



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 FOREMEN 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.

B. R. MARTIN Temple, Tex.

R. E. SMITH Temple, Tex.

T. E. LEWIS Temple, Tex.

DISPATCHERS — TEMPLE, TEX.

J. V. HIGGINBOTHAM

J. E. JONES

J. L. CONNER

R. A. KOLODZIEJCZYK

C. G. PULLEN

J. S. KIRK

R. J. GAUER

L. P. GILES

G. M. STANDARD

W. H. ANDERSON

J. E. ROSE

W. D. GUTHRIE

C. C. McFARLAND

G. E. COUSINS

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.

7

IN EFFECT

WEDNESDAY, JUNE 15, 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

| WESTWARD | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE | | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|----------|----------------------------|------------------------|------------------------|-------------------------|---------------|------------------------|-----------|-------------------------------------|----------|
| | | | No. 7 June 15, 1977 | | | | | | |
| | | | Feet Per Mile | STATIONS | Feet Per Mile | | | | |
| | | | | LOMETA YL | | 0.0 | Y CR | | |
| | 2690 | 31.7 | | 24.7 SAN SABA YL | 31.7 | 24.7 | C | | |
| | 1690 | 51.2 | | 7.9 ALGERITA | 14.9 | 32.6 | | | |
| | 1720 | 47.5 | | 6.9 RICHLAND SPRINGS | 26.4 | 39.5 | | | |
| | 670 | 31.7 | | 10.1 SELLMAN | 29.0 | 49.6 | | | |
| | 2280 | 39.9 | | 16.3 BRADY YL | 31.7 | 65.9 | CY | | |
| | | .0 | | 1.6 END OF TRACK | 52.8 | 67.5 | | | |
| | | | | (67.5) | | | | | |

LAMPASAS DISTRICT

| WESTWARD | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE | | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|----------|----------------------------|------------------------|------------------------|----------------------------|---------------|------------------------|-----------|-------------------------------------|----------|
| | | | No. 7 June 15, 1977 | | | | | | |
| | | | Feet Per Mile | STATIONS | Feet Per Mile | | | | |
| | | | | TEMPLE YL | | 1.7 | Y CR | | |
| | | 33.8 | | 1.7 GOBER YL | 66.0 | 218.2 | | | |
| | | 70.4 | | 6.5 BELTON | 70.4 | 219.9 | | | |
| | 5510 | 37.0 | | 9.3 NOLANVILLE | 72.8 | 226.4 | CY | | |
| | 5590 | 57.0 | | 7.8 KILLEEN | 0.0 | 235.7 | | | |
| | 5720 | 68.6 | | 2.6 FORT HOOD | 0.0 | 243.5 | CR | | |
| | | 70.7 | | 8.0 COPPERAS COVE | 66.5 | 246.1 | Y | | |
| | 5490 | 69.6 | | 8.5 KEMPNER | 68.6 | 254.1 | B | | |
| | 5980 | 66.5 | | 10.5 LAMPASAS | 32.7 | 263.1 | B | | |
| | 6290 | 69.7 | | 9.9 OGLES | 47.5 | 273.7 | CBY | | |
| | 4950 | 71.2 | | 8.1 BROWNWOOD YL | 68.6 | 283.6 | | | |
| | 4000 | 65.5 | | 8.3 LOMETA | 63.4 | 291.7 | Y CR | | |
| | 5000 | 66.0 | | 6.1 ANTELOPE GAP | 65.4 | 300.0 | B | | |
| | 5090 | 66.0 | | 7.2 CASTOR | 66.0 | 306.1 | | | |
| | 5310 | 66.0 | | 10.3 GOLDTHWAITE | 67.0 | 313.3 | B | | |
| | 5220 | 66.0 | | 6.7 MULLEN | 66.0 | 323.6 | | | |
| | 4960 | 66.0 | | 5.9 VILLA | 66.0 | 330.8 | | | |
| | 5280 | 66.0 | | 8.2 ZEPHYR | 66.0 | 336.2 | B | | |
| | 5600 | 21.1 | | 4.0 RICKER | 66.0 | 344.4 | | | |
| | | | | | | 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).

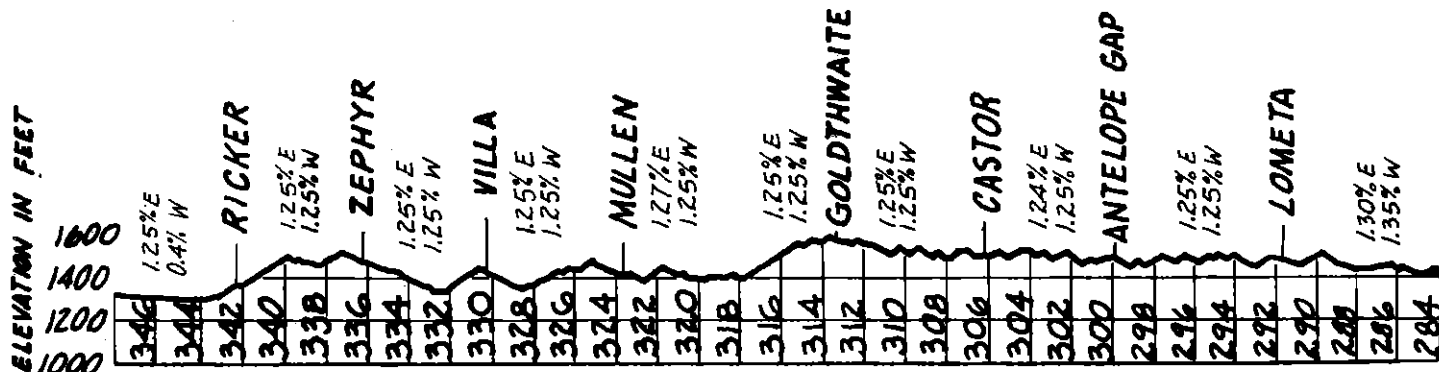
M.P. 13.7 Bridge, Colorado River
M.P. 29.1 Bridge, San Saba River

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 | 15 |
| | I | West end psgr. main | 20 |
| | I | Crossover main street, M.P. 218 | 20 |
| Gober | I | End of Track 48 | 20 |
| Belton | S | Both ends siding | 30 |
| Nolanville | S | Both ends siding | 30 |
| Killeen | S | Both ends siding | 30 |
| Copperas Cove | S | Both ends siding | 30 |
| Kempner | S | Both ends siding | 30 |
| Lampasas | S | Both ends siding | 30 |
| Ogles | S | Both ends siding | 30 |
| Lometa | S | Both ends siding | 30 |
| Antelope Gap | S | Both ends siding | 30 |
| Castor | S | Both ends siding | 30 |
| Goldthwaite | S | Both ends siding | 30 |
| Mullen | S | Both ends siding | 30 |
| Villa | S | Both ends siding | 30 |
| Zephyr | S | Both ends siding | 30 |
| Ricker | I | Both ends siding | 30 |
| | I | Both ends pocket track | 30 |
| | I | Dublin District Junction | 40 |
| Brownwood | I | East end tail track | 20 |
| | S | West end outbound lead | 10 |
| | I | West end yard lead M.P. 349 | 15 |

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

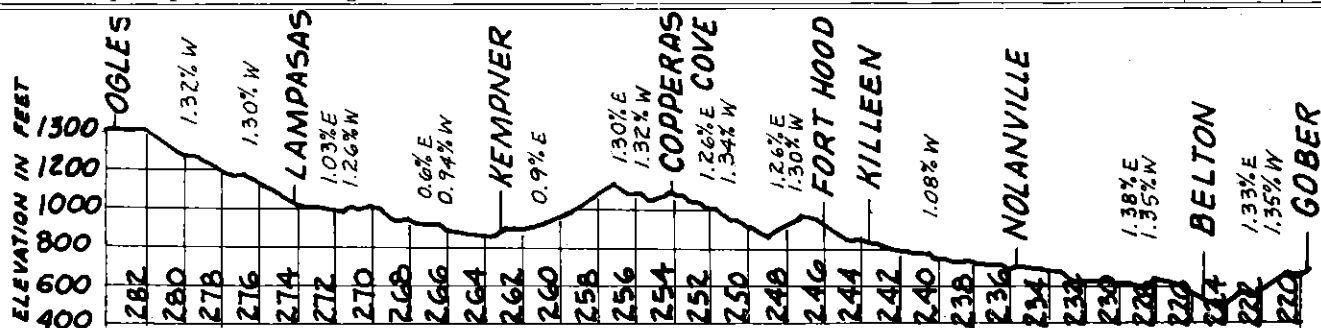
| Location | M.P. | MPH |
|-------------|---------------------|--------|
| Temple | M.P. 217.0 to 225.3 | 35 MPH |
| Belton | M.P. 225.3 to 227.0 | 30 MPH |
| Nolanville | M.P. 234.7 to 237.0 | 25 MPH |
| Killeen | M.P. 241.5 to 244.5 | 30 MPH |
| Lometa | M.P. 291.5 to 291.8 | 50 MPH |
| Goldthwaite | 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 | Ruling Grade Ascending | TIME TABLE | | | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | |
|----------------|----------------|----------------------------|------------------------|---------------|--|--|---------------|------------------------|-----------|-------------------------------------|-----------------|----|
| First Class | | | | No. 7 | | | | | | | First Class | |
| 15 | 21 | | | June 15, 1977 | | | | | | | 16 | 22 |
| Leave Daily PM | Leave Daily AM | Feet Per Mile | STATIONS | | | | Feet Per Mile | | | Arrive Daily PM | Arrive Daily PM | |
| 1.56 | 8.31 | | CLEBURNE YL | | | | 817.5 | TY | | 12.50 | 7.35 | |
| 2.04 | 8.39 | 6570 | 7.2 | | | | 53.3 | | | | | |
| | | | RIO VISTA | | | | 66.0 | B | | 12.39 | 7.22 | |
| | | | 6.5 | | | | | | | | | |
| 2.10 | 8.44 | 6670 | BLUM | | | | 303.5 | | | 12.33 | 7.16 | |
| | | | 9.1 | | | | | | | | | |
| 2.19 | 8.51 | 6900 | KOPPERL | | | | 294.4 | | | 12.23 | 7.07 | |
| | | | 6.6 | | | | | | | | | |
| 2.28 | 8.57 | 7010 | MORGAN | | | | 287.8 | B | | 12.17 | 7.01 | |
| | | | 7.4 | | | | | | | | | |
| 2.37 | 9.04 | 6680 | MERIDIAN | | | | 280.7 | | | 12.10 | 6.54 | |
| | | | 10.3 | | | | | | | | | |
| 2.47 | 9.13 | 6790 | CLIFTON | | | | 270.4 | CR | | 12.01 | 6.44 | |
| | | | 11.0 | | | | | | | PM | | |
| 2.57 | 9.23 | 2960 | VALLEY MILLS | | | | 259.2 | | | 11.51 | 6.34 | |
| | | | 4.5 | | | | | | | | | |
| 3.02 | 9.27 | 6730 | MANHATTAN | | | | 254.7 | B | | 11.46 | 6.30 | |
| | | | 11.3 | | | | | | | | | |
| s 3.12 | s 9.36 | 8050 | St. L. S. W. Crossing | | | | 243.4 | Y | | s 11.34 | s 6.18 | |
| | | | McGREGOR | | | | 66.0 | CR | | | | |
| | | | 9.9 | | | | | | | | | |
| 3.22 | 9.46 | 6970 | MOODY | | | | 233.5 | B | | 11.25 | 6.09 | |
| | | | 8.1 | | | | | | | | | |
| 3.30 | 9.54 | 7030 | PENDLETON | | | | 225.4 | B | | 11.19 | 5.59 | |
| | | | 4.2 | | | | | | | | | |
| 3.34 | 9.58 | | BELCO | | | | 221.2 | | | 11.15 | 5.55 | |
| | | | 3.0 | | | | | | | | | |
| s 3.40 | s 10.10 | | TEMPLE YL | | | | 218.2 | Y | | 11.12 | 5.50 | |
| | | | | | | | | CR | | AM | PM | |
| Arrive Daily | Arrive Daily | | (99.1) | | | | | | | Leave Daily | Leave Daily | |
| 57.2 | 60.1 | | Average speed per hour | | | | | | | 60.7 | 56.6 | |

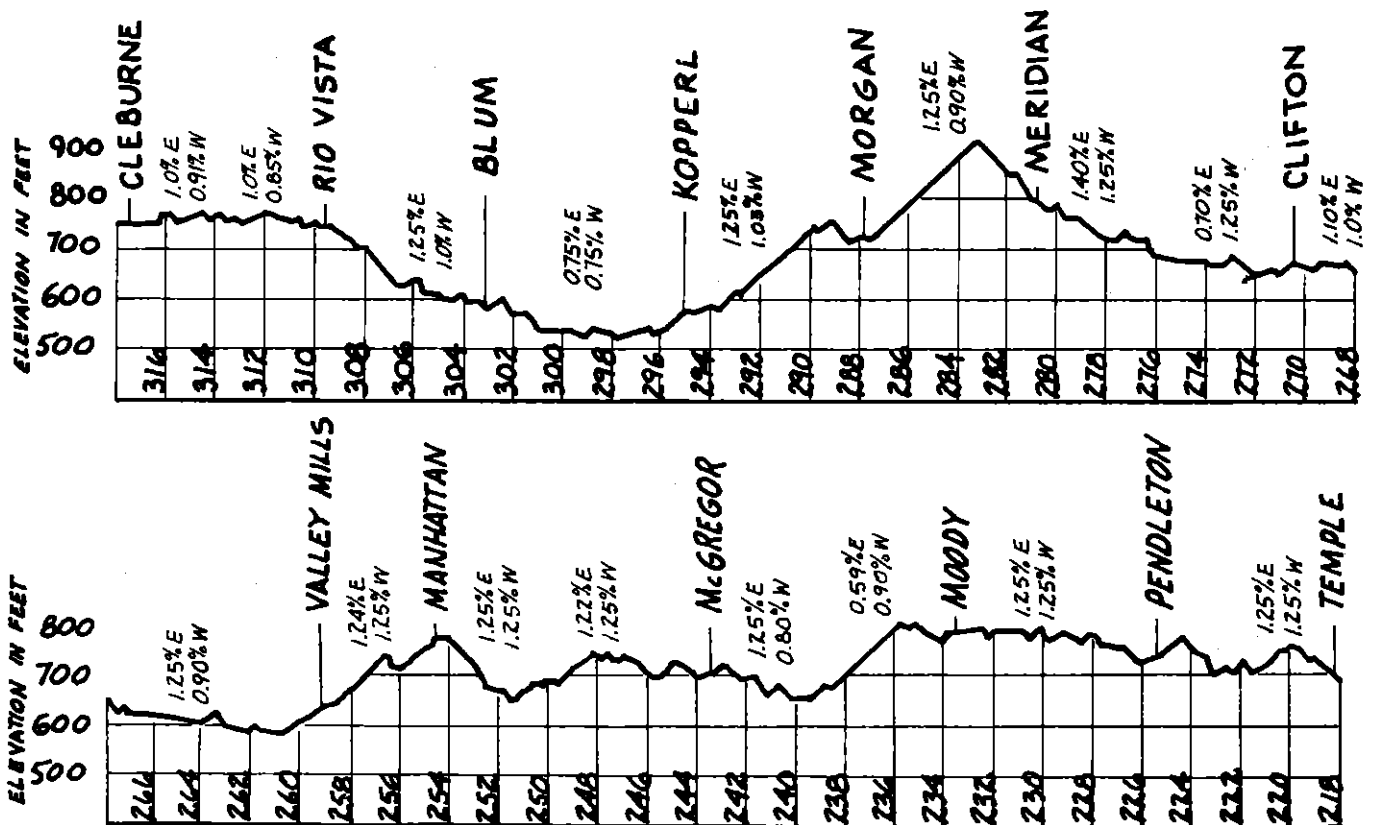
Trains must get clearance card before leaving Temple and Cleburne.

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 | |
|----------------|------|-----|
| | Psg. | Fr. |
| 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 |
| 3 Curves, M.P. 221.6 to 224.0 | 70 |
| 2 Curves, M.P. 227.2 to 228.9 | 75 |
| Curve, M.P. 231.5 to 231.9 | 75 |
| 2 Curves, M.P. 234.0 to 236.3 | 75 |
| 2 Curves, M.P. 236.7 to 237.9 | 70 |
| Curve, M.P. 240.2 to 240.8 | 75 |
| RR Crossing, M.P. 243.4 Auto. Interlocking | 40 |
| Curve, M.P. 244.7 to 245.0 | 70 |
| Curve, M.P. 246.3 to 246.7 | 75 |
| Curve, M.P. 249.9 to 250.4 | 75 |
| 2 Curves, M.P. 251.5 to 253.3 | 60 |
| Curve, M.P. 254.3 to 254.6 | 75 |
| 7 Curves, M.P. 257.5 to 260.6 | 55 |
| Curve, M.P. 261.3 to 261.8 | 70 |
| 3 Curves, M.P. 263.7 to 264.9 | 60 |
| Curve, M.P. 266.8 to 267.2 | 75 |
| 2 Curves, and Bosque River Bridge, M.P. 271.2 to 271.7 | 45 |
| 2 Curves, M.P. 274.2 to 274.8 | 70 |
| 2 Curves, M.P. 275.8 to 276.4 | 60 |
| Curve, M.P. 280.0 to 280.6 | 70 |
| 7 Curves, M.P. 282.3 to 287.6 | 60 |
| Curve, M.P. 292.6 to 292.8 | 75 |
| Curve, M.P. 296.9 to 297.5 | 75 |
| 2 Curves, M.P. 317.2 to 318.7 | 50 |

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches, except those listed below, 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 |
| 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 | Psg. main at Lampasas Dist. junction | 15 |
| | I | West end psg. 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:

| | | |
|-----------|---------------------|--------|
| 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 | Rolling Grade Ascending | TIME TABLE | | Rolling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | |
|----------------|----------------|----------------------------|-------------------------|------------------------|---------------|-------------------------|-----------|-------------------------------------|-----------------|----|
| First Class | | | | No. 7 | | | | | First Class | |
| 15 | 21 | | | June 15, 1977 | | | | | 16 | 22 |
| Leave Daily PM | Leave Daily AM | | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily AM | Arrive Daily PM | |
| 3.43 | 10.20 | | .0 | TEMPLE | 42.7 | 218.2 | Y CR | 11.07 | 5.42 | |
| | Via M.K.T. | | .0 | 0.8 M-K-T Crossing | 66.0 | 217.4 | | | Via M.K.T. | |
| | | | 54.5 | 1.7 KNOWD | 66.0 | 215.7 | | | | |
| | | 11620 | | 11.0 ROGERS | | 204.7 | | | | |
| | | 58.6 | | 8.7 BUCKHOLTS | | 196.0 | | | | |
| | | 12140 | | 8.0 CAMERON | 59.1 | 188.0 | C | | | |
| | | 11180 | | 13.6 MILANO | 52.8 | 174.4 | CR | | | |
| | | 10620 | | 8.6 M.P. Crossing | 52.8 | 165.8 | | | | |
| | | 11010 | | 8.0 CHRISMAN | 66.0 | 157.8 | C | | | |
| | | | | 6.5 CALDWELL | 66.0 | 151.3 | B | | | |
| | | 11350 | | 9.8 DAVIDSON | 65.4 | 141.4 | Y CR | | | |
| | | 5030 | | 8.4 SOMERVILLE | 52.8 | 132.9 | B | | | |
| | | 11640 | | 6.9 LANDES | 66.0 | 126.0 | C | 9.26 | | |
| 5.16 | | | | 5.9 BRENHAM | 64.9 | 120.1 | | | | |
| | | | | S.P. Crossing | 66.0 | 110.3 | T CR | 9.03 | | |
| | | 11350 | | 9.8 PHILLIPSBURG | 66.0 | 106.2 | | AM | | |
| | | 6850 | | 4.1 DANT | 66.0 | | | Leave Daily | | |
| 5.33 PM | | | | BELLVILLE | | | | | | |
| Arrive Daily | | | | (111.7) | | | | | | |
| 60.9 | | | | Average speed per hour | | | | 54.0 | | |

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.

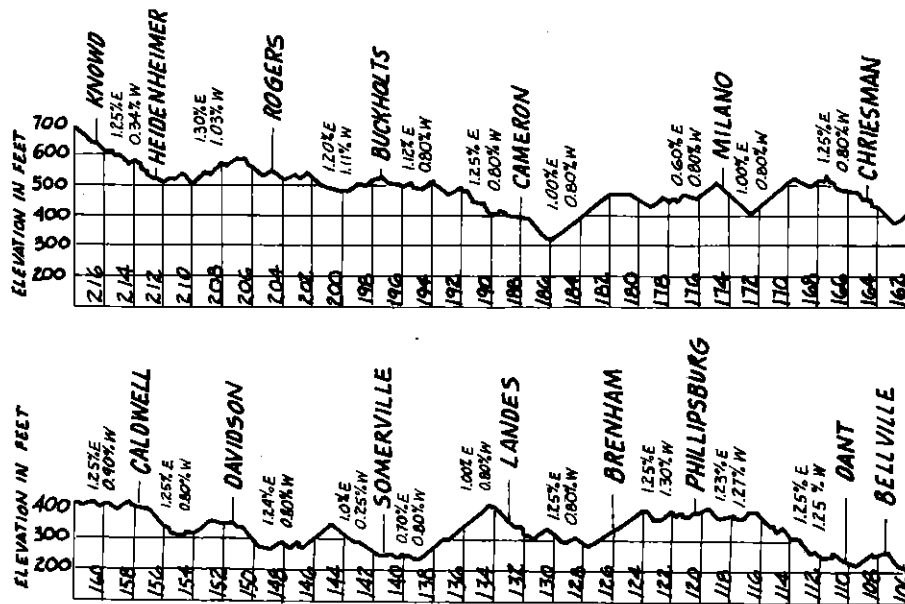
At each siding between Bellville and Knowd the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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. | Frnt. |
| 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 |
| Curve, M.P. 108.2 to 108.7 | 75 |
| 8 Curves, M.P. 112.0 to 119.0 | 60 |
| Curve, M.P. 121.4 to 121.7 | 75 |
| 4 Curves, M.P. 122.5 to 125.1 | 60 |
| 3 Curves, M.P. 125.5 to 126.6 | 40 |
| RR Crossing, M.P. 126.0 Auto. Interlocking* | 25 |
| Curve, M.P. 127.5 to 127.8 | 60 |
| 3 Curves, M.P. 128.7 to 130.6 | 65 |
| 2 Curves, M.P. 133.5 to 134.4 | 50 |
| 2 Curves, M.P. 136.5 to 137.5 | 70 |
| 2 Curves, M.P. 138.2 to 139.8 | 60 |
| 4 Curves, M.P. 140.8 to 141.7 | 50 |
| Curve, M.P. 146.8 to 147.0 | 75 |
| 2 Curves, M.P. 148.7 to 149.5 | 70 |
| 5 Curves, M.P. 153.2 to 156.2 | 70 |
| 2 Curves, M.P. 156.5 to 157.2 | 50 |
| Curve, M.P. 157.4 to 157.6 | 40 |
| 2 Curves, M.P. 159.2 to 161.2 | 70 |
| 2 Curves, M.P. 163.8 to 164.7 | 70 |
| 2 Curves, M.P. 165.4 to 166.2 | 75 |
| Curve, M.P. 168.5 to 168.8 | 75 |
| 3 Curves, M.P. 169.1 to 170.8 | 50 |
| Curve, M.P. 171.7 to 172.1 | 70 |
| Curve, M.P. 173.4 to 173.8 | 70 |
| 3 Curves, M.P. 174.1 to 175.7 | 60 |
| RR Crossing, M.P. 174.4 Auto. Interlocking* | 40 |
| Curve, M.P. 175.8 to 176.2 | 70 |
| 3 Curves, M.P. 177.6 to 179.4 | 70 |
| 3 Curves, M.P. 182.6 to 185.2 | 70 |
| Little River Bridge, M.P. 185.4 to 186.0 | 40 |
| Curve, M.P. 186.3 to 187.1 | 75 |
| 2 Curves, M.P. 187.3 to 188.4 | 55 |
| Curve, M.P. 194.8 to 195.3 | 65 |
| Curve, M.P. 196.7 to 197.1 | 70 |
| 2 Curves, M.P. 197.3 to 198.5 | 65 |
| 2 Curves, M.P. 202.3 to 203.0 | 75 |
| Curve, M.P. 204.1 to 204.5 | 75 |
| 3 Curves, M.P. 205.9 to 207.7 | 65 |
| 2 Curves, M.P. 209.3 to 210.7 | 75 |
| North Track, M.P. 215.7 to 217.4 | 40 |
| RR Crossing, M.P. 217.4 Interlocking | 20 |
| 6 Curves, and track, M.P. 217.4 to 218.8 | 20 |

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Knowd and Bellville, except siding Somerville, 30 MPH; other main track switches, except those listed below, 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 | 20 |
| | I | 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 |
| Rogers | M.P. 204.3 to 205.3 | 40 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 First Class | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE No. 7 June 15, 1977 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD First Class |
|--------------------------|----------------------------|------------------------|--------------------------------------|------------------------|-----------|--|--------------------------|
| 15 | | | | | | | 16 |
| Leave Daily PM | | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily AM |
| 5.33 | | 16.3 | BELLVILLE | 29.0 | 106.2 | T CR | 9.03 |
| | 10550 | 34.8 | 11.6 M-K-T Crossing | | | | |
| | | | SEALY | 37.4 | 94.6 | YC | |
| | | | 12.4 S. P. Crossing | | 82.2 | | |
| | 11740 | 12.1 | 1.4 WALLIS | 13.2 | 80.8 | | |
| | | | 4.6 ORCHARD | 16.3 | 76.2 | | |
| | | 8.4 | 10.0 TOWER 17 | | | | |
| 6.28 | | .0 | S. P. Crossing | 7.3 | 66.2 | C | 8.24 |
| PM | 12420 | 29.0 | 0.4 ROSENBERG | 26.9 | 65.8 | | AM |
| Arrive Daily | 11350 | 7.9 | 10.8 BOOTH | 33.7 | 55.0 | | Leave Daily |
| | | 2.6 | 4.6 THOMPSONS | 33.7 | 50.4 | C | |
| Via | | 18.4 | 4.2 SUGARLAND JCT. | | 46.2 | | Via |
| S.P. | 8810 | | M. P. Crossing | 4.7 | 44.2 | | S.P. |
| | | | 1.9 DUKE | | 42.9 | | |
| | 12250 | 2.4 | 8.3 M. P. Crossing | 6.3 | 36.0 | | |
| | | 7.9 | 7.4 MANVEL | 10.5 | | | |
| | | 5.2 | ALVIN | 6.3 | 28.6 | Y CR | |
| | | 3.2 | 4.2 ALGOA | 12.1 | 24.4 | Y | |
| | 6300 | 14.7 | 13.4 TEXAS CITY JCT. | 8.9 | 11.0 | YB | |
| | | .0 | 4.7 VIRGINIA POINT | .0 | 6.3 | | |
| | | .0 | 2.1 ISLAND | 15.3 | 4.2 | | |
| | | .0 | 2.0 ISLAND | | | | |
| | | .0 | GALVESTON | .0 | 2.2 | T CR | |
| | | .0 | 0.8 | .0 | 1.4 | | |
| | | .0 | S. P. Crossing | .0 | 0.3 | | |
| | | .0 | 1.1 Wharves Crossing | .0 | 0.0 | | |
| | | .0 | 0.7 End of Track | | | | |
| | | .0 | (106.5) | | | | |
| 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.

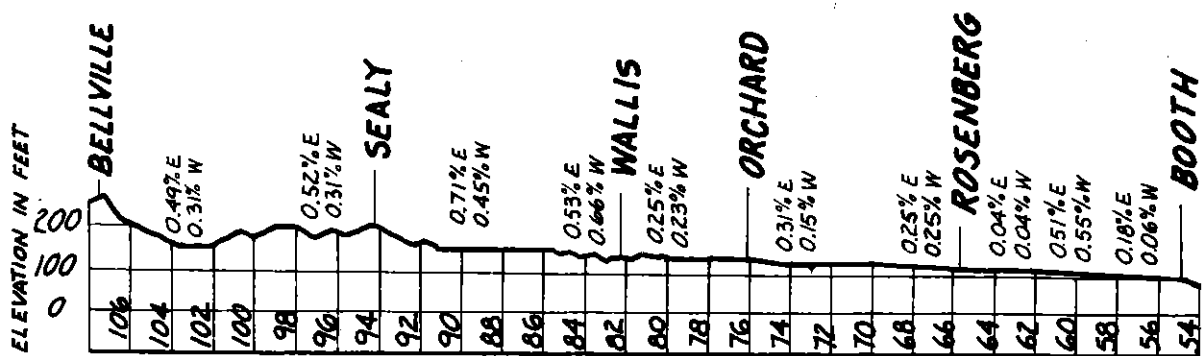
At west end of siding Sealy and at each end of sidings Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding in the direction of movement are located on field side of track they govern.

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:

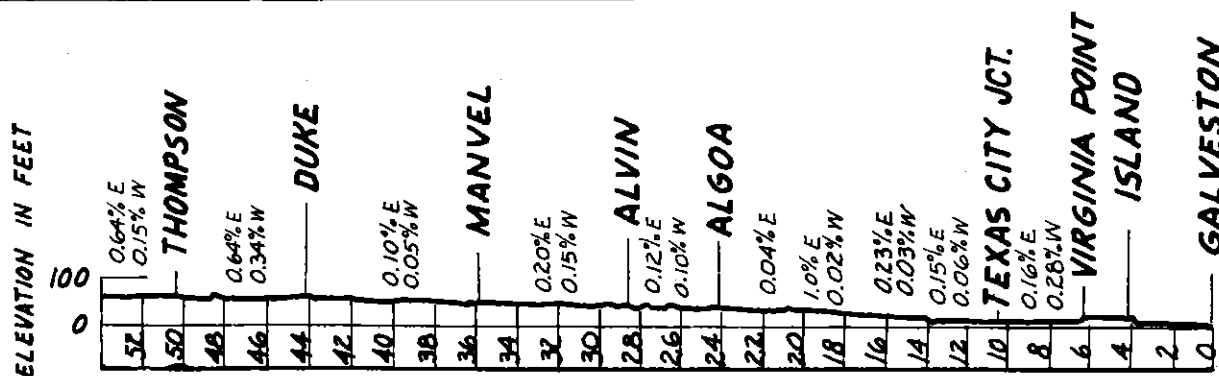
| | | |
|-----------|-------------------|--------|
| Alvin | M.P. 28.5 to 29.0 | 30 MPH |
| Richmond | M.P. 62.5 to 63.7 | 25 MPH |
| Rosenberg | M.P. 63.7 to 66.8 | 30 MPH |
| Sealy | M.P. 93.4 to 95.2 | 50 MPH |

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| | |
|-----------|-----------------------|
| M.P. 4.7 | Bridge, Galveston Bay |
| M.P. 48.5 | Bridge, Brazos River |

3. TRACKS BETWEEN STATIONS

| Name | Mile Post | Track Capacity in Feet |
|-------------------|-----------|------------------------|
| 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. 7 June 15, 1977 | | | | | |
| | | Feet Per Mile | STATIONS | Feet Per Mile | | | | |
| | | 1.5 | ALVIN 4.1 | .0 | .0 | Y CR | | |
| | 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. YL 0.9 | | 19.4 | | | |
| | | .0 | NEW SOUTH YARD 3.8 | | 20.3 | CR | | |
| | | | HOUSTON HB & T.R.V. | | 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 | Rolling Grade Ascending | TIME TABLE | | | Rolling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|----------|----------------------------|-------------------------|---------------|----|------|-------------------------|-----------|-------------------------------------|----------|
| | | | No. 7 | | | | | | |
| | | | June 15, 1977 | | | | | | |
| | | Feet Per Mile | STATIONS | | | Feet Per Mile | | | |
| | | 58.0 | RAYNER JCT. | YL | 58.0 | 0.0 | | | |
| | | | 9.6 | | | | | | |
| | | | GARWOOD | YL | | 9.6 | | | |
| | | | (9.6) | | | | | | |

HALL DISTRICT

| WESTWARD | Capacity of Siding in Feet | Rolling Grade Ascending | TIME TABLE | | | Rolling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|----------|----------------------------|-------------------------|---------------|----|------|-------------------------|-----------|-------------------------------------|----------|
| | | | No. 7 | | | | | | |
| | | | June 15, 1977 | | | | | | |
| | | Feet Per Mile | STATIONS | | | Feet Per Mile | | | |
| | | 5010 | THOMPSONS | YL | 5.3 | 34.0 | C | | |
| | | | 11.1 | | | | | | |
| | | | LONG POINT | YL | 11.6 | 22.9 | | | |
| | | | 5.1 | | | | | | |
| | | | GUY | YL | 10.6 | 17.8 | Y | | |
| | | | 11.2 | | | | | | |
| | | | NEWGULF | YL | | | C | | |
| | | | S.P. Crossing | | | | | | |
| | | | 6.6 | | | | | | |
| | | | CANE JCT. | YL | 4.2 | 0.0 | Y | | |
| | | | (34.0) | | | | | | |

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood District 20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through 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 |

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

Trains and engines operating on Hall District must secure clearance card from Hall District Dispatcher.

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: | MPH |
|--------------------------|--------|
| 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. 7 June 15, 1977 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD ↑ |
|---------------|----------------------------|------------------------|--------------------------------------|----------------------|------------------------|-----------|-------------------------------------|---------------|
| | | | Feet Per Mile | STATIONS | | | | |
| | | | | 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 | | |
| | | | 0.9 | | | | | |
| | 3780 | 31.6 | | EAGLE LAKE YL | 31.6 | 18.5 | CR | |
| | | 15.7 | 1.3 | RAYNER JCT. YL | 26.4 | 19.8 | | |
| | 1290 | 34.3 | 8.2 | BONUS | 13.2 | 28.0 | | |
| | | 21.2 | 4.4 | 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 | | 3.1 | | | |
| | 2660 | .0 | | BAY CITY YL | | 68.6 | CR | |
| | | | 0.4 | M. P. Crossing | 1.5 | 69.0 | | |
| | | 11.6 | 7.3 | SOUTH BAY CITY YL | 23.7 | 76.3 | | |
| | | 15.8 | 3.3 | WADSWORTH YL | 12.1 | 79.6 | | |
| | | 12.1 | 10.4 | MATAGORDA YL | 11.0 | 90.0 | | |
| | | | | (90.1) | | | | |

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

Trains and engines originating at 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.

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 | |

| WESTWARD | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|----------|----------------------------|------------------------|--------------------------|---------------|------------------------|-----------|-------------------------------------|----------|
| | | | No. 7 | June 15, 1977 | | | | |
| | | Feet Per Mile | 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 | | 42.2 | | | |
| | 52.8 | | S.P. Crossing | | | 28.1 | CR | |
| 2090 | 44.8 | | 5.0 WOOD | | 26.4 | 33.1 | | |
| 4680 | 44.8 | | 4.6 YARBORO | | 68.6 | 37.7 | | |
| 2670 | 106.1 | | 11.2 BOBBVILLE | | 61.7 | 48.9 | | |
| | | | 1.0 CRIP-FWD Crossing | | 53.3 | | | |
| | | | DOBBIN | | | 49.9 | | |
| | | | 5.7 MONTGOMERY | | 57.0 | 55.6 | | |
| | | | 8.2 HONEA | | 60.7 | 63.8 | | |
| 7970 | 73.9 | | 8.4 | | 55.9 | | | |
| | 65.4 | | CONROE | YL | | 72.2 | CR | |
| 5660 | 56.4 | | M.P. Crossing | | 60.2 | | | |
| 3350 | 54.9 | | 2.4 BEACH | YL | 61.2 | 74.6 | | |
| 1900 | 54.9 | | 4.5 WAUKEGAN | YL | 61.2 | 79.1 | | |
| 9720 | 76.5 | | 5.9 SECURITY | | 63.3 | 85.0 | | |
| 1920 | 52.8 | | 4.6 FOSTORIA | | 41.1 | 89.6 | | |
| | 60.1 | | 5.3 S.P. Crossing | | 57.0 | | | |
| 3920 | 26.4 | | CLEVELAND | YL | | 94.9 | CR | |
| 2850 | 26.4 | | 7.0 HIGHTOWER | | 17.4 | 101.9 | | |
| 1930 | 24.8 | | 3.6 RAYBURN | | 31.7 | 105.5 | | |
| 8600 | 19.5 | | 5.5 ROMAYOR | | 31.1 | 111.0 | Y | |
| | 37.7 | | 6.7 FUQUA | | 10.0 | 117.7 | | |
| 1940 | 31.7 | | 3.8 VOTAW | | 34.8 | 121.5 | B | |
| 7710 | 17.4 | | 6.6 BRAGG | | 19.3 | 128.1 | | |
| 1910 | 15.8 | | 4.9 LELAVALE | | 23.2 | 133.4 | | |
| 1930 | 30.6 | | DIES | | 27.9 | 138.3 | | |
| | 31.7 | | 5.0 S.P. Crossing | | 31.7 | | | |
| 4650 | 31.7 | | KOUNTZE | | | 143.8 | | |
| | | | 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:

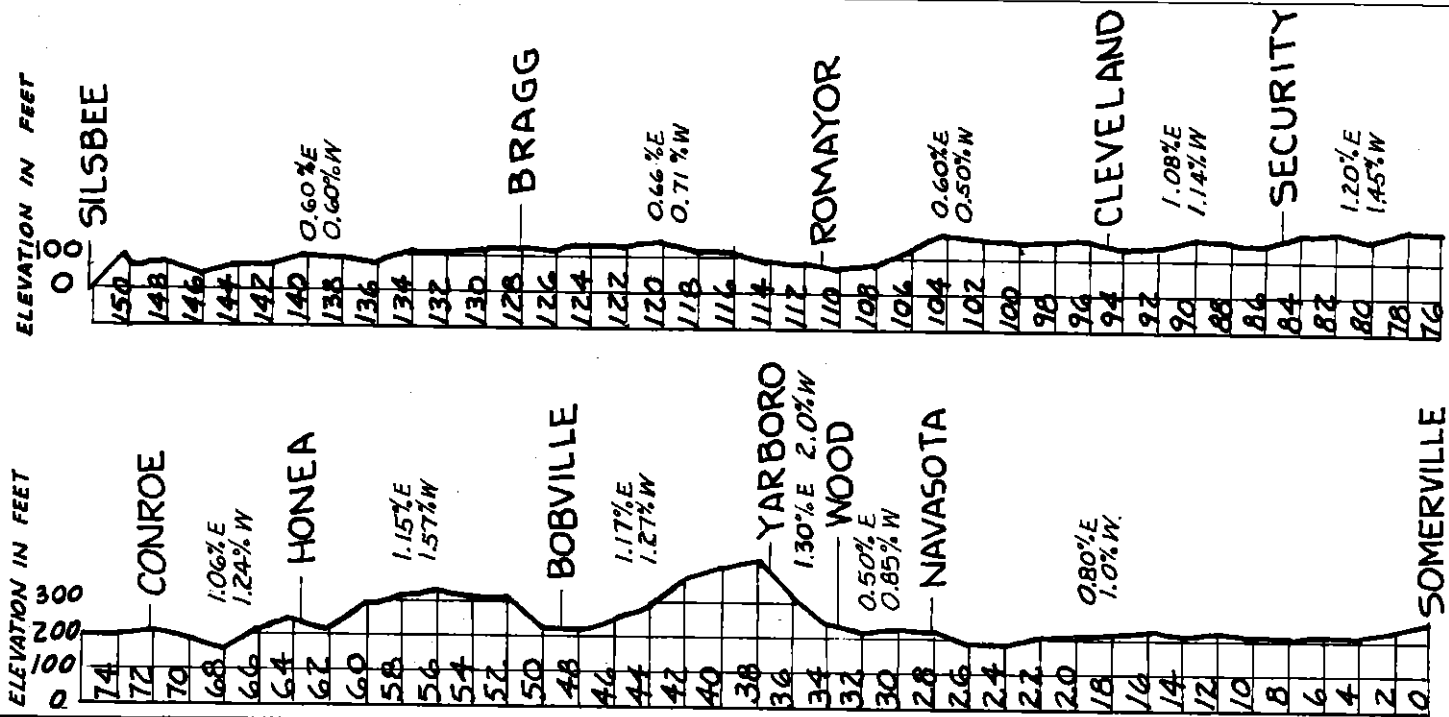
| | | |
|----------|---------------------|--------|
| Navasota | M.P. 27.5 to 29.0 | 25 MPH |
| Conroe | M.P. 71.0 to 73.5 | 30 MPH |
| Silsbee | M.P. 150.6 to 152.6 | 15 MPH |

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 |

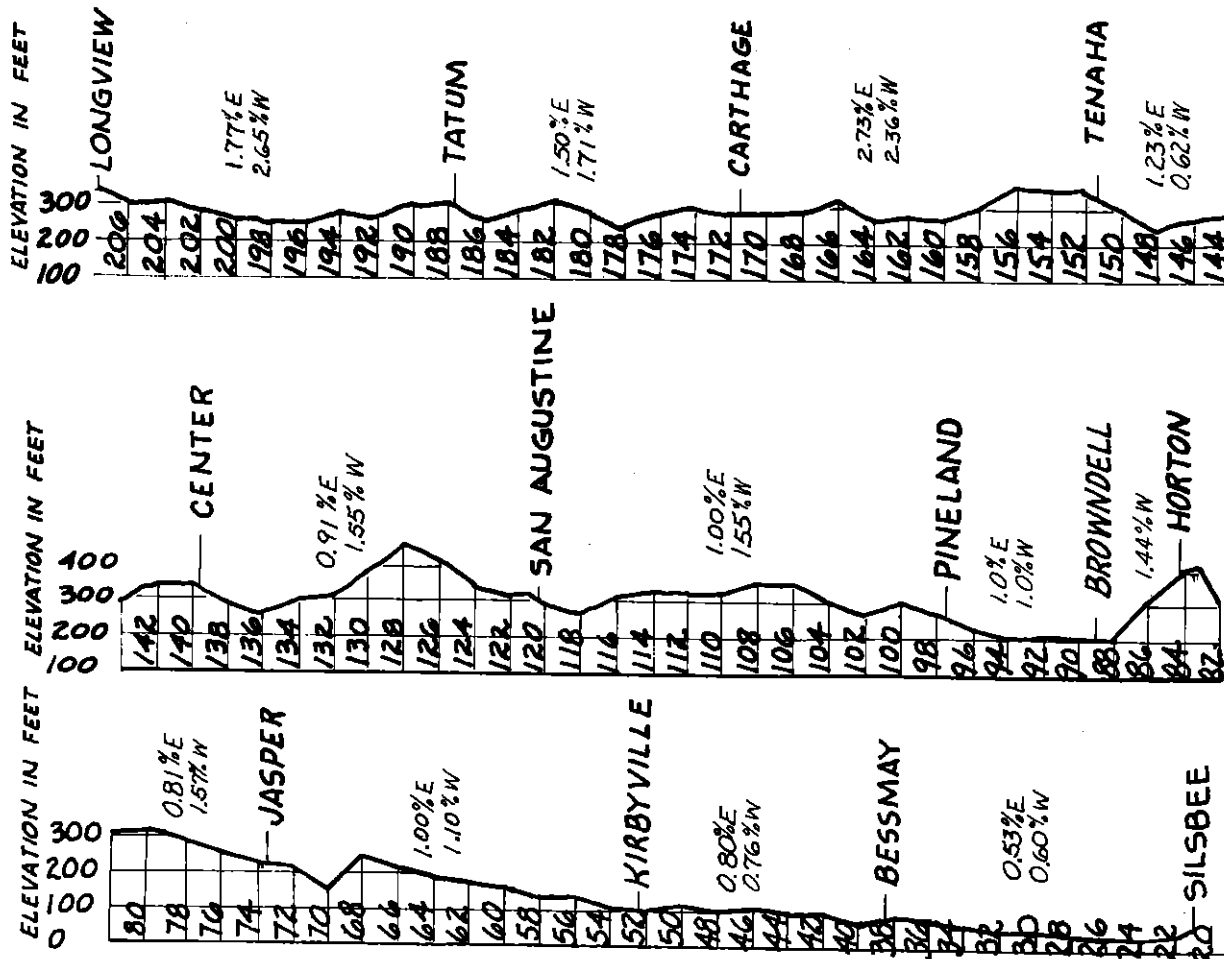
3. TRACKS BETWEEN STATIONS

| 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. 7 | | | | | |
| | | | June 15, 1977 | | | | | |
| | | Feet Per Mile | STATIONS | | Feet Per Mile | | | |
| | | | LONGVIEW | YL | | 207.6 | | Y CR |
| | 139.9 | | 12.2 | | 93.4 | | | |
| | | | EASTON | YL | | 195.4 | | |
| | 69.7 | | 7.6 | | 63.4 | | | |
| | | | TATUM | | | 187.8 | C | |
| | 61.7 | | 6.4 | | 79.2 | | | |
| | | | BECKVILLE | | | 181.4 | | |
| | 3160 | | 9.7 | | 73.9 | | | |
| | | | CARTHAGE | YL | | 171.7 | C | |
| | 4050 | | 10.0 | | 144.1 | | | |
| | | | GARY | | | 161.7 | | |
| | 1210 | | 10.1 | | 63.3 | | | |
| | | | S.P. Crossing | | | | | |
| | 2580 | | TENAHA | YL | | 151.6 | C | |
| | | | 11.8 | | 64.9 | | | |
| | 2230 | | CENTER | YL | | 139.8 | CY | |
| | | | 12.8 | | 47.5 | | | |
| | 3230 | | CALGARY | | | 127.0 | | |
| | | | 6.6 | | 48.0 | | | |
| | | | SAN AUGUSTINE | YL | | | | CR |
| | 2440 | | 5.5 | | 45.4 | 120.4 | | |
| | | | VENABLE | | | 114.9 | | |
| | 2420 | | 10.2 | | 48.5 | | | |
| | | | BRONSON | | | 104.7 | | |
| | 2880 | | 7.2 | | 52.8 | | | |
| | | | PINELAND | YL | | 97.5 | C | |
| | 2180 | | 9.9 | | 52.8 | | | |
| | | | BROWDELL | | | 87.4 | | |
| | 6030 | | 3.2 | | .0 | | | |
| | | | HORTON | | | 84.2 | | |
| | 2170 | | 5.5 | | 41.1 | | | |
| | | | COLLINS | | | 78.7 | | |
| | 2160 | | 5.1 | | 42.7 | | | |
| | | | JASPER | YL | | 73.6 | | Y CR |
| | 4140 | | 6.5 | | 47.5 | | | |
| | | | KEIGHTON | | | 67.1 | | |
| | 2820 | | 4.7 | | 52.8 | | | |
| | | | ROGANVILLE | | | 62.4 | | |
| | 1800 | | 10.0 | | 48.5 | | | |
| | | | KIRBYVILLE | YL | | 52.4 | | CR |
| | 1840 | | 4.4 | | 31.1 | | | |
| | | | CALL | | | 48.0 | | |
| | 2880 | | 4.9 | | 42.2 | | | |
| | | | LE VERTE | | | 43.2 | | |
| | 3180 | | 5.8 | | 31.7 | | | |
| | | | BESSMAY | | | 37.4 | | |
| | 2700 | | 1.3 | | 23.7 | | | |
| | | | BUNA | | | 36.1 | | |
| | | | 6.0 | | 27.9 | | | |
| | 3190 | | QUINN | YL | | 30.1 | | |
| | | | 2.4 | | 12.6 | | | |
| | 4850 | | EVADALE | YL | | 27.7 | | |
| | | | 7.0 | | 19.0 | | | |
| | | | SILSBEE | YL | | 21.0 | | TY CR |
| | | | (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 Jct. | 184.9 | 1800 |
| Texas Utilities Industrial Spur | | |
| (10.2 mi.) | 184.9 | |
| Swepeco Industrial Spur (3.58 mi.) | 195.5 | |
| Texas Eastman Co. | 202.7 | |

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 | Rating Grade Ascending | TIME TABLE | | Rating Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|----------|----------------------------|------------------------|--|---------------|------------------------|-----------|-------------------------------------|----------|
| | | | No. 7 June 15, 1977 | | | | | |
| | Feet Per Mile | | STATIONS | Feet Per Mile | | | | |
| | | | OAKDALE YL M.P. Crossing Vancouver Plywood RR Crossing | | 80.8 80.6 | | C Y | |
| | | | 8.8 ELIZABETH YL | 20.0 | 80.2 | | | |
| | | | 9.7 PITKIN | 45.9 | 72.0 | | C | |
| | | | 11.9 MARKEE | 47.5 | 62.3 | | | |
| | | | 12.0 DeRIDDER K. C. S. Crossing YL | | 50.4 | | | |
| | | | 4.9 SHEAR YL | 21.0 | 38.4 | | CR | |
| | | | 1.0 BOISE SOUTHERN YL | 18.4 | 33.5 | | | |
| | | | 5.0 NEALE | 18.4 | 32.5 | | C | |
| | | | 5.4 MERRYVILLE YL | 32.2 | 27.5 | | | |
| | | | 6.4 BONWIER | | 22.1 | | | |
| | | | 3.5 FAWIL | 23.8 | 15.7 | | | |
| | | | 12.2 KIRBYVILLE YL | 33.7 | 12.2 | | | |
| | | | (80.8) | | 0.0 | | CR | |

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. 7 June 15, 1977 | | | | | |
| | Feet Per Mile | | STATIONS | Feet Per Mile | | | | |
| | 25.3 | | SILSBEE YL | 41.1 | 21.0 | | TY CR | |
| 2680 | 27.6 | 6.9 | LUMBERTON | 23.2 | 14.1 | | | |
| | 24.8 | 3.8 | LOEB JCT. S.P. Connection | 20.1 | 10.3 | | | |
| 1900 | 23.2 | 1.8 | VOTH YL | 16.8 | 8.5 | | | |
| | 4.7 | 6.8 | BEAUMONT YL | 6.3 | 1.7 | | Y CR | |
| | 4.7 | 1.0 | S.P. Crossing | 6.3 | 0.7 | | | |
| | 1.0 | 0.1 | M.P. Crossing | 76.4 | | | | |
| 770 | 12.6 | 5.5 | BROOKS YL | 2.6 | 70.9 | | | |
| 720 | 5.2 | 11.5 | MOREY YL | 15.8 | 59.4 | | | |
| 1990 | 11.0 | 2.3 | HAMSHIRE YL | 7.3 | 57.1 | | | |
| 2300 | .0 | 5.3 | WINNIE YL | 6.8 | 51.8 | | C | |
| 2480 | 4.2 | 2.1 | STOWELL YL | 12.6 | 49.7 | | | |
| 1980 | .0 | 4.9 | SEA BREEZE YL | 9.5 | 44.8 | | | |
| | | 7.8 | END OF TRACK | | 37.0 | | | |
| | | | (59.8) | | | | | |

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

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

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

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

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed when averaging 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 |
| Guloco | 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 | Pile 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. Loeb Jct. and Beaumont Beaumont and M.P. 37.0 | 30 20 10 | 30 20 10 | 30 20 10 |
| OAKDALE MATAGORDA Between: Sealy and Bay City Bay City and Matagorda | 20 10 | 20 10 | 20 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 |
| Jasper | Temple—Belco-Gober inclusive |
| Kirbyville | Tenaha |
| | 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.) | Pearland |
| Brownwood | Depot, Rusk | San Augustine |
| Carthage | Ave., | Silsbee |
| Center | New South | Somerville |
| Caldwell (SP) | Yard and | Sosan (San Antonio) |
| Cleburne | Settegast Yard) | Temple |

11. STANDARD CLOCKS ARE LOCATED:

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

DR. D. J. LYNCH, Medical DirectorTemple
L. M. RAMFY, AdministratorTemple

LOCAL SURGEONS

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DR. V. D. GOODALLClifton
DR. S. L. WITCHERClifton
DR. W. T. HOLDERClifton
DR. W. F. KEY, JR.Clifton
DR. D. A. GLOFFClifton
DR. L. E. ROBERTSONMcGregor
DR. DAVID EANESTemple
DR. CHAS. H. COX, JR.Temple
DR. JACK S. WEINBLATTTemple
DR. W. J. BRUCETemple
DR. W. W. PLASEKTemple
DR. R. C. FELTSSan Saba
DR. F. W. FARLEYSan Saba
DR. S. M. MCANELLYBrady
DR. RUSH McMILLINLampasas
DR. W. M. BROOKLampasas
DR. M. K. PATTISONLampasas
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DR. NED SNYDERBrownwood
DR. F. D. SPENCER, JR.Brownwood
DR. SBALE T. CUTBIRTHBrownwood
DR. HARRY N. THOMASBrownwood
DR. A. J. SPENCEBrownwood
DR. WESLEY S. WISEBrownwood
DR. LESTER W. LANGBrownwood
DR. JAMES B. HAYESBrownwood
DR. LARRY R. DELANEBrownwood
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DR. JOB C. SMITHCaldwell
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DR. H. E. ROENSCHBellville
DR. WINSTON B. NEELYBellville
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DR. REX G. FULLERBellville
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DR. R. R. THOMASEagle Lake
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DR. H. M. NORTHINGTONWharton
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DR. L. O. COLEMANNavasota
DR. H. M. FAULKNERConroe
DR. HENRY A. HOOKSKountze
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DR. SAM P. COPLANDSilsbee
DR. WALDEMAR T. WILDESilsbee

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EYE, EAR, NOSE AND THROAT SPECIALISTS
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DR. C. W. PAYTONLongview
DR. JOHN R. LOFTISLongview
DR. CLAUDE C. CODY IIIHouston

SPEED TABLE — FOR INFORMATION ONLY

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

Average poles per mile by District

| | | |
|--------------------|----------------------|---------------|
| San Saba District | Lometa-Brady | 30 poles/mile |
| Lampasas District | Temple-Brownwood | 31 poles/mile |
| 1st District | Cleburne-Temple | 35 poles/mile |
| 2nd District | Temple-Bellville | 35 poles/mile |
| 3rd District | Bellville-Alvin | 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 (if fit for carrying tanks or commodities) | TANK CAR | OTHER THAN TANK CAR | ANY CAR | TANK CAR | OTHER THAN TANK CAR | TANK CAR | TANK CAR | |
| 3 | | RESTRICTIONS | | | | | | | | | |
| 4 | WHEN TRAIN LENGTH PERMITS | MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR | ✓ | ✓ | | | | ✓ | | | |
| 5 | WHEN TRAIN LENGTH DOES NOT PERMIT | MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE. | ✓ | ✓ | | | | ✓ | | | |
| 6 | | LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR. | ✓ ^① | ✓ | ✓ | | | ✓ ^② | | | |
| 7 | | AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS. | ✓ | ✓ | ✓ | | | ✓ | | | |
| 8 | | ENGINE | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | |
| 9 | | EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED. | ✓ ^③ | ✓ ^③ | ✓ ^③ | ✓ | ✓ | ✓ ^④ | ✓ | | |
| 10 | | OCCUPIED CABOOSE | ✓ ^③ | ✓ ^③ | ✓ ^③ | ✓ | ✓ | | ✓ | | |
| 11 | | OCCUPIED GUARD CAR | ✓ ^③ | ✓ ^③ | ✓ ^③ | | ✓ | | | | |
| 12 | | UNDEVELOPED FILM | | | | ✓ | | | | | |
| 13 | | A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION. | ✓ | ✓ | ✓ | | ✓ | | | | |
| 14 | | A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS: | ✓ | ✓ | ✓ | | | | | | |
| 15 | CAR PLACARDED | EXPLOSIVES A | | ✓ | ✓ | ✓ | ✓ | ✓ | | | |
| 16 | | POISON GAS | ✓ | | | ✓ | ✓ | ✓ | | | |
| 17 | | LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD. | ✓ | ✓ | ✓ | ✓ | | | | | |
| 18 | | RADIOACTIVE | ✓ | ✓ | ✓ | | ✓ | ✓ | | | |

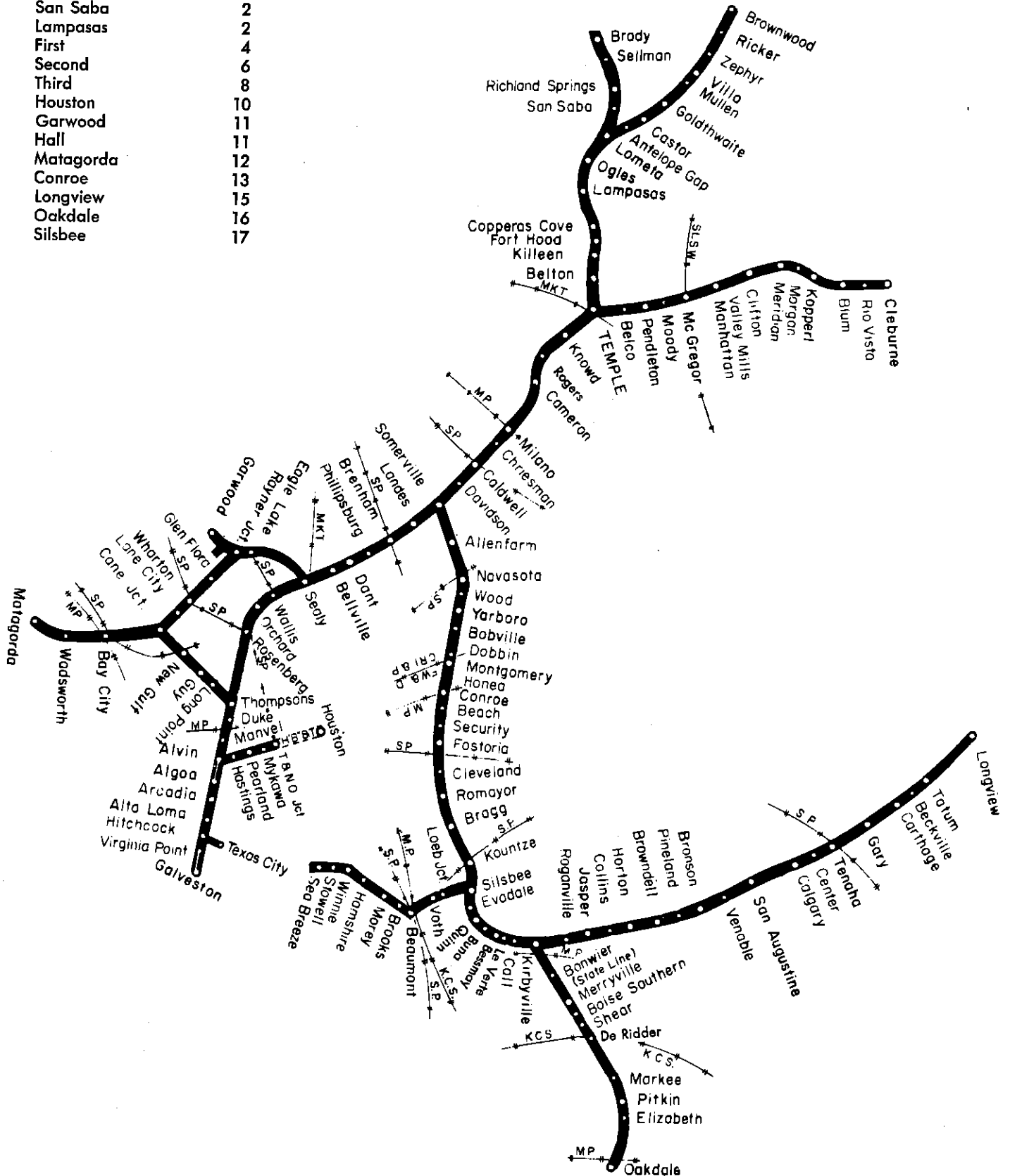
MUST NOT BE PLACARDED NEXT TO

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