

**RULE 455. VERBAL AUTHORIZATION  
BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT**

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman \_\_\_\_\_ (of Gang No. \_\_\_\_\_) using Track Bulletin No. \_\_\_\_\_ Line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternatives will be used by foreman:

- (a) **Movement Beyond Red Flag**  
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) **Movement at Speed Greater Than Restricted Speed**  
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) **Movement at Speed Less Than Restricted Speed**  
To require train or engine to move at a speed less than restricted speed, the following will be added:  
"\_\_\_\_\_ (train) may 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.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman 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	17.1
— 54	66.6	1 32	39.1	4 —	15.0
— 55	65.5	1 34	38.3	5 —	12.0
— 56	64.2	1 36	37.5	6 —	10.0
— 57	63.2	1 38	36.8	12 —	5.0



**SANTA FE  
SAFETY FIRST**



The  
**Atchison, Topeka and Santa Fe  
Railway Co.**

**EASTERN REGION**

**SOUTHERN DIVISION**

**TIMETABLE No.**

**5**

**IN EFFECT**

**Sunday, October 25, 1987**

**At 12:01 A.M.  
Central Time**

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

**D. G. McINNES,  
General Manager  
Topeka, Kansas**

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

**R. A. HOLDAWAY,  
Superintendent,  
Temple, Texas**

**TRAINMASTERS**

M. H. LYNE ..... Temple  
 L. W. DILLMAN ..... Pearland

**TRAINMASTER—ROAD FOREMAN OF ENGINES**

C. W. LEE ..... Silsbee

**ASSISTANT TRAINMASTERS**

H. D. IRISH ..... Pearland  
 T. W. JONES ..... Pearland  
 L. S. SIMS ..... Pearland  
 H. D. PEARSON ..... Galveston  
 A. C. BABB ..... Galveston  
 J. L. CLARK ..... Galveston  
 B. J. WIESE ..... Galveston  
 R. J. SHERMAN ..... Longview  
 V. L. KENNEDY ..... Temple  
 P. A. BARLOW ..... Temple  
 C. E. JETER ..... Temple  
 B. H. PECHAL ..... Temple  
 H. L. YAKESCH ..... Temple  
 D. W. ASHBY ..... Temple  
 M. E. ARNOLD ..... Temple  
 M. B. WHITLEY ..... Somerville  
 J. R. PEYTON ..... Somerville  
 C. M. LAGRONE ..... Somerville  
 G. REGENBRECHT ..... Somerville  
 J. L. BROWN ..... Silsbee  
 E. R. HILL ..... Silsbee  
 B. W. GILDER ..... Silsbee  
 B. M. SLAYDON ..... Silsbee  
 G. G. FAULKNER ..... Beaumont

**RYO-MGR — ASSISTANT TRAINMASTER**

S. A. ORR ..... Beaumont

**DIVISION MANAGER OF RULES**

R. N. WADE ..... Temple

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

J. M. QUILTY ..... Topeka, KS.

**ROAD FOREMEN OF ENGINES**

R. A. ATKINS ..... Pearland  
 C. M. COLE ..... Temple

**DIVISION MANAGERS OF SAFETY**

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

**CHIEF DISPATCHER**

H. L. LOVELADY ..... Temple

**ASSISTANT CHIEF DISPATCHERS**

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

**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	T. L. JORGENSEN
G. T. ROSS	M. A. ERICKSON
C. C. McFARLAND	J. D. FOWLER
J. E. JONES	J. R. RIVERS
R. A. KOLODZIEJCZYK	S. S. MILLER
R. E. SMITH	B. R. LILLARD
W. H. ANDERSON	B. H. PECHAL, JR.

**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.

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

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**EXPLANATION OF CHARACTERS**

- A — Automatic Interlocking
- B — General Orders/Bulletins
- 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
- R — Radio Communication
- S — Crossing protected by stop sign
- T — Turning facility
- X — Crossover (DT)
- Y — Yard Limits
- MT — Main Tracks

**EXPLANATION OF ROADWAY SIGNS**

- Temporary Restriction — Red, Yellow and Green flags or disc
- Permanent Speed Sign — Square or Rectangular in shape, Yellow with numerals or Green
- Permanent Stop Sign — Rectangular in shape, Red color
- Whistle Sign — Square in shape, White with letter "W"

WEST- WARD ↓		LAMPASAS SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
43400		TEMPLE	BRT		218.2
		0.1 A.T.&S.F. Crossing	A	CTC	218.3
		1.6 GOBER	Y		219.9
43345	5480	6.5 BELTON			226.4
43335	13100	9.3 NOLANVILLE			235.7
43330	5730	7.8 KILLEEN			243.5
43325		2.8 FORT HOOD			246.3
43320	5500	8.0 COPPERAS COVE	P		254.3
43315	5960	9.4 KEMPNER			263.7
43310	6250	10.0 LAMPASAS	PT		273.7
43305	7950	9.6 OGLES		TWC ABS	283.3
43200	10248	8.4 LOMETA	BRY		291.7
43197	4980	8.6 ANTELOPE GAP			300.3
43194	11481	5.8 CASTOR			306.1
43190	5270	7.2 GOLDTHWAITE	P		313.3
43188	10050	10.3 MULLEN			323.6
43184	4910	6.7 VILLA			330.3
43180	9920	5.9 ZEPHYR			336.2
43105	5400	8.2 RICKER			344.4
43100	8100	4.0 BROWNWOOD	BRT	CTC	348.4
		(130.2)			

CTC IN EFFECT: At Temple, on passenger Track 3; on Track 48; on Lampasas Subdivision main track between Lampasas Subdivision Junction, M.P. 218.3, and Gober, M.P. 219.9; on Lampasas Subdivision Connection track, and on main track between westward absolute signal M.P. 343.7, Ricker and absolute signal, M.P. 347.9, Brownwood; and on siding Ricker.

TWC IN EFFECT: Between Gober and Ricker.

RULE 94 IN EFFECT: At Brownwood, Between M.P. 347.7 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:**

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 operative brake, 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 operative brake, 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 operative brake, 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	30
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	20

### 2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Track Capacity in Feet
Charter Oak	225.0	1,140
American Rockwool	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	BRY	TWC	0.0
43210		SAN SABA			24.7
43230		RICHLAND SPRINGS			39.5
43300		BRADY	PY	RULE 93	65.9
		END OF TRACK			67.5
		(67.5)			

TWC IN EFFECT: Between Brady and Lometa.

#### YARD LIMITS:

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
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##### (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 Location	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 4:27	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Sun. Tue. Fri. PM 1:53
	43500		CLEBURNE	RBT	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	
s5:35	43420	10930	McGREGOR	T	243.4	s12:43
	43415	11200	MOODY		233.5	
	43410	10050	PENDLETON		225.4	
			BELCO		221.2	
s6:15 PM	43400	7580	TEMPLE	BRT	218.2	12:15 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. 317.4.

RULE 94 IN EFFECT: At Cleburne, between M.P. 317.4 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	
	Psgr.	Frts.
Cleburne and Temple	79	55

#### (B) SPEED RESTRICTIONS—TONNAGE

- (1) 45 MPH when averaging 90 tons or over per operative brake, or train 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
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	20
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 Location	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. 224.8	Hot Box and Dragging Equip. Detector	Rotating white light and radio readout
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	Station Numbers	Siding Feet	STATIONS			Mile Post	Arrive Sun. Tue. Fri. PM
6:20	43400		TEMPLE	BRT		218.2	12:10
Via			0.8 M-K-T Crossing	M	CTC 2 MT	217.4	Via
M.K.T.			2.5 KNOWD		CTC 6 MT	214.9	M.K.T.
	43580	11570	10.2 ROGERS			204.7	
	43584	12070	8.7 BUCKHOLTS			196.0	
	43588	11190	8.0 CAMERON			188.0	
	43590	12160	6.7 HOYTE			181.3	
	43592	10570	6.9 MILANO	PA		174.4	
	43596	10970	8.6 U.P. Crossing			165.8	
	43600	12054	8.0 CHRISMAN			157.8	
	44575	11320	6.5 CALDWELL	P		151.3	
	44600	4980	9.9 DAVIDSON		CTC	141.4	
	44610	11480	8.5 SOMERVILLE	BRT		132.9	
	44620		6.9 LANDES			126.0	
	44630	11230	5.9 BRENHAM	PM		120.1	
	44640	6810	9.8 A.T.S.F. Crossing			110.3	
	44700		4.1 PHILLIPSBURG			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 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.

Location of hand throw switches not electrically locked:

- 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
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##### (B) SPEED RESTRICTIONS—TONNAGE

- (1) 45 MPH when averaging 90 tons or over per operative brake, 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 operator. 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	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 <span style="float: right;">BRT</span>		106.2
44710	10400	M-K-T Crossing SEALY <span style="float: right;">AT</span>		94.6
		S.P. Crossing <span style="float: right;">M</span>		82.2
33910	11740	WALLIS		80.8
		TOWER 17 S.P. Crossing <span style="float: right;">MR</span>	CTC	66.2
34100	12210	ROSENBERG		65.8
34120	11450	BOOTH		55.0
34125		THOMPSONS <span style="float: right;">T</span>		50.4
34130	8790	DUKE		44.2
		M.P. Crossing <span style="float: right;">A</span>		42.9
34145	12210	MANVEL		36.0
35600		ALVIN <span style="float: right;">T</span>	CTC 2 MT	28.6
35610		ALGOA <span style="float: right;">T</span>		24.4
35900	5460	TEXAS CITY JCT. <span style="float: right;">T</span>	TWC ABS	11.0
35950		VIRGINIA POINT		6.3
		LIFT BRIDGE <span style="float: right;">MR</span>	CTC	5.2
		ISLAND		4.1
36100		GALVESTON <span style="float: right;">BRTY</span>	RULE 93	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:**

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 operative brake, or train consist exceeds 7,000 tons.



### THIRD SUBDIVISION

**SPECIAL INSTRUCTIONS (Continued)**

**(C) SPEED RESTRICTIONS—VARIOUS**

	Location	MPH
Lift 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. 62.1 to 63.4****	25
3 Curves	M.P. 63.2 to 66.2	30
Crossings	M.P. 63.4 to 66.9	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 operator. 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.

\*\*\*\* Restriction applies when train enters Richmond City Limits and Speed resumed once headend of train clears Richmond City Limits.

**(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 Location	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		CTC	10.0
35490	S 10320 N 16230	MYKAWA	BRT		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, Gate Concrete Products
  - 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 operative brake, or train 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 Location	Track Capacity in Feet
Edwards Spur	0.9	1,700
H.D. No. 1	6.1	5,160
H.D. No. 2	7.1	5,280
H.D. No. 3	8.2	5,070
Chance Collar Inc.	8.5	800
Midwest Steel	8.7	380
Gate Concrete Products	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
Ideal Cement	18.5	2,160
Industrial Tracks	18.9	7,900

WEST-WARD ↓		GARWOOD SUBDIVISION			↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post	
33402		RAYNER JCT.	Y	RULE 93	0.0	
33412		GARWOOD	Y		9.6	
		(9.6)				

YARD LIMITS: Entire Subdivision

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Garwood Subdivision	10 MPH
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(D) SPEED RESTRICTIONS—SWITCHES

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

2. TRACKS BETWEEN STATIONS

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

WEST-WARD ↓		HALL SUBDIVISION			↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post	
34125		THOMPSONS	TY	RULE 93	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: 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
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(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 Location	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	BRY		68.6
		U.P. Crossing	M	RULE 93	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 timetable rules and instructions.

**YARD LIMITS:**

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 Location	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
Cain Chemical	82.1	Yard

## CONROE SUBDIVISION

WEST- WARD ↓	CONROE SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
44600		SOMERVILLE <b>BRTY</b>	0.0
44750		SCOFIELD	5.4
44760	5650	ALLENFARM	18.3
44770		NAVASOTA <b>A</b> S.P. Crossing	28.1
44860	4620	WOOD	33.1
44865	2600	YARBORO	37.7
44875		BOBVILLE	48.9
44880		B.N. Crossing <b>A</b> DOBBIN	49.9
44885		MONTGOMERY	55.6
44895	7910	HONEA	63.8
44900	5600	CONROE <b>ABRY</b> U.P. Crossing	72.2
44910		BEACH	74.6
44950		WAUKEGAN	79.1
44970	9650	SECURITY	85.0
44980		FOSTORIA	89.6
44990	3850	S.P. Crossing <b>AP</b> CLEVELAND	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 <b>9</b> KOUNTZE	143.8
45700		SILSBEE <b>BRTY</b>	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 timetable rules and instructions.

### YARD LIMITS:

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
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##### (B) SPEED RESTRICTIONS—TONNAGE

(1) 45 MPH when averaging 90 tons or over per operative brake, or train consist exceeds 7,000 tons.

### SPECIAL INSTRUCTIONS (Continued)

#### (C) SPEED RESTRICTIONS—VARIOUS

	Location	MPH
	Both legs of wye Somerville	10
4	Curves M.P. 26.4 to 28.1	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
	Track M.P. 109 to 111	25
	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 Location	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

WEST- WARD ↓	LONGVIEW SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
46500		LONGVIEW <span style="float: right;">BRTY</span>	207.6
46450		EASTON	195.4
46445		TATUM	187.8
46435		BECKVILLE	181.4
46430	4010	CARTHAGE <span style="float: right;">Y</span>	171.7
46420		GARY	161.7
46190	2550	S.P. Crossing TENAHA <span style="float: right;">AY</span>	151.6
46100	2040	CENTER <span style="float: right;">T</span>	139.8
45920		CALGARY	127.0
45900	2490	SAN AUGUSTINE <span style="float: right;">BRY</span>	120.4
45880		VENABLE	114.9
45860		BRONSON	104.7
45840	2080	PINELAND	97.5
45830	5970	BROWNEDELL <span style="float: right;">TWC</span>	87.4
45820		HORTON	84.2
45810		COLLINS	78.7
45800	4140	JASPER <span style="float: right;">PTY</span>	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	3080	LE VERTE	43.2
45725	2640	BESSMAY <span style="float: right;">Y</span>	37.4
45720		BUNA	36.1
45715	3110	QUINN	30.1
45705		EVADALE	27.7
45700		SILSBBEE <span style="float: right;">BRTY</span>	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:

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

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

Between	MPH
M.P. 21.0 and 162.0	49 MPH
M.P. 162.0 and 207.8	35 MPH
Swepeco Industrial Spur	10 MPH

### SPECIAL INSTRUCTIONS (Continued)

#### (B) SPEED RESTRICTIONS—TONNAGE

Between M.P. 21.0 and 162.0.

(1) 45 MPH when averaging 90 tons or over per operative brake, or train consist exceeds 7,000 tons.

#### (C) SPEED RESTRICTIONS—VARIOUS

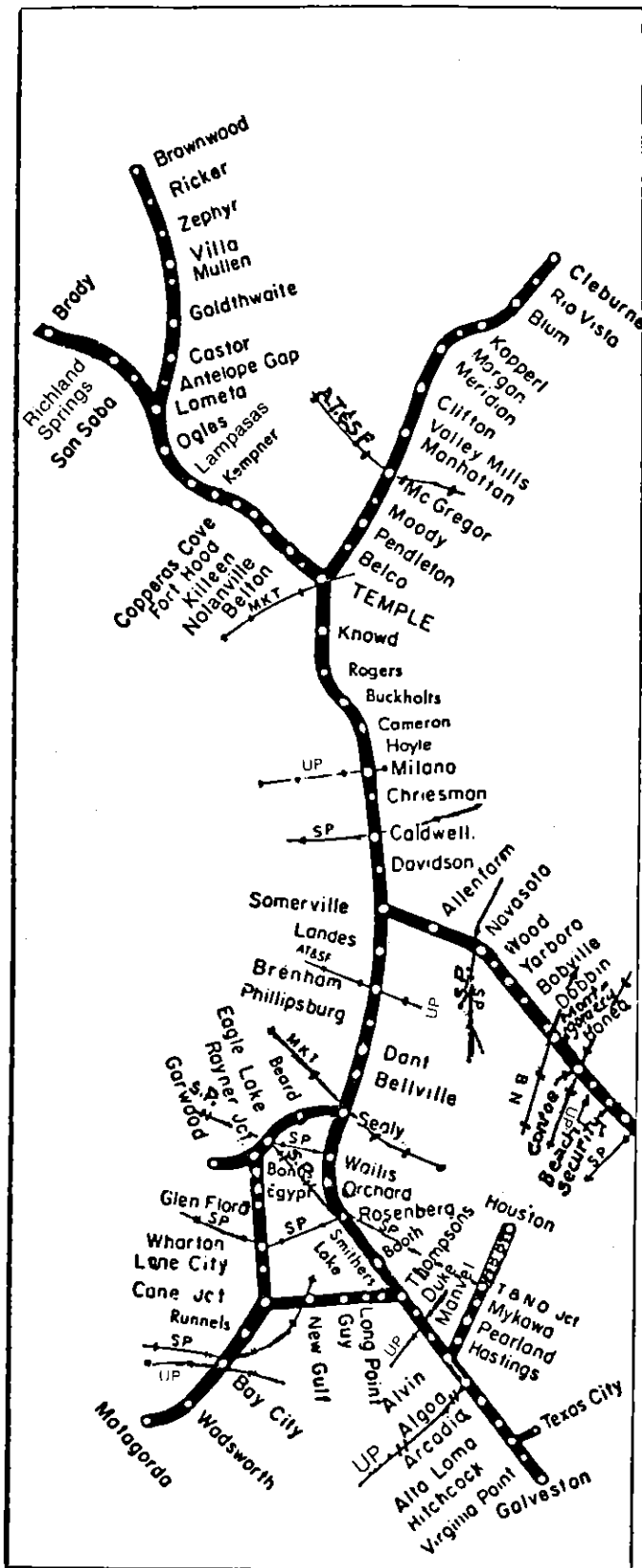
	Location	MPH
Crossings	M.P. 21.1 to 21.7	10
Both legs of wye	Silsbee, M.P. 21.1	10
Curve and Bridge	M.P. 26.1 to 26.5	25
Curve	M.P. 36.3 to 36.6	20
2 Curves	M.P. 63.3 to 64.5	40
2 Curves	M.P. 72.0 to 73.5	35
Crossings	M.P. 72.8 to 73.9	30
11 Curves	M.P. 80.7 to 85.0	20
5 Curves	M.P. 85.0 to 86.9	30
4 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

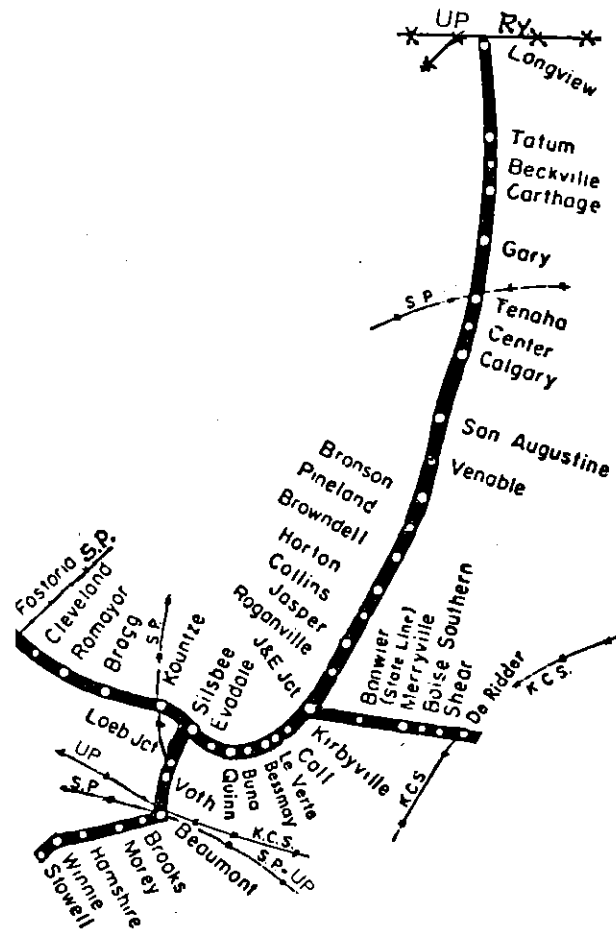
Maximum speed permitted through turnouts including main track switches 10 MPH.

### 2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	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



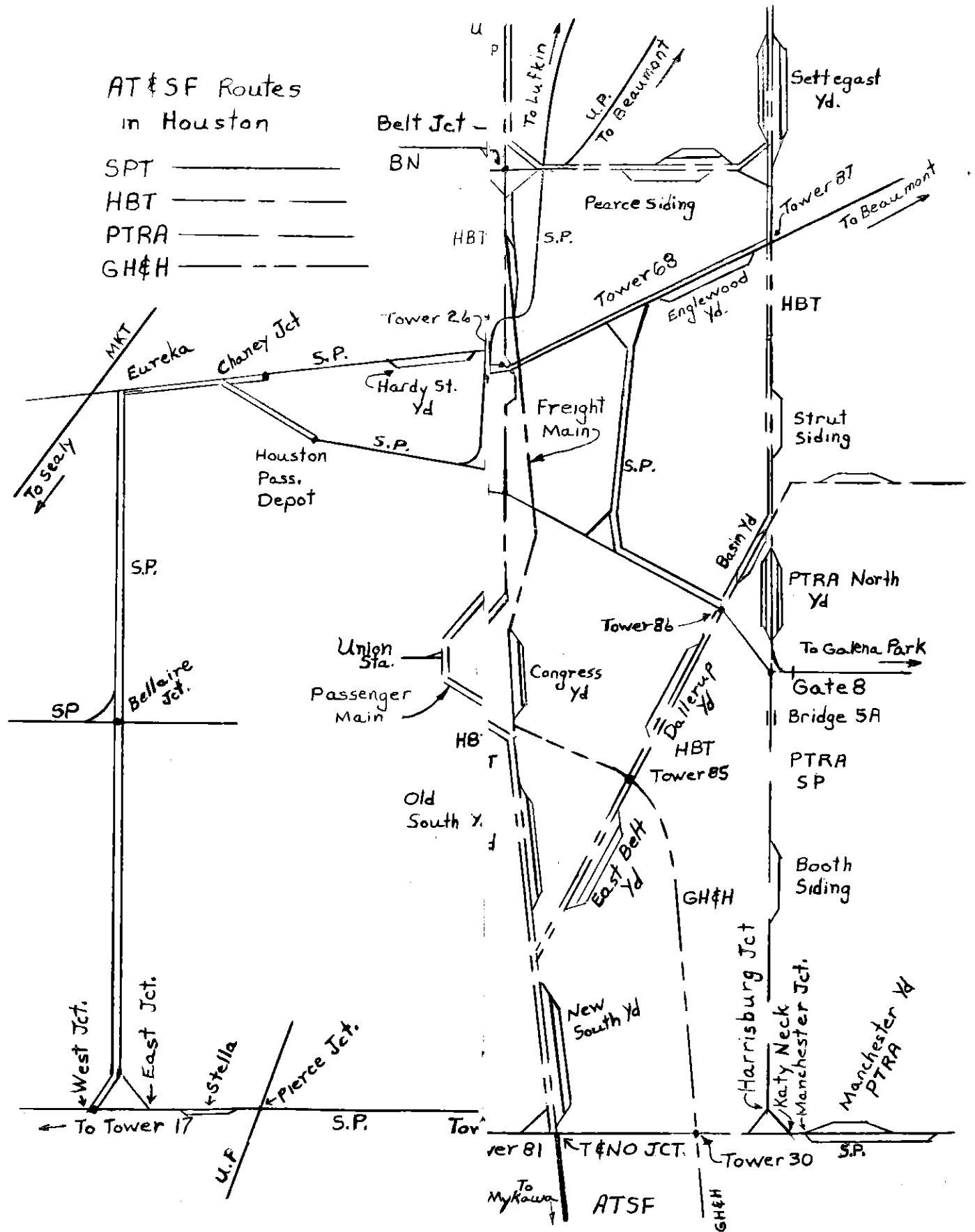
SOUTHERN DIVISION



SOUTHERN DIVISION (Cont'd.)

# AT&SF Routes in Houston

- SPT —————
- HBT - - - - -
- PTRA ————
- GH&H - - - - -





WEST- WARD ↓		SILSBEE SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
45700		SILSBEE	BRTY	TWC	21.0
37185		LUMBERTON			14.1
		LOEB JCT.			10:3
37190		VOTH			8.5
37200		BEAUMONT	BRTY	RULE 93	1.7
		S.P. Crossing	M		0.7
		U.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:**

Silsbee, M.P. 21.0 to 19.3

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

**Left Blank Intentionally**

## 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 operative brake, or train 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 Location	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
Guloco	68.4	2,200
American Rice Growers	69.0	1,100
Coors Beer Company	73.7	442
Beaumont Warehouse-Corporation	73.8	702

WEST- WARD ↓	OAKDALE SUBDIVISION		↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
		END OF TRACK	39.36
46745	2230	DeRIDDER K. C. S. Crossing	38.4
46735	2130	SHEAR	33.5
46730	2440	BOISE SOUTHERN	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
		(39.36)	

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

#### YARD LIMITS:

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 Location	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;	90*	45
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 Other Machines M.P.H.
First, Second, Third Houston and Lampasas	40	45	30
Conroe Longview	30	30	30
<b>SILSBEE</b> Between: Silsbee and Beaumont Beaumont and M.P. 49.0	30 10	30 10	30 10
Oakdale	20	20	20
<b>MATAGORDA</b> 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 ATSF-199600 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 inoperative.

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, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

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

Union Pacific trains use AT&SF tracks between T&NO Jct. and Alcoa governed by U.P. timetable.

AT&SF trains and engines use Southern Pacific tracks between Tower 17 and 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 and are governed by General Code of Operating Rules and Southern Division current timetable.

## 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 6:25 PM Monday, Wednesday and Saturday and No. 22 scheduled to depart Little River at 11:47 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	TRACTION EFFORT	HORSE-POWER	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5625	EMD	SD45-2	395,500	73,650	3600	6EF
5662	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

\* Amtrak passenger units.

\*\* For the purpose of calculating dynamic braking effort, Units 7400-7402 and 7484-7499 must be considered as having six axles.

\*\*\* Information relating to dynamic brake is designated as follows:

Number indicates number of axles.

Type is indicated by B-Basic, E-Extended Range.

System is indicated by F-Flat, T-Taper.

## ALL SUBDIVISIONS

16. **SPEED RESTRICTIONS — VARIOUS**
- (A) Trains SRSRV 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  
WEEX 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

## 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 derail-  
ent, 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 ½ 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 Rail 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 deter-  
mine what cars and commodities may be involved and  
where they are located in the train.
  - (3) INSPECT the train to determine the condition of cars  
involved. Use a buddy system if possible. Tell crew mem-  
bers 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 follow-  
ing 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 under-  
stand 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 emer-  
gency 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.

# 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

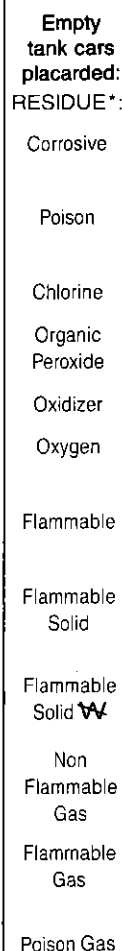
Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

**MUST NOT BE NEXT TO:**

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



**NO RESTRICTIONS**

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

(4) Restriction applies only to loaded flatbed or open-top 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

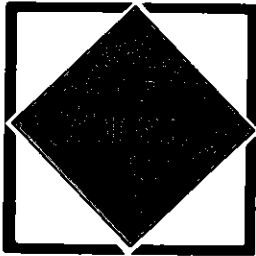
THE FOLLOWING CARS MUST NOT BE:  
CUT OFF IN MOTION, NOR BE  
IMPACTED BY CARS ROLLING UNDER  
THEIR OWN MOMENTUM

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

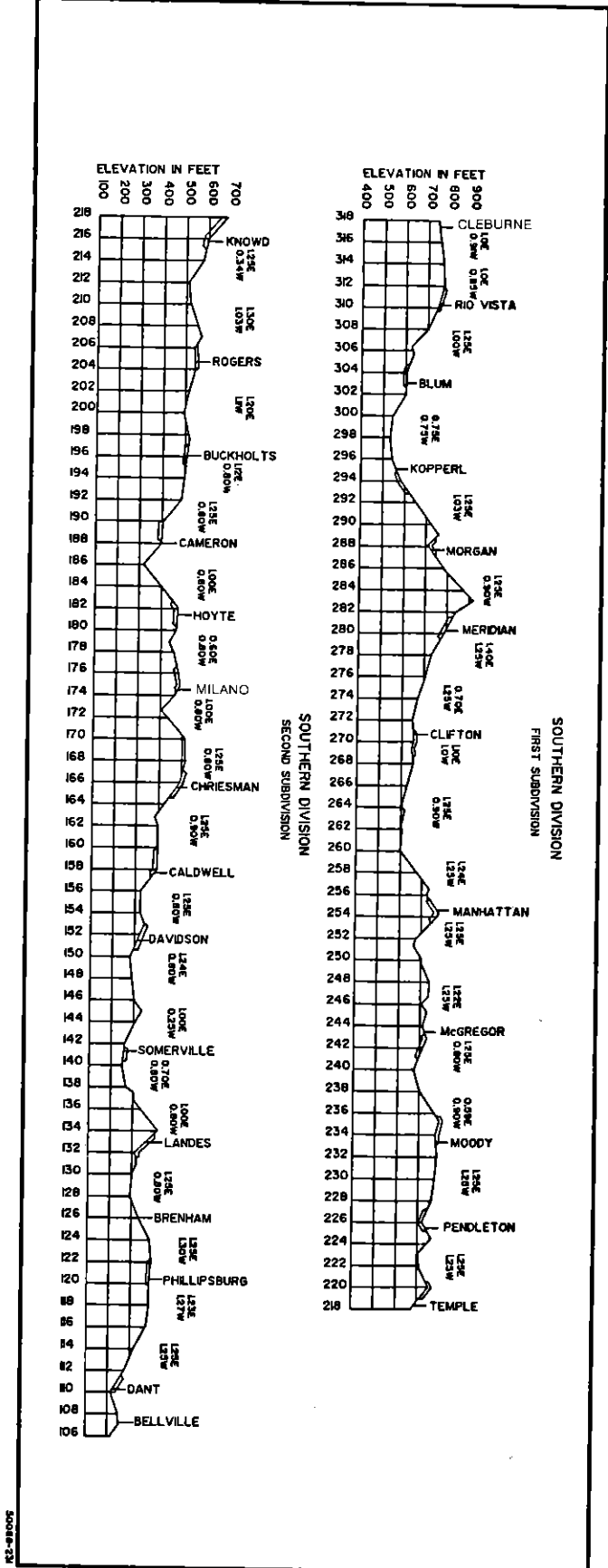
### SPECIAL CAR HANDLING INSTRUCTIONS

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.

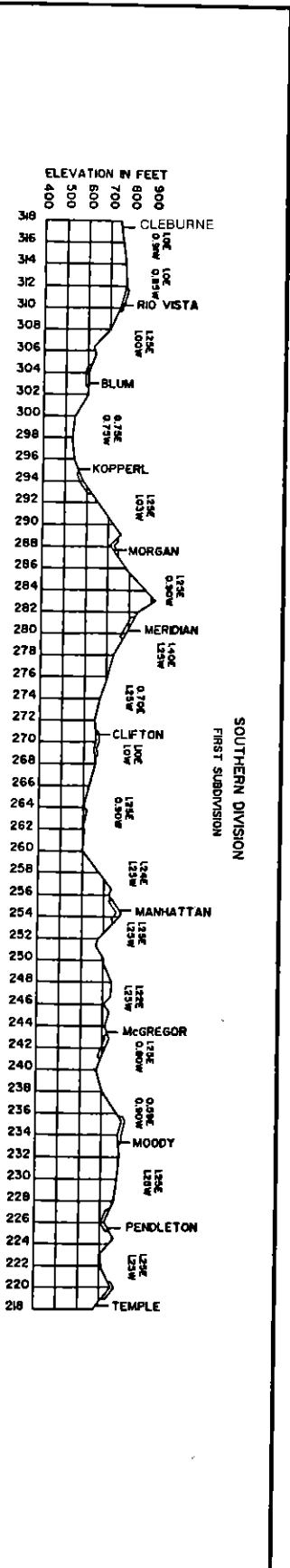
CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
BH	Bad Order
B1	Bad Order
BT	Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Cargill
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DU	Do Not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

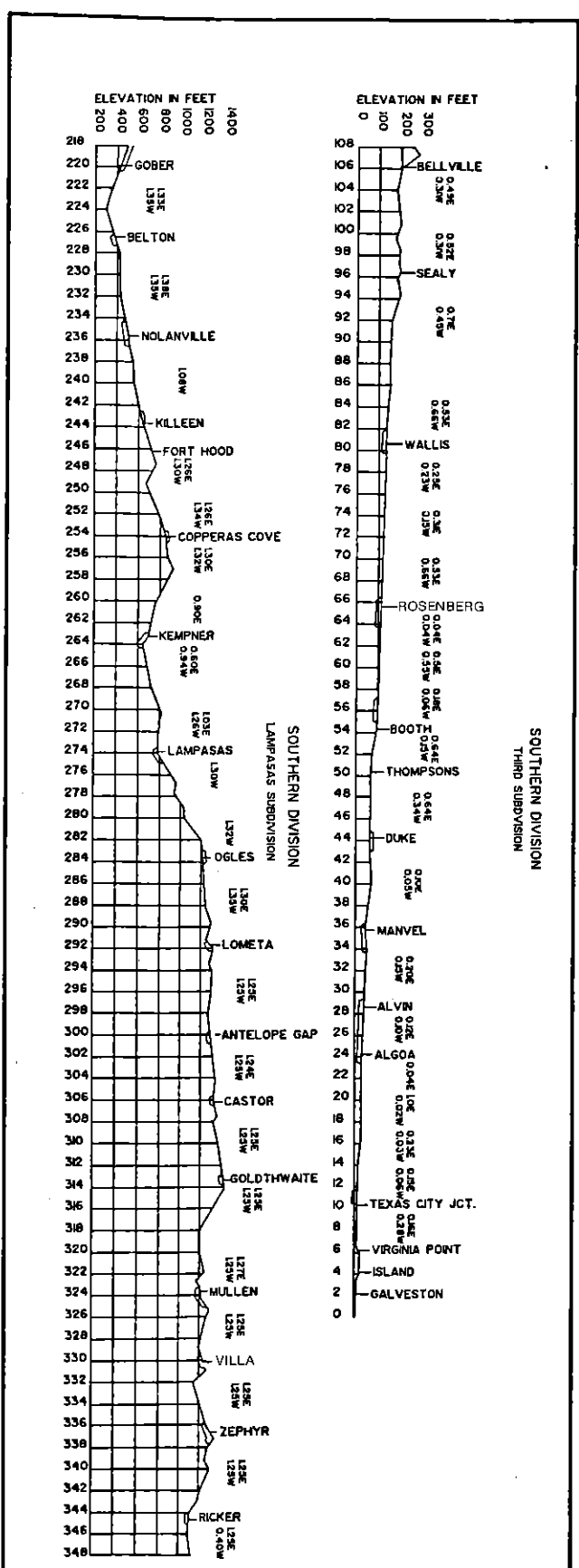
NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. This does not relieve employes of the responsibility of reporting the proper code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



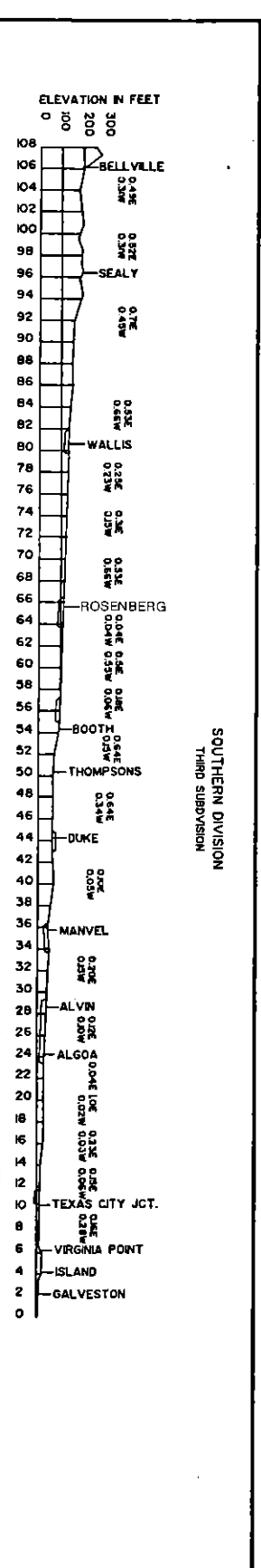
SOUTHERN DIVISION  
SECOND SUBDIVISION



SOUTHERN DIVISION  
FIRST SUBDIVISION



SOUTHERN DIVISION  
THIRD SUBDIVISION



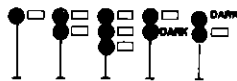
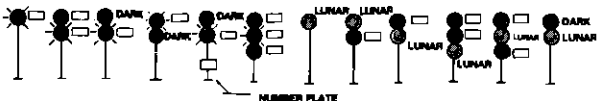
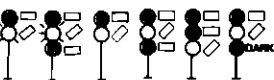
SOUTHERN DIVISION  
THIRD SUBDIVISION

50088-232

50088-232



**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