

**COMMITTED TO EXCELLENCE**



**HB&T**



**MISSION STATEMENT**

EACH OF US AT HOUSTON BELT & TERMINAL RAILWAY PROMISE OUR CUSTOMERS CONSISTENT AND RELIABLE TRANSPORTATION AND INFORMATION SERVICE THAT WE WILL DELIVER IN A COURTEOUS, POSITIVE AND HONEST MANNER.

WE WILL RESPOND PROMPTLY AND ENTHUSIASTICALLY TO YOUR NEEDS BECAUSE WE FEEL IT'S OUR PLEASURE TO BE OF SERVICE TO YOU AND ARE HONORED TO HAVE BEEN SELECTED AS YOUR TRANSPORTATION SERVICE REPRESENTATIVE.

**COMMITTED TO SAFETY**

**SAFETY FIRST**



**HOUSTON BELT &  
TERMINAL  
RAILWAY  
COMPANY**

**TIMETABLE**

**No. 1**

**EFFECTIVE 12:01 A.M.,  
June 17, 1990**

CENTRAL STANDARD TIME

FOR THE GOVERNMENT  
OF EMPLOYEES CONCERNED

H. W. RITTER, President and General Manager  
G. R. CAVANAUGH, Superintendent

## OPERATING OFFICERS

D. B. JENKS, JR., Assistant Superintendent  
 C. A. BOX, Senior Trainmaster  
 J. N. BURNS, Trainmaster  
 D. D. GIBBS, Trainmaster  
 D. E. LEHAN, Trainmaster  
 N. J. SCHOENFELD, Trainmaster  
 W. A. POLLARD, Trainmaster  
 J. R. WILLIS, Master Mechanic  
 S. C. MALHOTRA, Chief Engineer  
 D. A. CONNELL, Roadmaster  
 R. M. SANDERS, Superintendent of Signals  
 E. M. STOVALL, Terminal Manager  
 T. S. BROWN, Director of Rules & Safety

**FIRE  
 POLICE  
 EMERGENCY AMBULANCE ONLY**

911

Sun Belt Regional Medical Center  
 13111 East Freeway  
 Houston, Texas 77015  
 455-6911

HB&T Chief Surgeon:  
 Dr. Max Roth  
 North Channel Professional Build.  
 1140 Westmont, Suite 400  
 Houston, Texas 77015  
 453-5454

HB&T Eye Doctors\*  
 Dr. L. J. Van Riet  
 1901 San Jacinto  
 Houston, Texas 77003

Dr. John McGee  
 1901 San Jacinto  
 Houston, Texas 77003  
 652-4040

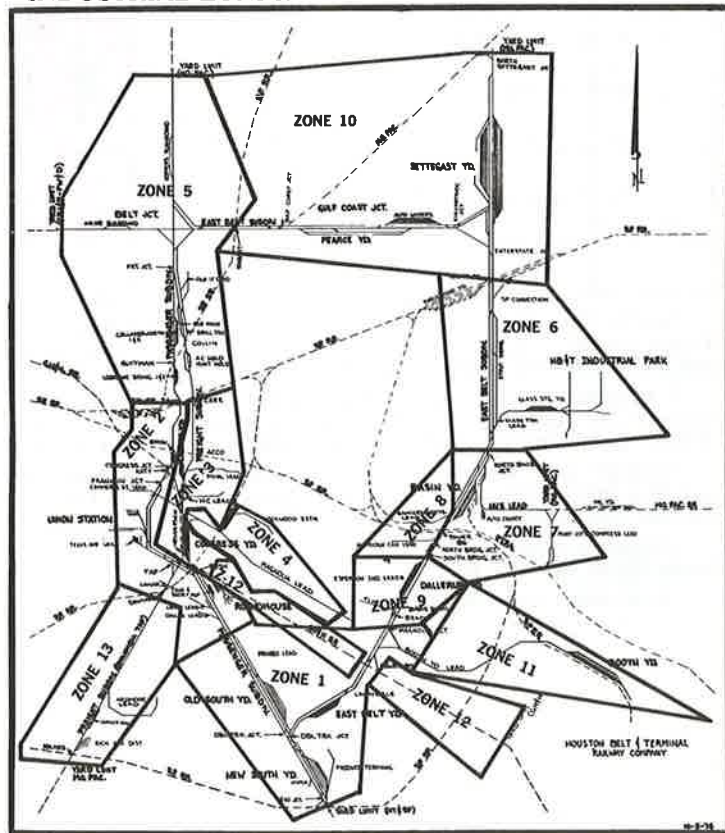
**\*In case of eye injury notify Dr. Van Riet promptly.**  
 Office: 652-0654 Res.: 627-2254

Pat Patrick  
 Employee Assistance Counselor  
 2600 S.W. Frwy Suite 1035  
 Houston, Texas 77098  
 350-7479

West Belt Subdivision	2-3
East Belt Subdivision	4-5
Special Instructions	6-7
Map	8-9
Special Instructions	10-11
Officers	Inside Front Cover
Doctors	Inside Front Cover
Characters	16
Roadway Signs	16
Table of Speeds	16

NOTE: Track diagrams are color coded for general information only. Red indicates CTC/ABS; Green indicates ABS. White indicates non signaled.

### INDUSTRIAL ZONES:



TIMETABLE NO. 1

MILES	TIMETABLE NO. 1 STATIONS		Diagram
	South	North	
UP 144.0			
0.0	Switching Limits Union Pacific	Y	
2.0	Belt Junction	C-2 T M ⊗ HBT	
2.5	Freight Junction		
3.8	Collin (East Track)	M ⊗ SP	
4.3	Quitman (West Track)	M ⊗ SP	
5.2	Tower 26	M ⊗ SP	
6.5	North GH&H Jct.	C-2	
6.7	Congress Yard		
7.0	South GH&H Jct.		
7.5	Rusk		
8.3	Cullen	C-1	
9.3	Old South Yard		
9.6	Double Track Junction	C-5	
10.5	New South Yard		
11.0	T&NO Junction	M ⊗ SP	
11.1	Switching Limit Santa Fe	Y	
SF 19.4			
	11.1		

No. 14, 15, 16 Turnouts — Remote control switches; Belt Junction, Freight Jct, SP connection at Quitman, North and South GH&H Jct and North crossover switches at Double Track Junction and Cullen.

CTC/ABS — Between yard limits Union Pacific and yard limits Santa Fe controlled by the Train Director at Rail Traffic Control, Union Station. Except East Main between North GH&H Jct and Freight Jct.

Multiple main tracks designated East and West tracks between switching limits Union Pacific and Belt Junction and between Freight Junction and Double Track Junction.

Manual Interlockings at Quitman, Collin and Tower 26 — Controlled by SP Operator at R.T.C.

Yard Limits entire Subdivision.

Maximum Speeds	MPH
(Except as below)	35
All legs of wye at Belt Junction	20
MP 2.0 - MP 2.5	30
MP 2.5 - MP 3.8 West Main	30
MP 2.5 - MP 8.5 East Main	20
MP 3.8 - MP 5.7 West Main	20
MP 5.7 - MP 6.1 West Main	10
MP 6.1 - MP 8.5 West Main	20
Union Station Lead	10
(From St. Emanuel St. crossing to end of track)	05
Markle Steel Lead	10
Columbia Tap Lead	10
Industry Tracks/Lead	MP
<b>West Track</b>	
City of Houston	1.3
Collingsworth	3.7
Lorraine	4.7
Union Station Lead	7.5
<b>Columbia Tap Lead via SP via T&amp;NO Jct and Pierce Jct</b>	
<b>East Track</b>	
17 Lead	10 MPH 3.5
AC Hold	10 MPH 4.5
Hunt Hold	10 MPH 4.5
Mill Lead	10 MPH 5.9
HC Lead	10 MPH 6.2
Commerce Street Lead	10 MPH 6.4

General Order and Special Instruction books — Located at new South Yard.

To protect vehicular traffic crossing on York Street, all movements out of the diesel facility must stop before occupying York Street to permit crossing gates to come down; when gates come down, signal will then display approach indication.

On Markle Steel lead provide human flagman over following street crossings:

McKinney  
Lamar  
Polk  
Clay  
Leeland  
Gulf Freeway

Crossing protection on Jensen Drive in zone 3, tracks 740 and 753, must be manually operated. Prior to occupying crossing, member of crew will activate protection by pushing button located on signal case at west side of crossing and holding in until train or engines occupy the crossing.

MILES	TIMETABLE NO. 1 STATIONS	
	South	North
BN 60.8		
0.0	Yard Limit Burlington Northern	Y
3.0	Belt Junction	M C ⊗ HBT
4.0	Rabbit	M ⊗ SP
4.4	Gulf Coast Junction	C-2
	North Settegast Junction via UP, Louisiana Division, Beaumont Subdivision 1.7 Miles	
5.0	Pierce Yard	
6.5	Kirkpatrick Junction	C-4
	Settegast Yard	B (UP HBT)
7.0	Interstate Junction	C-2
7.2	Tower 87	M ⊗ SP
7.5	SP Interchange	C-1
8.2	Strutt	
8.7	North Shore Junction	C-2
9.6	Basin Yard	
10.2	Tower 86	C M ⊗ SP
10.5	North Bridge Junction	
10.6	South Bridge Junction	
11.0	Dallerup Yard	
11.6	Brady	C
11.8	Booth Junction	
12.0	Tower 85	C M ⊗ UP
13.0	Lawndale	C
13.7	East Belt Yard	
14.2	Double Track Junction	
	14.2	

TIMETABLE NO. 1

Maximum Speeds	MPH
(Except as shown below)	35
All legs of wyes at Belt Junction	20
MP 4.4 - MP 6.5 (West main track)	30
MP 4.4 - MP 6.5 (East main track)	20
MP 6.5 - MP 14.2	20
East leg of wye North end Settegast	20
West leg of wye North end Settegast	15
UP trackage: between Gulf Coast Jct. and Settegast Jct.	35
<b>Industry Tracks/Leads</b>	<b>MP</b>
Glass Track Lead (Breaks out of Strutt)	10 MPH 8.7
Bankers Mortgage Lead	10 MPH 10.1
American Can Lead	10 MPH 10.3
Esperson #2 Lead	10 MPH 10.7
Esperson #1 Lead	10 MPH 11.3
Booth Yard Lead	10 MPH 11.8
M ⊗ PTR/SP	

No. 14, 15, 16 Turnouts — All switches at Belt Junction except crossover East of Belt Jct. All switches at Gulf Coast Jct. The North crossover only Kirkpatrick Junction. Both crossovers at Interstate Junction, the switch going towards the North Shore, North and South Bridge Junction and crossover switch only at Brady and Lawndale.

ABS — Between yard limit MP 0.0 and Belt Junction.

CTC/ABS — Belt Junction to Double Track Junction (except for the East main track between Gulf Coast Junction and Kirkpatrick Junction) and Gulf Coast Junction to North End of Settegast Yard via the Union Pacific controlled by the train director at Rail Traffic Control Union Station.

Yard Limits — Entire Subdivision.

Multiple main tracks designated East and West tracks between Belt Junction and North Bridge Junction; and South Bridge Junction and Double Track Junction.

Tower 87 controlled by SP operator located at Rail Traffic Control Union Station.

Absolute signals from Settegast Junction into East leg of wye at Settegast and absolute signals from Settegast Junction on main track to West wye signal are controlled by UP Dispatcher.

Northbound and southbound signals at HB&T Junction (at the North end of Settegast Yard) are controlled by The Train Director at Rail Traffic Control.

If necessary to issue track and time limits between HB&T Junction and Settegast Junction or between Settegast Junction and Gulf Coast Junction, Rail Traffic Control will issue track and time after receiving authority from UP Train Dispatcher that the designated limits are protected.

Settegast intermodal facility; Tracks 801 and 802 will hold approximately eighteen (18) piggyback flats each. The crossing on both ends of these tracks will be kept clear of all rail equipment.

Do not exceed 10 MPH within intermodal facilities.

The manual interlocking with PTR/SP on Booth Yard Lead is controlled by SP Dispatcher. Contact RTC for movement across interlocking.

General Order and Special Instruction Books — Located at Settegast Yard.

Cars going to and from glass track, zone 6, must be handled with air and have proper transfer train air test made. Provide flag protection over street crossing at Gelhorn before occupying the crossing in zone 6.

TIMETABLE NO. 1

**East Belt Subdivision**

An electric lock has been applied to the switch on the West end of Pierce Yard at the West main track, mile post 4.4.

**Switch operations**

To enter the West end of Pierce Yard from the West main track, stop West of the yellow painted marks West of the switch. Unlock the switch lock and remove the lock. The white light on top of the electric lock should light immediately and the electric lock will unlock and the switch can be lined to allow movement into the yard eastbound. If white light does not light, wait five (5) minutes after switch lock has been removed and white light should light indicating electric lock is unlocked.

To enter West main track from Pierce yard, stop East of yellow marks on the West end of the Pierce Yard tracks. After securing permission from RTC to enter West main track, unlock switch lock and remove the lock. The timer will start and run five (5) minutes until the white light on top of the electric lock lights up. This indicates the electric lock is unlocked and the switch can then be lined for movement onto the West main track.

Do not touch locking device after lock is removed because the five (5) minute timer will start over.

**ITEM 1.** Train and engines operating on the HB&T main track will be governed by General Code of Operating Rules. In the absence of a permissive signal indication authority to occupy the main track must be received from Rail Traffic Control, Union Station and may be relayed by Yardmasters, Train Directors or other proper authority.

**ITEM 2. MOVEMENT OVER U.P. GALVESTON SUBDIVISION (GH&H):**

- A. Yard engine movement will be governed by Rule 93, General Code of Operating Rules, signal indication and authorized personnel.
- B. Yard limits MP 0.0 Bonners Point to MP 10.1.
- C. ABS Between MP 1.7 and MP 10.1.
- D. Only HB&T and Union Pacific engines are permitted. Do not use B.N. or AT&SF Road Engines. Not in U.P. Service.

**ITEM 2(a). MOVEMENT OVER U.P. HOUSTON SUBDIVISION:** Yard engine movement will be governed by Rule 93. General Code of Operating Rules, signal indication and authority to occupy main track between Eureka Yard and Congress Yard must be received from Train Director at RTC before leaving Eureka Yard.

**ITEM 3. SPEED RESTRICTIONS:** (Where maximum train or engine speed is lower, it will govern.)

- A. RUSK AVE. Diesel Facility's Tracks  
Do not exceed 5 MPH.
- B. SETTEGAST  
Do not exceed five (5) miles per hour on diesel service tracks and roundhouse wye tracks at Settegest Yard.
- C. SOUTHYARD  
Do not exceed five (5) miles per hour with road engines on new South Yard rip lead north of track 733 switch and rip tracks 506, 507, 508 and 509.

**ITEM 3-A. SPEED RESTRICTIONS THROUGH CROSSOVERS, TURNOUTS AND SPRING SWITCHES:**

	MPH
Thru turnouts less than No. 14 .....	10
Thru turnouts 14, 15, 16, 20 and crossovers, entire train ...	30
All turnouts are No. 10 or less, except as otherwise specified.	

**ITEM 3-B. HB&T TRAINS HANDLING WORK EQUIPMENT**

	MPH
Locomotive cranes (boom must be disconnected) .....	30
Bridge derrick crane (non-revolving) .....	30
Ditchers and burro cranes loaded on flatcar .....	30
Wrecking cranes, ditchers and Jordan spreaders .....	30

(Boom of wrecking cranes must be in trailing position.)

Ditchers and Jordan spreaders will be restricted to 15 mph if not headed in working direction.)

Scale test cars (handled on rear of train; if more than one space three cars apart) .....

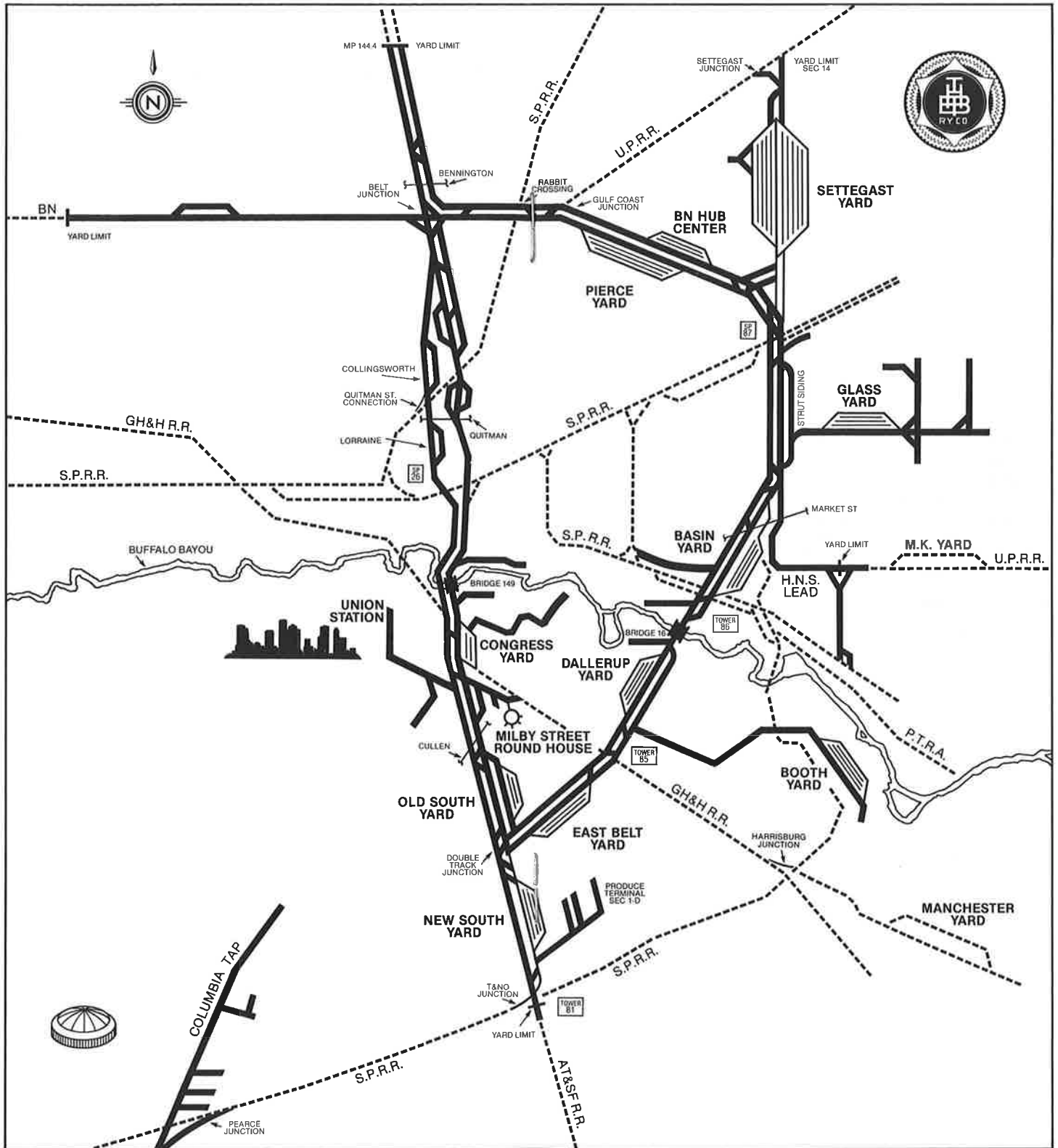
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**ITEM 4. PUBLIC STREET CROSSING**

- A. The following City of Houston Ordinance governs obstruction of street crossings on the Houston Belt and Terminal.

- (1) It shall be unlawful for any person in charge of any Railway train to obstruct a street crossing in the City of Houston for a longer period of time than five (5) minutes at one time.
- (2) By the term "obstruct a street crossing" is meant the blocking of the flow of traffic on such street by stopping a railway train on the railroad tracks across said street, or by occupying the tracks across said street with a moving railway train, or by a combination of both, it being the intent and purpose of this ordinance to prevent the person in charge of the railroad train from obstructing traffic flowing upon said street by either moving the railway train or a stopped railway train or a combination of both.

By the term "Railway Trains" is meant any railway engine or railway car or cars or railway train of engine and cars.



By the term "person in charge" is meant that physical person accompanying train empowered to direct its operations.

- (3) Any person violating any of the provisions of this ordinance shall be guilty of an offense and upon conviction shall be fined not less than \$100.00 nor more than \$200.00. After crossing has been illegally obstructed for the initial period of five minutes, each succeeding period of five minutes of illegal obstruction shall constitute a separate offense.

While the ordinance pertains to all crossings in the City of Houston those listed are main arteries for vehicular traffic and special emphasis must be placed keeping them open and avoid switching at peak traffic hours.

Bennington	Howard Drive
Broadway	Lawndale
Canal	Lorraine
Cavalcade	Lyons
Collingsworth	Polk Avenue
Harrisburg	Quitman
Hirsch	Telephone Road

#### B. SETTEGAST YARD

- (A) Switching signal indicators have been installed on the automated switching leads, north end of Settegast Yard, and are to be used in conjunction with, or in lieu of, hand signals for switching on lead.

Indicator aspects are as follows:

FLASHING RED	— BACK UP
YELLOW	— SHOVE SLOW
GREEN	— SHOVE SWITCHING SPEED
RED	— STOP

Electronic lead foreman may use either indicators, radio or hand signals for switching purposes advising other crew members.

- (B) Unless otherwise instructed all inbound and outbound trains and transfers will use the R-Lead (Track 165), which breaks off 17 lead 1600 feet north of Ley Road, when entering and departing north end of Settegast Yard through 200 yard.

#### ITEM 5. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- General Code of Operating Rules - 2nd Edition (Eff. 10/89).
- Safety, Radio and General Rules For All Employees. (Rev. 10/89)
- Air Brake and Train Handling Rule (Rev. 04/86) + Supplement (10/89).
- Form 8620 — Instructions for Handling Hazardous Materials (Rev. 10/89).
- Valid certificate of operating rules examination card.

All books must contain current rules and latest revision in proper page sequence.

#### ITEM 6. OPERATIONS OF ENGINES:

- All regulating valves on HB&T engines will be set at 90 lbs. To prevent overload, do not exceed the quarter hour short time rating of any unit in #8 throttle when speed is steady or decreasing.
- Shoving or back-up movements: Do not use any more power than actually required to smoothly start shoving movement. Always use the least possible power to negotiate sharp curves and turnouts or movement across bridges.

#### ITEM 7. OWNING LINE CREWS AND LOCOMOTIVES:

- Over the road trains arriving HB&T and tying up short of yarding their train in proper yard must leave a copy of their train list in the cab of the lead locomotive.
- Road Crews handling solid PTRAs and/or SP interchange traffic will be governed as follows:
  - Upon arrival at Houston Belt & Terminal Switching Limits, crews will communicate via radio with train director, Union Station, for clearance to PTRAs and/or SP interchange.
  - Trains proceeding on East Belt Subdivision passing Tower 86, or Tower 87, will communicate via radio with The Yardmaster at R.T.C. for delivery instructions.

- Upon arrival at Market Street a member of the crew must communicate via ground speaker or radio with the PTRAs Yardmaster and will be governed by his instructions while in North Yard. This must be done before train enters the North Yard tracks.

- Do not exceed 10 MPH when delivering or pulling cars from the Port Terminal Railroad North Yard.

- C. Trains arriving HB&T Houston will handle their waybills in the following manner:

Burlington Northern train conductors will leave waybills at Basin Yard on arrival Houston, unless otherwise instructed by R.T.C.

- Road crews operating over Houston Belt & Terminal Railway Company must make reports to this office, jointly with their division offices, of all delays, accidents, or any other irregularities which occur while on the Houston Belt & Terminal Railway Company.
- Road crews use their company's respective forms when involved in grade crossing accidents or personal injuries, forwarding a copy of this report to the HB&T Superintendent's office. All members of crew shall complete a report.

**ITEM 8: GENERAL CODE OF OPERATING RULE 10D is in effect from Belt Junction to T.N.O. Junction on the East Belt, and West Belt Subdivisions.**

**RULE 10(D). PROTECTION BY YELLOW FLAG:** On subdivisions where maximum speed does not exceed 35 MPH and it is authorized by timetable, speed may be restricted to 10 MPH and protection provided for men or equipment on main track without the use of track bulletins, general orders or flag protection.

This protection will extend from a point ½ mile from the yellow or red flag until rear of train has passed a green flag or has been released by R.T.C.

#### ITEM 9: WEIGHING INSTRUCTIONS

- Coupled-in-motion track scale in service at the North end of Settegast Yard, north of Ley Road. The scale has two (2) tracks, one of which is a dead rail, which breaks off the turnout and is to be used when scale is not in operation; the other is designated the weigh rail and is located on straight track. When the scales are not being used, all movements must be made using dead rail: the weigh rail must only be used when weighing cars. The scale is connected by communication lines with the yard office in Union Station, and use of the scale activates instrumentation and television cameras at the scale, which transmits all pertinent data to Union Station. Do not exceed 15 MPH on dead rail. When weighing, a constant speed, not exceeding 5 MPH, should be maintained.

#### B. NEW SOUTH YARD

Uncoupled in motion scale, North end Track Number 28, New South Yard. The scale will only weigh one car at a time. Each car being weighed should not exceed four miles per hour over scale. Each car must be clear of scale before next car passes limit switch at the North end of scale (limit switch will be marked by a yellow stripe on rail). While weighing, cars switched to Track 28 must be controlled by hand brake to prevent roll out on both the North and South ends. Do not switch cars into Track 28. Use Track 28 for weighing only.

#### ITEM 10. RAIL DETECTOR CARS:

Rail detector test cars, when testing rail may occupy main track in CTC territory only as provided by Rules 351 and 351(A).

**ITEM 11. PROTECTION OF STREET CROSSINGS:** Trains and engines must afford flag protection over street crossings on other than main track when crossings are not equipped with automatic flashers. Street circuits for automatic flashers on other than main tracks are marked with yellow paint.

**ITEM 11. BLOCK AND INTERLOCKING SIGNALS:**

RULE	NAME	ASPECT
230	CLEAR	
232	ADVANCE APPROACH	
236	APPROACH	
237	DIVERGING CLEAR	
239	DIVERGING APPROACH	
240	RESTRICTING	
241	STOP AND PROCEED	
242	STOP	

INDICATION
Proceed
Proceed prepared to pass next signal not exceeding 50 MPH.
Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
Proceed on diverging route not exceeding prescribed speed through turnout.
Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
Proceed at restricted speed.
Stop, then proceed at restricted speed.
Stop



## ITEM 12. GENERAL CODE OF OPERATING RULES CHANGES

(1) **DEFINITIONS: SWITCHING SIGNAL INDICATOR** — A fixed signal location on or near an automated switching lead used in conjunction with, or in lieu of, hand signals.

**Restricted Speed:** A speed that will permit stopping within one half the range of vision; short of train, engine, on-track equipment, railroad car, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

(3) **RULE G:** Changed to read:

“The use of alcoholic beverages by employees subject to duty, when on duty, or on Company property is prohibited. Employees must not have any alcohol in their blood while on duty, or in their possession while on Company property.

The illegal use, possession, manufacture, distribution, dispensation or transportation of any drug or controlled substance is prohibited at any time, either on duty or off duty. Employees are expected to know those drugs or controlled substances which are illegal to use.

Employees must not report for duty or be on Company property under the influence of, or use while on duty, any over-the-counter or prescription drug or medication which will in any way adversely affect their alertness, coordination, reaction, response, or safety. If an employee is in doubt as to whether an over-the-counter or prescription drug may have an adverse effect on alertness, coordination, reaction, response, or safety, the employee should make sure that the following steps are taken:

1. The employee's treating medical practitioner should make a good faith judgement, in writing, with notice of the employee's assigned duties and on the basis of the available medical history, that the use of the substance by the employee at the prescribed or authorized dosage applicable is consistent with the safe performance of the employee's duties;
2. The substance must be used only at the dosage prescribed or authorized;
3. In the event the employee is being treated by more than one medical practitioner, at least one treating medical practitioner should be informed of all medications authorized or prescribed and should determine that use of the medications is consistent with the safe performance of the employee's duties and the employee must observe any restrictions imposed with respect to use of the medications in combination;
4. The employee must notify the superintendent, in writing, prior to use on duty: (A) of his need to use the prescribed or authorized drug or medication and (B) of the medical practitioner's judgement, as set out above; and;
5. The superintendent (or his designee) must give approval in writing to the employee for use on duty of the drug or medication.

(4) **RULE 7(F):** Rear view mirror must not be used for observing hand signals or conditions when making couplings or back-up movements.

(5) **RULE 100:** Returning movement must be made at restricted speed.

(6) **RULE 102(2):** First paragraph will not apply if train or transfer was moving at 20 miles per hour or less, entire train is on straight track, and air is recovered within five (5) minutes. Train or transfer may proceed if crew can observe both sides of their entire train and in their judgment the train is safe to move. Movement will be made not exceeding 10 mph and crew members will continue to observe the train for at least one train length. After one train length and no defects are detected, train or transfers may resume maximum authorized speed.

(7) **RULE 103(I):** When road engines are to be coupled to a train, whether in a yard or on line, the movement must be stopped 150 feet from the train and further movement must be preceded by a crew member when it can be safely done.

(8) **RULE 103(J):** Except when shoving cars or in short switching movements, an engine consisting of two or more units, with control unit at each end must be operated from leading control unit in direction of movement unless such movements are protected by a crew member.

(9) **RULE 103(T):** Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

(10) **RULE 104(L):** A yellow stripe around switch staff or operating lever of hand throw switch will indicate that diverging track is protected by derail.

(11) **RULE 105: Changed to read:** Except on track where a block system is in effect, trains or engines using other than main track must move prepared to stop within one half the range of vision short of train, engine, on-track equipment, railroad car, stop signal, derail or switch not properly lined.

(12) **RULE 305(A): Changed to read:** A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH or below one half the timetable speed, whichever is less, must proceed prepared to stop until engine passes interlocking signal.

(13) **RULE 312(4): Add to Exception:** When a train or engine is to leave main track at a switch that is not more than 1,000 feet beyond signal and movement has received authorization from employee in charge of switch, train or engine need not stop, but must move at restricted speed.

(14) **RULE 313:** Stop and proceed signals per Rule 241. Train or engines may pass “Stop and Proceed” signals without stopping, proceeding at restricted speed until entire train has passed through block.

(15) **RULE 315(A):** First paragraph changed to read: After stopping for a Stop signal, when authorized to proceed, movement may proceed to the first dual control switch or derail. Before movement passes over switch or derail, movement must stop and crew member must make inspection from the ground of dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position. If inspection is made before movement passes signal governing movement over the switch or derail, crew member must remain at the switch or derail until leading wheels have passed the signal. Remaining switches or derails, if any, must be inspected by crew member on the ground before movement is made over them.

(16) **RULE 350(A):** Within CTC Territory trains must not enter a siding at a spring or hand operated switch unless authorized by R.T.C.

(17) **RULE 607: Add second paragraph to Read:**

“The conduct of any employee leading to conviction of any misdemeanor involving moral turpitude (including without limitation, the unlawful use, possession, manufacture, distribution, dispensation or transportation of any illegal drug or controlled substance) or of any felony is prohibited. Any employee convicted of any such misdemeanor or felony must notify his or her supervisor of the conviction no later than five days after such conviction.”

## ITEM 13. SAFETY, RADIO AND GENERAL RULES FOR ALL EMPLOYEES CHANGES:

(1) **RULE 607: Add second paragraph to Read:**

“The conduct of any employee leading to conviction of any misdemeanor involving moral turpitude (including without limitation, the unlawful use, possession, manufacture, distribution, dispensation or transportation of any illegal drug or controlled substance) or of any felony is prohibited. Any employee convicted of any such misdemeanor or felony must notify his or her supervisor of the conviction no later than five days after such conviction.”

(2) Change: **RULE 4060 to Read:**

Mounting, dismounting or walking on a moving COFC/TOFC or conventional flat car is prohibited.

If necessary to ride the deck of an empty COFC/TOFC or conventional flat car because of long shoving or dragging movement, employee will take a balance position near center of car with feet shoulder width apart, one foot slightly ahead of the other, knees flexed facing and looking in direction of movement. Be prepared for slack action or any other unusual movement.

When necessary to ride a loaded COFC/TOFC or conventional flat car, ride on the side ladder, maintaining a firm grasp of the ladder rung or other handhold and both feet solidly placed in stirrup facing and looking in direction of movement.

**ITEM 14. STANDARD TIME:**

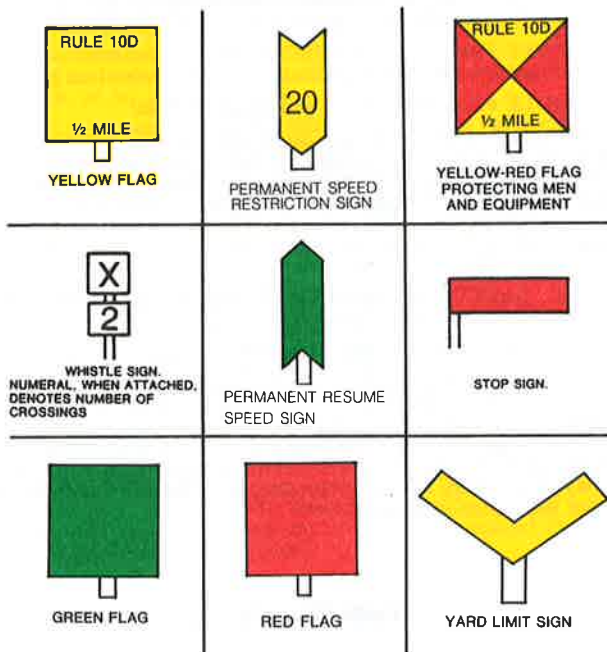
Standard time may be obtained by calling RTC Extension 3181.

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
10 .....	6	0
20 .....	3	0
30 .....	2	0
40 .....	1	30

**Explanation of Characters**

- A Automatic Interlocking
- B Base Radio Station (Carrier Frequency given beside)
- C Remote Control Crossover (Number beside indicates if more than one at location)
- G Gated Crossing - Normal position against this subdivision
- ⊙ Gated Crossing - Normal against conflicting route
- M Manual Interlocking
- S Stop Sign
- ⊗ Railroad Crossing at Grade
- Y Yard Limit

Track diagrams and color codes are for general information only and are not to scale.

**ROADWAY SIGNS****HAZARDOUS MATERIALS EMERGENCY RESPONSE****HAZARDOUS MATERIALS INCIDENT HANDLING AND REPORTING**

These instructions should be followed as closely as possible; however, it is realized that on-the-scene judgment based on actual circumstances must be the final guide for protecting lives, property and the environment. Duties do not include use of protective equipment by train and engine crews. Your safety is of primary concern and can be assured only if you do not expose yourself to a suspected hazard.

**IN THE EVENT OF A DERAILMENT OR OTHER INCIDENT INVOLVING HAZARDOUS MATERIALS, THE FOLLOWING STEPS ARE TO BE TAKEN**

1. Protect train and make emergency call by radio, stating exact location and status of train, as required by Rule 503 in the General Code of Operating Rules.
2. If fire or vapor cloud is visible and hazardous materials are known to be present, evacuate upwind to the farthest distance recommended in the evacuation section of the emergency response information found at the bottom of the train consist for any material in your train. If no distance is recommended evacuate one-half mile upwind. Take the shipping papers with you. Avoid contact with any hazardous materials, whether solid, liquid or gas. Determine the status of the train from this point and advise the train dispatcher or yardmaster accordingly.
3. Review the train consist or other available resources to determine whether hazardous materials are present.
  - a. Determine name and hazard class of the various shipments, giving particular attention to commodities for which the words "Poison — Inhalation Hazard" or "Poison" appear in association with the shipping description.
  - b. Determine the location of these shipments in the train.
  - c. Inform other crew members what material may be involved and what hazards may be present.
4. If fire or vapor cloud is not visible and after reviewing the shipping papers, inspect the train and the adjacent area. If a released hazardous material is encountered, avoid contact with that material and move to a safe location. When making the inspection, take the following precautions:
  - a. Be alert to any unusual odors or leaking materials on the ground or on the equipment.
  - b. Do not smoke or use fuses unless it is safe to do so.
5. Promptly notify the yardmaster by the quickest means of communications with as much of the following additional information as is available:
  - a. Status of other crew members.
  - b. Cars involved — initials and numbers and extent of involvement-leaking, derailed, on fire, etc.
  - c. Surroundings, such as nearness to populated areas, terrain, local bodies of water and weather conditions.
  - d. Resources which are necessary to handle the situation, such as fire, ambulance or law enforcement agencies.
  - e. Location where a member of the crew will meet arriving emergency response personnel.
6. In all situations, cooperate with emergency response personnel. Provide information from the waybills and a copy of the available emergency response information to arriving emergency response personnel. Retain possession of one copy of the train consist with emergency response information until they can be delivered to a Company officer.