

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 | 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 |



SANTA FE

SAFETY FIRST



The
Atchison, Topeka and
Santa Fe
Railway Co.

EASTERN LINES

SOUTHERN DIVISION

TIMETABLE No.

4

IN EFFECT

Sunday, April 5, 1987

At 12:01 A.M.
Central Time

This Timetable is for the exclusive use
and guidance of employes.

R. L. BANION
General Manager
Topeka, Kansas

D. E. MADER C. L. HOLMAN V. G. NAIL
Assistant General Managers, Topeka, Kansas

R. A. HOLDAWAY
Superintendent
Temple, Texas



SANTA FE SAFETY FIRST



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

TRAINMASTERS

M. H. LYNE Temple, TX.
L. W. DILLMAN Houston, TX.

TRAINMASTER—ROAD FOREMAN OF ENGINES

C. W. LEE Silsbee, TX.

ASSISTANT TRAINMASTERS

H. D. IRISH Pearland, TX.
T. W. JONES Pearland, TX.
L. S. SIMS Pearland, TX.
R. J. SHERMAN Longview, TX.
H. D. PEARSON Galveston, TX.
V. L. KENNEDY Temple, TX.
P. A. BARLOW Temple, TX.
C. E. JETER Temple, TX.

RULES INSTRUCTOR

R. N. WADE Temple, TX.

SUPERVISOR OF AIR BRAKES — GENERAL ROAD FOREMAN OF ENGINES

J. M. QUILTY Topeka, KS.

ROAD FOREMEN OF ENGINES

R. A. ATKINS Houston, TX.
C. M. COLE Temple, TX.

SAFETY SUPERVISORS

T. D. BECK Temple, TX.
T. L. BRISCOE Silsbee, TX.

CHIEF DISPATCHER

H. L. LOVELADY Temple, TX.

ASSISTANT CHIEF DISPATCHERS

L. E. MOORE Temple, TX.
J. S. KIRK Temple, TX.

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(D).

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

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SPECIAL INSTRUCTIONS

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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".

| WEST- WARD ↓ | | LAMPASAS SUBDIVISION | | ↑ EAST- WARD | |
|--------------------|----------------|-------------------------|-----|-----------------|--------------|
| Station Numbers | Siding Feet | STATIONS | | | Mile Post |
| 43400 | | TEMPLE | BQT | CTC | 218.2 |
| | | A.T.&S.F. Crossing | A | | 218.3 |
| | | GOBER | Y | | 219.9 |
| 43345 | 5480 | BELTON | | TWC-ABS | 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 | PT | | 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 | 8100 | 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. 347.7 and M.P. 349.4.

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

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

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

(2) 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.

(3) 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 Pgr. 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 |
| | D | Both ends siding | 30 |

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. 231.6 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |
| 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 light 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 | 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 4:26 | Station Numbers | Siding Feet | STATIONS | Mile Post | Arrive Sun. Tue. Fri. PM 1:56 |
| | 43500 | | CLEBURNE QBT | 317.5 | |
| | 43496 | 11050 | RIO VISTA 7.2 | 310.3 | |
| | 43495 | 11150 | BLUM 6.8 | 303.5 | |
| | 43485 | 10730 | KOPPERL 9.1 | 294.4 | |
| | 43480 | 6950 | MORGAN 6.6 | 287.8 | |
| | 43475 | 10700 | MERIDIAN 7.1 | 280.7 | |
| | 43470 | 11130 | CLIFTON 10.3 | 270.4 | |
| | 43455 | 10840 | MANHATTAN 15.4 | 255.0 | |
| 5:31 | 43420 | 10930 | A.T.&S.F. Crossing MT McGREGOR 11.6 | 243.4 | 12:46 |
| | 43415 | 11200 | MOODY 9.9 | 233.5 | |
| | 43410 | 10050 | PENDLETON 8.1 | 225.4 | |
| | | | BELCO 4.2 | 221.2 | |
| 6:15 PM | 43400 | 7580 | TEMPLE BQT | 218.2 | 12:20 PM |
| Arrive Mon. Wed. Sat. | | | (99.3) | | Leave Sun. Tue. Fri. |

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

- (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. 217.6 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 | West crossover M.P. 319.82 | 30 |
| | D | East crossover M.P. 319.89 | 30 |
| | D | East end tail track M.P. 321.4 | 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 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |
| M.P. 281.7 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |

| WEST-WARD ↓ | | SECOND SUBDIVISION | | | | ↑ EAST-WARD | |
|------------------------------|-----------------|--------------------|----------------|-----|-----------|--------------------------------|-------------|
| First Class | | | | | | | First Class |
| 21 | | | | | | | 22 |
| Leave Mon. Wed. Sat. PM 6:20 | Station Numbers | Siding Feet | STATIONS | | Mile Post | Arrive Sun. Tue. Fri. PM 12:15 | |
| | 43400 | | TEMPLE | BQT | 218.2 | | |
| 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 | CHRIESMAN | | 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 | | 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.

(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 | 30 |
| | | Nos. 1, 2, 3, 5 and 6 | |
| 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 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |
| M.P. 129.0 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |
| M.P. 161.3 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |
| 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 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |
| 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.) and radio readout |

* Location of locator

| WEST-WARD | | THIRD SUBDIVISION | | EAST-WARD |
|-----------------|-------------|---|-------------|-----------|
| Station Numbers | Siding Feet | STATIONS | | Mile Post |
| 44700 | | BELLVILLE BQT | | 106.2 |
| | | -11.6- | | |
| 44710 | 10400 | M-K-T Crossing SEALY AT | | 94.6 |
| | | -12.4- | | |
| | | S.P. Crossing M | | 82.2 |
| | | -1.4- | | |
| 33910 | 11740 | WALLIS | | 80.8 |
| | | -14.6- | | |
| | | TOWER 17 S.P. Crossing MQ | | 66.2 |
| | | -0.4- | | |
| 34100 | 12210 | ROSENBERG | CTC | 65.8 |
| 34120 | 11450 | BOOTH | | 55.0 |
| | | -10.8- | | |
| 34125 | | THOMPSONS T | | 50.4 |
| | | -4.6- | | |
| 34130 | 8790 | DUKE | | 44.2 |
| | | -6.2- | | |
| | | M.P. Crossing A | | 42.9 |
| | | -1.3- | | |
| 34145 | 12210 | MANVEL | | 36.0 |
| | | -6.9- | | |
| 35600 | | ALVIN T | CTC 2 MT | 28.6 |
| 35610 | | ALGOA T | | 24.4 |
| | | -4.2- | | |
| 35900 | 5460 | TEXAS CITY JCT. T | TWC ABS | 11.0 |
| 35950 | | VIRGINIA POINT | | 6.3 |
| | | -1.1- | | |
| | | LIFT BRIDGE DQ | CTC | 5.2 |
| | | -1.1- | | |
| | | ISLAND | | 4.1 |
| | | -1.9- | | |
| 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 |
| Track, | West leg of wye Alvin | 25 |
| Track, | East end of wye Alvin | 10 |
| 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 Interlocking | 50 |
| Crossings, | M.P. 93.2 to 94.6*** | 35 |
| RR Crossing, | M.P. 94.6 Auto. Interlocking* | 50 |
| 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.

*** Restriction applies only while headend of train is passing crossings.

(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 |
| Wallis | D | S.P. Connection | 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. 39.7 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |
| M.P. 77.3 | Hot Box and Dragging Equip. Detector | Rotating white light and radio readout |

| WEST-WARD ↓ | | HOUSTON SUBDIVISION | | ↑ EAST-WARD | |
|-----------------|--------------------|--------------------------------|-----|-------------|--|
| Station Numbers | Siding Feet | STATIONS | | Mile Post | |
| 35600 | | ALVIN | T | .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.
 - M.P. 9.4, McCoy Building Center
- (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 |

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 ↓ | | GARWOOD SUBDIVISION | | ↑ EAST- WARD | |
|--------------------|-----------------|------------------------|---|-----------------|--------------|
| Station Numbers | Sliding Feet | STATIONS | | | Mile Post |
| 33402 | | RAYNER JCT. | Y | | 0.0 |
| 33412 | | 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 |
| Bluroan | 5.5 | 7,100 |

| WEST- WARD ↓ | | HALL SUBDIVISION | | ↑ EAST- WARD | |
|--------------------|-----------------|--------------------------|----|-----------------|--------------|
| Station Numbers | Sliding Feet | STATIONS | | | Mile Post |
| 34125 | | THOMPSONS | TY | | 34.0 |
| 33860 | | LONG POINT | Y | | 22.9 |
| 33850 | | GUY | Y | | 17.8 |
| 33840 | | NEWGULF S.P. Crossing | SY | | 6.6 |
| 33485 | | 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 |
| | | 10.0 | | | |
| 33350 | | BEARD | | | 10.0 |
| | | 7.3 | | | |
| | | S.P. Crossing | M | | 17.3 |
| | | 0.3 | | | |
| | | S.P. Crossing | M | | 17.6 |
| | | 0.9 | | | |
| 33325 | 3760 | EAGLE LAKE | Y | | 18.5 |
| | | 1.3 | | | |
| 33402 | | RAYNER JCT. | | | 19.8 |
| | | 8.2 | | | |
| 33420 | | BONUS | | TWC | 28.0 |
| | | 4.0 | | | |
| 33424 | | EGYPT | | | 32.0 |
| | | 5.0 | | | |
| 33428 | | GLEN FLORA | | | 37.0 |
| | | 5.8 | | | |
| | | S.P. Crossing | g | | 42.8 |
| | | 0.3 | | | |
| 33430 | 3340 | WHARTON | | | 43.1 |
| | | 8.3 | | | |
| 33480 | | LANE CITY | | | 51.4 |
| | | 3.8 | | | |
| 33485 | | CANE JCT. | T | | 55.2 |
| | | 5.3 | | | |
| 33495 | | RUNNELLS | | | 60.5 |
| | | 7.8 | | | |
| | | S.P. Crossing | S | | 68.3 |
| | | 6.3 | | | |
| 33600 | | BAY CITY | BQY | | 68.6 |
| | | 0.4 | | | |
| | | M.P. Crossing | M | | 69.0 |
| | | 7.3 | | | |
| 33605 | | SOUTH BAY CITY | Y | | 76.3 |
| | | 3.3 | | | |
| 33690 | | WADSWORTH | Y | | 79.6 |
| | | 10.4 | | | |
| 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 timetable 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 | |
| 44600 | | SOMERVILLE | BQTY | 0.0 | |
| 44750 | | 5.4 SCOFIELD | | 5.4 | |
| 44760 | 5650 | 12.9 ALLENFARM | | 18.3 | |
| 44770 | | 3.8 NAVASOTA | A | 28.1 | |
| 44860 | 4620 | 5.0 S.P. Crossing | | 33.1 | |
| 44865 | 2600 | 4.6 WOOD | | 37.7 | |
| 44875 | | 11.2 YARBORO | | 48.9 | |
| 44880 | | 1.0 BOBVILLE | | 49.9 | |
| 44885 | | 5.7 B.N. Crossing | A | 55.6 | |
| 44895 | 7910 | 8.2 DOBBIN | | 63.8 | |
| 44900 | 5600 | 8.4 HONEA | | 72.2 | |
| 44910 | | 2.4 CONROE | ABQY | 74.6 | |
| 44950 | | 4.6 M.P. Crossing | | 79.1 | |
| 44970 | 9650 | 5.9 BEACH | | 85.0 | |
| 44980 | | 4.6 WAUKEGAN | | 89.6 | |
| 44990 | 3850 | 5.3 SECURITY | | 94.9 | |
| 45415 | | 10.6 FOSTORIA | AP | 105.5 | |
| 45425 | 8540 | 5.5 S.P. Crossing | | 111.0 | |
| 45435 | | 6.7 CLEVELAND | | 117.7 | |
| 45440 | | 3.8 RAYBURN | | 121.5 | |
| 45445 | 7650 | 6.6 ROMAYOR | | 128.1 | |
| 45450 | | 5.3 FUQUA | | 133.4 | |
| 45460 | | 4.9 VOTAW | | 138.3 | |
| 45465 | 5540 | 5.0 BRAGG | | 143.8 | |
| 45700 | | 8.9 LELAVALE | | 152.2 | |
| | | | | | |
| | | (152.2) | | | |

D.M.L.

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 timetable 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. 71.3 to 73.9** | 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 |

* 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.

** Restriction applies only while headend of train is passing crossings.

(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 |

| WEST-WARD ↓ | | LONGVIEW SUBDIVISION | | ↑ EAST-WARD | |
|-----------------|--------------|----------------------|------|-------------|-----------|
| Station Numbers | Sliding Feet | STATIONS | | | Mile Post |
| 46500 | | LONGVIEW | BQTY | | 207.6 |
| 46450 | | EASTON | | | 195.4 |
| 46445 | | TATUM | | | 187.8 |
| 46435 | | 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 | | CALGARY | | | 127.0 |
| 45900 | 2490 | SAN AUGUSTINE | BQY | | 120.4 |
| 45880 | | VENABLE | | | 114.9 |
| 45860 | | BRONSON | | | 104.7 |
| 45840 | 2080 | PINELAND | | | 97.5 |
| 45830 | 5970 | BROWDELL | | | 87.4 |
| 45820 | | 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 | | CALL | | | 48.0 |
| 45730 | | LE VERTE | | | 43.2 |
| 45725 | 2640 | BESSMAY | Y | | 37.4 |
| 45720 | | BUNA | | | 36.1 |
| 45715 | 3110 | QUINN | | | 30.1 |
| 45705 | | EVADALE | | | 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. 36.6 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

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 |
| 45700 | | SILSBEE BQTY | | 21.0 |
| 37185 | | LUMBERTON | | 14.1 |
| | | LOEB JCT. | OVL | 10.3 |
| 37190 | | VOTH | | 8.5 |
| 37200 | | BEAUMONT BQTY | | 1.7 |
| | | S.P. Crossing M | | 0.7 |
| | | M.P. Crossing S.P. Crossing M | | 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. 56.3 20 MPH

M.P. 56.3 and M.P. 49.0 10 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 |
| Goodyear | 66.8 | 3,000 |
| Cheek | 68.0 | 1,300 |
| Gulco | 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 |
| | | END OF TRACK | | | 39.36 |
| 46745 | 2230 | DeRIDDER | PGY | OML | 38.4 |
| | | K. C. S. Crossing | | | |
| 46735 | 2130 | SHEAR | | | 33.5 |
| | | BOISE SOUTHERN | | | |
| 46730 | 2440 | NEALE | | | 32.5 |
| | | MERRYVILLE | | | |
| 46725 | 2610 | BONWIER | | | 27.5 |
| | | FAWIL | | | |
| 46720 | 2540 | J&E JCT. | | | 22.1 |
| | | | | | |
| 46715 | 1850 | | | 15.7 | |
| | | | | | |
| 46710 | 1500 | | | 12.2 | |
| | | | | | |
| | | (39.36) | | | 0.0 |

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

YARD LIMITS (Rule 93):

DeRidder, M.P. 37.4 to 39.36

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Oakdale Subdivision 30 MPH

Boise Southern Industrial Spur 10 MPH

(C) SPEED RESTRICTIONS—VARIOUS

| | Location | MPH |
|--------------|-------------------------|-----|
| Curve, | M.P. 0.5 to 0.7 | 10 |
| RR Crossing, | M.P. 38.4 Gate, Rule 98 | |

(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 |

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 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flag and green flag will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train, condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph, page 30, amended to read: Testing does not include visual observations made by an employe positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph, page 32, amended to read: On a main track—a blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals, the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

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.

ALL SUBDIVISIONS

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 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: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on page 168 and preprinted pads of this form will be in the format as shown. The form for mechanical transmission is changed, with items 5 and 14 omitted, 16 revised, 18 and 19 added.

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.

Rule 450 is supplemented by adding: Forms for track bulletins Forms A and B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in line 11 of Form A is insufficient.

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

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 employes in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employes whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 926. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

ALL SUBDIVISIONS

Air Brake Rules 901 through 926 will supersede any rule in Form 2501 Standard, Air Brake and Train Handling Rules with which they conflict.

Air Brake Rules 907, 912, 914, 923 amended and 926 new rule added as follows:

Rule 907 first paragraph, add as last sentence: With an operative End-of-Train Device, except when performing initial terminal air brake inspection and test, brake pipe pressure displayed on control head console of the engine may be used to determine brake pipe pressure at the rear of train.

Rule 912 second paragraph, amend to read as follows: (2) Determine that brakes on rear car of train apply and release. As indicated by an operative end of train device, at least a 5 psi reduction in brake pipe pressure when brakes are applied and at least a 5 psi increase in brake pipe pressure when brakes are released may be used in lieu of observing that brakes on rear car of train apply and release.

Rule 914 first paragraph, amend Item 2 to read as follows: (2) It must be determined the brakes on each of the cars added, and on rear car of train, apply and release. An operative End-of-Train Device may be used as prescribed by Rule 912 to determine that brakes on rear car of train apply and release.

Rule 923 third paragraph, amend last sentence to read: RCE may be energized and operating, with feed valve cut out.

Rule 926 add new rule to read as follows: At points where End-of-Train Device is installed, it must be tested as follows:

- (1) Upon installation of End-of-Train Device, the permanent unique identification code of the End-of-Train Device must be entered into the control head console of the engine.
- (2) After air brake system has been charged as prescribed by Rule 907, a person at rear of train must ascertain the brake pipe pressure displayed on the control head console of the engine and compare with the pressure displayed on End-of-Train Device. The End-of-Train Device must not be used if the difference between the two pressure readings exceed 3 psi.

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 |

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 and Jordan Spreaders M.P.H. | Locomotive Cranes AT-199600 AT-199720 Other Machines 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 Detectors:

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.

9. Rule 109(C) TRACK SIDE WARNING DETECTORS (Cont.)

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

INSTRUCTIONS APPLICABLE TO ALL TYPES:

To locate defects indicated by a detector, crew must count axles. If defect(s) is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.

If an overheated journal is found, the car or unit must be set out. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

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

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must be set out. Exception: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.

When making inspection for hotbox, give particular attention to heat of journals and hub of wheels: observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.

When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, 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.**

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, or the date and letter "W" above each wheel indicated, found to be defective, or overheated.

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 operative.

When a train is stopped by detector, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

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.

INSTRUCTIONS APPLICABLE TO RADIO (Readout) TYPE:

After train passes the detector:

- A. If no defects were noted, a message stating "No Defects" will be transmitted via radio and train may proceed at prescribed speed.
- B. If no radio message is transmitted, or if no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "System Failure" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone should an alarm occur during passage of the train.

- A. If such message or tone is not received, train may proceed at prescribed speed.
- B. If such message or tone is received, train must be governed as follows:

ALL SUBDIVISIONS

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

If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.

If defects are noted as train passes the detector, a rotating white light will become illuminated, and:

- A. A message stating "You Have A Defect" will be transmitted via radio; or
- B. An audible tone will be transmitted via radio. The tone will be (A) a fast beep if on North Track, (B) a slow beep if on Middle or South Track or (C) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from head-end of train, and references to "Left" or "Right" side are to the engineer's left or right side in the direction of travel.

If a train received 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or 1 wide load alarm, remainder of train must be inspected for additional defects.

* Defective car alarm indicates more than three defects on a particular car. Inspection must be made on all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (Readout) TYPES:

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 exceed 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective car and rear of train. If counters fail to show location of defective equipment, and if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

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

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 tracks between T&NO Jct. and Alcoa governed by M.P. timetable.

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 timetable and Special Instructions.

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

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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 6:25 PM Monday, Wednesday and Saturday and No. 22 scheduled to depart Little River at 11:52 AM on Sunday, Tuesday and Friday.

11. Rule 104(L): All sidings on 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 | 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 |

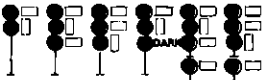
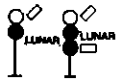
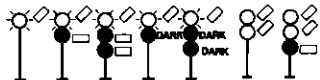
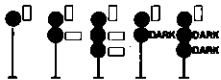
* Amtrak passenger units.

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 ACFX tank cars numbered: 45 MPH
ACFX 17451 thru 17495
Trains handling NATX tank cars numbered:
NATX 10841 thru 10865, loaded or empty
- (D) Trains handling PC, CR or SP gondolas
numbered: 45 MPH
PC 598500 thru 598999
CR 598500 thru 598999
SP 345000 thru 345699
- (E) Trains handling ATSF tank and work equipment
cars numbered: 45 MPH
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 the following tank cars
numbered: 40 MPH
DVLX 4001 thru 4190
UTLX 76517
UTLX 76539
UTLX 76556, 76558
UTLX 76568
UTLX 76595
UTLX 76649
UTLX 76656
UTLX 76696
UTLX 76733
UTLX 76736 thru 76738
UTLX 76742 thru 76751 (Except 76746 and 76749)
UTLX 78272
UTLX 78274
UTLX 78278
UTLX 78281
UTLX 78285 thru 78293 (Except 78286)
UTLX 78326 thru 78333 (Except 78327)
UTLX 78336 thru 78344 (Except 78341 and 78342)
UTLX 78347 thru 78350 (Except 78349)
UTLX 78353
- (G) 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 (G) 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.
- (H) Trains handling LOADED "Schnabel" type cars listed in
(G), also CBEX 800 LOADED & EMPTY, must be governed
by special instructions issued for each individual movement.
- (I) Trains handling military train
between Lometa and Brownwood 40 MPH
- (J) Trains handling KCS gondolas in
series 801011 thru 802930..... 45 MPH

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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.

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 | | | | | |
| Engine, occupied caboose or passenger car | X | X | | X | | |
| Car occupied by guard or escort | X (1) | X | X | X | X | |
| Loaded plain flat car | X | X (1) | | X (1) | | |
| Loaded bulkhead flat car | X (2) | X | | X | | |
| Loaded TOFC/COFC flat car | X | X (2) | | X (2) | | |
| Flat Car loaded with vehicles | X | X (3) | | X (4) | | |
| Open top car with shiftable load | X (2) | X | | X (5) | | |
| Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern | X | X (2) | | X (2) | | |
| Car placarded EXPLOSIVES A | X | X | | X | | |
| Car placarded POISON GAS | | | X | X | | X |
| Car placarded RADIOACTIVE | X | X | X | X | | X |
| Any loaded placarded car (other than COMBUSTIBLE or same placard) | X | X | X | X | | X |

(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.

| 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: |
|------------------------|------------------------|------------------------|--|---|--|------------------------|
| | | | | RESIDUE*: Corrosive Poison Chlorine Organic Peroxide Oxidizer Oxygen Flammable Flammable Solid Flammable Solid Non Flammable Gas Flammable Gas Poison Gas | | |

NO RESTRICTIONS

(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.

* Examples of Residue Placards are shown on following page.

SWITCHING RESTRICTIONS

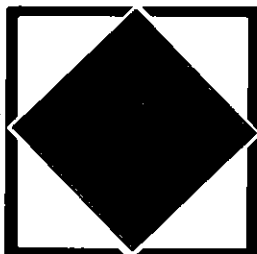
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

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



Examples of Residue Placards

ALL SUBDIVISIONS

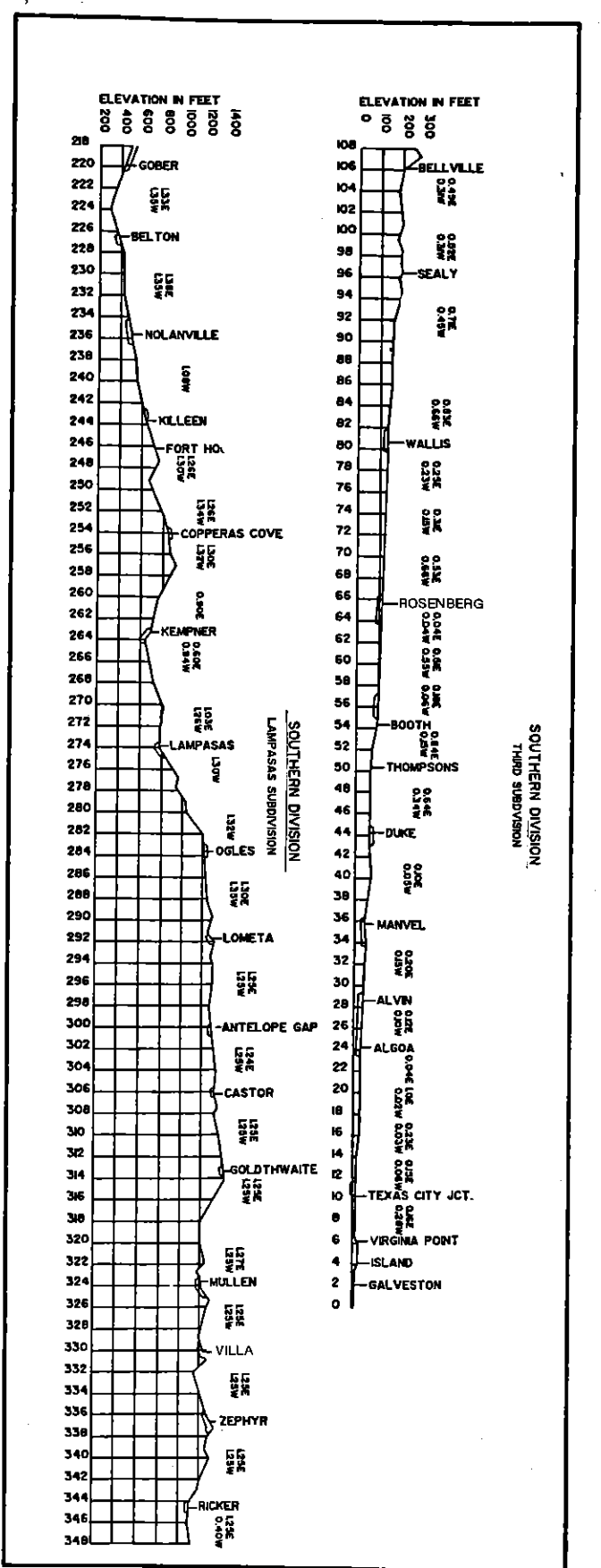
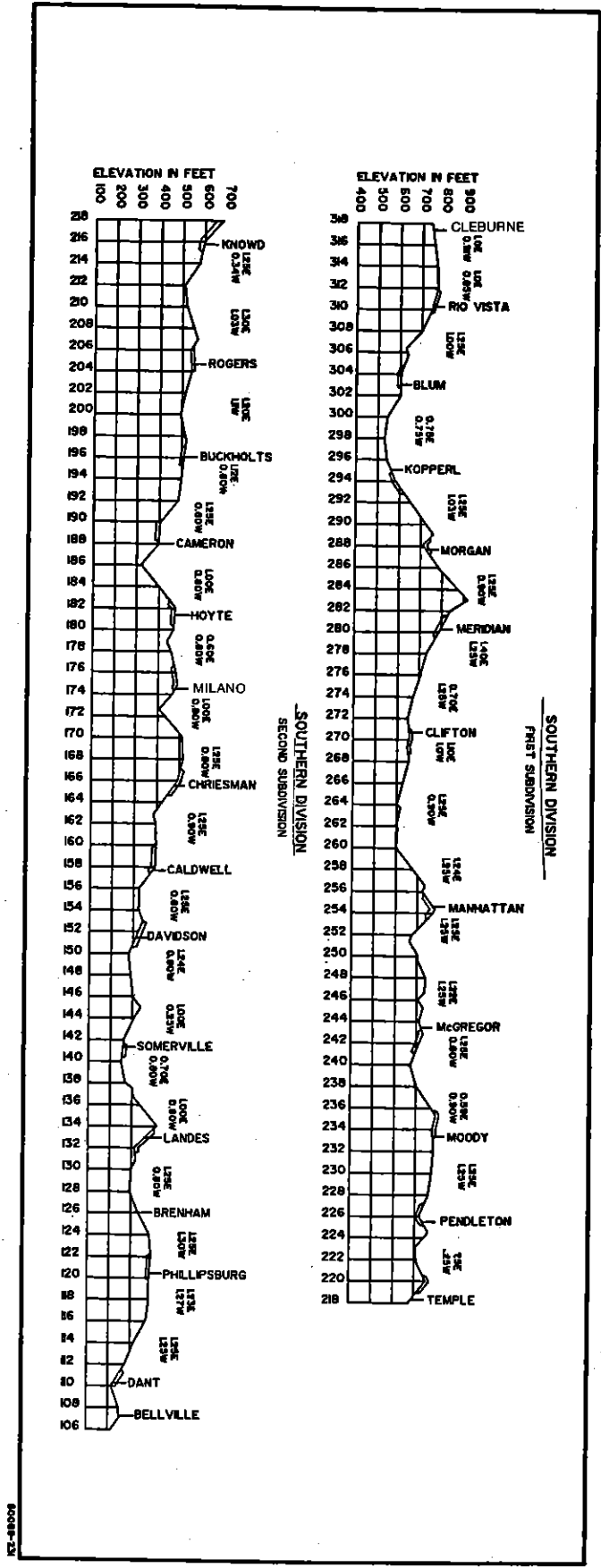
SPECIAL CAR HANDLING INSTRUCTIONS

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.

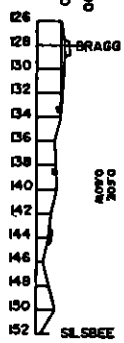
| CODE | DESCRIPTION |
|------|---|
| AI | Agricultural Industries |
| BA | Blasting Agents |
| BH | Bad Order |
| BI | Bad Order |
| BT | Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars |
| CB | Combustible (Hazardous) |
| CD | Condemned (See NOTE 1) |
| CG | Cargill |
| CL | Chlorine (Hazardous) |
| 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.

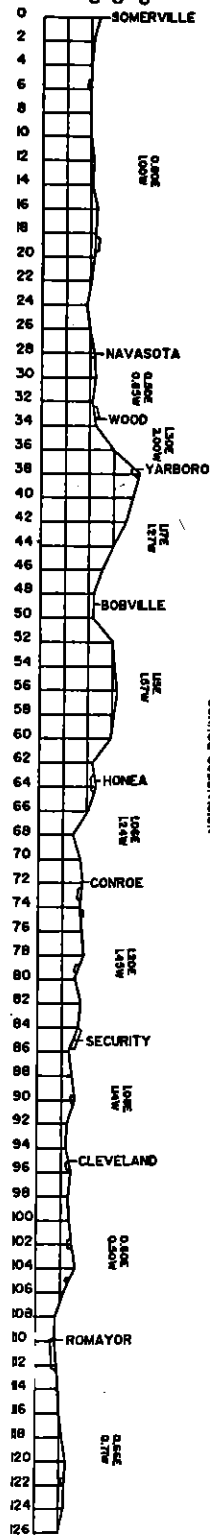


ELEVATION IN FEET



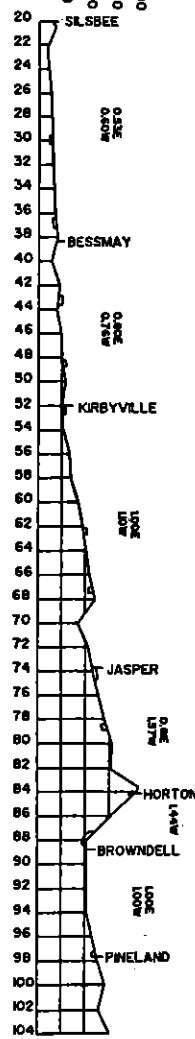
SOUTHERN DIVISION
CONROE SUBDIVISION

ELEVATION IN FEET



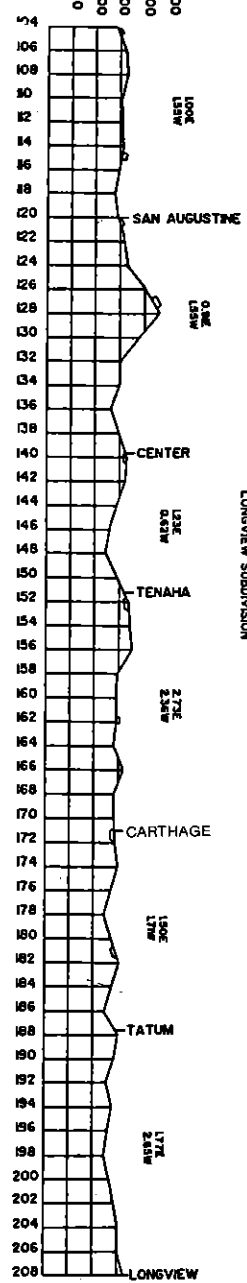
SOUTHERN DIVISION
CONROE SUBDIVISION

ELEVATION IN FEET



SOUTHERN DIVISION
LONGVIEW SUBDIVISION

ELEVATION IN FEET



SOUTHERN DIVISION
LONGVIEW SUBDIVISION

