



SANTA FE SAFETY FIRST



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

ASSISTANT SUPERINTENDENT

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 Temple, 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.

DISPATCHERS—TEMPLE, TEX.

J. V. HIGGINBOTHAM

C. E. FURLOW

J. L. CONNER

C. G. PULLEN

R. J. GAUER

G. M. STANDARD

J. E. ROSE

G. T. ROSS

C. C. McFARLAND

J. E. JONES

R. A. KOLODZIEJCZYK

R. E. SMITH

W. H. ANDERSON

W. D. GUTHRIE

G. E. COUSINS

R. J. PADILLA

J. B. BOMAR

W. R. WELCH

B. D. KIRK

M. A. ERICKSON

J. D. FOWLER

J. R. RIVERS

S. S. MILLER

B. R. LILLARD

B. H. PECHAL, JR.

R. O. NICHOLS

T. L. JORGENSON

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED COUPLINGS ARE DAMAGING

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE

The Atchison, Topeka and Santa Fe Railway Company

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.

19

IN EFFECT

Sunday, April 28, 1985

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		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		No. 19 April 28, 1985				
STATIONS						
		TEMPLE		218.2	Y CR	
		1.7 GOBER	YL	219.9		
	5480	6.5 BELTON		226.4		
	13100	9.3 NOLANVILLE		235.7		
	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		
	6250	10.6 LAMPASAS	YL	273.7	BY	
	7950	9.9 OGLE		283.6		
		8.1 LOMETA	YL	291.7	Y CR	
	3990	8.3 ANTELOPE GAP		300.0		
	4980	6.1 CASTOR		306.1		
	5080	7.2 GOLDTHWAITE		313.3	B	
	5270	10.3 MULLEN		323.6		
	10050	6.7 VILLA		330.8		
	4910	5.9 ZEPHYR		336.2		
	9920	8.2 RICKER		344.4		
	5400	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. 350.8.
Trains must get clearance card before leaving Temple and Brownwood.

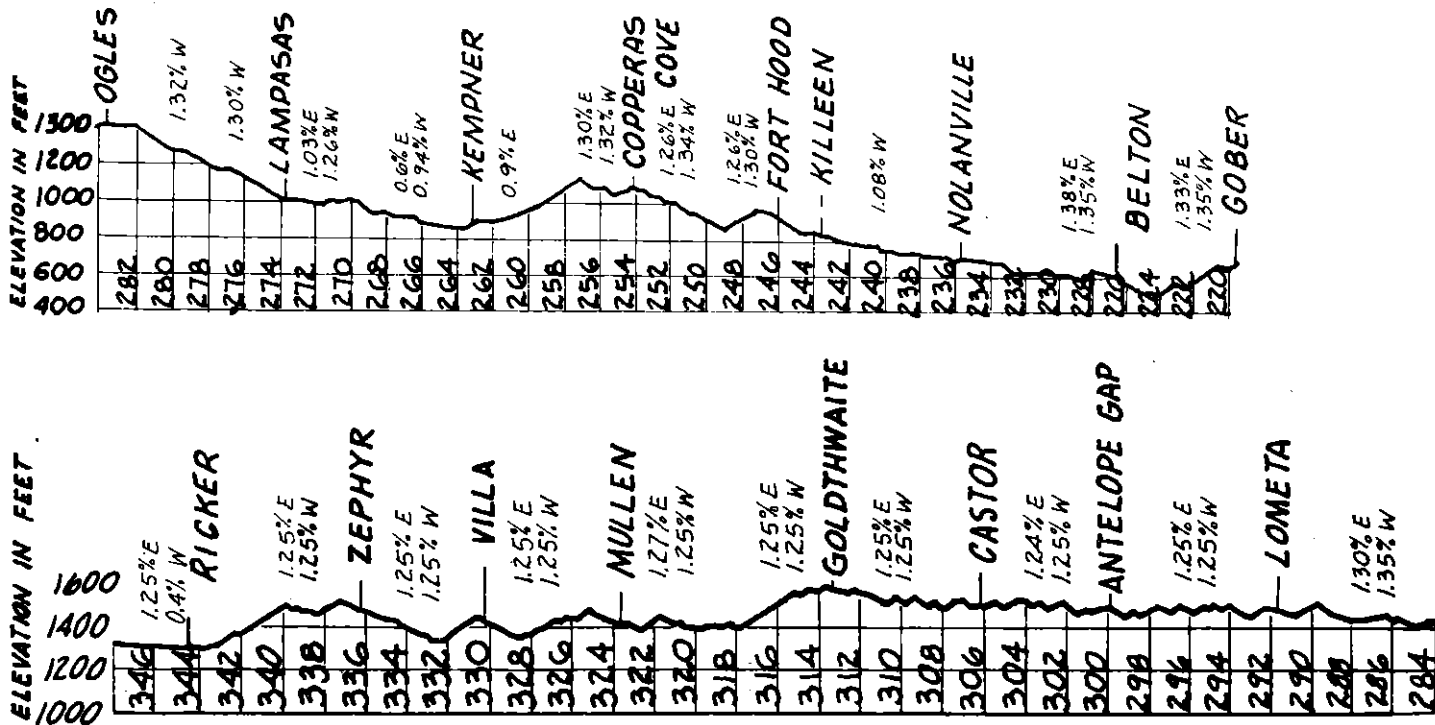
Lampasas District trains will use Northern Division. Dublin District tracks between Ricker and Brownwood.

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.

WEST-WARD First Class	Capacity of Siding in Feet	TIME TABLE No. 19		Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
		April 28, 1985				
21						22
Mon. Wed. Sat. Leave PM		STATIONS				Sun. Tues. Fri. Arrive PM
4.36					TY CR	3.01
	11050	CLEBURNE	317.5			
		7.2 RIO VISTA	310.3			
	11160	6.5 BLUM	303.5			
	10730	9.1 KOPPERL	294.4			
	8950	6.6 MORGAN	287.8			
		7.4 MERIDIAN	280.7			
	10700	10.3 CLIFTON	270.4			
	11130	15.5 MANHATTAN	254.7			
	10840	11.3 St. L. S. W. Crossing McGREGOR	243.4	Y		1.51
5.38	10930	9.9 MOODY	233.5			
	11200	8.1 PENDLETON	225.4			
	10050	4.2 BELCO	221.2			
6.20	7580	3.0 TEMPLE	218.2	Y CR		1.25
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.

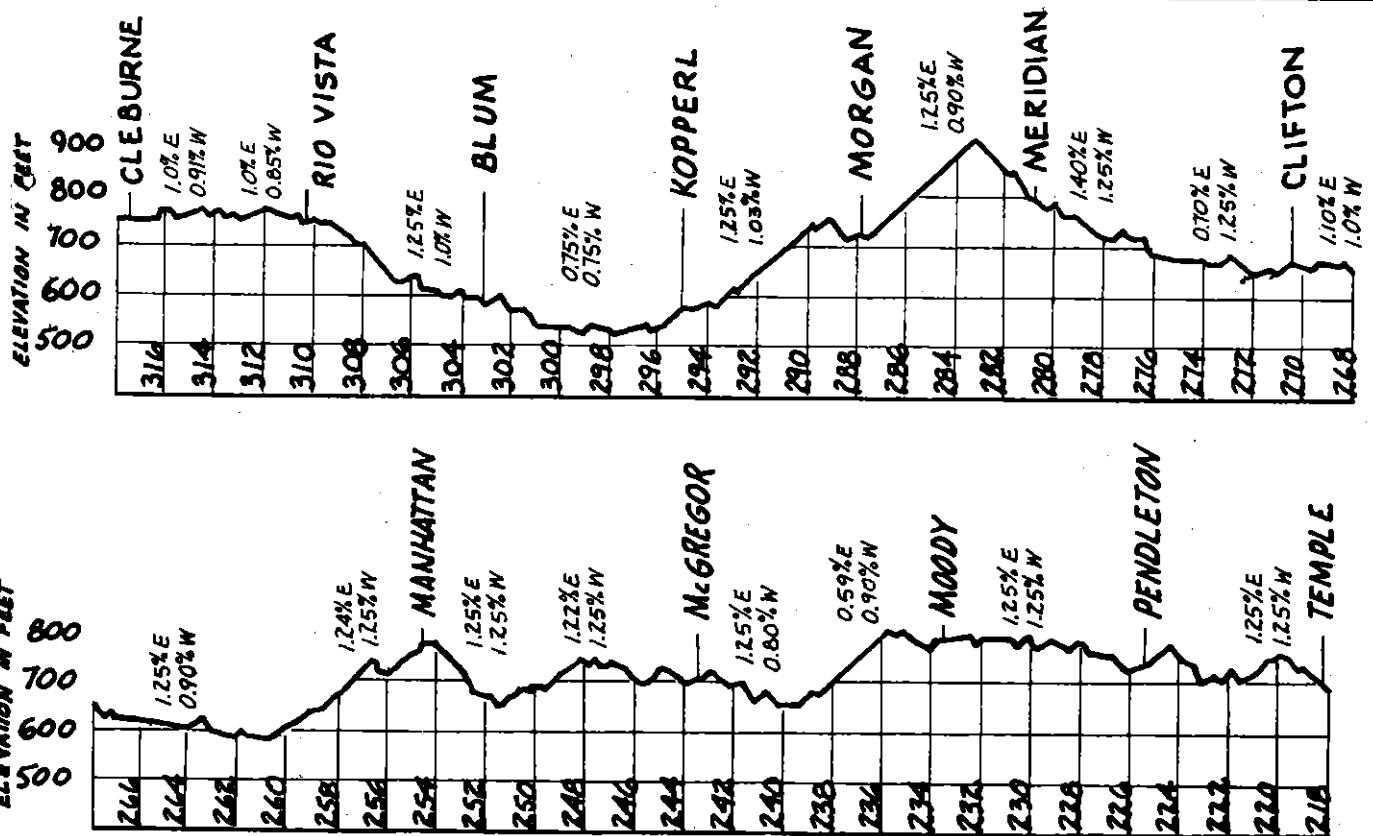
At Cleburne, Cresson District Junction switch normally lined for Northern Division Second District.

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.
- 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	
	Psg.	Fr.
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 Psg. 35** Fr. 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 Psg. 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		Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class		No. 19				First Class
21		April 28, 1985				22
Mon. Wed. Sat. Leave PM		STATIONS				San. Tues. Fri. Arrive PM
6.25		TEMPLE	218.2	Y		1.20
Via M.K.T.		0.8 M-K-T Crossing	217.4	S		Via M.K.T.
		2.5 KNOWD	214.9			
	11570	8.7 ROGERS	204.7			
	12070	8.0 BUCKHOLTS	196.0			
	11190	188.0 CAMERON				
	12160	6.7 HOYTE	181.3			
	10570	6.9 MILANO	174.4			
	10970	8.6 CHRISMAN	166.8			
	12054	8.0 CALDWELL	157.8	B		
	11320	6.5 DAVIDSON	151.3			
	4980	9.9 SOMERVILLE	141.4	Y		
	11480	8.5 LANDES	132.9	CR		
		6.9 BRENHAM	126.0	B		
	11230	5.9 PHILLIPSBURG	120.1			
	6810	9.8 DANT	110.3			
		4.1 BELLVILLE	106.2	T		
		(112.0)		CR		

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, Buckholts, house track spur.
 M.P. 212.3, Heidenheimer, storage.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Second District	MPH	
	Psg.	Frt.
	79	55

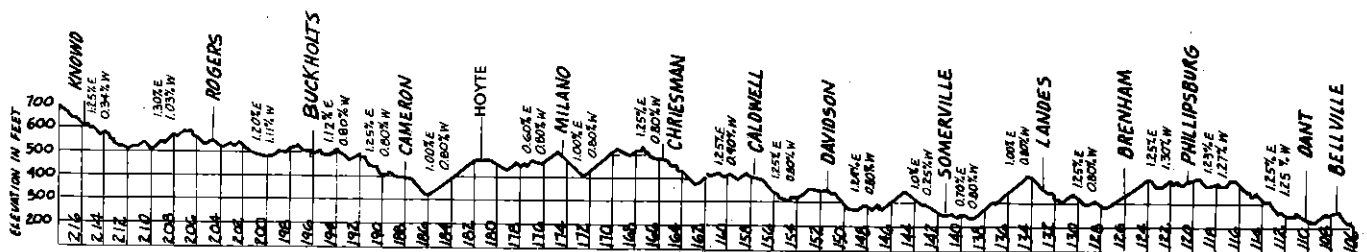
(B) SPEED RESTRICTIONS - TONNAGE

(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.



SOUTHERN DIVISION

SECOND DISTRICT 7

(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	45
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
Crossings, M.P. 214.6 to 214.9	25
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**	20
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
Temple	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

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.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frts.
Third District		
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

Third District

Location	Type
M.P. 77.3	Dragging Equipment Hot Box (Dual Purpose Detector)

Signals or Indicators Affected

- 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. 19 April 28, 1985	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
		STATIONS				
↓	T.C.S.	ALVIN 4.1	.0	Y	↑	
		13140 HASTINGS 5.9	4.1			
		5490 PEARLAND 4.0	10.0			
		S 10320 MYKAWA N 16230 5.4	14.0	Y OR		
		S.P. Crossing T & N.O. JCT. 0.9	19.4			
		NEW SOUTH YARD 3.8	20.3			
		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 Houston.

Trains and engines with crews on duty at Pearland must get clearance card before leaving.

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

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

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)	25
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

GARWOOD DISTRICT

HALL DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	TIME TABLE No. 19 April 28, 1985			Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		STATIONS					
		RAYNER JCT. 9.6	YL	0.0			
		GARWOOD (9.6)	YL	9.6			

WESTWARD ↓	Capacity of Siding in Feet	TIME TABLE No. 19 April 28, 1985			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
Bluroan	5.5	7100

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

WESTWARD Capacity of Siding in Feet	TIME TABLE No. 19 April 28, 1985		Mile Post	Communications Turn Tables and Wyes	EASTWARD
	STATIONS				
		SEALY YL	0.0	Y	
3670		10.0 BEARD	10.0		
		7.3 S. P. Crossing	17.3		
		0.3 S. P. Crossing	17.6		
3760		EAGLE LAKE	18.5		
		1.3 RAYNER JCT.	19.8		
1290		8.2 BONUS	28.0		
		4.0 EGYPT	32.0		
3490	T.W.C.	5.0 GLEN FLORA	37.0		
		5.8 S. P. Crossing	42.8		
3340		0.3 WHARTON	43.1		
1530		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)			

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

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

SOUTHERN DIVISION

CONROE DISTRICT 13

WESTWARD ↓	Capacity of Siding in Feet	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		No. 19	April 28, 1985			
		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				
		2.4				
	2580	BEACH		74.6		
		4.5				
	1840	WAUKEGAN		79.1		
		5.9				
	9650	SECURITY		85.0		
		4.6				
	1830	FOSTORIA		89.6		
		5.3				
		S.P. Crossing CLEVELAND		94.9	B	
		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	LELAVALÉ		133.4		
		4.9				
	1940	DIES		138.3		
		5.0				
		S.P. Crossing KOUNTZE		143.8		
		8.9				
		SILSBEÉ YL		152.2	TY CR	
		(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

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.

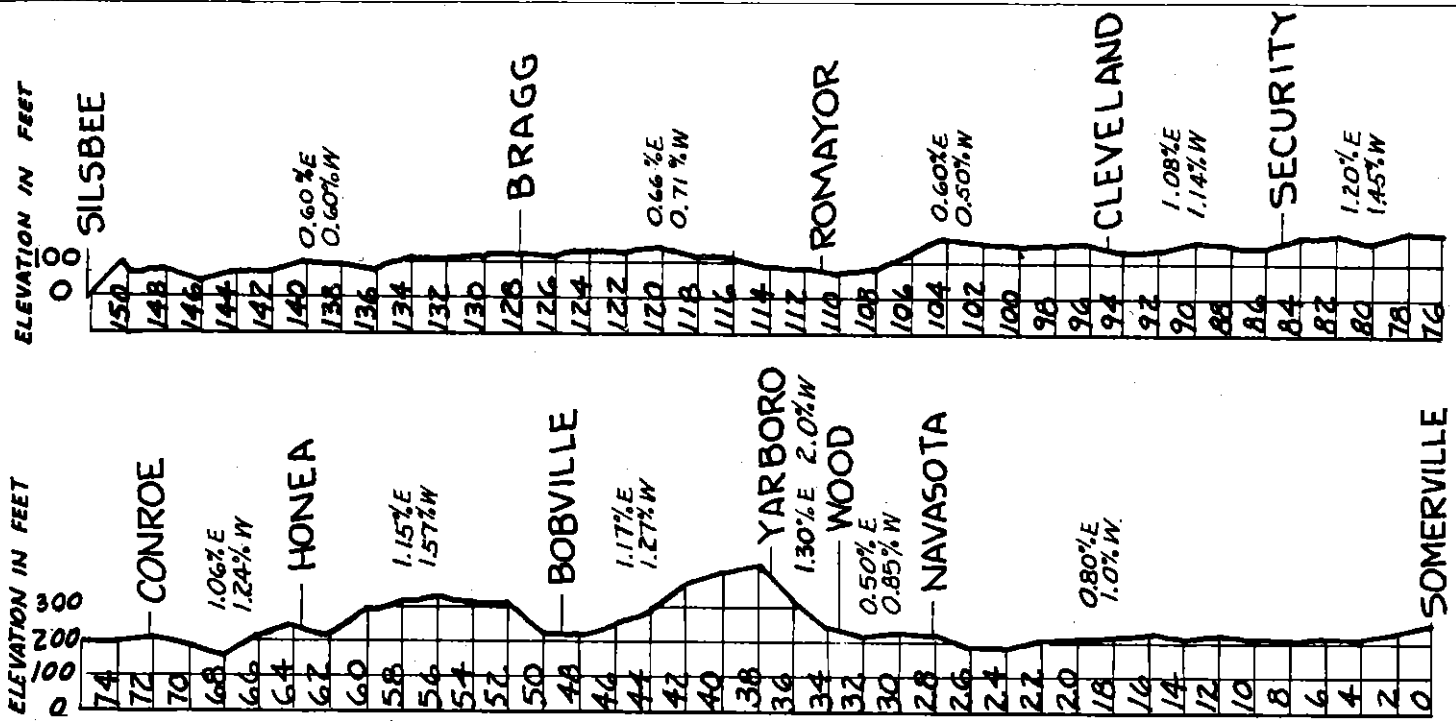
YARD LIMITS (Rule 93)

CONROE DISTRICT

Somerville, M.P. 0.0 to 1.58

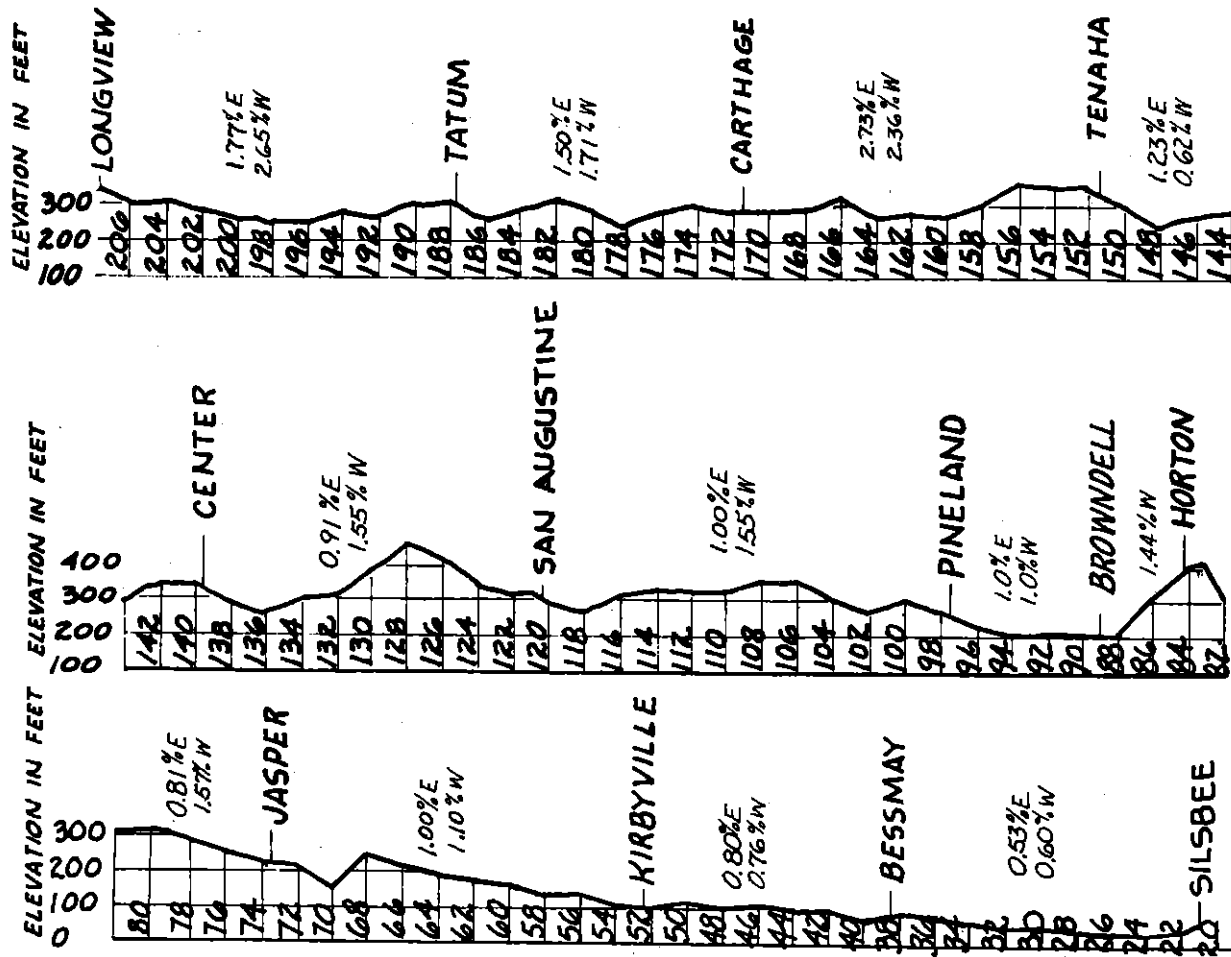
Conroe, M.P. 71.3 to 74.0

Silsbee, M.P. 149.5 to 152.2



LONGVIEW DISTRICT

SOUTHERN DIVISION



WESTWARD

Capacity of Siding in Feet

TIME TABLE

No. 19

April 28, 1985

Mile Post

Communications Turn Tables and Wyes

EASTWARD

STATIONS

Capacity of Siding in Feet	Station Name	Code	Mile Post	Communications
	LONGVIEW	YL	207.6	Y CR
	12.2 EASTON		195.4	
	7.6 TATUM		187.8	
2760	6.4 BECKVILLE		181.4	
4010	9.7 CARTHAGE	YL	171.7	
1160	10.0 GARY		161.7	
	10.1 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	BY
	6.5			
2080	KEITHON		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

Location	MPH
Longview District	
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
Curve, M.P. 36.3 to 36.6	20
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
11 Curves, M.P. 80.7 to 85.0	20
5 Curves, M.P. 85.0 to 86.9	30
4 Curves, M.P. 98.2 to 101.2	40
Curve, M.P. 102.4 to 102.5	30
6 Curves, M.P. 103.3 to 106.2	40
Curve, M.P. 106.6 to 106.7	30
Curve, M.P. 108.3 to 108.5	40
Curve, M.P. 112.4 to 112.9	40
6 Curves, M.P. 115.1 to 117.5	25
3 Curves, M.P. 117.7 to 118.8	35
13 Curves, M.P. 120.0 to 128.6	40
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*
3 Curves, M.P. 150.2 to 152.8	35
RR Crossings, M.P. 151.6 Auto Interlocking**	20
Curve, M.P. 155.8 to 156.1	40
2 Curves, M.P. 159.8 to 160.5	45
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 - Spots 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	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

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

WESTWARD ↓	Capacity of Siding in Feet	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		No. 19				
		April 28, 1985				
		STATIONS				
		SILSBBE	YL	21.0	TY CR	
	T.W.C.	6.9				
2580		LUMBERTON		14.1		
		3.8				
		LOEB JCT. S.P. Connection		10.3		
		1.8				
1840	VOTH		8.5			
	6.8					
		BEAUMONT	YL	1.7	Y CR	
		1.0				
		S.P. Crossing		0.7		
		0.1				
		M.P. Crossing		76.4		
		S.P. Crossing				
		5.5				
720		BROOKS	YL	70.9		
		11.5				
670		MOREY	YL	59.4		
		2.3				
1900		HAMSHIRE	YL	57.1		
		5.3				
2230		WINNIE	YL	51.8		
		2.1				
2400		STOWELL	YL	49.7		
		0.7				
		END OF TRACK	YL	49.0		
		(47.8)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Silsbee District	MPH
Silsbee to Beaumont	49
Beaumont to M.P. 49.0	20

(B) SPEED RESTRICTIONS – TONNAGE

Between Silsbee and Beaumont.

- (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 M.P. 1.9	Bridge, KCS Ry. Viaduct, highway
------------------------------	-------------------------------------

3. TRACKS BETWEEN STATIONS

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

TWC IN EFFECT: Between Beaumont 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.

YARD LIMITS (Rule 93)

SILSBBE DISTRICT

Silsbee, M.P. 21.0 to 19.3

Beaumont-End of Track (inclusive), M.P. 4.5 to 49.0

18 SPECIAL RULES

5. On tracks where TCS is in effect, 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 except:

- (1) Where maximum is authorized speed over the switch does not exceed 20 MPH;
- (2) Where a signal is provided to govern movements from the auxiliary track to the signaled track; or
- (3) On a signaled siding without intermediate signals where the maximum authorized speed on the siding does not exceed 30 MPH.

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.

At Pearland: 5 MPH on Track 1429.

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:

All Classes	Maximum Depth Above Top of Rail Inches	Maximum Speed MPH
	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 activated 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. Counters will indicate accumulated axle count between defective car and rear of train.

If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, 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.

SOUTHERN DIVISION

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 AT-199465 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 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. 49.0	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.

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."

As train passes the detector location, if defect(s) in train are noted 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 the 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) are noted 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 head end of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions that crews can expect to hear:

- (1) "Santa Fe Railroad, (Site Identification), First Hotbox Right Side, zero six eight,"
- (2) "....., Second Hotbox Left Side, one two five,"

10. TRACK SIDE WARNING DEVICES — (Continued)

- (3) "....., First Defective Car*, axle one four three,"
 (4) "....., First Dragging Equipment near Axle, one seven eight."

* 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.

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 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	Lometa	Silsbee
Cleburne	Longview	Somerville
Conroe		Temple

12. STANDARD CLOCKS ARE LOCATED:

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

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:

817-771-0494 or 817-771-0495

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).

13. HAZARDOUS MATERIAL — (Continued)

- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby 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 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. 15.

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 employe 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 Lunar	Restricting	Proceed at Restricted Speed without stopping



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 General Code of Operating Rules, except those modified by General Order. HB&T engines may leave New South Yard without clearance card when authorized verbally to so do 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:

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

Centralized Traffic Control (CTC) - A remotely controlled block signal system under which train movements are authorized by block signals whole indications supersedes the superiority of trains.

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

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

Trains and engines must move at restricted speed unless the main track is known to be clear by block signal indication Rule 281.

(3) General Code of Operating Rule 315(A): Dual Control Switches and Derails: Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine each dual control switch or derail, see that it is properly lined and that selector lever or hand crank, is so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, he must require crew member to operate it by hand, see that it is properly lined, restore it to power operation and notify the control operator. If signal still indicates stop and control machine does not indicate that the switch or derail is properly lined and locked, switch or derail must be returned to hand operation, lined for the movement and train may then be authorized to proceed.

After at least one unit or car has passed over the switch point or derail it must be returned to power.

(4) Block and Interlocking Signals:

Aspect	Name	Indication
Red over Yellow Equipped with a number plate.	Approach Diverging	Proceed, prepared to advance on diverging route at next signal, at prescribed speed through turnout.
Red over Yellow Without number plate.	Diverging Approach	Proceed on diverging route at prescribed through turnout, prepared to stop before reaching next signal.
Lunar, Lunar over Red; or Red over Lunar.	Restricting	Proceed at restricted speed.

Red, or Red over Red, Equipped with number plate.	Stop and Proceed	Stop, then proceed at restricted speed. (Note--HBT Time Table Special Rule permits train or engine to pass "Stop and Proceed" signals without stopping, proceeding at restricted speed to next governing signal.)
---	------------------	---

(5) Special Instructions Houston Belt and Terminal Railway Company Time Table:

(a) Item 5, page 12, 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 and Rule 317 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 6:30 PM, Monday, Wednesday and Saturday and No. 22 scheduled to depart Little River at 12:57 PM, Sunday, Tuesday and Friday. Yard engines will be clear of Main Track for No. 21 at 6:25 PM and for No. 22 at 12:52 PM.

All Santa Fe Rules Operating Department will govern except those conflicting with General Code of Operating Rules 93 and 317 which are quoted below:

Rule 93. Yard Limit Rule: Within yard limits, the main track may be used by trains or engines, not protecting against other trains or engines. Engines must give way to trains as soon as practicable upon their approach.

Inferior trains and engines must clear the main track at the time a first class train is due to leave the nearest station in the direction of its approach where time is shown.

In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first class trains are due to leave the nearest station where time is shown.

Movements within yard limits must be made at restricted speed, unless the main track is known to be clear by a Clear, Approach Limited, Advance Approach or Diverging Clear Signal.

Rule 317. Entering Main Track at Hand Operated or Spring Switch:

Within CTC territory, manual interlocking limits or territory where Rule S-250 or Rule 252 is authorized, train may enter the main track at hand operated or spring switch where there is no governing signal only on authority of control operator. Control operator must ascertain that there are no conflicting movements before granting such authority.

In other territory within block system limits, crew member or switch tender must open switch and wait 5 minutes at the switch to establish block signal protection before train enters main track. The 5 minute wait is not required:

- (1) Where switch is equipped with an electric lock;
- (2) Where block occupancy indicator indicates block clear;
- (3) When block signal governing movement to main track displays a proceed indication;
- (4) When signals governing movements on main track indicate no train is approaching from either direction;
- (5) Where block to be entered is occupied by a train, engine or car, either standing or moving away from the switch to be used.

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 LIMITS AND RESTRICTIONS

19. Maximum authorized speed for:

- (A) Trains RSGV handling loaded cars sulphur 40 MPH
- (B) Trains GVRs handling empty sulphur cars 40 MPH
- (C) Trains handling continuous welded or jointed rail (Excluding twin loads of 78-foot rails) 40 MPH
Exception: Maximum speed 25 MPH on all curves of 6 degrees or more.
- (D) Trains handling DVLX tanks numbered DVLX-4001 thru 4189 40 MPH
- (E) Trains handling UTLX tank cars numbered UTLX-75933 thru 78353 40 MPH
- (F) Trains handling Southern Pacific gondolas numbered SP-345000 thru 345699 45 MPH
- (G) Trains handling ATSF tank and work equipment cars numbered: 45 MPH
 ATSF 96606 thru 96892
 ATSF 99106, 99124, 99128 and 99140
 ATSF 99148 thru 99297
 ATSF 99308 thru 99493
 ATSF 99700 thru 10098
 ATSF 100301 thru 101099
 ATSF 189000 thru 189999
 ATSF 192770 thru 192875
 ATSF 199880 thru 199899
 ATSF 202750 thru 202999
 ATSF 209000 thru 209999
- (H) Trains handling ACFX tank cars numbered: 45 MPH
ACFX 17451 thru 17495
- (I) Trains handling NATX tank cars numbered: 45 MPH
NATX 10841 thru 10865, loaded or empty
- (J) Trains handling PC or CR gondolas numbered: 45 MPH
PC 598500 thru 598999
CR 598500 thru 598999
- (K) Trains handling EMPTY "Schnabel" type cars numbered: 40 MPH
APWX 1004
BBCX 1000
CAPX 1001

SOUTHERN DIVISION

SPECIAL RULES 25

CEBX 100, 101
CPOX 820
CWEX 1016
GEX 40010, 80002, 80003
GPUX 100
HEPX 200
KWUX 10
WEEX 101, 102, 200-203, 301

All cars listed in (K) must be handled on or near the rear end of trains not exceeding 100 cars in length, must *not* be handled in

trains requiring pusher service and must *not* be humped or switched with motive power detached.

(L) Trains handling LOADED "Schnabel" type cars listed in (K), also CBEX 800 LOADED & EMPTY, must be governed by special instructions issued for each individual movement.

(M) Amtrak engines of the 500, 600 and 700 class are restricted to 50 MPH on curves of 2° or greater.

When Amtrak trains are detoured, train dispatcher will give crews a list of these curves where restriction applies if not so indicated in timetable.

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 Alvin-Virginia Point	32 poles/mile 40 poles/mile
Houston District	Alvin-Houston	32 poles/mile
Garwood District	Rayner Jct.-Garwood	No pole line
Hall District	Thompsons-New Gulf New Gulf-Cane Jct.	No pole line 30 poles/mile
Matagorda District	Sealy-Bay City Bay City-Matagorda	30 poles/mile No pole line
Conroe District	Somerville-Navasota Navasota-Yarboro Yarboro-Honea Honea-Conroe Conroe-Silsbee	No pole line 30 poles/mile No pole line 30 poles/mile 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

One or any combination of two of the following codes may be shown in the SCHI (formerly referred to as PPST) field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction column of switch lists and yard inventories.

CODE	DESCRIPTION	CODE	DESCRIPTION
AI	Agricultural Industries	NG	Nonflammable Gas (Hazardous)
BA	Blasting Agents	NIT	Car Not in Train or Not on Track
BI	Bad Order	NP	No Placards Required
BO	Bad Order	OM	Oxidizer (Hazardous)
BT	Bare Table (No Vans Containers). Empty TOFCOFC Flatcars.	OP	Organic Peroxide (Hazardous)
CB	Combustible (Hazardous)	OR	Other Regulated Material
CD	Condemned (See NOTE 1)	OTCC	Car on Track Carriers Convenience
CG	Cargill	OTNP	Car on Track Not Placed
CL	Chlorine (Hazardous)	OX	Oxygen
CM	Corrosive (Hazardous)	PA	Poison Gas (Hazardous)
DG	Dangerous	PB	Poison
DH	Do Not Hump	PE	Houston Public Elevator
DU	Do Not Uncouple	PULL	Car Pulled, Time and Date
EQ	Union Equity Elevator or Equity Export, Houston	RE	Rear End Only
FG	Flammable Gas (Hazardous)	REJT	Car Rejected by Shipper
FL	Flammable (Hazardous)	RM	Radioactive Material
FS	Flammable Solid (Hazardous)	RSPT	Respot due to Railroad Error
FW	Flammable Solid 'W' (Dangerous when Wet)	SPOT	Car Spotted, Time and Date
HE	Head End Only	TURN	Turn Car & Respot
HL	High Wide Load	WH	Weigh Heavy
HV	High Value	WI	Waive Inspection - Set Direct
IP	Interchange Prohibited (See NOTE 1)	WL	Weigh Light
IPSW	Intracant Switch (Respot Car)	XA	Explosive 'A'
MRXX	Mechanical Refrigeration Maintain 'XX' Degrees	XB	Explosive 'B'
MCNR	Mechanical Car or Trailer - No Refrigeration Required	XX	Do Not Move This Car
ND	Work Indicated Not Done	ZZ	Do Not Hump or Cut Off while in Motion

NOTE 1. The "CD" Condemned and "IP" Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). This does not relieve employees of the responsibility of reporting these codes when appropriate.

NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. This does not relieve employees of the responsibility of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.

IMPORTANT: When cars are subject to two special handling instructions, both codes should be reported. If subject to more than two, report the two most restrictive and protect other special handling requirements by an administrative message to those offices and/or individuals to whom the wheel report is addressed.

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

PLACARD APPLIED ON CAR		TYPE OF CAR																		
		ANY CARS (Including flat cars carrying loads in combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE									
1																				
2																				
3	RESTRICTIONS																			
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓						✓											
5	WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓						✓											
6	LOADED FLAT CAR, A FLAT CAR 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	EXPLOSIVES A		✓	✓	✓	✓	✓	✓	✓											
16	POISON GAS	✓					✓	✓	✓											
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓	✓	✓	✓												
18	RADIOACTIVE	✓	✓	✓					✓	✓										

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② Restricts the placement of loaded placarded tank cars, other than combustible, next to loaded flat cars - including loads on chain tiedown flats - Bi-levels, tri-levels and TOFC/COFC (other than those placarded "Explosives A", "Radioactive" or "Poison Gas") are not restricted under this rule.

- 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

MUST NOT BE PLACARDED NEXT TO CAR PLACARDED

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

