

SAFETY — ALL WAYS
SAFETY ALWAYS.

SAFETY FIRST



**HOUSTON BELT and
TERMINAL
RAILWAY COMPANY**

**TIMETABLE
No. 9**

EFFECTIVE 12:01 A.M., May 23, 1982
CENTRAL STANDARD TIME

FOR THE GOVERNMENT
OF EMPLOYEES CONCERNED

H. W. RITTER, President and General Manager
C. E. SATTERFIELD, Superintendent
W. C. RICHARDSON, Assistant Superintendent

OPERATING OFFICERS

D. W. BLACK, Senior Trainmaster
 D. W. YATES, Senior Trainmaster
 C. A. BOX, Senior Trainmaster
 D. D. GIBBS, Trainmaster
 J. N. BURNS, Trainmaster
 D. E. LEHAN, Trainmaster
 N. A. SCHOENEBERG, Trainmaster
 L. M. BELCHER, Trainmaster
 R. A. McCUTCHEON, Trainmaster
 N. J. SCHOENFELD, Assistant Trainmaster
 A. CREWS, Superintendent of Safety & Rules
 J. W. McCADDON, Mechanical Superintendent
 G. WOODARD, Master Mechanic
 J. E. MARTIN, Chief Engineer
 E. L. DEROSSETT, Superintendent M of W
 F. BUSH, Asst. Supt. Stations & Yard Offs.
 C. W. DENT, Manager Customer Service

FIRE 227-2323
 POLICE 222-3131
 (Emergency Only For Car Dispatching)
 (Other Police Matters) 222-3011
 EMERGENCY AMBULANCE ONLY 222-3434

St. Joseph Hospital
 1919 LaBranch
 Houston, Texas 77002
 Phone: 757-1000

HB&T Chief Surgeon:
 Dr. Bill Robins
 1616 St. Joseph's Professional Building
 2000 Crawford Street
 Houston, Texas 77002
 Office: 659-3545 Home: 622-8985

HB&T Eye Doctor*
 Dr. L. J. Van Riet
 1601 Calhoun St.
 Houston, Texas 77003

*In case of eye injury notify Dr. Van Riet promptly.
 Office: 652-0654 Home: 850-0307

Watch Inspectors

Houston Watch Company
 911 Franklin Street
 Houston, Texas 77002

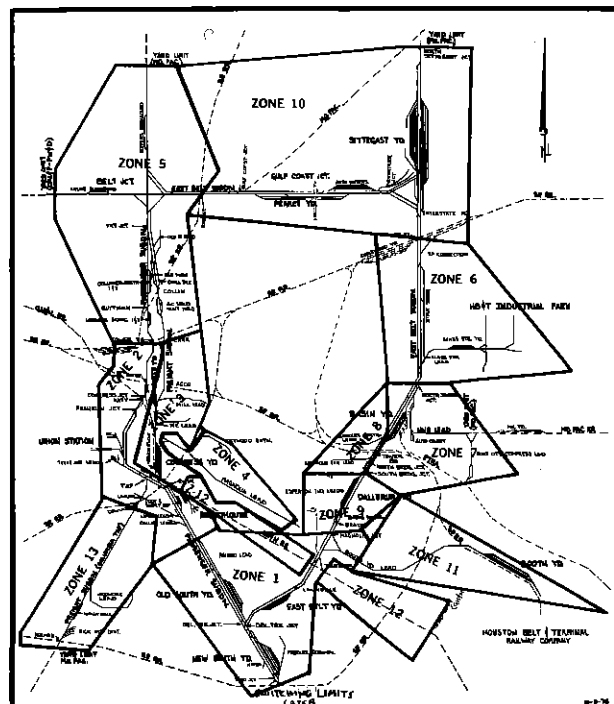
Paull's Jewelers
 312 Northline Mall
 Houston, Texas 77022

Pine Forest Jewelry
 Pine Forest Village
 8 Uvalde #1
 Houston, Texas 77015

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NOTE: Track diagrams are color coded for general information only. Red indicates CTC/ABS; Green indicates ABS.

ZONES:



MILES	TIMETABLE NO. 9		STATIONS
	South	North	
MP 144.0	Yard Limit Missouri Pacific	Y	
MP 145.8	1.8 (B) (FWD)		
0.00	Belt Junction	T★M⊗HBT	
.45	Freight Junction		
2.18	SP Connection		
2.20	Quitman	M⊗SP	
.70			
2.90	Tower 26	M⊗SP	
.80			
3.70	Congress Junction		
.15			
3.85	Katy	M⊗GHH	
.10			
3.95	Franklin Junction		
.35			
4.30	Union Station	★B (FWD MP ATSF HBT)	
.60			
4.90	Tap		
.05			
4.95	Rusk	B (HBT) R D T W CM⊗SP	
1.80			
6.75	Old South Yard		
.20			
6.95	Double Track Junction	C-5	
.85	B (FWD ATSF MP HBT)		
7.80	New South Yard	R W #	
.60			
8.40	T&NO Junction	M⊗SP	
.10			
8.50	Switching Limit Santa Fe	S	
SF 19.40		L	
	10.30		

No. 16 Turnouts—Remote control switches at: Freight Junction, 3 switches at Belt Junction (2 switches north of HB&T crossing going to East Belt Subdivision and 1 switch only south of HB&T crossing to East Belt Subdivision toward joint Texas Division) north crossover switches only Double Track Junction. SP Conn. Quitman MP 2.18.

ABS—Between yard limit Missouri Pacific and switching limit Santa Fe.

CTC—Between yard limit Missouri Pacific, to and including Freight Junction, and between Congress Junction and switching limit Santa Fe.

Two main tracks designated East and West tracks between Double Track Junction and Franklin Junction.

Manual Interlockings at Quitman and Tower 26—Controlled by SP Operator at Tower 26.

Maximum Speed	MPH
(Except as below)	35
MP 0.00 - MP 1.50	30
MP 1.50 - MP 2.20	20
MP 2.20 - MP 3.70	10
MP 3.70 - MP 6.40	20
Movement into Union Station	5
Tap connection	10
All legs of wye at Belt Junction	20
Industry Tracks/Lead	MP 145.6
Koppers	
Collinsworth	1.50
Lorraine	2.40
Texas Avenue Lead	4.60
Lamar Street Lead S X SP	5.21
Dallas Street Lead	5.22
Napco	7.95

Yard Limits—MP 144.0 Missouri Pacific Palestine Division, Trinity Subdivision; MP 19.4 ATSF Southern Division, Houston District.

Bulletin Boards, Standard Clocks and Train Register—Located at new South Yard Rip and Rusk Ave.

CTC and Manual Interlockings—Between yard limit Missouri Pacific and Freight Junction and between Congress Junction and Switching Limit Santa Fe controlled by Train Director Union Station.

A split point derail protected by blue flashing dwarf signals on both sides and operated by remote control from the diesel facility at Milby Street is in service.

The derail and blue signals are located between York Street and Sampson Street to protect the Milby Street diesel facility.

When derail is placed in derailing position, signals will display a flashing blue indication, which prohibits movement over derail. When derail is in closed position for movement in or out of diesel facility, the signals will display approach indication.

To protect vehicular traffic crossing on York Street, all movements out of the diesel facility must stop before occupying York Street to permit crossing gates to come down; when gates come down, signal will then display approach indication.

MILES	TIMETABLE NO. 9 STATIONS	
	South	North
JTD 60.8	Yard Limit Joint Texas Division	Y
JTD 57.4	3.39	B (FWD)
0.00	Belt Junction	★ CT⊗HBT
.85	Rabbit	M⊗SP
.40	Gulf Coast Junction	C-2
1.25	North Settegast Junction via MP, DeQuincy Division, Beaumont Subdivision 1.7 Miles	
.70	Pierce Yard	
1.95	1.40	
3.35	Kirkpatrick Junction	C-3
		B (MP HBT)
	Settegast Yard	RD#WT
.45	Interstate Junction	C
.25	Tower 87	M⊗SP
4.05	.15	
4.20	SP Interchange	C
.60	Strutt	
4.80	.60	
5.40	North Shore Junction	C-2
.90	Basin Yard	B (HBT FWD MP ATSF)
6.30	.40	
6.70	Tower 86	C M⊗SP
.30	North Bridge Junction	
7.00	.15	
7.15	South Bridge Junction	
.30	Dallerup Yard	
7.45	.50	
7.95	Brady	C
.15	Magnolia Junction	T
8.10	.28	
8.33	Tower 85	CM⊗GHH
.67	Lawndale	C
9.00	.50	
9.50	East Belt Yard	
1.10	Double Track Junction	
10.60		
	13.99	

Maximum Speed	MPH
(Except as shown below)	35
MP 1.10 - MP 1.30	30
MP 3.35 - MP 10.60	20
All legs of wyes at Belt Junction	20
MP trackage: Gulf Coast Jct. and Settegast Jct.	20
Industry Tracks/Leads	MP
Glass Track Lead (Breaks out of Strutt)	5.15
Bankers Mortgage Lead	6.65
American Can Lead	6.80
Esperson #2 Lead	7.18
Esperson #1 Lead	7.75
Booth Yard Lead (Breaks out at Magnolia) Junction	8.10
PTRA M⊗	
SP ⊕⊗	

No. 16 Turnouts — Remote control switches at: 2 Belt Junction (1 going to Passenger Subdivision from north of HB&T crossing and 1 from south of HB&T crossing), Gulf Coast Junction, north crossover switches only at Kirkpatrick Junction, Interstate Junction, North Bridge Junction, South Bridge Junction. Crossover switches only at a Brady and Lawndale.

ABS — Between yard limit Joint Texas Division and Double Track Junction.

CTC — Between Belt Junction and Gulf Coast Junction, Kirkpatrick Junction and Tower 87 and Strutt to Double Track Junction.

Two main tracks designated East and West tracks between Belt Junction and North Bridge Junction; and South Bridge Junction and Double Track Junction.

CTC and Manual Interlockings — Between Belt Junction and Gulf Coast Junction, including MoPac to North Settegast Junction.

Tower 87 controlled by SP operator.

Yard Limits — MP 60.80 Joint Texas Division; MP 381.6 Missouri Pacific DeQuincy Division, Beaumont Subdivision.

Crossing gate with SP and manual interlocking with PTRAs on Booth Yard Industrial Lead is controlled by SP Dispatcher. Contact SP Dispatcher 223-6000, extension 6253 to get permission to line gate. Do not block PTRAs automatic interlocking until ascertained movement is lined for HB&T.

All crews arriving at and departing from Settegast Yard will register in and out on the Houston Belt & Terminal Railway Company Train register.

Standard Clock and Train Register — Located at Settegast Yard and Diesel facility.

MILES	TIMETABLE NO. 9 STATIONS		North
	South		
.45	Freight Junction	Y	
	1.15		
1.60	Collin	M⊗SP	
	1.30		
2.70	Carr	M⊗SP	
	.60		
3.30	North Yard		
	.75		
4.25	Congress Yard		
	.30		
4.55	Henderson	S⊗GHH	
	.15		
4.70	Tap		
	.15		
4.85	Lamar	S⊗HBT	
	.05		
4.90	Dowling	S⊗SP	
	5.35		
10.25	Holmes	A⊗SP	
MP 7.14	1.00		
11.25	Yard Limits Missouri Pacific	Y	
10.80			

Manual Interlockings— Collin and Carr controlled by SP Operator at Tower 26 (Passenger Subdivision).

Commerce Street Industrial Lead controlled by Train Director Union Station (Passenger Subdivision).

Yard Limits— Entire subdivision.

Maximum Speed	MPH
(Except as shown below)	20
Through connection with Passenger Subdivision at Tap	10
Industry Track/Leads	MP
17 Lead	.82
AC Hold	2.00
Hunt Hold	2.00
Mill Lead	3.00
HC Lead	3.20
Commerce Street Lead	3.60
GHH ⊗ S	
HB&T ⊗ S	
Magnolia Lead	37.0
1. Breaks out of Congress Yard S X SP	
2. Lockwood Extension Lead	
breaks off Magnolia Lead	
.5 mile from Congress Yard	
Ardmore Lead	8.45
Holly Hall	8.75

ITEM 1. SUPERIORITY OF TRAINS. There is no superiority of trains on HB&T Railway. Trains and engines operating on HB&T main track will be governed by Uniform Code of Operating Rule 93, signal indication and instruction from authorized personnel. In the absence of a permissive signal indication, authority to occupy main track must be received from Rail Traffic Control, Union Station, and may be relayed by Yardmasters, Operators or other proper authority.

ITEM 2. MOVEMENT OVER GH&H:

- A. Yard engine movement over GH&H will be governed by Rule 93, Uniform Code of Operating Rules, signal indication and authorized personnel.
- B. GH&H yard limits MP 0.0 Bonners Point to MP 10 Pole 2.
- C. Only HB&T and Missouri Pacific engines are permitted on GH&H Railroad. Do not use GH&H with CRI&P, FW&D or AT&SF Road Engines.

ITEM 3. SPEED RESTRICTIONS: (Where maximum train or engine speed is lower, it will govern.)

1. RUSK AVE. Diesel Facility's Tracks
Do not exceed 5 MPH.
2. SETTEGAST
Do not exceed five (5) miles per hour on diesel service tracks and roundhouse wye tracks at Settegast Yard.
3. SOUTHYARD
Do not exceed five (5) miles per hour with road engines on new South Yard rip lead north of track 733 switch and rip tracks 506, 507, 508 and 509.

ITEM 3-A. SPEED RESTRICTIONS THROUGH CROSS-OVERS, TURNOUTS AND SPRING SWITCHES:

	MPH
Thru turnouts less than No. 9	10
Thru turnouts 9, 10 and crossovers, entire train	15
Thru turnouts 15, 16, 20 and crossovers, entire train	35
All turnouts are No. 10 or less, except as otherwise specified.	

ITEM 3-B. HB&T TRAINS HANDLING WORK EQUIPMENT

	MPH
Locomotive cranes (boom must be disconnected)	30
Bridge derrick crane (non-revolving)	30
Ditchers and burro cranes loaded on flatcar	30
Wrecking cranes, ditchers and Jordan spreaders (Boom of wrecking cranes must be in trailing position. Ditchers and Jordan spreaders will be restricted to 15 mph if not headed in working direction.)	30
Scale test cars (handled on rear of train; if more than one space three cars apart)	30

ITEM 3-C. OWNING LINE TRAINS HANDLING WORK EQUIPMENT:

JOINT TEXAS DIVISION (FWD-RI): Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided: Outfit cars, scale test cars (next ahead of caboose), relief derricks, pile drivers, loco cranes, Jordan spreaders, air pumps cars, FWD tank cars in 15000 series to be handled on rear of train.

AT&SF: Derricks, cranes, pile drivers, spreaders and similar machinery moving on its own running gear must not be moved in trains except on authority of superintendent. Locomotive cranes and pile drivers must be handled in trains next to engines. Scale test cars are to be handled in train ahead of caboose.

MISSOURI PACIFIC: Boom of wrecker derrick or locomotive crane must be handled in trailing position. In addition, the boom must be disconnected on all locomotive cranes, except X-50.

When necessary to move derrick or crane with boom leading the speed must be further restricted* until this equipment and its idler can be turned at first opportunity.

Plows (Jordan spreaders, ditchers and snow plows) must be handled in normal working direction. When necessary to move in reverse direction the speed must be further restricted* until the equipment can be turned at the first opportunity.

Speed of wrecker derrick, locomotive crane or plow handled at work site in work train service will be governed by instructions from the Supervisor in charge of the work project. The Supervisor in charge and the machine operator shall be responsible for properly securing equipment prior to placement in road train movement.

Locomotive crane and its idler must be handled on rear of train next ahead of caboose when practicable.

When Max. The Hauling Speed is:

Frt. Speed Speed is:	Wrecker Derrick		Locomotive Crane		Plow	
	Boom Trail	Boom Lead*	Boom Trail	Boom Lead*	Working Direction	Reverse Direction*
10-15 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH
20	15	10	15	10	15	15
25	20	15	20	15	20	15
30	25	20	25	20	25	15
35	30	25	30	25	30	15
40	35	30	30	25	35	15
45-60	40	30	30	25	40	15

Two-axle scale test cars (MPX 192, 194, 195, 1034 and 1900)30 MPH

Four axle scale test cars and scale monitor cars may be moved without restriction.

Handle scale test cars and scale monitor cars on rear of train.

If more than one two-axle scale test car is to be moved, handle in a separate train.

Loaded welded or jointed rail trains.....40 MPH

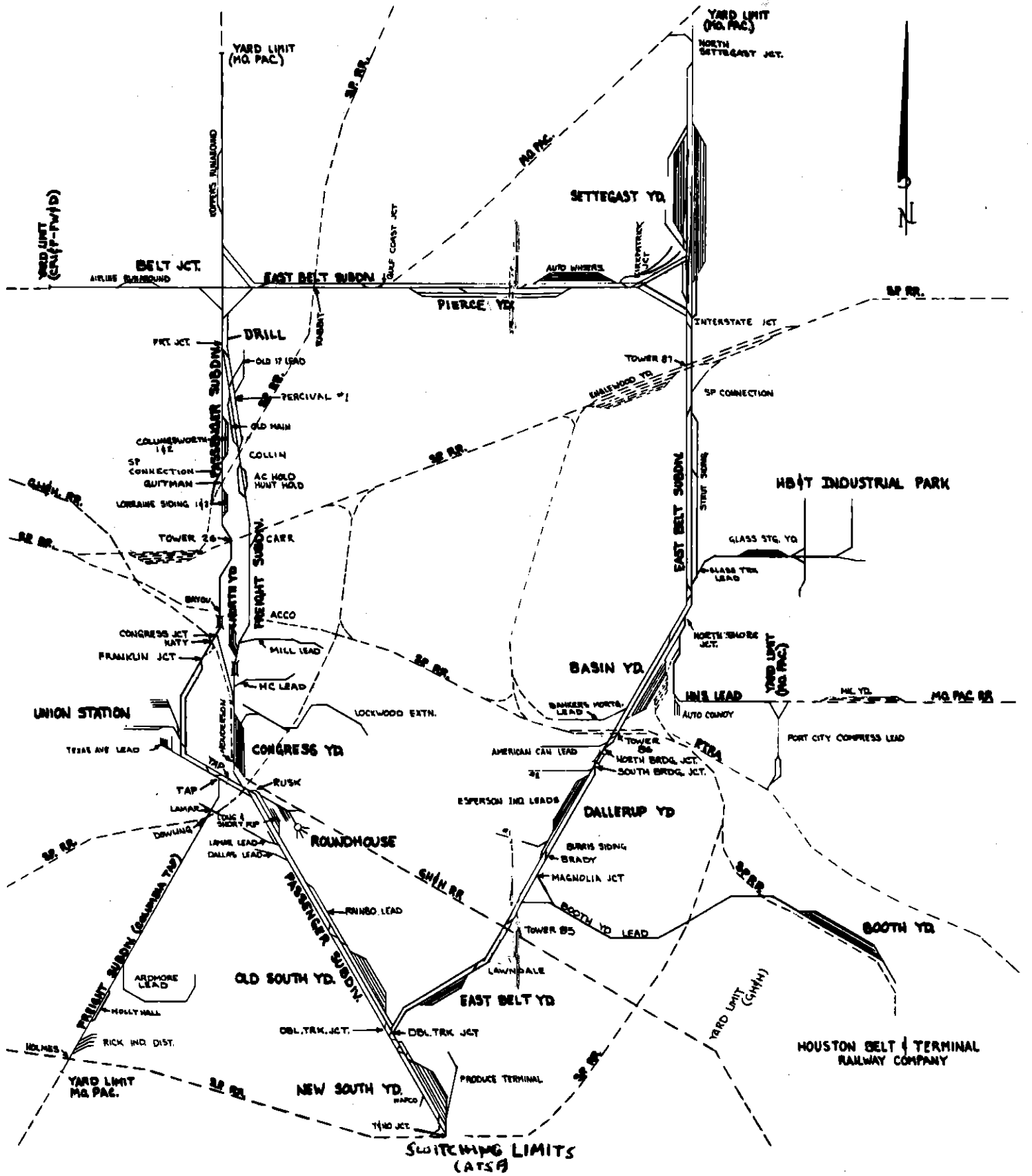
Unless otherwise instructed by Superintendent, loaded or empty rail trains will be restricted to 70 cars, rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

ITEM 3-D. SHIPMENTS REQUIRING CLOSE ATTENTION:

Unless otherwise directed by Superintendent, shipments of excessive height, width, weight or value or other unusual shipments requiring close attention must be positioned in trains as close to engine as practical, but in no case further than 5 cars behind engine, except cars accompanied by messenger, cars requiring handling on rear end only, or cars moving in local trains may be positioned not to exceed 5 cars ahead of caboose.

Flat cars equipped with two stanchions loaded with one trailer must not be handled in train less than 5 cars behind engine unless trailer is loaded on leading end of car.

An open top car that is loaded above the top chord or beyond the sides of the car with freight or machinery which may shift must not be placed immediately ahead of an occupied caboose or immediately behind an occupied locomotive.



HOUSTON BELT & TERMINAL
RAILWAY COMPANY

SWITCHING LIMITS
(ATSA)

YARD LIMIT
(G.M.F.)

YARD LIMIT
(MO. PAC.)

YARD LIMIT
(MO. PAC.)

YARD LIMIT
(MO. PAC.)

BELT JCT.
AIRLINE SUBDIVISION

EAST BELT SUBDIV

SETTEGAST YD

PIERCE YD

INTERSTATE JCT

FRT JCT

DRILL

TOWER 81

OLD 17 LEAD

TERCIVAL

WALLEWOOD YD

SP CONNECTION

COLLIERWORTH

COLLIN

AC HOLD HUNT HOOD

32 RR

HOBT INDUSTRIAL PARK

SP CONNECTION
QUITMAN

CARR

EAST BELT SUBDIV

GLASS STG. YD

TOWER 26

PREMINT SUBDIV

GLASS TRN LEAD

CONGRESS JCT
KATY

ACCO

BASIN YD

NORTH SHORE JCT

FRANKLIN JCT

MILL LEAD

HNS LEAD

UNION STATION

CONGRESS YD

H.C. LEAD

BASIN YD

HNS LEAD

TEXAS AVE LEAD

LOCKWOOD EXTN.

BANKER'S WORTH LEAD

AUTO COUNTY

PORT CITY COMPRESSION LEAD

TAP

RUSK

AMERICAN CAN LEAD

TOWER 82

NORTH BRDG. JCT.

32 RR

LAMAR

ROUNDHOUSE

ESPERSON IND LEADS

DALLERUP YD

BARRIS SIDING

BRADY

MAGNOLIA JCT

BOOTH YD LEAD

TOWER 83

BOOTH YD

DOWLING

PARKER SUBDIV

SHIN RR

BOOTH YD LEAD

LANE LEAD

PRINCE LEAD

LAWDALE

DALLAS LEAD

ARNDT LEAD

OLD SOUTH YD

EAST BELT YD

HOLLY HALL

OBL. TRK. JCT.

DBL. TRK. JCT.

EAST BELT YD

RICK IND. DIST.

PRODUCE TERMINAL

YARD LIMIT
MO. PAC.

32 RR

NEW SOUTH YD

PRODUCE TERMINAL

HOLMES

32 RR

THO JCT.

YARD LIMIT
(G.M.F.)

ITEM 4. RAILROAD CROSSING AT GRADE:

Equipment must not be left standing within interlocking limits unless coupled to other equipment extending beyond such limits.

A. The following City of Houston Ordinance governs obstruction of street crossings on the Houston Belt and Terminal.

(1) It shall be unlawful for any person in charge of any Railway train to obstruct a street crossing in the City of Houston for a longer period of time than five (5) minutes at one time.

(2) By the term "obstruct a street crossing" is meant the blocking of the flow of traffic on such street by stopping a railway train on the railroad tracks across said street, or by occupying the tracks across said street with a moving railway train, or by a combination of both, it being the intent and purpose of this ordinance to prevent the person in charge of the railroad train from obstructing traffic flowing upon said street by either moving the railway train or a stopped railway train or a combination of both.

By the term "Railway Trains" is meant any railway engine or railway car or cars or railway train of engine and cars.

By the term "person in charge" is meant that physical person accompanying train empowered to direct its operations.

(3) Any person violating any of the provisions of this ordinance shall be guilty of an offense and upon conviction shall be fined not less than \$100.00 nor more than \$200.00. After crossing has been illegally obstructed for the initial period of five minutes, each succeeding period of five minutes of illegal obstruction shall constitute a separate offense.

B. EAST BELT SUBDIVISION:

(1) Train and transfer movements on the East Belt Subdivision between South End of Basin Yard and Telephone Road, First Street crossing north of New South Yard, must not exceed forty (40) cars between the hours of 7:00 a.m. and 8:30 a.m. and 4:30 p.m. and 6:00 p.m., Monday through Friday, unless authorized by R.T.C.

(2) All trains and transfers moving on East Belt Subdivision during the above mentioned days and hours which are stopped for any reason must notify R.T.C. immediately. Crew will give R.T.C. location and reason stopped. If train or transfer cannot move within five (5) minutes, crew will take action to cut road crossing.

ITEM 5. ABS and CTC. In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 mph, trains and engines using a hand-operated main track switch not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track or leave main track switch open.

ITEM 6. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- A. Uniform Code of Operating Rules.
- B. Uniform Code of Safety Rules.
- C. Maintenance and operation of air and dynamic brakes, air signal and train handling instructions.
- D. All Foremen: Zone-Track-Spot Book
Hazardous Material Handling Guide
- E. Rules and instructions governing the operation of a railroad radio communication system.

ITEM 7. OPERATIONS OF ENGINES:

A. When engines are moved from mechanical facility to train or vice versa, the controls will be handled from the lead unit when practicable, except when making short back up moves.

B. Operating diesel engines through water: Unless otherwise directed by officer at point of high water, diesel engines must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour to prevent water getting inside traction motors. If any probability of water having entered motors, cover on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

C. Under unusual circumstances when a unit becomes inoperative, abnormal weather, etc., it is possible that the units can go into overload and damage traction motors. To prevent overload, do not exceed the quarter hour short time rating of any unit in #8 throttle when speed is steady or decreasing.

D. Shoving or back-up movements: Do not use any more power than actually required to smoothly start shoving movement. Always use the least possible power to negotiate sharp curves and turnouts or movement across bridges.

ITEM 7-A. OPERATION OF HOUSTON BELT & TERMINAL ENGINES:

A. Selector lever in "SW" position is to be used only when switching on leads. Do not use the "SW" position on engines nos. 24 thru 37 when being used to handle transfers.

B. All regulating and feed valves will be set at 90 lbs.

ITEM 8. OWNING LINE CREWS AND LOCOMOTIVES:

A. Over the road trains arriving HB&T and tying up short of yarding their train in proper yard must leave a copy of their train list in the caboose.

B. Road crews Settegast Yard receiving outbound power and operating from short sand spur track (stub ended track) must align switch behind movement for lead.

C. ATSF Road crews handling solid PTR A and/or SP interchange traffic will be governed as follows:

(1) Upon arrival at Houston Belt and Terminal Yard limits, M.P. 9.19, crews will continue to communicate via radio with train director, Union Station, for clearance to PTR A and/or SP interchange via East Belt Subdivision. When clearance granted, movement may be made as outlined in current Houston Belt and Terminal timetable.

(2) Trains proceeding northward on East Belt Subdivision passing Tower MX (old tower 86), M.P. 9.13, will communicate via radio with HBT Yardmaster for delivery instructions.

(3) After receiving instructions from HBT Yardmaster designating in which yard and track the delivery is to be made, a member of the crew must communicate via ground speaker with the PTR A Yardmaster and will be governed by his instructions while in North Yard. This must be done before train is backed into North Yard tracks.

(4) Do not exceed 10 MPH when pulling or delivering to or from PTR A.

ITEM 9. UNIFORM CODE OF OPERATING RULE CHANGES.

A. PROTECTION BY SIGNS

On Subdivision where maximum speed does not exceed 35 MPH protection for men, machines and track restrictions may be provided by display of temporary speed restriction and resume speed signs as prescribed by rule 10(g) without the use of train orders or flag protection.

When such signs are displayed train or engine will proceed not exceeding 10 MPH, or slower if necessary, within the limits of the restriction, and be prepared to stop short of gang, machines, or stop sign. If gang is encountered be governed by verbal instructions of foreman. If stop sign displayed, train or engine must stop and be governed by verbal instructions of foreman.

(6) **RULE 26.** A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

When emergency repair work is to be done on, under, or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

Blue signal protection is not required at derailment operations.

RULE 26 (a). When workmen are on, under, or between rolling equipment on a main track:

- (1) A blue signal must be displayed at each end of the rolling equipment. (Attached to the equipment or displayed on the track ahead and behind the equipment)
- (2) If the rolling equipment includes an engine a blue signal must be attached to the engine at a location where it is readily visible to the engineer.

RULE 26 (b). Workmen may not work on, under, or between rolling equipment on any track other than main track unless:

- (1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch.
- (2) A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail. Exception: Within engine service facilities and carshop repair tracks, a speed of five (5) miles per hour must not be exceeded, and derail may be placed at least 50 feet from rolling equipment.
- (3) When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

RULE 26 (c) ENGINE SERVICING FACILITIES

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

- (1) From the entrance switch or derail of the service track, and the engine which is placed on the track is stopped short of coupling to another engine, or

- (2) From the controlling unit to be moved and from the service track departure switch or derail, before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26 (d) CAR SHOP OR REPAIR TRACK PROTECTION

When workmen are on, under, or between rolling equipment in a car shop or repair track area:

- (1) A blue signal must be displayed at each switch providing access to the area.
- (2) Each switch providing access to the area must be lined away from movement to the area and locked with an effective locking device.
- (3) If operated by an authorized employee under the direction of the person in charge of the workmen, a car mover may be used to reposition rolling equipment within this area after workmen on the affected track have been notified of the movement.

Rolling equipment must not be placed on car shop or repair tracks until it is known that all employees are clear of the track on which the movement is to be made.

RULE 26 (e). HUMP YARD TRACKS & TRACKS WITH REMOTELY CONTROLLED SWITCHES

Workmen may not work on, under, or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective block device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

- (1) The date and time he received notification of work to be performed;
- (2) The name and craft of the employee in charge who provided the notification;
- (3) The number or other designation of the track involved;
- (4) The date and time he notified the employee in charge that protection has been provided; and
- (5) The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26 (B).

(7) **RULE 34 & 34(a):** Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting movement of their train or engine, as soon as the signal is clearly visible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the operating compartment maintain a vigilant look-

out for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

(8) **RULE 93, 93(a) D-93 and NOTE TO RULES 93 AND 93(a):** Within yard limits, the main track may be used, clearing first class trains at the time shown at the next station in direction of their approach, but not less than 5 minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, the main track may be used without protecting against second and inferior class trains, extra trains and engines.

Within yard limits, second and inferior class trains, extra trains and engines must move prepared to stop within one half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour unless the main track is known to be clear by block signal indication, per Rule 281, then trains and engines may proceed at restricted speed.

Conditional yard limits may be established by general order or special instructions which must specify hours and limits and will be designated by conditional yard limit signs showing effective hours. Rule 93 will be in effect only during hours and within the limits specified.

RULE D-93. Within yard limits, movements against the current of traffic must not be made unless authorized by train order, train dispatcher, yardmaster, or designated supervisor.

Within yard limits, when moving against the current of traffic, all trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour.

NOTE TO RULE 93. The provisions of this rule does not relieve a train from clearing an opposing superior train as required by Rule S-89.

(9) **RULES 99, 99(a), 99(b), 99(j), 99(k) AND NOTE TO RULES 99(j) AND 99(k):** When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuseses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track, flag protection against following trains on the same track must be provided. A crew member with flagman's signals must immediately go back at least the distance prescribed by time table or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved.

When recalled and safety to train will permit, he may return to his train. He must leave torpedoes and one lighted fusee, and while returning he must also place single lighted fusees at in-

tervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by time table or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 14(c). Inability to hear this signal does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- (a) In ABS territory, when rear of train is protected by at least two block signals, except will not apply:
 1. To single unit light engine.
 2. To work extras.
 3. To any unit of equipment which will not actuate the signals.
 4. Making back-up movement.
- (b) When rear of train is protected by an absolute block (absolute block means a block in which no train is permitted to enter while it is occupied by another train).
- (c) When rear of train is within interlocking limit.
- (d) When a train order or special instructions provides that flag protection is not required.

Note: The flagging distances are as follows (unless otherwise shown on schedule page):

When the maximum speed of subdivision is 35 MPH or greater two miles; less than 35 MPH - one mile.

Uniform Code of Operating Rule 99(g)

When a train is disabled or stopped suddenly by an emergency brake application or other causes, immediate radio transmission must be made giving exact location and status of train. This transmission must be repeated at least two times.

A lighted fusee must be immediately displayed at each end of train on adjacent tracks which may be obstructed including tracks of other railroads and flag protection provided in both directions as prescribed by Rule 99, going at least 2 miles where flagging distance for that track is not known.

Flagman may be recalled when it is known that such tracks are not obstructed or when control operator has provided protection in CTC or interlocking limits.

Exceptions To Rule 99(g) On Single Track In Other Than CTC Territory:

When a crew knows because of the train orders they hold that no movement will be made in one or both directions on adjacent track, protection in that direction is not required.

At meeting point, approaching train must, if practicable, be instructed to stop before passing first siding switch. After such instructions have been acknowledged by approaching train, protection in that direction is not required.

Exceptions To Rule 99(g) In CTC Territory:

In CTC territory, except where tracks of other railroads are involved, train may be relieved of protecting adjacent tracks in one or both directions upon verbal advice from control operator that no movement will be made in one or both directions.

Dispatcher must provide protection as prescribed by Rule 375(10) before giving such verbal advice.

Before completing Form D-R Train Order to train authorizing movement against the current of traffic, train dispatcher must first give notice of such movement to any train moving with the current of traffic in the limits of such order.

Trains moving with current of traffic, will protect against trains moving against the current of traffic only after being advised by train dispatcher that such movement is being made.

(10) **RULE 104 (c):** Provisions of Rule 104 (c) will apply at remotely controlled, dual operated switches located within interlocking limits when train or engine is proceeding from a stop indication

(11) **RULE 105:** Rule 105 will not apply in controlled sidings. Controlled sidings must be designated in timetable or General Order and maximum speed specified.

Within controlled sidings trains and engines will operate in accordance with signal indications and ABS-CTC rules and other operating rules applicable to main track will apply.

(12) **RULE 209:** Train orders may be duplicated mechanically. Printed Form X Examples 1 and 3 showing multiple locations may be used.

(26) **DISTANT SIGNAL:** Definition distant signal — A signal outside ABS territory governing approach to a block or interlocking signal. Distant signals convey information concerning indication being displayed by next signal only and do not protect against trains, engines, obstructions, switch not properly lined or broken rails.

Name	Aspect	Indication
Distant Clear	Green with a "D" marker	Proceed; next signal displaying other than stop indication. The indication of next signal may change to stop after the distant signal is passed and enginemen and trainmen must be on the alert to observe it.
Distant Approach	Yellow with a "D" marker	Proceed prepared to stop before reaching next signal.

The maximum speed in interlocking limits outside ABS territory for which a **DISTANT APPROACH** indication is displayed at a **DISTANT SIGNAL** is 20 MPH until crossing is occupied.

(14) **RULE 220:** Conductor and engineer of train being tied-up short of terminal and leaving train before relieving crew arrives will secure all train orders and clearances held by his crew which have not been fulfilled. Conductor will leave orders for rear of train in envelope on conductor's desk with waybills. Engineer will leave orders for head end of train in envelope on engine. Both conductor and engineer will show correct designation of the train, date and location on outside of envelope and will sign below this information.

Unless otherwise instructed, crew manning a train which has tied-up on line of road must contact train dispatcher before proceeding.

(15) **RULE 223:** MAX. may be used for abbreviations of maximum.

AMTK is authorized abbreviation for Amtrak.

(16) **RULE 330:** Five minutes or more will be considered delay, except when any delay occurs after passing Approach Signal to an interlocking, train or engine must approach Absolute Signal of interlocking at low speed.

(17) **RULE 340 AND M/W 145 (k):** At manual interlockings man in charge of roadway machine or maintenance of way work equipment must receive verbal permission from the operator for machine or equipment to proceed through interlocking limits, and must report to operator or control operator when the machine or equipment has cleared interlocking limits. Control operator must display proper indication of interlocking signals to protect the movement, when possible.

If signals for route to be used indicate stop, before proceeding the man in charge of maintenance of way machine must know that signals indicate stop on conflicting routes.

(18) **RULE 344: Automatic Interlocking.** In absence of favorable signal indication and illuminated indicator light after working time release it may be determined that signals on the conflicting route indicate stop as follows:

Crew members will go both directions on conflicting route and observe that absolute signals display stop indication and signify such by giving hand proceed signal to member of crew located at the crossing, or directly to the Engineer if member of crew at signal is in view of the Engineer and that crew member has received a pre-agreed proceed signal from crew member located at the other signal. Crew members will remain at the signals on conflicting route and observe that they continue to display stop indication until conflicting route is fouled by their train.

If dark signal is encountered or members of crew on conflicting route are out of view protection per Rule 99 must be afforded on conflicting route.

(20) **RULE 375 (10) AND RULE 99 M/W:** Within CTC territory track may be removed from service by an employee without protection by flagman or train order upon authority of control operator specifying exact limits and track involved. Such authority must be repeated to control operator and "OK" received.

Control operator must not permit movement of train or engine on such track until notified by the employee that track is returned to service.

Control operator must make records of track removed from service on prescribed form.

(21) **RULE 510 (2):** Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

RULE 510 (3): Trainmen and enginemen, except in emergency, must not pass from one unit to another while units are in motion. When both adjacent units are equipped with walkways, ramps and safety chains to afford safe passage between the units, employees may pass from one unit to another, if necessary.

(22) **TIME SERVICE AND WATCH INSPECTION:** Employees required to use standard watches must present watch and certificate to a designated inspector once each two years for inspection.

Employees in charge of standard clocks must, during each tour of duty secure correct time from Train Dispatcher and set clock when found to differ 30 seconds or more from correct time. If standard clock will not maintain correct time, it must be removed from service and face covered.

L. Rule 351: Stop and proceed signals per Rule 291. Train or engines may pass "Stop and Proceed" signals without stop-

ping, proceeding at low speed until entire train has passed through block.

ITEM 10. UNIFORM CODE OF SAFETY RULES

Rule 2: Employees must wear shoes that afford maximum support and protection to their feet while performing repair work between, upon, in or under engines, freight or passenger cars; while performing repair work on or about tracks or structures; and while on duty in train, engine or yard service.

Canvass shoes, lounging shoes, high heel footwear with or without platform, are unsuitable. High top footwear gives added support to the ankles while low heels afford firmer footing and afford maximum support and protection for your feet and ankles.

ITEM 11. Settegast intermodal facilities tracks 801 and 802 crossings (both ends) will be kept clear of all rail equipment.

Do not exceed 10 MPH within intermodel facilities.

ITEM 12.

Coupled-in-motion track scale in service at the north end of Settegast Yard, north of Ley Road. The scale has two (2) tracks, one of which is a dead rail, which breaks off the turnout and is to be used when scale is not in operation; the other is designated the weigh rail and is located on straight track.

When the scales are not being used, all movements must be made using dead rail: the weigh rail must only be used when weighing cars.

The scale is connected by communication lines with the yard office in Union Station, and use of the scale activates instrumentation and television cameras at the scale, which transmits all pertinent data to Union Station.

Do not exceed 15 MPH on dead rail.

When weighing, a constant speed not exceeding 5 MPH should be maintained.

ITEM 13. WEIGHING INSTRUCTIONS - NEW SOUTH YARD SCALES

Movements over scales will be made only when weighing cars. 10 cars only when weighing.

Maintain speed between 3 and 5 M.P.H. when weighing.

NOTES

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
10	6	0
20	3	0
30	2	0
40	1	30

Explanation of Characters

- A Automatic Interlocking
- B Base Radio Station (Carrier Frequency given beside)
- C Remote Control Crossover (Number beside indicates if more than one at location)
- D Diesel Fuel
- G Gated Crossing - Normal position against this subdivision
- Ⓞ Gated Crossing - Normal against conflicting route
- M Manual Interlocking
- R Train Register
- S Stop Sign
- T Turntable or Wye
- W Water
- ⊗ Railroad Crossing at Grade
- Y Yard Limit
- # Track Scale
- ★ Train Order Office

Track diagrams and color codes are for general information only and are not to scale. Red indicates CTC/ABS. Green indicates ABS.

ROADWAY SIGNS

