

The
Atchison, Topeka and Santa Fe
Railway Co.

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.

1

IN EFFECT

Sunday, October 27, 1985

At 12:01 A.M.
Central Time

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

D. P. VALENTINE,
General Manager
Amarillo, Texas

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

W. C. SPANN,
Superintendent,
Temple, Texas

Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

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. N. WADE Temple, Tex.

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

M. B. SPEARS Amarillo, Tex.

ROAD FOREMEN OF ENGINES

R. E. KING Silsbee, Tex.
 R. A. ATKINS Houston, Tex.
 C. A. JOHNSON Temple, 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, TEXAS

J. V. HIGGINBOTHAM	W. D. GUTHRIE
C. E. FURLOW	G. E. COUSINS
J. L. CONNER	R. J. PADILLA
C. G. PULLEN	J. B. BOMAR
R. J. GAUER	W. R. WELCH
G. M. STANDARD	B. D. KIRK
J. E. ROSE	M. A. ERICKSON
G. T. ROSS	J. D. FOWLER
C. C. McFARLAND	J. R. RIVERS
J. E. JONES	S. S. MILLER
R. A. KOLODZIEJCZYK	B. R. LILLARD
R. E. SMITH	B. H. PECHAL, JR.
W. H. ANDERSON	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 103(I).

*Handle freight carefully and keep our customers
 IT'S EVERYBODY'S JOB ON THE SANTA FE*

TABLE OF CONTENTS

SUBDIVISION	PAGE	SUBDIVISION	PAGE
Lampasas	2	Hall	19
San Saba	5	Matagorda	20
First	6	Conroe	22
Second	9	Longview	24
Third	13	Silsbee	27
Houston	16	Oakdale	29
Garwood	18	Profiles	48

SPECIAL INSTRUCTIONS

	PAGE
No. 4 Operating Rules Changed	30-32
No. 5 Speed — Auxiliary Tracks	33
No. 6 Maximum Speed Engines	33
No. 7 Maximum Depth of Water through Engines Permitted	33
No. 8 Speed Restrictions Derricks, Cranes and Scale Test Cars	34
No. 9 Track Side Warning Devices Instructions	35-36
No. 10 Joint Track Facilities	36
No. 11 Sidings having hand thrown derails	36
No. 12 Clearances not required	36
No. 13&14 Track Warrants & Track Bulletins	31-32
No. 15 Placement of Helper Engines	37
No. 16 Speed — Various Restrictions	38
No. 17 Signals	40-41
No. 18 Hazardous Material	43-46
No. 19 Car handling instructions	47

EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- B — General Orders/Bulletins
- D — Draw Bridge
- g — Gate, normally lined against conflicting route.
- G — Gate, normally lined against this subdivision.
- @ — Gate, left lined in position last used.
- M — Manual Interlocking
- P — Telephone
- Q — Radio Communication
- R — Register Station
- S — Crossing protected by stop sign
- X — Crossover (DT)
- T — Turning facility
- MT — Main Tracks

ROADWAY SIGNS

- Temporary Restrictions — Red, Yellow and Green flags or metal disc.
- Permanent Speed Sign — Square or rectangular in shape, yellow with black numerals or green.
- Permanent Stop Sign — Rectangular in shape, red color.
- Whistle Sign — Square in shape, white with black letter "W".

WEST-WARD ↓		LAMPASAS SUBDIVISION		↑ EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
8218		TEMPLE	BQT	CTC	218.2	
		A.T.&S.F. Crossing	A		218.3	
		GOBER			219.9	
9008	5480	BELTON		TWC - ABS	226.4	
9017	13100	NOLANVILLE			235.7	
9025	5730	KILLEN			243.5	
9028		FORT HOOD			246.3	
9036	5500	COPPERAS COVE	P		254.3	
9045	5960	KEMPNER			263.7	
9056	6250	LAMPASAS	PT		273.7	
9065	7950	OGLES			283.3	
9073	10248	LOMETA	BQ		291.7	
9082	4980	ANTELOPE GAP			300.3	
9088	11481	CASTOR			306.1	
9095	5270	GOLDTHWAITE	P		313.3	
9105	10050	MULLEN			323.6	
9111	4910	VILLA			330.3	
9118	9920	ZEPHYR			336.2	
9124	5400	RICKER			344.4	
9130		BROWNWOOD	BQT		CTC	348.4
		(130.2)				

CTC IN EFFECT: At Temple, on passenger Track 3; on Track 48; on Lampasas Subdivision main track between Lampasas Subdivision Junction, M.P. 218.3, and Gober, M.P. 219.9; on Lampasas Subdivision Connection track, and on main track between westward absolute signal M.P. 343.7, Ricker and absolute signal, 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.

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

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

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

At Temple, normal position of spring switch Track 48 at Lampasas Subdivision Connection. M.P. 218.9, lined for movement to Lampasas Subdivision Connection track. When absolute signal governing eastward movements at spring switch displays stop, crew will be governed by instructions of control operator.

YARD LIMITS (Rule 93):
 Gober, M.P. 219.9 to 222.9
 Lampasas, M.P. 272.3 to 275.9
 Lometa, M.P. 290.2 to 293.6

LAMPASAS SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between

Temple and Ricker	55 MPH
Ricker and Brownwood	49 MPH

(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
RR Crossing,	M.P. 218.3 Auto. Interlocking	10
Curve,	M.P. 218.5 to 219.3	15
5 Curves,	M.P. 219.4 to 222.3	40
Crossings,	M.P. 223.4 to 225.1	25
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

LAMPASAS SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(D) SPEED RESTRICTIONS—SWITCHES AND AUXILIARY TRACKS

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

"D"—Dual Control Switch
 "S"—Spring

Station	Type	Location	MPH	
Temple	S	East end freight yard	10	
	D	Lampasas Sub. Jct., M.P. 218.3	10	
	D	West end Psgr. Track 3	20	
	D	East end Main tracks Nos. 1, 2, 3 and 6, M.P. 216.9	25	
	D	Both crossovers M.P. 217.9 and 218.0	20	
	D	North track at Lampasas Sub. Connection M.P. 218.1	20	
	D	Crossover M.P. 218.8 First Sub.	20	
	D	Both ends siding	20	
	D	Crossover M.P. 218.6 Lampasas Sub. at West Freight Jct.	10	
	S	Track 48 at Lampasas Sub. Connection, M.P. 218.9	20	
	Gober	D	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	D	Both ends siding	30	
	D	Both ends pocket track	30	
	D	Dublin Sub. Junction	40	
Brownwood	D	East end tail track	10	
	S	West end outbound lead	10	
	D	West end yard lead M.P. 349.0	10	

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Charter Oak	225.0	1,140
Mayflower	236.7	350
Central Forwarding Co.	241.4	420
Killeen Industrial Spur	241.9	1,800
Nichols	248.0	2,360
Alamo	334.4	240

3. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
M.P. 238.0	High Water	Eastward-Block Signal 2382 Westward-Block Signal 2371
M.P. 247.2	Hot Box and Dragging Equip. Detector	Rotating white lights and radio readout
M.P. 287.4	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 318.4	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
M.P. 339.6	Dragging Equip. Detector	Rotating white light and block signals 3391 and 3411

WEST-WARD ↓		SAN SABA SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
9073		LOMETA	BQ	TWC	0.0
9825	2630	SAN SABA			24.7
9840	1670	RICHLAND SPRINGS			39.5
9866	2220	BRADY	P		65.9
		END OF TRACK			67.5
		(67.5)			

TWC IN EFFECT: Between Brady and Lometa.

YARD LIMITS (Rule 93):

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

San Saba Subdivision 30 MPH

(C) SPEED RESTRICTIONS—VARIOUS

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

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓		FIRST SUBDIVISION			↑ EAST-WARD	
First Class						First Class
21						22
Leave Mon. Wed. Sat. PM 4.36	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Sun. Tue. Fri. PM 3.01
	8318		CLEBURNE	QBT	317.5	
	8310	11050	RIO VISTA		310.3	
	8303	11150	BLUM		303.5	
	8295	10730	KOPPERL		294.4	
	8288	6950	MORGAN		287.8	
	8281	10700	MERIDIAN		280.7	
	8270	11130	CLIFTON		270.4	
	8255	10840	MANHATTAN		254.7	
s 5.38	8243	10930	A.T.&S.F. Crossing McGREGOR	MT	243.4	s 1.51
	8233	11200	MOODY		233.5	
	8225	10050	PENDLETON		225.4	
			BELCO		221.2	
s 6.20 PM Arrive Mon. Wed. Sat.	8218	7580	TEMPLE	BQT	218.2	1.25 PM Leave Sun. Tue. Fri.
			(99.3)			

CTC 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.

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

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

Location of hand throw switches not electrically locked:

- 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.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Cleburne and Temple	79	55

(B) SPEED RESTRICTIONS—TONNAGE

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

FIRST SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
	Crossings, M.P. 217.0 to 221.6 Psgr. 35 Frt. 25	
6	Curves and track, M.P. 217.4 to 218.8	20
3	Curves, M.P. 221.6 to 224.0	70
2	Curves, M.P. 227.2 to 228.9	75
	Curve, M.P. 231.5 to 231.9	75
	Crossings, M.P. 233.0 to 233.8	50
2	Curves, M.P. 234.0 to 236.3	75
2	Curves, M.P. 236.7 to 237.9	70
	Curve, M.P. 240.2 to 240.8	75
	Crossings, M.P. 242.8 to 244.0	50
	RR Crossing, M.P. 243.4 Interlocking	50
	Curve, M.P. 244.7 to 245.0	70
	Curve, M.P. 246.3 to 246.7	75
	Curve, M.P. 249.9 to 250.4	75
2	Curves, M.P. 251.5 to 253.3	60
	Curve, M.P. 254.3 to 254.6	75
7	Curves, M.P. 257.5 to 260.6	55
	Curve, M.P. 261.3 to 261.8	70
3	Curves, M.P. 263.7 to 264.9	60
	Curve, M.P. 266.8 to 267.2	75
	Crossings, M.P. 270.5 to 270.6	40
2	Curves and 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

FIRST SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(D) SPEED RESTRICTIONS— SWITCHES AND AUXILIARY TRACKS

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 Dual Control switches.

“D”—Dual Control Switch

“S”—Spring

Station	Type	Location	MPH	
Temple	S	East end freight yard	10	
	D	Lampasas Sub. Jct., M.P. 218.3	10	
	D	West end Psgr. Track 3	20	
	D	East end Main Tracks Nos. 1, 2, 3 and 6, M.P. 216.9	25	
	D	Both crossovers M.P. 217.9 and 218.0	20	
	D	North track at Lampasas Sub. Connection M.P. 218.1	20	
	D	Crossover M.P. 218.8 First Sub.	20	
	D	Both ends siding	20	
	D	Crossover M.P. 218.6 Lampasas Sub. at West Freight Jct.	10	
	S	Track 48 at Lampasas Sub. Connection, M.P. 218.9	20	
	Belco	D	Switch to Freight yard	20
	Cleburne	D	West crossover M.P. 317.45	10
		D	East crossover M.P. 317.45	10
D		East end tail track east end of yard	30	

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Tonk Quarries	249.5	4,620
Crawford	250.1	1,560
Valley Mills	259.2	3,110
Clifstone	266.5	1,800
Brazlime	300.2	1,550

3. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
M.P. 247.3	Dragging Equip. 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 Equip. Detector with Radio Readout (Reporter)	Rotating white lights and radio read out

* Location of locator

WEST-WARD ↓		SECOND SUBDIVISION				↑ EAST-WARD	
First Class							First Class
21							22
Leave Mon. Wed. Sat. PM	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Sun. Tue. Fri. PM	
6.25	8218		TEMPLE	BQT	218.2	8 1.20	
Via M.K.T.			M-K-T Crossing	M	217.4	Via M.K.T.	
			KNOWD		214.9		
	8205	11570	ROGERS		204.7		
	8197	12070	BUCKHOLTS		196.0		
	8188	11190	CAMERON		188.0		
		12160	HOYTE		181.3		
	8174	10570	MILANO	PA	174.4		
	8165	10970	CHRIESMAN		165.8		
	8158	12054	CALDWELL	P	157.8		
	8151	11320	DAVIDSON		151.3		
	8141	4980	SOMERVILLE	BQT	141.4		
	8133	11480	LANDES		132.9		
	8126		BRENHAM	PM	126.0		
	8120	11230	PHILLIPSBURG		120.1		
	8110	6810	DANT		110.3		
	8106		BELLVILLE	BQ	106.2		
			(112.0)				

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

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

CTC IN EFFECT: At Temple, on passenger Track 3; on Track 48; on Lampasas Subdivision main track between Lampasas Subdivision Junction, M.P. 218.3 and Gober, M.P. 219.9; on Lampasas Subdivision Connection track, and on main tracks and sidings between Temple and Bellville, EXCEPT on siding Somerville.

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

At Temple, normal position of spring switch Track 48 at Lampasas Subdivision Connections, M.P. 218.9 lined for movement to Lampasas Subdivision Connection Track. When absolute signal governing eastward movements at spring switch displays stop, crew will be governed by instructions of Control Operator.

Location of hand throw switches not electrically locked:

- 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.

SECOND SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

Temple and Bellville 55 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
Track, M.P. 105.0 to 106.8**	20
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
Curve, M.P. 133.5 to 133.8	45
Curve, M.P. 134.1 to 134.4	40
4 Curves, M.P. 140.8 to 141.7	45
Crossings, M.P. 140.8 to 142.2	45
2 Curves, M.P. 156.5 to 157.2	50
Curve, M.P. 157.4 to 157.6	40
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
3 Curves, M.P. 174.1 to 175.7	50
RR Crossing, M.P. 174.4 Auto. Interlocking*	40
Bridge, M.P. 185.4 to 186.0	40
Crossings, M.P. 186.8 to 188.9	30
2 Curves, M.P. 187.3 to 188.4	45
Crossings, M.P. 204.3 to 205.3	40
Crossings, M.P. 214.6 to 214.9	25
Tracks Nos. 1, 2, 3, 5, 6, M.P. 214.9 to 216.9	25
Track No. 4, M.P. 215.3 to 216.7	25
Crossings, M.P. 217.0 to 221.6	25
RR Crossings, M.P. 217.4 Interlocking	20
6 Curves and track, M.P. 217.4 to 218.8	20

* If absolute 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.

SECOND SUBDIVISION

(D) SPEED RESTRICTIONS— SWITCHES AND AUXILIARY TRACKS

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 dual controlled switches.

"D"—Dual Control Switch

"S"—Spring

Station	Type	Location	MPH
Bellville	D	East end tail track	10
	D	West switch west lead and derail ...	30
Somerville	D	Both ends siding	20
	D	East end yard	10
Caldwell	D	S.P. Connection	10
Knowd	D	West end Main tracks Nos. 1, 2, 3, 5 and 6	25
Temple	S	East end freight yard	10
	D	Lampasas Sub. Jct., M.P. 218.3	10
	D	West end Psgr. Track 3	20
	D	East end Main Tracks Nos. 1, 2, 3 and 6, M.P. 216.9	25
	D	Both crossovers M.P. 217.9 and 218.0	20
	D	North track at Lampasas Sub. Connection M.P. 218.1	20
	D	Crossover M.P. 218.8 First Sub.	20
	D	Both ends siding	20
	D	Crossover M.P. 218.6 Lampasas Sub. at West Freight Jct.	10
	S	Track 48 at Lampasas Sub. Connection, M.P. 218.9	20

SECOND SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Heidenheimer	212.3	2,300

3. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
M.P. 129.0	Dragging Equip. Hot Box (Dual Purpose Locator)	Rotating white lights and radio read out.
M.P. 161.3	Dragging Equip. Hot Box (Dual Purpose Locator)	Rotating white lights and radio read out.
M.P. 182.6	Dragging Equip.	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 Equip. 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

WEST-WARD ↓		THIRD SUBDIVISION		↑ EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
8106		BELLVILLE BQT	CTC	106.2
8094	10400	M-K-T Crossing SEALY AT		94.6
		S.P. Crossing A		82.2
8082	11740	WALLIS MQ		80.8
		TOWER 17 S.P. Crossing		66.2
8066	12210	ROSENBERG		65.8
8055	11450	BOOTH		55.0
8050		THOMPSONS T		50.4
8044	8790	DUKE		44.2
		M.P. Crossing A		42.9
8036	12210	MANVEL	36.0	
8029		ALVIN T	CTC 2 MT TWC ABS	28.6
8024		ALGOA T		24.4
8011	5460	TEXAS CITY JCT. T	CTC	11.0
8006		VIRGINIA POINT		6.3
		LIFT BRIDGE DQ	5.2	
		ISLAND	4.1	
8000		GALVESTON BQT	2.2	
		(104.0)		

TWO TRACKS: Between Algoa and Alvin.

CTC IN EFFECT: On main tracks and sidings between Bellville and Algoa and between Virginia Point and Island.

TWC IN EFFECT: Between Algoa and Virginia Point.

Location of hand throw switches not electrically locked:

- M.P. 30.3, M. A. Oliver spur.
- M.P. 34.5, Wickes spur.
- M.P. 42.6, Arcola, team track.
- M.P. 42.8, Arcola, interchange.
- M.P. 58.6, Crabb.
- M.P. 63.6, Richmond, house spur.
- M.P. 76.2, Orchard, house track.
- M.P. 87.1, El Pleasant.

YARD LIMITS (Rule 93):

Galveston, M.P. 0.3 to 4.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:

Galveston and Virginia Point.....	20 MPH
Virginia Point and Tower 17.....	50 MPH
Tower 17 and Bellville.....	55 MPH

(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.

THIRD SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Draw Bridge,	M.P. 5.2	10
Track,	West leg of wye Alvin	25
Track,	East end of wye Alvin	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. 75.4 to 76.9	45
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	35
RR Crossing,	M.P. 94.6 Auto. Interlocking*	35
Track,	M.P. 105.0 to 106.8**	20

* If absolute 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 AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches 10 MPH; each end of sidings between Bellville and Alvin, 30 MPH; other main track switches, except those listed below, 10 MPH.

Switches at each end of sidings between Bellville and Alvin are dual controlled switches.

"D"—Dual Control Switch

"S"—Spring

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

THIRD SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Hitchcock	14.1	5,660
Alta Loma	18.2	5,630
Arcadia	20.7	3,630
Arcola	42.6	1,160
Crabb	58.6	360
Richmond	63.3	1,140
Chips	69.5	2,150
Orchard	76.2	4,920
El Pleasant	87.1	4,990

3. TRACK SIDE WARNING DEVICES

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

* Location of Locator

HOUSTON SUBDIVISION

WEST- WARD	↓	HOUSTON SUBDIVISION	↑	EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post	
8029		ALVIN <small>4.1</small>	.0	T
9504	13140	HASTINGS <small>5.9</small>	4.1	
9510	5490	PEARLAND <small>4.0</small>	10.0	
9514	S 10320 N 16230	MYKAWA <small>5.4</small>	14.0	BQT
		S.P. Crossing T & N.O. JCT. <small>0.9</small>	19.4	M
9524		NEW SOUTH YARD	20.3	
		(20.3)		

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

Location of hand throw switches not electrically locked:
M.P. 8.7, Midwest Steel
M.P. 9.0, Houdaille-Duval-Wright.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Houston Subdivision, Between:	MPH
Alvin and M.P. 18	55
M.P. 18 and 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	10
Track, West leg of wye Alvin	25
Crossings, M.P. 14.0 to 18.0	45
Crossings, M.P. 18.0 to 19.4	20
RR Crossings, M.P. 19.4 Interlocking	20

(D) SPEED RESTRICTIONS— SWITCHES AND AUXILIARY TRACKS

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

"D"—Dual Control Switch

Station	Type	Location	MPH
Alvin	D	East leg of wye	10
	D	West leg of wye	25
Hastings	D	Both ends siding	30
Pearland	D	Both ends siding	30
Mykawa	D	Both ends South siding	30

SPECIAL INSTRUCTIONS (Continued)

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Stanolind	5.8	1,020
H.D. No. 1	6.1	5,160
H.D. No. 2	7.1	5,280
H.D. No. 3	8.2	5,070
Midwest Steel	8.7	380
Houdaille-Duval-Wright	9.0	1,020
H.D. No. 4	10.9	2,800
American Rice Drier	11.0	1,190
H.D. No. 5	11.6	3,210
Energy Coatings	11.9	1,200
H.D. No. 6	13.0	6,520
T.O.F.C. Facilities	14.5	Yard
Gifford Hill Storage	18.4	1,250
Gifford Hill Spur	18.5	2,160
Industrial Tracks	18.9	7,900

WEST- WARD ↓		GARWOOD SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
8920		RAYNER JCT. -9.6-			0.0
9541		GARWOOD			9.6
		(9.6)			

YARD LIMITS (Rule 93): Entire Subdivision

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood Subdivision 10 MPH

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
River Track	1.7	14,600
Blueroan	5.5	7,100

WEST- WARD ↓		HALL SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
8050		THOMPSONS	T		34.0
9673	5030	LONG POINT -11.1-			22.9
9668		GUY -5.1-			17.8
9656		NEWGULF S.P. Crossing	S		6.6
8956		CANE JCT. -6.6-		T	0.0
		(34.0)			

YARD LIMITS (Rule 93): Entire Subdivision

At Smithers Lake, main track switch to H.L.&P Yard normally lined for HL&P Yard.

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Hall Subdivision 20 MPH

(C) SPEED RESTRICTIONS—VARIOUS

Location	MPH
East leg of wye, Cane Jct. M.P. 0.0	10
RR Crossing, M.P. 6.6 Stop. Rule 98	10

(D) SPEED RESTRICTIONS—SWITCHES

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

"D"—Dual Control Switch

Station	Type	Location	MPH
Thompsons	D	East leg wye	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Smithers Lake	31.7	HL&P Yard

WEST- WARD ↓		MATAGORDA SUBDIVISION		↑ EAST- WARD	
Station Numbers	Sliding Feet	STATIONS			Mile Post
8094		SEALY	T		0.0
8910	3670	BEARD			10.0
		S.P. Crossing	M		17.3
		S.P. Crossing	M		17.6
8918	3760	EAGLE LAKE			18.5
8920		RAYNER JCT.			19.8
8928	1290	BONUS			28.0
8932		EGYPT			32.0
8937	3490	GLEN FLORA			37.0
		S.P. Crossing	G		42.8
8943	3340	WHARTON			43.1
8952	1530	LANE CITY			51.4
8956		CANE JCT.	T		55.2
8961		RUNNELLS			60.5
		S.P. Crossing	S		68.3
8969	2690	BAY CITY	BQ		68.6
		M.P. Crossing	M		69.0
8977		SOUTH BAY CITY			76.3
8980		WADSWORTH			79.6
8990		MATAGORDA			90.0
		(90.0)			

TWC IN EFFECT: Between Sealy and Bay City.

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

YARD LIMITS (Rule 93):

- Sealy, M.P. 0.0 to 1.2
- Eagle Lake, M.P. 16.3 to 20.3
- Bay City-Matagorda (inclusive), M.P. 66.4 to 90.0

MATAGORDA SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between

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

(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 Gate, Rule 98	10
Crossings,	M.P. 67.9 to 69.8	30
RR Crossing,	M.P. 68.3 Stop. Rule 98	20
RR Crossing,	M.P. 69.0 Interlocking	20

(D) SPEED RESTRICTIONS—SWITCHES

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

2. 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

WEST-WARD ↓		CONROE SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
8141		SOMERVILLE	BQT		0.0
8606	2770	SCOFIELD			5.4
8618	5650	ALLENFARM			18.3
8628	1930	NAVASOTA S.P. Crossing	A		28.1
8633	4620	WOOD			33.1
8638	2600	YARBORO			37.7
8649		BOBVILLE			48.9
8650		B.N. Crossing DOBBIN	A		49.9
8656		MONTGOMERY			55.6
8663	7910	HONEA			63.8
8672	5600	CONROE M.P. Crossing	ABQ		72.2
8674	2580	BEACH			74.6
8679	1840	WAUKEGAN			79.1
8685	9650	SECURITY			85.0
8690	1830	FOSTORIA			89.6
8695	3850	S.P. Crossing CLEVELAND	AP		94.9
8705	1850	RAYBURN			105.5
8711	8540	ROMAYOR			111.0
8718		FUQUA			117.7
8722	1940	VOTAW			121.5
8728	7650	BRAGG			128.1
8733	1850	LELAVAL			133.4
8738	1940	DIES			138.3
8743	5540	S.P. Crossing KOUNTZE	g		143.8
8752		SILSBEE	BQT		152.2
		(152.2)			

DUAL

CONROE SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
	Both 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 Gate, Rule 98*	
Crossings,	M.P. 150.6 to 152.6	10
4 Curves,	M.P. 151.7 to 151.8	10
Both legs of wye,	Silsbee, M.P. 152.2	10

* Restricted speed when gate lined against conflicting route. 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. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Clay	11.9	1,350
Hackney Iron and Steel	31.1	450
Plantersville	43.4	1,040
Keenan	60.6	370
Fort Worth Pipe	75.3	1,320
Owens-Corning	76.1	420
Texaco Chemical Co.	76.4	2,400
Youens-Columbia Carbon	77.0	1,750
Smith and Co.	77.7	1,500
Timber	83.1	680
Union Tank Car Co.	99.5	1,610
Kirby	103.9	4,800
Dolen	107.3	1,550
Honey Island	135.5	780

TWC IN EFFECT: Between Silsbee and Somerville.

At Silsbee, Silsbee Subdivision junction switches normally lined for Conroe and Longview Subdivisions.

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

YARD LIMITS (Rule 93):

Somerville, M.P. 0.0 to 1.58
 Conroe, M.P. 71.3 to 74.0
 Silsbee, M.P. 149.5 to 152.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Conroe Subdivision 49 MPH

(B) SPEED RESTRICTIONS—TONNAGE

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

LONGVIEW SUBDIVISION

WEST- WARD	↓	LONGVIEW SUBDIVISION	↑	EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
17069		LONGVIEW BQT		207.6
17056		EASTON		195.4
17049		TATUM		187.8
17043	2760	BECKVILLE		181.4
17033	4010	CARTHAGE		171.7
17023	1150	GARY		161.7
17011	2550	S.P. Crossing TENAHA A		151.6
8871	2040	CENTER T		139.8
8858	3200	CALGARY		127.0
8852	2490	SAN AUGUSTINE BQ		120.4
8846	2330	VENABLE		114.9
8836	1930	BRONSON		104.7
8829	2080	PINELAND		97.5
8819	5970	BROWDELL		87.4
8816	2080	HORTON		84.2
8810	2020	COLLINS		78.7
8805	4140	JASPER PT		73.6
8800	2080	KEITHTON		67.1
8794	1710	ROGANVILLE		62.4
		J&E JCT.		53.0
8784	1950	KIRBYVILLE		52.4
8779	2760	CALL		48.0
8775	3080	LE VERTE		43.2
8770	2640	BESSMAY		37.4
8767		BUNA		36.1
8761	3110	QUINN		30.1
8758		EVADALE		27.7
8752		SILSBEE BQT		21.0
		(186.6)		

TWC

TWC IN EFFECT: Between Silsbee and Longview.

At Silsbee, Silsbee Subdivision junction switches normally lined for Longview and Conroe Subdivisions.

YARD LIMITS (Rule 93):

- 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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between

M.P. 21.0 and 162.0 49 MPH

M.P. 162.0 and 207.8 35 MPH

Swepeco Industrial Spur 10 MPH

(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
Both legs of wye,	Silsbee, M.P. 21.1	10
Curve and 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 Crossing,	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 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

(D) SPEED RESTRICTIONS—SWITCHES

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

LONGVIEW SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Rebecca	109.6	800
Neuville	131.4	2,050
Rite Care	149.9	770
Daniels	165.6	120
Martin Lake Jct.	184.9	1,800
Swepeco Industrial Spur (3.2 mi.)	195.5	
Texas Eastman Co.	202.7	Yard
Viking Pump Services (Under track unloading pit 500 ft. from derail)	203.8	1,100

WEST- WARD	↓	SILSBEE SUBDIVISION	↑	EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
8752		SILSBEE <small>6.9</small>		21.0
9557	2580	LUMBERTON <small>3.8</small>	TWC	14.1
		LOEB JCT. <small>1.8</small>		10.3
9563	1840	VOTH <small>6.8</small>		8.5
9571		BEAUMONT <small>1.0</small> BQT		1.7
		S.P. Crossing <small>0.1</small> M		0.7
		M.P. Crossing <small>5.5</small> M		76.4
17206	720	BROOKS <small>11.5</small>		70.9
17218	670	MOREY <small>2.3</small>		59.4
17220	1900	HAMSHIRE <small>5.3</small>		57.1
17226	2230	WINNIE <small>2.1</small>		51.8
17228	2400	STOWELL <small>0.7</small>	49.7	
		END OF TRACK	49.0	
		(47.8)		

TWC IN EFFECT: Between Beaumont and Silsbee.

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

YARD LIMITS (Rule 93):

Silsbee, M.P. 21.0 to 19.3

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

SILSBEE SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between

Silsbee and Beaumont	49 MPH
Beaumont and M.P. 49.0	20 MPH

(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
Both legs of wye,	Silsbee, M.P. 21.0	10

(D) SPEED RESTRICTIONS—SWITCHES

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

2. 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	66.8	3,000
Check	68.0	1,300
Guloco	68.4	2,200
American Rice Growers	69.0	1,100
Coors Beer Company	73.7	442
Beaumont Warehouse-Corporation	73.8	702

WEST- WARD		OAKDALE SUBDIVISION		EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
9781		OAKDALE PT		80.4
9772	2140	ELIZABETH	TWC	72.0
9762	2650	PITKIN		62.3
9750	2630	MARKEE		50.4
9740	2230	DeRIDDER K. C. S. Crossing PG		38.4
9734	2130	SHEAR		33.5
9732	2440	BOISE SOUTHERN Q		32.5
9728	2610	NEALE		27.5
9723	2540	MERRYVILLE		22.1
9716	1850	BONWIER		15.7
9712	1500	FAWL		12.2
		J&E JCT.		0.0
		(80.0)		

TWC IN EFFECT: Between J&E Jct. and Oakdale.

YARD LIMITS (Rule 93):

DeRidder, M.P. 37.4 to 39.9
Oakdale, M.P. 79.0 to 80.4

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Oakdale Subdivision	30 MPH
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(C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
Curve,	M.P. 0.5 to 0.7	10
RR Crossing,	M.P. 38.4 Gate, Rule 98	
Curve,	M.P. 79.6 to 79.8	20

(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post	Track Capacity in Feet
Bleakwood	5.2	600
Hite	36.1	1,700
Ikes	43.5	1,000
Sugrue	55.5	2,100
Cravens	56.9	1,250

ALL SUBDIVISIONS

Special Instructions

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 amended to read: While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing extension 600, Topeka.

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(1) and 15(n).

Rule 24 amended to read: Trains will be identified by engine number. The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used.

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1½ miles
50 MPH or over	2 miles

Rule 102(2) amended to read: The train involved must not proceed until it is has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 104(Q) new rule added to read: VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

Rule 104(R) new rule added to read: SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

ALL SUBDIVISIONS

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the **North** track, and the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4, etc.,** respectively.

Rules 230 through 242 modified as follows: Aspects and indications as shown will not apply. Aspects and indications as shown in Special Instructions, page No. 40 and No. 41, will apply.

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 supplemented by adding: Prescribed form for track warrant is shown on page 158. Pre-printed pads of this form will be in the new format as shown. The form for mechanical transmission is revised as depicted below, with items (5) and (14) omitted intentionally.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items 16 and 18, if none show "No". Employes receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in item 19.

TRACK WARRANT	
NO. ---	19
TO -----	AT -----
1. TRACK WARRANT NO. ----- IS VOID.	
2. PROCEED FROM -----	
TO -----	ON ----- TRACK
3. PROCEED FROM -----	
TO -----	ON ----- TRACK
4. WORK BETWEEN -----	
AND -----	ON ----- TRACK
6. THIS AUTHORITY EXPIRES AT ----- M.	
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF ----- AT -----	
9. HOLD MAIN TRACK AT LAST NAMED POINT.	
9. DO NOT FOUL LIMITS AHEAD OF -----	
10. CLEAR MAIN TRACK AT LAST NAMED POINT.	
11. BETWEEN ----- AND ----- MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.	
12. BETWEEN ----- AND ----- MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.	
13. DO NOT EXCEED ----- MPH BETWEEN ----- AND -----	
15. PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.	
16. TRACK BULLETINS IN EFFECT -----	
17. OTHER SPECIFIC INSTRUCTIONS -----	
18. TRACK CONDITION MESSAGES IN EFFECT -----	
19. ITEMS CHECKED -----	
OK	M DISPATCHER -----

Rule 450 second paragraph amended to read: When track bulletins are authorized, trains must receive a track warrant or a clearance at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant or clearance. The conductor and engineer must have copies of all track bulletins listed.

Rule 450 is also supplemented by adding: Prescribed form for track bulletins, Forms A and B, are shown on pages 174 and 175. Pre-printed pads of these forms will be, and the form for mechanical transmission are, revised as depicted below.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employees receiving copies must assure that the lines used corresponds with number indicated.

TRACK BULLETIN FORM A

NO. _____ ON _____ SUBDIV. _____ 19 _____

TO _____ AT _____

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN
USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE NO	LINE NO	LIMITS	SPEED	TRACK(S)	FLAGS AT M. P.
VOID	NO	MP TO MP	MPH		
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

11. OTHER CONDITIONS:

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

TRACK BULLETIN FORM B

NO. _____ ON _____ SUBDIV. _____ 19 _____

TO _____ AT _____

ON _____ (DATE) _____ BE GOVERNED BY RULE 455 WITHIN _____

FOLLOWING LIMITS:

USE COLUMN WITH ASTERISK (*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE-NO	LINE-NO	LIMITS	TRACK(S)	FOREMAN	STOP
VOID	NO	MP TO MP	FROM UNTIL (S)	IF FLAGS AT M.P. AND GANG NO.	150 FT
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

ALL SUBDIVISIONS

5. (a) Trains or engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(D).
- (b) At Silsbee: 5 MPH on Tracks 0206, 0207, 0208, 0209, 0210, 0211, 0212 and 0243.
- (c) At Bellville: 5 MPH on Tracks 0307, 0308, 0309, 0310 and 0311.
- (d) At Galveston: 5 MPH on Track 6113.
- (e) At Temple: 5 MPH on Tracks 0526, 0527, 0528, 0530, 0531 and 0532.
- (f) At Pearland: 5 MPH on Track 1429.

6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
All Other Classes	70	45

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

* Engine without cars must not exceed 70 MPH.

When used as controlling unit, maximum authorized speed is 20 MPH.

7. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	3	5
Amtrak	2	2

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

ALL SUBDIVISIONS

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

Subdivision	Wrecking Derricks M.P.H.	Pile Drivers M.P.H.	Pile Driver M.P.H.
First, Second, Third Houston and Lampasas	40	45	30
Conroe Longview	30	30	30
SILSBEE Between: Silsbee and Beaumont Beaumont and M.P. 49.0	30 10	30 10	30 10
Oakdale	20	20	20
MATAGORDA Between: Sealy and Bay City Bay City and Matagorda	20 10	20 10	20 10
Garwood, Hall and San Saba	10	10	10

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

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.

All foreign line scale test cars must be handled as last car in train or immediately ahead of caboose, at a speed not exceeding 50 MPH.

9. Rule 109(C) Track Side Warning Devices:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

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

ALL SUBDIVISIONS

9. Rule 109 TRACK SIDE WARNING DEVICES (Continued)

LOCATOR (Read out) TYPE

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

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

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

RADIO READOUT (Reporter Type)

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

"SANTA FE RAILROAD (Site Identification), North or South Track, SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are detected, a rotating white light will be illuminated. In addition, a message stating "You Have a Defect", or an audible beeping tone will be transmitted via radio. If detector is on North Track the audible tone will be a fast beep; if on 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 front of train, and reference to "Left" or "Right" side are to the engineer's left or right in the direction of travel. The following are typical of what transmissions crews can expect to hear:

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

* Defective Car alarm indicates there is more than 2 defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and on 3 cars (or units) on either side of indicated equipment.

Anytime a train receives (4) defective car alarms (3) or more hotbox alarms, or (2) or more dragging equipment alarms, 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 message or audible tone 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) North or South Track, System Failure", crew must be alert for the possible transmission of a message or an audible tone 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, no defects were noted, the following message will be transmitted via radio: "Santa Fe Railroad (Site Identification) North or South Track, 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.

ALL SUBDIVISIONS

9. Rule 109(C) TRACK SIDE WARNING DEVICES (Continued)

INSTRUCTIONS APPLICABLE TO ALL TYPES HOTBOX AND DRAGGING EQUIPMENT DETECTORS

Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

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

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

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

10. JOINT TRACK FACILITIES. Rule N.

Southern Pacific trains and engines use AT&SF tracks between Tower 17 (Rosenberg) and Galveston; and between Beaumont and Loeb Jct.

Burlington Northern trains and engines use AT&SF tracks between Houston and Galveston.

Missouri Pacific trains use AT&SF trains between T&NO Jct. and Algoa governed by M.P. Time Table.

AT&SF trains and engines use Southern Pacific tracks between Tower 17 and Houston and at Houston.

At Houston, AT&SF trains and engines use Houston Belt & Terminal tracks and Port Terminal tracks governed by General Code of Operating Rules and on HBT tracks, HBT Time Table and Special Instructions.

At Galveston, trains and engines using Galveston Wharves tracks are governed by General Code of Operating Rules and Southern Division current time table.

At Temple, AT&SF 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 upon receipt of permission from MKT train dispatcher. Limits governed by Rule 93. Engines must clear first class Trains No. 21 and No. 22 between Opal and Transfer Jct. five minutes in advance of departure times No. 21 at Opal and No. 22 at Little River. 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 on Sunday, Tuesday and Friday.

11. Rule 104(L): All sidings on San Saba, Silsbee, Longview, Oakdale and Conroe Subdivisions (except Bragg, Romayor, Security, Cleveland, Honea and Wood) are equipped with hand-thrown derails.

12. Rule 82A: Clearances not required on Southern Division.

13. Rule 405: On Southern Division Track Warrants and Track Bulletins may be transmitted mechanically.

14. Rule 450: Track Bulletins will be used on Southern Division.

ALL SUBDIVISIONS

15. When helper engine is placed behind a cabooses, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,500 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
*200	EMD	F40PH	259,500	38,240	3000
1215	EMD	SSD1200	246,000	36,000	1200
1242	ALCO	SW12	246,000	47,000	1200
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GP30	262,900	51,400	2500
2800	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3500	EMD	GP35	262,500	46,720	2000
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,000	62,500	3500
3810	EMD	GP50	264,000	64,200	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	82,100	3000
5020	EMD	SD40-2	391,500	83,100	3000
5071	EMD	SD40-2	390,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5250	EMD	SDF40-2	388,000	83,100	3000
5300	EMD	SD45	391,500	72,286	3600
5426	EMD	SD45	391,500	72,286	3500
5490	EMD	SD45	391,888	72,286	3600
5500	EMD	SD45	391,500	72,286	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5950	EMD	SDF45	395,000	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2550
6350	GE	B23-7	268,000	61,000	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7400	GE	B39-8	255,940	68,100	3900
7484	GE	B36-7	274,500	64,600	3600
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8700	GE	U36C	391,500	90,600	3600

* Amtrack passenger units.

ALL SUBDIVISIONS

16. SPEED RESTRICTIONS — VARIOUS

- (A) Trains SRSGV and SGVRS with sulphur cars 40 MPH
 (B) 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.
 (C) Trains handling DVLX tanks numbered
 DVLX-4001 thru 4189 40 MPH
 (D) Trains handling UTLX tank cars numbered
 UTLX-75933 thru 78353 40 MPH
 (E) Trains handling Southern Pacific gondolas
 numbered SP-345000 thru 345699 45 MPH
 (F) 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
 (G) Trains handling ACFX tank cars numbered: 45 MPH
 ACFX 17451 thru 17495
 (H) Trains handling NATX tank cars numbered: 45 MPH
 NATX 10841 thru 10865, loaded or empty
 (I) Trains handling PC or CR gondolas numbered: . . . 45 MPH
 PC 598500 thru 598999
 CR 598500 thru 598999
 (J) Trains handling EMPTY "Schnabel" type cars
 numbered: 40 MPH
 APWX 1004
 BBCX 1000
 CAPX 1001
 CEBX 100,101
 CPOX 820
 CWEX 1016
 GEX 40010, 80002, 80003
 GPUX 100
 HEPX 200
 KWUX 10
 WECC 101, 102, 200-203, 301
 All cars listed in (J) 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.
 (K) Trains handling LOADED "Schnabel" type cars listed in
 (J), also CBEX 800 LOADED & EMPTY, must be governed
 by special instructions issued for each individual movement.

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
— 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

When using track bulletin Form B, the following words will be used when granting verbal authority and acknowledging such authority:

“Foreman (name) (of Gang No.)
 using track bulletin No. line No.
 between MP and MP on
 Subdivision.”

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

“ (train) may pass red flag located
 at MP (or enter limits) without
 stopping”.

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

“ (train) may proceed through the
 limits at MPH (or at “maximum
 authorized speed.”)

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) To require train or engine to move at a speed less than restricted speed, the following will be added:

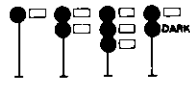
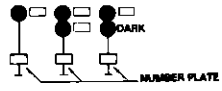
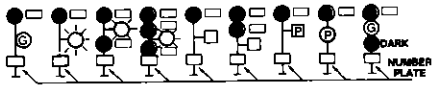
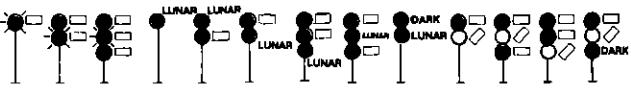
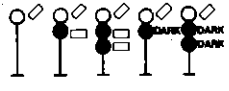
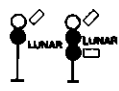
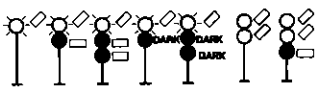
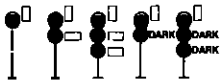
“ (train) proceed at restricted speed
 but not exceeding MPH (adding if
 necessary “until reaching MP ”).

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and “OK” received from employe giving them before they are acted upon.

When the word **STOP** is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (817) 771-2495. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

(Left Blank Intentionally)

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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 applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

Loaded cars placarded:



Loaded cars placarded:



Loaded cars placarded:



Loaded tank cars placarded:



Empty tank cars placarded:



Loaded cars other than tank cars placarded:



Loaded cars placarded:



RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:

Engine, occupied caboose or passenger car:	X	X	X	X	X
Car occupied by guard or escort	X	X		X	
Loaded plain flat car	X	X		X	
Loaded bulkhead flat car	X	X		X	
Loaded TOFC/COFC flat car	X	X		X	
Flat Car loaded with vehicles	X	X		X	
Open top car with shiftable load	X	X		X	
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X	
Car placarded EXPLOSIVES A		X	X	X	X
Car placarded POISON GAS	X		X	X	X
Car placarded RADIOACTIVE	X		X	X	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X		

NO RESTRICTIONS

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS

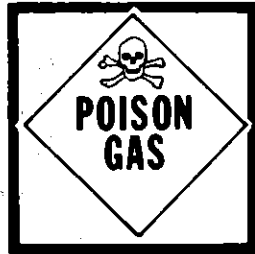
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY



ALL SUBDIVISIONS

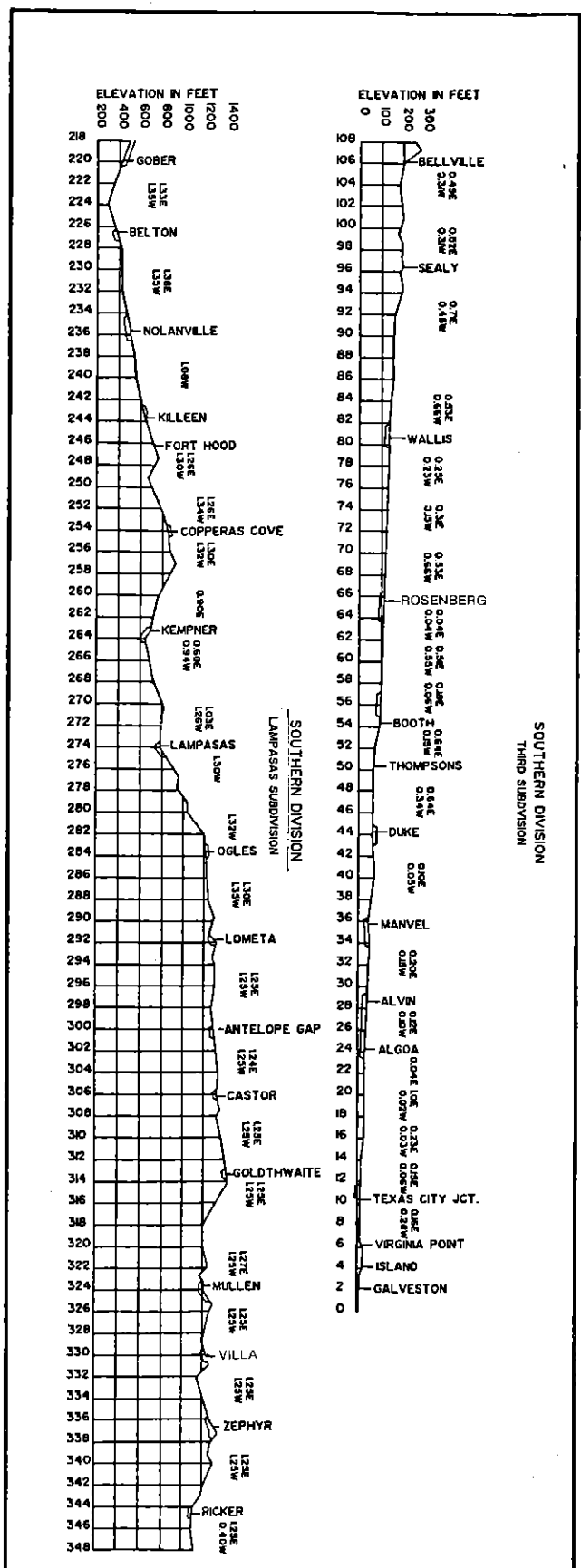
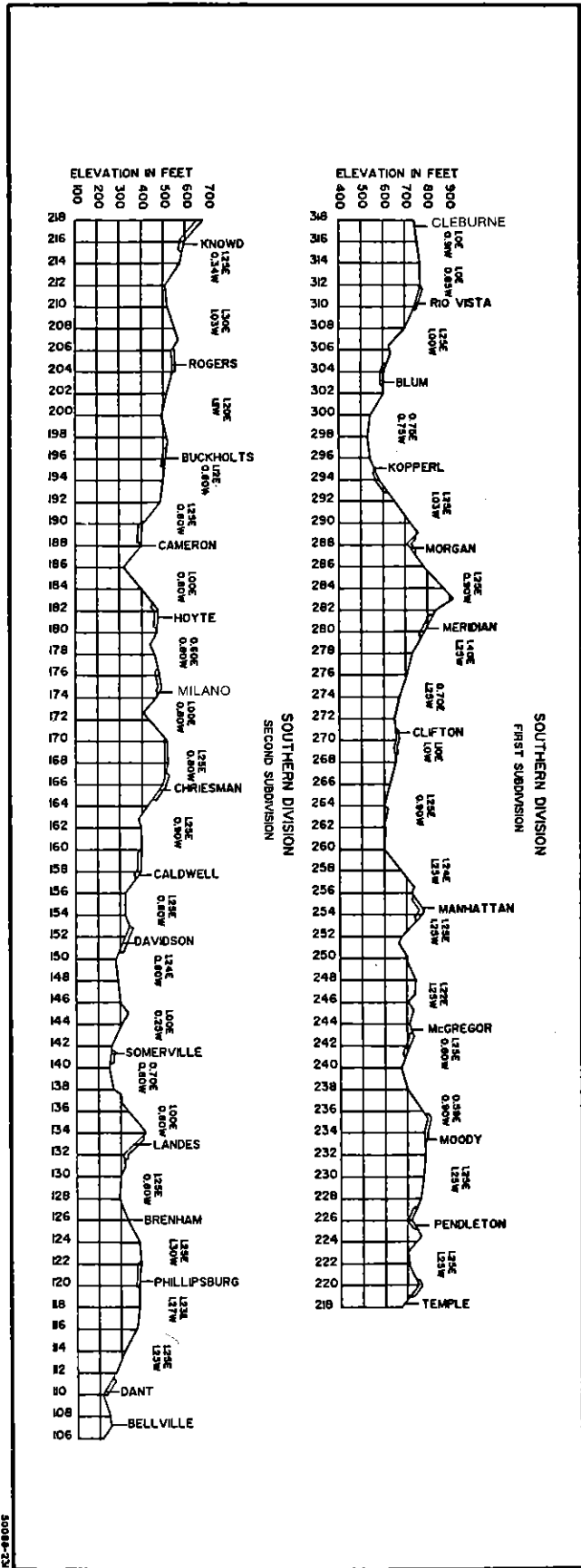
SPECIAL CAR HANDLING INSTRUCTIONS

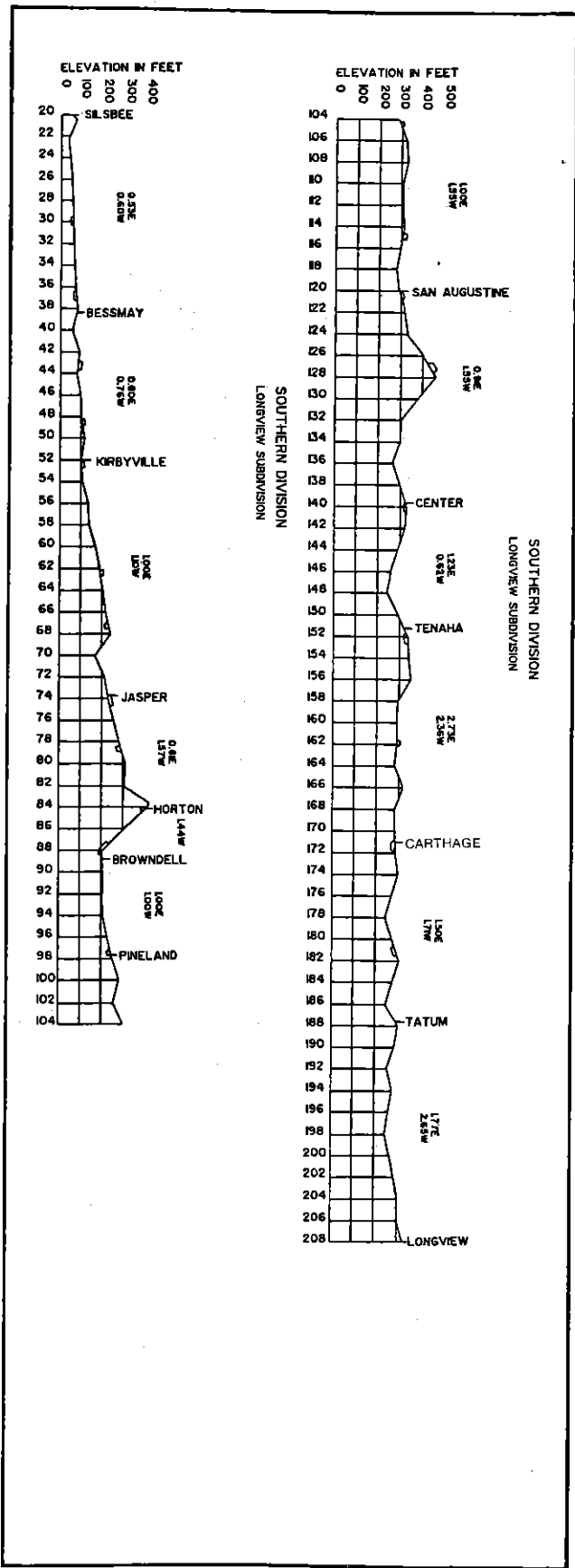
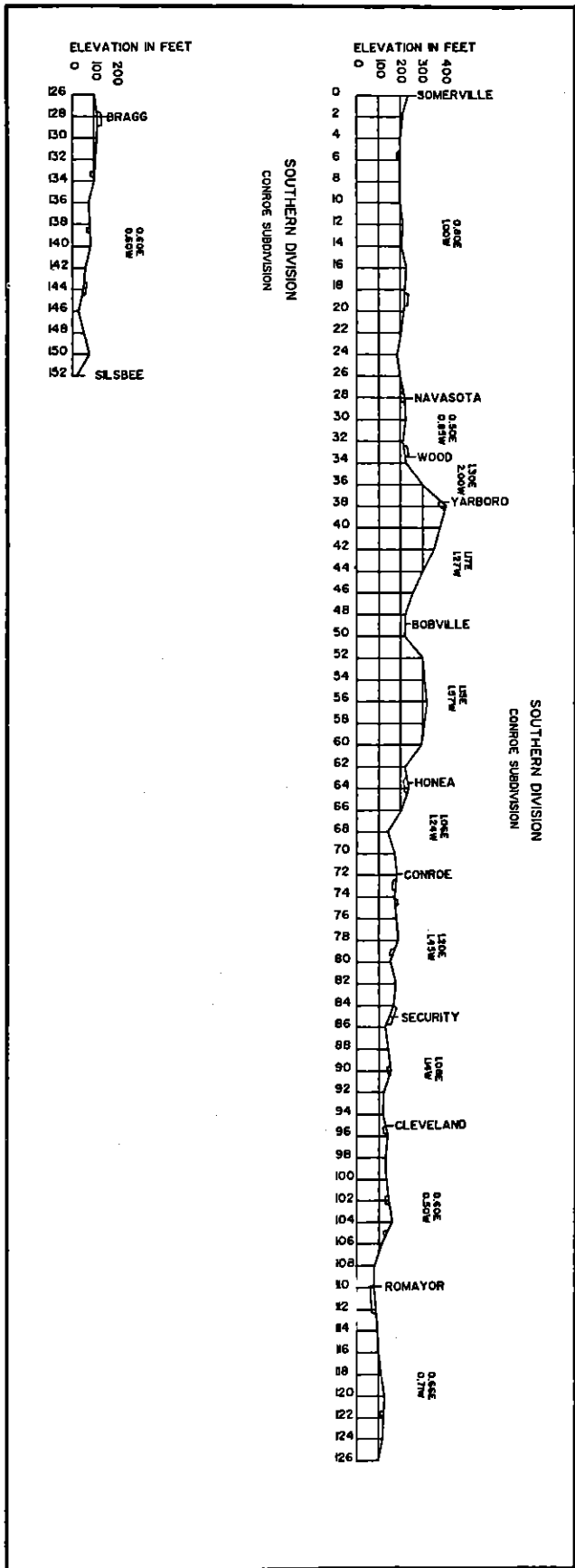
18. One or any combination of two of the following codes may be shown in the SCIII (Formerly referred to as PPSI) field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction Column of switch lists and yard inventories.

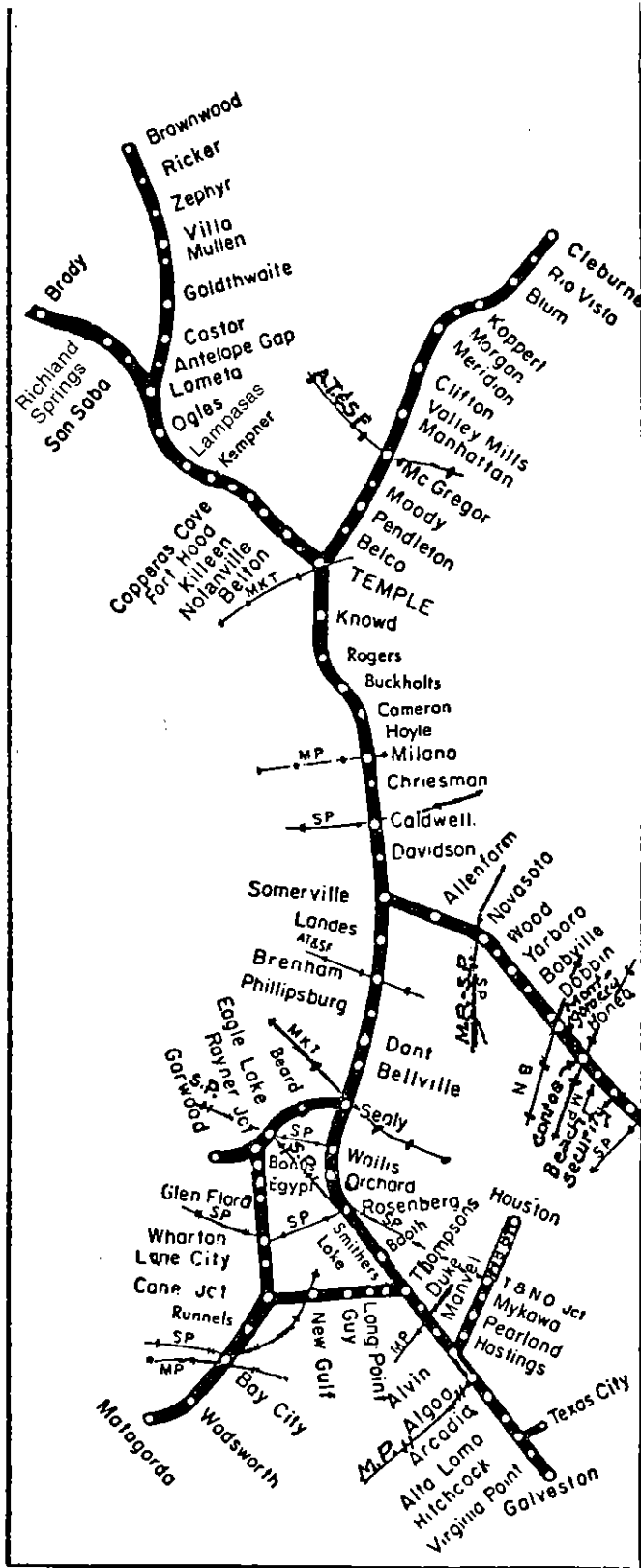
CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
BH	Bad Order
B1	Bad Order
BT	Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Cargill
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DU	Do Not Uncouple
EQ	Union Equity Elevator or Equity Export, Houston
FG	Flammable Gas (Hazardous)
FL	Flammable (Hazardous)
FS	Flammable Solid (Hazardous)
FW	Flammable Solid 'W' (Dangerous When Wet)
HE	Head End Only
HL	High Wide Load
HV	High Value
IP	Interchange Prohibited (See NOTE 1)
IPSW	Intracant Switch (Respot Car)
MRXX	Mechanical Refrigeration Maintain 'XX' Degrees
MCNR	Mechanical Car or Trailer-No Refrigeration Required
ND	Work Indicated Not Done
NG	Nonflammable Gas (Hazardous)
NIT	Car Not in Train or Not on Track
NP	No Placards Required
OM	Oxidizer (Hazardous)
OP	Organic Peroxide (Hazardous)
OR	Other Regulated Material
OTCC	Car on Track Carriers Convenience
OTNP	Car on Track Not Placed
OX	Oxygen
PA	Poison Gas (Hazardous)
PB	Poison
PE	Houston Public Elevator
PULL	Car Pulled, Time and Date
RE	Rear End Only
REJT	Car Rejected by Shipper
RM	Radio active Material
RSPT	Respot Due to Railroad Error
SPOT	Car Spotted, Time and Date
TURN	Turn car and Respot
WH	Weigh Heavy
WI	Waive Inspection - Set Direct
WL	Weigh Light
XA	Explosive 'A'
XB	Explosive 'B'
XX	Do Not Move This Car
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.*

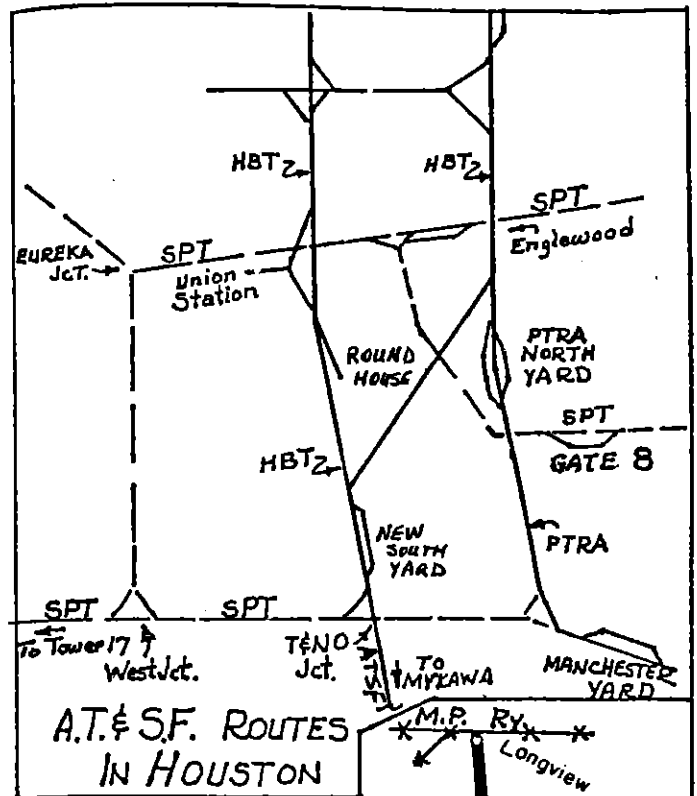
NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. *This does not relieve employees of the responsibility of reporting the proper code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







SOUTHERN DIVISION



SOUTHERN DIVISION (Cont'd.)

