

RULE 455, VERBAL AUTHORIZATION BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman _____ (of Gang No. _____) using Track Bulletin No. _____ Line No. _____ between MP _____ and MP _____ on _____ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternative will be used by foreman:

- (a) **Movement Beyond Red Flag**
To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
" (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping."
Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.
- (b) **Movement at Speed Greater Than Restricted Speed**
To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
" (train) _____ may proceed through the limits at _____ MPH (or at "maximum authorized speed.")
Train may proceed through the limits at the prescribed speed unless otherwise restricted.
- (c) **Movement at Speed Less Than Restricted Speed**
To require train or engine to move at a speed less than restricted speed, the following will be added:
" (train) _____ may proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____.")
Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
—	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



SANTA FE SAFETY FIRST



The
**Atchison, Topeka and Santa Fe
Railway Co.**

EASTERN REGION

TEXAS DIVISION

TIMETABLE No.

1

IN EFFECT

Sunday, May 15, 1988

**At 12:01 A.M.
Central Time**

DONALD G. McINNES
General Manager
Topeka, Kansas

D. E. MADER, J. D. McPHERSON, V. G. NAIL, W. E. RUSSELL
Assistant General Managers
Topeka, Kansas

R. A. HOLDAWAY
Division Manager
Fort Worth, Texas

ASST. DIV. MGR.—ADMINISTRATION

D. D. DIDIER Ft. Worth, Tx

ASST. DIV. MGR.—EQUIPMENT

R. D. IRBY Ft. Worth, Tx

ASST. DIV. MGR.—MAINTENANCE

W. K. HALLOWS Ft. Worth, Tx

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G. A. HARVILLE Temple, Tx

S. L. FRUIN Houston, Tx

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R. D. WILLIAMS Brownwood, Tx

R. J. STOECKLY Temple, Tx

L. W. DILLMAN Houston, Tx

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GENERAL SUPERVISORS TRAIN HANDLING

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R. L. McAVOY Brownwood, Tx

C. M. COLE Temple, Tx

C. W. LEE Silsbee, Tx

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R. T. SHAVER Ft. Worth, Tx

J. E. WEAVER Ft. Worth, Tx

J. G. WILLIAMS Ft. Worth, Tx

D. P. REYNOLDS Ft. Worth, Tx

H. F. FULLER Ft. Worth, Tx

C. R. LAWRENCE Ft. Worth, Tx

R. D. TINSLEY Ft. Worth, Tx

C. W. PLUMLEE Ft. Worth, Tx

B. C. DAVIS Ft. Worth, Tx

S. R. HASTINGS Ft. Worth, Tx

R. G. McINTIRE Ft. Worth, Tx

J. V. HIGGINBOTHAM Temple, Tx

C. E. FURLOW Temple, Tx

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R. E. SMITH Temple, Tx

W. H. ANDERSON Temple, Tx

G. E. COUSINS Temple, Tx

R. J. PADILLA Temple, Tx

J. B. BOMAR Temple, Tx

W. R. WELCH Temple, Tx

B. D. KIRK Temple, Tx

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EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- B — General Orders/Circulars
- g — Gate, normally lined against conflicting route.
- G — Gate, normally lined against this subdivision.
- ℄ — Gate, left lined in position last used.
- M — Manual Interlocking
- P — Telephone
- R — Radio Communication
- S — Crossing protected by stop sign
- T — Turning facility
- X — Crossover (DT)
- Y — Yard Limits
- MT — Main Tracks

EXPLANATION OF ROADWAY SIGNS

- Temporary Restriction — Red, Yellow and Green flags or Disc
- Permanent Speed Sign— Square or Rectangular in shape, Yellow with numerals or Green.
- Permanent Stop Sign — Rectangular in shape, Red color.
- Whistle Sign — Square in shape, White with letter "W".

**SANTA FE POLICE COMMUNICATIONS
TOLL FREE NUMBER
1-800-333-2383**

First Class 21	WEST- WARD ↓	FT. WORTH SUBDIVISION	↑ EAST- WARD	First Class 22	
Leave Mon. Wed. Sat.	Station Numbers	Siding Feet	STATIONS	Mile Post	Arrive Sun. Tue. Fri.
	51100		GAINESVILLE BPR	411.3	
	51060	8204	VALLEY VIEW	400.8	
	51050		SANGER	392.2	
	51045	8179	DALTON JCT.	386.8	
	51040		KRUM	383.5	
	51035	7898	PONDER	377.3	
	51030	6678	JUSTIN	370.6	
	51025	6961	HASLET	362.0	
			B.N. Crossing M		
	51020	s 11896 N 12059	O.K. K.T. Crossing SAGINAW BPRT	353.9	
Via M. P.	51015	4383	F.W. Belt Crossing St. L.S.W. Crossing M NO. FORT WORTH	348.8	Via M. P.
PM s 4:05 4:40	51000		FORT WORTH	346.0	PM 2:55 s 2:25
			S.P. Crossing M	345.7	
			U.P. Crossing	345.6	
			U.P. Crossing M	345.5	
		2321	POLKS	344.9	
	43535	6054	BIRDS	342.8	
			B.N. Crossing M	342.2	
	43520	7908	CROWLEY	333.7	
	43510	8437	JOSHUA	325.3	
s 5:27 PM	43500		CLEBURNE BPRT	317.5	s 1:23 PM
Arrive Mon. Wed. Sat.			(93.8)		Leave Sun. Tue. Fri.

CTC IN EFFECT: On main track and sidings between M.P. 319.8, Cleburne, and Gainesville, except between westward controlled signals at west end Fort Worth 17th Street Yard and eastward controlled signals at east end freight main, M.P. 346.8, and on sidings North Fort Worth and Saginaw; on main track between M.P. 317.4 and west thereof, on Temple Subdivision.

At Fort Worth, interlocking signal at west end passenger yard is two-unit colorlight signal. Top unit governs westward movements to Santa Fe Track; bottom unit governs movements to the Southern Pacific track.

FT. WORTH SUBDIVISION

At Cleburne, Cresson Subdivision Junction switch normally lined for Ft. Worth Subdivision.

RULE 94 IN EFFECT: At Cleburne, between the end of CTC at M.P. 317.4 and M.P. 319.8; at Fort Worth, between westward controlled signals, west end 17th Street Yard and eastward controlled signals east end freight main, M.P. 346.8.

Average Poles Per Mile:

Gainesville to Sanger 40 poles/mile
Sanger to Cleburne 35 poles/mile

Rule 350(B). Hand throw switches not electrically locked on Ft. Worth Subdivision.

Location	Mile Post	Industry Served
No. Ft. Worth	349.4	Yard Track
No. Ft. Worth	348.8	Oil Storage Track
Crowley	333.8	Aztec Mfg. Company
Joshua	325.2	West End House Track

FT. WORTH SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Gainesville and Fort Worth		55*
Fort Worth and Cleburne	79	55

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons 45 MPH

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
* Crossings	M.P. 412.4 to 409.5	30
* Crossings	M.P. 392.5 to 391.9	50
Crossings	M.P. 358.5 to 353.8	40
RR Crossings	M.P. 353.8 Interlocking	25
Crossings	M.P. 353.8 to 349.0	40
RR Crossing	M.P. 349.0 to 348.5 Interlocking	25
3 Curves	M.P. 348.5 to 346.9	40
RR Crossings and Track	M.P. 346.9 to 345.4 Interlocking	10
5 Curves and Crossings	M.P. 345.4 to 343.2	20
Curve, and Crossings	M.P. 343.2 to 342.2	40
RR Crossing	M.P. 342.2 Interlocking	40
Crossings	M.P. 342.2 to 335.7	40
* Crossings	M.P. 335.7 to 331.9	55
Curve	M.P. 329.3 to 329.1	65
Curve	M.P. 327.5 to 327.2	65
Crossings Curves, and Track	M.P. 319.9 to 316.1	20

*Speed restriction applies only while head-end of train is passing crossings.

(D) SPEED RESTRICTIONS—

SWITCHES AND AUXILIARY TRACKS

Switches each end of sidings between Gainesville and Cleburne are Dual Control; maximum speed permitted through turn-outs except Polks, North Fort Worth, north and south sidings Saginaw, 30 MPH; all others except those listed below, 10 MPH.

"D"—Dual Control Switch

Station	Type	Location	MPH
Gainesville	D	West end long track	10
Dalton Jct.	D	Both ends pocket track	30
	D	Dallas Subdivision Jct.	40
Saginaw	D	Both ends of North and South sidings	10
North Fort Worth	D	Both ends siding	10
Fort Worth	D	East end Freight Main	10
Polks	D	Both ends siding	10
Birds	D	Both ends siding	20
	D	Dublin Subdivision Jct.	10
Cleburne	D	East end tail track M.P. 321.4	30
	D	East Crossover M.P. 319.89	30
	D	West Crossover M.P. 319.82	30
	D	East Crossover M.P. 317.45	10
	D	West Crossover M.P. 317.45	10

FT. WORTH SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Danci	328.3	1,350

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Signals or indicators affected
M.P. 390.7	Dragging equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout
M.P. 358.5	Dragging equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout
M.P. 351.4	Dragging equipment	Rotating White Light located at: M.P. 351.4 and M.P. 349.9
M.P. 323.6	Dragging equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout

When DRAGGING EQUIPMENT DETECTOR indicator light is illuminated an immediate stop must be made, thorough inspection made of both sides of train or cut of cars being handled, track inspected and control operator notified.

WEST-WARD ↓		TEMPLE SUBDIVISION				↑ EAST-WARD	
First Class						First Class	
21						22	
Leave Mon. Wed. Sat. PM	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Sun. Tue. Fri. PM	
5:27	43500		CLEBURNE	RBT	317.5	1:23	
	43496	11050	RIO VISTA		310.3		
	43495	11150	BLUM		303.5		
	43485	10730	KOPPERL		294.4		
	43480	6950	MORGAN		287.8		
	43475	10700	MERIDIAN		280.7		
	43470	11130	CLIFTON	CTC	270.4		
	43455	10840	MANHATTAN		255.0		
6:35	43420	10930	McGREGOR	T	243.4	12:13	
	43415	11200	MOODY		233.5	PM	
	43410	10050	PENDLETON		225.4		
			BELCO		221.2		
7:15	43400	7580	TEMPLE	BRT	218.2	11:45	
PM						AM	
Arrive Mon. Wed. Sat.				(99.3)		Leave Sun. Tue. Fri.	

CTC IN EFFECT: At Temple, on passenger Track 3; and on main track and sidings between Temple and Cleburne, M.P. 317.4.

RULE 94 IN EFFECT: At Cleburne, between M.P. 317.4 and M.P. 319.8.

At Cleburne, Cresson Subdivision Junction switch normally lined for Ft. Worth Subdivision.

At Temple, trains and engines will be governed by Bellville Subdivision timetable rules and instructions.

Location of hand throw switches not electrically locked:

- M.P. 225.4, Pendleton, house track.
- M.P. 233.5, Moody, house track.
- M.P. 270.8, Clifton, north elevator track.
- M.P. 280.7, Meridian, house track.
- M.P. 303.5, Blum, house track.

(Reference Rule 350(B))

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Cleburne and Temple	79	55

(B) SPEED RESTRICTIONS—TONNAGE

- (1) 45 MPH when averaging 90 tons or over per operative brake, or train exceeds 7,000 tons.

TEMPLE SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Crossings	M.P. 217.6 to 220.5*	25
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
Crossings	M.P. 233.0 to 233.8	50
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
Crossings	M.P. 242.8 to 244.0	50
Curve	M.P. 244.7 to 245.0	70
Curve	M.P. 246.3 to 246.7	75
Curve	M.P. 249.9 to 250.4	75
2 Curves	M.P. 251.5 to 253.3	60
Curve	M.P. 254.3 to 254.6	75
7 Curves	M.P. 257.5 to 260.6	55
Curve	M.P. 261.3 to 261.8	70
3 Curves	M.P. 263.7 to 264.9	60
Curve	M.P. 266.8 to 267.2	75
Crossings	M.P. 270.5 to 270.6	40
2 Curves and 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
Crossings	M.P. 309.2 to 310.2	50
2 Curves and track	M.P. 317.0 to 319.9	20
Crossings	M.P. 316.1 to 319.0	20

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

TEMPLE SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(D) SPEED RESTRICTIONS— SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Temple and Cleburne, except siding Temple, 30 MPH. Other main track switches, except those listed, 10 MPH.

Switches at each end of sidings between Temple and Cleburne are Dual Control switches.

“D”—Dual Control Switch

“S”—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	10
	D	Lampasas Subdiv. Jct., M.P. 218.3	10
	D	West end Psgr. Track 3	20
	D	East end Main Tracks Nos. 1, 2, 3 and 6, M.P. 216.9	30
	D	Both crossovers M.P. 217.9 and 218.0	20
	D	North track at Lampasas Subdiv. Connection M.P. 218.1	20
	D	Crossover M.P. 218.8 Temple Subdiv.	20
	D	Both ends siding	20
	D	Crossover M.P. 218.6 Lampasas Subdiv. at West Freight Jct.	10
	S	Track 48 at Lampasas Subdiv. Connection, M.P. 218.9	20
Belco	D	Switch to Freight yard	20
Cleburne	D	West crossover M.P. 317.45	10
	D	East crossover M.P. 317.45	10
	D	West crossover M.P. 319.82	30
	D	East crossover M.P. 319.89	30
	D	East end tail track M.P. 321.4	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Tonk Quarries	249.5	4,620
Crawford	250.1	1,560
Valley Mills	259.2	3,110
Clifstone	266.5	1,800
Brazlime	300.2	1,550

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Signals or Indicators Affected
M.P. 224.8	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 247.3	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 281.7	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout

WEST-WARD ↓		BELLVILLE SUBDIVISION		↑ EAST-WARD	
First Class					First Class
21					22
Leave Mon. Wed. Sat. PM 7:20	Station Numbers	Siding Feet	STATIONS	Mile Post	Arrive Sun. Tue. Fri. AM 11:40
	43400		TEMPLE BRT 0.8	CTC 2MT 218.2	
Via M.K.T.			M-K-T Crossing M 2.5	217.4	Via M.K.T.
			KNOWD 10.2	CTC 6MT 214.9	
	43580	11570	ROGERS 8.7	204.7	
	43584	12070	BUCKHOLTS 8.0	196.0	
	43588	11190	CAMERON 6.7	188.0	
	43590	12160	HOYTE 6.9	181.3	
	43592	10570	MILANO PA U.P. Crossing 6.6	174.4	
	43596	10970	CHRIESMAN 8.0	165.8	
	43600	12054	CALDWELL P 6.5	157.8	
	44575	11320	DAVIDSON 9.9	CTC 151.3	
	44600	4980	SOMERVILLE BRT 8.5	141.4	
	44610	11480	LANDES 6.9	132.9	
	44620		BRENHAM PM A.T.S.F. Crossing 5.9	126.0	
	44630	11230	PHILLIPSBURG 9.8	120.1	
	44640	6810	DANT 4.1	110.3	
	44700		BELLVILLE BR	106.2	
			(112.0)		

TWO TRACKS: Between M.P. 216.9 and Temple.

SIX TRACKS: Between Knowd and M.P. 216.9.

CTC IN EFFECT: At Temple, on passenger Track 3; on Track 48; on Lampasas Subdivision main Track between Lampasas Subdivision Junction, M.P. 218.3 and Gober, M.P. 219.9; on Lampasas Subdivision Connection track, and on main tracks and sidings between Temple and Bellville, EXCEPT on siding Somerville.

At Temple, maximum speed authorized on Track 48, and on Lampasas Subdivision Connection Track 20 MPH.

At Temple, normal position of spring switch Track 48 at Lampasas Subdivision Connection, M.P. 218.9, lined for movement to Lampasas Subdivision Connection Track. When absolute signal governing eastward movements at spring switch displays stop, crew will be governed by instructions of Control Operator.

Location of hand throw switches not electrically locked:

M.P. 126.8, Brenham, Goedecke spur.

M.P. 196.0, Buckholts, house track spur.

M.P. 212.3, Heidenheimer, storage.

(Reference Rule 350(B))

BELLVILLE SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

Temple and Bellville 55 MPH

(B) SPEED RESTRICTIONS—TONNAGE

(1) 45 MPH when averaging 90 tons or over per operative brake, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Track	M.P. 106.0 to 106.8	20
2 Curves	M.P. 123.8 to 125.1	45
Crossings	M.P. 125.0 to 127.0	25
3 Curves	M.P. 125.5 to 126.6	25
RR Crossing	M.P. 126.0 Interlocking	25
Curve	M.P. 133.5 to 133.8	45
Curve	M.P. 134.1 to 134.4	40
4 Curves	M.P. 140.8 to 141.7	45
Crossings	M.P. 140.8 to 142.2	45
2 Curves	M.P. 156.5 to 157.2	50
Curve	M.P. 157.4 to 157.6	40
Curve	M.P. 169.1 to 169.4	45
Curve	M.P. 169.7 to 170.1	40
Curve	M.P. 170.4 to 170.8	50
3 Curves	M.P. 174.1 to 175.7	50
RR Crossing	M.P. 174.4 Auto. Interlocking*	40
Bridge	M.P. 185.4 to 186.0	40
Crossings	M.P. 186.8 to 188.9	30
2 Curves	M.P. 187.3 to 188.4	45
Crossings	M.P. 204.3 to 205.3	40
Tracks		
Nos. 1, 2, 3, 5, 6	M.P. 214.9 to 216.9	30
Track No. 4	M.P. 215.3 to 216.7	30
Crossings	M.P. 217.6 to 220.5**	25
RR Crossing	M.P. 217.4 Interlocking	30
6 Curves and track	M.P. 217.4 to 218.8	20

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

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

BELLVILLE SUBDIVISION

(D) SPEED RESTRICTIONS— SWITCHES AND AUXILIARY TRACKS

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

Switches at each end of sidings between Knowd and Bellville are dual control switches.

"D"—Dual Control Switch

"S"—Spring

Station	Type	Location	MPH
Bellville	D	East end tail track	10
	D	West switch west lead and derail	30
Somerville	D	Both ends siding	20
	D	East end yard	10
Caldwell	D	S.P. Connection	10
Knowd	D	West end Main tracks Nos. 1, 2, 3, 5 and 6	30
Temple	S	East end freight yard	10
	D	Lampasas Subdiv. Jct., M.P. 218.3	10
	D	West end Psgr. Track 3	20
	D	East end Main Tracks Nos. 1, 2, 3 and 6, M.P. 216.9	30
	D	Both crossovers M.P. 217.9 and 218.0	20
	D	North track at Lampasas Subdiv. Connection M.P. 218.1	20
	D	Crossover M.P. 218.8 Temple Subdiv.	20
	D	Both ends siding	20
	D	Crossover M.P. 218.6 Lampasas Subdiv. at West Freight Jct.	10
	S	Track 48 at Lampasas Subdiv. Connection, M.P. 218.9	20

BELLVILLE SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Capacity in Feet
Heidenheimer	212.3	2,300

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Signals or Indicators Affected
M.P. 107.6	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 129.0	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 161.3	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 182.6	Dragging Equip.	Rotating white lights—M.P. 182.6* and at signals 1841 and 1842*. (Indicator on field side marked D.E.)
M.P. 182.6	Shifted Load	Rotating white lights—M.P. 182.6* and at signals 1841 and 1842*. (Indicator nearest the track marked S.L.)
M.P. 192.4	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 192.4	Shifted Load	Rotating white lights—M.P. 192.4 and M.P. 190.1*. (Indicator nearest the track marked S.L.) and radio readout

* Location of locator

GALVESTON SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Lift Bridge	M.P. 5.2	10
Track	West leg of wye Alvin	25
Track	East end of wye Alvin	10
3 Curves	M.P. 43.8 to 45.3	40
Crossings	M.P. 50.3 to 50.7	45
Curve	M.P. 50.6 to 51.0	50
Crossings	M.P. 62.1 to 63.4***	25
3 Curves	M.P. 63.2 to 66.2	30
Crossings	M.P. 63.4 to 66.9	30
RR Crossing	M.P. 66.2 Interlocking	30
Crossings	M.P. 75.4 to 76.9	45
Crossings	M.P. 81.0 to 82.7**	45
RR Crossing	M.P. 82.2 Interlocking	50
Crossings	M.P. 93.2 to 94.6**	35
RR Crossing	M.P. 94.6 Auto. Interlocking*	50
Track	M.P. 106.0 to 106.8	20

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

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

*** Restriction applies when train enters Richmond City Limits and speed resumed once head-end of train clears Richmond City Limits.

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

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

Switches at each end of sidings between Bellville and Alvin are dual control switches.

"D"—Dual Control Switch

"S"—Spring

Station	Type	Location	MPH
Galveston	S	East end west yard	10
Island	D	S.P. and G.H.&H. junctions	30
Virginia Point	D	S.P. and G.H.&H. junctions	30
Texas City Jct.	S	Both ends siding	30
Algoa	D	Crossovers between North and South Tracks	30
	D	East connections to M.P.	30
M.P. 27.1	D	Crossovers between North and South Tracks	30
Alvin	D	Crossovers	10
	D	Turnouts, West leg of wye	25
	D	Turnouts, East leg of wye	10
Thompsons	D	East leg of wye	20
Rosenberg	D	S.P. Transfer	10
Tower 17	D	S.P. Junction	10
Wallis	D	S.P. Connection	20
Bellville	D	East end tail track	10
	D	West switch west lead and derail	30

WEST- WARD ↓	GALVESTON SUBDIVISION		↑ EAST- WARD	Mile Post
Station Numbers	Siding Feet	STATIONS		
44700		BELLVILLE BRT		106.2
44710	10400	M-K-T Crossing SEALY AT		94.6
		S.P. Crossing M		82.2
33910	11740	WALLIS		80.8
		TOWER 17 S.P. Crossing MR	CTC	66.2
34100	12210	ROSENBERG		65.8
34120	11450	BOOTH		55.0
34125		THOMPSONS T		50.4
34130	8790	DUKE		44.2
34145	12210	MANVEL		36.0
35600		ALVIN T		28.6
35610		ALGOA T	CTC 2 MT	24.4
35900	5460	TEXAS CITY JCT. T	TWC ABS	11.0
35950		VIRGINIA POINT		6.3
		LIFT BRIDGE MR	CTC	5.2
		ISLAND		4.1
36100		GALVESTON BRTY	RULE 93	2.2
		(104.0)		

TWO TRACKS: Between Algoa and Alvin.

CTC IN EFFECT: On main tracks and sidings between Bellville and Algoa and between Virginia Point and Island.

TWC IN EFFECT: Between Algoa and Virginia Point.

Location of hand throw switches not electrically locked:

- M.P. 30.3, M. A. Oliver spur.
 - M.P. 34.5, Wickes spur.
 - M.P. 42.6, Arcola, team track.
 - M.P. 42.8, Arcola, interchange.
 - M.P. 58.6, Crabb.
 - M.P. 87.1, El Pleasant.
- (Reference Rule 350(B))

YARD LIMITS:

Galveston, M.P. 0.3 to 4.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Galveston and Virginia Point	20 MPH
Virginia Point and Algoa	50 MPH
Algoa and Bellville	55 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Between Virginia Point and Bellville:

- (1) 45 MPH when averaging 90 tons or over per operative brake, or train consist exceeds 7,000 tons.

GALVESTON SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Alta Loma	18.2	5,630
Arcadia	20.7	3,630
Arcola	42.6	1,160
Crabb	58.6	360
Chips	69.5	2,150
Orchard	76.2	4,920
El Pleasant	87.1	4,990

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Signals or Indicators Affected
M.P. 39.7	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 77.3	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout

WEST- WARD ↓	HOUSTON SUBDIVISION			↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
35600		ALVIN	T	.0
35550	13140	HASTINGS		4.1
35500	5490	PEARLAND		10.0
35490	S 10320 N 16230	MYKAWA	BRT	14.0
		S.P. Crossing T & N.O. JCT.	M	19.4
35100		NEW SOUTH YARD		20.3
		(20.3)		

CTC IN EFFECT: At Alvin, on east and west legs of wye; on main track and sidings between Alvin and absolute signals east of Southern Pacific crossing at T&NO Jct. EXCEPT on North siding Mykawa.

Location of hand throw switches not electrically locked:

M.P. 8.7, Midwest Steel
M.P. 9.0, Gate Concrete Products
M.P. 9.4, McCoy Building Center
(Reference Rule 350(B))

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Houston Subdivision, Between:	MPH
Alvin and M.P. 18	55
M.P. 18 and T&NO Jct.	20

(B) SPEED RESTRICTIONS—TONNAGE

Between Alvin and M.P. 18

(1) 45 MPH when averaging 90 tons or over per operative brake, or train consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Track	East leg of wye Alvin	10
Track	West leg of wye Alvin	25
Crossings	M.P. 14.0 to 18.0	45
Crossings	M.P. 18.0 to 19.4	20
RR Crossings	M.P. 19.4 Interlocking	20

(D) SPEED RESTRICTIONS— SWITCHES AND AUXILIARY TRACKS

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

"D"—Dual Control Switch

Station	Type	Location	MPH
Alvin	D	East leg of wye	10
	D	West leg of wye	25
Hastings	D	Both ends siding	30
Pearland	D	Both ends siding	30
Mykawa	D	Both ends South siding	30

HOUSTON SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Edwards Spur	0.9	1,700
H.D. No. 1	6.1	5,160
H.D. No. 2	7.1	5,280
H.D. No. 3	8.2	5,070
Chance Collar Inc.	8.5	800
Midwest Steel	8.7	380
Gate Concrete Products	9.0	1,020
H.D. No. 4	10.9	2,800
American Rice Drier	11.0	1,190
H.D. No. 5	11.6	3,210
Energy Coatings	11.9	1,200
H.D. No. 6	13.0	6,520
T.O.F.C. Facilities	14.5	Yard
Gifford Hill Storage	18.4	1,250
Ideal Cement	18.5	2,160
Industrial Tracks	18.9	7,900

WEST- WARD ↓	SWEETWATER SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
43100	8100	BROWNWOOD BPRT	348.4
43015	6708	^{15.8} OBREGON	364.2
43010	3989	^{5.5} SANTA ANNA	369.7
43005		^{3.8} SAN ANGELO JCT. PT	373.5
42994	8697	^{4.8} COLEMAN P	378.3
42990	5639	^{12.7} SILVER VALLEY P	391.0
42986	9149	^{5.5} NOVICE P	396.5
42982	4010	^{6.4} GOLDSBORO	402.9
42978	4039	^{6.6} LAWN P	409.5
42974	5261	^{5.9} TUSCOLA P	415.4
		^{0.6} A. & S. Crossing A	416.0
42966	7012	^{10.6} VIEW P	426.6
42962	4144	^{5.4} COZART P	432.0
42958	6512	^{11.3} TOLAND P	443.3
42950	6738	^{11.2} TECIFIC	454.5
42900		^{5.1} SWEETWATER BPRTY	459.6
		(111.2)	

CTC IN EFFECT: M.P. 349.0 to M.P. 348.9 on main track, Brownwood and on main track between Orient Jct., on New Mexico Division, and M.P. 454.2, Sweetwater Subdivision and on siding Tecific.

TWC IN EFFECT: On the Sweetwater Subdivision between Brownwood, M.P. 349.4, and beginning of CTC at Tecific, M.P. 454.2.

At San Angelo Jct., San Angelo Subdivision Jct. switch normally lined for Sweetwater Subdivision.

RULE 94 IN EFFECT: At Brownwood, between M.P. 349.4 and M.P. 349.0; and M.P. 348.9 and M.P. 347.7.

Average Poles Per Mile:

Brownwood to Sweetwater 31 poles/mile

YARD LIMITS—

Sweetwater, M.P. 636.3 to 642.3, Sayard Subdivision (New Mexico Division)

SWEETWATER SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Sweetwater Subdivision 55 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
* Crossings	M.P. 348.8 to 349.0	20
Curve	M.P. 349.8 to 350.1	35
4 Curves	M.P. 350.8 to 353.2	30
* Crossings	M.P. 357.1 to 358.7	40
Curve	M.P. 362.3 to 362.7	50
2 Curves	M.P. 369.4 to 370.8	30
* Crossings	M.P. 369.5 to 370.2	30
* Crossings	M.P. 378.3 to 379.5	30
3 Curves	M.P. 380.2 to 381.9	45
2 Curves	M.P. 383.4 to 383.8	50
Curve	M.P. 386.3 to 386.6	40
Curve	M.P. 391.3 to 391.7	45
2 Curves	M.P. 397.6 to 398.3	45
Curve	M.P. 399.6 to 400.1	45
2 Curves	M.P. 410.7 to 411.3	50
RR Crossing	M.P. 416.0 Auto. Interlocking	30
2 Curves	M.P. 455.7 to 457.1	45
3 Curves	M.P. 458.0 to 460.6	40
* Crossings	M.P. 1.3, Sweetwater Yard, to M.P. 641.6, Sayard Subdivision	10

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

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches, except those listed below, 10 MPH.

“D”—Dual Control Switch

“S”—Spring Switch

Station	Type	Location	MPH
Brownwood	D	East end tail track	10
	D	Both end sidings	20
	S	West end outbound lead	10
	D	West end yard lead M.P. 349	10
Obregon	S	Both ends siding	20
Santa Anna	S	Both ends siding	20
San Angelo Jct.	S	East leg Wye	20
Coleman	S	Both ends siding	20
Silver Valley	S	Both ends siding	20
Novice	S	Both ends siding	20
Goldsboro	S	Both ends siding	20
Lawn	S	Both ends siding	20
Tuscola	S	Both ends siding	20
View	S	Both ends siding	20
Cozart	S	Both ends siding	20
Toland	S	Both ends siding	20

(Continued)

SWEETWATER SUBDIVISION

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS (Continued)

Station	Type	Location	MPH
Tacific	D	Both ends siding	30
	D	Turnout from siding to M.P. Ry.	30
Sweetwater	D	Tail Track	10
	D	East end Track 0201	10
	D	Turn out from Main Track to west end Track 0201	10
	D	East and West legs of Wye	10
	D	Orient Jct.	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Bangs	357.9	7,333
Martin Brick	379.1	3,268
Coleman Grain	379.2	1,123
Storage Tracks	379.4	6,516

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Signals or Indicators Affected
M.P. 372.0	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout
M.P. 400.9	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout
M.P. 429.4	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout

WEST-WARD ↓		LAMPASAS SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
43400		TEMPLE	BRT	CTC	218.2
		A.T.&S.F. Crossing	A		218.3
		GOBER	Y		219.9
43345	5480	BELTON		TWC ABS	226.4
43335	13100	NOLANVILLE			235.7
43330	5730	KILLEEN			243.5
43325		FORT HOOD			246.3
43320	5500	COPPERAS COVE	P		254.3
43315	5960	KEMPNER			263.7
43310	6250	LAMPASAS	PT		273.7
43305	7950	OGLES			283.3
43200	10248	LOMETA	BRY		291.7
43197	4980	ANTELOPE GAP			300.3
43194	11481	CASTOR			306.1
43190	5270	GOLDTHWAITE	P		313.3
43188	10050	MULLEN			323.6
43184	4910	VILLA			330.3
43180	9920	ZEPHYR			336.2
43105	5400	RICKER			344.4
43100	8100	BROWNWOOD	BRT	CTC	348.4
		(130.2)			

CTC IN EFFECT: At Temple, on passenger Track 3; on Track 48; on Lampasas Subdivision main track between Lampasas Subdivision Junction, M.P. 218.3, and Gober, M.P. 219.9; on Lampasas Subdivision Connection track, and on main track between westward absolute signal M.P. 343.7, Ricker and absolute signal, M.P. 347.9, Brownwood; and on siding Ricker.

TWC IN EFFECT: Between Gober and Ricker.

RULE 94 IN EFFECT: At Brownwood, between M.P. 347.7 and M.P. 349.4.

Lampasas Subdivision trains will use Dublin Subdivision tracks between Ricker and Brownwood.

At Temple, trains and engines will be governed by Bellville Subdivision timetable rules and instructions.

At Temple, maximum speed authorized on Track 48, and on Lampasas Subdivision Connection track 20 MPH.

At Temple, normal position of spring switch Track 48 at Lampasas Subdivision Connection, M.P. 218.9, lined for movement to Lampasas Subdivision Connection track. When absolute signal governing eastward movements at spring switch displays stop, crew will be governed by instructions of control operator.

YARD LIMITS:

Gober, M.P. 219.9 to 222.9
Lometa, M.P. 290.2 to 293.6

LAMPASAS SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between

Temple and Ricker	55 MPH
Ricker and Brownwood	49 MPH

(B) SPEED RESTRICTIONS—TONNAGE

- (1) 45 MPH when averaging 90 tons or over per operative brake, or total consist exceeds 7,000 tons.
- (2) 40 MPH when moving Eastward between M.P. 282.0 and M.P. 272.0 averaging over 60 tons per operative brake, or total consist exceeds 6,500 tons.
- (3) 40 MPH when moving Westward between M.P. 340.0 and M.P. 344.0 averaging over 60 tons per operative brake, or total consist exceeds 6,500 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Crossings	M.P. 218.2 to 219.9*	25
Curve	M.P. 218.3 to 218.5	10
RR Crossing	M.P. 218.3 Auto. Interlocking	10
Curve	M.P. 218.5 to 219.3	15
5 Curves	M.P. 219.4 to 222.3	40
Crossings	M.P. 219.9 to 225.1*	40
2 Curves	M.P. 223.5 to 225.0	50
Crossings	M.P. 225.3 to 227.0	30
3 Curves	M.P. 225.3 to 227.0	30
Curve	M.P. 227.7 to 228.1	35
Curve	M.P. 234.1 to 234.6	50
Crossings	M.P. 234.7 to 237.1	45
Crossings	M.P. 241.5 to 244.5	30
4 Curves	M.P. 248.4 to 249.8	50
23 Curves	M.P. 255.7 to 274.1	50
Curve	M.P. 283.9 to 284.3	50
Crossings	M.P. 291.5 to 291.8	50
Curve	M.P. 298.6 to 299.1	50
2 Curves	M.P. 302.3 to 303.7	50
Track and Curves	M.P. 305.4 to 311.8—Eastward	35
Curve	M.P. 310.1 to 310.5—Westward	50
Crossings	M.P. 313.3 to 313.7	45
Track and Curves	M.P. 317.4 to 321.8—Eastward	35
3 Curves	M.P. 319.7 to 321.8—Westward	50
Track and Curves	M.P. 327.1 to 329.0—Eastward	35
Track and Curves	M.P. 327.1 to 329.0—Westward	45
4 Curves	M.P. 329.4 to 331.9	45
2 Curves	M.P. 345.7 to 346.2	40
2 Curves	M.P. 347.7 to 348.2	30
Crossings	M.P. 347.9 to 349.4	20

* Restriction Applies Only While Headend of Train is Passing Crossings.

LAMPASAS SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(D) SPEED RESTRICTIONS—

SWITCHES AND AUXILIARY TRACKS

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

"D"—Dual Control Switch

"S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	10
	D	Lampasas Subdiv. Jct., M.P. 218.3	10
	D	West end Psgr. Track 3	20
	D	East end Main tracks Nos. 1, 2, 3 and 6, M.P. 216.9	30
	D	Both crossovers M.P. 217.9 and 218.0	20
	D	North track at Lampasas Subdiv. Connection M.P. 218.1	20
	D	Crossover M.P. 218.8 Temple Subdiv.	20
	D	Both ends siding	20
Gober	D	End of Track 48	20
	S	Both ends siding	30
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
	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	D	Both ends siding	30
	D	Both ends pocket track	30
	D	Dublin Subdiv. Junction	30
Brownwood	D	East end tail track	10
	S	West end outbound lead	10
	D	West end yard lead M.P. 349.0	10
	D	Both ends siding	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Charter Oak	225.0	1,140
American Rockwool	233.5	1,488
Mayflower	236.7	350
Central Forwarding Co.	241.4	420
Killeen Industrial Spur	241.9	1,800
Nichols	248.0	2,360
Alamo	334.4	240

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Signals or Indicators Affected
M.P. 231.6	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 238.0	High Water	Eastward-Block Signal 2382 Westward-Block Signal 2371
M.P. 247.2	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 287.4	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 318.4	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 339.6	Dragging Equip. Detector	Rotating white light and block signals 3391 and 3411

WEST-WARD ↓		DUBLIN SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
43535	6054	BIRDS			342.8
		BELT JCT.			0.9
43174	7218	PRIMROSE			8.4
43168	7187	CRESSON	T		22.0
43164	7382	WAPLES			30.7
43160		GRANBURY			36.5
43153	7202	TOLAR			46.4
43148		BLUFFDALE			55.1
43144	7203	IMMERMERE		CTC	62.5
43140	7213	STEPHENVILLE	P		72.3
43136	8154	DUBLIN			86.1
		T. C. Crossing	A		86.2
43132	7643	PROCTOR			95.3
43128	7391	COMANCHE			108.1
43124	7206	BLANKET			121.7
43120	7496	DELAWARE			128.0
43105	5403	RICKER			344.4
43100	8100	BROWNWOOD	BPRT		348.4
		(139.1)			

At Birds, Ft. Worth Subdivision timetable rules will govern.

CTC IN EFFECT: On main track and sidings between Birds and eastward controlled signal M.P. 347.7, Brownwood; M.P. 348.9 and M.P. 349.0, Brownwood.

RULE 94 IN EFFECT: at Brownwood, between M.P. 347.7 and M.P. 348.9; between M.P. 349.0 and M.P. 349.4.

Average Poles Per Mile:

Birds to Brownwood 30 poles/mile

Rule 350(B). Hand throw switches not electrically locked on Dublin Subdivision.

LOCATION	MILE POST	INDUSTRY SERVED
De Cordova Spur	42.3	Texas Power & Light Co.
Stephenville	71.9	Poston Feed & Milling
Stephenville	72.1	Texaco Oil Co.
Stephenville	73.8	Caporal Forging, Inc.
Dublin	86.1	T.C. Interchange
Dublin	86.5	Triple B Fertilizer
Comanche	108.1	Comanche Team Track Short Siding
Comanche	109.4	Moorman Mfg. Co.
Centex	110.8	American Plant Food
Blanket	121.5	Team Track

DUBLIN SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

Mile Post 0.0 and Mile Post 1.7	20 MPH
Mile Post 1.7 and Mile Post 6.6	40 MPH
Mile Post 6.6 and Brownwood	49 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
2 Curves	M.P. 0.0 to 0.9	10
Curve	M.P. 21.3 to 21.7	45
8 Curves	M.P. 25.0 to 28.5	40
3 Curves	M.P. 29.4 to 30.0	30
Curve	M.P. 34.7 to 35.1	40
Crossings	M.P. 35.3 to 37.3	30
2 Curves	M.P. 39.0 to 39.5	30
4 Curves	M.P. 39.7 to 41.0	40
5 Curves	M.P. 41.0 to 43.4	30
2 Curves	M.P. 43.5 to 44.1	45
Curve	M.P. 45.6 to 45.8	40
Curve	M.P. 48.3 to 48.6	40
6 Curves	M.P. 48.9 to 50.5	30
Curve	M.P. 52.3 to 52.9	35
Curve and Paluxy Creek Bridge	M.P. 53.6 to 53.8	40
6 Curves and South Paluxy Creek Bridge	M.P. 55.3 to 57.4	40
10 Curves	M.P. 60.3 to 66.2	40
2 Curves and Bosque River Bridge	M.P. 71.0 to 71.9	30
Curve	M.P. 72.4 to 72.6	30
Curve	M.P. 73.4 to 73.6	45
Curve	M.P. 75.1 to 75.3	45
4 Curves	M.P. 75.6 to 76.8	40
Curve	M.P. 79.1 to 79.4	45
17 Curves	M.P. 79.6 to 85.5	40
* Crossings	M.P. 85.4 to 86.4	30
2 Curves	M.P. 85.7 to 86.2	30
RR Crossing	M.P. 86.2 Auto. Interlocking	30
Curve	M.P. 86.7 to 86.9	45
7 Curves	M.P. 89.0 to 91.8	40
8 Curves	M.P. 95.9 to 98.4	35
3 Curves	M.P. 98.6 to 99.8	40
Curve	M.P. 100.3 to 100.4	45
4 Curves	M.P. 101.1 to 102.4	40
* Crossings	M.P. 107.2 to 108.6	20
13 Curves	M.P. 111.1 to 115.1	40
Curve	M.P. 118.1 to 118.4	45
13 Curves	M.P. 122.0 to 126.9	40
Curve	M.P. 134.5 to 134.6	40
2 Curves	M.P. 345.7 to 346.2	40
2 Curves	M.P. 347.7 to 348.2	30
* Crossings	M.P. 348.8 to 349.0	20

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

DUBLIN SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Switches each end of sidings between Birds and Brownwood are Dual Control; maximum speed permitted through turnouts 30 MPH; all others, except those listed below, 10 MPH.

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

"D"—Dual Control Switch

"S"—Spring Switch

Station	Type	Location	MPH
Birds	D	Dublin Subdivision Jct.	10
Belt Jct.	S	East wye switch	10
Cresson	D	Cresson Subdivision Jct.	30
Ricker	D	Both ends pocket track	30
	D	Dublin Subdivision Jct.	30
Brownwood	D	East end tail track	10
	D	Both ends siding	20
	S	West end outbound lead	10
	D	West end yard lead M.P. 349	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
DeCordova Spur	42.3	1,490
Triple B Fertilizer	86.5	1,121
Moorman Mfg. Co.	109.4	1,330
American Plant Food	110.8	500

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Signals or indicators affected
M.P. 33.0	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout
M.P. 68.8	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout
M.P. 102.8	Dragging Equipment Hot Box (Dual Purpose Detector) with Radio Readout (Reporter)	Rotating White Light and Radio Readout
Bridge 64.1	High Water	Eastward-Block Signal 652 Westward-Controlled signals west end siding Immermere
Bridge 80.6	High Water	Eastward-Controlled signals east end siding Dublin Westward-Controlled signals west end siding Stephenville

When HIGH WATER DETECTOR is actuated, signals will display most restrictive indication. Trains receiving verbal permission to pass controlled signals in stop position and trains passing stop and proceed Block Signal 652 must stop and make inspection of bridge and track to be sure safe before passing over, unless otherwise instructed by train dispatcher. Report must be made to train dispatcher by first means of communication.

WEST-WARD ↓		PARIS SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
48700		PARIS _{0.8}	PRY	151.1	
		U. P. Crossing	Y	150.3	
48695	1860	ROXTON _{11.8}	Y	138.5	
48692	1655	BEN FRANKLIN _{5.5}		133.0	
48688		PECAN GAP _{5.4}		127.6	
48685	1440	LADONIA _{6.0}		121.6	
48682	1628	WOLFE CITY _{8.3}		113.3	
		M-K-T Crossing	A	104.4	
48679	1706	CELESTE _{0.1}		104.3	
		L. & A. Jct. _{13.2}	P	91.1	
48676	1770	FARMERSVILLE _{0.1}		91.0	
48673	1942	COPEVILLE _{6.7}		84.3	
48670	1889	WYLIE _{8.5}		75.8	
48655	1944	SACHSE _{4.2}		71.6	
		M-K-T Crossing	A	66.8	
48650		GARLAND _{0.4}		66.4	
48610	5426	ZACHA JCT. _{3.8}	PRY	62.6	
		(88.5)			

TWC IN EFFECT: On the Paris Subdivision between Paris M.P. 151.1 and CTC Zacha Jct. M.P. 62.6.

At Farmersville, L&A Jct. switch normally lined for L&A.

At Zacha Jct., Dallas Subdivision time table rules will govern.

YARD LIMITS—

Paris—Roxton, M.P. 151.1 to 137.1

Farmersville, M.P. 93.4 to 90.0

Garland—Zacha Jct., M.P. 67.7 to 62.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Paris and Mile Post 90.0 20 MPH

Mile Post 90.0 and Mile Post 67.7 30 MPH

Mile Post 67.7 and Zacha Jct. 20 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

Location		MPH
RR Crossing	U.P. Ry.,	6
Stop Rule 98	M.P. 150.3	
* Crossings	M.P. 113.6 to 112.7	10
RR Crossing	M.P. 104.4 Auto. Interlocking	20
RR Crossing	M.P. 66.8 Auto. Interlocking	20

* Speed Restriction applies only while head-end of train is passing crossings, except M.P. 104.4 applies to entire train.

PARIS SUBDIVISION

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Paris Industrial Park	149.2	2,100
Inter-Continental, 5 tracks	67.4	4,500
Team track	64.9	300
Texas Industries	63.0	250
Team track	63.0	950

WEST-WARD ↓		CRESSON SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
43500		CLEBURNE _{11.3}	BPRTY	317.5	
43172	1036	GODLEY _{8.1}		10.3	
43168	7185	CRESSON		18.4	
		(19.4)			

TWC IN EFFECT: On the Cresson Subdivision between Cleburne, M.P. 0.0 and CTC Cresson, M.P. 18.4.

At Cleburne, Ft. Worth Subdivision timetable rules will govern.

At Cresson, Dublin Subdivision timetable rules will govern.

YARD LIMITS—

Cleburne, M.P. 0.0 to 3.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Cleburne and Mile Post 14.0 40 MPH

Mile Post 14.0 and Cresson 30 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

Location		MPH
Curve	M.P. 0.0 to 0.1	10
Crossings, and Track	M.P. 0.1 to 3.0	20
Track and Bridges	M.P. 5.4 to 8.0	30

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches 10 MPH.

WEST- WARD ↓		DALLAS SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
51045	8179	DALTON JCT. 6.5			111.2
48640		DENTON 2.3			104.7
48635	3878	MINCHIN 27.1			102.4
48625	6651	COWLEY 5.0		TWC	75.3
48620		RICHARDSON 0.2			70.3
		S.P. Crossing A 6.4			70.1
48615		WHITE ROCK Y 1.1			63.7
48610	5426	ZACHA JCT. BPRY 2.3			62.6
48605		REINHARDT 6.6		CTC	60.3
		U.P. Crossing A 0.5			53.7
48600		DALLAS BPRY 0.7			53.2
		S.P. Crossing M 0.6			52.5
		St. L.S.W. Crossing M 0.1			51.9
		SANTA FE JCT. 0.1		CTC	51.8
		M-K-T Crossing M 0.1			51.7
		TERMINAL JCT. 2.0			51.6
44472	2010	OAK CLIFF 3.9			49.6
44468	1866	HALE Y 5.6			45.7
44450	1901	DUNCANVILLE 5.5			40.1
44440	670	CEDAR HILL 7.3			34.6
		S. P. Crossing A 0.4			27.3
44435	2528	MIDLOTHIAN 3.2			26.9
43556	S 7810 N 7550	WARD SPUR 4.1		TWC	23.7
43554	1880	VENUS 6.9			19.6
43550	1348	ALVARADO P 1.3			12.7
		M-K-T Crossing A 11.4			11.4
43500		CLEBURNE BPRTY			0.0
(111.2)					

CTC IN EFFECT: On main track between east end siding Hale and westward controlled signal at Southern Pacific crossing, M.P. 52.5; on main track between eastward controlled signals, M.P. 53.7, and Zacha Jct.

At Dallas, CTC in effect on Southern Pacific main track between M.P. 52.7 and 51.7.

TWC IN EFFECT: Dallas Subdivision between CTC Dalton Jct., M.P. 111.0 and CTC Zacha Jct., M.P. 62.6; and between CTC east end Hale, M.P. 45.8 and Cleburne M.P. 0.0.

At both ends siding Oak Cliff and east end of siding Hale, when letter "S" illuminated on "STOP SIGNAL", train must stop and operate switch to enter siding unless otherwise instructed by control operator.

Signals on the industrial lead and connecting tracks between the Southern Pacific connection at Santa Fe Jct. and west end Dallas yard at Good-Latimer Expressway, M.P. 52.6, govern movements over Dual Control Switches only. Movements on the industrial lead are governed by Rule 105.

Rule 315(A). At Dallas Tower 19, when crank operated power switches are used in hand position (cranked over), switches must not be returned to power or motor position until movement is clear of switches.

DALLAS SUBDIVISION

At Cleburne, Ft. Worth Subdivision timetable rules will govern.

Booth phone located at M.P. 91.0

Average Poles Per Mile:

Dallas to Dalton Jct. 35 poles/mile

YARD LIMITS—

Richardson—Zacha Jct., M.P. 66.8 to 62.6

Dallas, M.P. 53.7 to 52.5

Hale, M.P. 45.8 to 45.0

Cleburne, M.P. 2.0 to 0.0

Rule 350(B). Hand throw switches not electrically locked on Dallas Subdivision.

Location	Mile Post	Industry Served
Oak Cliff	50.2	Rock Tenn
Oak Cliff	49.9	Rock Tenn
Oak Cliff	49.85	Rock Tenn
Oak Cliff	49.7	Rock Tenn
Oak Cliff	49.3	Houston Band Mill
Oak Cliff	48.63	Wheat Lumber
Oak Cliff	47.95	Dixico
Oak Cliff	47.83	Tyler St. Team

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

Dalton Jct. and Mile Post 38.2	25 MPH
Mile Post 38.2 and Cleburne	35 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons 45 MPH.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Crossings	M.P. 82.7 to 79.4	20
* Crossings	M.P. 73.5 to 70.1	20
RR Crossing	M.P. 70.1 Auto. Interlocking	20
* Crossings	M.P. 70.1 to 68.4	20
6 Curves and Track	M.P. 66.9 to 61.4	20
Curve	M.P. 54.1 to 53.7	20
** RR Crossing	M.P. 53.7 Auto. Interlocking	20
Track	M.P. 53.7 to 52.7	20
RR Crossings and Curve	M.P. 52.7 to 51.5 Interlocking	20
Crossings Curves and Track	M.P. 45.8 to 45.0	20
* Crossings	M.P. 29.0 to 27.3	25
RR Crossing	M.P. 27.3 Auto. Interlocking	20
* Crossings	M.P. 27.3 to 23.5	25
2 Curves	M.P. 13.4 to 12.3	25
RR Crossing	M.P. 11.4 Auto. Interlocking	20
5 Curves	M.P. 7.0 to 7.9	25
Crossings and Track	M.P. 2.0 to 0.3	20
Curve	M.P. 0.3 to 0.0	10

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

** At Union Pacific crossing, M.P. 53.7, if controlled signal governing movement over crossing is in stop position, communicate with control operator. If authorized to pass stop signal, before proceeding, a member of crew must go to control box at crossing and follow instructions therein.

DALLAS SUBDIVISION

(D) SPEED RESTRICTIONS— SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches, except those listed below, 10 MPH.

"D"—Dual Control Switch

Station	Type	Location	MPH
Zacha Jct.	D	Paris Subdivision Jct.	30
	D	Both ends siding	20
Dallas	D	East end, east yard lead	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Tetra Pak	105.5	11,000
Lewisville Team Track	90.8	500
Han-Dee-Pack	88.8	550
Dallas Morning News	74.7	1,860
Vent-A-Hood	70.4	1,500
Arapaho Team Track	70.2	600
Northgate Industrial Lead	66.4	2,750
Niagra Envelope	65.4	1,500
Jupiter Road Industrial Lead	64.4	1,960
Gaylord Container	64.3	1,860
White Rock Industrial Lead	63.7	15,000
Hale Cement Line	45.8	8.9 miles
Red Bird Industrial Lead	42.2	8.9 miles
High Meadows Industrial Lead	31.8	8,950
Box-Crow Track	29.5	9,300
Southwest Railroad Car Parts Company	19.9	970

WEST- WARD ↓	CONROE SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
44600		SOMERVILLE BRTY	0.0
44750		SCOFIELD	5.4
44760	5650	ALLENFARM	18.3
44770		NAVASOTA S.P. Crossing A	28.1
44860	4620	WOOD	33.1
44865	2600	YARBORO	37.7
44880		B.N. Crossing DOBBIN A	49.9
44885		MONTGOMERY	55.6
44895	7910	HONEA	63.8
44900	5600	CONROE U.P. Crossing ABRY	72.2
44910		BEACH	74.6
44950		WAUKEGAN	79.1
44970	9650	SECURITY	85.0
44980		FOSTORIA	89.6
44990	3850	S.P. Crossing CLEVELAND AP	94.9
45415		RAYBURN	105.5
45425	8540	ROMAYOR	111.0
45440		VOTAW	121.5
45445	7650	BRAGG	128.1
45450		LELAVALE	133.4
45465	5540	S.P. Crossing KOUNTZE g	143.8
45700		SILSBEE BRTY	152.2
		(152.2)	

TWC IN EFFECT: Between Silsbee and Somerville.

At Silsbee, Silsbee Subdivision junction switches normally lined for Conroe and Longview Subdivisions.

At Somerville, trains and engines will be governed by Bellville Subdivision timetable rules and instructions.

YARD LIMITS:

Somerville, M.P. 0.0 to 1.58
 Conroe, M.P. 71.3 to 74.0
 Silsbee, M.P. 149.5 to 152.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Conroe Subdivision	49 MPH
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(B) SPEED RESTRICTIONS—TONNAGE

(1) 45 MPH when averaging 90 tons or over per operative brake, or train consist exceeds 7,000 tons.

CONROE SUBDIVISION

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Both legs of wye	Somerville	10
4 Curves	M.P. 26.4 to 28.1	30
Crossings	M.P. 27.5 to 29.0	25
RR Crossing	M.P. 28.1 Auto. Interlocking	20
Curve	M.P. 28.2 to 28.3	10
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
7 Curves	M.P. 50.9 to 55.0	40
Crossings	M.P. 71.3 to 73.9**	30
RR Crossing	M.P. 72.2 Auto. Interlocking	20
RR Crossing	M.P. 94.9 Auto. Interlocking	20
RR Crossing	M.P. 143.3 Gate, Rule 98*	
Crossings	M.P. 150.6 to 152.6	10
4 Curves	M.P. 151.7 to 151.8	10
Both legs of wye	Silsbee, M.P. 152.2	10

* 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 MPH. 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.

** Restriction applies only while headend of train is passing crossings.

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Clay	11.9	1,350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1,040
Fort Worth Pipe	75.3	1,320
Owens-Corning	76.1	420
Texaco Chemical Co.	76.4	2,400
Youens-Columbia Carbon	77.0	1,750
Smith and Co.	77.7	1,500
Union Tank Car Co.	99.5	1,610
Kirby	103.9	4,800
Dolen	107.3	1,550
Honey Island	135.5	780

WEST-WARD ↓	LONGVIEW SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
46500		LONGVIEW BRTY	207.6
46450		EASTON	195.4
46445		TATUM	187.8
46435		BECKVILLE	181.4
46430	4010	CARTHAGE Y	171.7
46420		GARY	161.7
46190	2550	S.P. Crossing TENAHA AY	151.6
46100	2040	CENTER T	139.8
45920		CALGARY	127.0
45900	2490	SAN AUGUSTINE BRY	120.4
45880		VENABLE	114.9
45860		BRONSON	104.7
45840	2080	PINELAND	97.5
45830	5970	BROWNEDELL	87.4
45820		HORTON	84.2
45810		COLLINS	78.7
45800	4140	JASPER PTY	73.6
45790		KEITHTON	67.1
45780		ROGANVILLE	62.4
		J&E JCT.	53.0
45740	1950	KIRBYVILLE	52.4
45735	2760	CALL	48.0
45730	3080	LE VERTE	43.2
45725	2640	BESSMAY Y	37.4
45720		BUNA	36.1
45715	3110	QUINN	30.1
45705		EVADALE	27.7
45700		SILSBEE BRTY	21.0
		(186.6)	

TWC IN EFFECT: Between Silsbee and Longview.

At Silsbee, Silsbee Subdivision junction switches normally lined for Longview and Conroe Subdivisions.

YARD LIMITS:

Silsbee, M.P. 21.0 to 22.2
 Bessmay, M.P. 36.6 to 38.2
 Jasper, M.P. 70.9 to 75.8
 San Augustine, M.P. 118.6 to 122.0
 Tenaha, M.P. 150.2 to 153.1
 Carthage, M.P. 169.9 to 173.0
 Longview, M.P. 202.0 to 207.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between	MPH
M.P. 21.0 and 162.0	49 MPH
M.P. 162.0 and 207.8	35 MPH
Swepeco Industrial Spur	10 MPH

LONGVIEW SUBDIVISION

(B) SPEED RESTRICTIONS—TONNAGE

Between M.P. 21.0 and 162.0.

(1) 45 MPH when averaging 90 tons or over per operative brake, or train exceeds 7,000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Crossings	M.P. 21.1 to 21.7	10
Both legs of wye	Silsbee, M.P. 21.1	10
Curve and Bridge	M.P. 26.1 to 26.5	25
Curve	M.P. 36.3 to 36.6	20
2 Curves	M.P. 63.3 to 64.5	40
2 Curves	M.P. 72.0 to 73.5	35
Crossings	M.P. 72.8 to 73.9	30
11 Curves	M.P. 80.7 to 85.0	20
5 Curves	M.P. 85.0 to 86.9	30
Track	M.P. 91.0 to 93.0	25
Track	M.P. 93.0 to 96.0	10
4 Curves	M.P. 98.2 to 101.2	40
Curve	M.P. 102.4 to 102.5	30
6 Curves	M.P. 103.3 to 106.2	40
Curve	M.P. 106.6 to 106.7	30
Curve	M.P. 108.3 to 108.5	40
Curve	M.P. 112.4 to 112.9	40
6 Curves	M.P. 115.1 to 117.5	25
3 Curves	M.P. 117.7 to 118.8	35
13 Curves	M.P. 120.0 to 128.6	40
6 Curves	M.P. 128.8 to 130.7	20
Crossings	M.P. 139.5 to 140.0	35
Crossings	M.P. 150.2 to 152.7	35
3 Curves	M.P. 150.2 to 152.8	35
RR Crossing	M.P. 151.6 Auto. Interlocking	20
Curve	M.P. 155.8 to 156.1	40
2 Curves	M.P. 159.8 to 160.5	45
2 Curves	M.P. 161.4 to 161.7	10
Curve	M.P. 171.3 to 171.5	20
2 Curves and Bridge	M.P. 196.5 to 197.1	10
2 Curves	M.P. 205.2 to 205.7	25
10 Curves	M.P. 206.2 to 207.8	10

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Rebecca	109.6	800
Neuville	131.4	2,050
Rite Care	149.9	770
Martin Lake Jct.	184.9	1,800
Swepeco Industrial Spur (3.2 mi.)	195.5	
Texas Eastman Co.	202.7	Yard
Viking Pump Services (Under track unloading pit 500 ft. from derail)	203.8	1,100

WEST- WARD ↓	SILSBEE SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
45700		SILSBEE BRTY	21.0
37185		LUMBERTON	14.1
		LOEB JCT.	10.3
37190		VOTH	8.5
37200		BEAUMONT BRTY	1.7
		S.P. Crossing M	0.7
		U.P. Crossing M	76.4
37212		BROOKS Y	70.9
37228		MOREY Y	59.4
37232		HAMSHIRE Y	57.1
37236		WINNIE Y	51.8
37240		STOWELL Y	49.7
		END OF TRACK Y	49.0
		(47.8)	

TWC IN EFFECT: Between Beaumont and Silsbee.

At Silsbee, Silsbee Subdivision junction switches normally lined for Conroe and Longview Subdivisions.

YARD LIMITS:

Silsbee, M.P. 21.0 to 19.3

Beaumont — End of Track (inclusive), M.P. 4.5 to 49.0

SILSBEE SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between

Silsbee and Beaumont	49 MPH
Beaumont and M.P. 56.3	20 MPH
M.P. 56.3 and M.P. 49.0	10 MPH

(B) SPEED RESTRICTIONS—TONNAGE

Between Silsbee and Beaumont.

- (1) 45 MPH when averaging 90 tons or over per operative brake, or train consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
2 Curves	M.P. 76.2 to 76.4	10
RR Crossing	M.P. 76.4 Interlocking	10
RR Crossing	M.P. 0.7 Interlocking	10
8 Curves	M.P. 1.1 to 2.3	10
Crossings	M.P. 9.1 to 69.9	20
1 Curve	M.P. 9.5 to 10.3	45
2 Curves	M.P. 15.1 to 16.3	35
Curve	M.P. 18.8 to 19.1	35
Crossings	M.P. 20.1 to 21.1	10
Both legs of wye	Silsbee, M.P. 21.0	10

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Seth	16.1	550
Goodyear	66.8	3,000
Cheek	68.0	1,300
Gulfco	68.4	2,200
American Rice Growers	69.0	1,100
Coors Beer Company	73.7	442
Beaumont Warehouse-Corporation	73.8	702

WEST- WARD ↓	OAKDALE SUBDIVISION			↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
		END OF TRACK		39.36
46745	2230	DeRIDDER K. C. S. Crossing	PGY	38.4
46735	2130	SHEAR ^{4.9}		33.5
46730	2440	BOISE SOUTHERN ^{1.0}		32.5
46725	2610	NEALE ^{5.0}	TWC	27.5
46720	2540	MERRYVILLE ^{5.4}		22.1
46715	1850	BONWIER ^{6.4}		15.7
46710	1500	FAWIL ^{3.5}		12.2
		J&E JCT. ^{12.2}		0.0
		(39.36)		

TWC IN EFFECT: Between J&E Jct. and DeRidder.

YARD LIMITS:

DeRidder, M.P. 37.4 to 39.36

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Oakdale Subdivision	30 MPH
Boise Southern Industrial Spur	10 MPH

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Curve	M.P. 0.5 to 0.7	10
RR Crossing	M.P. 38.4 Gate, Rule 98	

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Bleakwood	5.2	600
Hite	36.1	1,700

WEST-WARD ↓		SAN ANGELO SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
43005	2604	SAN ANGELO JCT. PTY			0.0
30530	5252	TALPA ^{20.9}			20.9
30525	1585	BALLINGER ^{16.0} P			36.9
30520	2615	ROWENA ^{8.7}		TWC	45.6
30515	2544	MILES ^{8.6}			54.2
30510	2623	HARRIET ^{8.9}			63.1
30500		SAN ANGELO ^{8.4} BPRTY			69.6
		(69.6)			

TWC IN EFFECT: On the San Angelo Subdivision, between San Angelo Jct., M.P. 0.0 and San Angelo, M.P. 69.6.

At San Angelo Jct., Sweetwater Subdivision Jct. switch normally lined for Sweetwater Subdivision.

At San Angelo, switch on east leg of wye normally lined for San Angelo Subdivision, and switch on west leg of wye normally lined for Fort Stockton Subdivision.

Average Poles Per Mile:

San Angelo Jct., to San Angelo 30 poles/mile

YARD LIMITS—

San Angelo Jct., M.P. 0.0 to 2.0

San Angelo, M.P. 67.0 to San Angelo

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Angelo Subdivision	30 MPH
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(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Curve	M.P. 0.0 to M.P. 2.0	20
Curve	M.P. 10.5 to 10.7	25
* Crossings	M.P. 36.7 to 38.4	20
Curve and Colorado River Bridge	M.P. 37.4 to 37.7	20
Crossings	M.P. 68.9 to 69.6	15

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

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnouts of main and auxiliary track switches, except those listed below, 10 MPH.

"S"—Spring Switch

Station	Type	Location	MPH
San Angelo Jct.	S	East leg Wye	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Spur Track Valera	11.3	600
San Angelo Feed Yard	57.2	850

WEST-WARD ↓		FORT STOCKTON SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
30500		SAN ANGELO ^{18.6} BPRTY			714.5
30496	2308	TANKERSLEY ^{13.3}			732.4
30492	2332	MERTZON ^{10.4}			745.7
30488	2246	NOELKE ^{15.5}			756.1
30480	2492	BARNHART ^{19.0}			771.6
30472	3882	BIG LAKE ^{29.3} P		TWC	790.6
30464	800	RANKIN ^{18.7}			819.9
30460	2850	McCAMEY ^{11.0}			838.6
30452	2152	GIRVIN ^{14.2}			849.6
30444	2100	BALDRIDGE ^{5.6}			863.8
30440		SULPHUR JCT. T			869.4
30424		FORT STOCKTON ^{12.3} PTY			881.7
		(167.9)			

TWC IN EFFECT: On Fort Stockton Subdivision.

At San Angelo, switch on east leg of wye normally lined for San Angelo Subdivision, and switch on west leg of wye normally lined for Fort Stockton Subdivision.

At San Angelo, main track switches at each end of yard normally lined and locked for yard movement.

YARD LIMITS—

San Angelo, M.P. 709.7 to 722.0

Fort Stockton, M.P. 880.2 to 884.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
San Angelo to M.P. 869.4	49
M.P. 869.4 to Fort Stockton	25
(Sulphur Industrial Spur, M.P. 869.4)	30

(B) SPEED RESTRICTIONS—TONNAGE

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7,000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Crossings	M.P. 714.0 to 721.6	15
*Crossing	M.P. 790.7	30
Crossings	M.P. 881.8 to 882.5	10

*Speed restriction over street or highway crossings applies only while head-end of train is passing over crossing.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Location	Mile Post Location	Track Capacity In Feet
West Texas Utilities Co.	721.6	200
Trans-South Hydrocarbons	753.7	250
Witco Gasoline	782.8	2450
Texasgulf Sulphur Track	867.7	5424
Sulphur Industrial Spur (7.0 miles)	869.4	9700
(Co-Op Tracks)	5.2	2400

WEST- WARD ↓		ALPINE SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
30424		FORT STOCKTON	PTY	TWC	881.7
30420	2180	BELDING			892.9
30416	1825	CHANCELLOR			904.3
30412	2270	HOVEY			917.2
30408		TITLEY			934.4
30406	2576	ALPINE	P		944.3
		ALPINE JCT.	S.P. CO	CTC	945.6
		PAISANO JCT.			956.7
30250	1626	PAISANO		TWC	956.9
30255	1656	TINAJA			969.3
30260	1376	PERDIZ			984.5
30270	1662	PLATA			993.7
30280	1674	CASA-PIEDRA			1002.9
30300		PRESIDIO	BPRTY		1026.7
		International Bridge End Of Track		1029.1	
		(147.4)			

TWC IN EFFECT: Between Fort Stockton and Alpine Jct.; Paisano Jct. and Presidio.

RULE 94 IN EFFECT: Between Alpine, M.P. 941.0 and Alpine Jct., M.P. 945.6.

YARD LIMITS—

Fort Stockton, M.P. 880.2 to 884.7
 Presidio, M.P. 1025.0 to 1029.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Ft. Stockton to Alpine Jct.	25
Paisano Jct. to Presidio	30
Presidio to End of Track, M.P. 1029.1	10

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
*Crossings M.P. 881.8 to 882.6	10
Rock Cuts M.P. 924.5 to 925.0	10
Rock Cuts M.P. 987.4 to 990.1	10
Rock Cuts M.P. 991.8 to 992.1	10
Rock Cuts M.P. 1008.1 to 1010.2	10

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

Note: Trains must approach rock cuts listed above prepared to stop short of dirt or rock slides.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of all switches, including S.P. Co. turnouts at Alpine Jct. and Paisano Jct., 10 MPH.

WEST- WARD ↓		SAN SABA SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
43200		LOMETA	BRY	TWC	0.0
43210		SAN SABA			24.7
43230		RICHLAND SPRINGS			39.5
43300		BRADY	PY		65.9
		END OF TRACK		RULE 93	67.5
		(67.5)			

TWC IN EFFECT: Between Brady and Lometa.

YARD LIMITS:

Lometa, M.P. 0.0 to 2.3
 Brady, M.P. 64.5 to 67.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba Subdivision	30 MPH
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(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
Bridge M.P. 13.7 to 14.0	20
Crossings M.P. 65.8 to 66.5	6

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

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

WEST- WARD ↓		GARWOOD SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
33402		RAYNER JCT.	Y	RULE 99	0.0
33412		^{9.6} GARWOOD	Y		9.6
		(9.6)			

YARD LIMITS: Entire Subdivision

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood Subdivision 10 MPH

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
River Track	1.7	14,600
Bluroan	5.5	7,100

WEST- WARD ↓		HALL SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
34125		THOMPSONS	TY	RULE 99	34.0
33860		^{11.1} LONG POINT	Y		22.9
33850		^{5.1} GUY	Y		17.8
33840		^{11.2} NEWGULF S.P. Crossing	SY		6.6
33485		^{6.6} CANE JCT.	TY		0.0
		(34.0)			

YARD LIMITS: Entire Subdivision

At Smithers Lake, main track switch to H.L.&P Yard normally lined for HL&P Yard.

At Thompsons, Hall Subdivision main track to east leg of wye normally lined for east leg of wye.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Hall Subdivision 20 MPH

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
East leg of wye Cane Jct. M.P. 0.0	10
RR Crossing M.P. 6.6 Stop. Rule 98	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnouts including main track switches 10 MPH, except 20 MPH through turnout from Hall Subdivision to east leg wye at Thompsons.

"D"—Dual Control Switch

Station	Type	Location	MPH
Thompsons	D	East leg wye	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Smithers Lake	31.7	HL&P Yard

WEST- WARD ↓		MATAGORDA SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
44710		SEALY	TY		0.0
33350		BEARD			10.0
		S.P. Crossing	M		17.3
		S.P. Crossing	M		17.6
33325	3760	EAGLE LAKE	Y		18.5
33402		RAYNER JCT.			19.8
33420		BONUS		TWC	28.0
33424		EGYPT			32.0
33428		GLEN FLORA			37.0
		S.P. Crossing	g		42.8
33430	3340	WHARTON			43.1
33480		LANE CITY			51.4
33485		CANE JCT.	T		55.2
33495		RUNNELLS			60.5
33600		BAY CITY	BRY		68.6
		U.P. Crossing	M		69.0
33605		SOUTH BAY CITY	Y	RULE 93	76.3
33690		WADSWORTH	Y		79.6
33695		MATAGORDA	Y		90.0
		(90.0)			

TWC IN EFFECT: Between Sealy and Bay City.

At Sealy, trains and engines will be governed by Galveston Subdivision timetable rules and instructions.

YARD LIMITS:

Sealy, M.P. 0.0 to 1.2

Eagle Lake, M.P. 16.3 to 20.3

Bay City-Matagorda (inclusive), M.P. 66.4 to 90.0

MATAGORDA SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between

Sealy and Bay City 30 MPH

Bay City and Matagorda 20 MPH

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH	
	Curve	M.P. 0.0 to 0.6	10
4	Curves	M.P. 17.0 to 18.9	10
	RR Crossing	M.P. 17.3 Interlocking	20
	RR Crossing	M.P. 17.6 Interlocking	20
	RR Crossing	M.P. 42.8 Gate, Rule 98	10
	Crossings	M.P. 67.9 to 69.8	30
	RR Crossing	M.P. 69.0 Interlocking	20

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
American Cyanamid Spur	42.5	520
E. E. Conner	45.2	720
J. & S. Company	45.4	420
Celanese Industrial Spur (5 mi.) includes tracks serving Cities Service Company at M.P. 2.6 on Celanese Industrial Spur with Lead Track Capacity 8800 Feet and Plant Track Capacity 518 Feet	76.3	Yard
Cain Chemical	82.1	Yard

ALL SUBDIVISIONS Special Instructions

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing extension 600, Topeka.

Rule 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flag and green flag will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph, page 29, amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train, condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph, page 30, amended to read: Testing does not include visual observations made by an employe positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph, page 32, amended to read: ON A MAIN TRACK—A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals, the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1½ miles
50 MPH or over	2 miles

Rule 102(2) amended to read: Trains not exceeding 5000 tons must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test.

If train exceeds 5000 tons, visual inspection must be made on each side of all cars and units, and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail before proceeding.

Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed where required or brake pipe pressure has been restored when applicable.

ALL SUBDIVISIONS Special Instructions

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the North track, and the track to the left is the South track.
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.
3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

Rules 230 through 242 modified as follows: Aspects and indications as shown will not apply. Aspects and indications as shown on Pages Nos. 70 and 71 will apply.

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 supplemented by adding: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on page 168 and preprinted pads of this form will be in the format as shown. The form for mechanical transmission is changed, with items 5 and 14 omitted, 16 revised, 18 and 19 added.

Mechanically transmitted track warrants must indicate total number of track bulletins item 16, track condition messages item 18 and items checked item 19. In items 16 and 18, if none show "No". Employes receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in item 19.

Rule 408(2) amended to read: When authorized to WORK BETWEEN two specific points, movement may be made in either direction between those points without flag protection.

Rule 450 supplemented by adding: Forms for track bulletins Forms A and B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in line 11 of Form A is insufficient.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employes receiving copies must assure that the lines used correspond with number indicated.

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employes whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 928. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

5. (a) Trains or engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(A).

ALL SUBDIVISIONS Special Instructions

6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 200-799; 5990-5998 1215-1245#, 1453#, 1460#, Slug Units 120-121	90*	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.

When used as controlling unit, maximum authorized speed is 20 MPH.

7. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	3	5
Amtrak	2	2

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

Subdivision	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 AT-199466 AT-199467 and Jordan Spreaders Wrecking Derricks M.P.H.			Locomotive Crane AT-199720 Other Machines M.P.H.	
	M.P.H.	M.P.H.	M.P.H.		
Ft. Worth, Temple, Bellville, Galveston, Sweetwater, Houston and Lampasas	40	45	30		
Dublin	40	45	20		
Conroe and Longview	30	30	30		
Silsbee (between): Silsbee and Beaumont Beaumont and M.P. 49	30 10	30 10	30 10		
Matagorda (between): Sealy and Bay City Bay City and Matagorda	20 10	20 10	20 10		
Garwood, Hall and San Saba	10	10	10		
All other subdivisions	20	20	20		

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

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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

Left Blank Intentionally

ALL SUBDIVISIONS Special Instructions

9. Rule 109(C) TRACKSIDE WARNING DEVICES:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

(A) HOTBOX AND DRAGGING EQUIPMENT DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

INSTRUCTIONS APPLICABLE TO ALL TYPES:

- (1) To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by crew member on ground. If defect(s) is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
- (2) If an overheated journal is found, the car or unit must be set out. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector or during a stop for inspection, the car or unit must then be set out. Exception: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.

- (3) When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in Journal box of friction type bearings.
- (4) When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered as overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, and the date and letter "W" above each wheel indicated, found to be defective, or overheated.

- (5) Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by a detector, information required by Revised Form 1571 Std. must be transmitted verbally to train dispatcher's office.

- (6) Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:
 - (A) It is snowing or sleeting; or,
 - (B) There is snow on ground which can be agitated by a moving train.

ALL SUBDIVISIONS Special Instructions

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPES:

- (1) After train passes the detector:
 - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.
- (2) If rotating white light is illuminated before head-end of train reaches the detector, a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
 - A. If such message or tone is not received, train may proceed at prescribed speed.
 - B. If such message or tone is received, train must be governed by Item 4.
- (3) If rotating white light becomes illuminated as train passes the detector but a message or audible tone IS NOT transmitted via radio, entire train must be inspected for defects.
- (4) If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
 - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or,
 - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North track, (b) a slow beep if on Middle or South track, or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear-end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

- (5) If a train receives 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms or 1 wide load alarm—remainder of train must be inspected for additional defects.

*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPES:

- (1) When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceed 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective car and rear of train. If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
- (2) When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

ALL SUBDIVISIONS Special Instructions

(B) 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.

In connection with the foregoing, dispatcher will take up second signal ahead of train (instead of first signal) when train actuates hotbox detector making sure to call attention to trains that they have actuated hotbox detector.

(C) SHIFTED LOAD DETECTORS:

Shifted loads will actuate rotating white lights at locations indicated; light must be observed. When actuated, train must be stopped and thorough inspection made for a shifted load. Trains must not pass Bridge M.P. 185.4 with shifted load. Report must be made to train dispatcher by first means of communication.

10. JOINT TRACK FACILITIES. Rule N.

L&A trains use AT&SF tracks between Farmersville and Dallas governed by AT&SF Texas Division current time table and Special Instructions and Kansas City Southern Co. Operating Rules and General Orders.

AT&SF trains and engines, at Dallas, using U.P. tracks between Tower 19 and Browder Yard (M.P. 216.1) will be governed by AT&SF General Orders and General Code of Operating Rules.

U.P. Ry. trains use AT&SF tracks between Tecific and Sweetwater.

Southern Pacific trains and engines use AT&SF tracks at Fort Worth between M.P. 344.3 and M.P. 345.7 governed by General Code of Operating Rules and Southern Pacific Special Instructions.

Burlington Northern trains and engines use AT&SF tracks between Birds and Belt Jct. and Santa Fe Jct. and Dallas governed by General Code of Operating Rules and B.N. Special Instructions.

AT&SF trains use B.N. tracks between B.N. North Yard and U.P. Tower 55 at Fort Worth governed by AT&SF General Orders and General Code of Operating Rules.

Southern Pacific trains and engines use AT&SF tracks between Tower 17 (Rosenberg) and Galveston, and between Beaumont and Loeb Jct.

Burlington Northern trains and engines use AT&SF tracks between Houston and Galveston.

Union Pacific trains use AT&SF tracks between T&NO Jct. and Algoa governed by U.P. timetable.

AT&SF trains and engines use Southern Pacific tracks between Tower 17 and Houston.

At Houston, AT&SF trains and engines use Houston Belt & Terminal tracks and Port Terminal tracks governed by General Code of Operating Rules and on HBT tracks, HBT timetable and Special Instructions.

At Galveston, trains and engines using Galveston Wharves tracks are governed by General Code of Operating Rules and Texas Division current timetable.

At Temple, AT&SF engines may use MKT main track within Temple yard limits, M.P. 877.9 to M.P. 884.0, without clearance or train orders to interchange cars to and from Cobel siding upon receipt of permission from MKT train dispatcher. Limits governed by Rule 93. Engines must clear first class Trains No. 21 and No. 22 between Opal and Transfer Jct. five minutes in advance of departure times No. 21 at Opal and No. 22 at Little River. No. 21 scheduled to depart Opal at 7:25 PM Monday, Wednesday and Saturday and No. 22 scheduled to depart Little River at 11:17 AM on Sunday, Tuesday and Friday.

ALL SUBDIVISIONS Special Instructions

11. Rule 104(L): All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

12. Rule 82(A) Clearances not required on Texas Division.

13. Rule 450 Track bulletins are authorized on all subdivisions.

14. An incorrect engine number shown on address of a track warrant must be reported by crew member, and, if verbally authorized by the train dispatcher, may be changed to show the correct engine number.

15. Track Warrants with only boxes 13, 14 or 17 marked requiring speed or other restriction must be retained and complied with during the tour of duty on which they were received.

16. In the application of Rule 104(B)(5), trains operating without a caboose must not leave siding switch used to enter siding lined and locked for the siding unless authorized by the train dispatcher.

17. In the application of Rule 26, the appropriate measures that must be taken to protect an employe performing emergency work under the provisions of item (4) are:

- (1) Engineer, or employe at the control of the engine, must make a 20 PSI service air brake application; and,
- (2) Reverser lever must be removed and placed in charge of employe performing such work.

ALL SUBDIVISIONS Special Instructions

18. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
**4000	EMD	GP60	274,500	57,500	3800	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5705	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7410	GE	B40-8	283,000	69,200	4000	4EF
7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

* Amtrak passenger units.

** For the purpose of calculating dynamic braking effort, Units 4000-4019 and 7400-7429 must be considered as having six axles.

*** Information relating to dynamic brake is designated as follows:
Number indicates number of axles.
Type is indicated by B—Basic, E—Extended Range.
System is indicated by F—Flat, T—Taper.

ALL SUBDIVISIONS Special Instructions

SPECIAL CAR HANDLING INSTRUCTIONS

19. One or any combination of two of the following codes may be shown in the SCIII (Formerly referred to as PPSI) field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction Column of switch lists and yard inventories.

CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
BI	Bad Order
BO	Bad Order
BT	Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Cargill
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DU	Do Not Uncouple
EQ	Union Equity Elevator or Equity Export, Houston
FG	Flammable Gas (Hazardous)
FL	Flammable (Hazardous)
FS	Flammable Solid (Hazardous)
FW	Flammable Solid 'W' (Dangerous When Wet)
HE	Head End Only
HL	High Wide Load
HV	High Value
IP	Interchange Prohibited (See NOTE 1)
IPSW	Intracant Switch (Respot Car)
MRXX	Mechanical Refrigeration Maintain 'XX' Degrees
MCNR	Mechanical Car or Trailer-No Refrigeration Required
ND	Work Indicated Not Done
NG	Nonflammable Gas (Hazardous)
NIT	Car Not in Train or Not on Track
NP	No Placards Required
OM	Oxidizer (Hazardous)
OP	Organic Peroxide (Hazardous)
OR	Other Regulated Material
OTCC	Car on Track Carriers Convenience
OTNP	Car on Track Not Placed
OX	Oxygen
PA	Poison Gas (Hazardous)
PB	Poison
PE	Houston Public Elevator
PULL	Car Pulled, Time and Date
RE	Rear End Only
REJT	Car Rejected by Shipper
RM	Radio active Material
RSPT	Respot Due to Railroad Error
SPOT	Car Spotted, Time and Date
TURN	Turn car and Respot
WH	Weigh Heavy
WI	Waive Inspection - Set Direct
WL	Weigh Light
XA	Explosive 'A'
XB	Explosive 'B'
XX	Do Not Move This Car
ZZ	Do Not Hump or Cut Off While in Motion

NOTE 1. The 'CD' Condemned and 'IP' Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). This does not relieve employees of the responsibility of reporting these codes when appropriate.

NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. This does not relieve employees of the responsibility of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.

When cars are subject to two special handling instructions, both codes should be reported. If subject to more than two, report the two most restrictive and protect other special handling requirements by an administrative message to those offices and/or individuals to whom the wheel report is addressed.

ALL SUBDIVISIONS

MAXIMUM AUTHORIZED SPEED FOR VARIOUS CARS.

	MPH
(A) Trains handling continuous welded or jointed rail, excluding twin loads of 78-foot rail * Except 25 MPH on curves of 6 degrees or more	40*
(B) Tank cars numbered: ACFX 17451 thru 17495 and NATX 10841 thru 10865	45
(C) Gondolas numbered: CR 598500 thru 598999 PC 598500 thru 598999 SP 345000 thru 345699 KCS 801011 thru 802930	45
(D) ATSF tank and work equipment numbered: ATSF 100301 thru 101099 ATSF 189000 thru 189999 ATSF 192770 thru 192875 ATSF 199880 thru 199899 ATSF 202750 thru 202999 ATSF 209000 thru 209999	45
(E) Tank cars numbered: DVLX 4001 thru 4190 UTLX 76517 UTLX 76539 UTLX 76556, 76558 UTLX 76568 UTLX 76595 UTLX 76649 UTLX 76656 UTLX 76696 UTLX 76733 UTLX 76736 thru 76738 UTLX 76742 thru 76751 (Except 76746 and 76749) UTLX 78256 thru 78269 UTLX 78272 UTLX 78274 UTLX 78278 UTLX 78281 UTLX 78285 thru 78293 (Except 78286) UTLX 78326 thru 78333 (Except 78327) UTLX 78336 thru 78344 (Except 78341 and 78342) UTLX 78347 thru 78350 (Except 78349) UTLX 78353	40
(F) Empty "Schnabel" type cars numbered: APWX 1004 GEX 40010, 80002, 80003 BBCX 1000 GPIX 100 CAPX 1001 HEPX 200 CEBX 1000 KWUX 10 CEBX 100, 101 WECX 101, 102, 200-203, 301 CPOX 820 CWEX 1016 All cars listed must be handled on or near the rear end of trains not exceeding 100 cars in length; must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.	40
(G) Trains handling loaded "Schnabel" type cars listed in (F) also CEBX 800 loaded or empty, must be governed by Special Instructions issued for individual movements.	
(H) Trains handling solid consist of military equipment between Lometa and Brownwood	40
(I) Trains SRSRV and SGVRS:	40

ALL SUBDIVISIONS Special Instructions

20. HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect. At Ft. Worth, phone (817-878-1395). At Temple, phone (817-771-4695). Advise him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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 applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

	Loaded cars placarded: 	Loaded cars placarded: 	Loaded cars placarded: 	Loaded tank cars placarded: 	Empty tank cars placarded: RESIDUE*	Loaded cars other than tank cars placarded: 	Loaded cars placarded:
MUST NOT BE NEXT TO:	X	X		X			
Engine, occupied caboose or passenger car	X	X	X	X	X		
Car occupied by guard or escort	X (1)	X (1)		X (1)			
Loaded plain flat car	X	X		X			
Loaded bulkhead flat car	X (2)	X (2)		X (2)			
Loaded TOFC/COFC flat car	X	X (3)		X (4)			
Flat Car loaded with vehicles	X	X		X (5)			
Open top car with shiftable load	X (2)	X (2)		X (2)			
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
Car placarded EXPLOSIVES A	X		X	X		X	
Car placarded POISON GAS		X	X	X		X	
Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				

NO RESTRICTIONS

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

* Examples of Residue Placards are shown on following page.

SWITCHING RESTRICTIONS

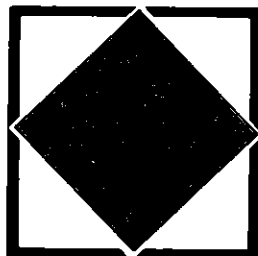
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113

TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



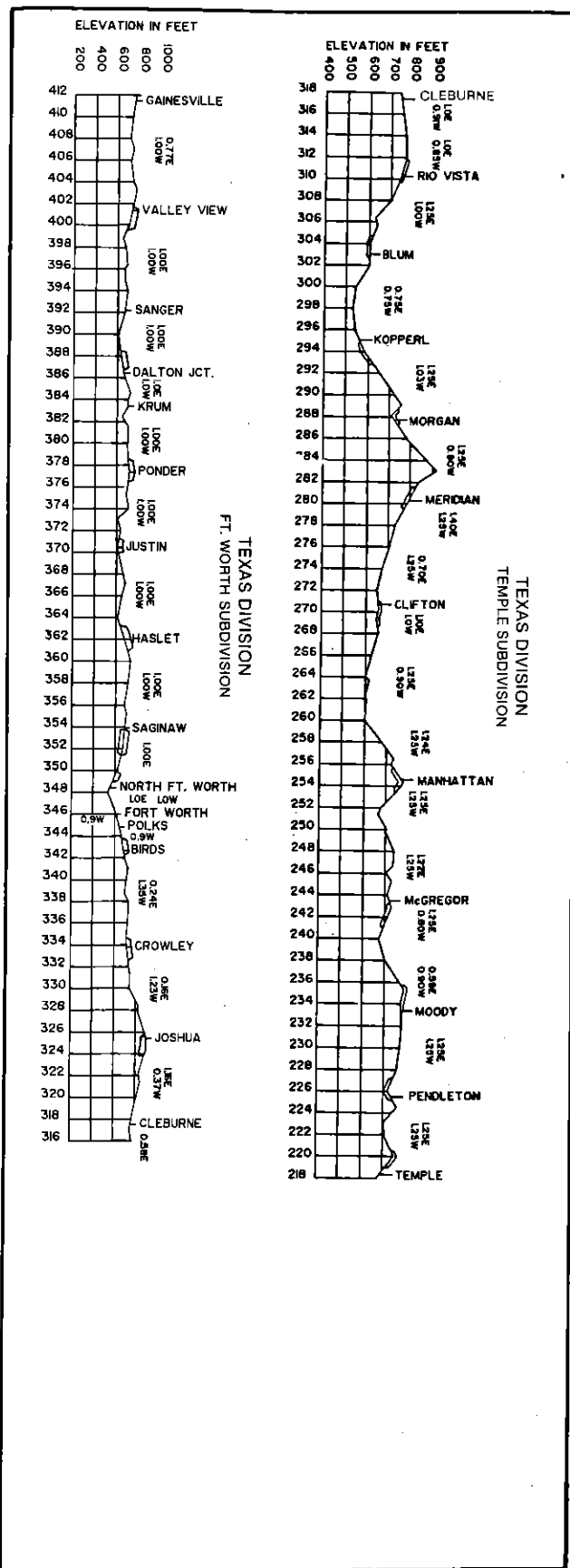
NUMBER 2
FLAMMABLE GAS

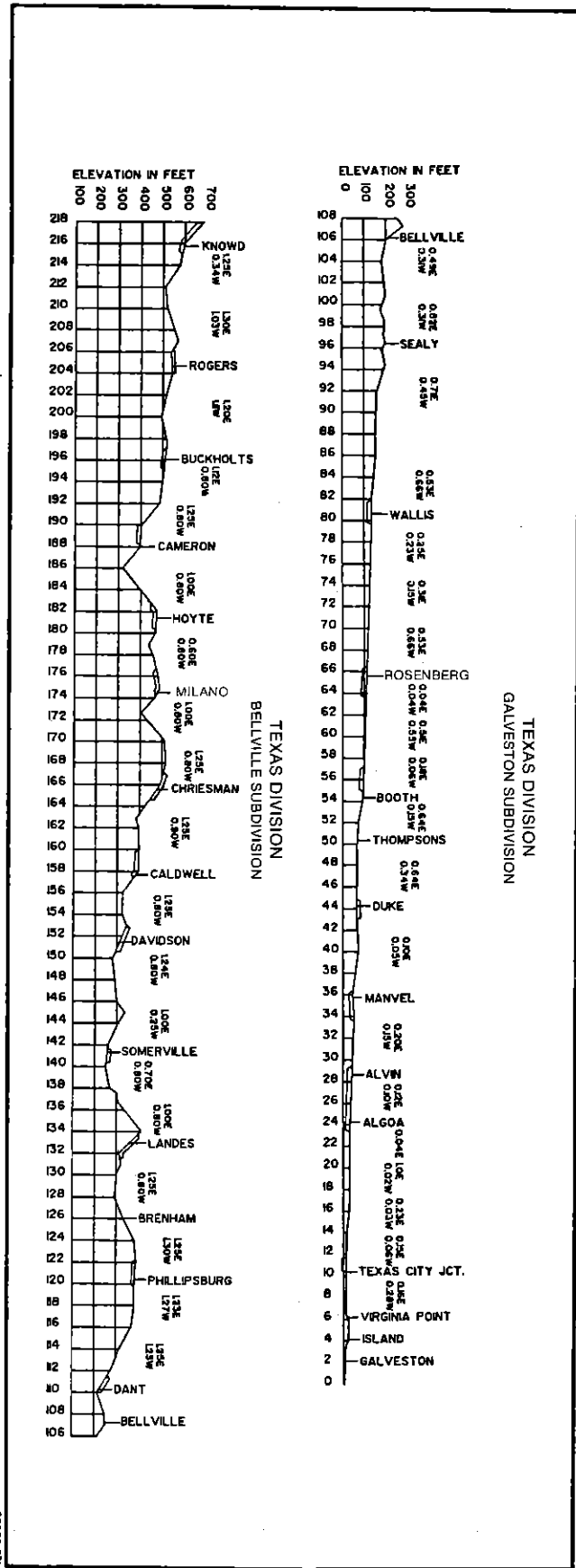
NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY

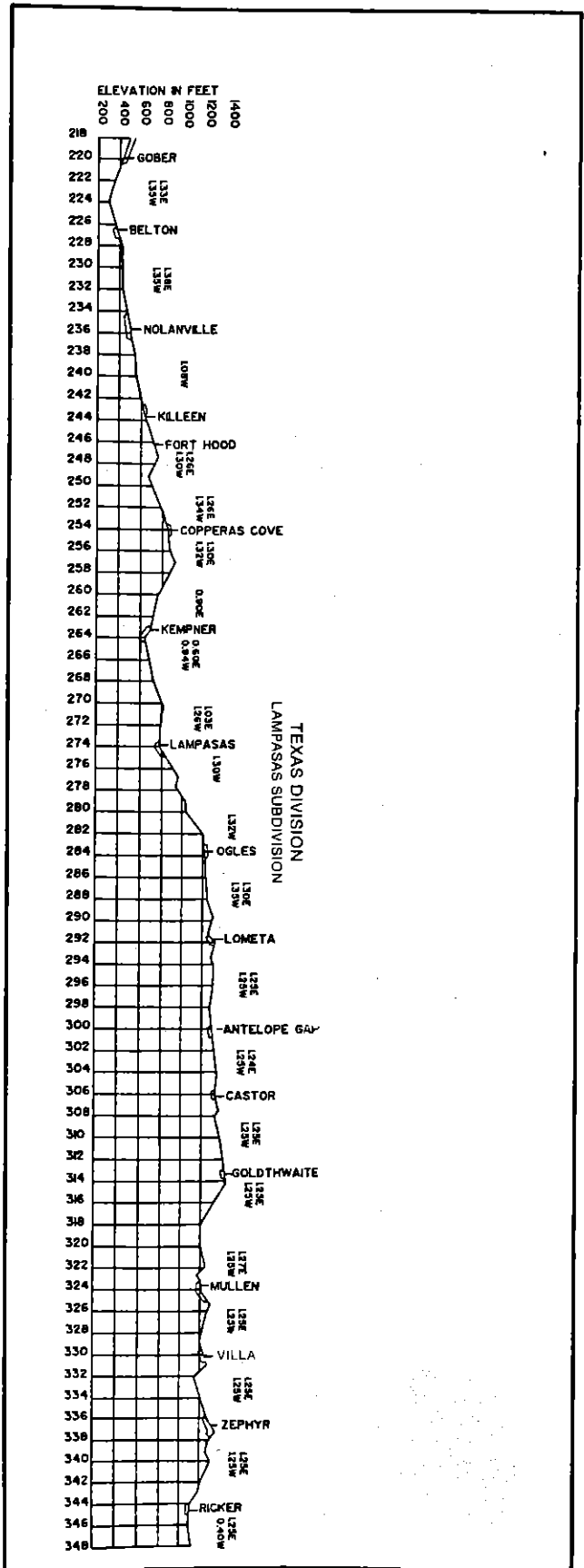


Examples of Residue Placards



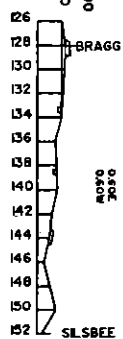


5008-23



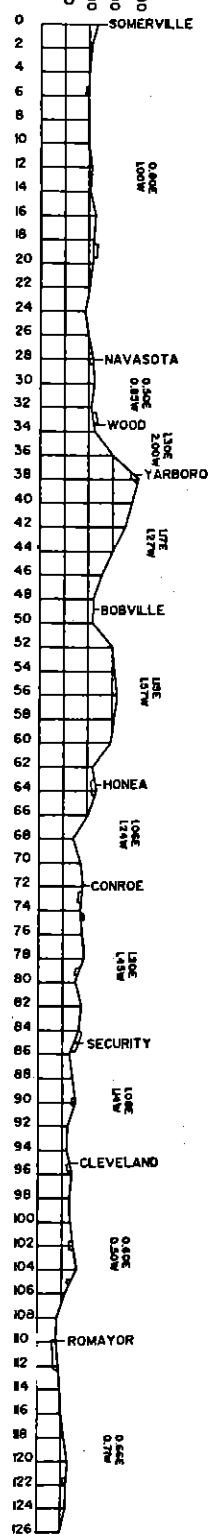
5008-232

ELEVATION IN FEET



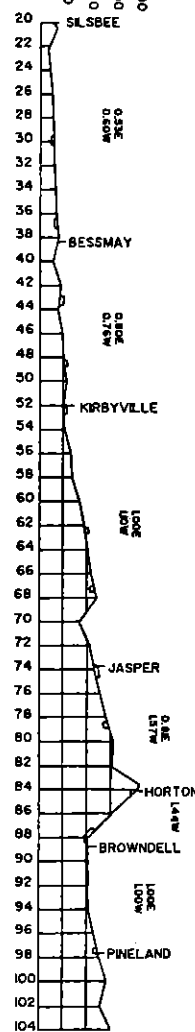
SOUTHERN DIVISION
CONROE SUBDIVISION

ELEVATION IN FEET



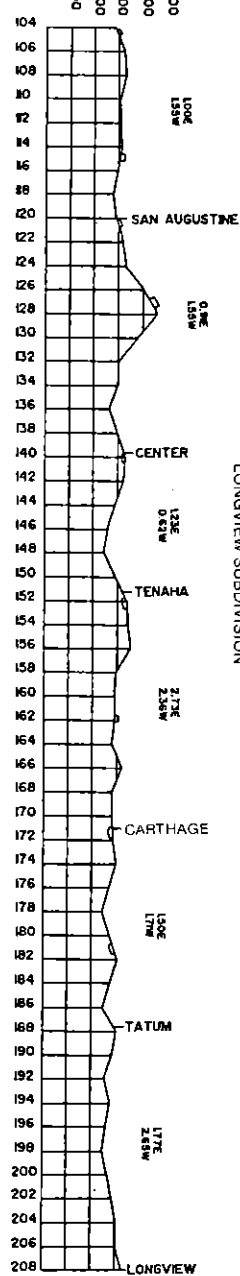
TEXAS DIVISION
CONROE SUBDIVISION

ELEVATION IN FEET



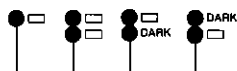
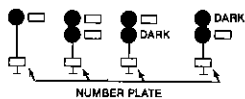
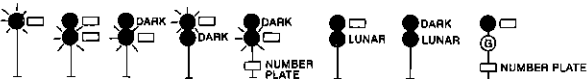
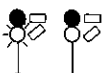
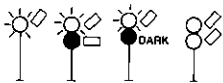
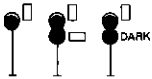
TEXAS DIVISION
LONGVIEW SUBDIVISION

ELEVATION IN FEET



TEXAS DIVISION
LONGVIEW SUBDIVISION

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed.
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop.