

RESTRICTED SPEED

Definition

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.

RULE 455, ORAL AUTHORIZATION BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT

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.

SPEED TABLE

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100	58	62.1	40	36.0
37	97.3	59	61.0	42	35.3
38	94.7	1	60.0	44	34.6
39	92.3	1 02	58.0	46	34.0
40	90.0	1 04	56.2	48	33.3
41	87.8	1 06	54.5	50	32.7
42	85.7	1 08	52.9	52	32.1
43	83.7	1 10	51.4	54	31.6
44	81.8	1 12	50.0	56	31.0
45	80.0	1 14	48.6	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	17.1
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



SANTA FE SAFETY FIRST



The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES

SOUTHERN DIVISION

TIME TABLE No.

2

IN EFFECT

Sunday, April 27, 1986

**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,
Assistant General Manager
Amarillo, Texas**

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

10
9
8
7
6
5
4
3
2
1

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

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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
- T — Turning facility
- X — Crossover (DT)
- Y — Yard Limits
- 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".

**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*

WEST-WARD ↓		LAMPASAS SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
43400		TEMPLE	BQT	CTC	218.2
		^{0.1} A.T.&.S.F. Crossing	A		218.3
		^{1.6} GOBER	Y		219.9
43345	5480	BELTON		TWC-CABS	226.4
43335	13100	NOLANVILLE			235.7
43330	5730	KILLEEN			243.5
43325		FORT HOOD			246.3
43320	5500	COPPERAS COVE	P		254.3
43315	5960	KEMPNER			263.7
43310	6250	LAMPASAS	PTY		273.7
43305	7950	OGLES			283.3
43200	10248	LOMETA	BQY		291.7
43197	4980	ANTELOPE GAP			300.3
43194	11481	CASTOR			306.1
43190	5270	GOLDTHWAITE	P		313.3
43188	10050	MULLEN			323.6
43184	4910	VILLA			330.3
43180	9920	ZEPHYR			336.2
43105	5400	RICKER			344.4
43100		BROWNWOOD	BQT		CTC
		(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 219.9*	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. 219.9 to 225.1*	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 Headend of Train is Passing Crossings.

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 Subdiv. 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	30
	D	Both crossovers M.P. 217.9 and 218.0	20
	D	North track at Lampasas Subdiv. Connection M.P. 218.1	20
	D	Crossover M.P. 218.8 First Subdiv.	20
	D	Both ends siding	20
	D	Crossover M.P. 218.6 Lampasas Subdiv. at West Freight Jct.	10
	S	Track 48 at Lampasas Subdiv. 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 Subdiv. 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
American Wool	233.5	1,488
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
43200		LOMETA ^{24.7} BQY	O&L	0.0
43210		SAN SABA ^{14.8}		24.7
43230		RICHLAND SPRINGS ^{26.4}		39.5
43300		BRADY ^{1.6} PY		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 4:50	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Sun. Tue. Fri. PM 2:36
	43500		CLEBURNE	QBT	317.5	
	43496	11050	RIO VISTA		310.3	
	43495	11150	BLUM		303.5	
	43485	10730	KOPPERL		294.4	
	43480	6950	MORGAN		287.8	
	43475	10700	MERIDIAN		280.7	
	43470	11130	CLIFTON		270.4	
	43455	10840	MANHATTAN		255.0	
5:52	43420	10930	A.T.&S.F. Crossing McGREGOR	MT	243.4	1:26
	43415	11200	MOODY		233.5	
	43410	10050	PENDLETON		225.4	
			BELCO		221.2	
6:34 PM Arrive Mon. Wed. Sat.	43400	7580	TEMPLE	BQT	218.2	1:00 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.

(Reference Rule 350(B))

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED RESTRICTIONS—TONNAGE

- 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. 217.6 to 220.5*	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	35
	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. 316.1 to 319.0	20

*Restriction Applies Only While Headend of Train is Passing Crossings.

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 Subdiv. 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	30
	D	Both crossovers M.P. 217.9 and 218.0	20
	D	North track at Lampasas Subdiv. Connection M.P. 218.1	20
	D	Crossover M.P. 218.8 First Subdiv.	20
	D	Both ends siding	20
	D	Crossover M.P. 218.6 Lampasas Subdiv. at West Freight Jct.	10
	S	Track 48 at Lampasas Subdiv. Connection, M.P. 218.9	20
	Belco	D	Switch to Freight yard
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. 281.7	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	
6:39	43400		TEMPLE BQT	218.2	12:55	
Via M.K.T.			M-K-T Crossing M	217.4	Via M.K.T.	
			KNOWD	214.9		
	43580	11570	ROGERS	204.7		
	43584	12070	BUCKHOLTS	196.0		
	43588	11190	CAMERON	188.0		
	43590	12160	HOYTE	181.3		
	43592	10570	MILANO PA	174.4		
	43596	10970	CHRISMAN	165.8		
	43600	12054	CALDWELL P	157.8		
	44575	11320	DAVIDSON	151.3		
	44600	4980	SOMERVILLE BQT	141.4		
	44610	11480	LANDES	132.9		
	44620		BRENHAM PM	126.0		
	44630	11230	PHILLIPSBURG	120.1		
	44640	6810	DANT	110.3		
	44700		BELVILLE 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.

(Reference Rule 350(B))

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
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. 217.6 to 220.5***	25
RR Crossing,	M.P. 217.4 Interlocking	30
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.

*** Restriction Applies Only While Headend of Train is Passing Crossings.

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 control 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	30
Temple	S	East end freight yard	10
	D	Lampasas Subdiv. 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	30
	D	Both crossovers M.P. 217.9 and 218.0	20
	D	North track at Lampasas Subdiv. Connection M.P. 218.1	20
	D	Crossover M.P. 218.8 First Subdiv.	20
	D	Both ends siding	20
	D	Crossover M.P. 218.6 Lampasas Subdiv. at West Freight Jct.	10
	S	Track 48 at Lampasas Subdiv. 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. 107.6	Dragging Equip. Hot Box (Dual Purpose Locator)	Rotating white lights and radio read out
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
44700		BELLVILLE BQT		106.2
44710	10400	M-K-T Crossing AT SEALY		94.6
		S.P. Crossing A		82.2
33910	11740	WALLIS MQ		80.8
		TOWER 17 S.P. Crossing		66.2
34100	12210	ROSENBERG	CTC	65.8
34120	11450	BOOTH		55.0
34125		THOMPSONS T		50.4
34130	8790	DUKE		44.2
		M.P. Crossing A		42.9
34145	12210	MANVEL		36.0
35600		ALVIN T	CTC 2 MT ABS	28.6
35610		ALGOA T		24.4
35900	5460	TEXAS CITY JCT. T	TWC	11.0
35950		VIRGINIA POINT		6.3
		LIFT BRIDGE DQ	CTC	5.2
		ISLAND		4.1
36100		GALVESTON BQTY		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.

(Reference Rule 350(B))

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 Algoa	50 MPH
Algoa 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
Crossing,	M.P. 28.6	50
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 control 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	10
Tower 17	D	S.P. Junction	10
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

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		HOUSTON SUBDIVISION		EAST-WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
35600		ALVIN T	CTC	.0
35550	13140	HASTINGS		4.1
35500	5490	PEARLAND		10.0
35490	S 10320 N 16230	MYKAWA BQT		14.0
		S.P. Crossing T & N.O. JCT. M		19.4
35100		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.

(Reference Rule 350(B))

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

WEST-WARD ↓		GARWOOD SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
33402		RAYNER JCT.	Y		0.0
33412		9.6 GARWOOD	Y		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
Bluerooan	5.5	7,100

WEST-WARD ↓		HALL SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
34125		THOMPSONS	TY		34.0
33860		11.1 LONG POINT	Y		22.9
33850		5.1 GUY	Y		17.8
33840		11.2 NEWGULF S.P. Crossing	SY		6.6
33485		6.6 CANE JCT.	TY		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	Siding Feet	STATIONS			Mile Post
44710		SEALY	TY		0.0
33350		BEARD			10.0
		S.P. Crossing	M		17.3
		S.P. Crossing	M		17.6
33325	3760	EAGLE LAKE	Y		18.5
33402		RAYNER JCT.			19.8
33420		BONUS		TWC	28.0
33424		EGYPT			32.0
33428		GLEN FLORA			37.0
		S.P. Crossing	G		42.8
33430	3340	WHARTON			43.1
33480		LANE CITY			51.4
33485		CANE JCT.	T		55.2
33495		RUNNELLS			60.5
		S.P. Crossing	S		68.3
33600		BAY CITY	BQY		68.6
		M.P. Crossing	M		69.0
33605		SOUTH BAY CITY	Y		76.3
33690		WADSWORTH	Y		79.6
33695		MATAGORDA	Y		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	Sliding Feet	STATIONS		Mile Post	
44600		SOMERVILLE	BQTY	0.0	
44750		SCOFIELD		5.4	
44760	5650	ALLENFARM		18.3	
44770		NAVASOTA S.P. Crossing	A	28.1	
44860	4620	WOOD		33.1	
44865	2600	YARBORO		37.7	
44875		BOBVILLE		48.9	
44880		B.N. Crossing DOBBIN	A	49.9	
44885		MONTGOMERY		55.6	
44895	7910	HONEA		63.8	
44900	5600	CONROE M.P. Crossing	ABQY	72.2	
44910		BEACH		74.6	
44950		WAUKEGAN		79.1	
44970	9650	SECURITY		85.0	
44980		FOSTORIA		89.6	
44990	3850	S.P. Crossing CLEVELAND	AP	94.9	
45415		RAYBURN		105.5	
45425	8540	ROMAYOR		111.0	
45435		FUQUA		117.7	
45440		VOTAW		121.5	
45445	7650	BRAGG		128.1	
45450		LELAVALE		133.4	
45460		DIES		138.3	
45465	5540	S.P. Crossing KOUNTZE	9	143.8	
45700		SILSBEE	BQTY	152.2	
		(152.2)			

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.

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

LONGVIEW SUBDIVISION

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.

WEST- WARD	↓	LONGVIEW SUBDIVISION	↑	EAST- WARD
Station Numbers	Siding Feet	STATIONS		Mile Post
46500		LONGVIEW BQTY		207.6
46450		EASTON		195.4
46445		TATUM		187.8
46435	2760	BECKVILLE		181.4
46430	4010	CARTHAGE Y		171.7
46420		GARY		161.7
46190	2550	S.P. Crossing TENAHA AY		151.6
46100	2040	CENTER T		139.8
45920	3200	CALGARY		127.0
45900	2490	SAN AUGUSTINE BQY		120.4
45880	2330	VENABLE		114.9
45860		BRONSON	TWC	104.7
45840	2080	PINELAND		97.5
45830	5970	BROWDELL		87.4
45820	2080	HORTON		84.2
45810		COLLINS		78.7
45800	4140	JASPER PTY		73.6
45790		KEITHTON		67.1
45780		ROGANVILLE		62.4
		J&E JCT.		53.0
45740	1950	KIRBYVILLE		52.4
45735	2760	CALL		48.0
45730	3080	LE VERTE		43.2
45725	2640	BESSMAY Y		37.4
45720		BUNA		36.1
45715	3110	QUINN Y		30.1
45705		EVADALE Y		27.7
45700		SILSBEE BQTY		21.0
		(186.6)		

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, M.P. 21.0 to 22.2
 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

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 ↓	SILS BEE SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
45700		SILSBEE BQTY	21.0
37185		LUMBERTON	14.1
		LOEB JCT.	10.3
37190		VOTH	8.5
37200		BEAUMONT BQTY	1.7
		S.P. Crossing M	0.7
		M.P. Crossing M S.P. Crossing	76.4
37212		BROOKS Y	70.9
37228		MOREY Y	59.4
37232		HAMSHIRE Y	57.1
37236		WINNIE Y	51.8
37240		STOWELL Y	49.7
		END OF TRACK Y	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
1 Curve,	M.P. 9.5 to 10.3	45
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
Cheek	68.0	1,300
Gulfco	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
46785		OAKDALE PTY	OAKL	80.4
46775	2140	ELIZABETH		72.0
46770	2650	PITKIN		62.3
46755	2630	MARKEE		50.4
46745	2230	DeRIDDER PGY K. C. S. Crossing		38.4
46735	2130	SHEAR		33.5
46730	2440	BOISE SOUTHERN Q		32.5
46725	2610	NEALE		27.5
46720	2540	MERRYVILLE		22.1
46715	1850	BONWIER		15.7
46710	1500	FAWIL	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.

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 168. 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 _____ H.

7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____

8. 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 _____ H _____ 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.

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 1215-1245#, 1453#, 1460#, Slug Units 120-121	90*	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

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.
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 450 WITHIN _____

FOLLOWING LIMITS:

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

LINE NO.	LINE NO.	LIMITS	FROM	UNTIL	TRACK(S)	FOREMAN	STOP
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

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.	and Jordan Spreaders 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 and wide or shifted loads will also actuate track side indicators at locations so equipped.

ALL SUBDIVISIONS

9. Rule 109(C) 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. Counters will indicate accumulated axle count between defective car and rear of train.

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

To locate defect indicated by a hotbox detector, crew must actually count axles. When making inspection, give particular attention to head of journals and hub of wheels. If the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered overheated. Warning, caution and good judgment should be exercised as defective components can become extremely hot and could cause personal injury. Observe for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearing.

After each inspection use yellow crayon marker to write the date and letter B above a roller bearing journal, the date and the letter J above a friction bearing journal or the date and letter W on wheel.

If an overheated condition is found, the car or unit must be set out. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found, make close inspection of three cars or units on either side of such indicated equipment; then, if nothing is found wrong (or entire train has been inspected), train may proceed at prescribed speed but must stop after 30 miles for an identical inspection unless train was 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.

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 hotbox detector making sure to call attention to trains that they have actuated hotbox 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.

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 Alcoa 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.

ALL SUBDIVISIONS

10. JOINT TRACK FACILITIES. Rule N. (Continued)

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 6:44 PM Monday, Wednesday and Saturday and No. 22 scheduled to depart Little River at 12:32 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.

15. When helper engine is placed behind a caboose, 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	EWD	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

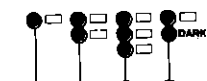
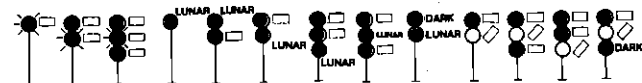
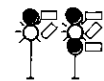
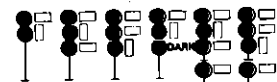
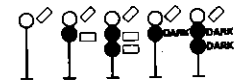
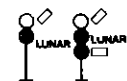
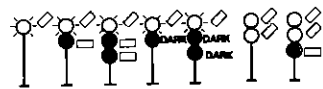
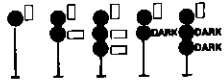
* Amtrack passenger units.

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 UTLX tank cars numbered: 40 MPH
UTLX 75933 through 75936, 75939
UTLX 76250 through 76275
UTLX 76500 through 76751 (Except 76548 and 76729)
UTLX 78256 through 78293, 78313
UTLX 78326 through 78353
 - (D) Trains handling Southern Pacific gondolas
numbered SP-345000 thru 345699 45 MPH
 - (E) 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
 - (F) Trains handling ACFX tank cars numbered: 45 MPH
ACFX 17451 thru 17495
 - (G) Trains handling NATX tank cars numbered: 45 MPH
NATX 10841 thru 10865, loaded or empty
 - (H) Trains handling PC or CR gondolas numbered: . . . 45 MPH
PC 598500 thru 598999
CR 598500 thru 598999
 - (I) 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
WECX 101, 102, 200-203, 301
All cars listed in (I) 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.
 - (J) Trains handling LOADED "Schnabel" type cars listed in
(I), also CBEX 800 LOADED & EMPTY, must be governed
by special instructions issued for each individual movement.

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**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

18. 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 12 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) 771-0495. 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.

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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.

	X	X	X	X	X	
Engine, occupied caboose or passenger car	X	X	X	X	X	
Car occupied by guard or escort	X (1)	X (1)		X (1)		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X (2)	X (2)		X (2)		
Loaded TOFC/COFC flat car	X	X (3)		X (4)		
Flat Car loaded with vehicles	X	X		X (5)		
Open top car with shiftable load	X (2)	X (2)		X (2)		
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			

MUST NOT BE NEXT TO:

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

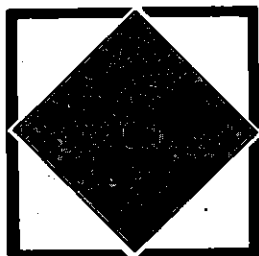
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

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

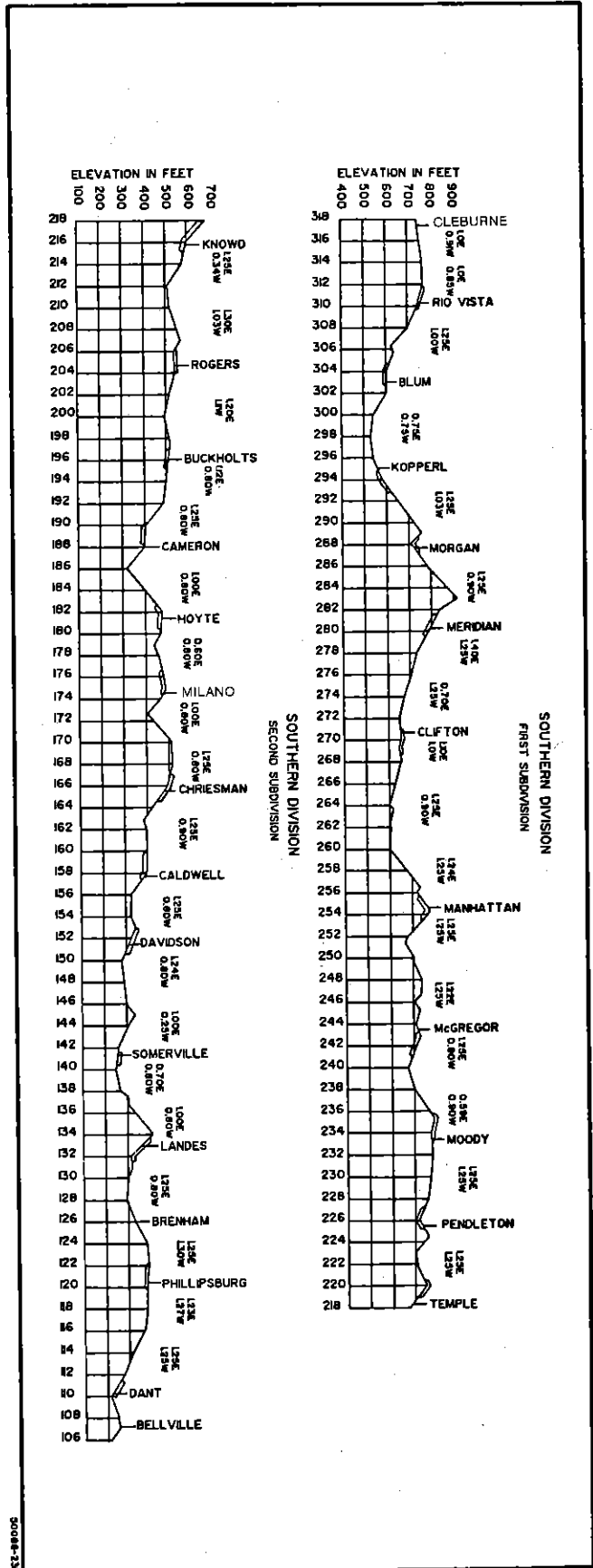
SPECIAL CAR HANDLING INSTRUCTIONS

19. 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.

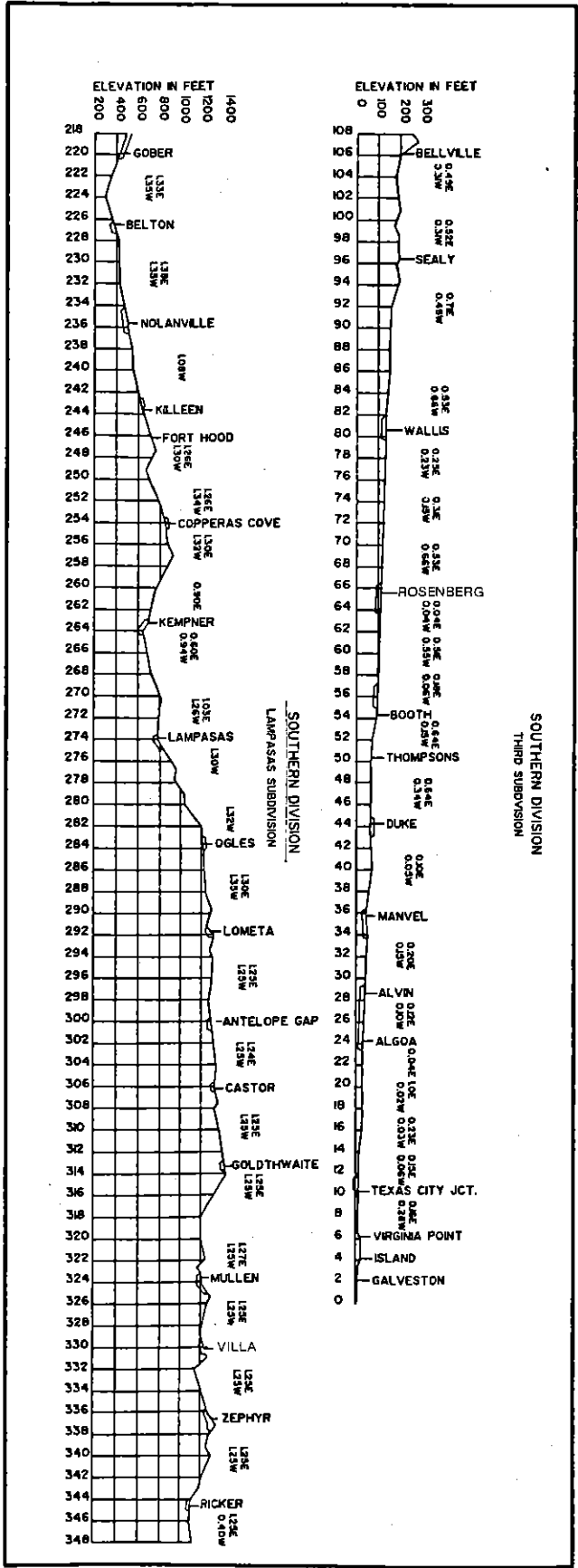
CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
BH	Bad Order
B1	Bad Order
BT	Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Cargill
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DU	Do Not 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	Intraplant 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.

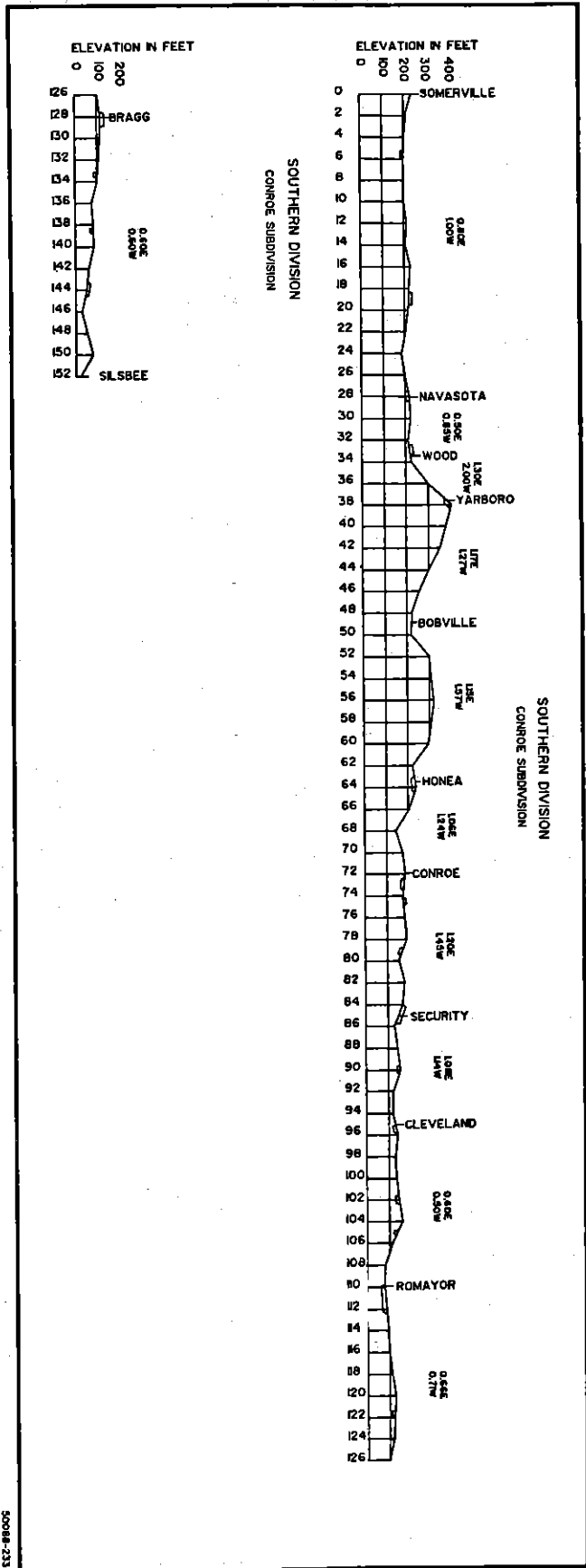
NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. This does not relieve employees of the responsibility of reporting the proper code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



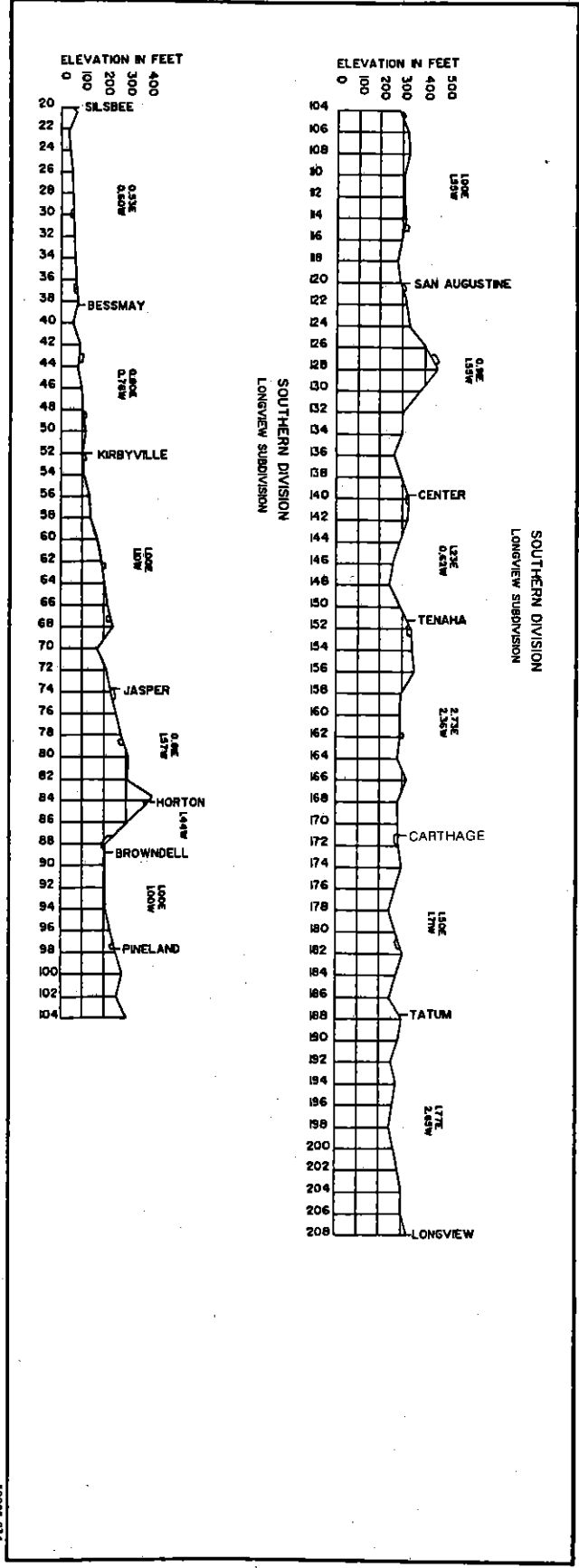
KL-8000



SOOR-232



5008-233



5008-234

