		24.8	3.6 RAYBURN		31.7	105.6		
1930		19.5	5.5 ROMAYOR		31.1	111.0	Y	
8600		37.7	6.7 FUQUA		10.0	117.7		
			3.8 VOTAW		34.8	121.5	B	
1940		17.4	6.5 BRAGG		19.3	128.1		
7710		15.8	5.3 LELAVALLE		23.2	133.4		
1910		30.6	4.9 DIES		27.9	138.3		
1930		31.7	5.0 S.P. Crossing KOUNTZE		31.7	143.8		
4650		31.7	8.9 SILSBEE YL		31.7	152.2	TY CR	

(152.2)

Wye at Dolen, M.P. 107.3.

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

CONROE DISTRICT PROFILE ON PAGE 14.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Conroe District 49 MPH*

*Maximum authorized speed when averaging 85 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 turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

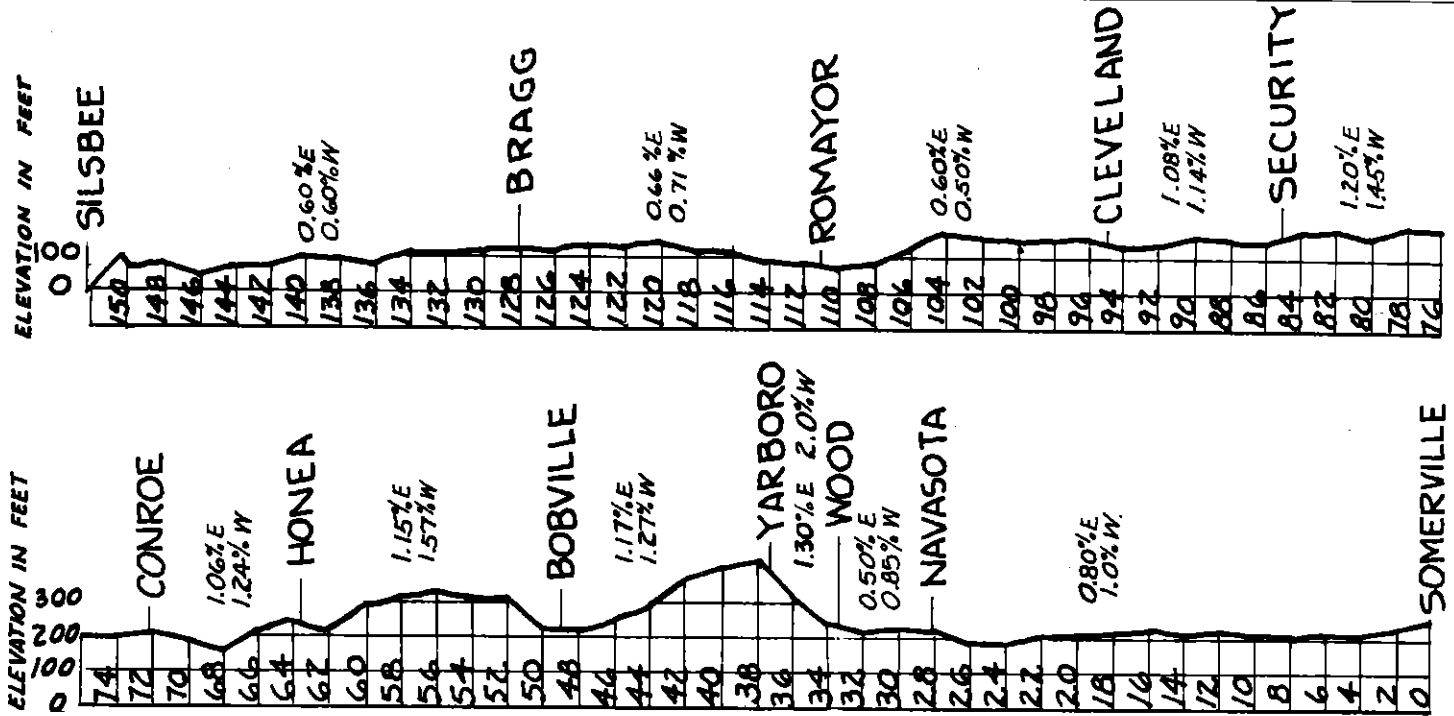
Navasota	M.P. 27.5 to 29.0	25 MPH
Conroe	M.P. 71.0 to 73.5	30 MPH
Silsbee	M.P. 150.6 to 152.6	15 MPH

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

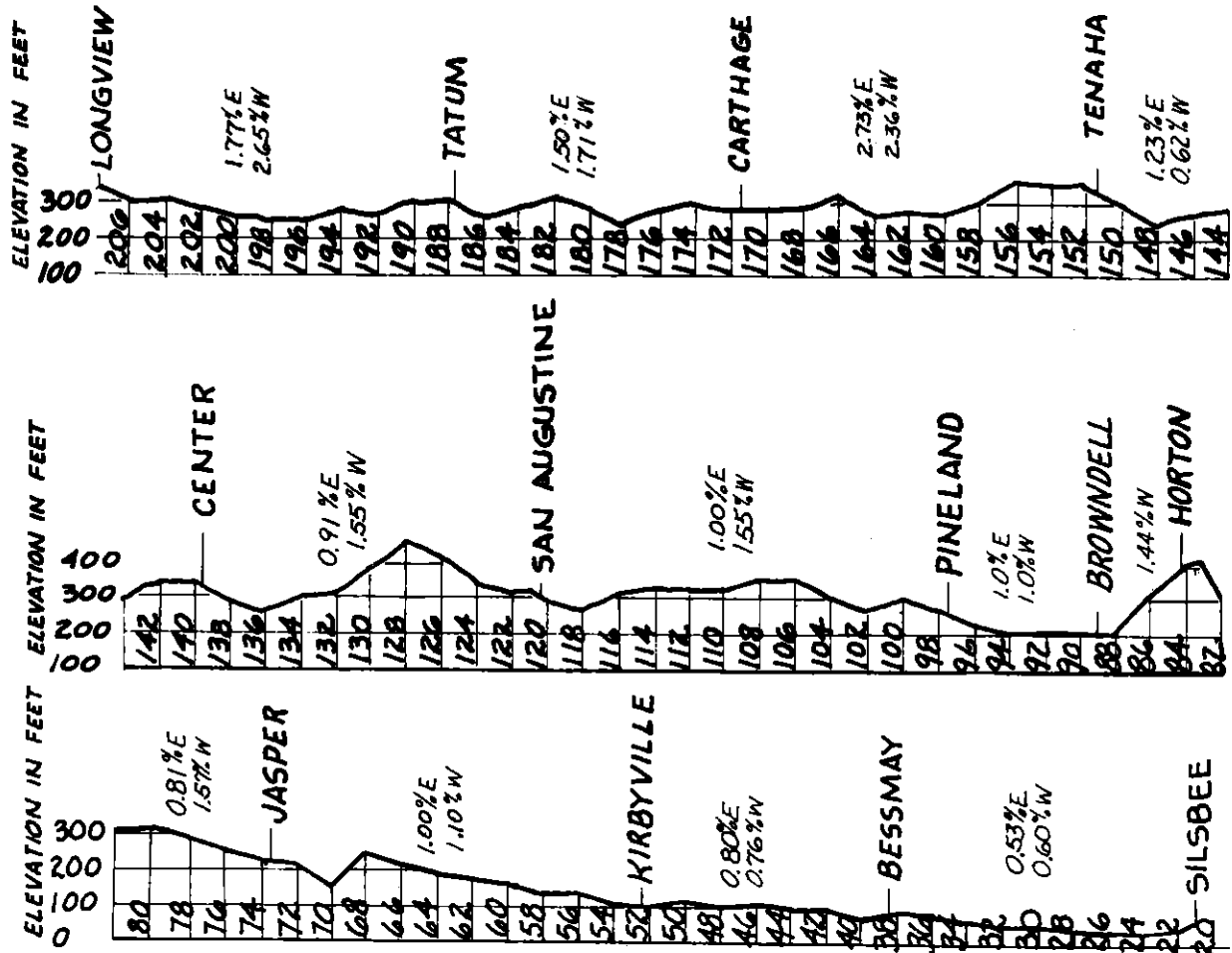
3. TRACKS BETWEEN STATIONS

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
Timber	83.1	680
Seaman	98.1	260
Dolen	107.3	1550
Milvid	114.0	1780
Honey Island	135.5	780



LONGVIEW DISTRICT

SOUTHERN DIVISION



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 6					
			April 24, 1977					
	Feet Per Mile		STATIONS		Feet Per Mile			
			LONGVIEW YL		207.6		Y CR	
	139.9	12.2	EASTON YL	93.4	195.4			
	69.7	7.6	TATUM	63.4	187.8		C	
	61.7	6.4	BECKVILLE	79.2	181.4			
3160	90.2	9.7	CARTHAGE YL	73.9	171.7		C	
4050	124.6	10.0	GARY	144.1	161.7			
1210	52.8	10.1	S.P. Crossing TENAHA YL	63.3	151.6		C	
2580	32.7	11.8	CENTER YL	64.9	139.8		CY	
2230	81.8	12.8	CALGARY	47.5	127.0			
3230	43.8	6.6	SAN AUGUSTINE YL	48.0	120.4		CR	
	2440	5.5	VENABLE	45.4	114.9			
	2420	10.2	BRONSON	48.5	104.7			
2880	54.9	7.2	PINELAND YL	52.8	97.5		C	
2180	50.6	9.9	BROWDELL	52.8	87.4			
6030	52.8	3.2	HORTON	0	84.2			
2170	76.0	5.5	COLLINS	41.1	78.7			
2160	82.7	5.1	JASPER YL	42.7	73.6		Y CR	
	4140	6.5	KEITHTON	47.5	67.1			
	2820	4.7	ROGANVILLE	52.8	62.4			
	1800	10.0	KIRBYVILLE YL	48.5	52.4		CR	
	1840	4.4	CALL	31.1	48.0			
	2880	4.8	LE VERTE	42.2	43.2			
	3180	5.8	BESSMAY	31.7	37.4			
	2700	1.3	BUNA	23.7	36.1			
		6.0	QUINN YL	27.9	30.1			
3190	16.8	2.4	EVADALE YL	12.6	27.7			
4850	3.1	7.0	SILSБEE YL	19.0	21.0		TY CR	
	31.6							

(186.7)

(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, P.M. 151.6 Interlocking	20
Curve, M.P. 155.8 to 156.1	40
2 Curves, M.P. 161.4 to 161.7	10
2 Curves, M.P. 164.6 to 165.5	45
3 Curves, M.P. 166.1 to 167.7	35
Curve, M.P. 171.3 to 171.5	20
2 Curves, M.P. 181.4 to 182.0	35
3 Curves, M.P. 184.2 to 184.7	40
Curve, M.P. 187.3 to 187.6	45
2 Curves, M.P. 190.3 to 190.9	40
Curve, M.P. 194.7 to 194.9	40
2 Curves & Sabine River Bridge, M.P. 196.5 to 197.1	10
Curve, M.P. 199.2 to 199.5	45
Curve, M.P. 200.5 to 200.6	45
4 Curves, M.P. 203.1 to 204.6	40
2 Curves, M.P. 205.2 to 205.7	25
10 Curves, M.P. 206.2 to 207.8	15

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

Silsbee	M.P. 21.1 to 21.7	15 MPH
Buna	M.P. 35.5 to 36.5	25 MPH
Jasper	M.P. 72.8 to 73.9	30 MPH
Center	M.P. 139.5 to 141.0	35 MPH
Tenaha	M.P. 150.2 to 152.7	35 MPH

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

3. TRACKS BETWEEN STATIONS

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

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*
Swepeco Industrial Spur	10 MPH

*Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons ... 45 MPH

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			No. 6 April 24, 1977					
	Feet Per Mile		STATIONS		Feet Per Mile			
			OAKDALE YL		80.8			
			M.P. Crossing		80.8			
			Vancouver Plywood					
			RR Crossing					
			8.8					
2270	32.2		ELIZABETH YL		80.2		C	
			9.7					
2780	34.8		PITKIN		72.0			
			11.9		62.3			
2720	33.2		MARKEE		50.4			
			12.0					
			DeRIDDER					
			K. C. S. Crossing	YL				
2260			4.9		21.0		CR	
			SHEAR YL		33.5			
2290			1.0		18.4			
	25.3		BOISE SOUTHERN YL		32.5		C	
2480			5.0		18.4			
2690	25.3		NEALE		27.5			
			5.4		32.2			
2570	15.8		MERRYVILLE YL		22.1			
			6.4					
1950			BONWIER		15.7			
	26.4		3.5		23.8			
1270			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 turnout of other than main track switches 10 MPH; main track switches 15 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

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			No. 6 April 24, 1977					
	Feet Per Mile		STATIONS	Feet Per Mile				
			SILSBEE YL			21.0	TY CR	
			6.9	41.1		14.1		
2660	25.3		LUMBERTON YL					
			3.8	23.2				
			LOEB JCT. YL			10.3		
			S.P. Connection					
			1.8	20.1		8.5		
1900	24.8		VOTH YL					
			6.8	18.8				
			BEAUMONT YL			1.7	Y CR	
			1.0	6.3		0.7		
			S.P. Crossing					
			0.1	6.3				
			M.P. Crossing					
			S.P. Crossing					
			5.5	2.6		76.4		
770	1.0		BROOKS YL			70.9		
			11.5	15.8		59.4		
720	12.6		MORBY YL					
			2.3	1.0		57.1		
1990	5.2		HAMSHIRE YL					
			5.3	7.3		51.8	C	
2300	11.0		WINNIE YL					
			2.1	6.8		49.7		
2480	.0		STOWELL YL					
			4.9	12.6		44.8		
1960	4.2		SEA BREEZE YL					
			7.8	9.5		37.0		
	.0		END OF TRACK					
			(59.8)					

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

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

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

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

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed when averaging 85 tons or over per car, or total consist exceeds 5,000 tons . . . 45 MPH

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

Location	MPH
East and west legs of wye, Silsbee, M.P. 21.0	10
Curve, M.P. 18.8 to 19.1	35
2 Curves, M.P. 15.1 to 16.3	35
8 Curves, M.P. 1.1 to 2.3	10
RR Crossing, M.P. 0.7 Interlocking	10
RR Crossing, M.P. 76.4 Interlocking	10
2 Curves, M.P. 76.2 to 76.4	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

	MPH
Silsbee M.P. 20.1 to 21.1	15
Beaumont M.P. 9.1 to 69.9	20

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
Whites Ranch	41.8	440
Texas Gas Corporation	55.1	940
Fannett	63.0	940
Galloway	65.9	600
Goodyear Storage	66.8	3000
Cheek	68.0	1300
Gulfc0	68.4	2200
American Rice Growers	69.0	1100
Walden	72.7	450
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. 180.3, Hoyte, spur track.
 M.P. 196.0, Buckholts, house track spur and Milam Grain Co. track.
 M.P. 212.3 Heidenheimer, old siding.
- Third District—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. 9.0, Houdaille-Duval-Wright.

5. MAXIMUM SPEED OF ENGINES

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

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

*Engine without cars must not exceed 70 MPH.

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

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

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

DISTRICT	Wrecking Derrick MPH	File Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 MPH
FIRST			
SECOND			
THIRD			
HOUSTON			
LAMPASAS	40	45	30
CONROE, LONGVIEW	30	30	30
SILSBEE			
Between: Silsbee and Loeb Jct.	30	30	30
Loeb Jct. and Beaumont	20	20	20
Beaumont and M.P. 37.0	10	10	10
OAKDALE MATAGORDA			
Between: Sealy and Bay City	20	20	20
Bay City and Matagorda	10	10	10
GARWOOD HALL SAN SABA	10	10	10

Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in train immediately ahead of caboose at speed not exceeding 50 MPH.

8. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected.
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. 182.3	Dragging Equipment	Rotating white lights—M.P. 182.3 and at Block Signals 1841 and 1842
M.P. 192.4	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights—Eastward—M.P. 192.4 and locator at west switch of siding Buckholts Westward—M.P. 192.4 and locator at east switch of siding Cameron.

RULE 105(A)—HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with headend at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

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

HIGH WATER DETECTORS

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train, unless otherwise instructed by train dispatcher.

DRAGGING EQUIPMENT DETECTORS

When actuated, rotating white light type indicators will be illuminated; letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

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

Bay City—Matagorda inclusive	Loeb Jct.—End of Track, M.P. 37.0 inclusive
Boise Southern	Lometa (San Saba District only)
Brady	Longview—Easton inclusive
Brownwood	Merryville
Cane Jct.—Thompsons inclusive	Oakdale
Carthage	Pineland
Center	Rayner Jct.—Garwood inclusive
Cleburne	San Augustine
Cleveland	San Saba
Conroe—M.P. 80.4 inclusive	Sealy (Matagorda District only)
DeRidder	Shear
Eagle Lake—Rayner Jct. inclusive	Silsbee—Quinn inclusive
Elizabeth	Somerville (Conroe District only)
Galveston—Virginia Point inclusive	Temple—from end TCS Temple-Belco-Gober inclusive
Jasper	Tenaha
Kirbyville	Thompsons (Hall District only)

10. BULLETIN BOOKS ARE LOCATED:

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

11. STANDARD CLOCKS ARE LOCATED:

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

TIME SERVICE

R. W. WELLS, 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.

T&NO Jct.-Houston: AT&SF trains use HB&T tracks and are governed by HB&T Ry Co. Time Table, Rules and Regulations.

Beaumont-Loeb Jct.: Southern Pacific trains use AT&SF tracks between Beaumont and Loeb Jct. and are governed by AT&SF Time Table and Southern Pacific R.R. Time Table, Rules and Regulations.

Beaumont: AT&SF trains and engines use Southern Pacific track between Calder Ave. and Cedar Street and are governed by bulletin instructions.

Guy-Long Point: Southern Pacific trains use AT&SF tracks between Guy and Long Point and are governed by AT&SF Time Table and Southern Pacific R.R. Time Table, Rules and Regulations.

SURGEONS OF
THE SANTA FE EMPLOYEES' HOSPITAL ASSOCIATION

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L. M. RAMPY, Administrator Temple

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AT LOCAL POINTS

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DR. C. W. PAYTON Longview
DR. JOHN R. LOFTIS Longview
DR. CLAUDE C. CODY III Houston

SPEED TABLE — FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100	58	62.1	1 40	36.0
37	97.3	59	61.0	1 42	35.3
38	94.7	1	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.9
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	5	12.0
56	64.2	1 36	37.5	6	10.0
57	63.2	1 38	36.8	12	5.0

Average poles per mile by District

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

HOW TO USE THIS CHART:

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

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1		PLACARD APPLIED ON CAR	2							
			ANY CARS (except for empty tank or combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
2		TYPE OF CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE	OTHER THAN PLACARDED EXPLOSIVES-A OR COMBUSTIBLE	PLACARDED POISON GAS EXCEPT COMBUSTIBLE	COMBUSTIBLE
			3	RESTRICTIONS						
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓			✓			
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓			✓			
6	7	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	✓ ^④	✓	✓		✓	
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	✓	✓	✓		✓	✓		

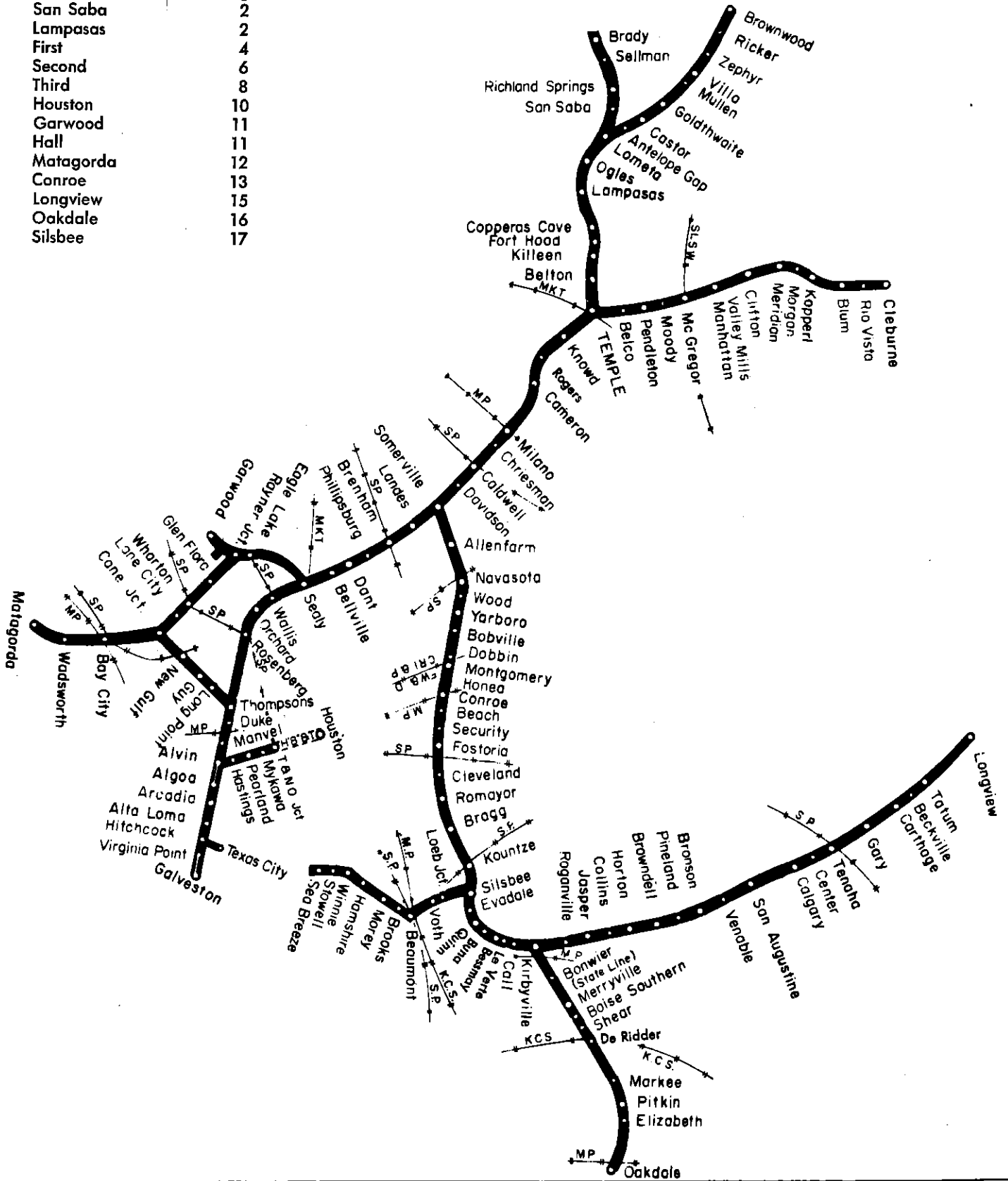
MUST NOT BE PLACED NEXT TO

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87.

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SOUTHERN DIVISION