



SANTA FE
SAFETY FIRST



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

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W. C. LYMAN Houston, Tex.

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C. E. JETER Temple, Tex.
L. W. DILLMAN Houston, Tex.
C. W. LEE Silsbee, Tex.

ASSISTANT TRAINMASTERS

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E. S. FIELDS Temple, Tex.
G. R. CAVANAUGH Houston, Tex.
H. D. PEARSON Galveston, Tex.
H. D. IRISH Pearland, Tex.
T. W. JONES Pearland, Tex.
L. S. SIMS Pearland, Tex.
R. J. SHERMAN Longview, Tex.

RULES EXAMINER

R. O. ROWE Temple, Tex.

SUPERVISOR OF AIR BRAKES

GENERAL ROAD FOREMEN OF ENGINES

M. B. SPEARS Amarillo, Tex.

ROAD FOREMAN OF ENGINES

R. E. KING Silsbee, Tex.
G. D. CASSIDY Temple, Tex.
D. BAILEY Temple, Tex.
R. A. ATKINS Houston, Tex.

SAFETY SUPERVISORS

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W. C. WRIGHT Silsbee, Tex.

CHIEF DISPATCHER

E. A. THOMAS Temple, Tex.

ASSISTANT CHIEF DISPATCHERS

L. E. MOORE Temple, Tex.
C. E. FURLOW Temple, Tex.
J. S. KIRK Temple, Tex.
W. H. ANDERSON Temple, Tex.
G. E. COUSINS Temple, Tex.
R. J. PADILLA Temple, Tex.
W. R. WELCH Temple, Tex.

DISPATCHERS—TEMPLE, TEX.

J. V. HIGGINBOTHAM	B. D. KIRK
J. L. CONNER	C. L. WILSON
C. G. PULLEN	M. A. ERICKSON
R. J. GAUER	R. BROUGHTON
G. M. STANDARD	J. D. FOWLER
J. E. ROSE	J. R. RIVERS
G. T. ROSS	S. S. WILKENING
C. C. McFARLAND	C. A. JONES
J. E. JONES	B. R. LILLARD
R. A. KOLODZIEJCZYK	B. H. PECHAL, JR.
R. E. SMITH	R. O. NICHOLS
W. D. GUTHRIE	
J. B. BOMAR	

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED COUPLINGS ARE DAMAGING

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK. Rule 112(C)

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE

The Atchison, Topeka and Santa Fe
Railway Company

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.

14

IN EFFECT

Sunday, October 25, 1981

At 12:01 A. M.

Central Time

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

J. R. FITZGERALD,
General Manager,
Amarillo, Texas.

D. E. MADER,
Asst. General Manager,
Amarillo, Texas.

W. C. SPANN,
Superintendent,
Temple, Texas.

2 SAN SABA and LAMPASAS DISTRICTS

SOUTHERN DIVISION

SAN SABA DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 14						
			October 25, 1981						
		Feet Per Mile	STATIONS		Feet Per Mile				
			LOMETA	YL	31.7	0.0	Y CR		
	2630	31.7	24.7		31.7				
			SAN SABA			24.7	B		
	1670	51.2	14.8		26.4				
			RICHLAND SPRINGS			39.5			
	2220	39.9	26.4		31.7				
			BRADY	YL	52.8	65.9	CY		
		.0	1.6			67.5			
			END OF TRACK						
			(67.5)						

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 30 MPH

(B) SPEED RESTRICTIONS—CURVES, TRACK AND BRIDGES

Location	Speed
Colorado River Bridge, M.P. 13.7 to 14.0	20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Brady	M.P. 65.8 to 66.5	6 MPH
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2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759).

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

3. TRACKS BETWEEN STATIONS

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

LAMPASAS DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 14						
			October 25, 1981						
		Feet Per Mile	STATIONS		Feet Per Mile				
			TEMPLE		66.0	218.2	Y CR		
			1.7		66.0	218.2			
			GOBER	YL	70.4	219.9			
			6.5		70.4	219.9			
	5480		BELTON			226.4			
			9.3		72.8	226.4			
	12330		NOLANVILLE			235.7			
			7.8		72.8	235.7			
	5780		KILLEEN			243.5	CR		
			2.6		0.0	243.5			
			FORT HOOD			246.1	Y		
			8.0		0.0	246.1			
	5500		COPPERAS COVE			254.1	B		
			8.5		68.6	254.1			
	5960		KEMPNER			263.1	B		
			10.6		32.7	263.1			
	6250		LAMPASAS	YL		273.7	CBY		
			9.9		47.5	273.7			
	9520		OGLES			283.6			
			8.1		68.6	283.6			
			LOMETA	YL		291.7	Y CR		
	3990		8.3		63.4	291.7			
	4980		ANTELOPE GAP			300.0	B		
			6.1		65.4	300.0			
	5080		CASTOR			306.1			
			7.2		66.0	306.1			
	5270		GOLDTHWAITE			313.3	B		
			10.3		67.0	313.3			
	8940		MULLEN			323.6			
			6.7		66.0	323.6			
	4910		VILLA			330.8			
			5.9		66.0	330.8			
	10470		ZEPHYR			336.2	B		
			8.2		66.0	336.2			
	5400		RICKER			344.4			
			4.0		66.0	344.4			
			BROWNWOOD			348.4	TY CR		
						348.4			

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

Trains must get clearance card before leaving Temple and Brownwood.

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

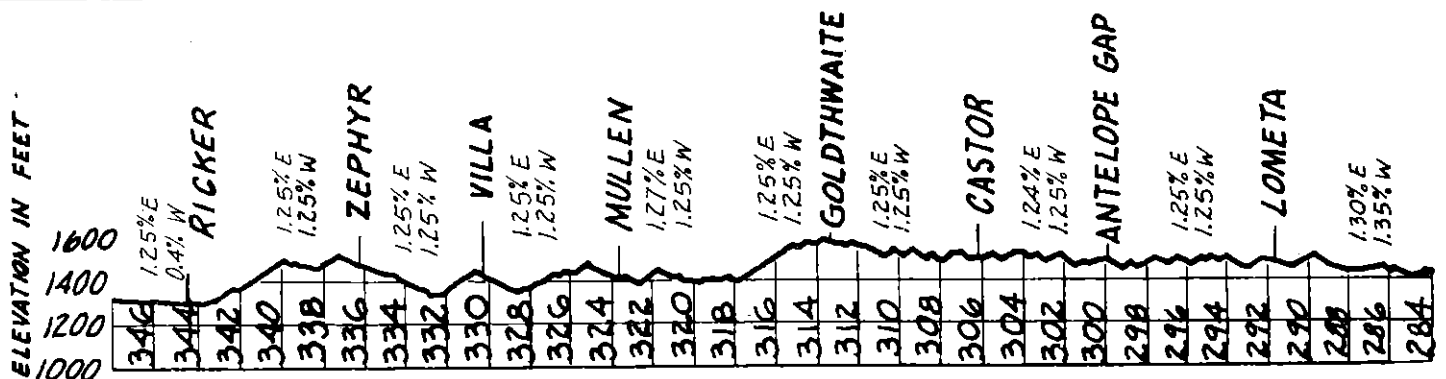
TCS IN EFFECT: At Temple, on passenger Track 3; on Track 48 and on Lampasas District main track between Lampasas District Junction, M.P. 218.3 and Gober, M.P. 219.9; and on main track between westward controlled signal M.P. 343.7, Ricker, and eastward controlled signal M.P. 348.2 Brownwood and on Siding Ricker.

RULE 94 IN EFFECT: At Brownwood, Between Block signal 3481 and M.P. 349.7.

At Temple Maximum speed authorized on Track 48 is 20 MPH.

At Gober controlled signal governing westward movements from Track 48 located on the left side of track.

At West end of siding Ogles signal governing westward movement on siding is located on the left side of track.



SOUTHERN DIVISION

LAMPASAS DISTRICT 3

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lampasas District 55 MPH

EXCEPTIONS

Maximum authorized speed for freight trains:

- (1) When averaging 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH
- (2) Eastward trains between M.P. 282.0 and M.P. 272.0 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH
- (3) Westward trains between M.P. 344.0 and M.P. 340.0 averaging over 60 tons per car or total consist exceeds 6,500 tons 40 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK AND BRIDGES

Location	MPH
1 Curve, M.P. 218.4 to 218.5	10
Curve, M.P. 218.5 to 219.3	15
5 Curves, M.P. 219.4 to 222.3	40
2 Curves, M.P. 223.5 to 225.0	50
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
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
Curve, M.P. 298.6 to 299.1	50
2 Curves, M.P. 302.3 to 303.7	50
Curve, M.P. 310.1 to 310.5—Westward	50
Track and curves, M.P. 305.4 to 311.8—Eastward	35
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
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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

"I"—Interlocking
"S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	10
	I	Psgr Track 3 at Lampasas Dist. Jct.	10
	I	West end Psgr Track 3	20
	I	Crossover Main Street M.P. 218	20
	I	Crossover M.P. 218.8, First Dist.	20
	I	Both ends siding	20

	I	Crossover M.P. 218.6, Lampasas Dist. at West Freight Jct. Track 48 at Lampasas Dist. Connection, M.P. 218.9	10
	S		10
Gober	I	End of Track 48	20
Belton	S	Both ends siding	30
Nolanville	S	Both ends siding	30
Killeen	S	Both ends siding	30
Copperas Cove	S	Both ends siding	30
Kempner	S	Both ends siding	30
Lampasas	S	Both ends siding	30
Ogles	S	Both ends siding	30
Lometa	S	Both ends siding	30
Antelope Gap	S	Both ends siding	30
Castor	S	Both ends siding	30
Goldthwaite	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Dublin District Junction	40
Brownwood	I	East end tail track	10
	S	West end outboard lead	10
	I	West end yard lead M.P. 349	10

(D) SPEED RESTRICTIONS - STREET CROSSINGS

		MPH	
		Psgr.	Frts.
Temple	M.P. 217.0 to 221.5	*35	*25
Belton	M.P. 225.3 to 227.0	30	30
Nolanville	M.P. 234.7 to 237.0	25	25
Killeen	M.P. 241.5 to 244.5	30	30
Lometa	M.P. 291.5 to 291.8	50	50
Goldthwaite	M.P. 313.3 to 313.7	45	45
Brownwood	M.P. 347.9 to 349.9	18	18

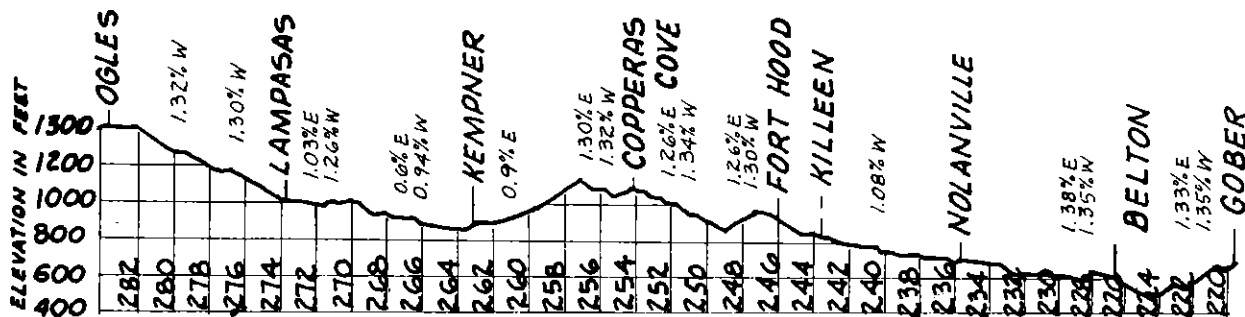
*Restriction applies only while head end of train is passing crossings.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Charter Oak	225.0	1140
Dresser Industrial Spur (2.7 miles)	234.9	
Bandas Industry Spur	236.3	4200
Mayflower	236.7	350
Central Forwarding Co.	241.4	420
Nichols	248.0	2360
Alamo Explosives	334.4	240



WEST-WARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14			Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			October 25, 1981					First Class
21							22	
Mon. Wed. Fri. Leave PM		Feet Per Mile	STATIONS	Feet Per Mile			Sun. Tues. Thurs. Arrive PM	
4.01			CLEBURNE			TY CR	2.40	
	11000	48.0	7.2	53.3	317.5			
	11150	52.8	RIO VISTA		310.3			
	10730	31.7	6.5	66.0	303.5			
	6910	37.5	BLUM		294.4			
	10700	47.5	9.1	52.8	287.8			
	11160	66.0	KOPPERL		280.7			
	10990	53.3	6.6	66.0	270.4	CR		
	11090	66.0	MORGAN		243.4	Y	1.19	
5.03	11200	42.2	7.4	66.0	233.5			
	10180	66.0	St. L. S. W. Crossing		225.4			
		66.0	McGREGOR		221.2			
			9.9	66.0	218.2	Y CR	12.50	
5.50	7580		MOODY					
PM			8.1	66.0			PM	
Mon. Wed. Fri. Arrive			PENDLETON				Sun. Tues. Thurs. Leave	
			4.2	66.5				
			BELCO					
			3.0	66.5				
			TEMPLE					
			(99.1)					
54.5			Average speed per hour				54.0	

Trains must get clearance card before leaving Temple and Cleburne.

RULE 94 IN EFFECT: At Cleburne, between the end of TCS at M.P. 317.45 and M.P. 319.9.

TCS IN EFFECT: At Temple, on passenger Track 3; and on main track and sidings between Temple and Cleburne, M.P. 317.45.

At each siding between Temple and Cleburne, except at the east end of siding McGregor, the controlled signal governing movements at leaving end of siding are located on the field side of track they govern.

Block signals between sidings governing eastward movements are located on the left side of track, except the controlled signal at M.P. 314.6.

At Temple, the controlled signal governing eastward movements on the South Track at crossover switch, M.P. 218.8 is located on left side of track.

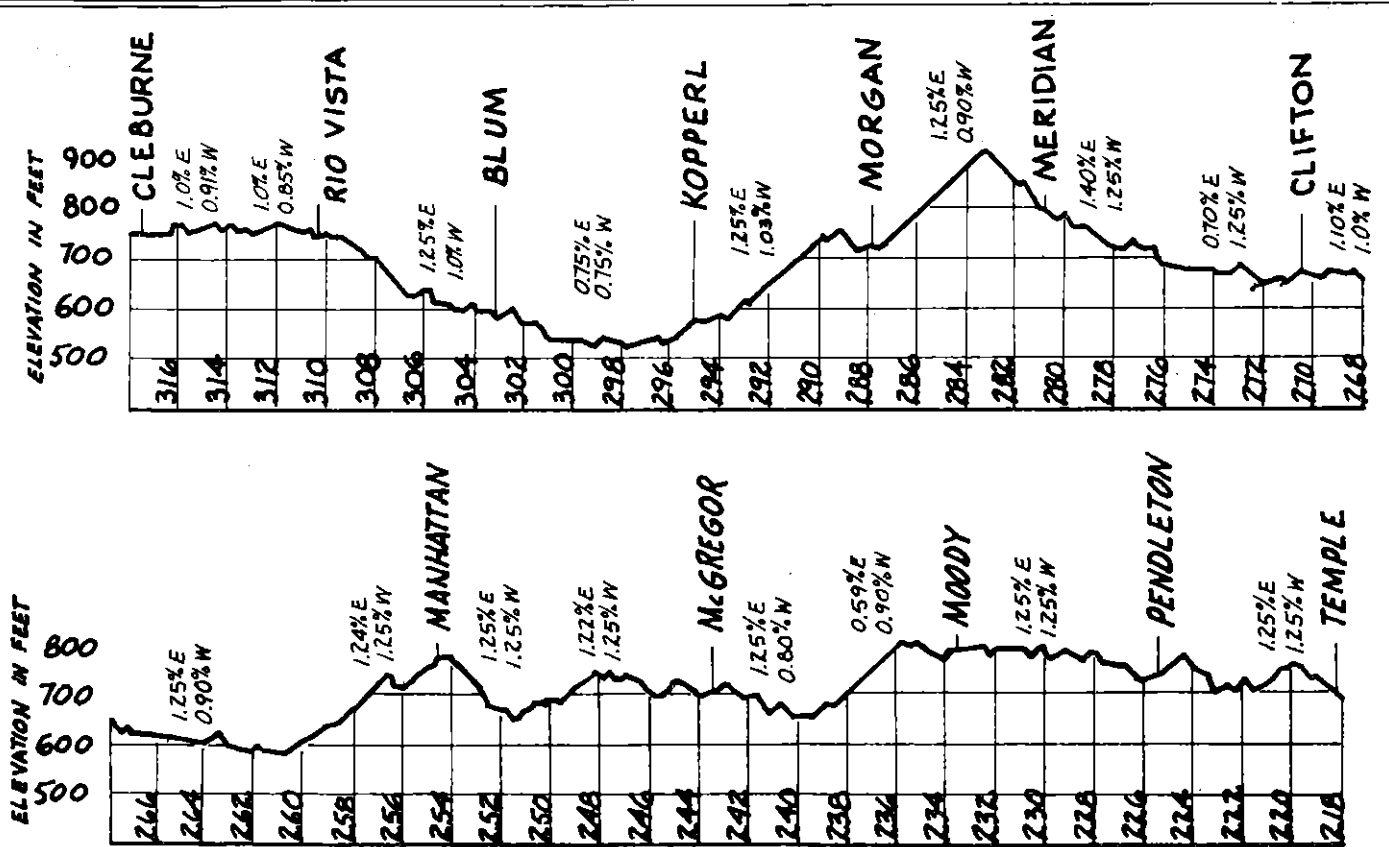
At Cleburne, the controlled signal governing eastward movements on Northern Division, Second District main track at crossovers M.P. 317.45, is located on the left side of track. Controlled signal governing westward movements through crossover or eastward movements on Dallas District main track at M.P. 317.45 is located on the left side of track as viewed from an approaching train.

At Cleburne, the controlled signal governing eastward movements on main track at east end of tail track east end of yard is located on left side of track.

At Cleburne, Cresson District Junction switch normally lined for Northern Division Second District.

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

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



SOUTHERN DIVISION

FIRST DISTRICT 5

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

First District	MPH	
	Psg.	Fr.
	79	60*

*Maximum authorized speed:
 (a) When handling one or more empty cars:
 (Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads) 55 MPH
 (b) When averaging 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

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

Location	MPH
6 Curves and track, M.P. 217.4 to 220.3	20
3 Curves, M.P. 221.6 to 224.0	70
2 Curves, M.P. 227.2 to 228.9	75
Curve, M.P. 231.5 to 231.9	75
2 Curves, M.P. 234.0 to 236.3	75
2 Curves, M.P. 236.7 to 237.9	70
Curve, M.P. 240.2 to 240.8	75
RR Crossing, M.P. 243.4 Interlocking	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
2 Curves, and Bosque River Bridge, M.P. 271.2 to 271.7	45
2 Curves, M.P. 274.2 to 274.8	70
2 Curves, M.P. 275.8 to 276.4	60*
Curve, M.P. 280.0 to 280.6	70
7 Curves, M.P. 282.3 to 287.6	60*
Curve, M.P. 292.6 to 292.8	75
Curve, M.P. 296.9 to 297.5	75
2 Curves, and track M.P. 317.0 to 319.9	20

*Amtrak trains with 500 class units restricted to 50 MPH.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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 below, 10 MPH.

Switches at each end of sidings between Temple and Cleburne are interlocked.

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	10
	I	Psg. Track 3 at Lampasas Dist. Jct.	10
	I	West end Psg. Track 3	20
	I	Crossover Main Street M.P. 218	20
	I	Crossover M.P. 218.8, First Dist.	20
	I	Both ends siding	20
	I	Crossover M.P. 218.6, Lampasas Dist. at West Freight Jct.	10
	S	Track 48 at Lampasas Dist. Connection, M.P. 218.9	10
Belco	I	Switch to Freight yard	20
Cleburne	I	West crossover M.P. 317.45	10
	I	East crossover M.P. 317.45	10
	I	East end tail track east end of yard	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

	M.P.	MPH	
		Psg.	Fr.
Temple	M.P. 217.0 to 221.2	*35	*25
Moody	M.P. 233.0 to 233.8	50	50
McGregor	M.P. 242.8 to 244.0	50	50
Clifton	M.P. 270.5 to 270.6	40	40
Rio Vista	M.P. 309.2 to 310.2	50	50
Cleburne	M.P. 317.0 to 319.0	20	20

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 220.1	Viaduct, I-35, east end Temple freight yard
M.P. 236.2	Viaduct, highway
M.P. 262.1	Viaduct, highway
M.P. 290.5	Viaduct, highway
M.P. 299.7	Viaduct, highway
M.P. 301.4	Viaduct, highway
M.P. 302.0	Viaduct, highway

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Tonk Quarries	249.5	4620
Crawford	250.1	1560
Valley Mills	259.2	3110
Clifstone	266.5	1800
Brazlime	300.2	1550

WEST-WARD	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE No. 14	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			October 25, 1981				First Class
21							22
Mon. Wed. Fri. Leave PM		Feet Per Mile	STATIONS	Feet Per Mile			Sun. Tues. Thurs. Arrive PM
6.10			TEMPLE			Y	\$12.45
Via M.K.T.			0.8	42.7	218.2	CR	
			M-K-T Crossing		217.4		Via M.K.T.
			1.7	66.0	215.7		
			KNOWD				
		54.5	11.0	66.0			
	11570		ROGERS		204.7		
		58.6	8.7	63.3			
	12070		BUCKHOLTS		196.0		
		42.2	8.0	59.1			
	11190		CAMERON		188.0		
		42.2	6.7	52.8			
	12160		HOYTE		181.3		
		42.2	6.9	52.8			
	10570		MILANO		174.4	CR	
		42.2	M.P. Crossing	52.8			
	10970		CHRISMAN		165.8		
		39.6	8.0	66.0			
	12054		CALDWELL		157.8	C	
		42.2	6.5	66.0			
	11320		DAVIDSON		151.3		
		42.2	9.8	65.4			
	4980		SOMERVILLE		141.4	Y	
		42.2	8.4	52.8		CR	
	11480		LANDES		132.9		
		42.2	6.9	66.0			
			BREHAM		126.0	C	
		68.6	A.T.S.F. Crossing	64.9			
	11230		PHILLIPSBURG		120.1		
		67.0	9.8	66.0			
	6810		DANT		110.3		
		23.3	4.1	66.0		T	
			BELLVILLE		106.2	CR	
			(111.7)				

TWO TRACKS: Between Knowd and Temple.
 TCS IN EFFECT: At Temple, on passenger Track 3; on Track 48 and on Lampasas District main track between Lampasas District Junction, M.P. 218.3 and Gober, M.P. 219.9; and on main tracks and sidings between Temple M.P. 218.3, and Bellville, except on siding Somerville.

Trains must get clearance card before leaving Temple and Bellville.

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

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

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

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

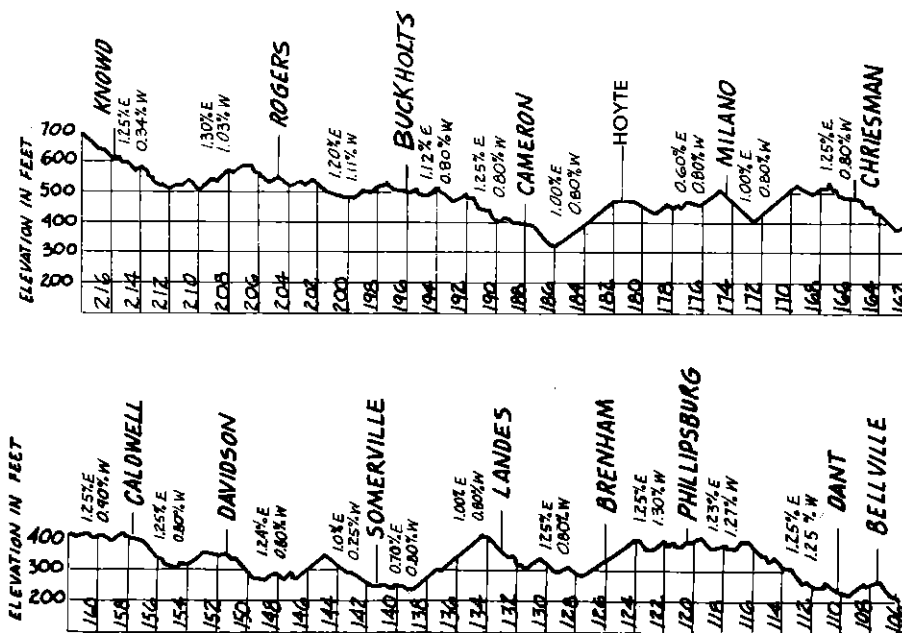
At Caldwell, controlled signal governing eastward movements from SP Connection into siding is located on left side of track.

At Caldwell, Controlled signal governing eastward movements at west end of siding is located on left side of main track.

Signal 1622 between Caldwell and Chriesman governing eastward movements is located on left side of main track.

At Temple, maximum authorized speed on Track 48 is 20 MPH.

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



SOUTHERN DIVISION

SECOND DISTRICT 7

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
Second District	79	60*

*Maximum authorized speed:

- (a) When handling one or more empty cars:
(Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads) 55 MPH
- (b) When averaging 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

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

Location	MPH
Track, M.P. 105.5 to 106.8	20
2 Curves, M.P. 108.2 to 109.9	70
Curve, M.P. 110.9 to 111.5	70
2 Curves, M.P. 112.0 to 113.0	55*
5 Curves, M.P. 114.2 to 117.5	55*
Curve, M.P. 118.8 to 119.0	55*
Curve, M.P. 121.3 to 121.6	70
2 Curves, M.P. 122.5 to 123.2	55*
2 Curves, M.P. 123.8 to 125.1	45
3 Curves, M.P. 125.5 to 126.6	25
RR Crossing, M.P. 126.0 Auto. Interlocking**	25
4 Curves, M.P. 127.5 to 130.6	55*
Curve, M.P. 133.5 to 133.8	45
Curve, M.P. 134.1 to 134.4	40
2 Curves, M.P. 136.5 to 137.5	65
2 Curves, M.P. 138.2 to 139.8	55*
4 Curves, M.P. 140.8 to 141.7	45
Curve, M.P. 146.8 to 147.0	65
2 Curves, M.P. 148.7 to 149.5	65
5 Curves, M.P. 153.2 to 156.2	65
2 Curves, M.P. 156.5 to 157.2	50
Curve, M.P. 157.4 to 157.6	40
2 Curves, M.P. 159.2 to 161.2	60*
Curve, M.P. 163.8 to 164.2	60*
3 Curves, M.P. 164.4 to 166.2	65
Curve, M.P. 168.5 to 168.8	65
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
2 Curves, M.P. 171.1 to 172.1	60*
Curve, M.P. 173.4 to 173.8	60*
3 Curves, M.P. 174.1 to 175.7	50
RR crossing, M.P. 174.4 Auto. Interlocking**	40
2 curves, M.P. 175.8 to 178.1	60*
2 Curves, M.P. 178.6 to 179.4	65
3 Curves, M.P. 182.6 to 185.2	55*
Little River Bridge, M.P. 185.4 to 186.0	40
Curve, M.P. 186.3 to 187.1	60*
2 Curves, M.P. 187.3 to 188.4	55*
Curve, M.P. 194.8 to 195.3	65*
Curve, M.P. 196.7 to 197.1	70
2 Curves, M.P. 197.3 to 198.5	65*
2 Curves, M.P. 202.3 to 203.0	75
Curve, M.P. 204.1 to 204.5	75
3 Curves, M.P. 205.9 to 207.7	65*

2 Curves, M.P. 209.3 to 210.7	75
North Track, M.P. 215.7 to 217.4	40
RR Crossing, M.P. 217.4 Interlocking	20
6 Curves, and track, M.P. 217.4 to 220.3	20

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

*Amtrak trains with 500 class units restricted to 50 MPH.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Bellville	I	East end tail track	10
	I	West switch west lead	30
Somerville	I	Both ends siding	20
	I	East end yard	10
Caldwell	I	SP connection	10
Knowd	I	End of two tracks	40
Temple	S	East end freight yard	10
	I	Psg. Track 3 at Lampasas Dist. Jct.	10
	I	West end Psg. Track 3	20
	I	Crossover Main Street M.P. 218	20
	I	Crossover M.P. 218.8, First Dist.	20
	I	Both ends siding	20
	I	Crossover M.P. 218.6, Lampasas Dist. at West Freight Jct.	10
	S	Track 48 at Lampasas Dist. Connection, M.P. 218.9	10

(D) SPEED RESTRICTIONS - STREET CROSSINGS

		MPH	
		Psg.	Frt.
Brenham	M.P. 125.0 to 127.0	25	25
Somerville	M.P. 140.8 to 142.2	45	45
Cameron	M.P. 186.8 to 188.9	30	30
Rogers	M.P. 204.3 to 205.3	40	40
Temple	M.P. 217.0 to 221.2	*35	*25

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 128.6	Viaduct, highway
M.P. 130.6	Viaduct, highway
M.P. 174.6	Viaduct, highway
M.P. 182.6	Shifted Load Detector
M.P. 185.4	Bridge, Little River
M.P. 192.4	Shifted Load Detector
M.P. 220.1	Viaduct, I 35, East end Temple freight yard

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Heidenheimer	212.3	2300

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
	Feet Per Mile	Feet Per Mile	STATIONS	Feet Per Mile			
	16.3		BELLVILLE	29.0	106.2	T CR	
10400	34.8		11.6 M-K-T Crossing SEALY		94.6	YC	
			12.4 S. P. Crossing	37.4	82.2		
11740			1.4 WALLIS	13.2	80.8		
	12.1		14.5 TOWER 17				
	.0		S. P. Crossing	7.3	66.2	C	
12210			0.4 ROSENBERG		65.8		
11450	29.0		10.8 BOOTH	26.9	55.0		
	7.9		4.6 THOMPSONS	33.7	50.4	YC	
	2.6		4.2 SUGARLAND JCT.	33.7			
	18.4		M. P. Crossing		46.2		
8790			2.0 DUKE	4.7	44.2		
			1.3 M. P. Crossing		42.9		
12210	2.4		6.9 MANVEL	6.3	36.0		
	7.9		7.4 ALVIN	10.5		Y CR	
	5.2		4.2 ALGOA	6.3	28.6	Y	
5460	3.2		13.4 TEXAS CITY JCT.	12.1	24.4	YB	
	14.7		4.7 VIRGINIA POINT	8.9	11.0		
	.0		2.1 ISLAND	.0	6.3		
	.0		2.0 GALVESTON	15.3	4.2	T CR	
	.0		0.8 S. P. Crossing	.0	2.2		
	.0		1.1 Wharves Crossing	.0	1.4		
	.0		0.3 End of Track	.0	0.3		
	.0		(106.6)		0.0		
			Average speed per hour				

TWO TRACKS: Between Algoa and Alvin.

TCS IN EFFECT: On main tracks and sidings between Bellville and Algoa.

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

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

Between Sealy and Bellville, block signals governing eastward movements are located on the left side of track.

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

At Thompsons, controlled signal governing eastward movement from east leg of wye to Third District main track is located on left side of wye track.

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

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

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

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

Block signals governing eastward movement between Virginia Point and Texas City Jct., and between Texas City Jct., and Algoa located on left side of track.

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

Trains must secure clearance card as follows:

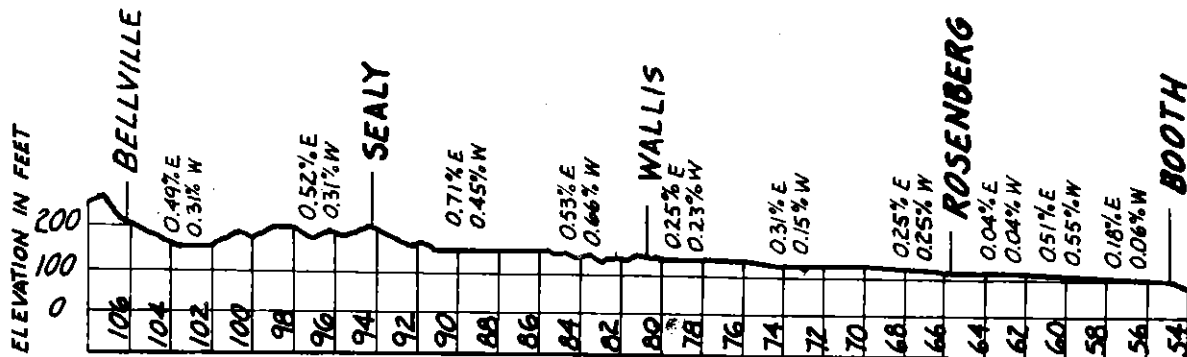
Bellville: Westward trains

Tower 17: Trains Originating

Alvin: Westward Third District trains destined west of Algoa

Galveston: Eastward trains.

Between Virginia Point and Island trains will be governed by time table special rule 12.



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed when exceeding 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

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

Location	MPH
RR Crossing, Wharves (35th St.) Galveston M.P. 0.3 (R.I.) Stop. Rule 98(B)	10
RR Crossing, M.P. 0.3 Stop. Rule 98(B)	10
RR Crossing, M.P. 1.4 Stop. Rule 98(B)	10
Lift Bridge, M.P. 4.7	10
Track, East leg of wye Alvin (Bellville side)	10
Track, West leg of wye Alvin (Galveston side)	25
RR Crossing, M.P. 42.9 Auto. Interlocking	40
3 Curves, M.P. 43.8 to 45.3	40
RR Crossing, M.P. 46.2 Auto. Interlocking	50
Curve, M.P. 50.6 to 51.0	50
3 Curves, M.P. 63.2 to 66.2	30
RR Crossing, M.P. 66.2 Interlocking	30
RR Crossing, M.P. 82.2 Auto. Interlocking	75
RR Crossing, M.P. 94.6 Auto. Interlocking*	50
Track, M.P. 105.5 to 106.8	20

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between 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 interlocked.

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

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Galveston	S	Crossover, east end west yard	10
Island	I	S.P. and G.H.& H. junctions	30

(C) SPEED RESTRICTIONS—(Cont'd)

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Thompsons	M.P. 50.3 to 50.7	*45 MPH
Richmond	M.P. 62.5 to 63.7	25 MPH
Rosenberg	M.P. 63.7 to 66.8	30 MPH
Wallis	M.P. 81.0 to 82.7	*45 MPH
Sealy	M.P. 93.4 to 95.2	50 MPH

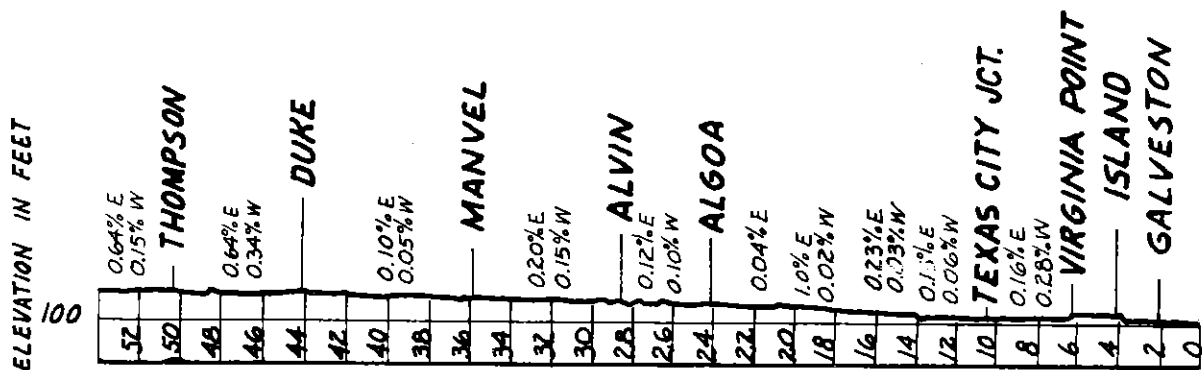
*Restrictions applies only while head end of train is passing crossings.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hitchcock storage track	14.1	5660
Alta Loma storage track	18.2	5630
Arcadia storage track	20.7	3630
Arcola team track	42.6	1160
Thompsons storage track	50.4	5300
Crabb	58.6	360
Richmond Spur	63.3	1140
Orchard storage track	76.2	4920
El Pleasant storage track	87.1	4990
Quanex	103.0	4450



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			October 25, 1981						
		Feet Per Mile	STATIONS	Feet Per Mile					
↓	13140	1.5	ALVIN 4.1	.0	.0	Y	↑		
	5490	2.6	HASTINGS 5.9	.0	4.1	CR			
	S 10320 N 16230	.0	PEARLAND 4.0	10.5	10.0				
			MYKAWA 5.4	0.1	14.0	Y			
			S.P. Crossing T & N.O. JCT. 0.9		19.4	CR			
			NEW SOUTH YARD 3.8		20.3	R			
			HOUSTON		24.1	RC TY			
			(24.1)						

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

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

At Hastings controlled signal governing eastward main track movement at east end of Hastings located on left side main track.

At Hastings controlled signal governing eastward main track movement at west end of Hastings located on left side of main track.

At Mykawa controlled signal governing westward movements from west end of siding located on left side of siding.

Block signal 12-A located 23 poles west of M.P. 1, block signal 72-A located 25 poles west of M.P. 7, block signal 122-A located 4 poles west of M.P. 12 and block signal 172-A located 24 poles west of M.P. 17 located on left side of main track.

At Pearlard, controlled signal governing eastward main track movement at east end of siding located on left side of main track.

At Pearlard, maximum authorized speed on siding 20 MPH while head end of train is passing over east end HD Track No. 4 switch.

At Mykawa, maximum authorized speed on south siding 20 MPH while head end of train is passing over switches west end HD Track No. 6 and team track.

Trains must get clearance card before leaving New South Yard.

Trains originating and terminating at Houston must register by Form 903 at Rusk Avenue.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Alvin and M.P. 18	55 MPH*
MP 18 and T&NO Jct.	20 MPH

*Maximum authorized speed when exceeding 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - TRACK AND RR CROSSING

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

"I"—Interlocking

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Houston	M.P. 14.0 to 18.0	45 MPH
	M.P. 18.0 to 19.4	20 MPH

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Stanolind	5.8	1020
H.D. Track No. 1	6.1	5160
H.D. Track No. 2	7.1	5280
H.D. Track No. 3	8.2	5070
Taylor Forge Inc.	8.7	380
Houdaille-Duval-Wright	9.0	1020
H.D. Track No. 4	10.9	2800
American Rice Drier	11.0	1190
H.D. Track No. 5	11.6	3210
Gaido-Lingle Co.	11.9	1200
H.D. Track No. 6	13.0	6520
T.O.F.C. Facilities	14.5	2200
Gifford Hill Storage Track	18.4	1250
Gifford Hill Spur	18.5	2160
Industrial Tracks	18.9	7900

GARWOOD DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			October 25, 1981						
		Feet Per Mile	STATIONS		Feet Per Mile				
		58.0	RAYNER JCT.	YL 9.6	58.0	0.0			
			GARWOOD	YL		9.6			
			(9.6)						

HALL DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			October 25, 1981						
		Feet Per Mile	STATIONS		Feet Per Mile				
		5030	THOMPSONS	YL 11.1	5.3	34.0	YC		
		7.9	LONG POINT	YL 5.1	22.9				
		5.3	GUY	YL 11.2	11.6	17.8	Y		
		6.3	NEWGULF S.P. Crossing	YL 6.6	10.6	6.6	C		
		4.8	CANE JCT.	YL	4.2	0.0	Y		
			(34.0)						

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood District 20 MPH

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

3. TRACKS BETWEEN STATIONS

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

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

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

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

At Smithers Lake, main track switch to coal lead normally lined for coal lead.

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

At Thompsons, controlled signal governing eastward movement from east leg of wye to Third District main track is located on left side of wye track.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:
Hall District 20 MPH

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

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

"I"—Interlocking

Station	Type	Location	MPH
Thompsons	I	East leg wye	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 10.3 Bridge, San Bernard River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Smithers Lake	31.2	H&LP Yard

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14 October 25, 1981		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
		Feet Per Mile			Feet Per Mile			
			SEALY YL			0.0	CY	
	3670	23.7	10.0		19.5			
		17.9	BEARD			10.0		
		.0	7.3		11.6			
			S. P. Crossing			17.3		
			0.3		17.9			
			S. P. Crossing			17.6		
			0.9					
	3760	31.6	EAGLE LAKE YL		31.6		CR	
		15.7	1.3		26.4			
			RAYNER JCT. YL			19.8		
	1290	34.3	8.2		13.2			
			BONUS			28.0		
			4.0		23.7			
			EGYPT			32.0		
	3490	4.2	5.0		6.3			
		.0	GLEN FLORA			37.0		
			5.8		19.5			
			S. P. Crossing			42.8		
			0.3		22.1			
	3340	4.2	WHARTON			43.1	C	
			8.3		8.9			
	1530	4.7	LANE CITY			51.4		
			3.8		12.6			
			CANE JCT. YL			55.2	Y	
			5.3		10.6			
			RUNNELLS			60.5		
			7.8		11.6			
			S. P. Crossing			68.3		
			0.3		3.1			
	2690	.0	BAY CITY YL			68.6	CR	
			0.4		1.5			
			M. P. Crossing			69.0		
			7.3		23.7			
			SOUTH BAY CITY YL			76.3		
			3.3		12.1			
			WADSWORTH YL			79.6		
			10.4		11.0			
			MATAGORDA YL			90.0		
			(90.1)					

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

Between:

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

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

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 Manual Interlocking*	20
RR Crossing, M.P. 68.3 Stop. Rule 98(B)	20
RR Crossing, M.P. 69.0 Interlocking	20

*Normal position is lined for SP movement. Instructions for operating the manual plant are posted in the lever house located at the crossing.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Bay City	M.P. 67.9 to 69.8	30 MPH
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3. TRACKS BETWEEN STATIONS

Name	Mile Post	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.)	76.3	Yard

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

Trains and engines originating at Bay City must get clearance card before leaving.

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

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

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

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

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

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

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			October 25, 1981					
	Feet Per Mile		STATIONS	Feet Per Mile				
			SOMERVILLE YL			0.0	Y CR	
			5.4 SCOFIELD	31.7		5.4		
2770	52.8		12.9 ALLENFARM	40.2		18.3		
5660	52.8		9.8 NAVASOTA S.P. Crossing	42.2				
			5.0 WOOD	26.4		28.1	CR	
1930	44.8		4.6 YARBORO	68.6		37.7		
4620	106.1		11.2 BOBVILLE	61.7		48.9		
2600	67.0		1.0 CRIP-FWD Crossing DOBBIN	53.3		49.9		
			5.7 MONTGOMERY	57.0		55.6		
			8.2 HONEA	60.7		63.8		
7910	73.9		8.4 CONROE M.P. Crossing	55.9		72.2	CR	
			2.4 BEACH	60.2		74.6		
5600	56.4		4.5 WAUKEGAN	61.2		79.1		
2680	54.9		5.9 SECURITY	63.3		85.0		
1840	76.5		4.6 FOSTORIA	41.1		89.6		
9660	52.8		5.3 S.P. Crossing CLEVELAND	57.0				
1830	60.1		7.0 HIGHTOWER	17.4		94.9	CR	
			3.6 RAYBURN	31.7		101.9		
3850	26.4		5.5 ROMAYOR	31.1		111.0	Y	
2770	24.8		6.7 FUQUA	10.0		117.7		
1850	19.5		3.8 VOTAW	34.8		121.5	B	
8540	37.7		6.6 BRAGG	19.3		128.1		
			5.3 LELAVALE	23.2		133.4		
1940	17.4		4.9 DIES	27.9		138.3		
7650	15.8		5.0 S.P. Crossing KOUNTZE	31.7		143.8		
1850	30.6		8.9 SILSBEE YL	31.7		152.2	TY CR	
1940	31.7		(152.2)					

1. SPEED REGULATIONS
 (A) MAXIMUM AUTHORIZED SPEED
 Conroe District 49 MPH*
 *Maximum authorized speed when averaging 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

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

Location	MPH
East and west legs of wye, Somerville	10
4 Curves, M.P. 26.4 to 28.2	30
RR Crossing, M.P. 28.1 Auto. Interlocking*	20
Curve, M.P. 28.2 to 28.3	20
Curve, M.P. 28.7 to 28.9	40
3 Curves, M.P. 35.3 to 35.9	30
8 Curves, M.P. 36.1 to 38.6	20
3 Curves, M.P. 42.6 to 44.0	40
RR Crossing, M.P. 49.9 Auto. Interlocking	49
2 Curves, M.P. 50.3 to 50.9	35
7 Curves, M.P. 50.9 to 55.0	40
RR Crossing, M.P. 72.2 Auto. Interlocking	20
RR Crossing, M.P. 94.9 Auto. Interlocking*	20
RR Crossing, M.P. 143.3 Crossing Gate**	6
4 Curves, M.P. 151.7 to 151.8	10
East and west legs of wye, Silsbee, M.P. 152.2	10

*Speed applies only while head end of train is passing crossing.
 **Gate normally lined against Southern Pacific. Approach Southern Pacific crossing prepared to stop. When gate is set for movement proceed over crossing, head end of train not exceeding 6 M.P.H. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS
 Maximum speed permitted through turnouts including main track switches 10 MPH.
 Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Navasota	M.P. 27.5 to 29.0	10 MPH
Conroe	M.P. 71.0 to 73.5	30 MPH
Silsbee	M.P. 150.6 to 152.6	*10 MPH

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)
 M.P. 14.6 Bridge, Brazos River
 M.P. 26.3 Bridge, Navasota River
 M.P. 110.4 Bridge, Trinity River
 M.P. 146.2 Bridge, Village Creek

3. TRACKS BETWEEN STATIONS

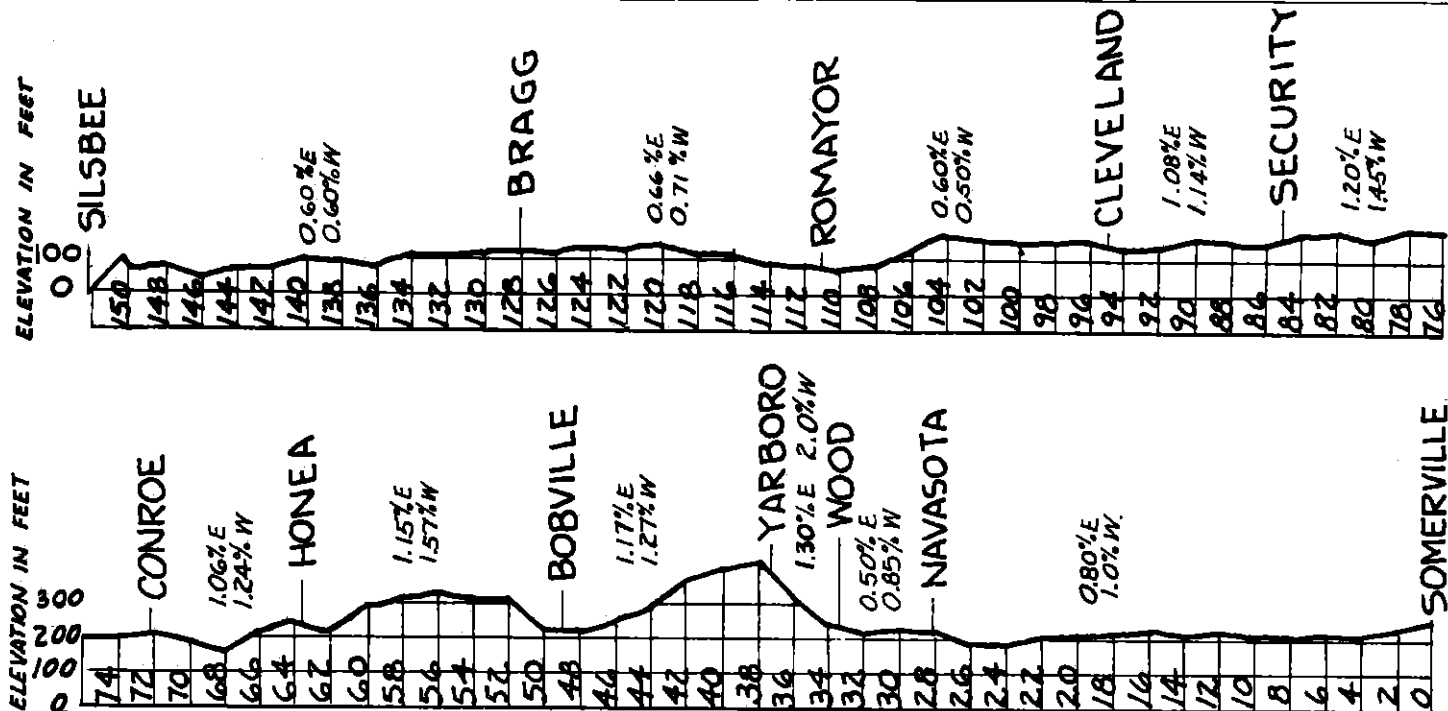
Name	Mile Post	Track Capacity in Feet
Clay	11.9	1350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1040
Keenan	60.6	370
Fort Worth Pipe	75.3	1320
Owens-Corning Spur	76.1	420
Jefferson Chemical Co.	76.4	2400
Youens-Columbia Carbon	77.0	1750
Smith and Co.	77.7	1500
Timber	83.1	680
Seamon	98.1	260
Union Tank Car Co.	99.5	1610
Kirby Spur	103.9	4800
Dolen	107.3	1550
Honey Island	135.5	780

Wye at Dolen, M.P. 107.3.

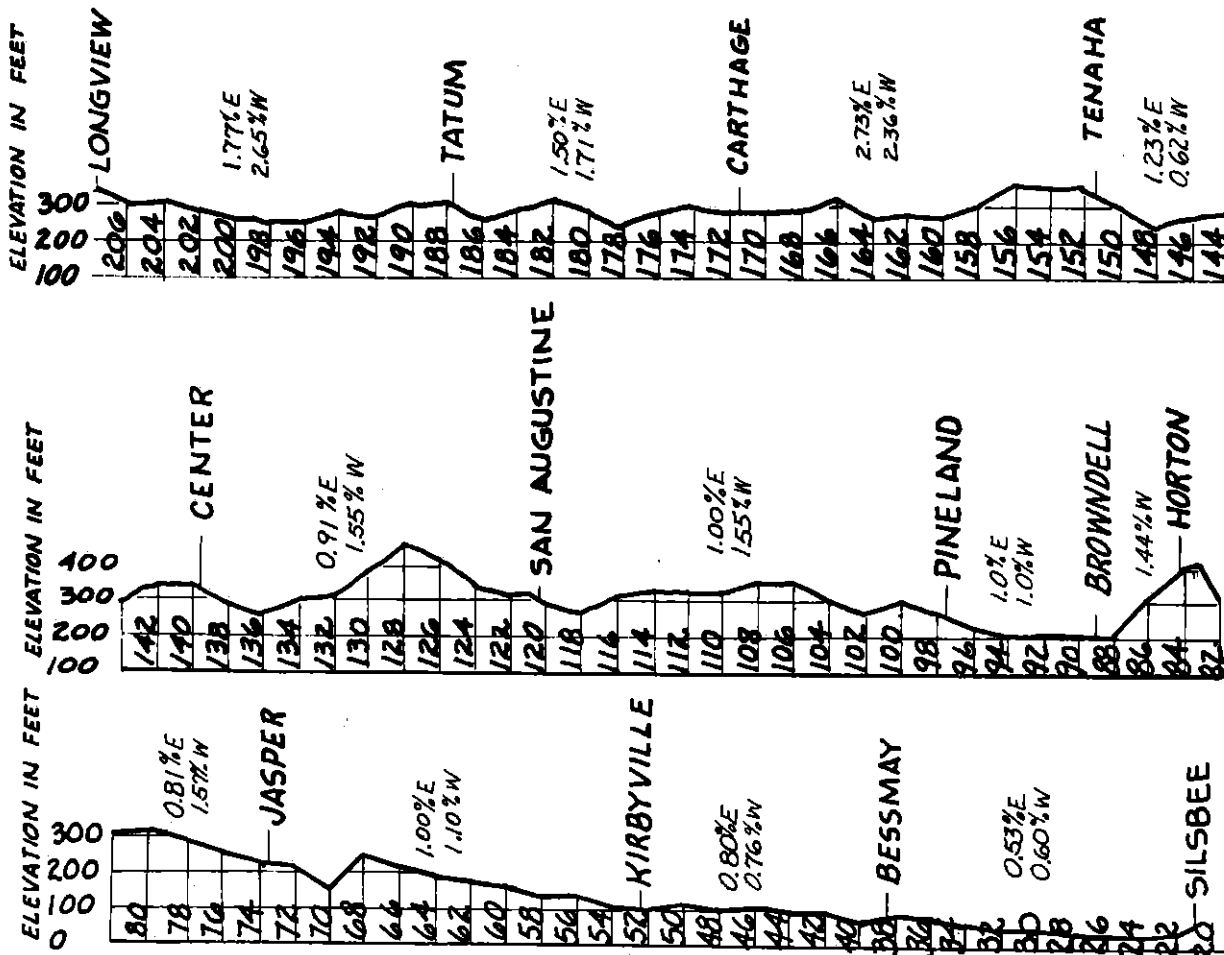
At Silsbee, Silsbee District junction switches normally lined for Conroe and Longview Districts.

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

CONROE DISTRICT PROFILE ON PAGE 14.



LONGVIEW DISTRICT



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14 October 25, 1981		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			Feet Per Mile	STATIONS					Feet Per Mile
				LONGVIEW YL		207.6	Y CR	
	139.9			12.2 EASTON	93.4	195.4		
	69.7			7.6 TATUM	63.4	187.8	C	
2760	61.7			6.4 BECKVILLE	79.2	181.4		
4010	90.2			9.7 CARTHAGE YL	73.9	171.7	C	
1150	124.6			10.0 GARY	144.1	161.7		
	52.8			10.1 S.P. Crossing TENAHA YL	63.3	151.6	C	
2550	32.7			11.8 CENTER YL	64.9	139.3	CY	
2040	81.8			12.8 CALGARY	47.5	127.0		
3200	43.8			6.6 SAN AUGUSTINE YL	48.0	120.4	CR	
2490	81.8			5.5 VENABLE	45.4	114.9		
2330	54.9			10.2 BRONSON	48.5	104.7		
1930	50.6			7.2 PINELAND YL	52.8	97.5	C	
2080	52.8			9.9 BROWNEDELL	52.8	87.4		
5970	76.0			3.2 HORTON	.0	84.2		
2080	82.7			5.5 COLLINS	41.1	78.7		
2020	38.0			5.1 JASPER YL	42.7	73.6	Y CR	
4140	39.0			6.5 KEIGHTON	47.5	67.1		
2080	58.0			4.7 ROGANVILLE	52.8	62.4		
1710	41.1			10.0 KIRBYVILLE YL	48.5	52.4		
1950	40.1			4.4 CALL	31.1	48.0		
2760	31.7			4.8 LE VERTE	42.2	43.2		
3080	30.0			5.8 BESSMAY YL	31.7	37.4		
2640	26.4			1.3 BUNA	23.7	36.1		
	16.8			6.0 QUINN YL	27.9	30.1		
3110	3.1			2.4 EVADALE YL	12.6	27.7		
	31.6			7.0 SILSBEE YL	19.0	21.0	TY CR	
				(186.7)				

At Longview, engines must get clearance card before leaving.
 At Silsbee, engines must get clearance card before leaving.
 At Silsbee, Silsbee District junction switches normally lined for Longview and Conroe Districts.
 At Kirbyville, Oakdale District junction switch normally lined for Longview District.

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

Longview District, M.P. 21.0 to 162.0	49 MPH*
Longview District, M.P. 162.0 to 207.8	35 MPH
Swepco Industrial Spur	10 MPH

*Maximum authorized speed when exceeding 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

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

Location	MPH
East and west legs of wye, Silsbee, M.P. 21.1	10
Curve and Neches River Bridge, M.P. 26.1 to 26.5	25
2 Curves, M.P. 63.3 to 64.5	40
2 Curves, M.P. 72.0 to 73.5	35
16 Curves, M.P. 80.7 to 86.9	20
Curve, M.P. 102.4 to 102.5	20
5 Curves, M.P. 103.7 to 106.2	30
Curve, M.P. 106.6 to 106.7	30
Curve, M.P. 108.3 to 108.5	30
6 Curves, M.P. 115.1 to 117.5	20
3 Curves, M.P. 117.8 to 118.8	35
8 Curves, M.P. 120.7 to 126.3	35
6 Curves, M.P. 128.8 to 10.7	20
2 Curves, M.P. 150.6 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. 161.4 to 161.7	10
Curve, M.P. 171.3 to 171.5	20
2 Curves & Sabine River 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

*Normal position is lined for SP movement. A member of crew must go to control box governing direction of movement and follow instructions therein.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Silsbee	M.P. 21.1 to 21.7	*10 MPH
Jasper	M.P. 72.8 to 73.9	30 MPH
Tenaha	M.P. 150.2 to 152.7	*35 MPH

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

(Longview District Continued on Page 16)

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			OAKDALE YL		80.8		
			M.P. Crossing		80.6	C	
			Vancouver Plywood				
			RR Crossing		80.2	Y	
			8.8				
2140	32.2		ELIZABETH YL	20.0	72.0	C	
2650	34.8		9.7	45.9			
			PITKIN		62.3		
			11.9				
2630	33.2		MARKEE	47.5	50.4		
			12.0				
			DeRIDDER				
			K. C. S. Crossing		38.4	CR	
2230			4.9	21.0			
2130			SHEAR YL		33.5		
			1.0	18.4			
2440	25.3		BOISE SOUTHERN YL		32.5	C	
			5.0	18.4			
2610	25.3		NEALE		27.5		
			5.4				
2540	15.8		MERRYVILLE YL	32.2	22.1		
			6.4				
1850			BONWIER		15.7		
			3.5	23.8			
1500	26.4		FAWIL		12.2		
			12.2	33.7			
			KIRBYVILLE YL		0.0		
			(80.8)				

1. SPEED REGULATIONS
 (A) MAXIMUM AUTHORIZED SPEED
 Oakdale District 30 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

Location	MPH
Curve, M.P. 0.5 to 0.7	10
RR Crossing, M.P. 38.4 Stop. Rule 98(B) Gate normally lined against AT&SF	
Curve, M.P. 79.6 to 79.8	20
RR Crossing, M.P. 80.2 Stop. Rule 98(B)	
RR Crossing, M.P. 80.6 Stop. Gate electrically locked. Rule 98(B)	

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS
 Maximum speed permitted through turnouts including main track switches 10 MPH.
 Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)
 M.P. 17.3 Bridge, Sabine River

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Bleakwood	5.2	600
Boise Southern Industrial Spur (4.7 miles)	32.5	
Hite	36.1	1700
Ikes	43.5	1000
Sugrue	55.5	2100
Cravens	56.9	1250

At Kirbyville, Oakdale District junction switch normally lined for Longview District.

LONGVIEW DISTRICT CONTINUED

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 22.6 Viaduct, highway
 M.P. 72.9 Viaduct, highway
 M.P. 146.8 Viaduct, highway
 M.P. 196.8 Bridge, Sabine River

Texas Eastman Plant - Longview
 Track 2C - Spot 10
 Track 2 - Spots 3 and 6
 Track 2A - Spots 3 and 6
 Track 6A - Spot 20

3. TRACKS BETWEEN STATIONS

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

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 14 October 25, 1981		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
			SILSBEE YL	41.1	21.0	TY CR		
	2580	25.3	6.9 LUMBERTON	41.1	14.1			
		27.5	3.8 LOEB JCT. YL	23.2	10.3			
	1840	24.8	1.8 S.P. Connection VOTH YL	20.1	8.5			
		23.2	6.8 BEAUMONT YL	16.8	1.7	Y CR		
		4.7	1.0 S.P. Crossing	6.3	0.7			
		4.7	0.1 M.P. Crossing S.P. Crossing	6.3	76.4			
	720	1.0	5.5 BROOKS YL	2.6	70.9			
	670	12.6	11.5 MOREY YL	15.8	59.4			
	1900	5.2	2.3 HAMSHIRE YL	1.0	57.1			
	2230	11.0	5.3 WINNIE YL	7.3	51.8			
	2400	.0	2.1 STOWELL YL	6.8	49.7			
	1910	4.2	4.9 SEA BREEZE YL	12.6	44.8			
		.0	7.8 END OF TRACK	9.5	37.0			
			(59.8)					

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

At Beaumont, Santa Fe engines must get clearance card before leaving.

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

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

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

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

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

**1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED**

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

*Maximum authorized speed when averaging 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

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

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
2 Curves, M.P. 15.1 to 16.3	35
Curve, M.P. 18.8 to 19.1	35
East and west legs of wye, Silsbee, M.P. 21.0	10

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

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

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

(D) SPEED RESTRICTIONS - STREET CROSSINGS

	MPH
Beaumont M.P. 9.1 to 69.9	20
Silsbee M.P. 20.1 to 21.1	*10

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Port of	Bridge, KCS Ry.
Beaumont	Viaduct, highway
M.P. 1.9	

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Seth	16.1	550
Texas Gas Corporation	55.1	940
Fannett	63.0	940
Galloway	65.9	600
Goodyear Storage	66.8	3000
Cheek	68.0	1300
Gulfc	68.4	2200
American Rice Growers	69.0	1100
Coors Beer Company	73.7	442
Beaumont Warehouse-Corporation	73.8	702

4. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand-operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine.

Locations of switches not electrically locked:

- First District — M.P. 225.4, Pendleton, house track.
M.P. 233.5, Moody, house track, team track, and Moody Farms spur.
M.P. 270.8, Clifton, north elevator track.
M.P. 303.5, Blum, house track.
- Second District — M.P. 124.5, Brenham, Sealy Mattress Co., spur.
M.P. 126.8, Brenham, Goedecke spur.
M.P. 196.0, Buckholts, house track spur and Milan Grain Co. track.
- Third District — M.P. 205.8, Rogers, Laughlin Spur.
M.P. 212.3, Heidenheimer, old siding.
- M.P. 30.3, M.A. Oliver Spur.
M.P. 34.5, Wickes spur.
M.P. 36.0, Manvel, house track.
M.P. 42.6, Arcola, team track.
M.P. 42.8, Arcola, interchange.
M.P. 55.0, Booth, house spur.
M.P. 58.6, Crabb.
M.P. 63.6, Richmond, house spur.
M.P. 76.2, Orchard, house track.
M.P. 80.8, Wallis, house track.
M.P. 87.1, El Pleasant.
- Houston District — M.P. 8.7, Taylor Forge.
M.P. 9.0, Houdaille-Duval-Wright.

5. MAXIMUM SPEED OF ENGINES

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

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

*Engine without cars must not exceed 70 MPH.

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

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

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

DISTRICT	Wrecking Derrick MPH	Pile Drivers and Jordan Spreaders MPH	Other Machines Including Locomotive Crane MPH
FIRST			
SECOND			
THIRD			
HOUSTON			
LAMPASAS	40	45	30
CONROE			
LONGVIEW	30	30	30
SILSBEE			
Between:			
Silsbee and Loeb Jct.	30	30	30
Loeb Jct. and Beaumont	20	20	20
Beaumont and M.P. 37.0	10	10	10
OAKDALE			
MATAGORDA			
Between:			
Sealy and Bay City	20	20	20
Bay City and Matagorda	10	10	10
GARWOOD			
HALL			
SAN SABA	10	10	10

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

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

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.

8. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected.
Lampasas District		
M.P. 238.0	High Water	Eastward—Block Signal 2382 Westward—Block Signal 2371
M.P. 263.4	High Water	Eastward—Block Signal 2642 Westward—Block Signal 2631
M.P. 339.8	Dragging Equipment	Rotating white light—Block Signals 3391 and 3411
First District.		
M.P. 247.3	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights Eastward M.P. 247.3 and locator at M.P. 249.8 Westward M.P. 247.3 and locator M.P. 244.6
M.P. 281.8	Hot Box and Dragging Equipment Detector with Radio Readout (Reporter)	Rotating white lights and radio read out

8. TRACK SIDE WARNING DEVICES (Continued)

Location	Type	Signals or Indicators Affected
Second District.		
M.P. 129.0	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and OTP display board—M.P. 129.0
M.P. 161.3	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and OTP display board—M.P. 161.3.
M.P. 182.6	Dragging Equipment	Rotating white lights—M.P. 182.6 and at block 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 block signals 1841 and 1842. (Indicator nearest the track marked S. L.)
M.P. 192.4	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights—Westward—M.P. 192.4 and locator at east switch of siding Cameron. (Indicator on field side marked H.B.) Eastward—M.P. 192.4 and locator at west switch of siding Buckholts.
M.P. 192.4	Shifted Load	Rotating white lights—M.P. 192.4 and at east switch of siding Cameron. (Indicator nearest the track marked S. L.)
Third District.		
M.P. 77.3	Dragging Equipment Hot Box (Dual Purpose Detector)	Rotating white lights—Eastward—M.P. 77.3 and locator at west switch siding Wallis. Westward—M.P. 77.3 and locator at M.P. 75.3

HOT BOX AND DRAGGING EQUIPMENT DETECTORS**Locator (Readout) Type**

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

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

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

If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher.

Monitor Display Board Type

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, as well as dragging equipment will actuate rotating white light at location of monitor display board.

The monitor display board is equipped with hot box and dragging equipment indicator lights. The display board will be dark as train approaches detector, and will remain in that condition in the absence of abnormal heat or dragging equipment "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board.

All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car or unit with abnormal heat condition or dragging equipment.

When rotating white light is actuated by train, and a numerical readout is not displayed on the display board, train must be stopped promptly, and entire train must be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is actuated before train reaches detector, and no numerical readout or indicator lights displayed after train passes detector, train may proceed at prescribed speed and must be observed closely enroute. When rotating white light is actuated before train reaches detector, and a numerical readout is displayed or any of the indicator lights are illuminated before or after train passes detector, train must be stopped and inspected.

When abnormal heat condition or dragging equipment is displayed at detector and no abnormal condition found on equipment indicated on display board, close inspection must be made on three cars (or units) on either side of indicated equipment.

Instructions Applicable To Both Types of Hot Box and Dragging Equipment Detectors

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

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

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

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

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

HOT BOX AND DRAGGING EQUIPMENT DETECTOR WITH RADIO READOUT (REPORTER):

As train approaches the scanner location the following identifying message will be transmitted via radio: "SANTA FE RAILROAD, MERIDIAN, TEXAS." This will alert you to the fact that system is

operational. After the train has passed the detector and no defects were noted, a substitute message will be transmitted via radio as follows: "SANTA FE RAILROAD, MERIDIAN, TEXAS, NO DEFECTS."

If detector is actuated as a result of abnormal heat or dragging equipment, a rotating white light will be illuminated at the detector location. In addition, an audible tone via radio will be broadcast to alert you of defects noted in your train. If this occurs you should immediately prepare to stop your train with rear end of train beyond the detector. After the train has passed the detector location, the audible tone will be discontinued and the identification of the defect by type and location will be transmitted via radio. All reference will be from the rear of train. The "LEFT SIDE" and "RIGHT SIDE" mentioned is always referenced to the Train Engineer's left and right in the direction the train is traveling. This message will be repeated once to insure transmission is correctly copied.

This detector has capability to store in its memory the location of up to 3 (three) defective bearings and 3 (three) dragging equipment alarms. When more than one alarm occurs in your train, hot box alarms will take preference and will be transmitted in order of occurrence, with dragging equipment alarms transmitted last.

The following is a typical example of radio transmission train crew can expect to hear if their train developed two hot box defects and one dragging equipment:

(1) Train approaching detector: "SANTA FE RAILROAD, MERIDIAN, TEXAS."

(2) First hot box detected initiates an audible tone for 20 seconds or less duration and the associated white rotating light will begin to operate.

(3) Additional hot box and dragging equipment alarms in the train will not affect previous alarm tone.

(4) After the train passes the detector location, the audible alarm tone will end and audible broadcast will then be transmitted via radio with the following information:

- (a) "SANTA FE RAILROAD, MERIDIAN, TEXAS, FIRST HOT BOX RIGHT SIDE, 178."
- (b) "SECOND HOT BOX, LEFT SIDE, 143."
- (c) "SANTA FE RAILROAD, MERIDIAN, TEXAS, FIRST DRAGGING EQUIPMENT, NEAR AXLE 068."
- (d) This entire message will be rebroadcast in the same sequence.

If after head end of train passes detector the white rotating light becomes illuminated and no audible tone or message is received via radio, stop will be made with rear end of train beyond the detector and entire train inspected to locate suspect car or unit for possible abnormal heat or dragging equipment. Anytime three alarms of either type (hot box or dragging equipment) are reported, crew should inspect the remainder of the train for any additional defects.

If white rotating light illuminated before head end of train reaches the detector, the following message will be transmitted via radio: "SANTA FE RAILROAD, MERIDIAN, TEXAS, INTEGRITY FAILURE." However, you should be alerted that there is still a possibility that an audible alarm and message could still be transmitted. If no additional message is received, train must be stopped and inspected unless otherwise instructed by train dispatcher.

If authorized by train dispatcher to proceed, train may proceed at prescribed speed and observed closely enroute, but must make two stops within next 60 miles at approximately 30 mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to a terminal where mechanical inspection is made. When abnormal heat or dragging equipment defects are transmitted to train crew, and no abnormal condition is found on equipment indicated, close inspection must be made on three cars (or units) on either side of indicated equipment. When suspected journal on freight equipment indicated by detector is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

Trains must not exceed speed of 30 MPH while moving over this detector when:

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

SHIFTED LOAD DETECTORS

When condition in train actuates indicators, they will display rotating white light, and when so displayed, the train must be stopped immediately, inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone the result of inspection.

9. YARD LIMITS

Conroe District
Somerville, M.P. 0.0 to 1.58
Conroe, M.P. 70.3 to 80.3
Cleveland, M.P. 93.0 to 96.5
Silsbee, M.P. 149.5 to 152.2

Garwood District (Entire District)

Hall District (Entire District)

Lampasas District
Gober, M.P. 219.9 to 222.9
Lampasas, M.P. 272.3 to 275.9
Lometa, M.P. 290.2 to 293.6

Longview District

Silsbee, M.P. 21.0 to 30.9
Bessmay, M.P. 36.0 to 39.0
Kirbyville, M.P. 51.0 to 53.9
Jasper, M.P. 70.9 to 75.8
Pineland, M.P. 96.2 to 99.5
San Augustine, M.P. 119.6 to 121.2
Center, M.P. 139.1 to 141.6
Tenaha, M.P. 150.2 to 153.1
Carthage, M.P. 169.9 to 175.5
Longview, M.P. 202.0 to 207.6

Matagorda District

Sealy, M.P. 0.0 to 1.2
Eagle Lake, M.P. 16.3 to 20.3
Cane Jct., M.P. 53.1 to 54.8
Bay City, M.P. 66.4 to 90.0

Oakdale District

Kirbyville, M.P. 0.0 to 1.5
Merryville, M.P. 20.5 to 23.2
Boise Southern, M.P. 31.5 to 34.5
DeRidder, M.P. 37.4 to 39.9
Elizabeth, M.P. 70.0 to 73.1
Oakdale, M.P. 80.2 to 80.8

San Saba District

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

Silsbee District

Silsbee, M.P. 21.0 to 19.3
Loeb Jct., M.P. 10.9 to 37.0

Third District

Galveston, M.P. 0.0 to 8.1

10. BULLETIN BOOKS ARE LOCATED:

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

11. STANDARD CLOCKS ARE LOCATED:

Alvin	Conroe	Longview
Bay City	DeRidder	Oakdale
Beaumont	Eagle Lake	Pearland
Bellville	Galveston	San Augustine
Brady	Houston (Rusk	Sealy
Brenham	Ave.)	Silsbee
Brownwood	Jasper	Somerville
Carthage	Lometa	Temple
Center		
Cleburne		
Clifton		

TIME SERVICE

R. N. CROW, General Watch Inspector Topeka

12. SPECIAL RULES GOVERNING MOVEMENTS GALVESTON CAUSEWAY

- A. Between Virginia Point and Island trains will be governed by interlocking signals which supersede superiority of trains within these limits, but do not dispense with the use or observance of other signals whenever and wherever required. All switches, derails and signals are operated by towerman at Lift Bridge. Lift Bridge protected by derails.
- B. Trains or engines approaching Causeway at Virginia Point or Island must sound one long blast of whistle. If clear signal cannot be accepted immediately, member of crew must promptly notify towerman by telephone located at home signals. If train or engine is stopped at Virginia Point or Island, member of crew must immediately communicate with towerman for instructions.
- C. Towerman or signal maintainer in charge, from location on ground, may give hand signals with yellow flag or yellow light, authorizing train to pass signal displaying "stop" indications.

When stopped by controlled signal, control station may, after determining route to be used properly lined and there are no opposing movements, authorize train or engine to proceed. Member of crew must precede movement checking interlocked switches and derails. Speed limit 6 M.P.H. to next signal or end of block.

- D. Dual control switches on the Galveston Causeway are equipped with AT&SF, M.P. and S.P. switch locks. When a train is stopped by a "stop" signal, if no conflicting movement is evident, member of crew must immediately communicate with, and be governed by instructions from the towerman at the lift bridge. If authorized to operate dual control switches by hand, be governed by the instructions which are placed in each telephone box on the causeway.

Derails at the lift bridge will be placed in non-derailing position by hand, only when authorized by the towerman at the lift bridge.

- E. Speed limits between Virginia Point and Island—20 M.P.H.

WHISTLE SIGNALS (Passing Lift Bridge)

(a) _____	A.T.&S.F. Main Track
(b) _____	S.P. Main Track
(c) _____ o	G.H.&H. Main Track

13. JOINT TRACK FACILITIES:

Cameron-Caldwell: Southern Pacific trains use AT&SF tracks between Cameron and Caldwell and are governed by AT&SF Southern Division current timetable and special instructions and Southern Pacific Transportation Company rules and regulations except as modified by S.P. timetable special instructions. S.P. trains originating at Caldwell must obtain Santa Fe clearance card before leaving.

Houston-Galveston: CRI&P trains use AT&SF tracks between T&NO Jct., Houston Dist., and Galveston and are governed by AT&SF Time Table and Rules.

Houston-Algoa: Missouri Pacific trains use AT&SF tracks between T&NO Jct., Houston Dist., and Algoa and are governed by M.P. Time Table and Rules.

Galveston Causeway:—AT&SF, S.P., CRI&P and GH&H trains using joint track between Island, M.P. 4.1, and Virginia Point, M.P. 6.3, are governed by Special Rule No. 12.

Galveston: AT&SF trains and engines use Galveston Wharves tracks at Galveston and are governed by AT&SF Time Table and Rules.

Tower 17—Houston: AT&SF trains using Southern Pacific tracks between Tower 17 and Houston are governed by Southern Pacific Transportation Company's current timetable and timetable bulletins, and AT&SF Rules Operating Department except as modified below:

1. Absolute Permissive Block (APB)—A block system wherein the movement of trains and engines is authorized and governed by absolute signal indication, automatically or manually controlled.
2. Absolute Signal—A block signal, the indication of which authorizes and governs the movement of trains and engines within CTC or APB.

Absolute signals are identified by the letter "A" or, letters "SA".

Where interlocking or absolute signals may govern movements from interlocking or TCS limits into that portion of ABS adjoining. They will be designated "semi-automatic" and distinguished by a plate bearing the letters "SA". Trains stopped by such signals must observe applicable Signal Rules and rules applicable within TCS Limits within TCS portion and ABS portion of block beyond, respectively.

3. Automatic Block Signal—A block signal, the indication of which

governs the movement of trains and engines. Automatic block signals are identified by a number plate.

4. Centralized Traffic Control (CTC)—A block system wherein the movement of trains and engines is authorized and governed by remotely controlled absolute signals.

Within CTC limits, Santa Fe Rules applicable within TCS Limits apply.

5. Controlled Siding—A siding designated in special instructions as being within CTC or interlocking limits.

On such sidings TCS rules apply.

6. Distant Signal—A fixed signal used outside of a block system which governs only the approach to a block signal. Distant signals are identified by number plate with letter "D" preceding number.

7. Interlocking Signal—A block signal, the indication of which authorizes and governs the movement of trains and engines within interlocking limits. Interlocking signals will not have identifying numbers or letter except letters "SA" when signal governs block as indicated in second paragraph of Item 2.

8. In Southern Pacific timetables, the following symbols when placed at left of station name indicate:

TO—train-order office

R—train-register station

Following symbols when placed at right of station name indicates:

B—bulletin station

K—standard clock

I—interlocking

Y—turning facility

P—telephone

Q—radio base station

Numbers adjacent to station name in station column indicate a siding and length in feet between fouling points.

9. Yellow flags, red flags, red lights, and green flags must be placed to right of main track in direction of approach and will not apply when displayed to left. When displayed between switches of a siding, they must be duplicated to right of siding in direction of approach.

Yellow flags, red flags, red lights, and green flags will not apply to the track on which train is running if displayed beyond the first rail of adjacent track.

Where two or more main tracks except double track are affected, each track must be considered as single track upon which trains may be run in either direction, and flags and/or lights must be displayed in both directions.

In double track territory, flags and/or lights must be displayed for affected track(s) in current of traffic direction.

NOTE: Flags may be of cloth, metal, or other suitable materials.

10. Yellow PROCEED PREPARED TO STOP and red CONDITIONAL STOP signs will be placed to right of track in direction of approach when practicable, but must be respected when displayed on either side. When displayed between switches of a siding, they must be duplicated to right of siding in direction of approach. If clearance between siding and main track does not permit, they may be displayed to left of track in direction of approach.

11. When an UNATTENDED red flag or red light is displayed to the right of main track or siding in direction of approach, train, after stopping, must be preceded for a distance of three-fourths mile from the point where the flag or light is displayed, by a member of crew who must carefully examine track and structures.

An UNATTENDED red flag or red light placed between the rails of any track other than main track requires that train or engine stop and not proceed until flag or light has been removed by an employee of the class that placed it there.

When an ATTENDED red flag or red light is displayed to the right of main track or siding in direction of approach, train after stopping, may proceed without being preceded by a member of crew but will be governed by instructions in M. W. FLAGMAN'S ORDER, Form CS-5526, which must be read by engineer then returned to flagman.

12. When a yellow flag is required it will be displayed to right of track in direction of approach, two miles from structure or track over which speed of trains must be restricted.

Trains must not exceed the speed specified by train order, timetable bulletin, or otherwise; or RESTRICTED SPEED if no speed is specified, commencing two miles beyond yellow flag, until rear of train clears the restricted limit.

When yellow flag is displayed and speed is not specified by train order, timetable bulletin or otherwise, trains must proceed expecting to find a red flag or red light that may be displayed two miles beyond the yellow flag.

A green flag will be displayed to right of each track at the limit of each restriction, and trainman will give proceed signal after rear of train has passed green flag.

13. FORM Y TRAIN ORDER—Conditional Stop Sign Order—DO NOT EXCEED RESTRICTED SPEED BETWEEN MP 18 AND MP 20 BETWEEN BESS AND CLOY FROM 801 AM UNTIL 501 PM JULY 4TH AND BE PREPARED TO STOP SHORT OF UNATTENDED RED CONDITIONAL STOP SIGN DISPLAYED IN VICINITY OF MP 17.8 FOR EASTWARD TRAINS AND MP 20.2 FOR WESTWARD TRAINS UNLESS ORALLY AUTHORIZED TO PROCEED BEYOND THE STOP SIGN BY FOREMAN IN CHARGE OF WORK OR A PROCEED SIGNAL WITH GREEN FLAG OR LIGHT IS RECEIVED.

RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN ORALLY AUTHORIZES A DIFFERENT SPEED.

YELLOW PROCEED PREPARED TO STOP SIGNS ARE DISPLAYED TWO MILES IN ADVANCE OF RED CONDITIONAL STOP SIGNS.

When Form Y train order is in effect an unattended red sign reading "CONDITIONAL STOP" will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or green light is received. A yellow sign reading "PROCEED PREPARED TO STOP" will be displayed two miles in advance of the red sign.

When orally authorizing a train to proceed, foreman must inform engineer the maximum speed permitted over restricted track.

A green flag will be displayed to right of each track at limit of restriction. Trainman will give proceed signal after rear of train has passed the green flag.

RED CONDITIONAL STOP signs must be displayed at least two miles from a junction.

14. Speed signs will be located to right of track in direction of approach where practicable. On double track where trains keep to left, speed signs will be located to left if proximity of adjacent main track prevents locating to right.

Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction, and where used to authorize increase in speed will be located at point where higher speed commences. Speed may be increased as soon as rear of train has passed speed sign. Speed signs prescribing an increase in speed will not be installed on branches. Where such signs are not used to authorize an increase in speed, limit of restriction will be shown in timetable.



Fig. 1



Fig. 2

The higher number on speed sign indicates maximum speed for trains consisting entirely of passenger equipment; the lower number indicates maximum speed for all other trains. Where one number is shown, it indicates maximum speed for all trains.

Certain signs have words "SPRING SWITCH", "TURNOUT", "DRAWBRIDGE", or "CURVE" above and below the figures. Such signs, which are placed two miles in advance of the location, indicate speed which must not be exceeded while entire train is passing over the spring switch, turnout, drawbridge, or curve.

15. When an unattended fusee is burning on or near a track OUTSIDE OF BLOCK SYSTEM LIMITS, train must stop and not proceed until fusee has burned out.

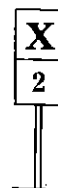
When an unattended fusee is burning on or near a track WITHIN BLOCK SYSTEM LIMITS, train must immediately reduce speed consistent with good train handling techniques and proceed at RESTRICTED SPEED for two miles from point where fusee is displayed.

An unattended fusee burning beyond the first rail of an adjacent track will not apply to the track on which train is running.

16. Signs bearing letter "X" located one-fourth mile in advance of certain tunnels, obscure curves, and crossings at grade other than crossings of railroads, require engine whistle signal as prescribed by Rule 19(L). Absence of this sign in advance of these crossings at grade, tunnels, or obscure curves does not relieve engineers from complying with Rule 19(L).



Where there are multiple crossings not more than one-fourth mile apart, sign bearing letter "X" located one-fourth mile in advance of first crossing will also display a figure which represents the number of crossings involved.



17. The explosion of a torpedo is a signal to immediately reduce speed consistent with good train handling techniques and proceed at RESTRICTED SPEED for two miles from point where torpedo was exploded.
18. The headlight on trains will also be extinguished when train is standing on main track within CTC or interlocking limits, except when visibility is obscured by weather condition, or at night to assist in inspection of opposing train after head end has passed. The headlight may again be displayed but must be extinguished prior to time rear of train passes.
19. Trains and engines must not move against the current of traffic unless:
1. authorized by train order;
 2. within yard limits, authorized by Yardmaster; or,
 3. provision has been made for protection of movement by flagman in accordance with Rule 99 and/or interlocking or absolute signals.
20. DISTANT SIGNAL—provides information only to govern the approach to a block signal, not conditions of or on the track between the distant signal and the block signal. The most restrictive aspect which can be displayed by a Distant Signal is yellow.

NAME	ASPECT	INDICATION
Distant Signal clear	Green with a number plate bearing prefix D	Proceed
Distant Signal approach	Yellow with a number plate bearing prefix D	Proceed prepared to stop short of next block signal. Trains exceeding 40 MPH immediately reduce to that speed.

21. Block Signals:	ASPECT	INDICATION
NAME	Yellow over	Proceed, prepared to advance on diverging route at next block signal not exceeding prescribed speed through turnout.
(A) Approach Diverging	green	
(B) Diverging Approach	Red over Yellow; or Red over Red over Yellow	Proceed on diverging route, not exceeding prescribed speed through turnout, prepared to stop short of next block signal.
(C) Restricting	Red over Lunar; or Red over Red over Lunar	Proceed at restricted speed without stopping.

22. Block signals with triangular plate bearing letter "P" are also actuated by a track side warning detector or device, such as hot box, dragging equipment, high and/or wide load detectors, etc. Such signals will display their most restrictive indication if actuated by detector. When displaying their most restrictive indication, careful examination from the ground must be made of train, track or structure for which protection is provided to be sure safe for the passage of trains. Number or location of such signals will be shown in timetable, with description of the special protection afforded.

When a signal with a triangular plate protecting a spring switch displays stop indication, except when the switch is lined by hand for the movement, member of crew must open and close spring switch by hand, removing any obstructions.

23. When a train passes a "stop and proceed" or "stop" signal in accordance with the provisions of Rules, movement must be made at restricted speed until rear of train has passed out of block.
24. When stopped by interlocking signal or absolute signal (controlled signals) displaying "stop", authority to pass such stop signals must be obtained from control operator or train dispatcher. At interlocking signal control, operator may authorize movement verbally by using words "(train or engine) is authorized to pass interlocking signal displaying stop at (location) under provisions of Rule 663(b)", or give train proceed hand signal with yellow flag by day or yellow light by night. Within CTC limits, if authorized to pass absolute signal verbally, the train dispatcher will use words "(train or engine) is authorized to pass absolute signal displaying stop indication at (location) under provision of Rule 776." When such authority received, crew will be governed by Santa Fe Operating Rule 321(A). Within CTC limits, such authority extends from the stop signal to the next absolute signal. Trains authorized to proceed at restricted speed may pass automatic block signals displaying stop indication without stopping, and may resume prescribed speed when rear of train passes block signal displaying other than stop indication.

T&NO Jct., M.P. 4.4, Houston District—

HB&T crews use AT&SF tracks under the provision of the combination road-yard agreements and will be governed by Uniform Code of Operating Rules, except those modified by General Order and HB&T trains may leave New South Yard without clearance card when authorized verbally to do so by AT&SF train dispatcher at Temple.

T&NO Jct.—Houston: AT&SF trains use Houston Belt and Terminal Railway Company tracks and are governed by HB&T Time Table and AT&SF Rules Operating Department and Instructions except as modified as follows:

(1) Definitions:

Low Speed—A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.

Restricted Speed—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined.

Centralized Traffic Control (CTC)—A block signal system within which train movements are authorized by block signals whose indications supersede the superiority of trains for opposing and following movements on the same track.

Absolute Signal—A block or interlocking signal designated by an "A" marker, or by the absence of a number plate.

- (2) Uniform Code of Operating Rule 10(g). Temporary Speed Restriction Signs.

Unless otherwise provided by train order or general order, tempo-

rary speed restriction signs (yellow flags, lights or reflectorized signs) and resume speed signs (green flags, lights or reflectorized signs) will be placed in both directions by Maintenance of Way employees when it is necessary to require trains and engines temporarily to reduce speed over any structure or portion of track.

Temporary speed restriction signs will be placed two miles, or farther if necessary, from the point where the restricted track begins; except in territory where the maximum speed is 45 miles per hour or less, such signs will be placed one mile, or farther if necessary, from the point where the restricted track begins.

When so displayed, trains and engines must not exceed 10 miles per hour, unless otherwise directed by train order or general order.

The speed prescribed must be maintained until rear of train has passed resume speed sign.

Resume speed signs will be placed at end of restriction.

Where two or more tracks are in service, each track affected must be protected in both directions the same as if it were single track.

When restricted track is near a terminal or junction point, and distance does not permit temporary speed restriction sign to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order or general order. Temporary speed restriction sign will be displayed as far from restriction as possible, but not farther than the first switch through which train leaves the terminal, and not beyond clearance at junction point. The location of such signs so placed will be stated in the train order or general order.

- (3) Uniform Code of Operating Rule 10(k). Unattended Red Flag or Light.

When an unattended red flag or red light is displayed near the track not covered by train order and there is no one there to explain, train or engine, after stopping, must be preceded for a distance of one mile from point where signal is displayed by a flagman, who must carefully examine track and structures for defects.

A signal so displayed will not apply to the track on which train or engine is running if displayed beyond the first rail of an adjoining track.

When an unattended red flag or red light is found between the rails of any track other than main track, train or engine must stop, and not proceed until flag or light has been removed by an employee of the class that placed it there.

- (4) Uniform Code of Operating Rule 11. Fusee Signals.

A train or engine finding a fusee burning on or near its track must stop. After stopping, train or engine will then proceed at restricted speed for a safe flagging distance.

Where there is sufficient sight distance, or where there are torpedoes or other restrictive signals a sufficient distance in advance, stop must be made before leading wheels pass the burning fusee and movements must not be made over burning fusee.

The requirements of the first two paragraphs of this rule will not apply to an unattended burning fusee:

(a) When displayed beyond both rails of an adjoining main track.

(b) When a train or engine is moving on other than a main track, unless found between the rails of such track.

On single track, fusees should be placed or dropped on the shoulder of the track on the engineer's side; on two main tracks, on the outside or field side.

Burning fusees must not be placed on road crossings or bridges, nor where fire can be communicated to structures or cars, when left unattended.

- (5) Rule 93

Trains and engines operating on HB&T main tracks will be governed by Rule 93, signal indication and instruction from authorized personnel. In the absence of a proceed signal indication, authority to occupy main track must be received from Traffic Operation Center, Union Station, and may be relayed by Yardmaster, Operators or other proper authority.

Trains and engines must move prepared to stop within one half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour unless the main track is known to be clear by block signal indication, per Rule 281, then trains and engines may proceed (at restricted speed) prepared to stop short of train, engine, obstruction, or switch not properly lined.

- (6) Uniform Code of Operating Rule 104(c)—Examination of Switches

When authorized to proceed beyond a "Stop" signal governing movement over interlocked switch(s), a member of crew must precede

the movement and examine each interlocked switch, see that switch points fit properly and remain at switch until lead wheels pass over switch.

If control station does not know by indication on control panel that switch is lined and locked for route to be used, the switch must be placed in hand operation.

(7) Block and Interlocking Signals

Rule 287—Name of Signal—Approach diverging.

Aspect—Red over yellow equipped with a number plate.

Indication—Proceed, prepared to advance on diverging route at the next signal, at prescribed speed through turnout.

Rule 288—Name of signal—Diverging approach.

Aspect—Red over yellow—without number plate.

Indication—Proceed on diverging route at prescribed speed through turnout, prepared to stop before reaching next signal.

Rule 290—Name of signal—Low.

Aspect—Lunar; Lunar over Red; or Red over Lunar.

Indication—Proceed at Low Speed:

- (1) Within ABS—to next signal governing in the same direction.
- (2) At interlocking outside ABS—through interlocking limits.
- (3) Where this signal governs movement onto non-signalized track—until entire train is through turnout.

Rule 291—Name of signal—Stop and Proceed.

Aspect—Red, or Red over Red, equipped with a number plate.

Indication—Stop, then proceed at low speed through the entire block. (Note—HBT Time Table Special Rule—Item 9-L permits train or engine to pass "Stop and Proceed" signals without stopping, proceeding at low speed until entire train has passed through block.)

(8) Uniform Code of Operating Rule 344. Automatic interlocking.

When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting movement is evident, a member of the crew must operate the time release. If signal does not change its indication at expiration of time release interval, and there is no train or engine on conflicting route and signals on conflicting route indicate stop, train or engine may then proceed on hand signal from a member of crew located at the crossing.

When indicator lights are provided in release boxes, and such lights are illuminated, they will denote that signals on conflicting routes indicate stop, but indicator light illuminated does not relieve crew from operating time release.

If a train or engine is on conflicting routes, hand proceed signal must not be given until such movement is stopped, and if signals on conflicting routes do not indicate stop, flag protection per Rule 99 must be provided on conflicting routes.

(9) In regard to Special Instructions Houston Belt and Terminal Railway Company Time Table No. 8:

- (a) Item 6, page 13, is not applicable to AT&SF employes.
- (b) Item 9-J applies to Santa Fe Operating Rule 327.
- (c) Item 9-L applies to Santa Fe Operating Rule 320.
- (d) Item 9-N. First paragraph is not applicable to AT&SF employes.

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

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

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

Tower 17-Virginia Point: Southern Pacific trains use AT&SF track between Tower 17 and Virginia Point and are governed by AT&SF Southern Division current timetable and special instructions and Southern Pacific Transportation Company rules and regulations except as modified by S.P. timetable special instructions. S.P. trains originating Tower 17 and Galveston must obtain AT&SF clearance card before leaving.

14. HAZARDOUS MATERIAL.

I. It is the conductors responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, **IF IT IS SAFE TO DO SO:**

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

817-773-3451

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, **DO NOT GO NEAR THE CARS.** Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist the injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employee name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
- (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:
 - (a) Car number
 - (b) Proper shipping name of contents
 - (c) Hazard class of material
 - (d) Shipper and consignee
 - (e) Standard Transportation Commodity Code (49 Series number).

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.

(7) Location of access roads.

(8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.

(9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. **DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.**

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

Average poles per mile by District

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

SPECIAL CAR HANDLING INSTRUCTIONS 1-1-78

CD - Condemned	IP - Interchange Prohibited
DH - Do Not Hump	RE - Rear End Only
DU - Do Not Uncouple	(*) 25 - Speed Restriction (MPH)
HE - Head End Only	WH - Weigh Heavy
HL - High Wide Load	WI - Waive Inspection-Set Direct
HV - High Value	WL - Weigh Light
CB - Combustible	NG - Non Flammable Gas
CL - Chlorine	(#) NP - No Placards Required
CM - Corrosive	OM - Oxidizer
DG - Dangerous	OP - Organic Peroxide
(@) FG - Flammable Gas	OX - Oxygen
FH - Flammable Gas	PA - Poison Gas
FL - Flammable	PB - Poison
FS - Flammable Solid	RM - Radioactive Material
FW - Flammable Solid W (Dangerous When Wet)	XA - Explosive "A"
	XB - Explosive "B"

(*) Numeric MPH speed restriction, e.g., 25 for a car restricted to 25 MPH.

(@) Code FG for DOT 112A or 114 A tank cars (without head shields) placarded Flammable Gas.

(#) Applies only to loaded or empty tank cars.

Codes will appear in the SCHI Field of a wheel report
or PPSI Field of a waybill data report.

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	74.7	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	17.7
.....	54	66.6	1	32	39.1	4	.....	15.0
.....	55	65.5	1	34	38.3	4	30	13.3
.....	56	64.2	1	36	37.5	5	.....	12.0
.....	57	63.2	1	38	36.8	6	.....	10.0
						12	.....	5.0

HOW TO USE THIS CHART:

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

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1 PLACARD APPLIED ON CAR		2 TYPE OF CAR										3 RESTRICTIONS										
																						EXPLOSIVES-A		POISON GAS		POISON GAS		RADIOACTIVE		ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS		OTHER THAN PLACARDED EXPLOSIVES-A, POISON GAS OR COMBUSTIBLE		PLACARDED EMPTY EXCEPT COMBUSTIBLE		COMBUSTIBLE
4		TANK CAR		OTHER THAN TANK CAR		ANY CAR		TANK CAR		OTHER THAN TANK CAR		TANK CAR		TANK CAR		TANK CAR		TANK CAR		TANK CAR		
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR		✓	✓																	
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.		✓	✓																	
6	6	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.		✓ ^①	✓	✓				✓ ^②												
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.		✓	✓	✓					✓											
8	8	ENGINE		✓	✓	✓	✓	✓	✓	✓											✓	
9	9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.		✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^④	✓											
10	10	OCCUPIED CABOOSE		✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓										✓	
11	11	OCCUPIED GUARD CAR		✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓ ^③	✓											
12	12	UNDEVELOPED FILM								✓												
13	13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.		✓	✓	✓				✓												
14	14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.		✓	✓	✓																
15	15 16 17 18	EXPLOSIVES A			✓	✓	✓	✓	✓	✓												
16		POISON GAS		✓						✓	✓	✓										
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.		✓	✓	✓	✓	✓	✓	✓												
18		RADIOACTIVE		✓	✓	✓					✓	✓										

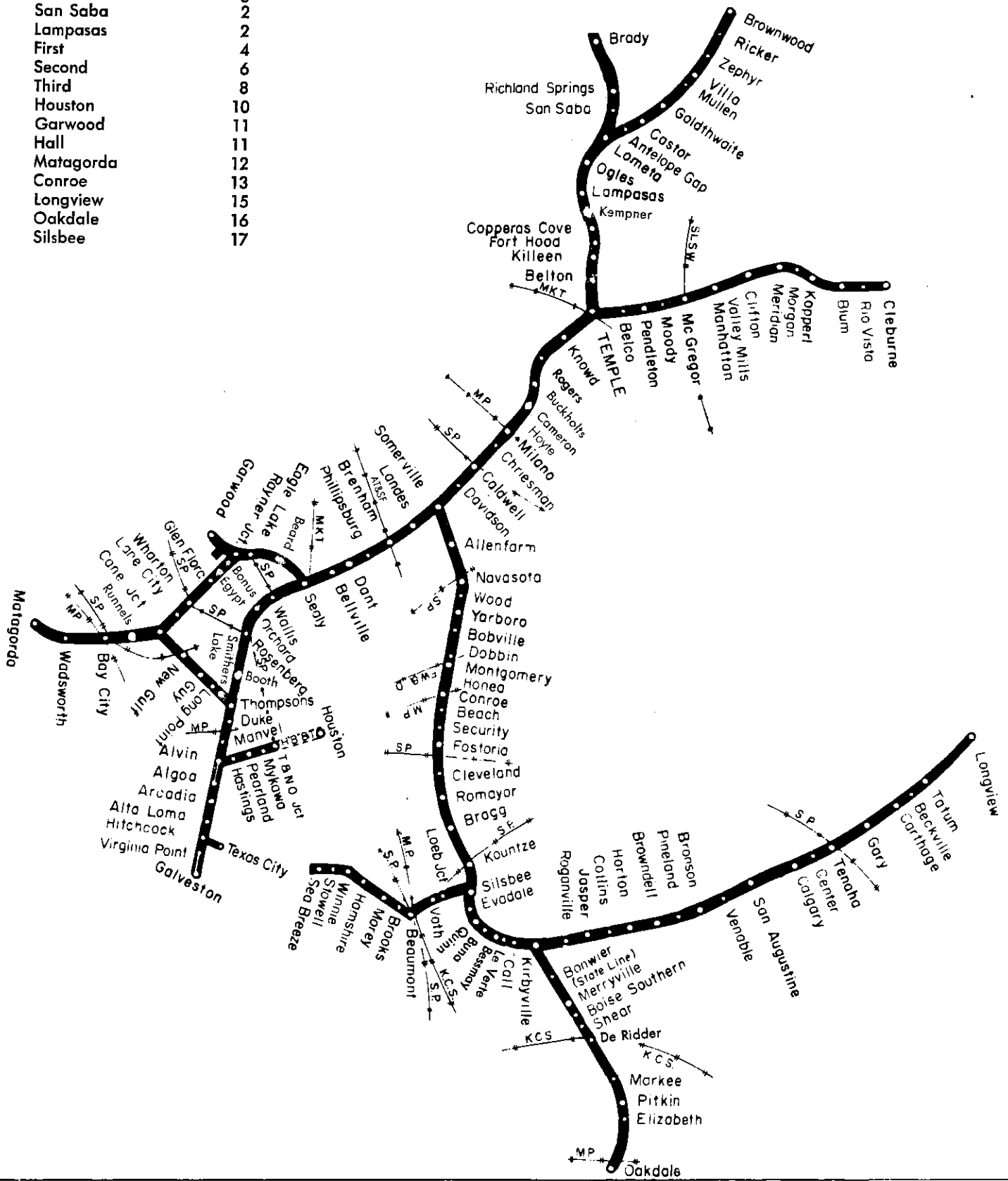
MUST NOT BE PLACED NEXT TO CAR PLACARDED

FOOTNOTES:

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

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SOUTHERN DIVISION