



**SANTA FE**  
**SAFETY FIRST**



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

**ASSISTANT SUPERINTENDENTS**

R. P. BENSON ..... Temple, Tex.  
W. C. LYMAN ..... Houston, Tex.

**TRAINMASTERS**

M. H. LYNE ..... Temple, Tex.  
L. W. DILLMAN ..... Houston, Tex.  
C. W. LEE ..... Silsbee, Tex.

**ASSISTANT TRAINMASTERS**

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T. W. JONES ..... Pearland, Tex.  
L. S. SIMS ..... Pearland, Tex.  
R. J. SHERMAN ..... Longview, Tex.  
H. D. PEARSON ..... Galveston, Tex.  
V. L. KENNEDY ..... Temple, Tex.  
C. E. JETER ..... Beaumont, Tex.

**RULES INSTRUCTOR**

R. O. ROWE ..... Temple, Tex.

**SUPERVISOR OF AIR BRAKES  
GENERAL ROAD FOREMAN OF ENGINES**

M. B. SPEARS ..... Amarillo, Tex.

**ROAD FOREMAN OF ENGINES**

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

**SAFETY SUPERVISORS**

T. D. BECK ..... Temple, Tex.  
W. C. WRIGHT ..... Silsbee, Tex.

**CHIEF DISPATCHER**

E. A. THOMAS ..... Temple, Tex.

**ASSISTANT CHIEF DISPATCHERS**

L. E. MOORE ..... Temple, Tex.  
J. S. KIRK ..... Temple, Tex.  
G. E. COUSINS ..... Temple, Tex.

**DISPATCHERS—TEMPLE, TEX.**

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

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.**

**17**

**IN EFFECT**

**Sunday, October 30, 1983**

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

**Central Time**

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

**D. P. VALENTINE,  
General Manager,  
Amarillo, Texas.**

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

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

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. 17					
			October 30, 1983					
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>TEMPLE</b>					
			1.7		66.0	218.2	Y CR	
			GOBER	YL		219.9		
	5480	70.4	6.5		70.4	226.4		
			BELTON					
	13100	37.0	9.3		72.8	235.7		
			NOLANVILLE					
	5730	57.0	7.8		0.0	243.5		
			KILLEEN					
		68.6	2.6		0.0	246.1		
			FORT HOOD					
	5500	70.7	8.0		66.5	254.1	B	
			COPPERAS COVE					
	5960	69.6	8.5		68.6	263.1	B	
			KEMPNER					
	6250	66.5	10.6		32.7	273.7	BY	
			LAMPASAS	YL				
	7950	69.7	9.9		47.5	283.6		
			OGLES					
		71.2	8.1		68.6			
			LOMETA	YL		291.7	Y CR	
	3990	65.5	8.3		63.4	300.0	B	
			ANTELOPE GAP					
	4980	66.0	6.1		65.4	306.1		
			CASTOR					
	5080	66.0	7.2		66.0	313.3	B	
			GOLDTHWAITE					
	5270	66.0	10.3		67.0	323.6		
			MULLEN					
	10050	66.0	6.7		66.0	330.8		
			VILLA					
	4910	66.0	5.9		66.0	336.2	B	
			ZEPHYR					
	9920	66.0	8.2		66.0	344.4		
			RICKER					
	5400	21.1	4.0		66.0	348.4	TY CR	
			<b>BROWNWOOD</b>					

(130.2)

TCS IN EFFECT: At Temple, on passenger Track 3: on Track 48; on Lampasas District main track between Lampasas District Junction, M.P. 218.3, and Gober, M.P. 219.9; on Lampasas District Connection track, M.P. 218.5 Second District and spring switch Track 48, M.P. 218.9 Lampasas District; and on main track between westward controlled signal M.P. 343.7, Ricker, and controlled signals, M.P. 347.9, Brownwood; and on siding Ricker.

RULE 94 IN EFFECT: At Brownwood, Between M.P. 347.9 and M.P. 349.6.

Trains must get clearance card before leaving Temple and Brownwood.

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

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

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

At Temple, controlled signal governing westward movement on Track 48 over spring switch at 25th Street is located on the left side of track.

At Temple, normal position of spring switch Track 48 at Lampasas District Connection, M.P. 218.9, lined for movement to Lampasas District Connection track. When controlled signal governing eastward movements at spring switch displays Siding Sign (Rule 280) crew member will hand throw spring switch and continue movement on Track 48.

At Gober, controlled signals governing westward movements are located on the field side of track they govern.

At Belton, signal governing westward movements on main track at west end of siding is located on the left side of main track.

Signals 2211 and 2231 between Gober and Belton; signals 2291 and 2311 between Belton and Nolanville; signals 3171 and 3201 between Goldthwaite and Mullen and signals 3391 and 3411 between Zephyr and Ricker governing westward movements are located on the left side of track.

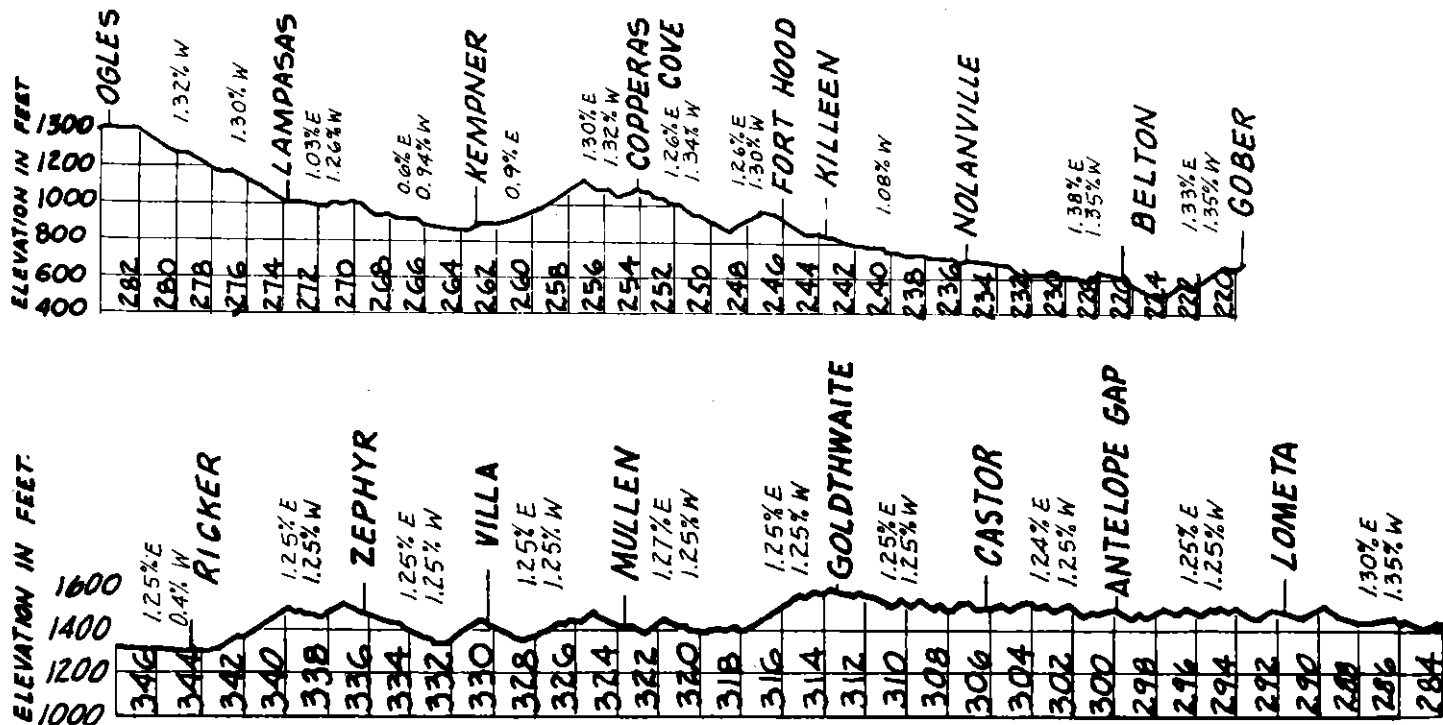
At east end of siding Nolanville, signals governing eastward movements are located on the field side of track they govern.

At west end of siding Ogles, signals governing westward movements are located on the field side of track they govern.

At Goldthwaite, signal governing westward movements on main track at west end of siding is located on the left side of main track.

At Mullen, signals governing movements at leaving end of siding are located on the field side of track they govern.

At Zephyr signals governing movements at leaving end of siding are located on field side of track they govern.



# SOUTHERN DIVISION

# LAMPASAS DISTRICT 3

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Temple and Ricker	55*
Ricker and Brownwood	49*

\*Maximum authorized speed:

- (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. 340.0 and M.P. 344.0 averaging over 60 tons per car or total consist exceeds 6,500 tons ..... 40 MPH

### (B) SPEED RESTRICTIONS - CURVES, TRACK AND BRIDGES

Location	MPH
Curve, M.P. 218.3 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	East end Middle track	20	
	I	Both crossovers M.P. 217.9 and 218.0	20	
	I	North track at Lampasas Dist. Connection M.P. 218.1	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	20	
	Gober	I	End of Track 48	20

Belton	S	Both ends siding	30
Nolanville	S	Both ends siding	30
Killeen	S	Both ends siding	30
Copperas Cove	S	Both ends siding	30
Kempner	S	Both ends siding	30
Lampasas	S	Both ends siding	30
Ogles	S	Both ends siding	30
Lometa	S	Both ends siding	30
Antelope Gap	S	Both ends siding	30
Castor	S	Both ends siding	30
Goldthwaite	S	Both ends siding	30
Mullen	S	Both ends siding	30
Villa	S	Both ends siding	30
Zephyr	S	Both ends siding	30
Ricker	I	Both ends siding	30
	I	Both ends pocket track	30
	I	Dublin District Junction	40
Brownwood	I	East end tail track	10
	S	West end outbound lead	10
	I	West end yard lead M.P. 349.0	10

### (D) SPEED RESTRICTIONS - STREET CROSSINGS

		MPH	
		Psg.	Fr.
Temple	M.P. 218.2 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 349.4	20	20

\*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
Mayflower	236.7	350
Central Forwarding Co.	241.4	420
Killeen Industrial Spur	241.9	1800
Nichols	248.0	2360
Alamo Explosives	334.4	240

# 4 FIRST DISTRICT

# SOUTHERN DIVISION

WEST-WARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 17	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			October 30, 1983				First Class
21							22
Mon. Wed. Sat. Leave PM		Feet Per Mile	STATIONS	Feet Per Mile			Sun. Tues. Fri. Arrive PM
3.31			<b>CLEBURNE</b>				\$ 2.25
	11050	48.0	7.2	53.3	317.5	TY	
			RIO VISTA				
	11150	52.8	6.5	66.0	310.3		
			BLUM				
	10730	31.7	9.1	39.6	303.5		
			KOPPERL				
	6950	37.5	6.6	52.8	294.4		
			MORGAN				
		47.5	7.4	66.0	287.8		
	10700		MERIDIAN				
			10.3	73.9	280.7		
	11130	66.0	CLIFTON				
			15.5	66.0	270.4		
	10840	53.3	MANHATTAN				
			11.3	66.0	254.7		
	10930	66.0	St. L. S. W. Crossing				
4.33			McGREGOR			Y	\$ 1.16
			9.9	66.0	243.4		
	11200	42.2	MOODY				
			8.1	66.0	233.5		
	10050	66.0	PENDLETON				
			4.2	66.5	225.4		
			BELCO				
		66.0	3.0	66.5	221.2		
5.20			TEMPLE			Y	12.50
	7580				218.2	CR	
PM			(99.3)				PM
Mon. Wed. Sat. Arrive							Sun. Tues. Fri. Leave
54.7			Average speed per hour				62.7

Trains must get clearance card before leaving Temple and Cleburne.

**RULE 94 IN EFFECT:** At Cleburne, between 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, controlled signals governing movements at leaving end of siding are located on the field side of track they govern.

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

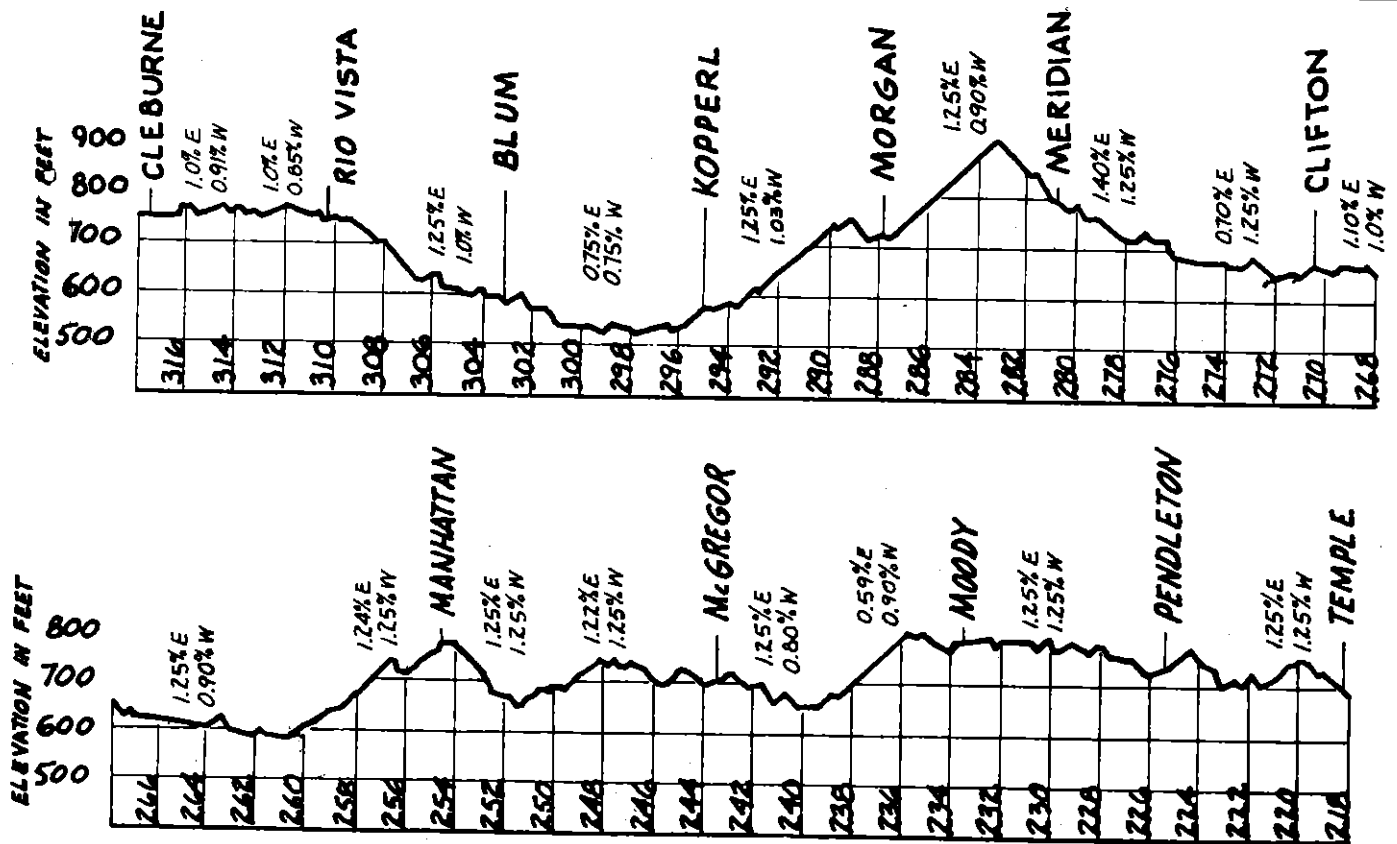
At Cleburne, controlled signal governing eastward movements on Northern Division, Second District main track at crossovers M.P. 317.45, is located on the left side of track. Controlled signal governing westward movements through crossover or eastward movements on Dallas District main track at M.P. 317.45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

At Cleburne, 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 and Temple 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.
First 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, 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 or 600 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, 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	East end Middle track	20
	I	Both crossovers M.P. 217.9 and 218.0	20
	I	North track at Lampasas Dist. Connection M.P. 218.1	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	20
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

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 17	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
First Class			October 30, 1983				First Class
21							22
Mon. Wed. Sat. Leave PM		Feet Per Mile	STATIONS	Feet Per Mile			Sun. Tues. Fri. Arrive PM
5.25	.0		<b>TEMPLE</b>		218.2	Y CR	12.45
	.0		0.8 M-K-T Crossing	42.7	217.4		
Via M.K.T.	.0		2.5 KNOWD	66.0	214.9		Via M.K.T.
	54.5		10.2	66.0			
	11570		<b>ROGERS</b>		204.7		
	58.6		8.7	63.3			
	12070		<b>BUCKHOLTS</b>		196.0		
	42.2		8.0	59.1			
	11190		<b>CAMERON</b>		188.0		
	42.2		6.7	52.8			
	12160		<b>HOYTE</b>		181.3		
	42.2		6.9	52.8			
	10570		<b>MILANO</b>		174.4		
	42.2		M.P. Crossing 8.6	52.8			
	10970		<b>CHRISMAN</b>		165.8		
	39.6		8.0	66.0			
	12054		<b>CALDWELL</b>		157.8	C	
	42.2		6.5	66.0			
	11320		<b>DAVIDSON</b>		151.3		
	42.2		9.9	65.4			
	4980		<b>SOMERVILLE</b>		141.4	Y CR	
	42.2		8.5	52.8			
	11480		<b>LANDES</b>		132.9		
	42.2		6.9	66.0			
			<b>BRENHAM</b>		126.0	C	
	68.6		A.T.S.F. Crossing 5.9	64.9			
	11230		<b>PHILLIPSBURG</b>		120.1		
	67.0		9.8	66.0			
	6810		<b>DANT</b>		110.3		
	23.3		4.1	66.0			
			<b>BELLVILLE</b>		106.2	T CR	
			(112.0)				

Trains must get clearance card before leaving Temple and Bellville.

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

At Temple, Trains No. 21 and No. 22 must register by Form 903.

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

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

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

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

At Temple, controlled signal governing westward movements on South Track, M.P. 216.9, is located on left side of South Track.

At Temple, controlled signal governing eastward movements on North Track at MKT Crossings, M.P. 217.4, is located on left side of North Track.

At Temple, controlled signal governing westward movements on South Track at MKT Crossing, M.P. 217.4, is located on left side of South Track.

At Temple, controlled signal governing westward movements on South Track through interlocking of two crossovers, M.P. 217.9 and M.P. 218.0, is located on left side of South Track.

At Temple, controlled signal governing eastward movements on North Track through interlocking of two crossovers, M.P. 217.9 and M.P. 218.0, is located on left side of North Track.

At Temple, controlled signal governing eastward movements on North Track, M.P. 218.1, is located on left side of North Track.

At Temple, controlled signal governing westward movements on South Track, M.P. 218.1, is located on left side of South Track.

At Temple, controlled signal governing westward movements west end Passenger Track 3 is located on left side of track.

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

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

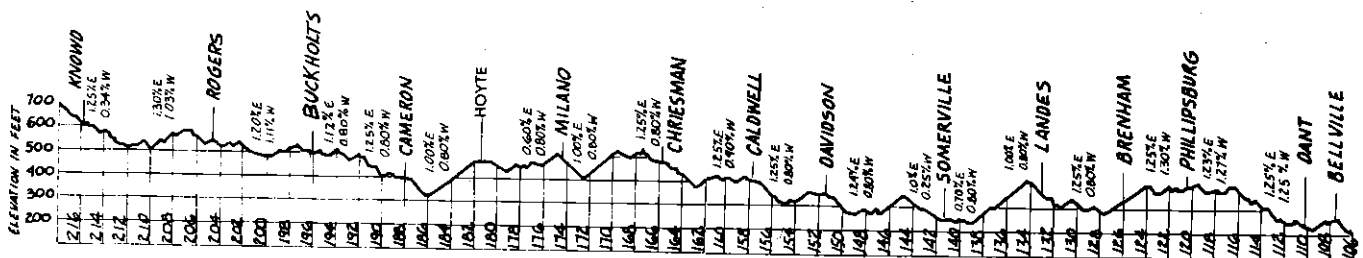
At Temple, controlled signal governing westward movements on Track 48 over spring switch at 25th Street is located on left side of track.

At Temple, normal position of spring switch Track 48 at Lampasas District Connections, M.P. 218.9 lined for movement to Lampasas District Connection Track. When controlled signal governing eastward movements at spring switch displays Siding Sign (Rule 280) crew member will hand throw spring switch and continue movement on Track 48.

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

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

TCS IN EFFECT: At Temple, on passenger Track 3; on Track 48; on Lampasas District main track between Lampasas District Junction, M.P. 218.3 and Gober, M.P. 219.9; on Lampasas District Connection track, M.P. 218.5 Second District, and spring switch Track 48, M.P. 218.9 Lampasas District; and on main tracks and sidings between Temple and Bellville, EXCEPT—on siding Somerville.



**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Second District	MPH	
	Psgr.	Frnt.
	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. 105.0 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. 215.0 to 217.4	20
Middle Track, M.P. 214.9 to 216.9	20

RR Crossing, M.P. 217.4 Interlocking	20
6 Curves, and track, M.P. 217.4 to 220.3	20

\*Amtrak trains with 500 or 600 class units restricted to 50 MPH.

\*\*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.

\*\*\*Westward trains released from restriction when head end of train has passed permanent resume speed sign at M.P. 105.0.

**(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 and interlocking derail within interlocking limits	30
Somerville	I	Both ends siding	20
	I	East end yard	10
Caldwell	I	S.P. Connection	10
Knowd	I	End of three tracks	20
Temple	S	East end freight yard	10
	I	Psgr. Track 3 at Lampasas Dist. Jct.	10
	I	West end Psgr. Track 3	20
	I	East end Middle track	20
	I	Both crossovers M.P. 217.9 and 218.0	20
	I	North track at Lampasas Dist. Connection M.P. 218.1	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	20

**(D) SPEED RESTRICTIONS - STREET CROSSINGS**

		MPH	
		Psgr.	Frnt.
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)**

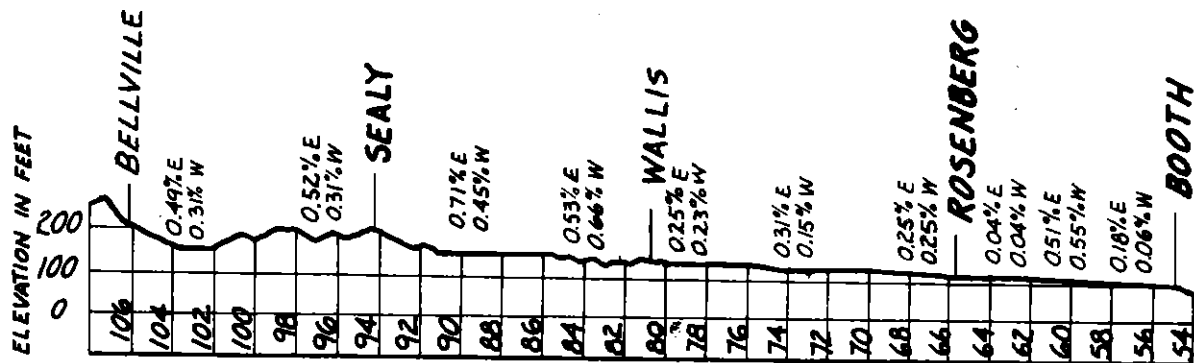
M.P. 128.6	Viaduct, highway
M.P. 130.6	Viaduct, highway
M.P. 174.6	Viaduct, highway
M.P. 182.6	Shifted Load Detector
M.P. 185.4	Bridge, Little River
M.P. 192.4	Shifted Load Detector
M.P. 220.1	Viaduct, I-35, East end Temple freight yard

**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. 17 October 30, 1983		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				<b>BELLVILLE</b>		106.2		
		16.3		11.6	29.0		T	CR
	10400	34.8		M-K.T. Crossing				
				<b>SEALY</b>		94.6	Y	
				12.4				
				S. P. Crossing		82.2		
	11740			1.4				
		12.1		<b>WALLIS</b>		80.8		
				14.6				
				<b>TOWER 17</b>				
	12210			0.4	7.3	68.2	C	
				S. P. Crossing				
	11450	29.0		<b>ROSENBERG</b>		65.8		
				10.8				
				<b>BOOTH</b>		55.0		
		7.9		4.6				
				<b>THOMPSONS</b>		50.4	Y	
				6.2				
	8790	2.6		<b>DUKE</b>		44.2		
				1.3				
				M. P. Crossing		42.9		
				6.9	6.3			
	12210	2.4		<b>MANVEL</b>		36.0		
				7.4				
				<b>ALVIN</b>		28.6	Y	CR
		5.2		4.2				
				<b>ALGOA</b>		24.4	Y	
				13.4				
	5480	3.2		<b>TEXAS CITY JCT.</b>		11.0	YB	
				4.7				
		14.7		<b>VIRGINIA POINT</b> YL		6.3		
				2.1				
				<b>ISLAND</b> YL		4.2		
				2.0	15.3			
				<b>GALVESTON</b> YL		2.2	T	CR
				0.8				
				S. P. Crossing YL		1.4		
				1.1				
				Wharves Crossing YL		0.3		
				0.3				
				End of Track YL		0.0		
				(106.6)				

**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, 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 movements from east leg of wye to Third District main track is located on left side of wye track.  
 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 Wallis, Rosenberg, Booth, Duke and Manvel the controlled signals governing movements at leaving end of siding are located on field side of track they govern.  
 At Texas City Jct., signals governing movements at leaving end of siding are located on field side of track they govern.  
 Signals governing eastward movements between Texas City Jct., and Algoa located on left side of track.  
 Signals governing eastward movements between Duke and Thompsons 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 get clearance card as follows:  
 Bellville: Westward trains.  
 Tower 17: Trains originating.  
 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 (FWD) 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, West leg of wye Alvin (Galveston side)	25
Track, East leg of wye Alvin (Bellville side)	10
RR Crossing, M.P. 42.9 Auto. Interlocking	40
3 Curves, M.P. 43.8 to 45.3	40
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. 105.0 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.

\*\*Westward trains released from restriction when head end of train has passed permanent resume speed sign at M.P. 105.0.

**(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	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, West leg of wye (Galveston side)	25
	I	Turnouts, East leg of wye (Bellville side)	10
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 and interlocking derail within interlocking limits	30

**(D) SPEED RESTRICTIONS - STREET CROSSINGS**

	MPH
Thompsons M.P. 50.3 to 50.7	45*
Richmond M.P. 62.5 to 63.7	25
Rosenberg M.P. 63.7 to 66.6	30
Wallis M.P. 81.0 to 82.7	45*
Sealy M.P. 93.4 to 95.2	50

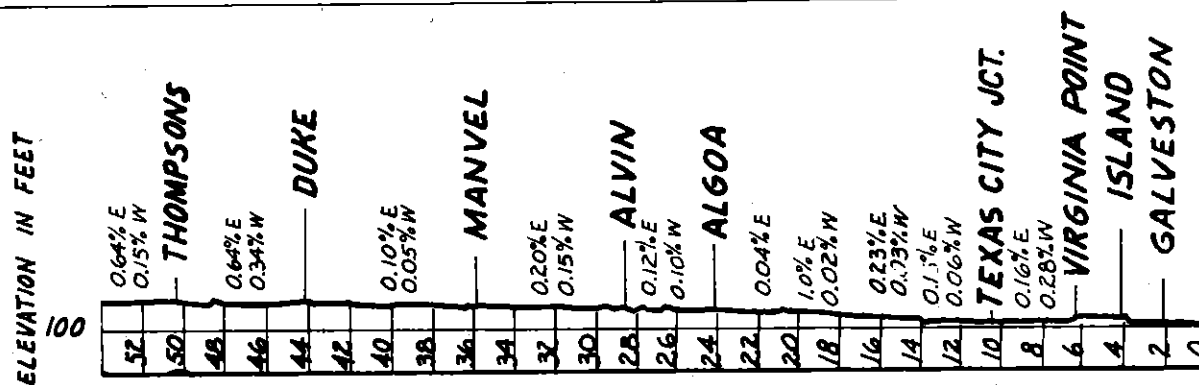
\*Restrictions applies only while head end of train is passing crossings.

**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
Arcolia team track	42.6	1160
Crabb	58.6	360
Richmond Spur	63.3	1140
Frito-Lay Company	69.5	2150
Orchard storage track	76.2	4920
El Pleasant storage track	87.1	4990



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 17		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			October 30, 1983					
		Feet Per Mile	STATIONS	Feet Per Mile				
↓	13140	1.5	ALVIN 4.1	.0	.0	Y CR	↑	
	5490	2.6	HASTINGS 5.9	.0	4.1			
	S 10320 N 16230	.0	PEARLAND 4.0	10.5	10.0			
			MYKAWA 5.4	0.1	14.0	Y CR		
			S.P. Crossing T & N.O. JCT. 0.9		19.4			
			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 switch east end HD Track No. 1.

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

At Hastings, controlled signal governing eastward main track movements at west end of siding 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.

Signal 12-A located 23 poles west of M.P. 1, signal 72-A located 25 poles west of M.P. 7, signal 122-A located 4 poles west of M.P. 12, and signal 172-A located 24 poles west of M.P. 17 are located on left side of track as viewed from eastward train.

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

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

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*
M.P. 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)	25
Hastings	I	Both ends siding	30
Pearland	I	Both ends siding	30
Mykawa	I	Both ends South siding	30

(D) SPEED RESTRICTIONS - STREET CROSSINGS

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

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. 17		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			October 30, 1983					
	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. 17		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			October 30, 1983					
	Feet Per Mile		STATIONS		Feet Per Mile			
	5030	7.9	THOMPSONS	YL 11.1	5.3	34.0	Y	
		5.3	LONG POINT	YL 5.1	11.6	22.9		
		6.3	GUY	YL 11.2	10.6	17.8	Y	
		4.8	NEWGULF S.P. Crossing	YL 6.6	4.2	6.6		
			CANE JCT.	YL		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
Bluerooan	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 movements 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

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	31.7	HL&P Yard

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 17		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			October 30, 1983					
	Feet Per Mile		STATIONS	Feet Per Mile				
			<b>SEALY</b> YL		0.0	Y		
	3870	23.7	10.0 BEARD	19.5	10.0			
		17.9	7.3 S. P. Crossing	11.6	17.3			
		.0	0.3 S. P. Crossing	17.9	17.6			
	3760	31.6	0.9 <b>EAGLE LAKE</b> YL	31.6	18.5			
		15.7	1.3 <b>RAYNER JCT.</b> YL	26.4	19.8			
	1290	34.3	8.2 <b>BONUS</b>	13.2	28.0			
		21.2	4.0 EGYPT	23.7	32.0			
	3490	4.2	5.0 <b>GLEN FLORA</b>	6.3	37.0			
		.0	5.8 S. P. Crossing	19.5	42.8			
	3340	.0	0.3 <b>WHARTON</b>	22.1	43.1			
	1530	4.2	8.3 <b>LANE CITY</b>	8.9	51.4			
		4.7	3.8 <b>CANE JCT.</b> YL	12.6	55.2	Y		
		10.6	5.3 <b>RUNNELLS</b>	10.6	60.5			
		7.9	7.8 S. P. Crossing	11.6	68.3			
		.0	0.3 <b>BAY CITY</b> YL	3.1	68.6	CR		
	2690	.0	0.4 M. P. Crossing	1.5	69.0			
		11.6	7.3 <b>SOUTH BAY CITY</b> YL	23.7	76.3			
		15.8	3.3 <b>WADSWORTH</b> YL	12.1	79.6			
		12.1	10.4 <b>MATAGORDA</b> YL	11.0	90.0			
			(90.1)					

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

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

## (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 interlocking 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

## 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.) includes tracks serving Cities Service Company at M.P. 2.6 on Celanese Industrial Spur with Lead Track Capacity 8800 Feet and Plant Track Capacity 518 Feet	76.3	Yard
DuPont	82.1	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.

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 Industrial Spur normally lined for Celanese Industrial Spur.

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 17					
			October 30, 1983					
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>SOMERVILLE</b> YL			0.0	Y	
			5.4		31.7		CR	
	2770	52.8	SCOFIELD			5.4		
			12.9		40.2			
	5650	52.8	ALLENFARM			18.3		
			9.8		42.2			
	1030	52.8	NAVASOTA			28.1		
			S.P. Crossing					
	4620	44.8	WOOD			33.1		
			5.0		26.4			
	2600	106.1	YARBORO			37.7		
			4.6		68.6			
		67.0	BOBVILLE			48.9		
		.0	FWD Crossing					
			DOBBIN			49.9		
		82.8	MONTGOMERY			55.6		
			5.7		57.0			
	7910	73.9	HONEA			63.8		
			8.2		60.7			
		65.4	CONROE YL			72.2	CR	
			M.P. Crossing					
	5600	56.4	BEACH YL			74.6		
			2.4		60.2			
	2580	54.9	WAUKEGAN YL			79.1		
			4.5		61.2			
	1840	76.5	SECURITY			85.0		
			5.9		63.3			
	9650	52.8	FOSTORIA			89.6		
			4.6		41.1			
	1830	60.1	S.P. Crossing					
			CLEVELAND YL			94.9		
			7.0		57.0			
	3850	26.4	HIGHTOWER			101.9		
			3.6		31.7			
	2770	24.8	RAYBURN			105.5		
			5.5		31.1		Y	
	1850	19.5	ROMAYOR			111.0		
			6.7		10.0			
	8540	37.7	FUQUA			117.7		
			3.8		34.8			
	1940	31.7	VOTAW			121.5	B	
			6.6		19.3			
	7650	17.4	BRAGG			128.1		
			5.3		23.2			
	1850	15.8	LELAVAL			133.4		
			4.9		27.9			
	1940	30.6	DIES			138.3		
			5.0		31.7			
	5540	31.7	S.P. Crossing					
			KOUNTZE			143.8		
			8.9		31.7			
			<b>SILSBE</b> YL			152.2	TY	
			(152.2)				CR	

**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	10
Curve, M.P. 28.7 to 28.9	40
3 Curves, M.P. 35.3 to 35.9	30
8 Curves, M.P. 36.1 to 38.6	20
3 Curves, M.P. 42.6 to 44.0	40
RR Crossing, M.P. 49.9 Auto. Interlocking	49
2 Curves, M.P. 50.3 to 50.9	35
7 Curves, M.P. 50.9 to 55.0	40
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**

	MPH
Navasota M.P. 27.5 to 29.0	25
Conroe M.P. 71.0 to 73.5	30
Silsbee M.P. 150.6 to 152.6	10*

\*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**

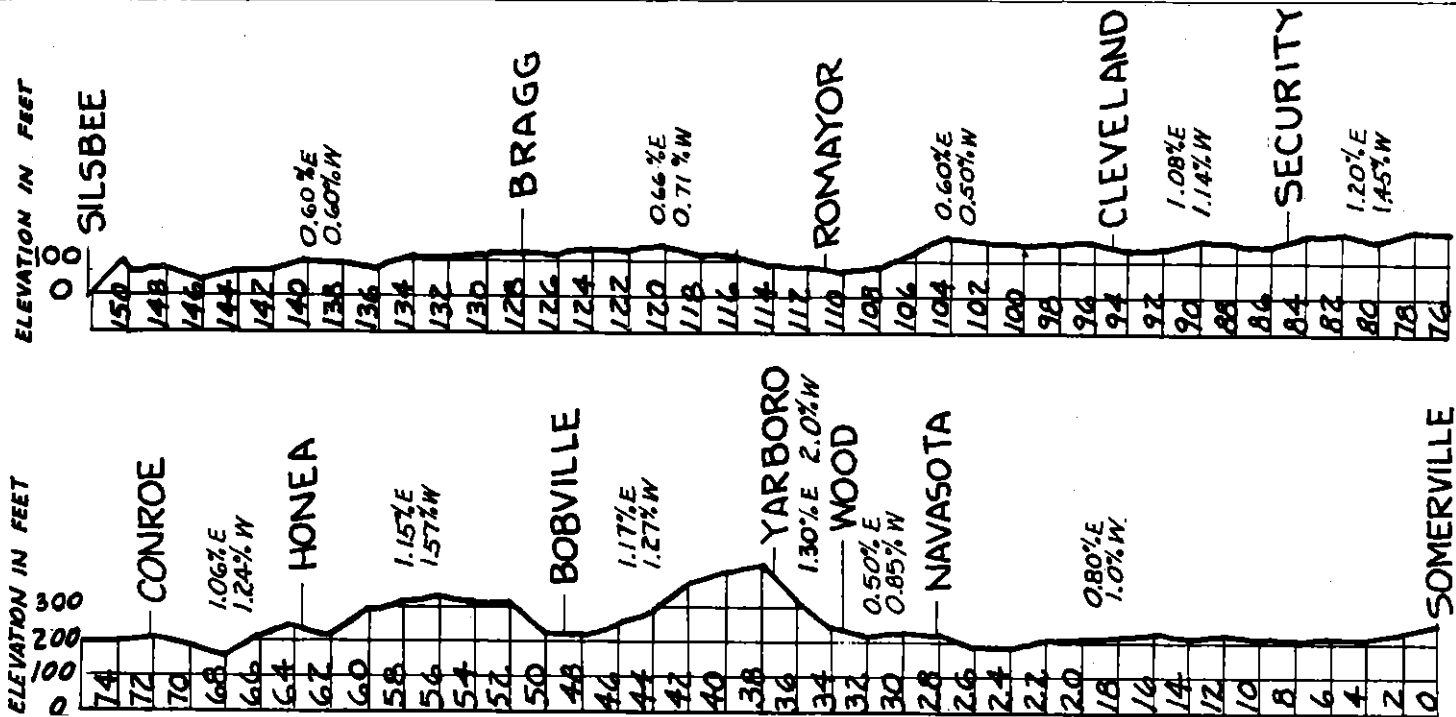
Name	Mile Post	Track Capacity in Feet
Clay	11.9	1350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1040
Keenan	60.6	370
Fort Worth Pipe	75.3	1320
Owens-Corning Spur	76.1	420
Jefferson Chemical Co.	76.4	2400
Youens-Columbia Carbon	77.0	1750
Smith and Co.	77.7	1500
Timber	83.1	680
Union Tank Car Co.	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.

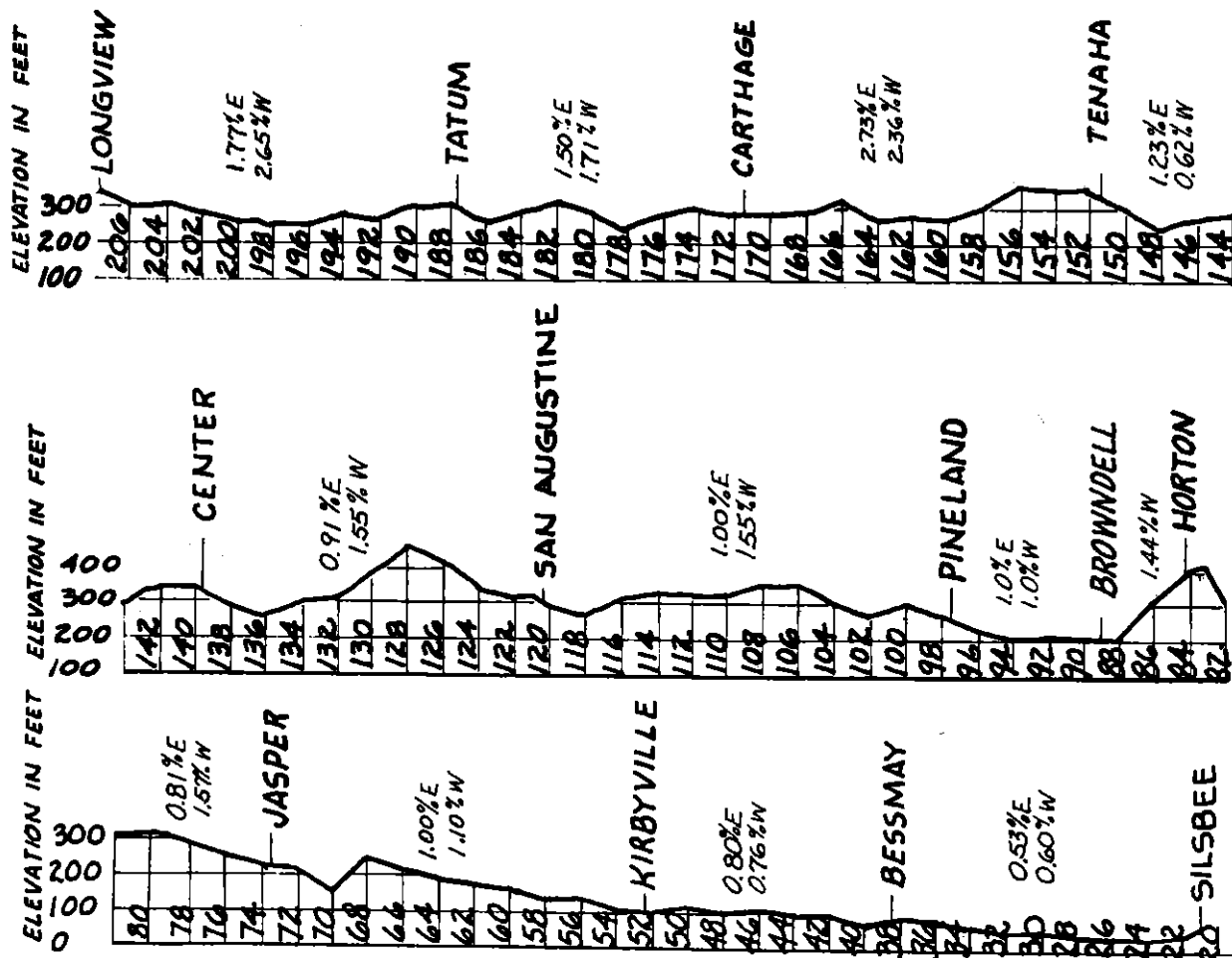
At Somerville, trains and engines will be governed by Second District time table rules and instructions.

CONROE DISTRICT PROFILE ON PAGE 14



LONGVIEW DISTRICT

SOUTHERN DIVISION



WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 17					
			October 30, 1983					
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>LONGVIEW</b>	YL		207.6	Y CR	
	139.9		12.2		93.4	195.4		
			<b>EASTON</b>					
	69.7		7.6		83.4	187.8		
			<b>TATUM</b>					
	61.7		5.4		79.2	181.4		
			<b>BECKVILLE</b>					
2760			9.7		73.9	171.7		
	4010		10.0	YL	144.1	161.7		
			<b>CARTHAGE</b>					
1150			10.1		83.3	151.6		
			<b>GARY</b>					
	2550		11.8	YL	64.9	139.8	Y CR	
			<b>S.P. Crossing TENAHA</b>					
	32.7		12.8	YL	47.5	127.0		
			<b>CENTER</b>					
2040			6.6		48.0	120.4	CR	
	81.8		5.5		46.4	114.9		
			<b>CALGARY</b>					
3200			10.2		48.5	104.7		
	43.8		7.2		52.8	97.5		
			<b>SAN AUGUSTINE</b>	YL	52.8	87.4		
2490			3.2		.0	84.2		
	81.8		5.5		41.1	78.7		
			<b>VENABLE</b>					
2330			5.1		42.7	73.6	Y	
	54.9		6.5	YL	47.5	67.1		
			<b>BRONSON</b>					
1930			4.7		52.8	62.4		
	50.6		10.0	YL	48.5	52.4		
			4.4		31.1	48.0		
2080			4.8		42.2	43.2		
	52.8		5.8		31.7	37.4		
			<b>PINELAND</b>	YL				
5970			1.3		23.7	36.1		
	76.0		6.0		27.9	30.1		
			2.4		12.6	27.7		
2080			7.0	YL	19.0	21.0	TY CR	
	58.0							
			<b>KEITHTON</b>					
1710								
	41.1		<b>ROGANVILLE</b>					
1950			<b>KIRBYVILLE</b>	YL				
	40.1							
2760			<b>CALL</b>					
	31.7							
3080			<b>LE VERTE</b>					
	30.0							
2640			<b>BESSMAY</b>	YL				
	26.4							
			<b>BUNA</b>					
	16.8							
3110			<b>QUINN</b>	YL				
	3.1							
			<b>EVADALE</b>	YL				
	31.6							
			<b>SILSREE</b>	YL				
			(186.7)					

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

Location	MPH
East and west legs of wye, Silsbee, M.P. 21.1	10
Curve and Neches River Bridge, M.P. 26.1 to 26.5	25
2 Curves, M.P. 63.3 to 64.5	40
2 Curves, M.P. 72.0 to 73.5	35
16 Curves, M.P. 80.7 to 86.9	20
Curve, M.P. 102.4 to 102.5	20
5 Curves, M.P. 103.7 to 106.2	30
Curve, M.P. 106.6 to 106.7	30
Curve, M.P. 108.3 to 108.5	30
6 Curves, M.P. 115.1 to 117.5	20
3 Curves, M.P. 117.8 to 118.8	35
8 Curves, M.P. 120.7 to 126.3	35
6 Curves, M.P. 128.8 to 130.7	20
2 Curves, M.P. 150.6 to 152.8	35
RR Crossing, 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**

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

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

**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	
Texas Eastman Co.	202.7	
Viking Pump Services (Under track unloading pit 500 ft. from derail)	203.8	1100

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**

Between:	MPH
M.P. 21.0 and 162.0	49*
M.P. 162.0 and 207.8	35
Swepco Industrial Spur	10

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

OAKDALE DISTRICT

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 17					
			October 30, 1983					
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>OAKDALE</b> YL		80.8			
			M.P. Crossing		80.6			
			Vancouver Plywood RR Crossing		80.2		CY	
			8.8					
	2140	32.2	<b>ELIZABETH</b> YL		20.0			
			9.7					
	2650	34.8	<b>PITKIN</b>		45.9			
			11.9					
	2630	33.2	<b>MARKEE</b>		47.5			
			12.0					
	2230	36.9	<b>DeRIDDER</b> YL		21.0			
			K. C. S. Crossing					
			4.9					
	2130	25.3	<b>SHEAR</b> YL		18.4			
			1.0					
	2440	25.3	<b>BOISE SOUTHERN</b> YL		18.4		CR	
			5.0					
	2610	15.8	<b>NEALE</b>		32.2			
			5.4					
	2540	26.4	<b>MERRYVILLE</b> YL		22.1			
			6.4					
	1850	26.4	<b>BONWIER</b>		15.7			
			3.5					
	1500	28.5	<b>FAWIL</b>		12.2			
			12.2					
			<b>KIRBYVILLE</b> YL		0.0			
			(80.8)					

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. 17					
			October 30, 1983					
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>LOMETA</b> YL		31.7	0.0	Y CR	
			24.7					
	2630	51.2	<b>SAN SABA</b>		26.4	24.7	B	
			14.8					
	1670	39.9	<b>RICHLAND SPRINGS</b>		31.7	39.5		
			26.4					
	2220	.0	<b>BRADY</b> YL		52.8	65.9	CY	
			1.6					
			<b>END OF TRACK</b> YL			67.5		
			(67.5)					

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Oakdale District 30 MPH

(B) SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

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

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through 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
Hite	36.1	1700
Ikes	43.5	1000
Sugrue	55.5	2100
Cravens	56.9	1250

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba District 30 MPH

(B) SPEED RESTRICTIONS—CURVES, TRACK AND BRIDGES

Location 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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759).

M.P. 13.7 Bridge, Colorado 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



WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 17 October 30, 1983		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				<b>SILSBEE</b> YL		21.0		
	2580	25.3	6.9	LUMBERTON YL	41.1	14.1		
		27.5	3.8	LOEB JCT. S.P. Connection YL	23.2			
	1840	24.8	1.8	VOTH YL	20.1	8.5		
		23.2	6.8	BEAUMONT YL	16.8		Y CR	
		4.7	1.0	S.P. Crossing	6.3	1.7		
		4.7	6.1	M.P. Crossing	6.3	0.7		
		1.0	5.5	S.P. Crossing		76.4		
	720			BROOKS YL	2.6	70.9		
	670	12.6	11.5	MOREY YL	16.8	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 YL	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-Operations 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 Beaumont M.P. 1.9	Bridge, KCS Ry. Viaduct, highway
---------------------------	----------------------------------

**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
Guloco	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. 280.7, Meridian, house 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.  
 M.P. 205.8, Rogers, Laughlin Spur.  
 M.P. 212.3, Heidenheimer, storage.
- Third District — 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, 5990-5998	90*	45
1215-1245#, 1453#, 1460# Slug Units 120, 121	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.

#When used as Controlling Unit must not exceed 20 MPH.

\*Engine without cars must not exceed 70 MPH.

\*\*Engine without cars must not exceed 55 MPH.

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

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

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

DISTRICT	Wrecking Derrick MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 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 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
<b>Second District.</b>		
M.P. 129.0	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and display board—M.P. 129.0
M.P. 161.3	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and display board—M.P. 161.3.
M.P. 182.6	Dragging Equipment	Rotating white lights—M.P. 182.6 and at signals 1841 and 1842. (Indicator on field side marked D. E.)
M.P. 182.6	Shifted Load	Rotating white lights—M.P. 182.6 and at signals 1841 and 1842. (Indicator nearest the track marked S. L.)
M.P. 192.4	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.)
<b>Third District.</b>		
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**

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track-side indicators. Dragging equipment will also actuate track-side indicators at locations so equipped.

**Locator (Readout) Type:**

When actuated by a condition on a train, a rotating white light will be illuminated at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

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

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

**Monitor Display Board Type:**

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.

When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.

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

When rotating white light is displayed before train reaches detector, unless otherwise instructed by train dispatcher, be governed as follows:

- (1) Train must be stopped and thoroughly inspected. If numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.

- (2) Train may proceed at prescribed speed and be observed closely en route if:
  - (a) numerical readout is displayed or indicator light(s) are illuminated before train reaches the detector, or
  - (b) no numerical readout is displayed or indicator light(s) are illuminated after train passes the detector.

**Radio Readout (Reporter) Type:**

As train approaches the detector location, the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Station and State), SYSTEM WORKING." This will alert crew to the fact that system is operational.

After train has passed the detector location, if no defects were noted, a subsequent message will be transmitted via radio:

SANTA FE RAILROAD, (Station and State), NO DEFECTS."

If detector is actuated, a rotating white light will be illuminated at the detector location. In addition, a 20-second audible tone will be transmitted via radio to alert crew that defect(s) have been noted in their train. If this occurs, train must be stopped with rear end at least 300 feet beyond the detector. After the train has passed detector location, the identification of defect(s) by type and location in train will be transmitted via radio. All references to defect locations will be from rear of train. The "LEFT" or "RIGHT" side mentioned is always referenced to the Engineer's left or right in the direction of travel. The message will be repeated once to insure information is correctly copied. The following is a typical example of radio transmission that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Station and State), FIRST HOT-BOX RIGHT SIDE, one seven eight."
- (2) "SECOND HOTBOX LEFT SIDE, one four three."
- (3) "SANTA FE RAILROAD, (Station and State), FIRST DRAGGING EQUIPMENT NEAR AXLE, zero six eight."

This type detector has capability to store in its memory the location of up to three (3) defective journals and three (3) dragging equipment alarms. Anytime three alarms of either type are reported, crew should inspect the remainder of their train for additional defects.

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 at least 300 feet beyond the detector and entire train thoroughly inspected.

If the white rotating light is illuminated before head-end of train reaches detector, the following message should be transmitted via radio:

"SANTA FE RAILROAD, (Station and State), SYSTEM FAILURE."

However, be alert for the possible transmission of an audible alarm and message should an alarm occur during passage of the train. If no such alarm or message is received, train may proceed at prescribed speed and must be observed closely en route.

If, as train approaches and passes detector, no radio message is transmitted, nor does the rotating white light become illuminated, train may proceed at prescribed speed and must be observed closely en route.

**Instructions Applicable to all Types Hotbox and Dragging Equipment Detectors:**

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed on existing conditions.

If abnormal heat is detected on same unit or car by intervening detector, or during a stop for inspection, unit or car must then be set out.

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

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

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

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

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

**9. YARD LIMITS**

**Conroe District**

- Somerville, M.P. 0.0 to 1.58
- Conroe, M.P. 70.3 to 74.0
- Beach-Waukegan (inclusive), M.P. 74.0 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-Quinn (inclusive), 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 173.0
- Longview, M.P. 202.0 to 207.6

**Matagorda District**

- Sealy, M.P. 0.0 to 1.2
- Eagle Lake-Rayner Jct. (inclusive), M.P. 16.3 to 20.3
- Cane Jct., M.P. 53.1 to 54.8
- Bay City-Matagorda (inclusive), 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.-End of Track (inclusive), M.P. 10.9 to 37.0

**Third District**

- Galveston-Virginia Point (inclusive), M.P. 0.0 to 8.1

**10. BULLETIN BOOKS ARE LOCATED:**

Bay City	Fort Worth	Oakdale
Beaumont	Galveston	Pearland
Bellville	Houston	San Antonio
Brady	(Rusk Ave.	S.P. Depot
Brownwood	and Settegast	San Augustine
Caldwell	Yard)	Silsbee
Cleburne	Lometa	Somerville
Conroe	Longview	Temple

**11. STANDARD CLOCKS ARE LOCATED:**

Alvin	Cleburne	Longview
Bay City	Conroe	Oakdale
Beaumont	Galveston	Pearland
Bellville	Houston (Rusk	San Augustine
Brady	Ave.)	Silsbee
Brownwood	Lometa	Somerville
		Temple

**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 controlled 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 limit 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:**

*Tower 17 (Rosenberg) and Virginia Point; Cameron and Caldwell; Beaumont and Loeb Jct; Guy and Long Point,*

Southern Pacific trains operating on AT&SF tracks between the above points will be governed by current AT&SF Southern Division time table and Southern Pacific Transportation Company's current Time Table, Time Table Bulletins, Rules and Regulations of the Transportation Department as modified below:

1. Controlled Signal—A fixed signal, the indication of which is controlled from a control station.
2. Control Station—The place where the control machine of a traffic control system or an interlocking is located.
3. Reduced Speed—A speed that will permit stopping within half the range of vision.

4. Temporary slow signals (yellow flag, disc or light) will be displayed not less than two miles, when practicable, in advance of locations where a reduction in speed is required, or where Form U train orders require trains to stop. Temporary resume speed signals (green disc) will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed speed specified by train order or special instructions until rear of train has passed temporary resume speed signal or train has cleared the restricted limits.

When temporary slow signals are displayed and train has not been restricted by train order or special instructions, two miles beyond the temporary slow signal, train will proceed prepared to stop short of a flagman, obstruction, temporary stop signals or men and machines fouling track, not exceeding 10 miles per hour, for a distance of two miles or until rear of train has passed a temporary resume speed signal.

Temporary stop signals (red flag, disc or light) will be displayed at locations where trains must stop as required by Form U, Example (1), train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

When temporary stop signals are displayed, and train does not have a Form U, Example (1), train order, train must stop and not proceed until authorized by proper authority.

When temporary slow, stop or resume speed signals are displayed, and train has no train order or special instructions concerning reason for their display, the conductor will notify the train dispatcher as promptly as possible and make a wire report to the trainmaster.

When a series of locations requiring reduced speeds are so closely spaced that the resume speed signal will overlap a temporary slow signal, a temporary slow signal will be placed in advance of each location. Only one resume speed signal will be placed at the leaving end of the last location.

5. Train Order Form U.

**Stop and Speed Limit Orders**

- (1) Eight naught one 8 01 A M until five naught one 5 01 P M between 15 poles west of M P 10 and M P 11 between D and E track is impassable stop and do not enter these limits until notified that track is passable.

Trains and engines must stop, and not pass, temporary stop signal until notified by the foreman or supervisor in charge that track is passable. The foreman or supervisor in charge must specify the speed permitted through the limits specified.

- (2) Eight naught one 8 01 A M until five naught one 5 01 P M approach (gang No. \_\_\_\_\_) between 15 poles west of M P 10 and M P 11 between D and E prepared to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

6. Permanent slow signs, yellow with numerals, will be located not less than 2,500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains. Where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed sign.

There may be more than one permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.

7. A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed at reduced speed for one mile.

8. Train Order From S-C

- (3) Extra 72 East has right over Extra 91 West Virginia Point to Texas City Jct.

Extra 77 West has right over Extra 78 East Algoa to Texas City Jct.

In Example (3), neither train shall proceed beyond Texas City Jct. until the other train has arrived unless authorized by train order to do so.

9. Block Signals

NAME	ASPECT	INDICATION
Approach-Medium	Flashing yellow or double yellow	PROCEED: APPROACH NEXT SIGNAL NOT EXCEEDING 40 MPH, AND BE PREPARED TO ENTER DIVERGING ROUTE AT PRESCRIBED SPEED.
Approach-Restricted	Yellow over Lunar	PROCEED: PREPARED TO PASS NEXT SIGNAL AT RESTRICTED SPEED, AND TO ENTER DIVERGING ROUTE AT PRESCRIBED SPEED, IF EXCEEDING 40 MPH. IMMEDIATELY REDUCE TO 40 MPH.
Diverging-Approach	Red over flashing yellow	PROCEED THROUGH DIVERGING ROUTE: PRESCRIBED SPEED THROUGH TURNOUT: APPROACH NEXT SIGNAL PREPARING TO STOP, IF EXCEEDING 40 MPH, IMMEDIATELY REDUCE TO 40 MPH. SP RULE 285-A WILL NOT APPLY.
Restricting	Flashing red or red over yellow	PROCEED AT RESTRICTED SPEED. SP RULE 288 WILL NOT APPLY.

10. At Texas City Jct., automatic block signals governing movement from siding to the main track will not bear number plates. When stopped by those signals displaying "stop", unless block is occupied by a standing train, engine or cars and switch to be used is within same block, main track switch must be opened and after expiration of five minutes, train may proceed to enter main track. Employe attending switch must remain at switch during the five minute period.

That part of Rule 81-A (e), reading, "observance of block indicator" (Refer to Rule 512) is not applicable on Santa Fe.

11. Traffic Control System (TCS)—A block system under which movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Within TCS Limits Absolute Signals will not bear number plates. SPT Co. Rules applicable to CTC will apply except:

- (a) After passing an Absolute Signal displaying a stop indication upon authority of Train Dispatcher train must stop for each Automatic Block Signal displaying a Red Aspect.

- (b) The term Track Time and Limits will be used instead of Work Limits and Clock Time Limit. Granting of such authority must be in the following form:

(Train or Engine) may use (track or tracks) between ..... and ..... M until ..... M.

Trains granted Track Time and Limits must stop for any Automatic Block Signal displaying Red Aspect.

S.P. trains operating between Caldwell and Cameron must get AT&SF clearance card at Caldwell.

S.P. trains operating between Guy and Long Point must get AT&SF clearance card at Tower 17.

S.P. trains operating between Tower 17 (Rosenberg) and Virginia Point must get AT&SF clearance card before leaving.

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

Galveston Causeway:—AT&SF, S.P., FWD 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—Galena Park:** AT&SF trains using Southern Pacific Transportation Co. tracks between Tower 17 and Galena Park will be governed by:

- A. Current SP timetable and timetable bulletins for the Glidden Subdivision, Galveston Subdivision and Rule 827—All Subdivision.
- B. AT&SF Rules Operating Department, except as modified below:

1. Definitions:

**Absolute Signal.** A block signal, the indication of which authorizes and governs the movement of trains and engines within CTC.

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

**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."

Where interlocking or absolute signals govern movements from Interlocking or CTC 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 within CTC or Interlocking limits and after receiving authority under these rules, ABS signal rules will apply within ABS portion of blocks beyond, respectively.

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

**Controlled Siding.** A siding designated in special instructions as being within CTC limits.

2. Within CTC and Interlocking limits, AT&SF Rules applicable within TCS Limits apply.
3. Rule 6-B will not apply. The following will govern:

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 indicate:

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.

4. Rule 10 Train order Form U will not apply. The following will govern.

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

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

A yellow flag, when possible, will be displayed two miles in advance of each speed restriction specified by train order, timetable bulletin or oral instruction. Specified speed must not be exceeded commencing at point of restriction until rear of train clears restricted limit, which may be indicated by display of green flag. If a green flag is not displayed at limit of speed restriction, speed may be resumed when rear of train clears restricted limit. The absence of a yellow and/or green flag must be reported to the train dispatcher.

When a yellow flag is displayed and no time order, timetable bulletin or oral instruction specifies the beginning of a speed restriction two miles beyond its location, train must be prepared to stop short of a red flag which may be displayed two miles beyond that yellow flag. If a red flag is not displayed, train must proceed at RESTRICTED SPEED commencing two miles beyond the yellow flag until rear of train passes a green flag.

When a red flag is displayed to the right of a main track or siding in direction of approach, train or engine must stop.

After stopping, train or engine may be orally authorized to pass the red flag and proceed through the restricted limits being governed by instructions of the MofW employe who established the restriction. Specified speed will not be exceeded until rear of train passes a green flag. A train or engine is prohibited from receiving authorization to pass a red flag via radio communication.

A red flag displayed between the rails of any track other than a main track requires that train or engine stop short of flag and not proceed until flag has been removed by employe of the class that placed the flag.

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 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.

SP FORM Y  
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.

(Examples of conditions which may be encountered)

IF YOU	AND YOU	REQUIREMENTS
1. Have Form "Y" train order in effect	Pass yellow PROCEED PREPARED TO STOP sign	Proceed prepared to stop short of red CONDITIONAL STOP sign or be orally authorized to proceed or receive a proceed signal with green flag or green light
2. Have Form "Y" train order in effect	DO NOT find a yellow PROCEED PREPARED TO STOP sign displayed	Absence of signal must be regarded as most restrictive indication. Be governed the same as in No. 1.
3. Have Form "Y" train order in effect	DO NOT find a red CONDITIONAL STOP sign	Be governed the same as if red CONDITIONAL STOP sign was properly displayed
4. Have Form "Y" train order not in effect	Pass yellow PROCEED PREPARED TO STOP sign	Stop two miles beyond PROCEED PREPARED TO STOP sign unless you receive proceed signal with green flag or green light, or oral authorization.

# SOUTHERN DIVISION

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5. Have NO Form "Y" train order	Pass yellow PROCEED PREPARED TO STOP sign	Stop two miles beyond yellow PROCEED PREPARED TO STOP sign unless you receive proceed signal with green flag or green light. NO ORAL AUTHORIZATION PERMITTED.
6. Have No Form "Y" train order	Observe a red CONDITIONAL STOP sign with NO ADVANCE yellow PROCEED PREPARED TO STOP SIGN	Stop as soon as possible avoiding emergency stop, if practicable. Proceed ONLY when authorized by proceed signal with green flag or green light. NO ORAL AUTHORIZATION PERMITTED.
7. Have been authorized by a proceed signal with green flag or green light	Subsequently receive oral authorization	Proceed at orally authorized speed
8. Have passed through the limits of a Form "Y" train order after being orally authorized	DO NOT pass a green flag	Continue at orally authorized speed unless the maximum authorized speed is less, until you do pass a green flag, or continue at orally authorized speed until rear of train has passed the red CONDITIONAL STOP sign displayed or trains in opposite direction.  If in double track territory continue at orally authorized speed, unless the maximum authorized speed is less, until you do pass a green flag or until otherwise instructed by dispatcher. Absence of green flag must be immediately reported to train dispatcher.
9. Have passed through the limits of a Form "Y" train order after being authorized by a green flag or green light	DO NOT pass a green flag	Continue at RESTRICTED SPEED until you pass a green flag, or until rear of train has passed the red CONDITIONAL STOP sign displayed for train in opposite direction.  If in double track territory continue at RESTRICTED SPEED, but contact train dispatcher and be governed by his instructions. Absence of green flag must immediately be reported to train dispatcher.
10. Are approaching limits of a Form "Y" train order not in effect	Cannot get head end of train clear of limits before Form "Y" train order becomes effective	Do not enter limits unless foreman grants oral authorization or gives proceed signal with green flag or green light which may be given prior to the effective time of order.

11. Are passing through the limits of a Form "Y" train order not in effect	Cannot get head end of train clear of the limits before Form "Y" train order becomes effective	STOP. Proceed when orally authorized or when receive proceed signal with a green flag.
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5. Rule 11 will not apply. The following will govern:  
Speed signs will be located to right of track in direction of approach where practical.

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.

When two numbers are displayed, the higher number 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.

6. Rule 19(L). Following is added.  
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 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.

7. Rule 104. Following is added:  
When a train stops to be met or passed by another train, trainman (fireman, if trainman not available) on head end of train must make rolling inspection of passing train from the ground on side opposite his train. Trainman at rear of standing train must make rolling inspection on side adjacent to their train.

At meeting or passing points where neither train stops, a trainman must be stationed on rear of rear car or caboose to make rolling inspection of passing train and be in position to observe signals given.

8. Rule 109. Second paragraph will not apply. The following will govern:  
When a train in motion on main track or siding has an emergency application of air brakes, or is derailed, milepost locations traversed by the train while moving under such conditions, as exact as possible, must be immediately noted. Train dispatcher must be notified without delay.

Track and structures under train at the time of emergency application or derailment, as well as any track or structure over which any part of train passed after emergency application or derailment occurred, must be inspected to determine that it is safe for passage of trains at authorized speed.

In all cases, inspection of train must be made before proceeding to determine that all wheels are on rail, no other dangerous condition exists and that it is safe to proceed.

9. Rule 124(A). Spring switches will be identified by letters "SS" on a target.

10. Rule 124(B). Following is added:  
When trailing movement is to be made over a spring switch equipped with a facing point lock and initial movement of switch points is not to be actuated by the engine, switch must be lined for the movement. Employee lining switch must again line it for normal position after movement has been completed, unless he has arranged for another employee to do so.

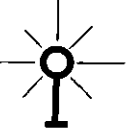
11. Rule 281(A) will not apply. The following will govern:

Aspect	Name	Indication
Yellow—	Approach	Proceed prepared to advance on diverging route at next block signal not exceeding prescribed speed through turnout.
Green—	Diverging	




12. Rule 282 will not apply. The following will govern:

Aspect	Name	Indication
Flashing Yellow	Advance	Proceed prepared to pass next block signal not exceeding 40 MPH
	Approach	




13. Rule 290 will not apply. The following will govern:

Aspect	Name	Indication
Red	Diverging	Proceed on diverging route, not exceeding prescribed speed through turnout, prepared to stop short of next block signal
Yellow	Approach	



14. The following block signal aspect, name and indication will govern:

Aspect	Name	Indication
Red	Restricting	Proceed at Restricted Speed without stopping
Lunar		



15. The term "control station" will apply to interlocking operator and CTC dispatcher.

16. Rule 321. When stopped by interlocking signal or absolute signal (controlled signals) displaying "stop", authority to pass such stop signals must be obtained from control operator. At interlocking signal, control operator may authorize movement verbally by using words "(train) is authorized to pass interlocking signal displaying stop at (location) under provisions of Rule 663(b)", or give train proceed signal by hand with yellow flag by day or yellow light by night. Within CTC limits, if authorized to pass absolute signal verbally, the control operator will use words "(train) is authorized to pass absolute signal displaying stop indication at (location) under provisions of Rule 776." When such authority is received, crew will be governed by AT&SF Rule 321(A). Within CTC limits, such authority extends from the stop signal to the next absolute signal.

*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, temporary 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-signaled 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 employees.
- (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 employees.

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

## 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.

## SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
....	36	100	....	58	62.1	1	40	36.0
....	37	97.3	....	59	61.0	1	42	35.3
....	38	94.7	1	....	60.0	1	44	34.6
....	39	92.3	1	02	58.0	1	46	34.0
....	40	90.0	1	04	56.2	1	48	33.3
....	41	87.8	1	06	54.5	1	50	32.7
....	42	85.7	1	08	52.9	1	52	32.1
....	43	83.7	1	10	51.4	1	54	31.6
....	44	81.8	1	12	50.0	1	56	31.0
....	45	80.0	1	14	48.6	1	58	30.5
....	46	78.3	1	16	47.4	2	....	30.0
....	47	76.6	1	18	46.1	2	05	28.8
....	48	75.0	1	20	45.0	2	10	27.7
....	49	73.5	1	22	43.9	2	15	26.7
....	50	72.0	1	24	42.9	2	30	24.0
....	51	70.6	1	26	41.9	2	45	21.8
....	52	69.2	1	28	40.9	3	....	20.0
....	53	67.9	1	30	40.0	3	30	17.7
....	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

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

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

(@) Code FG for DOT 112A or 114A 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.

**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 "X" indicates wording at the side that applies.  
 See footnotes for explanation.

**POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS**

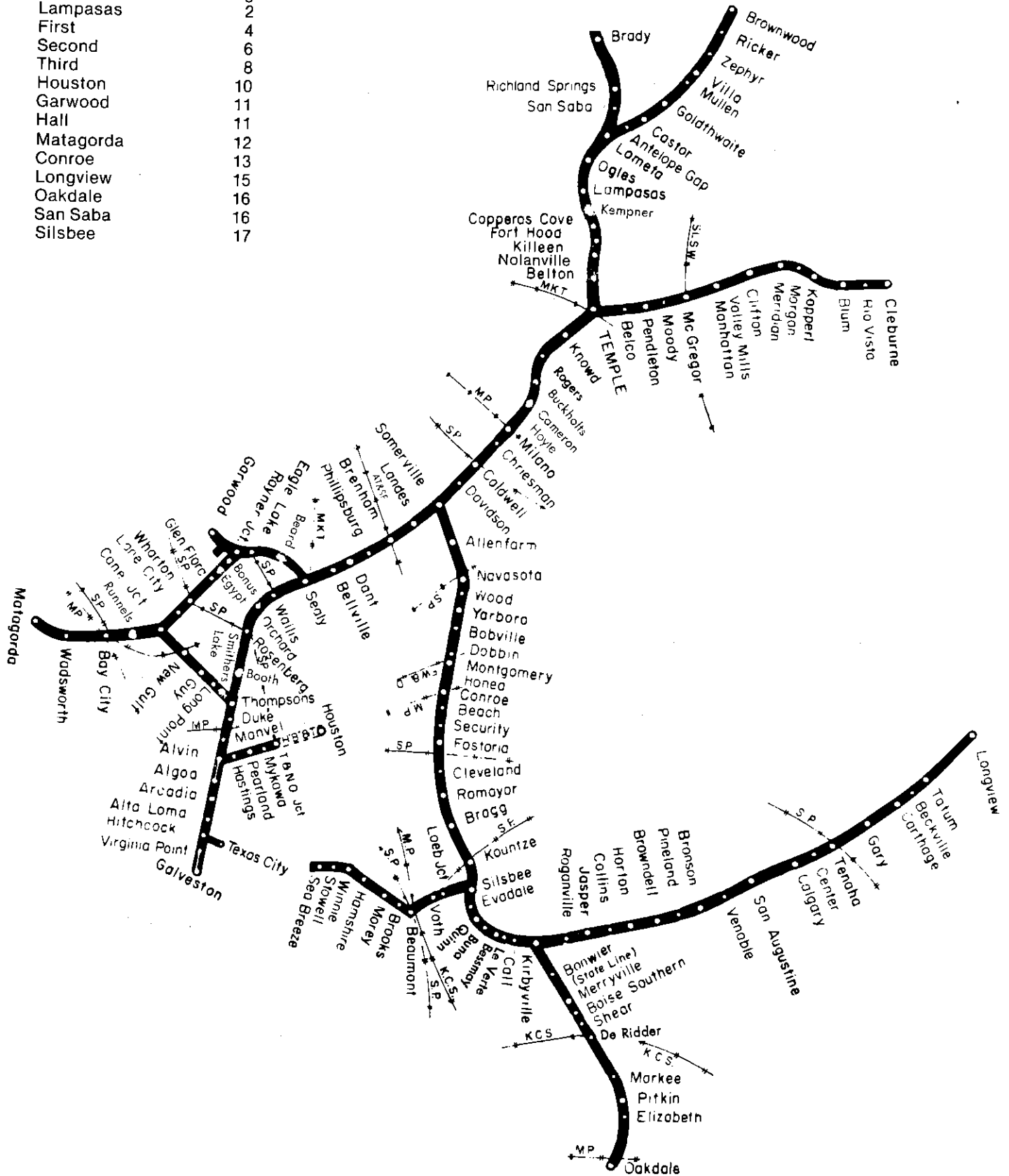
1		PLACARD APPLIED ON CAR	2											
			TYPE OF CAR											
3		RESTRICTIONS	4											
			ANY CARS (Tank, flat car, or hopper car only)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TANK CAR			
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE,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

**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