



SANTA FE
SAFETY FIRST



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

ASSISTANT SUPERINTENDENTS

W. C. LYMAN Temple, Tex.

TRAINMASTERS

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

ASSISTANT TRAINMASTERS

H. D. IRISH Pearland, Tex.
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.
P. A. BARLOW Temple, 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.
T. M. RUPERT 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.
B. D. KIRK Temple, Tex.

DISPATCHERS—TEMPLE, TEX.

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

**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.

18

IN EFFECT

Sunday, October 28, 1984

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	TIME TABLE No. 18 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		STATIONS				
		TEMPLE		218.2	Y CR	
		1.7	GOBER	YL 219.9		
	5480	6.5	BELTON	226.4		
	13100	9.3	NOLANVILLE	236.7		
	5730	7.8	KILLEEN	243.5		
		2.6	FORT HOOD	246.1		
	5500	8.0	COPPERAS COVE	254.1	B	
	5960	8.5	KEMPNER	263.1	B	
	6250	10.6	LAMPASAS	YL 273.7	BY	
	7950	9.9	OGLES	283.6		
	3990	8.1	LOMETA	YL 291.7	Y CR	
	4980	8.3	ANTELOPE GAP	300.0	B	
	5080	6.1	CASTOR	306.1		
	5270	7.2	GOLDTHWAITE	313.3	B	
	10050	10.3	MULLEN	323.6		
	4910	6.7	VILLA	330.8		
	9920	5.9	ZEPHYR	336.2	B	
	5400	5.2	RICKER	344.4		
		4.0	BROWNWOOD	348.4	TY CR	

(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; and 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.

TWC IN EFFECT: Between Gober and 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.

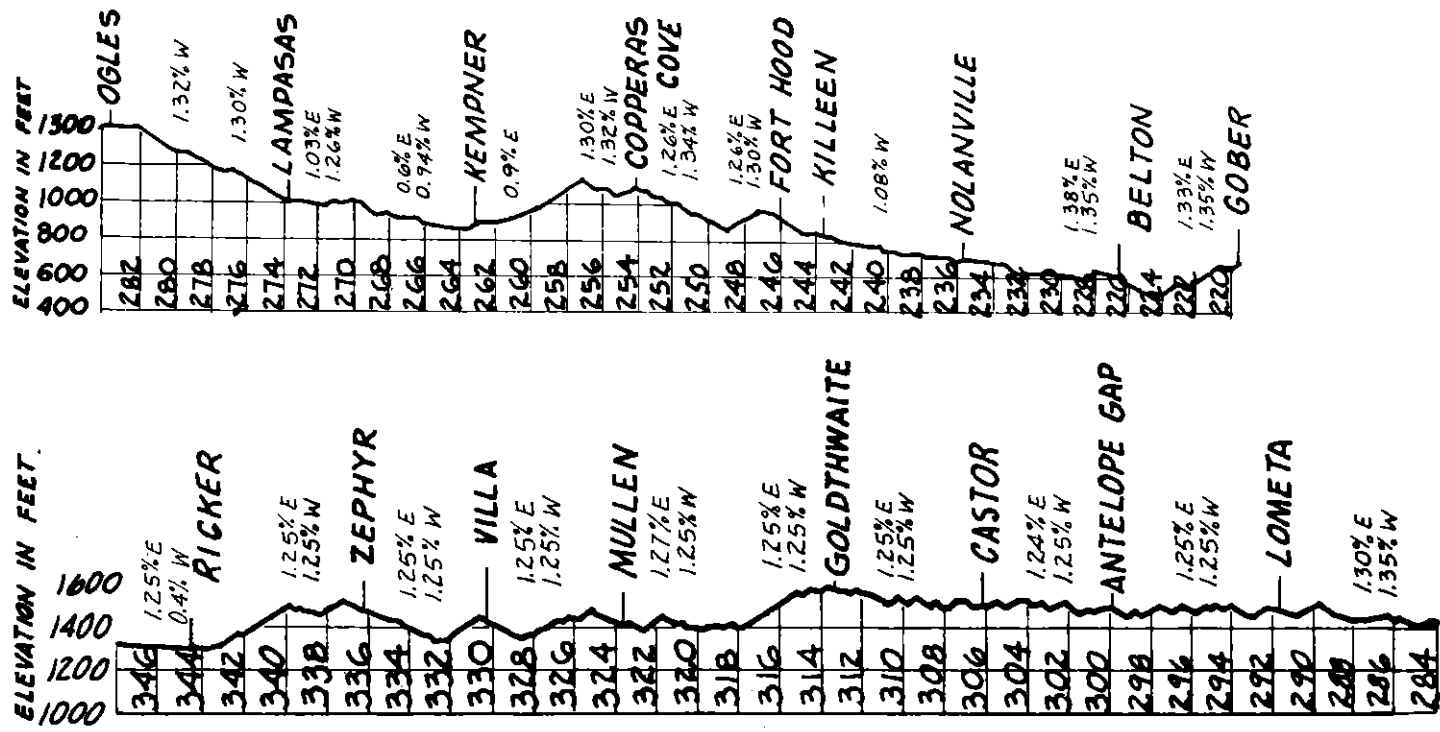
Lampasas District trains will use Northern Division, Dublin District tracks between Ricker and Brownwood.

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, 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 be governed by signal indication.

YARD LIMITS (Rule 93)
 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



SOUTHERN DIVISION

LAMPASAS DISTRICT 3

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Lampasas District	MPH
Temple to Ricker	55
Ricker to Brownwood	49

(B) SPEED RESTRICTIONS - TONNAGE

- 45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.
- 40 MPH when moving Eastward 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 when moving Westward between M.P. 340.0 and M.P. 344.0 averaging over 60 tons per car or total consist exceeds 6,500 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossings, M.P. 218.2 to 221.5	25*
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
Crossings, M.P. 225.3 to 227.0	30
3 Curves, M.P. 225.3 to 227.0	30
Curve, M.P. 227.7 to 228.1	35
Curve, M.P. 234.1 to 234.6	50
Crossings, M.P. 234.7 to 237.1	45
Crossings, M.P. 241.5 to 244.5	30
4 Curves, M.P. 248.4 to 249.8	50
23 Curves, M.P. 255.7 to 274.1	50
Curve, M.P. 283.9 to 284.3	50
Crossings, M.P. 291.5 to 291.8	50
Curve, M.P. 298.6 to 299.1	50
2 Curves, M.P. 302.3 to 303.7	50
Track and Curves, M.P. 305.4 to 311.8—Eastward	35
Curve, M.P. 310.1 to 310.5—Westward	50
Crossings, M.P. 313.3 to 313.7	45
Track and Curves, M.P. 317.4 to 321.8—Eastward	35
3 Curves, M.P. 319.7 to 321.8—Westward	50
Track and Curves, M.P. 327.1 to 329.0—Eastward	35
Track and Curves, M.P. 327.1 to 329.0—Westward	45
4 Curves, M.P. 329.4 to 331.9	45
2 Curves, M.P. 345.7 to 346.2	40
2 Curves, M.P. 347.7 to 348.2	30
Crossings, M.P. 347.9 to 349.4	20

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

(D) SPEED RESTRICTIONS - SWITCHES

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

"I"—Interlocking
 "S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	10
	I	Lampasas Dist. Jct., M.P. 218.36	10
	I	West end Psgr. Track 3	20
	I	East end Main tracks Nos. 1, 2, 3 and 6, M.P. 216.9	30
	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

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. TRACK SIDE WARNING DEVICES

Lampasas District		
Location	Type	Signals or Indicators Affected
M.P. 238.0	High Water	Eastward—Block Signal 2382
		Westward—Block Signal 2371
M.P. 339.6	Dragging Equipment	Rotating white light— Block Signals 3391 and 3411

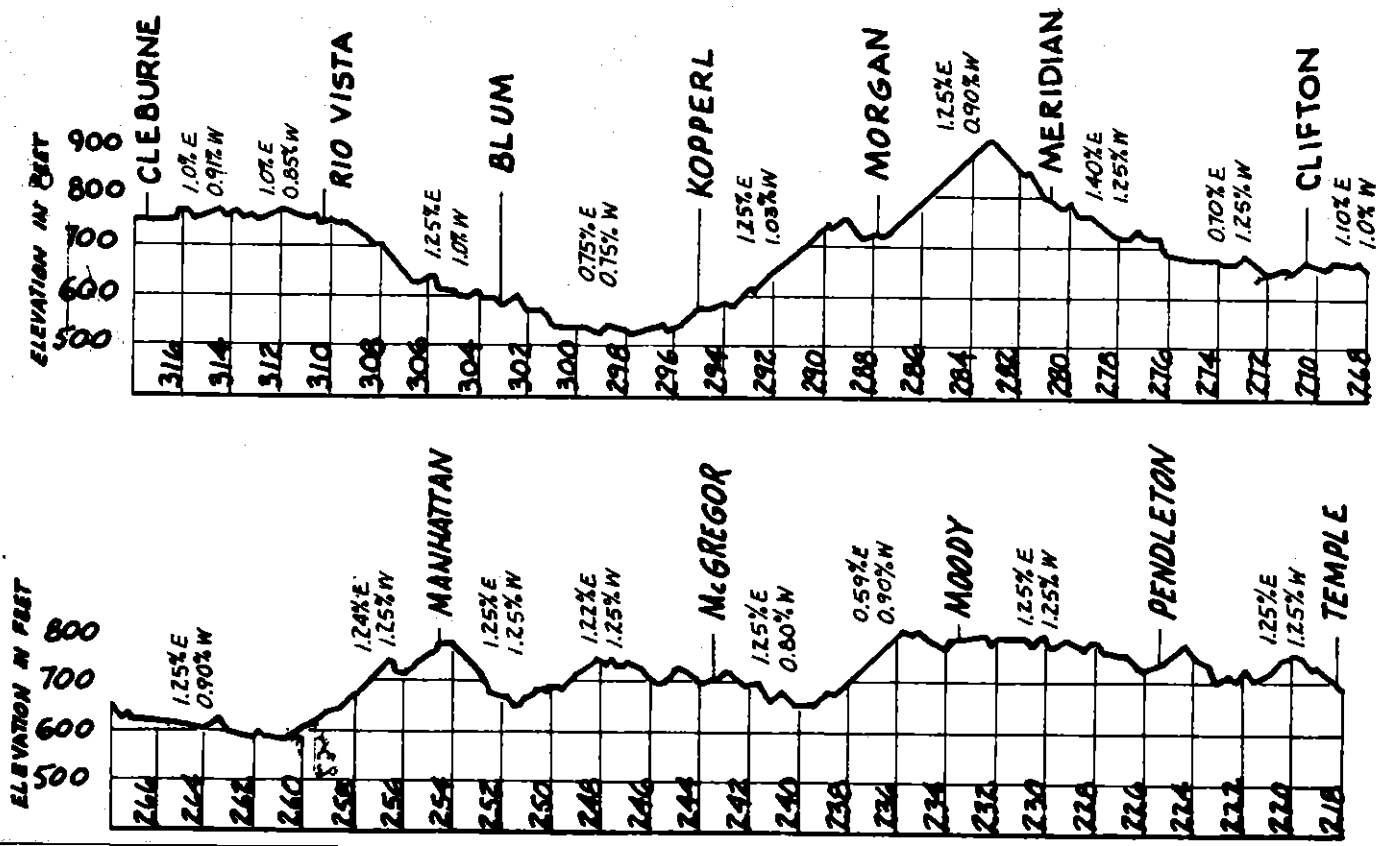
When actuated comply with Special Rule 10.

4 FIRST DISTRICT

SOUTHERN DIVISION

WEST-WARD First Class	Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
21					22
Mon. Wed. Sat. Leave PM		STATIONS			Sun. Tues. Fri. Arrive PM
4.21		CLEBURNE	317.5	TY CR	3.21
	11050	7.2 RIO VISTA	310.3		
	11150	6.5 BLUM	303.5		
	10730	9.1 KOPPERL	294.4		
	6950	6.6 MORGAN	287.8		
	10700	7.4 MERIDIAN	280.7		
	11130	10.3 CLIFTON	270.4		
	10840	15.5 MANHATTAN	254.7		
		11.3 St. L. S. W. Crossing			
5.23	10930	9.9 McGREGOR	243.4	Y	2.11
	11200	8.1 MOODY	233.5		
	10050	PENDLETON	225.4		
		4.2 BELCO	221.2		
		3.0			
6.05	7580	TEMPLE	218.2	Y CR	1.45
PM Mon. Wed. Sat. Arrive		(99.3)			PM Sun. Tues. Fri. Leave
57.3		Average speed per hour			62.1

TCS IN EFFECT: At Temple, on passenger Track 3; and on main track and sidings between Temple and Cleburne, M.P. 317.45.
 RULE 94 IN EFFECT: At Cleburne, between M.P. 317.45 and M.P. 319.9.
 Trains must get clearance card before leaving Temple and Cleburne.
 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.
 Location of hand throw switches not electrically locked on First District (Special Rule 5)
 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.



SOUTHERN DIVISION

FIRST DISTRICT 5

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

First District	MPH	
	Psgr.	Frt.
First District	79	55

(B) SPEED RESTRICTIONS—TONNAGE

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

(C) SPEED RESTRICTIONS — VARIOUS

	Location	MPH
Crossings,	M.P. 217.0 to 221.2 Psgr. **35 Frt. **25	
6 Curves and track,	M.P. 217.4 to 218.8	20
3 Curves,	M.P. 221.6 to 224.0	70
2 Curves,	M.P. 227.2 to 228.9	75
Curve,	M.P. 231.5 to 231.9	75
Crossings,	M.P. 233.0 to 233.8	50
2 Curves,	M.P. 234.0 to 236.3	75
2 Curves,	M.P. 236.7 to 237.9	70
Curve,	M.P. 240.2 to 240.8	75
Crossings,	M.P. 242.8 to 244.0	50
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
Crossings,	M.P. 270.5 to 270.6	40
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
Crossings,	M.P. 309.2 to 310.2	50
2 Curves and track,	M.P. 317.0 to 319.9	20
Crossings,	M.P. 317.0 to 319.0	20

*Amtrak trains with 500, 600 or 700 class units restricted to 50 MPH.

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

(D) SPEED RESTRICTIONS - SWITCHES

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.

"I"—Interlocking

"S"—Spring

Station	Type	Location	MPH
Temple	S	East end freight yard	10
	I	Lampasas Dist. Jct., M.P. 218.36	10
	I	West end Psgr. Track 3	20
	I	East end Main Tracks Nos. 1, 2, 3 and 6, M.P. 216.9	30
	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

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

4. TRACK SIDE WARNING DEVICES

First District	Location	Type	Signals or Indicators Affected
	M.P. 247.3	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights— Eastward M.P. 247.3 and M.P. 249.8* Westward M.P. 247.3 and 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

*Location of locator

When actuated comply with Special Rule 10.

WEST-WARD	Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class					First Class
21					22
Mon. Wed. Sat. Leave PM					Sun. Tues. Fri. Arrive PM
6.10					1.40
Via M.K.T.					Via M.K.T.
		STATIONS			
		TEMPLE	218.2	Y CR	
		0.8 M-K-T Crossing	217.4		
		2.5 KNOWD	214.9		
		10.2			
11570		ROGERS	204.7		
		8.7			
12070		BUCKHOLTS	196.0		
		8.0			
11190		CAMERON	188.0		
		6.7			
12160		HOYTE	181.3		
		6.9			
10570		MILANO	174.4		
		M.P. Crossing 8.6			
10970		CHRISMAN	165.8		
		8.0			
12054		CALDWELL	157.8	C	
		6.5			
11320		DAVIDSON	151.3		
		9.9			
4980		SOMERVILLE	141.4	Y CR	
		8.5			
11480		LANDES	132.9		
		6.9			
		BRENHAM	126.0	C	
		A.T.S.F. Crossing 5.9			
11230		PHILLIPSBURG	120.1		
		9.8			
6810		DANT	110.3		
		4.1			
		BELLVILLE	106.2	T CR	
		(112.0)			

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, 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 be governed by signal indication.

Location of hand throw switches not electrically locked on Second District (Special Rule 5)

- M.P. 124.5, Brenham, Sealy Mattress Co., spur.
- M.P. 126.8, Brenham, Goedecke spur.
- M.P. 196.0, Buckolts, house track spur and Milam Grain Co. track.
- M.P. 205.8, Rogers, Laughlin Spur.
- M.P. 212.3, Heidenheimer, storage.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Second District	MPH	
	Psg.	Frt.
	79	55

(B) SPEED RESTRICTIONS - TONNAGE

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

(C) SPEED RESTRICTIONS - VARIOUS

Track,	Location	MPH
2 Curves,	M.P. 105.0 to 106.8****	20
Curve,	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
Crossings,	M.P. 125.0 to 127.0	25
3 Curves,	M.P. 125.5 to 126.6	25
RR Crossing,	M.P. 126.0 Interlocking	25
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
Crossings,	M.P. 140.8 to 142.2	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*

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

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

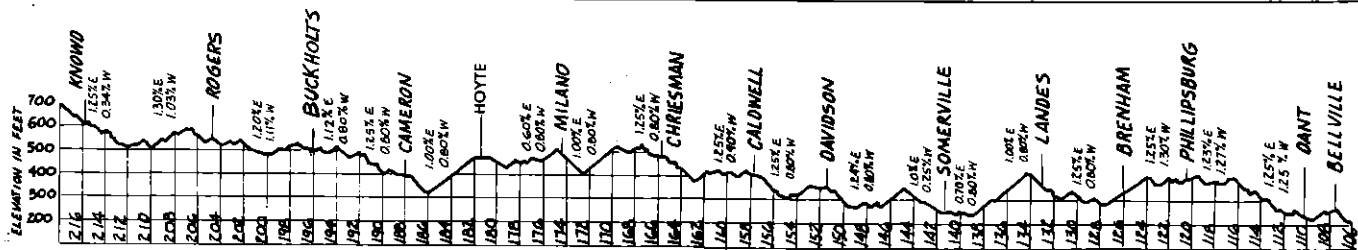
Between Knowd, M.P. 214.9, and M.P. 216.9 the south track designated Main Track No. 1 and the five tracks north thereof are designated Main Tracks Nos. 2, 3, 4, 5 and 6 respectively.

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.

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.



(C) SPEED RESTRICTIONS - VARIOUS - (Cont'd)

	Location	MPH
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*
Crossings,	M.P. 186.8 to 188.9	30
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
Crossings,	M.P. 204.3 to 205.3	40
3 Curves,	M.P. 205.9 to 207.7	65*
2 Curves,	M.P. 209.3 to 210.7	75
Tracks		
Nos. 1, 2, 3, 5, 6.	M.P. 214.9 to 216.9	30
Track No. 4	M.P. 215.3 to 216.7	30
Crossings,	M.P. 217.0 to 221.2 Psgr 35**Frt 25**	
RR Crossings,	M.P. 217.4 Interlocking	20
6 Curves and track,	M.P. 217.4 to 218.8	20

*Amtrak trains with 500, 600 and 700 class units restricted to 50 MPH.

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

***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.

(D) SPEED RESTRICTIONS - SWITCHES

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.

"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	West end Main tracks Nos. 1, 2, 3, 5 and 6	30
Temple	S	East end freight yard	10
	I	Lampasas Dist. Jct., M.P. 218.36	10
	I	West end Psgr. Track 3	20
	I	East end Main Tracks Nos. 1, 2, 3 and 6, M.P. 216.9	30
	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

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

4. TRACK SIDE WARNING DEVICES

Second District

Location	Type	Signals or Indicators Affected
M.P. 129.0	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and radio read out.
M.P. 161.3	Dragging Equipment Hot Box (Dual Purpose Locator)	Rotating white lights and radio read out.
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 M.P. 190.1*. (Indicator on field side marked H.B.) Eastward — M.P. 192.4 and M.P. 194.7*.
M.P. 192.4	Shifted Load	Rotating white lights — M.P. 192.4 and M.P. 190.1*. (Indicator nearest the track marked S.L.)

*Location of locator
When actuated comply with Special Rule 10.

WESTWARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 18 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		STATIONS				
		BELLVILLE 11.6		108.2	T CR	
10400		M-K-T Crossing SEALY 12.4		94.6	Y	
		S. P. Crossing 1.4		82.2		
11740		WALLIS 14.6		80.8		
		TOWER 17 S. P. Crossing 0.4		66.2	CR	
12210		ROSENBERG 10.8		65.8		
11450		BOOTH 4.6		55.0		
		THOMPSONS 6.2		50.4	Y	
8790		DUKE 1.3		44.2		
		M. P. Crossing 6.9		42.9		
12210		MANVEL 7.4		36.0		
		ALVIN 4.2	Track only	28.6	Y	
		ALGOA 13.4		24.4	Y	
5460		TEXAS CITY JCT. 4.7		11.0	YB	
		VIRGINIA POINT 2.1		6.3	YL	
		ISLAND 2.0		4.2	YL	
		GALVESTON 0.8		2.2	CR	
		S. P. Crossing 1.1		1.4	YL	
		End of Track		0.3	YL	
		(105.9)				

TWO TRACKS: Between Algoa and Alvin.
TCS IN EFFECT: On main tracks and sidings between Bellville and Algoa.

TWC IN EFFECT: Between Galveston and Algoa.
At Bellville, trains which do not change crews must register by Form 903.

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

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.

Galveston: Eastward trains.

Between Virginia Point and Island trains will be governed by time table Special Rule 15.

Location of hand throw switches not electrically locked on Third District (Special Rule 5)

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.

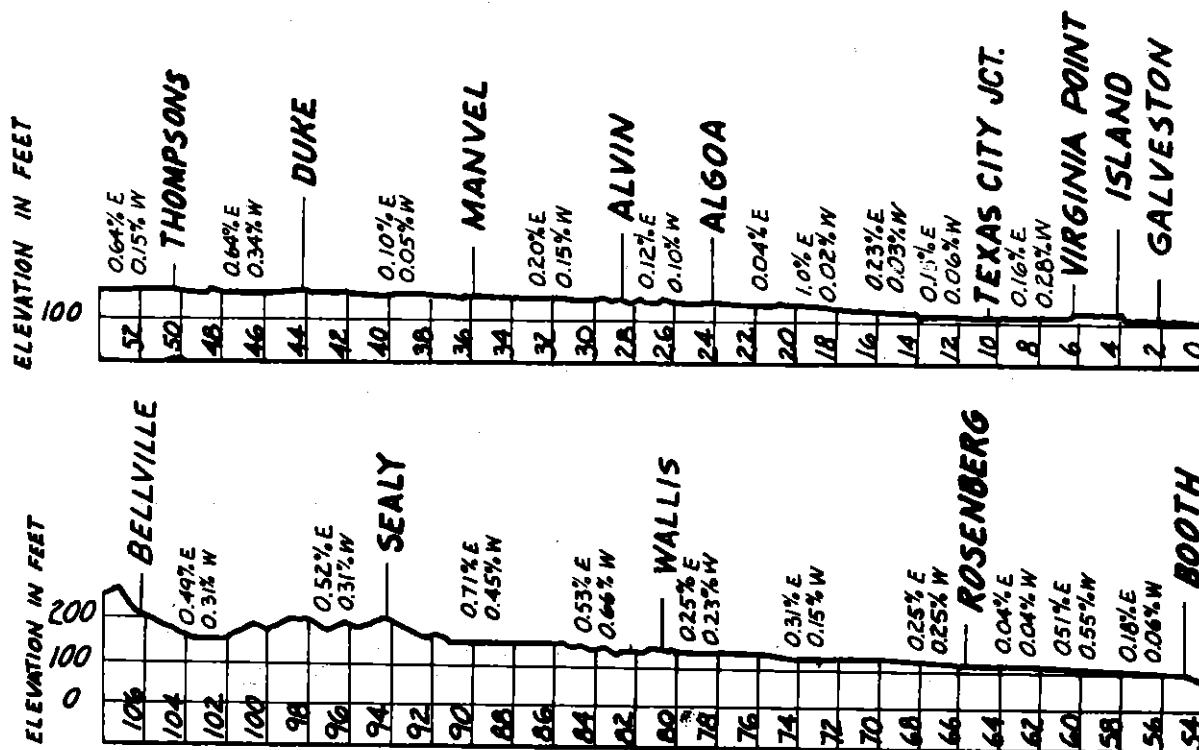
M.P. 80.8, Wallis, house track.

M.P. 87.1, El Pleasant.

YARD LIMITS (Rule 93)

THIRD DISTRICT

Galveston-Virginia Point (inclusive), M.P. 0.3 to 8.1



1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Third District	MPH	
	Psgr.	Frnt.
Galveston to Virginia Point	20	20
Virginia Point to Tower 17	50	50
Tower 17 to Bellville	79	55

(B) SPEED RESTRICTIONS — TONNAGE

Between Virginia Point and Bellville

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

(C) SPEED RESTRICTIONS — VARIOUS

Location	MPH
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
Crossings, M.P. 50.3 to 50.7	45*
Curve, M.P. 50.6 to 51.0	50
Crossings, M.P. 62.5 to 63.7	25
3 Curves, M.P. 63.2 to 66.2	30
Crossings, M.P. 63.7 to 66.6	30
RR Crossing, M.P. 66.2 Interlocking	30
Crossings, M.P. 81.0 to 82.7	45*
RR Crossing, M.P. 82.2 Auto. Interlocking	50
Crossings, M.P. 93.4 to 95.2	50
RR Crossing, M.P. 94.6 Auto. Interlocking**	50
Track, M.P. 105.0 to 106.8***	20

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

**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.

(D) SPEED RESTRICTIONS — SWITCHES

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, 10 MPH.

Switches at each end of sidings between Bellville and Alvin are interlocked.

"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

(D) 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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hitchcock storage track	14.1	5660
Alta Loma storage track	18.2	5630
Arcadia storage track	20.7	3630
Arcola team track	42.6	1160
Crabb	58.6	360
Richmond Spur	63.3	1140
Chips	69.5	2150
Orchard storage track	76.2	4920
El Pleasant storage track	87.1	4990

4. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
M.P. 77.3	Dragging Equipment Hot Box (Dual Purpose Detector)	Rotating white lights— Eastward—M.P. 77.3 and M.P. 79.7* Westward—M.P. 77.3 and M.P. 75.3*

* Location of Locator
When actuated comply with Special Rule 10

WESTWARD	Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		STATIONS			
↓	T.C.S.	ALVIN 4.1	.0	Y	↑
		HASTINGS 5.9	4.1		
		PEARLAND 4.0	10.0		
		MYKAWA 5.4	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.

Trains must get clearance card before leaving New South Yard.

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

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 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.

Location of hand throw switches not electrically locked on Houston District (Special Rule 5)

M.P. 8.7, Taylor Forge
M.P. 9.0, Houdaille-Duval-Wright.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Houston District	MPH
Alvin to M.P. 18	55
M.P. 18 to T&NO Jct.	20

(B) SPEED RESTRICTIONS - TONNAGE

Between Alvin and M.P. 18

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

(C) SPEED RESTRICTIONS - VARIOUS

Track,	Location	MPH
Track,	East leg of wye Alvin (Bellville side)	10
Track,	West leg of wye Alvin (Galveston side)	25
Crossings,	M.P. 14.0 to 18.0	45
Crossings,	M.P. 18.0 to 19.4	20
RR Crossing,	M.P. 19.4 Interlocking	40

(D) SPEED RESTRICTIONS - SWITCHES

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

"I" - Interlocking

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

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
Energy Coatings	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

4. TRACK SIDE WARNING DEVICES

None

GARWOOD DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		STATIONS				
		RAYNER JCT. 9.6	YL	0.0		
		GARWOOD (9.6)	YL	9.6		

HALL DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		STATIONS				
		THOMPSONS 11.1	YL	34.0	Y	
	5030	LONG POINT 5.1	YL	22.9		
		GUY 11.2	YL	17.8	Y	
		NEWGULF S.P. Crossing 6.6	YL	6.6		
		CANE JCT. (34.0)	YL	0.0	Y	

**YARD LIMITS (Rule 93)
GARWOOD DISTRICT
Entire District**

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood District 20 MPH

(D) SPEED RESTRICTIONS – SWITCHES

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

3. TRACKS BETWEEN STATIONS

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

4. TRACK SIDE WARNING DEVICES

None

**YARD LIMITS (Rule 93)
HALL DISTRICT
Entire 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.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Hall District 20 MPH

(C) SPEED RESTRICTIONS – VARIOUS

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

(D) SPEED RESTRICTIONS – SWITCHES

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.

"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

4. TRACK SIDE WARNING DEVICES

None

WESTWARD Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EASTWARD
	STATIONS				
		SEALY YL	0.0	Y	
		10.0 BEARD	10.0		
	3670	7.3 S. P. Crossing	17.3		
		0.3 S. P. Crossing	17.6		
	3780	EAGLE LAKE	18.5		
		1.3 RAYNER JCT.	19.8		
	1290	8.2 BONUS	28.0		
		4.0 EGYPT	32.0		
	3490	5.0 GLEN FLORA	37.0		
		5.8 S. P. Crossing	42.8		
	3340	0.3 WHARTON	43.1		
	1630	8.3 LANE CITY	51.4		
		3.8 CANE JCT.	55.2	Y	
		5.3 RUNNELLS	60.5		
		7.8 S. P. Crossing	68.3		
	2690	0.3 BAY CITY YL	68.6	CR	
		0.4 M. P. Crossing	69.0		
		7.3 SOUTH BAY CITY YL	76.3		
		3.3 WADSWORTH YL	79.6		
		10.4 MATAGORDA YL	90.0		
		(90.0)			

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

Matagorda District	MPH
Sealy to Bay City	30
Bay City to Matagorda	20

(C) SPEED RESTRICTIONS – VARIOUS

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

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnouts including main track switches 10 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

4. TRACK SIDE WARNING DEVICES
None

TWC IN EFFECT: Between Sealy and Bay City.

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.

YARD LIMITS (Rule 93)

MATAGORDA DISTRICT

Sealy, M.P. 0.0 to 1.2

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

WESTWARD Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EASTWARD
	STATIONS				
		SOMERVILLE YL	0.0	Y CR	
		5.4			
2770		SCOFIELD	5.4		
		12.9			
5650		ALLENFARM	18.3		
		9.8			
1930		NAVASOTA S.P. Crossing	28.1		
		5.0			
4620		WOOD	33.1		
		4.6			
2600		YARBORO	37.7		
		11.2			
		BOBVILLE	48.9		
		1.0			
		BN Crossing DOBBIN	49.9		
		5.7			
		MONTGOMERY	55.6		
		8.2			
7910		HONEA	63.8		
		8.4			
		CONROE YL	72.2	CR	
		M.P. Crossing			
5600		2.4	72.2		
		BEACH	74.6		
		4.5			
1840	T.W.C.	WAUKEGAN	79.1		
		5.9			
9650		SECURITY	85.0		
		4.6			
1830		FOSTORIA	89.6		
		5.3			
3850		S.P. Crossing CLEVELAND	94.9		
		7.0			
2770		HIGHTOWER	101.9		
		3.6			
1850		RAYBURN	105.5		
		5.5			
8540		ROMAYOR	111.0	Y	
		6.7			
		FUQUA	117.7		
		3.8			
1940		VOTAW	121.5	B	
		6.6			
7650		BRAGG	128.1		
		5.3			
1850		LELAVAL	133.4		
		4.9			
1940		DIES	138.3		
		5.0			
5540		S.P. Crossing KOUNTZE	143.8		
		8.9			
		SILSBE YL	152.2	TY CR	
		(152.2)			

TWC IN EFFECT: Between Silsbee and Somerville.
 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.
 Trains must get clearance cards as follows:
 Somerville: Westward trains.
 Silsbee: Eastward trains.
 Conroe: Trains originating.
YARD LIMITS (Rule 93)
CONROE DISTRICT
 Somerville, M.P. 0.0 to 1.58
 Conroe, M.P. 71.3 to 74.0
 Silsbee, M.P. 149.5 to 152.2

- 1. SPEED REGULATIONS**
(A) MAXIMUM AUTHORIZED SPEED
 Conroe District 49 MPH
(B) SPEED RESTRICTIONS — TONNAGE
 (1) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

Location	MPH
East and west legs of wye, Somerville	10
4 Curves, M.P. 26.4 to 28.2	30
Crossings, M.P. 27.5 to 29.0	25
RR Crossing, M.P. 28.1 Auto. Interlocking**	20
Curve, M.P. 28.2 to 28.3	10
Curve, M.P. 28.7 to 28.9	40
3 Curves, M.P. 35.3 to 35.9	30
8 Curves, M.P. 36.1 to 38.6	20
3 Curves, M.P. 42.6 to 44.0	40
RR Crossing, M.P. 49.9 Auto. Interlocking	49
2 Curves, M.P. 50.3 to 50.9	35
7 Curves, M.P. 50.9 to 55.0	40
Crossings, M.P. 71.0 to 73.5	30
RR Crossing, M.P. 72.2 Auto. Interlocking	20
RR Crossing, M.P. 94.9 Auto. Interlocking**	20
RR Crossing, M.P. 143.3 Crossing Gate***	6
Crossings, M.P. 150.6 to 152.6	10*
4 Curves, M.P. 151.7 to 151.8	10
East and west legs of wye, Silsbee, M.P. 152.2	10

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

**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 MPH. If gate is set against movement, STOP, and if no movements observed approaching on conflicting route, gate may be set for movement over crossing. If gate is inoperative or light not displayed, STOP, and route must be known to be clear before proceeding.

- (D) SPEED RESTRICTIONS — SWITCHES**
 Maximum speed permitted through turnouts including main track switches 10 MPH.

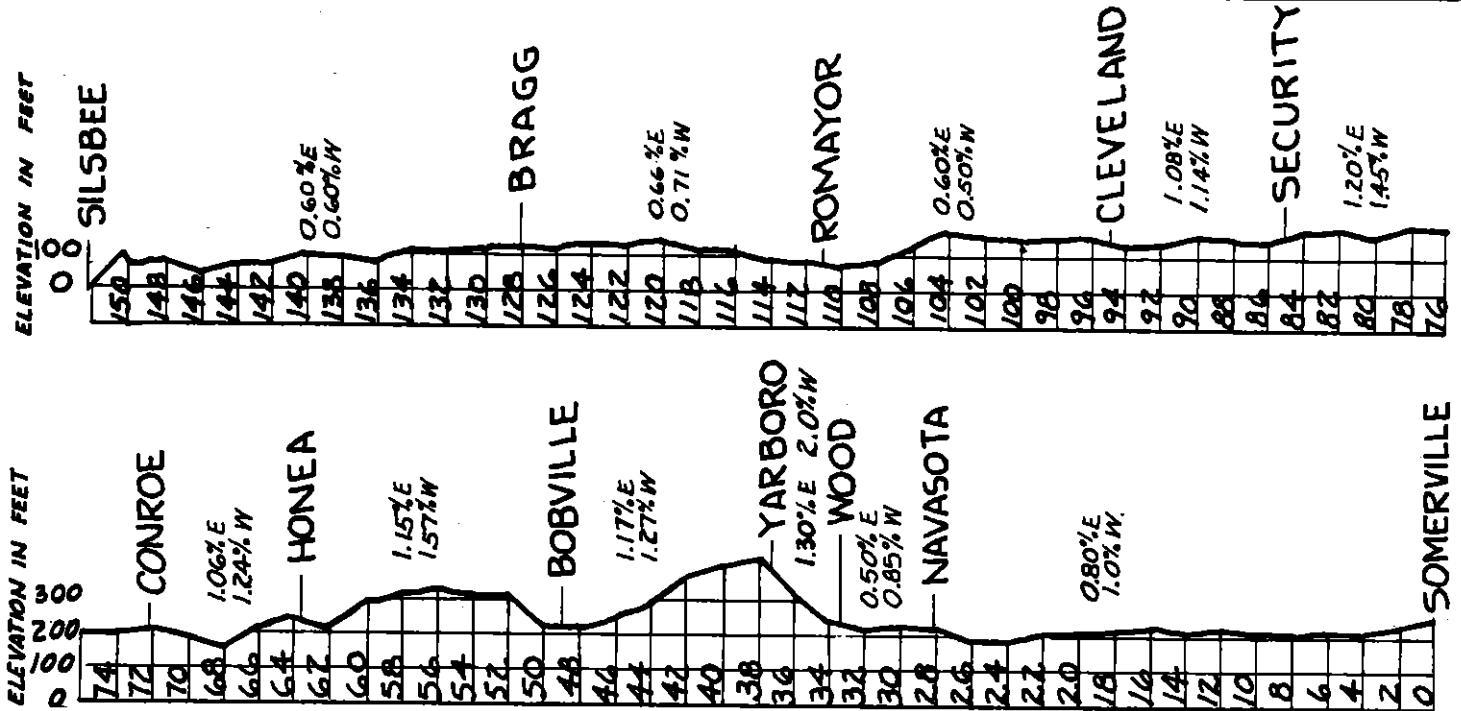
2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

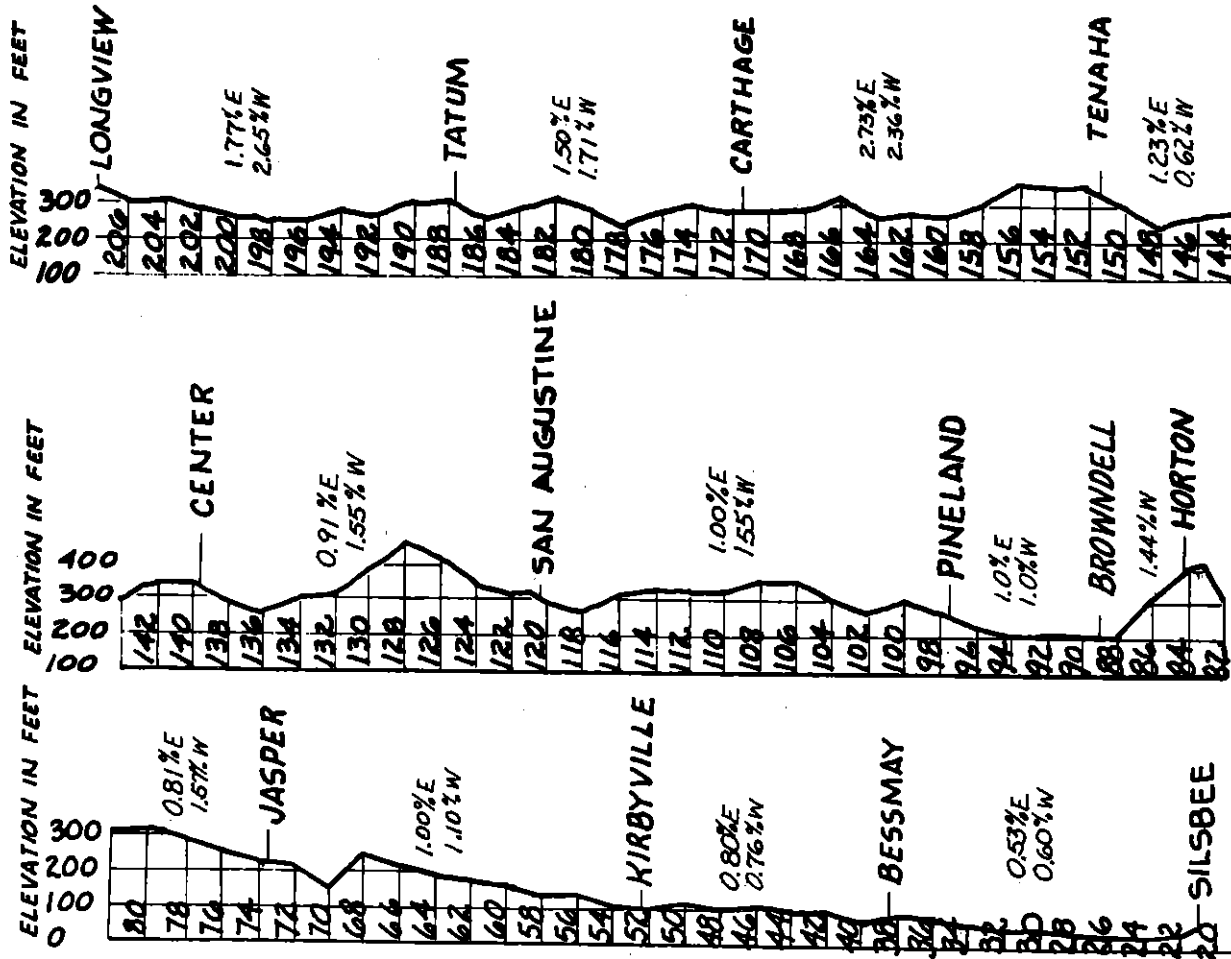
Name	Mile Post	Track Capacity in Feet
Clay	11.9	1350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1040
Keenan	60.6	370
Fort Worth Pipe	75.3	1320
Owens-Corning Spur	76.1	420
Jefferson Chemical Co.	76.4	2400
Youens-Columbia Carbon	77.0	1750
Smith and Co.	77.7	1500
Timber	83.1	680
Union Tank Car Co.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

- 4. TRACK SIDE WARNING DEVICES**
 None



LONGVIEW DISTRICT

SOUTHERN DIVISION



WESTWARD Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EASTWARD
	STATIONS				
	LONGVIEW	YL	207.6	Y CR	
	12.2				
	EASTON		195.4		
	7.6				
	TATUM		187.8		
	6.4				
2760	BECKVILLE		181.4		
	9.7				
4010	CARTHAGE	YL	171.7		
	10.0				
1150	GARY		161.7		
	10.1				
2550	S.P. Crossing TENAHA	YL	151.6		
	11.8				
2040	CENTER		139.8	Y	
	12.8				
3200	CALGARY		127.0		
	6.6				
2490	SAN AUGUSTINE	YL	120.4	CR	
	5.5				
2330	VENABLE		114.9		
	10.2				
1930	BRONSON		104.7		
	7.2				
2080	PINELAND		97.5		
	9.9				
5970	BROWDELL		87.4		
	3.2				
2080	HORTON		84.2		
	5.5				
2020	COLLINS		78.7		
	5.1				
4140	JASPER	YL	73.6	Y	
	6.5				
2080	KEITHTON		67.1		
	4.7				
1710	ROGANVILLE		62.4		
	9.0				
	J&E JCT.		53.0		
	0.6				
1950	KIRBYVILLE		52.4		
	4.4				
2760	CALL		48.0		
	4.8				
3080	LE VERTE		43.2		
	5.8				
2640	BESSMAY	YL	37.4		
	1.3				
	BUNA		36.1		
	6.0				
3110	QUINN	YL	30.1		
	2.4				
	EVADALE	YL	27.7		
	7.0				
	SILSBEE	YL	21.0	TY CR	
	(186.6)				

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

Longview District	MPH
M.P. 21.0 to 162.0	49
M.P. 162.0 to 207.8	35
Swepeco Industrial Spur	10

(B) SPEED RESTRICTIONS - TONNAGE
Between M.P. 21.0 and 162.0

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

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Crossings, M.P. 21.1 to 21.7	10*
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
Crossings, M.P. 72.8 to 73.9	30
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
Crossings, M.P. 139.5 to 140.0	35*
Crossings, M.P. 150.2 to 152.7	35*
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 and 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

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

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

(D) SPEED RESTRICTIONS - SWITCHES

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 22.6 Viaduct, highway	Texas Eastman Plant - Longview
M.P. 72.9 Viaduct, highway	Track 2 - Spots 3, 4, 5, 6, 7 and 7 1/2
M.P. 146.8 Viaduct, highway	Track 2A - Spot 3, 4, 5, 6 and 7
M.P. 196.8 Bridge, Sabine River	Track 2B - Spot 2
	Track 2C - Spots 9 1/2 10 and 11
	Track 6D - Spots 1, 2 and 10

3. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Rebecca	109.6	800
Neuville	131.4	2050
Rite Care	149.9	770
Daniels	165.6	120
Martin Lake Jct.	184.9	1800
Texas Utilities Industrial Spur (10.2 mi.)	184.9	
Swepeco Industrial Spur (3.2 mi.)	195.5	
Texas Eastman Co.	202.7	
Viking Pump Services (Under track unloading pit 500 ft. from derail)	203.8	1100

4. TRACK SIDE WARNING DEVICES

None

LONGVIEW DISTRICT PROFILE ON PAGE 14.

TWC IN EFFECT: Between Silsbee and Longview.

At Longview, trains and engines must get clearance card before leaving.

At Silsbee, trains and engines must get clearance card before leaving.

At San Augustine, trains originating must get clearance card before leaving.

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

At J&E Jct., Oakdale District junction switch normally lined for Longview District.

YARD LIMITS (Rule 93)

LONGVIEW DISTRICT

Silsbee-Quinn (inclusive), M.P. 21.0 to 30.9

Bessmay, M.P. 37.3 to 38.2

Jasper, M.P. 70.9 to 75.8

San Augustine, M.P. 118.6 to 122.0

Tenaha, M.P. 150.2 to 153.1

Carthage, M.P. 169.9 to 173.0

Longview, M.P. 202.0 to 207.6

OAKDALE DISTRICT

SAN SABA DISTRICT

WESTWARD	Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		STATIONS			
		OAKDALE YL 80.8			
		M.P. Crossing 8.8			
	2140	ELIZABETH 72.0		Y	
		9.7			
	2650	PITKIN 62.3			
		11.9			
	2630	MARKEE 50.4			
		12.0			
	2230	DeRIDDER YL 38.4			
		K. C. S. Crossing 4.9			
	2130	SHEAR 33.5			
		1.0			
	2440	BOISE SOUTHERN 32.5		CR	
		5.0			
	2610	NEALE 27.5			
		5.4			
	2540	MERRYVILLE 22.1			
		6.4			
	1850	BONWIER 15.7			
		3.5			
	1500	FAWIL 12.2			
		12.2			
		J&E JCT. 0.0			
		(80.8)			

WESTWARD	Capacity of Siding in Feet	TIME TABLE No. 18 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		STATIONS			
		LOMETA YL 0.0		Y CR	
		24.7			
	2630	SAN SABA 24.7		B	
		14.8			
	1870	RICHLAND SPRINGS 39.5			
		26.4			
	2220	BRADY YL 65.9		CY	
		1.6			
		END OF TRACK YL 67.5			
		(67.5)			

TWC IN EFFECT: Between J&E Jct. and Oakdale. At J&E Jct., Oakdale District junction switch normally lined for Longview District.

YARD LIMITS (Rule 93)
OAKDALE DISTRICT
DeRidder, M.P. 37.4 to 39.9
Oakdale, M.P. 79.0 to 80.8

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

Oakdale District 30 MPH

(C) SPEED RESTRICTIONS - VARIOUS

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. 80.6 Stop. Gate electrically locked. Rule 98(B)	

(D) SPEED RESTRICTIONS - SWITCHES
Maximum speed permitted through turnouts including main track switches 10 MPH.

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

4. TRACK SIDE WARNING DEVICES None

TWC IN EFFECT: Between Brady and Lometa. Trains must get clearance card before leaving Lometa.
YARD LIMITS (Rule 93)
SAN SABA DISTRICT
Lometa, M.P. 0.0 to 2.3
Brady, M.P. 64.5 to 67.5

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

San Saba District 30 MPH

(C) SPEED RESTRICTIONS - VARIOUS

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

(D) SPEED RESTRICTIONS - SWITCHES

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

2. 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

4. TRACK SIDE WARNING DEVICES

None

WESTWARD	Capacity of Siding in Feet	TIME TABLE		Mile Post	EASTWARD
		No. 18			
		October 28, 1984			
		STATIONS			
			SILSBEE	YL 21.0	TY CR
	2580	T.W.C.	LUMBERTON	14.1	
			LOEB JCT.	YL 10.3	
	1840		VOFH	YL 8.5	
			BEAUMONT	YL 1.7	Y CR
			S.P. Crossing	0.7	
			M.P. Crossing	76.4	
	720		BROOKS	YL 70.9	
	670		MOREY	YL 69.4	
	1900		HAMSHIRE	YL 57.1	
	2280		WINNIE	YL 51.8	
	2400		STOWELL	YL 49.7	
			END OF TRACK	YL 46.0	
			(50.8)		

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Silsbee District	MPH
Silsbee to Leob Jct.	49
Loeb Jct. to M.P. 46.0	20

(B) SPEED RESTRICTIONS — TONNAGE

Between Silsbee and Leob Jct.

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

(C) SPEED RESTRICTIONS — VARIOUS

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

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

(D) SPEED RESTRICTIONS — SWITCHES

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Port of Beaumont	Bridge, KCS Ry.
M.P. 1.9	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. TRACK SIDE WARNING DEVICES

None

TWC IN EFFECT: Between Loeb Jct. and Silsbee.

At Silsbee, trains must get clearance card before leaving.

At Beaumont, Santa Fe engines with crews going on duty at Beaumont 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.

Southern Pacific trains or engines must secure permission before entering the Santa Fe main track at Calder Ave., Beaumont, and before entering Santa Fe main track at Loeb Jct.

YARD LIMITS (Rule 93)

SILSBEE DISTRICT

Silsbee, M.P. 21.0 to 19.3

Loeb Jct.-End of Track (inclusive), M.P. 10.9 to 46.0

5. 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.

6. SPEED — AUXILIARY TRACKS

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

At Silsbee: 5 MPH on Tracks 0206, 0207, 0208, 0209, 0210, 0211, 0212 and 0243.

At Bellville: 5 MPH on roundhouse Tracks 0307, 0308, 0309, 0310 and 0311.

At Galveston: 5 MPH on Track 6113.

At Temple: 5 MPH on Tracks 0526, 0527, 0528, 0530, 0531 and 0532.

7. 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
511-649##	50	—
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.

##Must be used as trailing unit only.

*Engine without cars must not exceed 70 MPH.

**Engine without cars must not exceed 55 MPH.

8. 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

10. TRACK SIDE WARNING DEVICES

Rule 105(A) — TRACK SIDE INDICATORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track-side indicators. Dragging equipment and wide or shifted loads 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 defective 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.

Radio Readout (Reporter) Type:

As train approaches the detectors location, to alert crew that system is operational, the following message will be transmitted via radio:

"Santa Fe Railroad (Site Identification), System Working."

9. 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. 46.0	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.

As train passes the detector location, if defect(s) in the train are detected, a rotating white light will be illuminated. In addition, a message stating "You have a Defect", or an audible beeping tone will be transmitted via radio. If detector is on North Track the audible tone will be a fast beep; if on Middle or South Track it will be a slow beep. If two trains are passing detector at same time and defect(s) detected in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear end at least 300 feet beyond the detector, then identification of defect(s) noted, by type and location in the train will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and reference to "Left" or "Right" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions crews can expect to hear:

- (1) "Santa Fe Railroad, (Site Identification), First Hotbox Right Side, one seven eight."
- (2) "....., Second Hotbox Left Side, one four three."
- (3) "....., First Defective Car* Axle, one two five."
- (4) "....., First Dragging Equipment near Axle, zero six eight."
- (5) "....., Wide Load near Axle, two ninety six."

* Defective car alarm indicates there is more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on cars indicated and on three cars (or units) on either side of indicated equipment.

Anytime a train receives (4) defective car alarms, (3) or more hot-box alarms, (2) dragging equipment alarms, or (1) wide load alarm, crew must inspect the remainder of their train for additional defects.

10. TRACK SIDE WARNING DEVICES — (Continued)

If, after head-end of train passes detector, the rotating white light becomes illuminated but no audible tone or message is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, and or the following message is transmitted via radio: "Santa Fe Railroad (Site Identification), System Failures", crew must be alert for the possible transmission of an audible tone or message should an alarm occur during passage of the train. If no such tone or message is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector location, no defects were noted, the following message will be transmitted via radio: "Santa Fe Railroad (Site Identification), No Defects."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

Instructions Applicable to All Types Hot Box and Dragging Equipment Detectors:

When making inspection, due to variances in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles, 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 rear car of train is indicated as the location of defective equipment and no defect(s) are found on that car, the entire train must be inspected. 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 hot box 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 of 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 hot box detectors (scanners) when:

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

HIGH WATER DETECTORS:

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train, unless otherwise instructed by train dispatcher.

DRAGGING EQUIPMENT DETECTORS:

When actuated, rotating white light type indicators will be illuminated; letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

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

SHIFTED LOAD DETECTORS:

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

11. BULLETIN BOOKS ARE LOCATED:

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

12. STANDARD CLOCKS ARE LOCATED:

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

TIME SERVICE

R. N. CROW, General Watch Inspector Topeka

13. 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 or 817-773-9352

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.

13. HAZARDOUS MATERIAL — (Continued)

- (7) Location of access roads.
- (8) Location of nearby streams, 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.

14. JOINT TRACK FACILITIES:

*Tower 17 (Rosenberg) and Virginia Point;
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 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 Form 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. Employee 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: BN 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., BN 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 employee 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 employee 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.
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

8. (Continued)

		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.
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
Yellow	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:

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

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

15. 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 |

16. — Interchange with MKT at Temple

Temple: AT&SF Yard Engines may use MKT Main Track within Temple Yard Limits, M.P. 877.9 to M.P. 884.0, without clearance or train orders to interchange cars to and from Cobel Siding under provisions of Rule 93, 104(15) and 351 upon receipt of permission from MKT Train Dispatcher clearing Main Track for First Class trains. Trains Nos. 21 and 22 scheduled between Opal and Transfer Jct.; No. 21 scheduled to depart Opal at 6:15 PM, Monday, Wednesday and Saturday and No. 22 scheduled to depart Little River at 1:17 PM, Sunday, Tuesday and Friday. Yard engines will be clear of Main Track for No. 21 at 6:10 PM and for No. 22 at 1:12 PM.

All Santa Fe Rules Operating Department will govern except those conflicting with Uniform Code of Operating Rules 93 and 104(15) which are quoted below:

Rule 93: "Yard Limit Rule — Within yard limits, the main track may be used, clearing first class trains at the time shown at the next station in direction of their approach, but not less than 5 minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, the main track may be used without protecting against second and inferior class trains, extra trains and engines. Within yard limits, second and inferior class trains, extra trains and engines must move at restricted speed."

Rule 104(15): "At main track switches at ABS territory, where view is not clear for at least one mile in each direction, train and yard men will operate switch and wait 5 minutes at the switch before giving signal for train or engine movement to main track, except:

- (a) Where switch is equipped with an electric lock.
- (b) Where block signals governing movement to main track indicate proceed, or block indicator indicates block clear.
- (c) Where signals on main track indicate proceed in direction of restricted view.

(d) At meeting points where switch is operated before the train met has passed its next signal.

(e) When entering the main track between signals to hostile engine or switch train standing between such signals.

The 5 minute wait does not relieve employees from protecting the movement, when required."

17. SIDING EQUIPPED WITH DERAILS:

All sidings on San Saba, Silsbee, Longview, Oakdale and Conroe Districts (except Bragg, Romayor, Security, Cleveland, Honea and Wood).

18. SIX AXLE LOCOMOTIVES:

Unless otherwise authorized by proper authority, six axle locomotives must not be operated over Matagorda and Garwood Districts and that portion of Silsbee District between Beaumont and end of track.

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-Longview	No pole line
Oakdale District	J&E Jct.-Oakdale	No pole line
Silsbee District	Silsbee-End of Track	No pole line

SPECIAL CAR HANDLING INSTRUCTIONS

A1 — Agri Business
 B1 — Bad Order
 BA — Blasting Agent
 CA — Cargill
 CD — Condemned
 CB — Combustible
 CL — Chlorine
 CM — Corrosive
 DG — Dangerous
 DH — Do Not Hump
 DU — Do Not Uncouple
 FG — Flammable Gas
 FL — Flammable
 FS — Flammable Solid
 FW — Flammable Solid W
 Dangerous When Wet
 HE — Head End Movement
 HI — Hold For Inspection
 HL — Excessive Dimension
 HP — Houston Public Elevator
 HV — High Value
 IP — Interchange Prohibited
 IPSW — Intra-plant Switch

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

MR — Mechanical Refrigeration
 MCNR — Mechanical Car Not Running
 ND — Do Not Divert
 NG — Non-Flammable Gas
 NP — No Placards Required #
 OM — Oxidizer
 OP — Organic Peroxide
 OX — Oxygen
 PA — Poison Gas
 PB — Poison 'B'
 RE — Rear End Only
 RM — Radioactive Material
 REJT — Car Rejected by Shipper
 RSPT — Respot Due to Carriers Error
 TURN — Turn Car and Respot
 UE — Union Equity
 WH — Weigh Heavy
 WI — Waive Inspection—Set Direct
 WL — Weigh Light
 XA — Explosives "A"
 XB — Explosives "B"
 XX — Do Not Move This Car
 25 — Speed Restriction *

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

—HAZARDOUS—

Applies only to loaded or empty tank cars.

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

CODES MAY APPEAR ON WORK ORDERS, TRACK LISTS AND WHEEL REPORTS

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							
		ANY CARS (Use for cars containing liquids or contents)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3 RESTRICTIONS		EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES-A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
		ANY CARS (Use for cars containing liquids or contents)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 800 FEET 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	7	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓				✓ ^②
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓				✓
8		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.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓ ^④	✓
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓		✓
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③		✓		
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	16 17 18 CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓	
16		POISON GAS	✓			✓	✓	✓	
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓			
18		RADIOACTIVE	✓	✓	✓		✓	✓	

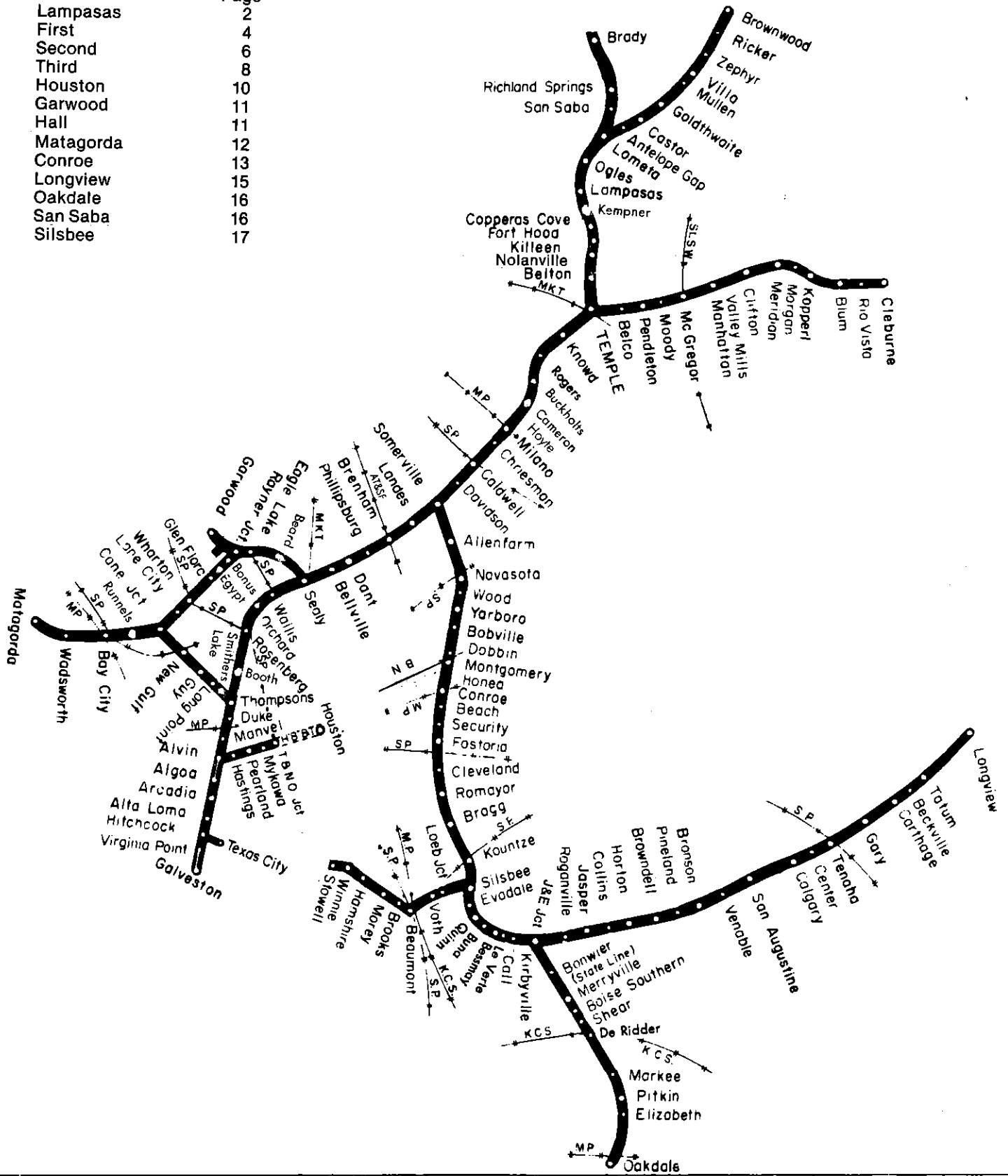
MUST NOT BE PLACED NEXT TO

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

INDEX

District	Page
Lampasas	2
First	4
Second	6
Third	8
Houston	10
Garwood	11
Hall	11
Matagorda	12
Conroe	13
Longview	15
Oakdale	16
San Saba	16
Silsbee	17



SOUTHERN DIVISION