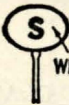
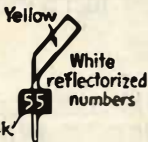
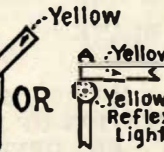
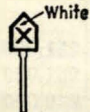
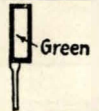
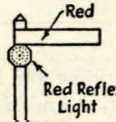
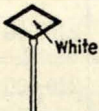

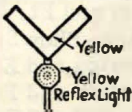
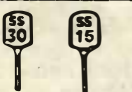



STANDARD SIGNS

 <p>STATION ONE MILE SIGN See Rule 14 (m) (One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)</p>	 <p>PERMANENT SPEED RESTRICTION SIGN See Rule 10(h) and Timetable Special Instructions Section 3</p>	 <p>RESTRICTED SPEED SIGN See definition of Restricted Speed and Special Instructions supplementary to Operating Rules</p>
 <p>HIGHWAY GRADE CROSSING WHISTLE SIGN 1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h. See Rule 14 (t)</p>	 <p>PERMANENT RESUME SPEED SIGN See Rule 10(h) Used in connection with Permanent Speed Restriction Sign</p>	 <p>STOP SIGN At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required</p>
 <p>RAILROAD CROSSING-JUNCTION-DRAWBRIDGE (except when protected by interlocking) ONE MILE SIGN See Rule 98</p>	 <p>TEMPORARY SPEED RESTRICTION SIGN To be used per chart on Page 130, Uniform Code of Operating Rules See Rule 10(g)</p>	 <p>YARD LIMIT SIGN See Rule 93</p>
<p>NOTE: Reflex lights are being progressively replaced with reflective sheeting.</p>	 <p>SPEED LIMITING SIGNS FOR SPRING SWITCHES When moving points in trailing movements</p>	 <p>SWITCHING LIMIT SIGN Used to designate Switching Limits in signal indication territory where Rule 93 does not apply</p>

SAFETY FIRST



Missouri Pacific Lines

International-Great Northern
Railroad Company
Sugar Land Railway

PALESTINE DIVISION

SPECIAL INSTRUCTIONS No. 7

EFFECTIVE SEPTEMBER 15, 1952
Superseding Special Instructions No. 6, Effective
May 1, 1950, and all supplements thereto.

SUPPLEMENTARY TO
THE UNIFORM CODE OF
OPERATING RULES
DATED MAY 1, 1950

V. A. GORDON
Superintendent

CARRY INSIDE BACK COVER OF TIMETABLE

1. SUPERIORITY OF TRAINS:

See timetable.

2. MAXIMUM SPEED:

See timetable.

3. SPEED RESTRICTIONS:

See timetable.

4. STANDARD CLOCKS:

Longview	Sub-Yard Office
Palestine	Lancaster Yard
Spring	Lancaster Yard
Houston, Union Station	Union Station Telegraph
Settegast Yard	Office, Fort Worth
Valley Junction	Mart

5. WATCH INSPECTORS:

Location	Name	Street Address
Longview	McCarley Jewelry Co.	211 N. Fredonia
Kilgore	Daiches Jewelry Co.	219 E. Main
Overton	H. M. Osborne	110 Henderson
Troup	B. Rooks & Co.	200 W. Duval
Mineola	Flynts Jewelry	110 E. Broad
Palestine	Copeland Jewelry	114 W. Oak
Huntsville	R. E. Earnst	1111 Twelfth
Conroe	P. G. Warfield	336 N. Main
Spring	Agent	Mo. Pac. Station
Houston	Houston Watch Co.	911 Franklin
Fort Worth	G. W. Haltom	614 Main
Mart	Fosters Jewelry Co.	217 Texas Ave.
Navasota	L. E. Wereham	207 E. Washington
Galveston	Michael Jewelry Co.	2128 Avenue E
Sugarland	M. S. Wiman	

6. TRAIN REGISTERS:

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty it will not be necessary for a regular train to have a Clearance, Form C, as required by Rule 83-A.

This will also apply to an Extra train holding orders authorizing its movement beyond such initial station.

Mineola	Huntsville
Henderson	Hawdon
Phelps—Huntsville Subdiv.	East Columbia

Phelps—Trinity Subdiv., is a register station for trains 192, 193, 194 and 195.

All trains must obtain clearance, Form C, before leaving Valley Junction.

Extra trains will not register at TP conn.

7. GENERAL ORDER BOOKS:

Longview	Spring
Kilgore	Settegast (Yard)
Palestine	Settegast (Diesel Shop)
Sub-Yard Office	Houston Union Station
Lancaster Yard	Mineola
Telegraph Office, Union	Henderson
Station, Fort Worth	Sugarland
Mart	Huntsville
Valley Junction	

8. MAIL CRANES BETWEEN STATIONS:

BLANK.

9. MAXIMUM PERMISSIBLE COOPERS CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Longview and Palestine	E-64	251,000 lbs.
Overton and Henderson	E-64	251,000 "
Tyler and Mineola	E-50	240,000 "
Troup and Tyler	E-54	240,000 "
Palestine and Houston	E-64	251,000 "
Phelps and Huntsville	E-52	240,000 "
Spring and Mart	E-64	251,000 "
Mart and Ft. Worth	E-60	251,000 "
Waco - Plum Street Connection	E-45	210,000 "
Houston and East Columbia	E-45	210,000 "
Hawdon and Pryor	E-45	210,000 "
Houston and Galveston (GH&H Ry.)	E-54	240,000 "
Texas City Jct. and Texas City (TCT Ry.)	E-54	240,000 "

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority, together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued specifying speed restrictions.

Explanation of Cooper's Classification

Classification	Engine Numbers	
E-35	D7100 D9000-9012, D9016-9022	Bridge Erection Cranes X1025 Locomotive Cranes X1004, X1005, X1006, X1026, X1031 Locomotive Ditcher X202, X5105 Wrecking Derrick X101 to X107 and X109, X7501 Magnet Hoist X5181, X5182

9.—Concluded:

E-40	D7000-7021 D8001-8036 D9150-9161 1011-1040.....	Wrecking Derrick X5000 Pile Drivers X5062, X7515
E-42	D4112-4115.....	
E-45	D201-208, D301-372 D501-512, D513-570, D577-602, D603-06, D611-614, D617-626 D4100-4111 D4116-4191, D4203-4251 6401-6439 D9102-9146 D9148-9149 D9168-9191 D9200-9232 1055-1070.....	Bridge Erection Cranes X1027, X1028, X1032 Bridge Erection Der- ricks X247 Wrecking Derricks X110 to X114, X5001, X5002, X7001, X7502
E-50	1103-1110 1151-1154	
E-52	1201-1280 9601-9610, 9701-9785	
E-54	1156-1161	
E-56	1437, 1478	
E-58	1113-1115-1118	
E-60		
E-62		
E-64		

D—Diesel Electric.

Diesel engines, when composed of multiple units—Identifying number is number on the lead unit.

All other work equipment mounted on two standard four wheel trucks and weighing not more than 150,000 pounds classifies E-30, or less.

9-A Engine Restrictions:

Name of Track or Location	Restrictions
Mart Subdiv.:	
Waco.....	E-58 class engines are permitted to use Plum Street Connection, Waco, from Main track Switch for distance of six (6) car lengths, or two hundred fifty (250) feet north of switch of spur track serving Warner Vegetable shed.
Fort Worth Subdiv.:	
Hallsburg.....	1100 class or larger engines must not be operated on spur track.
Maypearl.....	1100 class or larger engines must not be operated on gin spur track.

10. RAILROAD CROSSINGS AT GRADE:

Subdivision	Mile Post	Other Railroad	Senior Line	Type of Protection
Longview	27.8	StLSW	I-GN	Gated-Elec. Lock
Trinity	111.7	GC&SF	I-GN	Interlocked
Trinity	146.0	HB&T	I-GN	Interlocked
Fort Worth	177.7	StLSW	StLSW	Interlocked
Mart	139.1	T&NO	T&NO	Interlocked
Mart	100.6	San Antonio Div.		Interlocked
Mart	97.0	T&NO	T&NO	Interlocked
Mart	77.8	T&NO	T&NO	Interlocked
Mart	73.3	T&NO	T&NO	Interlocked
Mart	48.7	T&NO	T&NO	Interlocked
East Columbia	0.6	GH&H	I-GN	Not Gated
East Columbia	0.8	HB&T	I-GN	Interlocked
East Columbia	1.1	T&NO	I-GN	Not Gated
East Columbia	6.9	T&NO	I-GN	Interlocked
East Columbia	18.8	GC&SF	I-GN	Interlocked
Sugar Land	16.1	GC&SF	GC&SF	Interlocked
Sugar Land	0.3	T&NO	T&NO	Interlocked
Mineola	19.0	StLSW	I-GN	Gated

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Mart.....	Tatsie	97	8	T&NO
Mart.....	Marlin	139	9	T&NO
Ft. Worth.....	Eastco	177	7	StLSW

Rule 344 and other rules applicable, will govern.

The northward approach signal at Marlin is non-operative. Trains and engines must proceed at low speed from this signal until crossing is occupied.

10-B. Interlockings with Controlled Electric Signals:

BLANK.

10-C. Standard Manual Interlockings:

Subdivision	Location	MP	Pole	Other Railroad
Trinity.....	H. B. & T. Jct.	145	2	HB&T
Trinity.....	Houston	149	0	T&NO
Mart.....	Valley Jct.	100	6	S. A. Div
Mart.....	Bryan	77	22	T&NO
Mart.....	College Sta.....	73	5	T&NO
Mart.....	Navasota	48	23	T&NO
East Columbia.....	Houston	0	24	HB&T

10-D. Cabin Interlocking:

Subdivision	Location	MP	Pole	Other Railroad
East Columbia.....	Pierce Jct.	6	35	T&NO
East Columbia.....	Arcola	19	2	GC&SF
Sugarland.....	Sugarland	0	3	T&NO

Levers in cabin at crossing are manually operated by trainmen. Instruction chart posted in cabin and lock box.

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

Subdivision	Location	MP	Pole	Other Railroad
Mineola.....	Tyler	19	5	StLSW

10-G. Standard Gates with Electric Locking Devices:

Subdivision	Location	MP	Pole	Other Railroad
Longview.....	Jacksonville	27	8	StLSW

Railroad Crossing Gate, Jacksonville, Longview Subdiv. Electric locked when gate in stop position for StLSW Ry.

Instructions covering operation of gate when lined in stop position for I-GN RR.

To Close and Lock Gate Against StLSW Ry.

Open doors of electric lock box. Place gate in stop position for StLSW slide the locking bar on the end of gate into the gate electric lock, revolve handle back to normal position to the right, close and lock both doors of lock box. Instruction for operation of electric lock on inside of door of the bottom box.

To prevent delay to StLSW trains I-GN crews must not cut off to perform switching between signals that govern the movement over the crossing.

Rules 281 to 292A-325 to 332, inclusive.

10-H. Flagging of Unprotected Railroad Crossings at grade in Yard Limits, Where View is Obstructed:

BLANK.

11. INTERLOCKINGS AT JUNCTIONS:

Subdiv.	Location	Type of Switch	Where Operated From
Trinity	Spring-Mart Subdiv. Conn.	No. 20	Spring Station
Trinity	Palestine SY Jct.	No. 16	"H" Office

12. YARD LIMITS:

	From		To	
	MP	Pole	MP	Pole
Longview.....	79	27	81	3
Kilgore.....	67	0	71	3
Overton (Longview Subdiv.)	57	10	60	10
Overton (Henderson Subdiv.)	0	0	2	0
Henderson.....	14	0	End of Track	
Troup (Longview Subdiv.)	43	25	46	7
Troup (Mineola Subdiv.)	0	0	1	02
Jacksonville.....	25	23	29	0
Palestine (Longview Subdiv.)	0	0	1	19
Palestine (Trinity Subdiv.)	0	0	2	0
Palestine (Taylor Subdiv.)	0	0	2	25
Tyler.....	17	9	21	2
Mineola.....	43	0	End of Track	

12.—Concluded:

	From		To	
	MP	Pole	MP	Pole
Trinity.....	63	6	66	5
Phelps.....	82	22	84	22
Phelps (Huntsville Subdiv.)	0	0	1	0
Huntsville.....	5	15	End of Track	
Conroe.....	110	6	113	0
Spring (Trinity Subdiv.)	126	25	130	30
Spring (Mart Subdiv.)	0	0	1	15
Mara.....	272	6	268	0
Eastco.....	179	0	175	0
Mart.....	160	0	156	25
Marlin.....	140	15	136	12
Valley Junction (Mart Subdiv.)	102	10	99	3
Valley Junction (Taylor Subdiv.)	92	5	95	16
Bryan.....	78	25	75	20
Navasota.....	49	25	46	25
Houston (Trinity Subdiv.)	144	0	150	8
Houston (East Columbia Subdiv.)	0	0	7	05
Anchor (East Columbia Subdiv.)	38	15	40	15
East Columbia.....	48	5	End of Track	
Sugar Land.....	1	13	End of Track	
Sugar Land Junction.....	10	9	12	9

13. SWITCHES:**13-A. Spring Switches:**

Subdiv.	Type of Switch	Location	MP Pole	Normal Position
Trinity	No. 15	North Switch Cronin	7.0	For Main Track
Longview	No. 15	South Switch Wells Creek	4.7	For Main Track

Rule 104(a) and other rules applicable, will govern. See Section No. 3 of Special Instructions in Timetable covering speed restrictions.

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Control Station
Trinity	Palestine Trinity Sub. Frt. Conn.	No. 20	"H" Office
Longview	Palestine Leroy Track	No. 20	"H" Office

Rules 104(b), 104(c) and other rules applicable, will govern.

13-C. Normal Position of Switches, Other Than Spring or Remotely Controlled:

Subdiv.	Location	Normal Position
East Columbia	Hawdon MP 21	For Sugarland Subdiv.

13-D. Interlocked Switches:

Subdiv.	Location	Type of Switch	Where Operated From
Longview	Palestine Freight Leroy, and Passenger Routes	No. 10	"H" Office
Trinity	Palestine Passenger Conn.	No. 16	"H" Office
Mart	Navasota Industry track	No. 10	Tower

13-E. Handling of Switches by Operators or Switch Tenders:

BLANK.

13-F. Electrically Locked Switches:

Subdiv.	Location
Trinity	Hardy
Trinity	Trinity WBT&S Conn.
Ft. Worth	Eastco StLSW Conn.

Instructions governing operation posted inside door of lock box and telephone booths.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

BLANK.

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

Subdivision	Location
Trinity.....	Belt Jct.
Trinity.....	Spring
Trinity.....	Conroe
Longview.....	Kilgore
Longview.....	Overton
Ft. Worth.....	Italy
Mart.....	Bryan
Mart.....	Navasota

16. SIDINGS:

16-A. Sidings of Assigned Direction: (See Rule 105)

BLANK.

16-B. Designation of Sidings:

Sidings and their capacity are designated by timetable except:

Longview Subdiv.:

Troup—Time of northward trains will apply at cross-over Switch to Mineola main track north of passenger station. When northward First Class trains take siding they will head in at cross-over south of passenger station.

Trinity Subdiv.:

SW Siding—The first cross-over south of Mart Subdiv. connection is the North switch of SW siding.

16-C. Sidings in Advance of Train Order Signals:

Subdivision	Station	Switch	Distance and Direction from Train Order Signal
Longview.....	Jacksonville.....	South.....	300 ft. North
Trinity.....	Elkhart.....	North.....	100 ft. South
Trinity.....	Crockett.....	North.....	1,000 ft. South
Trinity.....	Conroe.....	South.....	700 ft. North
Mart.....	Navasota.....	North.....	2,170 ft. South
Mart.....	Bryan.....	North.....	400 ft. South
Mart.....	Marlin.....	North.....	1,600 ft. South
Fort Worth.....	Italy.....	North.....	300 ft. South

"Meet" and "Wait" orders must not be issued at the meeting or waiting point to northward trains at Elkhart, Crockett, and southward trains at Jacksonville and Conroe at the meeting or waiting point unless proper flag protection is afforded.

16-C (1). Designation of stations outside ABS territory where issuance of train order to train at meeting or waiting point is prohibited, per items (2) and (3) of third paragraph, Rule 38 of Rules and Instructions to Train Dispatchers.

(1) Stations at which physical conditions obstruct view:

BLANK.

(2) Stations at which the restricted train would pass before reaching the train order signal, the siding switch an inferior train would use to enter siding:

Navasota, Bryan, Marlin and Italy, northward trains only.

16-D. Sidings Permitted to Be Used as Team and Storage Tracks, Modifying Rule 105:

BLANK.

16-E. Sidings Equipped with Spring Switches for Right Hand Running:

BLANK.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Longview Subdiv.: Longview to Palestine.

Trinity Subdiv.: Palestine to Aldine.

Rules 281 to 292-A, incl., 325 to 332, incl. and 350 to 356 incl. and other rules applicable will govern.

Rule 99-J is effective in this territory.

Add the following to Rule 285:

"When advance view permits, start reducing speed before reaching approach signal and when such view is sufficient, to 30 MPH before reaching it."

17-B. Operation by Signal Indication Opposing and Following Movements:

Subdiv.	Between	Control Station
Longview.....	Longview Yard.....	Longview
Trinity.....	Aldine and Belt Jct.....	Belt Jct.

17-C. Operation by Signal Indication with Current of Traffic.

BLANK.

17-D. Dragging Equipment Detectors:

BLANK.

17-E. Low Type "Repeat" Calling on Indication of Train Order Signals:

BLANK.

18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:

BLANK.

19. DOUBLE HEADING TRAINS:

When double heading in passenger service, the lead engine shall be manned by regular engine crew. This does not apply to double heading in helper service.

20. HELPER AND PUSHER SERVICE:

20-A. Helper Service:

BLANK.

20-B. Pusher Service:

In pushing trains out of yard where pusher engine does not go beyond the main track switch, it will be permissible to do so without coupling air, but if pusher engine goes out on main track, air must be coupled through the pusher engine in rear, and double-heading cck under brake valve on pusher engine in rear closed, to avoid overcharging rear end or pumping off brakes when applied by engine handling.

(See Section 6, "Brown Book").

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP	Pole
Trinity.....	Buffalo Bayou Draw Bridge	150	0

This bridge contains movable spans which can be opened for passage of boats if and when river traffic demands.

Track rails are continuous and the movable spans are not interlocked.

Movable span must not be opened for passage of boats or otherwise until flagmen with stop signals have been sent out a sufficient distance in both directions to insure full protection, as prescribed by M. of W. Rule 99-MW.

22. OPERATION OVER FOREIGN LINES:

Foreign Line	Territory
T&P Ry.....	Longview Yard
HB&T Ry.....	Between Belt Jct., Settegast and Union Station, Houston
T&P Ry.....	Between T&P connection and Lancaster Yard, Ft. Worth
GH&H RR.....	Between Galveston and HB&T connection, Houston
StLSW.....	Between Waco and Eastco

Trains and engines will be governed by the Uniform Code of Operating Rules and the timetable, special instructions and general orders of the line shown over which they operate.

22-A. Operation in Terminals on Connecting Divisions:

BLANK.

22-B. Operation of Foreign Line Trains Over Missouri Pacific Lines Tracks:

WBT&S RR—Switching limits of Trinity.

Crews of these trains are subject to the Uniform Code of Operating Rules, Timetable and Special Instructions of the Missouri Pacific Lines and must provide themselves with copies thereof and be conversant therewith.

23. FREIGHT TRAINS HANDLING PASSENGERS:

BLANK.

24. TRAIN ORDER DELIVERY DEVICES:

Longview Subdiv.:

Kilgore
Overton
Arp
Troup
Jacksonville

Mart Subdiv.:

Marlin
Bryan
Navasota
Spring

Trinity Subdiv.:

Elkhart
Grapeland
Crockett
Lovelady
Trinity
Riverside
Phelps
New Waverly
Conroe
Spring
Belt Jct.

Fort Worth Subdiv.:

East Waco
Leroy
Italy
Maypearl

Passenger trains—Enginemen will receive orders from top fork, conductors from middle fork, and rear trainman from bottom fork.

Passenger trains—double-heading: Enginemen of lead engine will receive order from top fork, engine-men on second engine from middle fork, conductors from bottom fork, and operator will hand up orders to rear trainman.

Freight trains—Enginemen will receive orders from top fork, rear trainmen from bottom fork.

Freight trains—double-heading: Enginemen on lead engine will receive orders from top fork, engine-men on second engine from middle fork, and rear trainmen from bottom fork.

Forks will be removed from delivery device promptly after orders delivered.

25. MOTOR CARS:

BLANK.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

BLANK.

27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, include Rule 99 (xs), affecting train movement, which is repeated below for information and guidance of employees affected thereby:

"99 (xs), Protection by Train Order.—Protection required by Rule 99(mw) may be given by train order on such light traffic subdivisions as may be designated by the Superintendent.

27.—Continued:

Requests for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signs shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail ten rail lengths in advance of the yellow restricting signs. (See diagram).

Red flags shall not be less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (mw)).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable.

"7 01 AM until 4 01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Claredon and do not proceed until orally authorized by foreman in charge."

"10 01 AM until 4.01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

The maximum length of track that can be protected by form "X-S" train order is one mile.

Only the foreman or man in charge is permitted to place and remove the red flags.

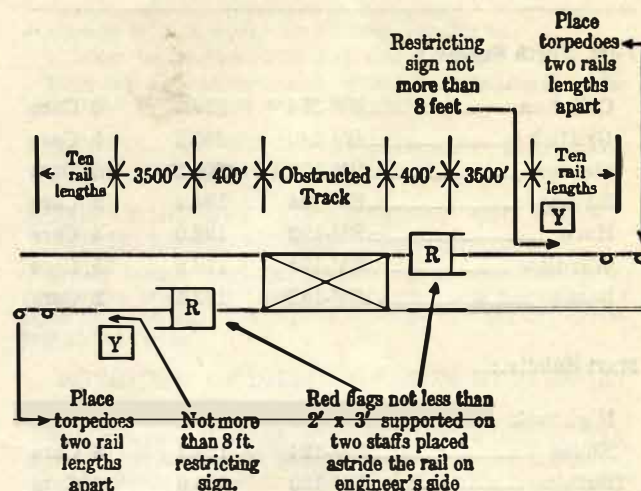
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

Mineola	Sugar Land
Henderson	Huntsville
	East Columbia

27.—Concluded:

Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:



27-A. PROTECTION ORDERS:

The use of protection orders Form Y is authorized on the following light traffic subdivisions:

Trinity—Mineola—Henderson
East Columbia—Sugar Land

28. MOVEMENT OF TRAINS THROUGH TUNNELS:

BLANK.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Station Number	Miles from Palestine	Capacity
Longview Subdiv.:			
Warren Petroleum Co.....	3	78.2	70 Cars (2 tracks)
Kinsloe	7	74.0	35 Cars (3 tracks)
Sinclair Oil & Refining Co.....	26	54.6	13 Cars
Premier Refg. Co.....	27	53.8	12 Cars
Sinclair Oil and Gas Co.	32	50.0	32 Cars
Mittie	51	30.0	10 Cars
Cherokee Sales Co.....	56	24.6	12 Cars
Hume Storage.....	57	23.8	30 Cars
Prices	65	16.5	14 Cars
Trinity Subdiv.:			
Geier Bros. & Jackson	A-103	22.5	20 Cars
American Liberty Oil Co.	A-104	23.2	10 Cars
Texas Power & Light Co.....	A-114	33.2	8 Cars
Inmans	A-151	69.9	15 Cars
Texas Co. Plant.....	A-153	72.8	17 Cars
Rayford	A-206	124.5	20 Cars
Hardy	A-224	142.3	10 Cars

29.—Continued:

Name	Station Number	Miles from Spring	Capacity
Fort Worth Subdiv.:			
Callahan	BV-254	254.1	6 Cars
Griffith	BV-240	240.5	5 Cars
Malone	BV-203	203.3	16 Cars
Birome	BV-194	194.4	5 Cars
Hoen	BV-192	192.0	4 Cars
Wardlaw	BV-173	173.5	35 Cars
Battle	BV-162	162.4	2 Cars

Mart Subdiv.:

Highbank	BV-128	127.8	12 Cars
Eloise	BV-124	124.1	8 Cars
Buikin	BV-120	120.0	6 Cars
Salter	BV-117	117.1	4 Cars
Black Bridge	BV-112	112.7	10 Cars
Barton	BV-107½	107.7	7 Cars
Marvin	BV-107	107.0	7 Cars
Smitana	BV- 83	83.7	13 Cars
Lone Star Spur.....	BV- 80	79.7	3 Cars
Burgess Spur	BV- 73	72.9	6 Cars
Cawthon	BV- 59	59.0	4 Cars
Crooks	BV- 32	32.4	6 Cars
Todd	BV- 29	29.2	7 Cars
Alethia	BV- 21	20.5	4 Cars
Willow	BV- 7	7.3	10 Cars

Name	Station Number	Miles from Troup	Capacity
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Mineola Subdiv.:

Thackwell	B-22	21.1	2 Cars
Thedford	B-30	30.1	17 Cars

Name	Station Number	Miles from Phelps	Capacity
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Huntsville Subdiv.:

Patella	D- 3	3.1	4 Cars
Gulf Spur	D- 5	4.5	3 Cars

29.—Concluded:

Name	Station Number	Miles from Overton	Capacity
Henderson Subdiv.:			
Gulf Production Co. Spur	E- 2	1.3	11 Cars
Gulf Production Co. Rack	E- 2	1.4	20 Cars
Humble Oil & Refining Co. (loading rack).....	E- 3	2.7	86 Cars (3 tracks)
Trux Mix Concrete Co.	E- 3	3.2	10 Cars
Humble Oil & Refining Co. Spur	E- 4	3.5	21 Cars
Poindexter	E- 5	5.2	9 Cars
Parade Oil Co.....	E- 6	5.9	32 Cars
Beacon Refining Co.....	E-12	12.0	10 Cars
Henderson Clay Products	E-14	13.6	22 Cars

Name	Station Number	Miles from Houston	Capacity
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East Columbia Subdiv.:

Pierce Junction.....	C- 7	7.9	15 Cars
Houston Chemical Co.....	C- 9	9.6	6 Cars
Union Tank Supply.....	C-10	10.1	27 Cars
Imperial Salt Co.....	C-13	13.5	3 Cars

Station Number	Miles from Sugarland	Capacity
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Sugar Land Subdiv.:

Trammells	8.8	5 Cars
Smada	3.9	10 Cars
Seidel	3.0	14 Cars
Payne	1.9	26 Cars
Pryor	1.7	21 Cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14-L AND 30:

BLANK.

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

All Subdivs.:

Light engines, or engines with cars, when making reverse movement over public crossings, at grade, protected by crossing signals, if, after passing over crossing signal is cut out, before making reverse movement, crossing must be protected by member of crew on the ground on the crossing, and movement over crossing must be made only on his signal.

Mineola Subdiv.:

Tyler—All trains and engines will make a complete stop before crossing Valentine Street.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:

1. USE OF PUSH BUTTON BELL:

Mail apartment cars of "Eagle" trains are equipped with bells operated by pushbutton from the Diesel engine. Engineman will sound this bell approaching mail cranes.

2. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF DIESEL ENGINES:

On Diesel Engines on high-speed streamlined or main line through passenger trains, a fireman shall be in the cab at all times when the train is in motion. Firemen who violate this rule will be subject to discipline.

Engineers and firemen employed on such Diesel Engines must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

During all the stops referred to, fireman must patrol engine room, check gauges, adjust shutter, give necessary attention to purolator, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stop will be made, cause ascertained, and such corrective measures taken as conditions may require.

These instructions apply only on streamlined trains 21 and 22 on Longview Subdiv., 25 and 26 on Trinity Subdiv.

3. OPERATING DIESEL ENGINES THROUGH WATER:

To avoid damage to traction motors, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

4. RERAILING DIESEL ENGINES.

To prevent serious damage to traction motors, train, engine or yardmen should make no attempt to rerail a diesel engine under its own power, or use rerailling frogs for that purpose.

In case of derailment of a diesel engine, notify train dispatcher and await his instructions. Train Dispatcher will contact Master Mechanic or his representative, who will issue necessary detailed instructions or provide proper mechanical supervision.

5. DYNAMIC BRAKE ON T&P DIESEL FREIGHT ENGINES:

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is not to be used. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling", in "Brown Book."

32.—Concluded:

6. WHITE OSCILLATING HEADLIGHT:

Rule 17(a), Uniform Code of Operating Rules is changed to read:

"17(a). White Oscillating Headlight. On engines equipped with a white oscillating headlight:

It must be displayed by day and by night.

It must be extinguished when the standard white headlight is dimmed or extinguished.

7. ENGINEMEN WILL HAVE DIESEL MANUALS WITH THEM WHILE ON DUTY.

8. SHUTTING OFF STEAM HEAT ON DIESEL-EQUIPPED PASSENGER TRAINS:

When Diesel engines are not to be detached from passenger trains at Longview, steam train line will not be blown out and steam heat will not be shut off arriving at that point.

9. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASE:

The movement of Diesel Engines Nos. 812 to 815, inclusive, 4100 to 4199, inclusive, 4200 to 4251, inclusive, 9016 to 9022, inclusive, 9148 to 9191, inclusive, or any other engines which have wheel base less than 35 feet, —over the railroad crossing at Valley Junction, both on main track and siding on Taylor Subdiv. and Mart Subdiv. without a car or cars attached so that the interlocking signals will function properly at this location.—IS PROHIBITED.

33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Employees must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Uniform Code of Operating Rules.

Our Safety Plan.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions.

Rules and Instructions governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employees Whose Duties Require Them to Go Between, Under or About Engines or Cars.

Association of American Railroads' (MCB) Rules Governing Condition and Interchange of Cars.

Loading Rules.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles. Car Service Rules.

Instructions covering the handling of Live Stock.

Such instructions pertaining to their duties, as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight, car demurrage and storage, diversion and reconsignment of freight and other instructions pertaining to their duties.

34. TABLE OF SPEEDS:

See timetable.

35. TRAIN SIGNALS:

1. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine. Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

35.—Concluded:

2. Conventional markers on passenger trains may be replaced with a single electric light of prescribed type which must show red to the rear of such passenger trains by day and by night at all times; except that OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY ONLY, when train is in the clear in siding to be passed by a following train, the light must be turned to show green to the rear, and again turned to show red to the rear before train fouls the main track. When rear car is not provided with electric current for the light of prescribed type, a lighted red lantern may be substituted therefor. These instructions modify Rule 19.

36. OPERATION OF RIVER TRANSFERS:

BLANK.

37. TELEPHONES:

Location of telephones in booths and other buildings, other than telegraph offices, connected with dispatching circuit:

Telephones are located:

Adjacent absolute signals, ABS territory. Also at other locations specified below.

Location	MP	Pole	Booth or Building in which located
Longview Subdivision:			
Warren	78	2	Booth
LeTourneau	78	29	Booth
Prices	16	15	Booth

Henderson Subdivision:

H&O main track.....	2	27	Box on tel. pole
H&O main track.....	6	0	Booth

Mineola Subdivision:

BLANK

Trinity Subdivision:

Palestine	2	00	Booth
Between Phelps and New Waverly.....	20	07	Section House
Between Tamina and Spring	122	25	Section House
Hardy	142	13	Booth

Fort Worth Subdivision:

Hallsburg	166	29	Booth
Hallsburg	167	29	Booth
Wardlaw	173	13	Booth
Waco Frt. Conn.	176	30	Booth
Eastco	177	05	Booth
Eastco	178	01	Booth
Ocaw	180	05	Inside section house
Leroy	187	25	Booth

37.—Concluded

Fort Worth Subdivision: (Cont.)

Location	MP	Pole	Booth or Building in which located
Penelope	198	03	Booth
Penelope	198	28	Booth
MP 204-22	204	22	Inside section house
Irene	207	24	Booth
Irene	208	14	Booth
Mertens	213	06	Outside depot
Italy	220	24	Booth
Italy	221	23	Booth
Bell Branch	226	15	Booth
Maypearl	233	29	Booth
Maypearl	234	26	Booth
Venus	244	09	Booth
Venus	245	01	Booth
Lillian	252	20	Outside depot
Retta	256	21	Booth
Everman	263	22	Outside depot
Everman	264	19	Booth
Mara	269	25	Booth
TP Conn.			Booth

Mart Subdivision:

Hufsmith	9	08	In section house
Hufsmith	10	11	Booth
Hufsmith	11	07	Booth
Pinehurst	16	19	Booth
Magnolia	21	14	Booth
Magnolia	22	11	Booth
Magnolia	24	28	In section house
Fetzer	27	02	Booth
Stoneham	35	29	Booth
Stoneham	36	28	Booth
Navasota	47	19	Booth
Navasota	48	12	Booth
Dinkins	55	14	In section house
Enright	64	21	Booth
Enright	65	21	Booth
Koppe	70	09	Booth
Bryan	78	01	Inside Frt. depot
Smitana	83	22	Booth
Fountain	85	16	Booth
Mumford	92	00	Booth
Nicholas	95	20	Booth
Valley Jct.	101	15	Booth
Goodland	103	24	Booth
Goodland	104	16	Booth
A. J. Siding	110	06	Outside sec. house
A. J. Siding	111	11	Booth
G. H. Siding	116	07	Booth
G. H. Siding	117	07	Booth
Coymack	128	20	Booth
Coymack	129	15	Booth
Marlin	137	15	Booth
Marlin	138	07	Booth
M. A. Siding	144	24	Booth
M. A. Siding	145	19	Booth
Otto	151	09	Booth
Otto	152	06	Outside depot

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:

1. Occupied wooden passenger carrying equipment will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
2. Occupied steel underframe passenger carrying cars will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
3. Wooden or steel underframe baggage cars must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
4. Steel underframe baggage, express or storage mail cars when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars.
5. Light-weight streamlined cars shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

39. CLEARANCES:

As of date of these instructions, the following is a list of tracks, wire lines and structures adjacent to main tracks and sidings, which provide what is considered "close clearances," with certain exceptions.

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearances immediately above base of rail.

For the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to other than main tracks and sidings, such other tracks consisting of industry, spur, house, team, yard and similar tracks.

Employees are therefore specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precaution as will prevent personal injuries.

39. CLEARANCES:—Continued

Limited Side Clearances Affecting Main Tracks and Sidings:

Location	Track	Structure
Longview Subdiv.:		
MP 15 pole 28...	Main track, Neches River....	Bridge 15.8
MP 27 pole 02½	Main track.....	Bridge 27.0
MP 27 pole 08...	Main track.....	Water tank spout
MP 36 pole 09...	Main track.....	Bridge 36.3
Troup.....	Main track.....	Water tank spout
MP 50 pole 01½	Main track.....	Water tank spout
Reeds.....	Main track.....	Bridge 62.9
MP 68 pole 26...	Main track.....	Bridge 68.7
MP 80 pole 15...	Main track.....	Green street underpass
Trinity Subdiv.:		
Palestine.....	Main track.....	Water tank spout
Grapeland.....	Main track.....	Water tank spout
Bridge 37.2.....	Main track.....	Bridge 37.2
Bridge 53.1.....	Main track.....	Bridge 53.1
Bridge 70.0.....	Main track.....	Water barrel platforms
Bridge 71.3.....	Main track.....	Bridge 71.3
Riverside.....	Main track.....	Water tank spout
Phelps.....	Main track.....	Water tank spout
Bridge 116.2.....	Main track.....	Water barrel platforms
Spring.....	Main track.....	Water tank spout
Huntsville Subdiv.:		
Huntsville.....	Main track.....	Stock pen platform
Huntsville.....	Main track.....	Depot platform
Huntsville.....	Main track.....	Smithers Wholesale Co. Bldg.
Henderson Subdiv.:		
Henderson.....	Main track.....	Water Column
Fort Worth Subdiv.:		
Mart.....	Main track.....	Water tank spout
Waco.....	Main track.....	Water tank spout
MP 200-28.....	Main track.....	Overpass
MP 210.....	Main track.....	Water tank spout
MP 212-07.....	Main track.....	Bridge 212.2
MP 222-03.....	Main track.....	Bridge 221.1
Bell Branch.....	Main track.....	Water tank spout
Venus.....	Main track.....	Bridge 245.3
Mara.....	Main track.....	Water tank spout
Fort Worth.....	Main track.....	Bridge 271.9
Mart Subdiv.:		
Spring.....	Main track.....	Water crane
MP 14-05.....	Main track.....	Bridge 14.2
Navasota.....	Main track.....	Water crane
Navasota.....	Siding.....	Water crane
MP 50-25.....	Main track.....	Bridge 50.9

39. CLEARANCES:—Continued

Limited Side Clearances Affecting Main Tracks and Siding:

Location	Track	Structure
Bryan.....	Main track.....	Water tank spout
MP 81-20.....	Main track.....	Bridge 81.6
MP 87-18.....	Main track.....	Bridge 87.6
Valley Jct.....	Main track.....	Water crane
Valley Jct.....	Siding.....	Water crane
Marlin.....	Main track.....	Water crane spout
Marlin.....	Main track.....	Water crane spout
East Columbia Subdiv.:		
MP 28-11.....	Main track.....	Stock pen platform
Chenango.....	Siding.....	Stock pen platform
Anchor.....	Siding.....	Loading platform
Sugarland Subdiv.:		
DeWalt.....	Siding.....	Covered platform
Smada.....	Siding.....	Covered platform
Sugarland.....	Main track.....	Water column

Limited Overhead Clearances Affecting Main Tracks and Sidings:

Location	Track	Structure
Longview Subdiv.:		
MP 26 pole 19...	Main track.....	T&NO overpass
MP 70 pole 28...	Main track.....	Highway overpass
Mineola Subdiv.:		
MP 18 pole 22½	Main track.....	Water spout
MP 39 pole 15...	Main track.....	Bridge 39.5
Henderson		
Subdiv.:		
MP 3 pole 04....	H&O main track..	Highway overpass
MP 16 pole 0....	H&O main track..	Oil column
Fort Worth Subdiv.:		
MP 166 pole 01..	Main track.....	Overpass
MP 200 pole 28..	Main track.....	Overpass
MP 225 pole 29..	Main track.....	Overpass
MP 257 pole 22..	Main track.....	Overpass
Mart Subdiv.:		
MP 34 pole 24...	Main track.....	GC&SF overpass
MP 50 pole 25...	Main track.....	Bridge 50.9
MP 87 pole 18...	Main track.....	Bridge 87.6
East Columbia Subdiv.:		
East Columbia..	Main track.....	Light wires 21'

40. CAPACITY OF DIFFERENT CLASSES OF ENGINES IN TONS:

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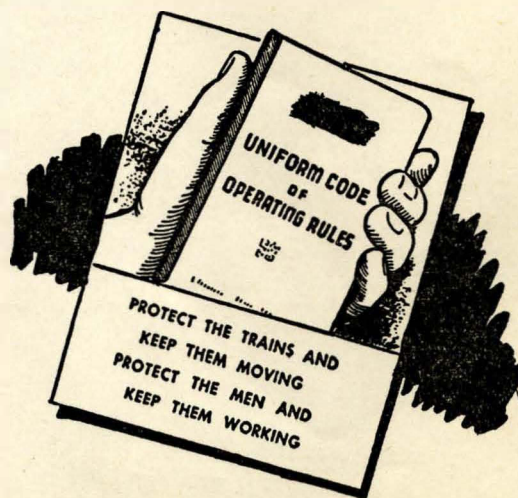
WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

- ① Physical Fitness.
- ② Mental Alertness.
- ③ A Sincere Desire to Work Safely.
- ④ A Working Knowledge and Proper Understanding of the Rules.
- ⑤ Cheerful Compliance with the Rules.
- ⑥ Teamwork and Cooperation.
- ⑦ Knowledge of the Importance of Details.
- ⑧ Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.



The BOOK of RULES is Your Plan of Work

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgement based on experience. To get the thought out of the book, you must open it and study it. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.



Read the Rule... Study the Rule... Know what to do under the Rule, and why... Then DO it!

NO DETAIL IS UNIMPORTANT!