

RESTRICTED SPEED

Definition

A speed that will permit stopping within one half the range of vision, short of train, engine, railroad car, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Examples of oral authorization to be used between foreman and engineer for train to pass a RED FLAG.

FORM Y IN EFFECT

(Foreman or Gang No.) using Train Order No. _____ Line No. _____ between MP _____ and MP _____, (Train ID) may pass red flag located at MP _____ without stopping and proceed(*) through the limits at _____ MPH.

*If a speed of 20 MPH or less is authorized, foreman must include the words, "at Restricted Speed."

NO FORM Y IN EFFECT

(Foreman or Gang No.), (Train ID) may pass red flag located at MP _____ without stopping and proceed between MP _____ and MP _____ at _____ MPH.

*WHERE NO SPEED RESTRICTION IS REQUIRED, FOREMAN WILL TELL ENGINEER "AT MAXIMUM AUTHORIZED SPEED."

WHEN FORM Y TRAIN ORDER IS USED IN MULTIPLE MAIN TRACK TERRITORY WHERE TRAINS MAY OPERATE IN EITHER DIRECTION, FOREMAN'S ORAL AUTHORIZATION MUST INDICATE THE MAIN TRACK ON WHICH MOVEMENT IS AUTHORIZED.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	45	80.0	1	08	52.9	1	46	34.0
—	46	78.3	1	10	51.4	1	48	33.3
—	47	76.6	1	12	50.0	1	50	32.7
—	48	75.0	1	14	48.6	1	52	32.1
—	49	73.5	1	16	47.4	1	54	31.6
—	50	72.0	1	18	46.1	1	56	31.0
—	51	70.6	1	20	45.0	1	58	30.5
—	52	69.2	1	22	43.9	2	—	30.0
—	53	67.9	1	24	42.9	2	05	28.8
—	54	66.6	1	26	41.9	2	10	27.7
—	55	65.5	1	28	40.9	2	15	26.7
—	56	64.2	1	30	40.0	2	24	25.0
—	57	63.2	1	32	39.1	2	30	24.0
—	58	62.6	1	34	38.3	2	45	21.8
—	59	61.0	1	36	37.5	3	—	20.0
1	—	60.0	1	38	36.8	3	30	17.1
1	02	58.0	1	40	36.0	4	—	15.0
1	04	56.2	1	42	35.3	5	—	12.0
1	06	54.2	1	44	34.6	6	—	10.0



EASTERN REGION TIMETABLE

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EFFECTIVE FRIDAY, NOVEMBER 1, 1985
AT 12:01 A.M.
CENTRAL STANDARD TIME

W. J. LACY,
Vice President-Operations.

L. G. SIMPSON,
General Manager.

K. A. MOORE,
Assistant General Manager

E. L. HORD,
Superintendent.
Operations, Planning and Control

**LAFAYETTE DIVISION
AVONDALE SUBDIVISION**

WESTWARD ↓			STATIONS	↑ EASTWARD		
First Class				First Class		
1 Psgr			Avondale Line	2 Psgr		
Leave Mon-Wed Sat	Station Numbers	Siding Feet		Mile Post	Arrive Sun-Tue Fri	
PM 2.35	38400		NEW ORLEANS UPT STA. BPT	PM 6.45		
2.48	38375		EAST BRIDGE JCT PQ	6.56		
<p>TIME AT NEW ORLEANS UNION PASSENGER STATION AND EAST BRIDGE JCT. FOR INFORMATION ONLY. SEE CURRENT TIMETABLE AND RULES OF OPERATING DEPARTMENTS FOR MOVEMENT AS FOLLOWS: NOUPT RAILROAD BETWEEN SOUTHPORT AND NOUPT STATION; I.C.G.RR. BETWEEN EAST BRIDGE JCT. AND SOUTHPORT; AND NEW ORLEANS PUBLIC BELT RAILROAD BETWEEN WEST BRIDGE JCT. AND EAST BRIDGE JCT.</p>						
3.03	38325		WEST BRIDGE JCT MPQ	10.5	6.40	
3.06	38300		AVONDALE BCMPQT	11.3	6.37	
	38295	9773	SALIX MP	18.9		
	38286	5068	BOUTTE	24.2		
	38274	2477	DES ALLEMANDS	31.6		
	...		BAYOU DES ALLEMANDS DB PM	32.5		
	38250	10828	RACELAND JCT P	40.2		
s3.48	38200	7760	SCHRIEVER BCPQ	A 55.0	s5.55	
	38115	3157	URSA	B 71.2		
	...		BAYOU BOEUF DB MPQ	S 73.3		
	38100		MORGAN CITY BCPQ	80.1		
	...		ATCHAFALAYA RIVER DB MPQ	D 80.5		
	37995	8749	BERWICK	T 81.8		
	37973	10500	BAYOU SALE	C 95.6		
	37965		FRANKLIN	101.0		
	...		CHARENTON CANAL DB MPQ	104.1		
	37900	10611	BALDWIN BCPQ	105.1		
	37898	6084	JEANERETTE SIDING	112.5		
s5.11	37800		NEW IBERIA BPQT	125.6	s4.31	
	37798	6633	WEST TOWER	126.1		
	37785	8127	CADE	132.1		
	37775	1666	BROUSSARD	138.4		
5.26	37770	6411	ELKS	140.8		
s5.53 PM	37763	2885	LAFAYETTE BPY	A 144.5	s4.08 PM	
	37740		BR JCT Y	B 145.1		
	37716		ALEX JCT Y	S 145.3		
	37700		LAFAYETTE YARD BCMPQTY	147.1		
Arrive Mon-Wed Sat	(140.4)			Leave Sun-Tue Fri		

**LAFAYETTE DIVISION
AVONDALE SUBDIVISION**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
AVONDALE LINE**

BETWEEN LAFAYETTE YARD and WEST BRIDGE JCT.					
146.4 and 146.0	25	25	101.6* and 100.9*	25	25
146.0 and 145.9	10	10	100.9 and 80.9	70	65
145.9 and 143.0	25	25	80.9 and 79.1*	25	25
143.0 and 138.7	70	55	79.1* and 77.8*	35	35
138.7* and 137.9*	40	25	77.8 and 75.9*	40	40
137.9 and 126.7	70	55	75.9 and 73.4	70	65
126.7 and 126.0	40	40	73.4 and 73.3	35	35
126.0 and 125.3	25	25	73.3 and 51.7	70	65
125.3 and 125.0	15	10	51.7 and 51.1	55	55
125.0 and 124.0	25	25	51.1 and 35.6	79	65
124.0 and 123.0*	40	40	35.6 and 32.1	70	65
123.0 and 115.2	70	65	32.1 and 32.0	35	35
115.2* and 113.3*	25	25	32.0 and 19.9	70	65
113.3 and 104.1	70	65	19.9 and 16.7	79	65
104.1 and 104.0	35	35	16.7 and 12.3	70	65
104.0 and 101.6	70	65	12.3 and 10.5	35	35

*RULE 10(E). Speed may be increased when lead engine passes increase speed sign at these locations.

#Speed of passenger trains may be increased as soon as lead engine passes increase speed sign.

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet			Mile Post
		Cypremort Branch		
37900		BALDWIN BCPQY		0.0
37940		WEEKS	A B B	18.8

Midland Branch

37800		NEW IBERIA BPQTY		0.0
37808		DAVIDS Y		4.8
37830		I & V JCT Y		5.4
...		BAYOU CARLIN DB SG		11.9
37835	1000	ERATH	A	14.9
...		BAYOU VERMILION DB SG	B	21.5
37849	1600	ABBEVILLE P	R	21.5
37856	2050	KAPLAN		30.0
(30.0)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	CYPREMORT BRANCH	ALL TRAINS
WEEKS and BALDWIN		25
Exception:		
14.9 and 18.8		10

MIDLAND BRANCH

KAPLAN and NEW IBERIA		25
Exceptions:	Exceptions:	
31.0 and 16.2	10	1.6 and 1.3
5.4 and 5.3	10	1.3 and 0.0
Note:	Class ES412 units restricted to 20 MPH	

Salt Mine Branch

37870		SALT MINE Y		9.8
37830		I & V JUNCTION Y		5.4

**LAFAYETTE DIVISION
AVONDALE SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Alexandria Branch			Mile Post
37716		ALEX JCT	Y		0.5
		<small>20.3</small>			
37733	2656	OPELOUSAS SIDING		A	20.8
		<small>1.1</small>			
37736		OPELOUSAS	P	B	21.9
		<small>0.2</small>			
...		MP CROSSING	A	R	22.1
		<small>2.9</small>			
...		END OF TRACK			25.0
(25.0)					

St. Martinville Branch

37714		B-R JCT	Y	A	0.3
		<small>7.7</small>		B	
...		END OF TRACK		R	7.7

Houma Branch

38200		SCHRIEVER	BPQY		0.0
		<small>14.5</small>		A	
38210		HOUMA	P	B	14.5
				R	

Napoleonville Branch

...		END OF TRACK		A	15.2
		<small>0.4</small>			
38246		SUPREME		B	14.8
		<small>11.6</small>			
38220		NAPOLEONVILLE JCT		R	3.2
		<small>4.1</small>			
38200		SCHRIEVER	BPQY		0.0
(16.1)					

Lockport Branch

38250		RACELAND JCT	BPQY		0.0
		<small>9.9</small>		A	
38266		LOCKPORT	P	B	9.9
				R	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN ALEXANDRIA BRANCH ALL TRAINS

ALEX JCT and MP 25.0 25

Exceptions: 25.0 and 0.5 10

ST. MARTINVILLE BRANCH

MP 7.7 TO B-R JCT 20

Exceptions: 0.3 and MP 7.7 10

HOUMA BRANCH

SCHRIEVER AND HOUMA 25

Exceptions: 0.0 and 0.4 10 Exceptions: 13.7 and 14.6 10

9.5 and 11.0 20

Note: Class ES412 units restricted to 20 MPH

NAPOLEONVILLE BRANCH

SCHRIEVER AND MP 15.2 25

Exceptions: 4.5 and 2.0 10

SALT MINE BRANCH

I & V JCT and SALT MINE 25

Exception: 9.5 and 8.0 10

Note: Class ES412 units restricted to 20 MPH

LOCKPORT BRANCH

LOCKPORT TO RACELAND JCT. 10

Exceptions: 9.9 and 8.5 5 Exceptions: 5.5 and 2.0 5

**LAFAYETTE DIVISION
AVONDALE SUBDIVISION**

SPEED ON OTHER THAN MAIN TRACK:

Sidings Cade, Baldwin, Bayou Sale, Berwick, Raceland Jct., and Salix	25
Lafayette Yard, tracks 101 and 902	25
Rip Tracks, Caboose Track and Stock Pen, Lafayette Yard	5
Locomotive maintenance facility tracks Lafayette Yard: Engine holding track (No. 601) Middle track (No. 602) Sandhouse track (No. 603)	5
Patoutville Spur, MP 116.2	5
All Yard Tracks, Baldwin	5
Ashland Chemical, all tracks (Cypremort Branch)	5
Ramos Spur, MP 74.4	5
Wye track, Raceland Jct.	5
Jay Spur, MP 13.7	5
Texaco Spur, Vallier MP 28.4	5
Locomotive maintenance facility tracks, Avondale; East Turntable lead (No. 600), Wrecker Track (No. 602) Tie-up tracks off west turntable lead (Nos. 603, 604 and 605) Sandhouse track	5
All other Tracks, Avondale Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Avondale Line					
137.0	Billeaud	37780	95.7	North Bend	37979
130.0	Ara	37790	74.4	Ramos	38105
120.9	Olivier	37786	69.2	Zacarter	38120
116.2	Patoutville	37892	64.5	Donner	38130
114.2	Jeanerette	37895	28.4	Vallier	38278
97.9	Garden City	37970	1.3	Algiers	38350
95.7	Cabot	37976			

NOTE: North Bend is on spur 4.3 miles from Bayou Sale.
Cabot is on spur 4.4 miles from Bayou Sale
Algiers is on spur 9.2 miles from West Bridge Jct.

Cypremort Branch

18.2	Gajan	37935	12.3	Ivanhoe	37920
14.9	Cypremort	37930	11.1	Florence	37915
13.1	United	37925			

Midland Branch

26.5	Nunez	37854	15.9	West Erath	37838
20.0	Youngs	37745	12.2	Delcambre	37832
18.3	Grosse Isle	37842			

Salt Mine Branch

9.4	Avery	37868	6.2	Emma	37860
9.1	McIlhenny	37864			

Alexandria Branch

22.7	Lansom	37739	13.3	Sunset	37728
19.2	Veltin	37732	7.1	Carencro	37724

St. Martinville Branch

5.3	Anse LaButte	37742	18.7	Breaux Bridge	37746
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Houma Branch

17.0	Colley	38214	12.7	Southdown Siding ..	38205
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NOTE: Colley is on spur 2.5 Miles from Houma.

Napoleonville Branch

12.0 Labadville 38242

Lockport Branch

13.7	Jay	38270	1.9	Raceland	38258
5.5	Mathews	38262	1.4	Godchaux	38254

NOTE: Jay is on spur 3.8 Miles from Lockport.

SPECIAL INSTRUCTIONS

RULE K. Impaired Side Clearance

MP	Description	MP	Description
83.9	Detector	73.3	Drawbridge
80.4	Drawbridge	32.0	Drawbridge
77.4	Overpass	9.6	Building
77.3	Detector		

RULE 82(A). Westward first-class passenger trains and extra passenger trains originating at New Orleans UPT Station may assume schedule but must obtain clearance before leaving Avondale.

**LAFAYETTE DIVISION
AVONDALE SUBDIVISION**

RULE 93. Location of yard limits:

149.2	Lafayette Yard	142.9
4.0	Lafayette Yard (Alexandria Branch)	
3.1	Lafayette Yard (St. Martinville Branch)	
5.7	I&V Jct Davids (Salt Mine Branch)	4.3
2.1	New Iberia (Midland Branch)	
2.0	Baldwin (Cypremort Branch)	
1.4	Schriever (Houma Branch)	
	Schriever (Napoleonville Branch)	1.4
2.0	Raceland Jct (Lockport Branch)	
17.7	Avondale	

RULE 103. At locations listed below a crew member must take position at crossing to afford warning:

Avondale Line

New Iberia	La. State Highway 182
Olivier (spur)	La. State Highway 182
Jeanerette (spur)	La. State Highway 182
Garden City (spur)	La. State Highway 182
Pelican State Lime Company	
Spur MP 74.4	U.S. Highway 90

RULE 103(M). Boutte (Monsanto Chemical Plant), drops must not be made inside plant.

RULE 103(O). North Bend — Columbian Carbon Company Plant: Special light type signal installed at switch to tracks Nos. 1 and 2, protects movable platform across these tracks. Switch located on light support must be turned on to illuminate light. If platform is raised, light will display green aspect, and track may be entered. If light does not burn when switch is turned on, crew must see that platform is raised before entering track.

Cabot — Cabot Corporation Plant: Special light type signal protecting track installed on shed at bin No. 1. When light displays red aspect, tracks must not be entered or cars disturbed, without first obtaining permission from loading foreman. When light displays green aspect, tracks may be entered without permission of loading foreman.

Boutte — Monsanto Chemical Company Plant: Tracks 2A, 2B, 3, 5A, 5B protected by special light type signals (in addition to derrails).

When signal displays red aspect track must not be entered. When signal displays yellow aspect track may be entered only with permission of loading foreman. In addition it must be known that derrails are in position for movement.

RULE 104(M). Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Cade	West and east end siding Main track
Baldwin	West and east end siding Main track
Bayou Sale	West and east end siding Main track
Berwick	West end siding Main track
Raceland Jct.	West and east end siding Main track
Salix	West and east end siding Main track

RULE 109(C). TRACKSIDE DETECTORS

MP	Type	Direction	MP	Type	Direction
138.9	G1&C*	Both	59.8	G1	Both
110.0	G1&C*	Both	48.5	G1	Both
99.2	G1	Both	36.1	C	Both
84.9	G1	Both	34.1	G1	Both
83.9	G2	Both	26.5	G1	Both
77.3	G2	Both			Alexandria Branch
76.1	G1&C	Both	3.8	D	Eastward
67.0	G1	Both			

* When detector is activated, train dispatcher must be notified so Signal Maintainer can reset detector.

**LAFAYETTE DIVISION
AVONDALE SUBDIVISION**

RULE S-227. Absolute Block Register Territory

Territory	Register location
MP 1.4 and Houma (Houma Branch)	Schriever
MP 1.4 and end of track MP 15.2 (Napoleonville Branch)	Schriever
MP 2.0 and Lockport (Lockport Branch)	Schriever
MP 2.0 and Weeks (Cypremort Branch)	Baldwin
MP 5.7 and Kaplan (Midland Branch)	Lafayette Yard
MP 3.1 and MP 7.7 (St. Martinville Branch)	Lafayette Yard
MP 4.0 and End of Track MP 25 (Alexandria Branch)	Lafayette Yard

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
40.1	Salix	18.4	105.4	Bayou Sale	95.8
54.2	Raceland	40.1	116.2	Baldwin	105.4
57.0	Schriever	54.2	126.3	New Iberia	116.2
71.0	Ursa	57.0	130.8	Ara	126.3
81.1	Morgan City	71.0	137.8	Cade	130.8
95.8	Berwick	81.1	142.9	Elks	137.8

RULE 314(A). Block Signals with "P" plates.

Eastward	Protection	Westward
1020	Barricade Protector MP 100.9 Franklin	1007
80.8	Flood wall gates, Morgan City	80.5
518	Vehicle, high load detector, MP 51.7 Bayou Lafourche	515

AIR BRAKE RULES

RULE 24-G. Will apply at New Orleans, East Bridge Jct, Avondale and Lafayette Yard.

RULE 58.L. On yard engines handling transfer trains using dynamic brakes, before entering or leaving turnout or crossover on descending grade, Mississippi River Bridge, dynamic braking force must be reduced to one-half of the maximum amperes, 500 feet before engine reaches and 1500 feet after passing through turnout or crossover, and if necessary, automatic brakes applied sufficiently so that speed of 15 MPH or allowable speed will not be exceeded until entire movement is clear of turnout or crossover.

Transfer trains using pusher engine must be stopped on descending grade clear of signal governing movements through turnout or crossover where pusher engine will be detached.

MISCELLANEOUS

1. Operation Over Mississippi River Bridge:

Trains and transfer cuts exceeding 7,500 tons going over Mississippi River Bridge must have helper engine. Maximum helper horsepower and placement is governed by New Orleans Public Belt Operating Rules.

Road engine will not exceed 16,000 horsepower and 20 axles of dynamic braking.

Trains must not be powered with less than 1.25 horsepower per ton or more than 2.25 horsepower per ton. If necessary to isolate or shut down locomotive(s) to meet maximum horsepower requirements, the tonnage of the isolated locomotives must be added to train tonnage.

If more than 5,000 tons, train acceleration must be kept low, not to exceed 5 MPH, per minute, while any portion of train is ascending Mississippi River Bridge.

2. Trains Handling Loads of Excessive Width:

Trains handling loads of excessive width are restricted at Vallier as follows:

- When storage track Vallier MP 28.4 is occupied with cars, trains handling loads measuring 14 feet 0 inches, through and including 14 feet 5 inches in width, must operate at walking speed.
- When storage track Vallier MP 28.4 is occupied with cars, trains handling loads measuring in excess of 14 feet 5 inches in width, must not pass until storage track is clear.

**LAFAYETTE DIVISION
LAFAYETTE SUBDIVISION**

WESTWARD ↓			STATIONS	↑ EASTWARD		
First Class	Station Number	Siding Feet		Lafayette Line	Mile Post	First Class
1 Psgr						2 Psgr
Leave Mon-Wed Sat	Station Number	Siding Feet	Lafayette Line	Mile Post	Arrive Sun-Tue Fri	
PM 5.53	37763		LAFAYETTE BPY	144.5	PM 5.08	
	37740		BR JCT Y	145.1		
	37716		ALEX JCT Y	145.3		
	37700		LAFAYETTE YARD BCMPQTY	147.1		
	37685	2656	SCOTT 5.4	149.7	3.20	
	37680	2567	DUSON 4.3	155.2		
	37675	2277	RAYNE 4.9	160.0		
	37670	10690	CROWLEY SIDING 1.6	164.9		
	37665	3227	CROWLEY 1.1	166.5		
			MP CROSSING 7.2	167.6		
	37620	4420	MIDLAND 5.3	174.8		
	37615	2284	MERMENTAU 0.2	180.1		
			MERMENTAU RIVER DB MPQ 4.9	180.3		
	37610	3055	JENNINGS 6.2	185.2		
	37605	9947	ROANOKE 3.9	191.4		
	37597	1237	WELSH 10.2	195.3		
			MP CROSSING 1.7	205.5		
	37585	3501	IOWA 10.0	207.2		
	37500	11400	LAKE CHARLES YARD ABC POTY 0.8	217.2		
			MP CROSSING 0.8	217.8		
s7.19	37515		LAKE CHARLES PY 2.1	218.8	s2.10	
			CALCASIEU RIVER DB MPQY 0.3	220.9		
			KCS CROSSING 1.6	221.2		
			KCS CROSSING 1.2	222.8		
	37455	10500	LOCKMOOR SIDING 6.7	224.0		
	37445	10500	BRIMSTONE 5.8	230.7		
	37435	2869	EDGERLY 5.2	236.5		
	37430	2207	VINTON 9.7	241.7		
	37425	N10800 S10800	ECHO 7.8	251.4		
			MP CROSSING 1.2	259.3		
	37335	9800	FRANCIS 11.2	260.5		
	37315	10500	CONNELL 6.0	271.7		
	37304		TOWER 31 MPQ 1.1	277.7		
			NECHES RIVER DB M 0.1	278.8		
			ATSF CROSSING 1.8	278.9		
s8.45	37000	11800	BEAUMONT BCMPQT 12.3	280.7	PM 5.12.40	
	36940	11300	CHINA 6.5	293.0		
	36930	11800	COTTON CREEK 8.8	299.5		
	36920	11700	DEVERS 9.3	308.3		
	36910	10300	AMES 9.2	317.6		
	36700	13000	DAYTON BPQ 13.9	326.8		
	36610	14100	CROSBY 6.8	340.7		
	36565		HATCHERY 2.6	347.3		
	36560	13500	FAUNA 3.1	349.9		
10.00 PM	36550		DAWES MP (205.9)	353.0	11.08 AM	

**LAFAYETTE DIVISION
LAFAYETTE SUBDIVISION**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
LAFAYETTE LINE**

BETWEEN DAWES and LAFAYETTE			
PSGR FRT		PSGR FRT	
353.0 and 352.7	50 50	220.7 and 220.6	25 25
352.7 and 345.0	70 65	220.6 and 219.7	40 40
345.0 and 344.2	50 40	219.7 and 217.8	20 20
344.2 and 343.5	30 30	217.8* and 217.7*	10 10
343.5 and 342.2	50 40	217.7 and 217.5	20 20
342.2 and 327.6	70 65	217.5 and 216.4	40 40
327.6* and 326.7*	30 30	216.4 and 207.1	70 65
326.7 and 322.3	60 40	207.1* and 206.5*	45 45
322.3* and 319.9*	30 30	206.5 and 205.3	70 65
319.9 and 285.1	70 65	205.3 and 205.2	50 50
285.1* and 276.9	20 20	205.2 and 195.6	70 65
276.9 and 275.6	50 40	195.6* and 194.4*	25 25
275.6 and 273.3	70 55	194.4 and 185.5	70 65
273.3 and 272.1	45 45	185.5 and 183.9	25 25
272.1 and 261.5	70 65	183.9 and 180.4	70 55
261.5 and 260.4	70 55	180.4 and 180.3	35 35
260.4 and 253.3	35 35	180.3 and 171.3	70 55
253.3 and 250.0	50 40	171.3 and 170.7	75 65
250.0 and 247.6	50 40	170.7 and 167.6	79 55
247.6 and 242.0	70 65	167.6 and 165.8	30 30
242.0* and 241.5*	40 40	165.8 and 160.8	79 65
241.5 and 236.0	70 65	160.8* and 159.3*	45 45
236.0 and 235.4	75 65	159.3 and 150.4	70 55
235.4 and 229.0	79 65	150.4* and 146.4	45 45
229.0* and 226.7*	35 35	146.4 and 146.0	25 25
226.7 and 222.9	70 65	146.0 and 145.9	10 10
222.9 and 220.7	40 40	145.9 and 143.0	25 25

*RULE 10(E). Speed may be increased when lead engine passes increase speed sign at these locations.

SPEED ON OTHER THAN MAIN TRACK: MPH

Sidings: Fauna, Crosby, Dayton, Ames, Devers, Cotton Creek, China, Connell, Francis, South Siding Echo, Lockmoor Siding	25
Siding Beaumont	5
U. S. Steel Lead (Baytown Branch)	20
Crossovers between MP 282.4 and KCS. MP 766.7	20
Exception: crossover MP 280.6	10
Crossovers between KCS MP 766.7 and KCS MP 766.0	5
East and west leg of wye track Prosser	5
Track scale Gulf Spencer Plant	5
Orange siding, new lead in field track	5
Harbor, Lake Charles Harbor Spur	25
Lake Charles Yard No. 1 track over M.P. Crossing	5
Chloe	5
Jennings, house track	5
Lafayette Yard rip tracks, caboos track and stock pen	5
Lafayette Yard: Tracks 101 and 902	25
Locomotive Maintenance Facility Tracks	
Beaumont, Inside Track No. 338 and Outside Track No. 339; Lake Charles Yard, Track No. 7 (No. 601) and No. 8 (No. 602); Lafayette Yard, Engine Holding Track (No. 601); Middle Track (No. 602) and Sandhouse Track (No. 603)	5
All other tracks, Lafayette Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Lafayette Line					
345.4	Sheldon	36605	257.9	Orange Siding	37390
331.9	Audrey	36615	256.6	Orange	37400
320.8	Liberty	36905	228.4	Sulphur	37450
313.4	Raywood	36915	215.3	Mallard Jct.	37525
297.9	Nome	36935	213.0	Chloe	37580
284.0	Amelia	36945	201.4	Lacassine	37592
276.4	Kort	37308	172.6	Estherwood	37650
265.5	Bobsher	37325	171.9	Tortue	37660
263.0	Tulane	37330	Baytown Branch		
			5.23	East Baytown*	36790

NOTE: * East Baytown is station on Cedar Point Industrial Spur.
NOTE: Harbor is on Spur 4.1 miles from Mallard Jct.

Sabine Branch

25.5	Guffey	37050	16.0	Port Acres	37064
25.5	Chaison*	37054	14.0	Williams	37068
21.3	Viterbo	37062	3.1	Port Arthur**	37080

NOTE: * Chaison is on spur 3.3 miles from Guffey.

NOTE: ** Port Arthur is on spur 3.1 miles from West Port Arthur.

Rockland Branch

129.3	Buck Creek	45525	94.1	Colmesneil	45505
126.9	Huntington	45520	87.6	Doucette	45495
114.3	Zavalla	45515	72.7	Warren	45480
109.2	Dolan	45510	64.8	Village Mills	45475

**LAFAYETTE DIVISION
LAFAYETTE SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Rockland Branch			Mile Post
37000		BEAUMONT	BCMPQTY		280.2
...		^{1.3} SANTA FE JCT	Y		30.5
MOVEMENTS BETWEEN SANTA FE JCT. AND LOEB JCT. ARE OVER ATSF TRACKAGE.					
...		LOEB JCT	P		40.1
45470		^{14.5} KOUNTZE	G		54.6
...	8350	^{2.7} PINE		D	57.3
45490		^{27.3} WOODVILLE		T	84.6
45530		^{47.5} DUNAGAN		C	132.1
...		^{3.5} HERTY			5.0
45380		^{2.5} PROSSER	T		120.4
(108.5)					

Sabine Branch

37074		^{1.1} WEST PORT ARTHUR	TY		12.7
...		KCS CROSSING		ABR	1.1
37000		^{17.4} BEAUMONT	BCMPQTY		280.2
(18.5)					

Baytown Branch

36700	13000	DAYTON	BCPQ	DTC	0.0
36755		^{13.0} MONT BELVIEU	PQY		13.0
36765		^{3.0} ELDON	Y		16.0
36800		^{6.2} BAYTOWN	BCPQ	DTC	22.2
(22.2)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ROCKLAND BRANCH	ALL TRAINS
PROSSER AND LOEB JCT.		30
Exceptions:	Exceptions:	
120.4 and 132.1	20	53.6 and 53.3
104.3 and 103.9	10	46.0 and 44.8
98.0 and 89.6	10	40.2 and 40.1
65.0 and 63.8	10	
SABINE BRANCH		
BEAUMONT and WEST PORT ARTHUR		25
Exceptions: 30.2 and 25.7		20
BAYTOWN BRANCH		
BAYTOWN and DAYTON		20
Exceptions: 24.7 and 23.0		10

**LAFAYETTE DIVISION
LAFAYETTE SUBDIVISION**

SPECIAL INSTRUCTIONS

RULE N. A & NR: Trains and engines using tracks of Angelina and Neches River Railroad between Prosser and Dunagan will be governed by the General Code of Operating Rules and Eastern Region Timetable.

Beaumont: Trains and engines operating on MP tracks between Tower 74 and Wall St. will be governed by the General Code of Operating Rules and Eastern Region Timetable.

Trains and engines operating on KCS tracks between Wall St. and Tower 31 will be governed by Eastern Region Timetable and General Code of Operating Rules as modified below.

Between Wall St. and Tower 31 all trains and engines must move at **RESTRICTED SPEED**.

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
351.3	Detector	220.6	Drawbridge
343.8	Bridge	205.5	Overpass
332.9	Detector	186.2	Overpass
322.0	Bridge	180.2	Drawbridge
312.3	Detector	163.1	Overpass
KCS 766.4	Hotbox detector	146.0	Bridge
KCS 765.1	Hotbox detector		Rockland Branch
250.0	Bridge	103.9	Bridge

RULE 15. Lake Charles: City ordinance prohibits sounding of engine whistle except where there is imminent danger of an accident. In observing this ordinance, engineer should sound whistle if in his judgment an accident may be prevented.

RULE 82(A). Clearance received on the Lufkin Subdivision of the Houston Division authorizes movement on the Rockland Branch of the Lafayette Subdivision.

RULE 93. Location of yard limits:

117.2	Lufkin (Houston Division)	120.8
17.0	Mont Belvieu-Eldon	9.5
	Beaumont (Sabine Branch)	23.4
13.3	Port Arthur-West Port Arthur	
225.0	Lake Charles Yard	214.5
149.2	Lafayette Yard	142.9

RULE 103. For train, engine and switching movements over following crossings a member of crew must take position at crossing to afford warning:

Dawes	Houston Lighting & Power Spur	U.S. Highway 90
Dayton	Main Street	House Track
Liberty	San Jacinto Street	North Industrial Track
Liberty	Travis Street	House Track
Liberty	Main Street	House Track
Liberty	Bowie Street	Siding
Liberty	Sand Pit Spur	U.S. Highway 90
Devers	Road Crossing	House Track
Duson	La. 95	Siding and House Track
Orange	Chemical Row Lead	Foreman Road
Port Arthur	Old Main Track	Thomas Boulevard
Port Arthur	Old Main Track	Sixteenth Street
Port Arthur	K.C.S. Transfer	Tx. Highway 87
Port Arthur	Texaco Refinery	West Gate Crossing
Sulphur		Old Siding over Huntington Street crossing
West Lake	Spur leading to Olin Corp. over old U. S. Highway 90	
Crowley		Parkerson Ave. (Ice House Track)
Rockland Branch		
Colmesneil	Road Crossing	Spur

Orange: In making switching moves to the DuPont Plant engine or cars should be stopped clear of road crossing near entrance of the plant before proceeding.

RULE 103(C). Within the city limits of Iowa and Scott, cars must be left 300 feet from center line of crossing account city ordinance. Rail in siding marked with white paint to show 300-foot clearance.

RULE 103(O). William, MP 14.0 Sabine Branch: Special light type signal installed on loading shed and new platform at Arco Polymers Inc., Tracks 1064, 1065 and 1066. Display of red aspect indicates loading platforms are in lowered position and cars must not be coupled into nor moved while light illuminated. When loading platforms are in raised position, light is extinguished;

LAFAYETTE DIVISION LAFAYETTE SUBDIVISION

however, before coupling into cars inspection must be made to insure loading equipment is clear.

Special light type signal installed at tank loading racks, Tracks 1061, 1063 and 1067. Display of red aspect indicates tank cars connected and cars must not be coupled into or moved while light is illuminated.

RULE 104(M). Spring switches equipped with facing point locks

Location	Normal Position
Brimstone	West and east end siding
Lockmoor Siding	West and east end siding
Lake Charles Yard	East end siding
Roanoke	West and east end siding
Crowley Siding	West and east end siding
Lafayette Yard	West end yard

RULE 105. Movement on other than main track.

Beaumont: Between Santa Fe Jct. and Beaumont, and between South Street and Crockett Street, Beaumont, there is no main track. Between these points all tracks are yard tracks.

RULE 109(C). TRACKSIDE DETECTOR

MP	Type	Direction	MP	Type	Direction
351.3	E1, E2, E4*	Both	210.0	C	Both
345.0	F1	Both	183.3	G1	Both
332.9	E1, E2, E4*	Both	177.4	E1 & E2	Both
324.8	F1	Both	154.3	E1 & E2	Both
323.4	F1	Both	(Sabine Branch)		
312.3	E1, E2, E4*	Both	26.8	E1	Westward
303.4	F1	Both	(Rockland Branch)		
296.6	F1	Both	45.4	G1	Both
288.3	E1, E2	Both	51.3	G1	Both
KCS766.4	E1, E2, E4	Both	61.0	G1	Both
KCS765.1	E1, E2, E4	Both	70.0	G1	Both
273.9	E1, E2	Both	80.3	G1	Both
268.3	F1	Both	92.0	G1	Both
263.6	F1	Both	103.0	G1	Both
256.1	E1, E2	Both	111.9	G1	Both
242.1	E1, E2	Both	120.3	G1	Both
228.1	E1, E2	Both	(Baytown Branch)		
226.8	F1	Both	8.0	F1	Both
			13.7	F1	Both

* When detector is activated, train dispatcher must be notified, so signal maintainer can reset detector.

RULE S-227. Absolute Block Register Territory:

Territory	Register location
MP 23.4 and Port Arthur MP 3.1 (Sabine Branch)	Beaumont

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
164.0	Crowley	149.2	0.0	(Baytown Branch)	9.5
176.4	Midland	164.0	17.0	Dayton	24.6
190.5	Jennings	176.4		(Rockland Branch)	
205.4	Roanoke	190.5	120.4	A&NR	129.0
214.5	Iowa	205.4	129.0	Pine	56.5
231.9	Brimstone	225.0	56.5	Kountze	40.1
251.1	Vinton	231.9			

RULE 266. Eastward trains must not pass the east limit of the Brimstone Block or depart from Lockmoor siding unless:

(a) Authority has been received in the Iowa Block or

(b) Permission is received from Train Dispatcher or Yardmaster to proceed to Lake Charles Yard.

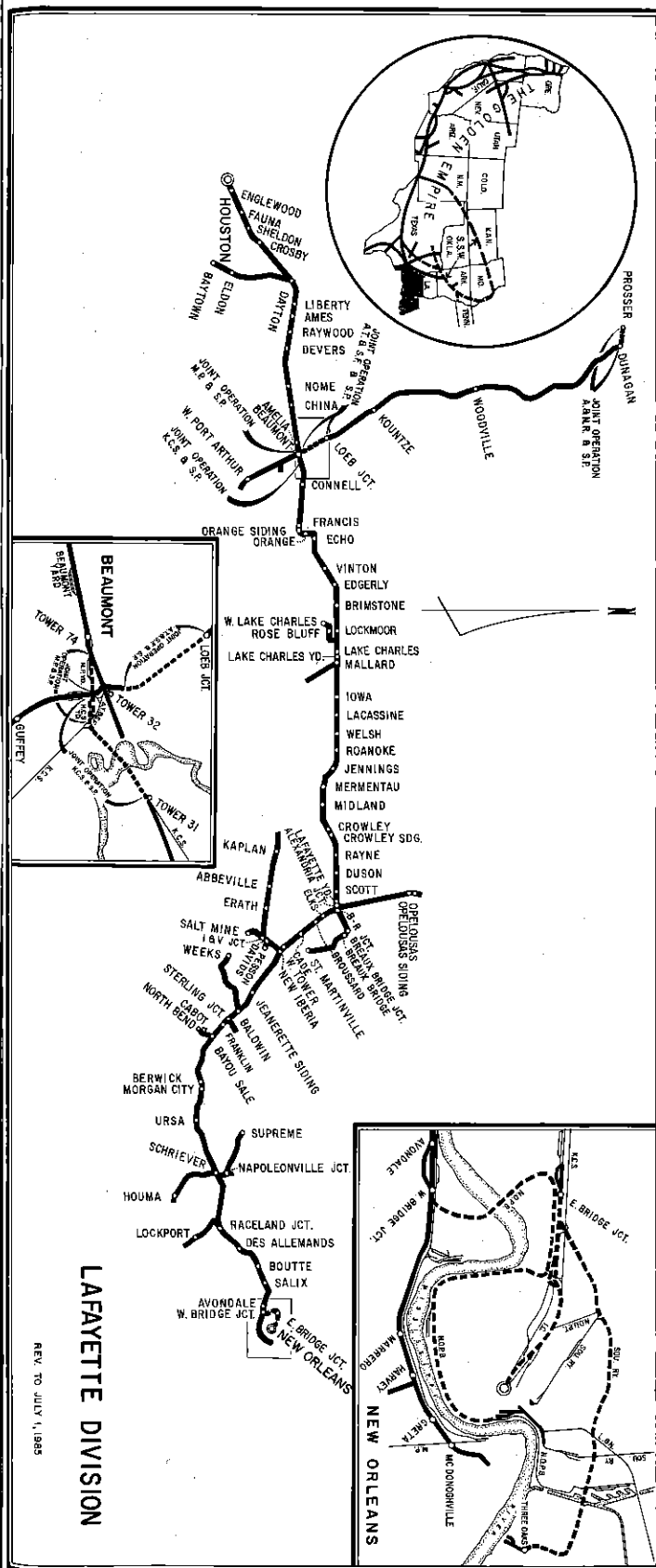
RULE 350. Dawes-Echo: CTC in effect on main track and sidings between MP 353.0 (Dawes) and MP 282.4 (Beaumont) and between MP 277.0 (Tower 31) and MP 251.1 (Echo).

RULE 616(A). "K" trains must have train inspection made before leaving Pine, for Westward trains, or Dolan, for Eastward trains. Roll-by inspection by crew or other train crews will satisfy inspection requirements.

"K" trains, excluding locomotives, must not exceed: 8,000 feet and 8,000 tons between Beaumont and Prosser.

AIR BRAKE RULES

RULE 24G. Will apply at Lafayette Yard, Echo, Beaumont and Prosser for all trains, and will apply at Dayton for train symbol HODYU enroute Englewood.



**HOUSTON DIVISION
HOUSTON TERMINALS SUBDIVISION**

WESTWARD ↓				↑ EASTWARD			
First Class					First Class		
1 Pgr					2 Pgr		
Leave Mon-Wed Sat	Station Numbers	Englewood Line		Mile Post	Arrive Sun-Tue Fri		
PM 10:00	36550	DAWES	MP	353.0	AM 11:08		
		MESA CROSSOVER	M	355.2			
	35052	TOWER 87 (HBT Xing)	M	356.8			
	35050	ENGLEWOOD	BCMPQT	357.4			
	35045	TOWER 68	MPQT	358.4			
	35200	HOUSTON RAMP	BCMPQ	358.8			
	35260	TOWER 26	MPQT	360.5			
		TOWER 108 (MKT Xing)	A	0.8			
10:55 11:05	35055	HOUSTON	BCPY	1.2	11:00 10:50s		
	35305	CHANEY JCT		2.8			
	35310	EUREKA	MPT	5.7			
	34260	BELLAIRE JCT	MP	4.2			
11:15 PM	34250	WEST JCT		12.6	10:04 AM		
Arrive Mon-Wed Sat		(22.5)			Leave Sun-Tue Fri		
1					2		

Freight Line

	35260	TOWER 26	MPQT	C	360.5	
	35290	HARDY ST	BCPQT	T	361.0	
	35305	CHANEY JCT		C	2.8	
		(5.3)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
WEST JCT and EUREKA	45	45
Exceptions:		
12.6 and 8.9 (Eastward)	20	20
8.9 and 12.6 (Westward)	25	25
EUREKA and DAWES	30	30
Exceptions:		
1.7 and 360.7	10	10
357.1 and 356.7 ②	30	20
357.1 and 356.7 ①	30	20
Exceptions:		
356.7 and 355.5 ②	50	50
356.7 and 355.5 ①	50	50
355.0 and 353.0 ②	50	50
355.0 and 353.0 ①	50	50
CHANEY JCT AND TOWER 26	30	30
Exceptions:		
2.8 and 1.2	20	20
Exceptions:		
1.2 and 360.5	10	10

① No. 1 Main

② No. 2 Main

**HOUSTON DIVISION
HOUSTON TERMINALS SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Harrisburg Line			Mile Post
35045		TOWER 68	MP	ABS	0.0
		2.6		DT	
35215		TOWER 86 (HBT Xing)	MP		3.6
		1.2			
35066		BUFFALO BAYOU DB	M		5.3
		0.2			
		TOWER 208 (MP Xing)	M		5.5
		0.8			
35077	4900	BOOTH SIDING			6.3
		0.9			
35705		HARRISBURG JCT	T		7.2 1.3
		0.3			
		KATY NECK (GHH Xing)	g		1.6
		0.1			
35710		TOWER 30 (GHH Xing)	A		1.7
		2.9			
34285		TOWER 81 (ATSF Xing)	M		4.6
		4.6			
34266		PIERCE JCT (MP Xing)	A		9.2
		0.7			
34265	6643	STELLA			9.9
		1.4			
		EAST JCT			11.3
		1.3			
34250		WEST JCT	T		12.6
		(17.0)			

Clinton Branch

35215		TOWER 86 (HBT Xing)	AY		3.6
		0.4			
		TOWER 214 (PTRA Xing)	AY		4.0
		5.4			
35070		GALENA PARK	BCPQY		9.4
		(5.8)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	All Trains
TOWER 68 and WEST JCT	20
Exceptions:	
4.8 and 1.3 (West Jct and Harrisburg Jct.)	10
Exceptions:	
5.3 and 0.0 (Harrisburg Jct and Tower 68)	10
TOWER 86 and GALENA PARK	10

SPEED ON OTHER THAN MAIN TRACK:

Turnouts and Crossovers between Tower 87 and Dawes	25
Crossovers between Eastward and Westward Main tracks at Chaney Jct	10
Siding Stella	5
Setout track Medio	5
All other track, Houston Terminals Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Harrisburg Line					
12.7	Holco	34245	3.4	Streets	34266
7.0	Medio	34270			

SPECIAL INSTRUCTIONS

RULE K. Impaired side clearance:

MP	Description
5.3	Drawbridge

RULE 82(A). A clearance received on the Houston Terminals Subdivision authorizes movements to the Glidden, Hearne, Lufkin and Galveston Subdivisions and to the Lafayette Subdivision of the Lafayette Division. A clearance received on the Glidden, Hearne, Lufkin or Galveston Subdivisions or on the Lafayette Subdivision of Lafayette Division, or on the Ennis or Flatoria Subdivisions of the San Antonio Division authorizes movement to the Houston Terminals Subdivision.

**HOUSTON DIVISION
HOUSTON TERMINALS SUBDIVISION**

RULE 93. Location of Yard Limits:

3.6	Clinton Branch	9.4
2.8*	Englewood Line	0.8
360.5	Lufkin Line	4.3
19.0	Hearne Line	5.7
9.0	Bellaire Line	6.2

* Yard Limit Board located at MP 2.8 is located on south side of Double Track.

RULE 94. Applies between Tower 68 and Tower 86.

RULE 98(A). The normal position for junction switch at Katy Neck is for movement to GH&H Jct on Galveston Subdivision.

RULE 103(A). When block signal 31, on Westward Main Track between Englewood and Tower 86, displays Red Aspect, Westward trains or engines must stop clear of Kress Street and member of crew must communicate with operator, HBT RTC, before proceeding to avoid blocking Kress Street.

Automatic Crossing Gates located between Eureka and West Jct will operate for movements against current of traffic, but such movements must not exceed 10 MPH approaching crossings until it is ascertained gates are operative and crossing is protected.

Westward trains handling over 50 cars finding block signal 21 between Eureka and Bellaire Jct, displaying stop indication will communicate with, Tower 26, before proceeding. This is to avoid blocking crossings.

When signal 012 between Tower 86 and Tower 68 displays Red Aspect, eastward movements must stop west of Market Street and communicate with Tower 68 for instructions.

RULE 103(L). Instructions for applying hand brakes.

Rheem Manufacturing Co.	—Tracks 1 and 2 inside building. Hand brakes at bumper end of each track.
Houston Passenger Yard	—East brakes on all tracks.
American Rice	—East brakes on all tracks inside warehouse.
American Rice Mill	—Rear brakes at bumper end of Tracks 1 and 2 next to Memorial Drive.
Warren Brothers on Lockwood Extension, SPINS 2830	—Not less than four (4) brakes at bumper end of track.

When cars are left on any of the tracks at the TOFC facilities, Englewood Yard, two hand brakes must be set on each end of cut.

RULE 109(C). TRACKSIDE DETECTORS

Dragging Equipment Detectors are located on Crest Leads South Wing and North Wing tracks at Crest, and are connected with the Crest radio frequency. When these detectors are activated, radio will sound a tone, and enginemen must promptly stop the movement.

When dragging equipment detector at Crest is activated at a time when there are movements on Crest, all movements must be immediately stopped until it can be ascertained which of the dragging equipment detectors was activated.

When this has been ascertained, the movements not involved may be resumed. Movement which activated dragging equipment detector must not be resumed until the equipment has been inspected and it is known that it is safe to proceed.

TRACKSIDE DETECTORS

MP	TYPE	DIRECTION
5.2 (Englewood Line)	D	Eastward
4.7 (Harrisburg Line)	D	Eastward

Recorder for these detectors is located at Englewood Carforeman office.

RULE 251. Applies between Houston, Eureka and West Jct and between Tower 86 and Tower 68.

**HOUSTON DIVISION
HOUSTON TERMINALS SUBDIVISION**

RULE 252. Applies between Chaney Jct and West Jct. Track permits will be issued by control operator at Tower 26.

RULE 295. Indicator displaying letter "X" east end Houston Passenger Yard, governs eastward movements. When letter "X" is illuminated and track is seen to be clear, movement may proceed and be governed by interlocking signal located 363 feet east. When not illuminated, movements must stop clear of east fouling point of depot tracks and communicate with Tower 26 for instructions.

RULE 312(1). Before authorizing movement past absolute signals governing movement at Tower 81, Train Dispatcher must obtain authority from Control Operator at HBT RTC for movement through manual interlocking.

RULE 312(3). Absolute signals governing movement over interlockings at Pierce Jct and Tower 30 are also CTC signals. Permission must be obtained from Train Dispatcher before operating time release device.

RULE 350. CTC in effect on main track and sidings between:

- West Jct and Tower 86 (Harrisburg Line)
- Chaney Jct and Tower 26 (Englewood Line)
- Tower 108 and Tower 26

AIR BRAKE RULES

RULE 24-G. Will apply at all points within Houston Terminal Subdivision.

RULE 65. Englewood Crest control unit must remain running to provide necessary air supply to maintain brake cylinder pressure.

RULE 39. AMTRAK trains having locomotives numbers 700-724 (GP630-A) must not perform running air brake test while locomotives are passing through curves, over turnouts or while train is moving through turnout. Test must be performed between the following locations:

- Houston — Westward Passenger Trains — Between Houston Avenue Underpass MP 1.7 and Sawyer Street MP 2.3.

MISCELLANEOUS

1. AMTRAK GE six-axle GP630-A locomotives, numbers 700-724 are restricted and may not be operated at following locations:

Eastward movements through crossover at Chaney Jct from Eastward to Westward Main Track, and through crossovers between Main Line 1 and Main Line 2 between Tower 26 and Tower 68, except crossover #177 at Jensen Drive.

**HOUSTON DIVISION
GLIDDEN SUBDIVISION**

WESTWARD			STATIONS	EASTWARD			
First Class				First Class			
1				2			
Psg				Psg			
Leave Mon-Wed Sat	Station Numbers	Siding Feet	Glidden Line	Mile Post	Arrive Sun-Tue Fri		
PM 11.15	34250		WEST JCT 5.8	12.6	AM 10.04		
	34235	6523	MISSOURI CITY 6.3	C 18.4			
	34220	7646	SUGARLAND 4.7	T 24.7			
	34215	6477	HARLEM 6.5	C 29.4			
	34200	6010	ROSENBERG 0.4	35.9			
	33822	4581	TOWER 17 (ATSF Xing) BCMPQ 15.5	36.3			
	33815	5180	EAST BERNARD 16.2	A 51.8			
			ATSF CROSSING 0.3	M B 68.0			
	33805		TOWER 115 BCMPQ 1.7	S 68.3			
	33200	10016	EAGLE LAKE 4.0	T 70.0			
	33195	5612	RAMSEY 13.1	D 74.0			
	33110	16100	GLIDDEN 12.5	T C 87.1			
	33050	10779	WEIMAR 20.4	P C 99.6			
1.35 AM	32300	9597	FLATONIA (107.4)	CMPQTY 120.0	8.07 AM		
Arrive Tue-Thr Sun						Leave Sun-Tue Fri	
1						2	

Bellaire Line

	34260		BELLAIRE JCT 14.5	MY	6.2	
	33735		CLODINE 17.6		20.7	
	33720		SIMONTON 6.5	D T	38.3	
	33715		WALLIS (ATSF XING) 16.4	A	44.8	
	33805		TOWER 115 (ATSF XING) BCMPQ (55.9)	C	61.2	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
FLATONIA and WEST JCT	79	65
Exceptions:	Psg	Frt
120.1* and 118.9*	45	45
118.9 and 107.8	70	70
107.8* and 106.8	45	45
106.8 and 104.5	55	55
104.5 and 99.3	70	70
99.3 and 98.4	35	35
94.5 and 90.2	70	70
85.5* and 84.1	30	30
84.1 and 80.7	65	55
80.7 and 78.6	70	65
75.3 and 69.2	70	65
69.2* and 67.1*	30	30
67.1 and 54.2	79	55
54.2 and 36.8	70	55
36.8 and 33.8*	30	30
33.8* and 32.6*	25	25
32.6 and 21.8	45	45
21.8* and 19.0*	20	20
19.0 and 12.6	45	45

BETWEEN	BELLAIRE LINE	FRT
TOWER 115 and BELLAIRE JCT		25
Exceptions:		
6.2 and 7.6		10
7.6 and 11.7		20
61.1 and 61.2		10

RULE 10(E). Speed may be increased when lead engine passes increase speed sign at these locations.

**HOUSTON DIVISION
GLIDDEN SUBDIVISION**

SPEED ON OTHER THAN MAIN TRACK:

Sidings Sugarland, Harlem and Missouri City	25
Spur Track leading to Arenal between MP 62 and MP 68	20
All other tracks, Glidden Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Glidden Line			53.6	Chesterville	33710
107.1	Schulenburg	33025	33.5	Fulshear	33725
81.2	Alleyton	33130	17.0	Quality	33740
62.1	Lissie	33810	15.0	Alief	33745
32.9	Richmond	34210	13.4	West Park	33750
20.1	Stafford	34230	10.9	Jeanneatta	33755
14.2	Heacker	34240	9.7	Sharpstown	33760
Bellaire Line			7.7	Busco	33765
	Arenal*	33255	7.3	Bellaire	33770
	Stallings*	33250			

* Located on Spur Track leading to Arenal.

SPECIAL INSTRUCTIONS

RULE K. Impaired side clearance:

MP	Description	MP	Description
Glidden Line			
108.9	Bridge	83.8	Underpass
108.3	Bridge	34.5	Detector
103.4	Bridge	32.4	Bridge
95.4	Underpass	30.3	Detector
86.0	Detector	Bellaire Line	
84.1	Bridge	6.3	Overpass
81.0	Detector	40.9	Bridge

RULE 82(A). A clearance received from Houston Division Dispatcher (HD3) on the Flatonia Subdivision of the San Antonio Division authorizes movement onto the Glidden Subdivision.

RULE 93. Location of yard limits:

122.0	Flatonia	119.8
9.0	Houston (Bellaire Line)	6.2

RULE 103(L). Instructions for applying hand brakes:
Glidden Not less than five brakes on east end.
Eagle Lake Not less than eight brakes on east end.

RULE 104(M). Spring switch equipped with facing point lock:

Station	Location
Eagle Lake	East end siding

RULE 109(C). TRACKSIDE DETECTORS

MP	Type	MP	Type
27.8	E1&E2	57.2	E1&E2
30.3	F2	78.5	F2
34.5	F2	81.4	F2
40.5	F1	86.0	F2
47.4	F1	93.9	E1&E2

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
Glidden Line			52.6	East Bernard	37.5
119.8	Schulenburg	99.1	Bellaire Line		
99.1	Weimar	89.2	9.0	Clodine	21.9
89.2	Glidden	74.5	21.9	Fulshear	33.4
74.5	Ramsey	71.2	33.4	Wallis	44.6
71.2	Eagle Lake	67.3	44.6	Chesterville	53.6
67.3	Lissie	52.6	53.6	Hoefler	61.1

RULE 314(A). Block Signals with "P" plates:

Eastward	Protection	Westward
970	Barricade Detector highway underpass Bridge 95.4	933

RULE 350. CTC in effect on main track and sidings between Tower 17 and West Jct.

**HOUSTON DIVISION
GALVESTON SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Galveston Line			Mile Post
35705		HARRISBURG JCT		C T C	7.2
...		0.3 GH&H JCT			7.5
35723		0.3 MANCHESTER JCT			7.8
35737		2.4 SINCO JCT			11.4
35744		1.1 PASADENA JCT			11.7
35745		0.3 PASADENA			12.0
35754		2.7 DEER PARK JCT			14.7
35755		2.3 DEER PARK			17.0
...	6590	3.1 JJ			20.1
35800		2.1 STRANG			22.2
35835		BCPQTY			
...		1.7 LA PORTE		23.9	
...		8.1 CLEAR CREEK DB		32.0	
...		6.8 DICKINSON BAYOU DB		38.8	
35880		8.0 TEXAS CITY JCT		46.8	
...		4.9 LIFT BRIDGE		51.7	
36200		3.9 GALVESTON		55.6	
(48.0)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
GALVESTON AND HARRISBURG JCT.	20
Exceptions:	Exceptions:
58.6 and 52.9 10	11.7* and 10.8 10
51.8 and 51.6 10	7.9 and 7.8 10
50.7 and 14.7 10	5.3 and 0.0 10

*10(E). Speed may be increased when lead engine passes increase speed signs at these locations.

SPEED ON OTHER THAN MAIN TRACK:

All Yard Tracks Galveston	5
All Other Tracks Galveston Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
47.3	Texas City	35895	28.9	Joyce	35855
44.2	Nadeau	35875	27.7	Bayport	35845
38.3	San Leon	35865	18.9	Link Five	35770
30.8	Seabrook	35860	10.4	Sinco	35735

SPECIAL INSTRUCTIONS

RULE K. Impaired side clearance:

MP	Description	MP	Description
51.7	Drawbridge	32.0	Drawbridge
38.8	Drawbridge		

RULE N. Operation over the PTR A between Pasadena Jct and Manchester Jct will be governed by The General Code of Operating Rules and Eastern Region Timetable and the following.

1. Rule 93 applies on No. 2 track between Pasadena Jct and Sinco Jct.

2. Movements may operate over PTR A trackage through Manchester Yard when directed by Train Dispatcher. Movements will be made at RESTRICTED SPEED NOT EXCEEDING 10 MPH and engine bell will be rung continuously between Manchester Ave. and Central Ave.

**HOUSTON DIVISION
GALVESTON SUBDIVISION**

RULE 93. Location of yard limits:

55.6 Strang	14.7
------	--------------	------

RULE 103. San Leon — Highway 146. For train, engine and switching movements, a member of crew must take position at crossing to afford warning to traffic while movement is being made. Movements must not be made over this crossing in hours of darkness.

RULE 103(L). Instruction for applying hand brakes.

Texas City and Barbors Cut — When three or more cars are set out three hand brakes must be set.

RULE 350. CTC in effect on main track and sidings between Deer Park Jct and Harrisburg Jct, except on PTR A No. 2 track between Pasadena Jct and Sinco Jct.

MISCELLANEOUS

1. **Texas City Jct:** Gate indicators located on each side of flood gates on both main track and secondary track.

The light type indicators will normally display proceed indication. When stop indication displayed, engine must stop and gates inspected. If gates in place and locked, engine may proceed and report made to train dispatcher. If gates not in place or not locked, train dispatcher must be notified and movement through gates should not be made until gates secured.

2. **Strang:** Signals located at Strang are controlled from Strang Tower and apply only to Cresting operations.

**HOUSTON DIVISION
LUFKIN SUBDIVISION**

RULE 104(M). Spring switches equipped with Facing Point Lock:

Location	Normal Position
Diboll	East and West End Siding
Leggett	East and West End Siding
Humble	East End Siding

RULE 109(C). TRACKSIDE DETECTOR

MP	Type	MP	Type	MP	Type
12.6	E1,E2&E3	75.4	E1&E2	141.3	F1
22.3	F1	99.8	F1	164.2	E1&E2
41.3	F1	105.4	F1	188.8	E1&E2
48.5	E1&E2	111.5	E1&E2	195.3	F1
57.5	F1	123.9	F1	219.6	E1
64.1	F1	133.8	E1&E2	228.0	F1

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
4.3	Gish	10.0	120.8	Climax	129.9
10.0	Humble	17.0	129.9	Lanana	137.0
17.0	Splendora	34.3	137.0	Nacogdoches	139.0
34.3	Kevin	42.0	139.0	Appleby	148.2
42.0	Cleveland	46.0	148.2	Garrison	158.5
46.0	Shepherd	55.1	158.5	Timpson	166.0
55.1	Goodrich	69.0	166.0	Bobo	172.0
69.0	Leggett	79.6	172.0	Paxton	181.0
79.6	Moscow	89.5	181.0	Haslam	191.1
89.5	Corrigan	95.0	191.1	Longstreet	202.0
95.0	Diboll	107.6	202.0	Keithville	218.3
107.6	Lufkin	117.2	218.3	Staples	225.8
			225.8	Jordan	230.0

RULE 314(A). Block Signals with "P" plates:

Eastward	Protection	Westward
1366	High water Detector MP 136.8	1377

RULE 616(A). "K" Trains, excluding locomotives, must not exceed:
 8,000 feet and 8,000 tons between Englewood and Tenaha.
 8,000 feet and 9,600 tons between Tehaha and Shreveport.

AIR BRAKE RULES

RULE 24G. Will apply at Lufkin.

RULE 33. Ruling grades where restrictions apply under Rule 33 are designated below:

Eastward			Westward				
MP	to	MP	MP	to	MP		
154.4	-	156.1	25	154.4	-	152.5	25

**HOUSTON DIVISION
HEARNE SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Hearne Line			Mile Post
35310		EUREKA	MPTY	A	5.7
		0.1		B	
		TOWER 13 (MKT XING)	AY	S	5.8
		19.7			
35355	5390	CYPRESS		A	25.5
		15.5		B	
35370	2937	WALLER		S	41.0
		10.3		D	
35380	7299	HEMPSTEAD	P	T	51.3
		18.9		C	
44780	3995	NAVASOTA			70.2
		0.5			
		ATSF CROSSING	A		70.7
		0.1			
44790		NAVASOTA JCT.	P	C	70.8
		10.6		T	
44805	8315	MILLICAN	P	C	81.4
		14.6			
44825	8169	BRYAN	P		96.0
		3.3			
		MP CROSSING	A	ABS	99.3
		15.2		DTC	
44835	3966	SUTTON			114.5
		8.2			
43800		HEARNE	BCPQTY		120.7
		(117.0)			

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
106.0	Benchley	44830	35.8	Hockley	35365
94.7	College		17.6	Fern	35350
	Station	44815	16.2	Melendy	35345
92.5	Spear	44810	15.6	Armco	35340
68.0	Chaille	35385	12.6	Fairbanks	35335
45.2	Prairie View	35375	10.7	Lois	35330

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
HEARNE and EUREKA	60	60
Exceptions:	PSGR	FRT
117.9 and 115.0	25	25
115.0 and 109.7	40	30
109.7 and 101.7	30	30
101.7 and 96.9*	25	25
96.9 and 93.5	30	30
93.5 and 92.9	40	40
87.2 and 86.7	55	55
	PSGR	FRT
73.5 and 72.4	50	50
72.4* and 69.9	25	25
69.9 and 65.0	50	50
55.8 and 55.8	50	50
51.6 and 50.2	25	25
50.2 and 14.2	30	25
14.2 and 5.7	25	25

* Rule 10(E). Speed may be increased when Lead Engine passes increase speed signs at locations.
 ① Between these locations trains consisting entirely of loaded TOFC/COFC cars may operate at Passenger Train speeds.

SPEED ON OTHER THAN MAIN TRACK:

Through turnouts MP connection	
Bryan and Navasota	25
Siding Millican	25
All other tracks, Hearne Subdivision	10

SPECIAL INSTRUCTIONS

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
66.8	Bridge	41.4	Bridge
52.0	Bridge	24.9	Bridge

RULE 82(A). A clearance received from Houston Division Dispatcher on the Ennis Subdivision of the San Antonio Division authorizes movement to the Hearne Subdivision.

RULE 93. Location of yard limits:

Hearne	117.4
19.0-Houston	5.7

**HOUSTON DIVISION
HEARNE SUBDIVISION**

RULE 103.

At public crossings indicated below, train or engine movements must stop short of crossing and member of crew take position to afford warning to traffic while movement is being made, using lighted fusee when conditions warrant:

Station	Track	Crossing
Fairbanks	Industry lead track to Safeway Company	Baythorne St.

RULE 103(A).

When automatic block signal 162 west of Eureka displays other than green aspect, trains and engines will stop and member of crew will communicate with operator, Tower 26, before proceeding to avoid blocking crossings between MP 16 and Eureka.

Unless signal 1014, approaching Bryan, displays Green Aspect eastward trains with more than 40 cars will stop and communicate with train dispatcher before proceeding to avoid blocking crossing between this signal and beginning of CTC.

When signal 699, approaching Navasota, displays other than green aspect, westward trains will stop and communicate with train dispatcher.

RULE 109(C). TRACKSIDE DETECTORS

MP	Type	MP	Type	MP	Type
45.1	E1	84.6	F1	103.5	F1
66.1	F1	89.9	F1	112.3	E1
75.0	E1 & E2				

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
117.4	Hearne	114.7	52.0	Hempstead	41.2
114.7	Sutton	96.9	41.2	Waller	25.9
70.8	Navasota	69.9	25.9	Cypress	19.0
69.9	Challie	52.0			

RULE 350. CTC in effect on main track and sidings between Navasota Jct. and Bryan.

AIR BRAKE RULES

RULE 24-G. Will apply at Hearne.

**HOUSTON DIVISION
VICTORIA SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Victoria Line			Mile Post
33822		TOWER 17	BCMPQY		0.0
33830		GUY JCT	Y	D	0.4
33455	4231	KENDLETON		T	13.6
32675	4217	WHARTON JCT	TY	C	24.6
		ATSF CROSSING	gY		25.1
32660	3623	EL CAMPO			39.0
32635	1028	GANADO			57.0
32500		VICTORIA	BCPQRTY		89.8
32540		COLETO CREEK	T	ABR	106.5
(106.5)					

Guy Branch

33830		GUY JCT	Y		0.0
33849		GUY	Y		15.7
(15.7)					

Palacios Branch

32675		WHARTON JCT	TY		0.0
33515		NEW GULF	Y		13.0
		ATSF CROSSING	SY		13.8
33625		BAY CITY (ATSF Xing)	SY		35.9
		BLESSING (MP Xing)	AY		56.3
33645		PALACIOS	Y		68.1
(68.1)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between	ALL TRAINS
Coleto Creek and Tower 17	25
Exceptions:	Exceptions:
90.7 and 26.0	10
	26.0* and 24.1*
	0.3 and 0.1
	20
	10

*RULE 10(E). Speed may be increased when lead Engine passes increase speed sign at these locations.

Palacios Branch

Palacios and Wharton Jct	10
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Guy Branch

Guy and Guy Jct	10
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SPEED ON OTHER THAN MAIN TRACK:

Tracks Ganado and El Campo	5
Storage Track Fannin	5
All other Tracks, Victoria Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number	
	Victoria Line					
108.2	Fannin	32535	7.6	Beasley	33480	
96.6	Aloe	32530	4.8	Delmar		
85.2	Foster Field	32610	2.4	McHattie	33465	
83.4	Telferner	32615		Palacios Branch		
70.3	El Toro	32620	56.3	Blessing	33638	
66.3	Edna	32625	42.5	Markham	33634	
64.3	Manson	32630	40.1	Rosage	33630	
51.8	Mustang	32640	10.4	Boling	33505	
49.3	Louise	32645		Guy Branch		
44.3	Hilje	32650	11.0	Needville	33848	
41.2	Janet	32655		Long Point		
19.6	Hungerford	33450		(A.T.S.F.)	33855	

**HOUSTON DIVISION
VICTORIA SUBDIVISION**

SPECIAL INSTRUCTIONS

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
100.9	VICTORIA LINE Bridge	26.0	Bridge
92.0	Bridge	37.8	PALACIOS BRANCH Bridge
69.0	Bridge		Bridge

RULE 93. Location of yard limits:

98.2	Victoria	87.6
0.0	New Gulf	68.1
27.0	Wharton	24.5
0.0	Guy	15.7
3.0	Rosenberg (Victoria Line)	0.0

RULE 99(1)(d). Train order Form F, example 3 is authorized between Wharton Jct and Victoria.

RULE 103. Cars must not be kicked or dropped over the following crossings and before making train, engine or switching movements over such crossings, a member of crew must take position to afford warning to traffic while movement is being made:

Foster Field . . . Highway 59.
DuPre . . . Highway 87 on Heldenfels spur.
Aloe . . . Highway 59.

RULE 105. Unit trains of loaded sulphur equipment must not be operated through sidings Wharton Jct or Kendleton.

RULE 109(C). Trackside Detectors

MP	Type	MP	Type
Victoria Line			
21.5	G1	66.9	G1
29.1	G1	71.0	G1

RULE S-227. Absolute Block Register Territory:

Territory	Register location
West Yard Limit, Victoria and Coletó Creek	Victoria

RULE 265. Direct Traffic Control designated limits:

West MP	Block Name	East MP
Victoria Line		
3.0	Kendleton	14.0
14.0	Wharton	24.5

AIR BRAKE RULES

Rule 24-G. Will apply at all points in Victoria Yard Limits.

**HOUSTON DIVISION
CORPUS CHRISTI SUBDIVISION**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet	Corpus Christi Line		Mile Post
...		SP JCT	AY	122.6
Movements Between MP JCT and SP JCT Are Over MP Trackage				
...		MP JCT	Y	152.8
31410	3.8	CORPUS CHRISTI	ABCPQTY	156.6
(3.8)				

Brownsville Line

31700		BROWNSVILLE	ST	A	205.2
...	24.0	MP CROSSING	g	B	181.2
31500	6.9	HARLINGEN	BCPQY	R	174.3
...	1.7	HARLINGEN JCT (MP Xing)	AY		172.6
31520	7.9	SANTA ROSA	Y		164.7
31540	11.0	ELSA	Y		153.7
31560	11.0	EDINBURG JCT	TY		142.7
31565	0.9	EDINBURG	PQY		143.6
31585	8.5	McALLEN	BPY		152.1
(71.9)					

Port Lavaca Line

32500		VICTORIA	BCPQTY	DTC	27.8
32575	13.6	PLACEDO (MP Xing)	APY		14.2
32580	14.2	PORT LAVACA		ABR	0.0
(27.8)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	Corpus Christi Line	ALL TRAINS
CORPUS CHRISTI and MP JCT		10
Brownsville Line		
BROWNSVILLE and EDINBURG JCT		20
Exceptions:		
205.2 and 202.7*		10
183.2 and 161.5		10
159.0 and 148.0		10
144.1* and 142.4*		10
EDINBURG JCT and McALLEN		20
Exceptions:		
142.4* and 145.4*		10
150.4* and 152.7		10
Port Lavaca Line		
PORT LAVACA AND VICTORIA		30
Exceptions:		
0.0 and 0.5	10	25.0 and 26.9
14.1 and 14.3	20	26.9 and 27.0
		27.0 and 27.8
		25

* **RULE 10(E).** Speed may be increased when lead engine has passed increase speed sign at these locations.

SPEED ON OTHER THAN MAIN TRACK: 10

**SAN ANTONIO DIVISION
ENNIS SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	Mile Post
Station Numbers	Siding Feet				
48360		DENISON	BPY	C T C	337.9
...		0.5 MKT CROSSING	AY		337.4
48320		7.1 NORTH SHERMAN JCT	BP	CTC	330.3
48300		1.5 SHERMAN (MP XING)	BCMPQY		328.8
...		0.5 SSW&BN CROSSING	GY	DTC	328.3
48278		1.6 FRISCO JCT	P		326.7
48279		2.0 SOUTH SHERMAN JCT	P	DTC	324.7
48255	1559	28.4 MCKINNEY	PY		296.3
48250	8011	7.8 ALLEN		D T C	288.5
48230		6.4 PLANO (SSW XING)	AY		282.1
...		4.2 ATSF CROSSING	A	D T C	277.9
...		4.9 GIFFORD	PQY		273.0
...		9.0 MP JCT (MP XING)	CMPQ	C T C	4.8
48420		0.7 BRIGGS	P		4.1
48424	5159	1.4 FOX		C T C	2.7
44486		0.7 BELT JCT	CPQTY		2.0
48500	10195	0.4 MILLER	BPQY	ABS	258.8
44476	5503	2.4 FERRIS			246.6
44410		12.9 GARRETT		DTC	233.7
44400		2.0 ENNIS	BCPQTY		231.7
44325	10067	10.6 RICE		ABS	221.1
43900	7551	10.9 CORNICANA (SSW XING)	BCMPQY		210.2
43875	8412	6.3 ANGUS		A	203.9
43865	8293	17.4 GUDE			186.5
43860		5.5 MEXIA		B S	181.0
43850	8600	11.5 GROESBECK			169.5
43845	12832	16.3 KOSSE		D T C	153.2
43835	9791	10.5 BREMOND			142.7
43825	8545	19.0 SEGER		C T C	123.7
43800		3.0 HEARNE (MP XING)	BCMPQTY		120.7
(217.1)					
48429		2.0 FOREST AVE	PY	D T	0.0
44486		BELT JCT			2.0
					261.2

**SAN ANTONIO DIVISION
ENNIS SUBDIVISION**

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
DENISON and MILLER	40
MILLER and CORSICANA	55
CORSICANA and HEARNE	70
Exceptions:	Exceptions:
338.0 and 337.4	10
337.4 and 335.1	20
335.1 and 330.2	40
330.2* and 327.3*	20
329.3 and 326.9	20
326.9 and 324.7	35
324.7 and 318.7	25
318.7 and 313.7	10
313.7 and 302.0	25
302.0 and 297.0	10
297.0 and 286.0	25
286.0 and 282.0	10
282.0 and 280.9	25
280.9 and 276.3	20
276.3 and 273.0	25
13.7 and 0.0 (Belt Line)	25
All crossovers and turnouts,	
Fox	10
261.4 and 260.7	25
260.7 and 260.1	10
(Trinity River Bridge)	10
260.1 and 256.1	25
256.1 and 252.6	40
252.1 and 250.1	35
247.8 and 239.1	45
239.1 and 234.3	40
234.3 and 232.8	30
232.8 and 230.7	20
230.7 and 228.6	30
219.3 and 213.0	40
213.0 and 208.5	30
183.2* and 179.6*	40
170.4* and 168.9*	45
163.3 and 163.0	55
129.6 and 127.5	50
123.0 and 121.1	
(Applies only to Eastward trains)	50
121.1 and 117.9	20

* Rule 10(E) Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

- 25 MPH through B.N. turnout connection Frisco Jct.
- 25 MPH through B.N. turnout connection South Sherman Jct.
- 10 MPH through B.N. turnout connection Sherman.
- 10 MPH through S.S.W. connection and Jct Switch, Plano.

WESTWARD ↓		STATIONS		↑ EASTWARD	Mile Post
Station Numbers	Siding Feet				
Fort Worth Branch					
...		0.5 MP CROSSING	MY	D	52.7
48000		0.9 FORT WORTH	BCPQY		52.2
...		1.1 ATSF CONNECTION	MY	T	51.3
44459		3.4 MKT CROSSING	AY		50.2
44454		6.4 FOREST HILL		C	46.8
44446	8420	6.3 BISBEE			40.4
44442		11.0 MANSFIELD		T	34.1
44430		10.3 MIDLOTHIAN (ATSF XING)	A		23.1
44425		1.3 MKT CROSSING	A	C	12.8
44420		11.5 WAXAHACHIE			11.5
44410		1.9 GARRETT	PY	C T C	0.0
44400		ENNIS	BCPQTY		231.7
(54.6)					

Athens Branch

48589		16.4 SEAGOVILLE		D	298.6
48420		BRIGGS		C	315.0

SPEED ON OTHER THAN MAIN TRACK:

- Sidings, Hearne to and including Corsicana
- Siding Rice
- All tracks Sherman, Fort Worth and McKinney
- Compress Track Waxahachie
- Paragon Spur, (MP 32.8, Fort Worth Branch)
- All other tracks, Ennis Subdivision

**SAN ANTONIO DIVISION
ENNIS SUBDIVISION**

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
FORT WORTH and GARRETT	35
Exceptions:	
51.3 and 49.0	20
49.0 and 44.5	25
23.7* and 22.4	30
13.9* and 10.0*	20
0.5 and 0.0	20
Junction Switch Garrett	20

ATHENS BRANCH		ALL TRAINS
BRIGGS and SEAGOVILLE		5

* **RULE 10(E)**. Speed may be increased when lead Engine passes these locations.

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
	Athens Branch		312.9	Van Alstyne	48270
309.2	Elam	48580	307.6	Anna	48265
302.2	Bobwyn	48583	303.0	Melissa	48260
300.7	Simonds	48586	277.3	Richardson	48405
	Fort Worth Branch		275.4	Curtis	48410
48.7	Brandt		254.4	Hutchins	44485
25.6	Gifco	44434	251.3	Wilmer	44480
	Ennis Line		188.4	Wortham	43870
336.3	Jaques Spur	48336	147.0	Twin Oaks	43840
319.1	Howe	48275	128.6	Calvert	43830

SPECIAL INSTRUCTIONS

For movement within Terminal limits Dallas, also see Special Instructions, Dallas Terminals.

RULE N. Movements over BN trackage between Sherman and Frisco Jct will be governed by the General Code of Operating Rules and movements must not exceed 10 MPH.

Movements over all foreign railroads in the Fort Worth Terminal will be governed by the General Code of Operating Rules and movements must not exceed 10 MPH unless otherwise specified.

Following will govern movements on OKT main tracks between 17th Street and North Fort Worth Interlocking Tower, Fort Worth Yard:

- Between 17th Street and Trinity River, Fort Worth yard limits, two main tracks are in service signalled for movements only with current of traffic.
- At 6th Street Jct and Purina Jct there are Interlockings; signals and remote controlled switches handled by OKT train dispatcher.
- All trains and yard engines will move with the current of traffic, except may move against current of traffic between 6th Street Jct and Trinity River upon verbal permission of OKT train dispatcher or OKT yardmaster.
- When necessary to go beyond end of two main tracks, Trinity River, trains and engines observing signal displaying green aspect may proceed without flag protection. If northward governing signal at end of two main tracks displays a yellow or red aspect, single main track must not be obstructed without permission from train dispatcher and under flag protection when required.

Following will govern movements on UP-MP tracks, Fort Worth Yard:

- Between MP 251.2 (west end Centennial Yard) and MP 243.9 (east end East Yard), directions eastward and westward.
- Between Fort Worth interlocking, MP 245.6 and Peach Street, MP 243.2, directions northward and southward.

Trains and engines will move with current of traffic using right hand track in direction of movement, except movements may be made in either direction or on either track between Fort Worth Interlocking, MP 245.6, and east end East Yard, MP 243.9, when authorized by a block signal displaying proceed indication.

**SAN ANTONIO DIVISION
ENNIS SUBDIVISION**

Following will govern movements on BN tracks, Fort Worth Yard, between Tower 55 and BN North Yard.

- All tracks are yard tracks.
- Tower 55 and Tower 60 are Interlocking and Interlocking Signals and rules govern.
- Movements must not exceed 20 MPH except must not exceed 10 MPH through interlocking limits at Tower 55.
- When absolute signal displays stop indication, train or engine after stopping may proceed after being authorized by BN yardmaster, North Yard.
- Westward movements must not pass fouling point Drill Track, MP 2, without authority of BN yardmaster, North Yard.
- Eastward movements leaving BN North Yard must obtain permission from BN yardmaster before leaving North Yard.

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
337.0	Bridge	199.8	Bridge
326.3	Bridge	185.6	Bridge
299.0	Bridge	182.9	Bridge
297.1	Bridge	172.3	Bridge
294.2	Bridge		Fort Worth Branch
292.3	Bridge	49.5	Bridge
289.6	Bridge	48.5	Bridge
286.3	Bridge	43.4	Bridge
273.8	Bridge	34.4	Bridge
240.6	Bridge	34.3	Bridge
216.5	Bridge	28.9	Bridge
215.4	Bridge	22.9	Eaves on Tower 94
213.9	Bridge	13.3	Bridge
212.3	Overpass	12.9	Bridge
211.1	Bridge	12.1	Bridge
210.8	Bridge	11.9	Bridge
209.7	Bridge	9.5	Bridge
208.9	Bridge	7.7	Bridge

RULE 82(A). Trains originating at Commerce enroute SP at Plano and trains originating at Miller enroute SSW at Plano must obtain both SP and SSW clearance before departing.

RULE 93. Location of yard limits:

Denison	337.4
329.1 Sherman	326.9
297.0 McKinney	294.5
283.0 Plano	281.0
278.2 Richardson	276.5
273.6 Miller (Ennis Line)	257.1
Belt Jct.	4.8
232.7 Ennis	228.0
Garrett (Fort Worth Branch)	4.5
213.0 Corsicana	207.8
120.8 Hearne	117.4
2.4 Hearne (Flatonia Subdivision)	
Fort Worth (Fort Worth Branch)	49.4

RULE 251. Applies between Forest Ave and Belt Jct.

RULE 103. At locations indicated below a member of crew must take position at crossing to afford warning to traffic:

Waxahachie — Highway 287 on compress lead

RULE 103(L). Instructions for applying hand brakes:

Sherman — BN Yard — not less than three brakes must be set before engine is detached.

Fort Worth — Tracks 1, 2, 3, 4, old Main and Lead — Not less than seven brakes on east end of cars west of Broadway Street.

Tracks 7 through 18, — Not less than two brakes on west end of cars west of Broadway Street.

Gifco — Not less than five brakes.

Mansfield — When switching Carnation Can Company, crews must cut in air brakes and must set hand brakes on all cars left in Carnation spur.

Ennis — Not less than five brakes on west end of cars left unattended on either main track or long track west of Gilmer Street.

**SAN ANTONIO DIVISION
ENNIS SUBDIVISION**

RULE 104(M). Spring switches equipped with facing point locks located as follows:

Station	Location	Normal Position
Rice	East end siding	Main Track
Corsicana	East end siding	Main Track
Angus	West and east end siding	Main Track
Gude	West and east end siding	Main Track
Groesbeck	West and east end siding	Main Track

Plano-spring switch SSW Conn: Unit for display of flashing white light installed on Signal D-2815. When white light is flashing, it indicates spring switch is in normal position. When white light is not flashing or is extinguished, trains must stop and open and close spring switch by hand removing any obstruction.

RULE 109(C). TRACKSIDE DETECTORS

MP	Type	MP	Type	MP	Type
237.7	E1	177.7	F1	139.7	F1
225.0	E1	175.0	E1, E2	127.9	E1
207.4	F1	172.8	F1	Fort Worth Branch	
205.1	E1	166.1	F1	38.3	F1
196.0	F1	147.0	E1, E2	6.5	E1

RULES 214. Crews arriving Denison will retain any train orders pertaining to track conditions between Denison and Sherman to be used on next westward trip from Denison.

RULE 265. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP	East MP	Block Name	West MP
Miller and Bremond			Fort Worth Branch		
257.1	Wilmer	246.1	49.4	Forest Hill	46.0
246.1	Ferris	233.6	46.0	Bisbee	40.2
228.0	Ennis	221.1	40.2	Mansfield	20.0
221.1	Rice	213.0	20.0	Waxahachie	4.5
207.8	Angus	202.8	South Sherman Jct and Briggs		
202.8	Gude	185.9	297.0	MeLissa	324.7
185.9	Groesbeck	169.5	287.3	McKinney	294.5
169.5	Kosse	153.7	283.0	Allen	287.3
153.7	Bremond	143.6	273.5	Plano	281.0
			4.8	Gifford	273.5
			Athens Branch		
			313.9	Summit	295.4

RULE 314(A): Block signals with "P" plates:

Eastward	Protection	Westward
1354	Culvert and embankment, MP 132	1307

RULE 350. CTC in effect on main track between MP 337.4, Denison and MP 329.1, Sherman.

Frisco Jct and South Sherman Jct: CTC in effect on main track between fouling points SP and BN main tracks, Frisco Jct, and fouling points SP and BN main tracks, South Sherman Jct.

Garrett and Ennis: CTC in effect on main track between fouling points Ennis Line and Fort Worth Branch at Garrett, and MP 232.7 east end yard, Ennis.

Bremond and Hearne: CTC in effect on main track and sidings between east switch, siding Bremond and east end interlocking limits, Hearne.

RULE 616(A). Westward "K" trains must stop and crew make walking inspection of entire train from both sides at MP 319 between McKinney and South Sherman Jct.

AIR BRAKE RULES

RULE 33. Restrictive grades:

FORT WORTH BRANCH

Eastward Fort Worth to Garrett			Westward Garrett to Fort Worth		
MP	MP	MPH	MP	MP	MPH
48.5	40.0	25	40.0	48.5	25

**SAN ANTONIO DIVISION
DALLAS TERMINALS**

SPECIAL INSTRUCTIONS

RULE N. Movements over Union Terminal Co. trackage between Forest Ave. and Terminal Jct and over Union Pacific-Missouri Pacific trackage between Terminal Jct and Browder Yard, will be made in accordance with the General Code of Operating Rules.

Interlocking limits extend between Forest Ave and Terminal Jct.

Switches and signals at Tower 19 controlled by operator Tower 19.

Switches and signals between Tower 19 and Dallas Union Sta. controlled by operator UT South Tower (Tower 2).

Switches and signals between Dallas Union Sta. and Terminal Jct are controlled by operator UT North Tower (Tower 1).

Switches and signals between Terminal Jct and Browder Yard are controlled by UP-MP train dispatcher, Fort Worth. Movements within Browder Yard will be made under the direction of the UP-MP yardmaster, Browder Yard.

MAXIMUM SPEEDS ON UT CO. TRACKAGE

BETWEEN	ALL TRAINS
Forest Ave and Eastward absolute Signal Tower 19	10
Eastward absolute Signal Tower 19 and Terminal Jct.	20
Curve at Terminal Jct.	10
On other than main tracks	10

MAXIMUM SPEEDS ON UP-MP CO. TRACKAGE

BETWEEN	ALL TRAINS
Terminal Jct and Browder Yard, Main Track	20
On other than main tracks	10

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
273.3	Bridge	6.1	Bridge
12.9	Bridge	5.5	Bridge
11.6	Bridge	5.3	Bridge
8.5	Bridge	260.2	Bridge
7.4	Bridge	258.3	Bridge

RULE 93. Location of yard limits:

273.6	Miller (Ennis Line)	257.1
	Belt Jct	1.8

RULE 295. Indicators located as follows:

Illum.	On	Authorizes & Requires	
Letter	Signal	Movement as Follows	
M	2581	Miller	Proceed on main track to absolute signal east end drill track.
S	2581	Miller	Enter siding.

RULE 350. M.P. Jct and East End Drill Track, Miller

CTC in effect on main track and siding between MP 4.8 (MP Jct) and MP 260.0 (east end drill track), Miller and on both routes at Belt Jct to west end double track.

Signals controlled by operator, Belt Jct, acting upon authority of train dispatcher, except westward absolute signal MP Jct and Junction switch and signals at Briggs are handled by operator, MP Jct who must obtain authority for each movement from operator, Belt Jct, before signals are cleared.

Switch to Industry Track MP 4.2 near Briggs, is hand operated. To enter main track, permission must first be obtained from operator, then if block indicator indicates "block clear" switch may be lined.

SPEED ON OTHER THAN MAIN TRACKS:

MP Jct through connection between	
SP and MP main tracks	10
All other tracks, Dallas Terminal Limits	10

**SAN ANTONIO DIVISION
FLATONIA SUBDIVISION**

WESTWARD ↓			STATIONS	Mile Post	↑ EASTWARD	
First Class	Station Number	Siding Feet			First Class	Arrive Sun-Tue Fri
1 Psgr					2 Psgr	
	43800		HEARNE BCMPQTY 6.8	0.0		
			MP CROSSING A	6.8		
	43740	8589	TATSIE P 0.7	7.5		
	43730	8606	VARISCO P 10.6	18.1		
	43720	8300	COOKS POINT P 6.8	24.9		
	43705	10355	CALDWELL P 5.9	30.8		
	32825	8569	DIME BOX P 14.2	45.0		
	32800	8387	GIDDINGS CPQTY 14.0	59.0 67.2		
	32725	8602	WINCHESTER P 14.4	52.8		
			MKT CROSSING A 3.5	49.3		
	32705	9600	MULDOON P 10.1	39.2		
AM 1.35	32300	9597	FLATONIA (SP XING) CMPQTY 10.0	29.2 120.0	AM 8.07	
	32290	8938	WAELEDER P 10.3	130.3		
	32285	5268	SANDY FORK P 9.1	139.4		
	32255	8685	HARWOOD P 4.5	143.9		
	32250	10282	LULING P 9.4	153.3		
	32245	8442	KINGSBURY P 10.5	163.8		
	32240	5435	SEGUIN P 10.2	174.0		
	32235	8342	NOLTE P 2.5	176.5		
	32220	9673	CIBOLO P 11.6	188.1		
	32212	8453	RANDOLPH FIELD P 7.1	195.2		
3.00	32204	9653	KIRBY P 7.0	202.2		
	31029		EAST YARD BCMPQTY 5.2	207.4	6.29	
	31025		TOWER 121 MPQ 0.6	208.0		
s3.40 AM	31100		SAN ANTONIO BPQ 1.3	209.3	6.25 AM	
Arrive Sun-Tue Thur			(186.3)		Leave Sun-Tue Fri	

Shiner Branch

	32300	FLATONIA CMPQTYR 29.2	29.2
	32395	YOAKUM 0.0	118.2
	32410	CUERO T 17.2	135.4 55.1
	32500	VICTORIA BCQRTY 27.3	27.8
(73.7)			

Gonzales Branch

	32255	HARWOOD PY 12.3	0.0
	32270	GONZALES BPQY	12.3
(12.3)			

**SAN ANTONIO DIVISION
FLATONIA SUBDIVISION**

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	Loaded Rock Train	PSGR	FRT
SAN ANTONIO and FLATONIA	40	79	70
Exceptions:	PSGR	FRT	Exceptions:
209.3 and 205.2	25	25	161.4 and 157.2
205.2 and 201.2	50	50	157.2 and 154.4
201.2 and 197.8	70	70	154.4 and 152.2
197.8 and 195.2	40	40	152.2 and 151.7
195.2 and 191.4	70	70	151.7 and 147.7
191.4 and 189.2	55	55	147.7 and 123.5
189.2 and 174.3	70	70	121.2 and 120.1
174.3 and 173.1	45	45	120.1 ^① and 118.9 ^①
173.1 and 161.4	70	70	

AGAINST CURRENT OF TRAFFIC

210.6 and 209.8 ^②	20	20
210.6 and 209.8 ^③	10	10
209.8 and 208.4	10	10
208.4 and 205.2	25	25

Rule 10(E). ^① Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

^② East Main Only

^③ West Main Only

BETWEEN	ALL TRAINS
FLATONIA and HEARNE	60

Exceptions:	Exceptions:
120.1 and 29.3 (Dalsa Connection Flatonia) .20	66.1 ^① and 58.6 ^② (Giddings) .25
29.3 ^① and 29.8 ^① .45	66.1 and 58.6 .40
47.5 and 49.4 .40	6.9 (M.P. Crossing, Tatsie) .50
58.9 and 66.1 .40	3.8 and 2.4 .50
	2.4 and 0.0 .20

Rule 10(E). ^① Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

^② When lead locomotive has passed MP 58.6 speed may be increased to 40 MPH. When rear of train has passed MP 58.6 speed may be increased to 60 MPH.

BETWEEN	GONZALES BRANCH	ALL TRAINS
GONZALES and HARWOOD		10

BETWEEN	SHINER BRANCH	LOADED COAL TRAINS	ALL OTHER TRAINS
FLATONIA and VICTORIA		30	40

Exceptions:		
1.0 and 120.1	25	25
134.2 and 135.2	25	25
135.2 and 55.2	10	10
55.2 and 55.3	25	25
43.8 and 27.8	25	25

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
196.7	Converse	32208	Llano Branch		
184.7	Marion	32225	90.5	Stolz	32995
179.3	Blumberg	32230	79.1	Kingsland	32992
Shiner Branch			71.2	Scobee	32988
10.6	Shiner	32350	70.3	Snead Spur	32978
21.1	Moulton	32325	67.0	Sudduth	32968
Giddings Branch			64.3	Demarco	32964
109.1	Smoot	32885	39.2	Liberty Hill	32944
103.1	Decker	32880	31.5	Leander	32940
100.0	Manor	32875	27.3	Whitestone	32936
87.7	Elgin	32865	10.7	Magnesium Spur	32924
85.1	Stacks	32860	10.5	Fromme	32920
62.1	Hills	32850	7.7	Abercrombie	32916
			6.4	Butter Krust	32912

SPEED ON OTHER THAN MAIN TRACK:	
Remotely Controlled turnouts and sidings	25
Tracks Inside Diesel Facilities	5
Kirby Track 601	20
Crossover east switch siding Flatonia	10
Old Wye Track, Flatonia	5
Gonzales, St. Joseph Street Crossing	5
All other tracks Flatonia Subdivision	10

**SAN ANTONIO DIVISION
FLATONIA SUBDIVISION**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet	Giddings Branch		Mile Post
32800		GIDDINGS	CPQTY	55.7
		27.2		
32855	7162	BUTLER	P	82.9
		4.8		
32865		ELGIN (MKT XING)	A	87.7
		27.3		
32900		AUSTIN	BCPQTY	115.0
(59.3)				

Llano Branch

32900		AUSTIN	BCPQTY	1.4
		15.1		
32928		McNEIL (MP XING)	MY	16.5
		32.8		
32948	3281	BERTRAM		49.3
		6.8		
32952	1415	SUMMIT	Y	56.1
		3.8		
32956		BURNET	TY	59.9
		1.4		
32960	4696	GANDY	Y	61.3
		8.4		
32972		FAIRLAND	T	69.7
		29.1		
32999		LLANO	T	98.7
(97.4)				

Marble Falls Branch

32972		FAIRLAND	TY	0.0
		4.0		
32980		GRANITE MOUNTAIN	Y	4.0
		2.2		
32984		MARBLE FALLS	TY	6.2
(6.2)				

MAXIMUM SPEED FOR TRAINS

BETWEEN	ALL TRAINS
AUSTIN and GIDDINGS	25
Exceptions:	
96.3 and 90.3	10
88.5 and 87.3	20
72.3 and 55.7	10
LLANO and AUSTIN	35
Exceptions:	
98.8 and 92.4	10
92.4 and 85.0	20
85.0 and 74.0	25
74.0 and 63.6	20
63.6 and 61.4	10
61.4 and 55.0	20
49.0 and 40.0	20
Exceptions:	
37.1 and 35.9	10
35.9 and 33.3	25
24.5 and 24.0	25
24.0 and 23.6	10
19.7 and 11.7	20
11.7 and 1.9	25
1.9 and 1.5	10

SPECIAL INSTRUCTIONS

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
209.4	Depot Umbrella Shed	54.9	Bridge
208.1	Fence (Westward Track)	48.1	Bridge
206.2	MKT Underpass	41.8	Bridge
193.1	Bridge	38.4	Bridge
178.4	Bridge	31.9	Bridge
156.5	Bridge	30.2	Bridge
140.0	Bridge	19.5	Bridge
127.1	Bridge	17.9	(Main & Siding) Bridge
45.8	Detector		
51.1	Bridge		
55.7	Detector		
66.8	Bridge	21.2	Shiner Branch Bridge

RULE 82-A. Eastward first-class trains originating San Antonio may assume the schedule, as ordered, without a clearance, but must obtain clearance before leaving East Yard.

**SAN ANTONIO DIVISION
FLATONIA SUBDIVISION**

RULE 83(A). San Antonio: Between MP 207.9 and 206.4 there is no superiority of trains.

RULE 93. Location of yard limits:

207.9	San Antonio	206.4
0.0	Harwood-Gonzales (Gonzales Branch)	12.3
122.0	Flatonia (San Antonio-Glidden)	119.8
27.8	Flatonia (Yoakum-Hearne)	30.5
	Victoria	30.0
	Fairland (Marble Falls Branch)	0.0
73.0	Burnet	55.0
18.0	McNeil	15.0
4.0	Austin (Llano Branch)	
	Austin (Giddings Branch)	109.5

RULE 99(1)(d). Train Order Form F, Example 3 is authorized on the Shiner Branch.

RULE 103. At locations indicated below a member of crew must take position at crossing to afford warning to traffic:

Blumberg Spur, MP 179.3 — Highway 78.

Nolte Spur, MP 178.2 — Highway 78.

Seguin — Movements on industry tracks over Highway 90.

Gonzales — St. Joseph Street.

Stolz, MP 90.5 — Highway 29.

Austin — Waller Street.

Giddings — Highway 290.

RULE 103(A). When Signal 2140 (approaching Tower 105, on eastward track) displays stop indication, eastward trains or engines must communicate with operator Tower 112 before proceeding, to avoid blocking Zarzamora Street.

RULE 103(L). Instructions for applying hand brakes:

San Antonio (Passenger Station) — West end.

East Yard — Not less than three brakes on east end of cuts of cars west of walkway and not less than ten brakes on east end of cuts of cars east of walkway.

Kirby — Not less than five brakes on west end of cuts of cars.

Flatonia — Not less than five brakes on west end of each cut of cars in No. 1, No. 2, or Transfer Tracks.

RULE 103(S) Crews handling cuts of cars on east end of East Yard will not release hand brakes or start eastward movement out of track until air brakes are cut in and charged, as shown below:

Number of Cars Handling	Minimum Number of cars charged with air on east end
10 to 20	5
21 to 40	10
Over 40	15

This does not apply when switching cuts on east end of old yard when engine movement does not go east of scale crossover.

**SAN ANTONIO DIVISION
FLATONIA SUBDIVISION**

RULE 109(C). TRACKSIDE DETECTORS

MP	Type	MP	Type	MP	Type
*210.1	D	166.9	F1	45.8	E1 & E2 & E4
198.9	E1 & E2	159.9	E1 & E2	55.7	F1 & F2
191.1	F1	150.9	F1	49.6	E1 & E2
185.0	F1	146.4	F1	28.0	E1 & E2
181.6	E1 & E2	136.0	F1	21.5	F1
170.3	F1	133.6	F1	5.2	E1

*Scanner is combination hot box loose wheel detector.

RULE 251. Applies between Withers and Tower 121.

RULE 252. Applies between Withers and Tower 121.

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP
30.5	Muldoon	37.5
37.5	Winchester	52.1
52.1	Giddings	58.6

RULE 314(A). Block signals with "P" plates:

Eastward	Protection	Westward
400	Barricade detector Bridge 38.4 between Caldwell and Dime Box	377

RULE 350. CTC in effect on main track and sidings between east end, East Yard and west switch Flatonia, except Seguin and Sandy Fork are not controlled sidings.

CTC in effect on Main Track and Sidings between West Switch Giddings and West Switch New Track Hearne.

AIR BRAKE RULES

RULE 33. Restrictive Grades.

LLANO BRANCH

Eastward Llano to Austin			Westward Austin to Llano		
MP	MP	MPH	MP	MP	MPH
40.0	35.3	25	50.0	70.0	25
70.0	50.0	25			

RULE 39. When Amtrak GP630A locomotive numbers 700 - 724, are operated in a passenger train engine consist, running test will be performed at the following location:

San Antonio: Eastward passenger trains, between MP 209.1 and MP 208.7

MISCELLANEOUS

Loaded unit trains are not to be operated in Train Yard Tracks Nos. 107, 108, 109 and 110, East Yard.

Switching movements handling in excess of 40 cars must not be made on Loop Tracks, East Yard.

**SAN ANTONIO DIVISION
DEL RIO SUBDIVISION**

WESTWARD ↓			STATIONS	↑ EASTWARD	
First Class					First Class
1 Psgr				2 Psgr	
Leave Sun.Tue. Thur.	Station Numbers	Siding Feet		Mile Post	Arrive Sun.Tue. Fri.
	32204	9653	KIRBY P	202.2	
	31029		EAST YARD BCMPQTY	207.4	
	31025		TOWER 121 MPQ	208.0	
AM 4.05	31100		SAN ANTONIO BPQ	209.3	AM 6.05
4.09	31095		TOWER 112 (MKT XING) CMPQ	211.0	5.05
4.12	31085		TOWER 105 (MP XING) MP	212.7	5.02
4.20	31075		WITHERS P	218.8	4.55
	30990	8459	MACDONA P	224.5	
	30985	8288	LACOSTE P	235.0	
	30980	8344	DUNLAY P	248.3	
	30975	8810	HONDO P	259.7	
	30966	8341	SECO P	270.7	
	30962	8428	SABINAL P	278.6	
	30958	8358	KNIPPA P	289.6	
	30950	8305	UVALDE PQ	301.1	
	30940	8207	OBI P	315.1	
	30930	8271	ODLAW P	324.7	
	30915	8365	ANACACHO P	333.6	
	30835	8843	SPOFFORD PT	341.7	
	30830	9212	PINTO P	354.6	
	30820	8457	AMANDA P	362.8	
	30810	8239	JOHNSTONE P	370.1	
s7.10	30800	9214	DEL RIO BCPQT	378.5	s2.29
	30760	10345	AMISTAD P	391.4	
	30755	8370	FEELY P	404.6	
	30750	10649	COMSTOCK P	413.4	
	30745	8396	LULL P	423.4	
	30740	9027	SHUMLA P	431.5	
	30735	9410	LANGTRY P	442.7	
	30730	8275	PUMPVILLE P	456.5	
	30725	9345	MALVADO P	466.6	
	30720	8435	SHAW P	476.9	
	30715	8747	DRYDEN P	482.9	
	30710	8356	MOFETA P	491.9	
	30705	8182	FEODORA P	500.3	
s9.35 AM	30700	9061	SANDERSON BCPQ	506.9	12.05 AM
Arrive Sun.Tue. Thur.	(302.2)				Leave Sun.Tue. Fri.

**SAN ANTONIO DIVISION
DEL RIO SUBDIVISION**

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN		PSGR	FRT	BETWEEN		PSGR	FRT
SANDERSON and KIRBY		79	70				
Exceptions:	PSGR FRT	Exceptions:	PSGR FRT				
507.0 and 506.5	30 30	334.2 and 329.3	70 70				
506.5 and 502.5	50 50	329.3 and 326.5	75 70				
502.5 and 501.1	40 40	322.1 and 309.3	70 70				
501.1 and 497.2	50 50	309.3 and 299.7	60 60				
497.2 and 496.3	60 60	299.7 and 294.6	75 70				
496.3 and 483.8	70 70	294.6 and 290.1	70 70				
483.8 and 482.5	55 55	286.0 and 280.6	65 65				
482.5 and 466.6	40 40	280.6 and 279.1	55 55				
466.6 and 459.1	55 55	279.1 and 273.7	75 70				
459.1 and 458.2	50 50	273.7 and 270.8	70 70				
458.2 and 457.8	40 40	270.8 and 268.4	60 60				
457.8 and 448.2	70 70	268.4 and 259.6	70 70				
448.2 and 447.1	55 55	259.6 and 257.5	30 30				
447.1 and 441.2	70 70	257.5 and 253.3	70 70				
441.2 and 438.2	45 45	253.3 and 251.9	65 65				
438.2 and 415.9	40 40	251.9 and 250.2	50 50				
415.9 and 414.7	60 60	250.2 and 249.7	40 40				
414.7 and 380.1	70 70	249.7 and 234.3	60 60				
380.1 and 379.3	55 55	234.3 ^① and 233.4 ^①	40 40				
379.3 ^① and 378.3 ^①	30 30	233.4 and 228.5	70 70				
378.3 and 376.9	55 55	228.5 and 224.0	70 70				
376.9 and 372.4	65 65	224.0 and 220.7	55 50				
372.4 and 368.5	70 70	220.7 and 215.8	50 50				
368.5 and 366.2	55 55	215.8 and 214.3	45 45				
366.2 and 357.6	70 70	214.3 and 212.7	40 40				
357.6 and 356.4	55 55	212.7 and 205.2	25 25				
356.4 and 338.7	70 70	205.2 and 201.2	50 50				

AGAINST CURRENT OF TRAFFIC

218.8 and 214.0	40 40
214.0 and 210.6	25 25
210.6 and 209.8 ^②	20 20
210.6 and 209.8 ^③	10 10
209.8 and 208.4	10 10
208.4 and 205.2	25 25

Rule 10(E). ^① Speed may be increased when lead Engine passes increase speed sign at these locations.

- ^② East Main only
- ^③ West Main only

WESTWARD ↓		STATIONS		EASTWARD ↑	
First Class				First Class	
22				21	
Psgr				Psgr	
Leave Sun Tue Fri	Station Numbers	Siding Feet	Kerrville Branch	Mile Post	Arrive Mon Wed Sat
	31029		EAST YARD BCMPQT	D 207.4	
AM 9.15	31100		^{1.9} SAN ANTONIO BPQ	T 209.3	PM 10.35
9.20	31095		^{1.7} TOWER 112 MPQ	211.0 237.0	10.05
			^{1.2} MKT CROSSING gY	238.2	
9.35 AM			^{0.4} KERR JCT (MP XING) gY	238.6	10.00 PM
	31165		^{15.3} BECKMANN	D T C 253.9	
	31175		^{5.2} CAMP STANLEY T	259.1	
Arrive Sun Tues Fri	(25.7)				Leave Mon Wed Sat
22					21

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	KERRVILLE BRANCH	ALL TRAINS
CAMP STANLEY and TOWER 112		25
Exceptions:		
259.1 and 253.5		10
246.0 and 242.2		15
242.2 and 237.0		10

**SAN ANTONIO DIVISION
DEL RIO SUBDIVISION**

WESTWARD ↓		STATIONS		EASTWARD ↑	
Station Numbers	Siding Feet	Rockport Line			Mile Post
31029		EAST YARD	BCMPQTY	DT ABS	207.4
31095		^{3.6} TOWER 112	CMPQY		211.0
31206		^{5.6} BERGS	P	D T C	5.6
31214		^{7.0} CPS	PT		12.6
31222	6682	^{4.8} SASPAMCO			17.4
31235		^{26.8} FALLS CITY			44.2
31244		^{17.4} KENEDY	Y		61.6
31248	2955	^{12.4} BURNELL			74.0
31256		^{18.9} BEEVILLE	Y		92.9
31260	5520	^{1.9} DARBY			94.8
31264		^{9.6} SKIDMORE	TY		104.4
31273		^{16.6} SINTON	Y		121.0
		^{1.6} SP JCT (MP Xing)	AY		122.6
31300		^{15.6} GREGORY	BCPQTY		138.2 0.0
		^{21.3} ROCKPORT	Y		21.3
(163.6)					

Eagle Pass Branch

30835	SPOFFORD	PTY	D T C	0.0
30900	^{33.2} EAGLE PASS	BCPQY		33.2
(33.2)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	Rockport Line	ALL TRAINS
ROCKPORT and TOWER 112		25
Exceptions:		
21.3 and 4.0	10	104.9 and 98.7
4.0 and 0.2	20	94.5* and 91.8
131.5* and 130.3*	10	70.8 and 61.8
123.5* and 122.2	10	54.5 and 50.8
122.2 and 120.8	20	13.0 and 0.2
120.8 and 113.8	40	0.2 and 211.0
112.4 and 104.9	40	

EAGLE PASS BRANCH

EAGLE PASS and SPOFFORD	40
Exceptions:	
32.5 and 27.0	25
0.3 and 0.0	10

***RULE 10(E).** Speed may be increased when lead engine passes increase speed sign at these locations.

SPEED ON OTHER THAN MAIN TRACK:		
Remotely Controlled turnouts and sidings		25
Exception:		
Sanderson, Spofford		20
Cline mine lead, from Highway 90 crossing to east switch, Blewett Yard		20
Tracks inside diesel facilities		5
Kirby Track 601		20
All other tracks Del Rio Subdivision		10

**SAN ANTONIO DIVISION
DEL RIO SUBDIVISION**

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
Del Rio Line					
319.5	Cline	30935	130.7	Taft	31288
267.0	D'Hannis	30970	117.5	St. Paul	31268
Rockport Line					
4.2	Kosmos	31340	77.1	Pettus	31252
11.0	Aransas Pass	31335	54.9	Karnes City	31240
7.3	Redfish	31330	36.5	Poth	31230
5.8	Ingleside	31320	29.7	Floresville	31227
141.8	Portland		15.0	Elmendorf	31218
			9.0	Southton	31210
				Kerrville Branch	
			258.2	Leon Springs	31170

SPECIAL INSTRUCTIONS

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
507.0-506.9	Brackets on poles	339.5	Bridge
481.8	Rock cut	334.5	Bridge
481.0	Rock cut	332.7	Bridge
474.2	Rock cut	330.3	Underpass
473.3	Bridge	307.8	Bridge
471.9	Detector	300.1	Bridge
466.8	Bridge	291.4	Bridge
462.7	Detector	291.0	Bridge
440.4	Rock cut	285.0	Bridge
435.5	Rock cut	280.6	Bridge
430.2	Rock cut	267.8	Bridge
430.0	Rock cut	253.3	Bridge
429.1	Rock cut	255.5	Bridge
426.2	Rock cut	240.4	Underpass
422.8	Rock cut	238.3	Underpass
422.5	Rock cut	212.2	Underpass
421.8	Rock cut	209.4	Depot Umbrella Sheds
388.2	Detector	208.1	Fence (westward track)
398.7	Detector	206.2	M.K.T. Underpass
377.4	Bridge		Eagle Pass Branch
366.0	Bridge	34.4	Bridge
365.8	Bridge	26.6	Bridge
356.1	Bridge		

RULE N. The Rockport Line between Rockport and CPS is under the jurisdiction of the Houston Division.

RULE 82-A. Eastward first-class trains originating Kerr Jct may assume schedule without clearance, but must ascertain from Operator, Tower 112, what track restrictions are in effect in territory to be used.

RULE 83(A). San Antonio: Between MP207.9 and MP206.4 there is no superiority of trains.

RULE 93. Location of yard limits:

207.9	San Antonio	206.4
242.4	San Antonio (Kerrville Branch)	237.0
1.6	Spofford (Eagle Pass Branch)	0.0
	Eagle Pass	31.5
136.3	Gregory	21.3
124.4	Sinton	120.0
105.0	Skidmore	102.7
96.4	Beeville	91.0
63.0	Kenedy	59.0

RULE 99(1)(d). Train order Form F example 3 is authorized on the Rockport Line.

RULE 103. Knippa: Cars must not be kicked, or dropped over the following crossings and before making movements over such crossings, a member of crew must take position at Highway 90 crossing to afford warning to traffic.

Gregory ... All crossings in Reynolds Aluminum Company Plant.
All crossings in DuPont Plant.

Rockport ... Church Street.

RULE 103(A). When Signal 2140 (approaching Tower 105, on eastward track) displays stop indication, eastward trains or engines must communicate with operator Tower 112 before proceeding, to avoid blocking Zarzamora Street.

To avoid blocking crossings, eastward trains on Rockport Line must not pass MP 6.0 until permission is received from Tower 112.

**SAN ANTONIO DIVISION
DEL RIO SUBDIVISION**

RULE 103(D). Del Rio: Sound detector mike located next to track on both sides Main Street. Trains stopped clear of Main Street on main track must sound engine whistle to lower or keep crossing gates down before entering crossing.

Key control box is provided for manual operation of gates for other movements over crossing.

RULE 103(L). Instructions for applying hand brakes:

Sanderson — Not less than ten brakes on east end of cuts of cars.

Del Rio — Not less than four brakes on west end of cuts of cars west of highway overpass.

— Not less than four brakes on east end of cuts of cars east of highway overpass.

Skidmore — Not less than three brakes on east end.

Karnes City — Not less than three brakes on west end.

Eagle Pass — Not less than three brakes on west end of interchange tracks 111, 112, 113, 114 and 115.

San Antonio (Passenger Station)—West end.

East Yard — Not less than three brakes on east end of cuts of cars west of walkway and not less than ten brakes on east end of cuts of cars east of walkway.

Kirby — Not less than five brakes on west end of cuts of cars.

RULE 103(M). Cars must not be dropped or kicked over FM 1604 while switching Beckmann team track Kerrville Branch.

RULE 103(S). Crews handling cuts of cars on east end of East Yard will not release hand brakes or start eastward movement out of track until air brakes are cut in and charged, as shown below:

Number of Cars Handling	Minimum Number of cars charged with air on east end
10 to 20	5
21 to 40	10
Over 40	15

This does not apply when switching cuts on east end of old yard when engine movement does not go east of scale crossover.

RULE 103(T). Knippa: Cars must not be shoved under mill in Track No. 1205, unless authorized by foreman in charge of plant.

Cars must not be shoved under mill in Tracks Nos. 1203, 1204 and 1205 unless a member of crew is positioned on the ground west of mill to observe movement.

Engines must not move under industry hopper.

RULE 104(M). Sanderson: Spring switch connecting east end siding and No. 1 track may be trailed through when lined for siding or No. 1 track.

RULE 109(C). TRACKSIDE DETECTORS

MP	Type	MP	Type	MP	Type
503.7	F1	410.4	F1	296.3	F1
497.2	E1&E2	408.0	F1	284.5	F1
494.8	F1	398.7	F1&F2	274.5	E1&E2
488.3	F1	395.6	F1	264.1	F1
480.0	F1	388.2	F1&F2	255.7	F1
474.0	F1	386.0	E1	251.2	F1
471.9	E1, E2&E4	381.5	F1	245.3	F1
462.7	F1&F2	374.0	E1&E2	243.0	E1
459.4	F1	366.6	F1	238.1	F1
452.9	F1	359.0	F1	231.9	F1
448.4	E1	351.1	F1	227.7	F1
446.1	F1	345.5	E1&E2	221.5	F1
439.3	F1	337.0	F1	210.1	D
434.4	F1	330.4	F1	Eagle Pass Branch	
427.9	F1	321.8	F1	31.0	F1
424.2	F1	318.2	F1	14.5	F1
419.7	E1&E2	311.0	E1	5.0	F1
417.1	F1	308.5	F1		

**SAN ANTONIO DIVISION
DEL RIO SUBDIVISION**

RULE 214. Crews assigned in local service arriving Spofford will retain any train orders pertaining to track conditions between Spofford and San Antonio to be used on next eastward trip from Spofford.

Crews operating from San Antonio to Eagle Pass, provided clearance is received at East Yard, will retain train orders pertaining to track condition to be used on next Eastward trip from Eagle Pass. Upon commencing duty, Eagle Pass, conductor will ascertain what train orders are in effect as to track condition in territory to be used.

RULE 251. Applies between Withers and Tower 121.

RULE 252. Applies between Withers and Tower 121.

Between Withers and Tower 112, track permits will be issued by Tower 112. Between Tower 112 and Tower 121, track permits will be issued by Tower 121.

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
	Eagle Pass Branch			Kerrville Branch	
1.6	Spofford	20.0	259.5	Camp Stanley	255.8
20.0	Eagle Pass	31.5	255.8	Beckman	251.8
			251.8	Robards	242.4
				Rockport Line	
			0.0	CPS	16.9

RULE 312. Sanderson: Indicators located 1,000 feet west of absolute signals, east switch, Sanderson. Signal north of main track governs eastward trains on main track. Signal south of siding governs eastward trains out of yard, Sanderson.

When this indicator is displaying "flashing white" aspect, it indicates that absolute signal, east end, Sanderson, is displaying proceed indication for an eastward movement on the track that the signal governs.

Trains or engines desiring to move eastward from siding to main track must sound one long blast of engine whistle after engine occupies the circuit between whistle circuit sign and derail.

If derail fails to close and/or absolute signal fails to display desired indication, member of crew must contact train dispatcher. If authority is received from train dispatcher to pass absolute signal, push button should be operated and if signal does not clear, member of crew must again contact train dispatcher to receive authority to manually operate derail and pass absolute signal.

Additional whistle circuit is located 500 feet west of white light which can be used by trains or engines desiring to move eastward from siding to main track sounding one long blast of engine whistle after engine occupies the circuit between whistle circuit sign and white light. If first whistle circuit is not used, whistle circuit at absolute signal must be used.

**SAN ANTONIO DIVISION
DEL RIO SUBDIVISION**

RULE 314(A). Block signals equipped with "P" plates:

Eastward	Protection	Westward
Absolute	(East Switch siding Dryden)	
	High water detector, Bridge 480.5	4801
Absolute	(West Switch siding Malvado)	
	High water detector, Bridge 465.0	
	(East Switch siding, Malvado)	Absolute
4594	High water detector, Bridge 457.6	
	(West switch siding, Pumpville)	Absolute
4492	Falling rock detector, MP 447.3	4461
4460	High water detectors, MP 445.0 and MP 444.2	
	(West Switch siding, Langtry)	Absolute
4392	High water detector, Bridge 438.2	4371
Absolute#	(East switch siding Shumla)	
	Dragging equipment detector Pecos River Bridge	4279#
4172	High water detector, Bridge 415.7	
	(West Switch siding, Comstock)	Absolute
4104	High water detector, Bridge 409.9	4079
Absolute	(East switch siding Feely)	
	High water detector, Bridge 403.6	3987
3950#	Dragging and wide load detector Devil's River Bridge	
	(West Switch siding, Amistad)	Absolute#
3882	High water detector, Bridge 385.0	3849
3666	High water detector, Bridge 366.0	
	(West switch siding, Amanda)	Absolute
3086	High water detector, Bridge 307.8	3053

#Signals are equipped with unit for displaying flashing white light. When signals display stop indication without flashing white light, inspection must be made of entire train for derailed wheels, dragging equipment, shifted loads, or other unsafe conditions. After train inspection, operate key release on instrument house. If signal does not display proceed indication, proceed in accordance with applicable rule.

RULE 350. CTC in effect on main track and sidings between west switch Sanderson and Withers, East end East Yard and Kirby.

Withers: When absolute signal that governs westward movement from the eastward main track to the main track at Withers displays red aspect, member of crew should contact train dispatcher. If authority is received from dispatcher, push-button located in box on signal mast should be operated and signal should clear. If signal does not clear, dispatcher should again be contacted for authority to proceed under the rules.

AIR BRAKE RULES

RULE 39. When Amtrak GP630A locomotive numbers 700 - 724, are operated in a passenger train engine consist, running test will be performed at the following locations:

Sanderson: Eastward passenger trains, between MP 507 and MP 506.5.

Del Rio: Westward passenger trains, between MP 379.4 and MP 378.5.

Eastward passenger trains, between MP 378.5 and MP 377.4.

San Antonio: Westward passenger trains, between MP 210.4 and MP 209.3.

MISCELLANEOUS

Loaded unit trains are not to be operated in Train Yard Tracks Nos. 107, 108, 109 and 110, East Yard.

Switching movements handling in excess of 40 cars must not be made on Loop Tracks, East Yard.

**SAN ANTONIO DIVISION
VALENTINE SUBDIVISION**

WESTWARD ↓			STATIONS	↑ EASTWARD		
First Class						First Class
1					2	
Pgr					Pgr	
Leave Sun. Tue. Thur.	Station Numbers	Siding Feet		Mile Post	Arrive Mon. Thur Sat.	
AM 9.50	30700	9061	SANDERSON BCPQ	515.9	PM 11.50	
	30660	8470	EMERSON P	524.9		
	30650	8361	LONGFELLOW P	533.0		
	30645	8386	ROSENFELD P	540.4		
	30640	8535	MAXON P	546.0		
	30635	8322	TESNUS P	552.4		
	30630	8268	HAYMOND P	560.8		
	30625	8209	WARWICK P	567.5		
	30620	8385	MARATHON P	576.0		
	30615	8377	LENOX P	584.3		
	30610	8757	ALTUDA P	591.8		
	30605	8056	STROBEL P	600.6		
s11.30 AM	30405		ALPINE PQ C	607.2	s10.10	
	30403	8314	ALPINE JUNCTION P T	608.5		
	30225	8647	PAISANO P C	620.1		
	30220	8375	MARFA P	632.8		
	30215	8410	ARAGON P	642.9		
	30210	8362	RYAN P	651.8		
	30205	8399	QUEBEC P	660.0		
	30200	8071	VALENTINE BPQ	667.8		
	30195	8366	WENDELL P	679.9		
	30192	8394	LOBO P	691.1		
	30189	8661	COLLADO P	703.7		
	30186	9368	HOT WELLS P	714.6		
	30180	8375	MALLIE P	726.1		
	30173	10425	SIERRA BLANCA PQ	736.9		
	30169	8507	LASCA P	746.1		
	30165	8479	SMALL P	751.3		
	30155	7835	FINLAY P	760.9		
	30149	8306	M McNARY P	770.1		
	30140	9978	ISER P	783.6		
	30133	8589	TORNILLO P	794.0		
	30128		FABENS P	800.2		
	30122	8705	CLINT P	808.0		
2.15 PM	30110		BELEN P	815.2		
	30075		ALFALFA Y	822.8		
	30032		TOWER 47 MPQY	827.5	6.50	
	30000		EL PASO (COTTON AVE) BCMQTY	827.7		
s3.40 PM			EL PASO (TOWER 196) BCMPQY	829.3	6.45 PM	
Arrive Sun. Tue. Thur.	(309.3)				Leave Mon. Thur Sat.	

**SAN ANTONIO DIVISION
VALENTINE SUBDIVISION**

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
EL PASO and SANDERSON	79	70
Exceptions:	PSGR	FRT
820.0 and 815.2	40	40
(Both tracks with current of traffic)	70	70
815.2 and 767.2	75	70
767.2 and 763.6	70	70
763.6 and 759.4	55	55
759.4 and 758.0	70	70
758.0 and 742.7	75	70
742.7 and 736.5	70	70
713.6 and 711.0	70	70
708.0 and 701.2	75	70
701.2 and 698.1	70	70
641.9 and 640.4	60	60
640.4 and 638.3	50	50
638.3 and 638.1	70	70
638.1 and 636.8	75	70
636.8 and 633.7	60	60
633.7 and 629.1	45	45
629.1 and 629.0	70	70
629.0 and 628.0	55	55
625.3 and 624.2	70	70
624.2 and 621.1	50	50
621.1 and 616.6	60	60
616.6 and 613.1	75	60
613.1 and 609.7	50	50
609.7 and 604.9	40	40
604.9 and 601.5	50	50
601.5 and 598.6	70	70
598.6 and 593.7	40	40
593.3 and 589.1	70	70
589.1 and 588.5	70	70
588.5 and 584.9	60	60
584.9 and 584.1	70	70
584.1 and 575.7	40	40
575.7 and 575.3	70	70
575.3 and 573.0	70	70
566.6 and 559.9	40	40
559.9 and 559.0	70	70
554.8 and 551.8	50	50
551.8 and 547.5	40	40
547.5 and 547.1	50	50
547.1 and 542.7	55	50
542.7 and 536.9	45	45
536.9 and 536.7	70	70
536.7 and 532.0	50	50
532.0 and 516.9	30	30
516.9 and 515.9		

SPEED ON OTHER THAN MAIN TRACK:

Remotely Controlled Turnouts and Sidings	25
Exception: Sanderson	20
All other tracks Valentine Subdivision	10

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
816.7	Ysleta	30105	813.7	Buford	30115

SPECIAL INSTRUCTIONS

El Paso: For movements within El Paso yard limits be governed by Southern Region Timetable, El Paso Terminal Special Instructions.

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
619.1	Rock Cut	515.9	Brackets on poles
618.8	Rock Cut	515.8	Brackets on poles

RULE 82(A) U.P. clearance received at Big Spring, Toyah, or El Paso, will authorize movement of U.P. trains between Sierra Blanca and El Paso, except westward U.P. trains must comply with Rule 81 before fouling S.P. main track at Sierra Blanca.

RULE 93. Location of yard limits:

El Paso

RULE 103(L) Instructions for applying hand brakes on each cut of cars:

- Sierra Blanca
 - All tracks —Not less than five brakes on east end.
- Valentine
 - Not less than four brakes on west end.
- Alpine Junction
 - Transfer Tracks —Not less than ten brakes on east end.
- Sanderson
 - Not less than ten brakes on east end.

RULE 104(M) Sanderson: Spring switch connecting east end siding and No. 1 track may be trailed through when lined for siding or No. 1 track.

**SAN ANTONIO DIVISION
VALENTINE SUBDIVISION**

RULE 109(C). TRACKSIDE DETECTORS

MP	Type	MP	Type	MP	Type
811.5	E1 & E5	671.0	F1	597.7	F1
788.8	E1 & E2	665.0	F1	587.9	F1
765.5	E1 & E2	663.0	F1	580.7	E1 & E2
748.4	F1	656.0	E1 & E2	571.0	F1
734.5	F1	648.5	F1	564.2	F1
729.4	F1	646.1	F1	557.3	E1 & E2
721.5	E1 & E2	640.1	F1	549.1	F1
711.5	F1	635.0	F1	543.2	F1
706.8	F1	627.9	F1	536.8	F1
700.2	F1	626.0	E1	530.0	F1
694.2	F1	623.0	F1	527.9	F1
688.2	E1 & E2	617.0	F1	521.5	E1 & E2
682.6	F1	612.9	F1	519.5	F1
676.4	F1	605.3	E1 & E2		

RULE 251. Applies between Tower 47 and Belen.

RULE 314(A) Block signals with "P" plates:

Eastward	Protection	Westward
7912	High water detector Bridges 790.6, 788.5 and 787.3	7865
7866	High water detector Bridge 786.4 (West Switch siding Iser)	Absolute
Absolute	(West Switch siding Iser) High water detector Bridge 784.1 (East Switch siding Iser)	Absolute
Absolute	(East Switch siding McNary) High water detector Bridge 767.5	Absolute
7672	High water detector Bridges 766.9 and 766.9	7635
7636	High water detector, Bridge 762.8 (West Switch siding, Finlay)	Absolute
Absolute	(East Switch siding, Finlay) High water detector Bridge 760.1	7579
7578	High water detector Bridge 756.6 (West Switch siding Small)	Absolute
7320	High water detector Bridges 731.6 and 731.5	7293
7202	High water detector Bridges 719.7 and 718.7	7181
7180	High water detector Bridges 717.5, 716.4, 716.1 and 715.9 (West switch siding Hot Wells)	Absolute
Absolute	(West switch siding Hot Wells) High water detector Bridge 714.6 (East switch siding Hot Wells)	Absolute
Absolute	(East switch siding Hot Wells) High water detector Bridges 713.6 and 713.2	7115
7114	High water detector Bridges 709.1 and 710.8	7091
7092	High water detector Bridges 707.6 and 707.1	7067
7068	High water detector Bridges 706.3, 705.9 and 705.3 (West switch siding, Collado)	Absolute
Absolute	(West switch siding, Collado) High water detector Bridges 704.3 and 703.2 (East switch siding, Collado)	Absolute
Absolute	(East switch siding, Collado) High water detector Bridges 702.5, 702.1 and 700.9	7003
7002	High water detector Bridges 700.1, 699.3, 698.7, 698.2, 697.9 and 697.8	6975
6854	High water detector Bridges 684.5 and 683.8	6827
6546	High water detector Bridge 653.9 (West switch siding Ryan)	Absolute
Absolute	(West switch siding Ryan) High water detector Bridges 651.8 and 651.0 (East switch siding, Ryan)	Absolute
Absolute	(East switch siding, Ryan) High water detector Bridges 650.5 and 649.9	6485
Absolute	(West switch siding, Aragon) High water detector Bridge 643.1 (East switch siding, Aragon)	Absolute
Absolute	(East switch siding, Aragon) High water detector Bridge 641.8	6401
6400	High water detector Bridge 637.0	6369
6370	High water detector Bridge 636.4	6343
6230	High water detector Bridge 622.5 (West switch siding, Paisano)	Absolute
Absolute	(West switch siding, Paisano) High water detector Bridge 620.3 siding Paisano (East switch siding, Paisano)	Absolute
Absolute	(West switch siding, Paisano) Bridge 620.3 (Santa Fe Jct.)	Absolute
Absolute	(East switch siding, Paisano) High water detector Bridges 618.1 and 617.3	6171
6130	High water detector Bridges 612.7 and 610.7 (West switch siding Alpine Junction)	Absolute
Absolute	(Absolute Signal MP 606.2) High water detector Bridge 605.3	6039
Absolute	(East switch siding, Strobel) High water detector Bridge 597.8	5977
Absolute	(East switch siding, Altuda) High water detector Bridges 590.6 and 588.8	5879
5880	High water detector Bridge 585.83 (West switch siding, Lenox)	Absolute
Absolute	(West switch siding, Marathon) High water detector Bridge 577.6 (East switch siding, Marathon)	Absolute

**SAN ANTONIO DIVISION
VALENTINE SUBDIVISION**

Eastward	Protection	Westward
Absolute	(East switch siding, Warwick) High water detector Bridge 564.5	5641
Absolute	(East switch siding, Haymond) High water detector Bridge 559.3	5579
5578	High water detector Bridge 556.6	5555
Absolute	(East switch siding, Tesnus) High water detector Bridges 551.4, 551.5, 550.9 and 550.5	5491
5492	High water detector Bridges 548.0 and 547.4 (West switch siding, Maxon)	Absolute
Absolute	(West switch siding, Maxon) High water detector Bridge 546.9 (West switch siding, Maxon)	Absolute
5430	High water detector Bridge 542.7 (West switch siding, Rosenfeld)	Absolute
Absolute	(East switch siding, Rosenfeld) High water detector Bridge 536.8	5369
5368	High water detector Bridges 534.9 and 534.8 (West switch siding, Longfellow)	Absolute
Absolute	(West switch siding, Longfellow) High water detector Bridge 532.8 (East switch siding, Longfellow)	Absolute
Absolute	(East switch siding, Longfellow) High water detector Bridges 531.9 and 531.1	5301
5300	High water detector Bridge 528.6	5279
5278	High water detector Bridges 527.3 and 526.5 (West switch siding, Emerson)	Absolute
Absolute	(West switch siding, Emerson) High water detector Bridge 525.0 (East switch siding, Emerson)	Absolute
5216	High water detector Bridge 521.0	5195
5196	High water detector Bridges 519.5 and 518.4 (West switch siding, Sanderson)	Absolute

RULE 350. CTC in effect on main track and sidings between end of double track Belen and east switch Sanderson.

Belen, MP 815.2. Lower unit governs movement to Eastward main track and is equipped with a switch key actuator start box. Permission must be obtained from the train dispatcher before switch key is inserted in start box. Signal will not display desired indication until switch key is inserted in slot on signal mast and turned slowly one complete turn to right.

AIR BRAKES RULES

RULE 39. When Amtrak GP630A locomotive numbers 700 - 724, are operated in a passenger train engine consist, running test will be performed at the following location:

Sanderson: Westward passenger trains, between MP 516.9 and MP 507.

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
ILLMO SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet				Mile Post
62800		EAST ST. LOUIS	BQT		
		VALLEY JCT			
MOVEMENTS BETWEEN SIMBCO AND VALLEY JCT VIA THE CHESTER SUBDIVISION ARE OVER THE TRACKAGE OF THE M.P. RR					
		SIMBCO		CTC 2MT	
MOVEMENTS BETWEEN SIMBCO AND ILLMO ARE OVER SOUTHERN ILLINOIS & MISSOURI BRIDGE CO. TRACKAGE. (SEE RULE N)					
50500		ILLMO	BCQ	CTC	I-3.3
50450		ANCELL		2MT	I-5.2
50437	10280	QUARRY			I-9.6
50435		ROCKVIEW JCT	T		I-10.5
...		FRISCO JCT			I-10.6
...		BN CROSSING	A	C	I-10.7
50425	12762	DELTA (MP XING)	g	T	I-16.1
50415	12384	RANDLES		C	I-21.4
50396	7315	MESLER			I-26.4
50380	6365	ARDEOLA			I-32.2
50372	11405	AVERT			I-37.0
50371		PARONT		C	I-47.1
...		MO JCT		2MT	I-48.9
50370		DEXTER JCT		M	I-50.1
...		MP CROSSING	g		I-50.2
50365		DEXTER		C	I-50.9
50355	7249	BERNIE		T	I-59.5
...		NM JCT		C	I-65.2
50300		MALDEN	BQT	CTC	I-67.7 57.9
...		SM JCT		2MT	59.6
50270	7570	ST FRANCIS			69.9
50260		PIGGOTT			75.6
50255	8277	GREENWAY			78.8
50250		RECTOR			85.6
50245	6996	JAY		C	90.7
50240		MARMADUKE		T	92.9
50235	6822	PARAGOULD		C	103.5
...		PARAGOULD JCT			106.0
50230	7263	BROOKLAND			115.7
...		JONESBORO JCT			119.7
...		BN CROSSING			122.6
50200		JONESBORO	BCQTY	ABS	124.8
(131.3)					

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
ILLMO SUBDIVISION**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN ALL TRAINS**

ILLMO AND JONESBORO 70

Exceptions:	Exceptions:
I-3.1 and I-5.2 (Both Tracks) . 50	I-65.2 and I-67.3 (East Track) . 30
I-16.1 and I-16.9 40	I-67.3 and 58.4 (Both Tracks) . 20
I-23.9 and I-24.6 60	58.4 and 59.6 (East Track) . . 30
I-30.2 and I-30.5 60	74.5* and 79.5* 55
I-35.5 and I-35.9 60	85.3* and 86.1* 55
I-47.1 and I-50.1 (East Track) . 30	102.4* and 103.6* 20
I-50.2 (M. P. Crossing) 50	103.6* and 104.2* 30
I-50.2* and I-51.2* 50	121.7 and 122.6 50
	122.6 and 124.0 35

* **RULE 10(E).** Speed may be increased as soon as lead locomotive has passed increase speed sign.

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	New Madrid Branch			Mile Post
...		END OF TRACK			A-42.9
50330		NEW MADRID	A		A-41.4
...		BN CROSSING	g	B	A-37.3
...		LILBOURN JCT		R	37.2
50315	1537	PARMA (SSW XING)	S		48.5
...		MALDEN JCT		Y	57.3
50300		MALDEN	BQTY		57.9
(26.4)					

Wyatt Branch

...		END OF TRACK	Y	A	33.5
...		BN CROSSING	gY	B	36.6
50325	1019	LILBOURN	Y	R	36.8
...		LILBOURN JCT	Y		37.2
(3.7)					

Trumann Branch

50300		MALDEN	BQTY		57.9
...		MALDEN JCT	Y		W-57.3
50305		GIDEON	Y		W-65.4
(8.7)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN NEW MADRID BRANCH ALL TRAINS**

END OF TRACK AND MALDEN 25

WYATT BRANCH

END OF TRACK AND LILBOURN JCT. 10

TRUMANN BRANCH

MALDEN AND GIDEON 10

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
ILLMO SUBDIVISION**

SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Exception: Paragould	25
Remotely controlled turnouts	30
Exceptions:	
Paragould-East Switch	15
Equilateral turnout MP I-5.2	50
Noranda Spur	20
Except between "End of SSW Maintenance" sign and end of track	10
Locomotive Maintenance facility tracks using derails ...	5
All other Tracks Illmo Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
I-23.7	Perkins	50410	64.4	Campbell	50275
I-28.6	Heagy	50390	117.8	Farville	50225
I-29.7	Bell City	50385			
I-35.0	Lozeta	50375		New Madrid Branch	
I-64.3	Aircule	50350	41.9	Catron	50320

SPECIAL INSTRUCTIONS

RULE K. Impaired side clearance:

MP	Description	MP	Description
	Illmo Line		New Madrid Branch
I-24.5	Bridge	43.4	Bridge

RULE N.

Operation on the Southern Illinois & Missouri Bridge Co. trackage will be governed by the General Code of Operating Rules and the following instructions:

1. CTC is in effect on multiple main tracks between Simbco and Illmo.
2. CTC between Illmo and Simbco is under control of SSW train dispatcher. Absolute signals located at Simbco are under the control of MP train dispatcher.
3. When Eastward train or engines are ready to depart from Illmo yard tracks a member of the crew must communicate with the SSW Train Dispatcher, for authority to depart.
4. Clearance will not be required when trains enter the SI&MB Company's main tracks at Capedeau Junction.
5. **Speed Restrictions**

Location	Max M.P.H.
Main Tracks	40
Simbco, both switches of Crossover leading from South to North Track	30
Simbco, both switches of Crossover leading from North to South Track	30
Illmo Yard switch to North track East end of Illmo Yard ...	30
Illmo, both switches of Crossover leading from South to North Track	30

RULE 93. Location of Yard Limits:

123.9	Jonesboro	127.6	33.5	Wyatt Branch	37.2
57.9	New Madrid Br.	57.0	W-57.3	Trumann Br.	W-65.4

RULE 104(M). Spring Switch equipped with Facing Point Lock:

Location	Normal Position
Dexter Jct.	Main Track

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
ILLMO SUBDIVISION**

RULE 109(C). TRACKSIDE DETECTORS:

MP	Type	MP	Type	MP	Type
I-6.5	F1	I-62.0	F1	96.7	F1
I-12.9	F1	61.8	E1&E2	109.9	E1&E2
I-22.9	E1&E2	74.1	F1	117.6	F1
I-34.5	F1	82.4	F1	119.8	F1&F2*
I-42.4	E1&E2	84.9	E1&E2	123.7	F1&F2*
I-55.0	F1	87.9	F1		

*Located on SI&MB Trackage.

RULE S-227. Absolute Block Register Territory:

Territory	Register Location
New Madrid Branch: MP 57 - End of Branch	Malden
Wyatt Branch: Lilbourn Jct - End of Branch	Malden

RULE 312(1). Letter type indicators which can display the letter "Z" are located on signals at MP 120, pole 26 and MP 122, pole 12.

If letter "Z" is not illuminated and Absolute signal displays red aspect, it indicates there is a fire on the bridge and, train or engine in addition to complying with Rule 312(1) must be preceded by a member of crew who will inspect bridge for fire.

When Absolute signal displays red aspect and letter "Z" is illuminated, there is no fire alarm or indication of fire on the bridge.

RULE 314(A). Block signals with "P" plates:

Eastward	Protection	Westward
Absolute MP 360	Bridge I-35.9	345

RULE 350. CTC is in effect on main Track and Sidings between Illmo (MP I-3.1) and Jonesboro (MP 123.9)

MISCELLANEOUS

1. Eastward trains departing Jonesboro will secure authority to depart from train dispatcher before passing Gee Street. This authority may be relayed.

Missouri Pacific Railroad trains FCZ, FIN, LCB, LCT, HSZ, RSP, DFZ, CFZ, INF, CDZ, AI and CHZ while handling loads only, except cabooses, unless otherwise restricted are authorized to operate at a maximum speed of 60 MPH between Illmo, Mo. and Jonesboro Jct. All other Missouri Pacific Railroad Trains have a maximum speed of 55 MPH.

2. Six axle locomotives are not to be operated on tracks listed below:

- New Madrid Branch (Except detour route)
- Wyatt Branch
- Trumann Branch
 - Heagy — Spur Track
 - Mesler — Spur Track
 - Dexter — House Track
 - Bernie — Crossing Spur Track & House Track
 - Malden — Grain Spur Track
 - Aircule — Spur Track
 - Campbell — All Tracks
 - Piggott — All Tracks
 - Rector — Crocket Gas Spur Track
 - Farville — Anheuser Busch Spur Track
 - Delta — Elevator track & tracks one and two.
 - Illmo — Old house track, Old coal track and tracks 8, 9, 10, 11 & 20.
- MP I-65.0 — Grocery Spur

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
JONESBORO SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet				Mile Post
50200		JONESBORO	BCQTY	ABS	124.8
		12.6			
50185	7269	OTWELL			137.4
		8.0			
50175		WEINER			145.4
		4.2			
50170	7301	WALDENBURG			149.6
		11.9			
50155	7837	HICKORY RIDGE			161.5
		11.2			
50145	8678	FAIR OAKS (MP XING)	A		172.7
		14.2			
50130	8593	HUNTER		C	186.9
		12.9			
...	9401	NORTH BRINKLEY		T	198.0
		0.9			
...		COTTON BELT JCT		C	S. LEG
		0.0			
...		MEMPHIS JCT			198.9
		0.1			
49885	7678	BRINKLEY	BQ		199.0
		15.0			
49880	8400	CLARENDON			214.0
		0.8			
...		WHITE RIVER DRAWBRIDGE	M		214.8
		5.8			
49875	8832	ROE			220.6
		12.1			
...	7406	NORTH STUTTGART			232.7
		0.6			
49800		STUTTGART	BQ		233.3
		11.5			
49795	8797	HUMPHREY			244.8
		11.3			
49570	8556	ALTHEIMER			256.1
		0.6			
...		ENGLAND JCT			256.7
		4.5			
...		ARKANSAS RIVER BRIDGE	M		261.2
		3.0			
49500		PINE BLUFF YD	BCQTY		264.2
(139.4)					

STUTTGART BRANCH

49800		STUTTGART	BCQTY		233.3
		0.3			
...		CRIP CROSSING	SY		M-233.6
		11.2			
49825	1041	ALMYRA		A	M-244.8
		10.9			
49840	1732	DEWITT		B	M-255.7
		6.3			
...		END OF TRACK		R	M-262.0
(28.7)					

LITTLE ROCK BRANCH

...		END OF TRACK	Y		N-299.3
		1.5			
49700		NORTH LITTLE ROCK YD	BCQTY		N-297.8
		22.8		D	
49645	1660	ENGLAND		T	N-275.0
		18.9			
49570	1331	ALTHEIMER		T	256.1
		0.9		C	
...		ENGLAND JCT			256.7
(42.6)					

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
133.2	Gibson	50190			
176.3	Penrose	50140			
	Stuttgart Branch			Little Rock Branch	
M-235.3	Ricusky	49820	N-295.0	Lynch	49690
M-252.4	Burks	49830	N-292.2	Sherry	49685
M-253.6	Chaney	49835	N-287.8	Scott	49675
M-259.3	Indiana	49845	N-279.6	Keo	49670
			N-277.6	Kermac	49660
			N-277.3	Arkalite	49655
			N-267.2	Tucker	49640
			N-260.3	Ellison	49625

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
JONESBORO SUBDIVISION**

MAXIMUM AUTHORIZED SPEED

BETWEEN	ALL TRAINS
JONESBORO AND PINE BLUFF	70

Exceptions:		Exceptions:	
124.0 and 126.2*	20	214.0 and 215.4	25
126.2 and 129.3	60	215.4 and 219.5	60
140.6 and 172.6	60	232.5 and 234.3	30
172.6 (M.P. Crossing)	50	246.1 and 246.5	65
172.6 and 198.2	60	255.5* and 256.2*	45
198.2* and 198.8*	20	256.2 and 260.8	60
198.8* and 199.5*	30	260.8 and 262.7	30
199.5 and 205.8	60	262.7 and 269.1	20

STUTTGART BRANCH

STUTTGART AND END OF TRACK	40
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Exceptions:		Exceptions:	
M-233.0 and M-235.3	10	M-246.7 and M-253.2	25
M-235.3 and M-235.8	20	M-253.2 and M-258.0	10
		M-258.0 and M-262.0	5

LITTLE ROCK BRANCH

END OF TRACK AND ENGLAND JCT.	25
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Exception:	
N-299.3 and N-295.0	10

* **RULE 10(E).** Speed may be increased when lead engine passes increase speed sign.

SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Remotely controlled turnouts	30

Exceptions:

North Brinkley-west switch, North Stuttgart-west switch, England Jct.	10
Yard tracks Jonesboro (except No. 10) and Brinkley	5
Siding Brinkley	20
Locomotive maintenance facility tracks using derails	5
Number 4, 5 and 6 tracks (North Little Rock Yard)	5
Old Main Track between RI Crossing and MP interchange (North Little Rock Yard)	5
East switch East Wye Stuttgart to West Switch Ricusky	5
All other Tracks Jonesboro Subdivision	10

SPECIAL INSTRUCTIONS

RULE K. Impaired Side Clearance:

MP	Description	MP	Description
212.3	Detector	259.3	Detector
214.8	Bridge	261.3	Bridge
216.9	Detector		

RULE 15. North Little Rock Yard: City Ordinance restricts sounding of engine horn within city limits. In observing this Ordinance the horn should be sounded to give necessary operating signals and should be sounded for all crossings, but such signals must not consume more than 5 seconds overall time unless a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn is necessary to provide warning.

RULE 82(A) Brinkley: Rule does not apply to trains operating from the Memphis Subdivision.

RULE 93. Location of Yard Limits:

123.9. Jonesboro	127.6	N-292.0 North Little Rock
263.2. Pine Bluff yd.	268.8	Yd. End of Track
M-233.1. Stuttgart	M-235.8	

RULE 104(C). Normal position of switch breaking off Brinkley siding to connection with Memphis Subdiv. will be lined and locked for connection.

RULE 105. Little Rock Main Track ends at MP N-295.9.

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
JONESBORO SUBDIVISION**

RULE 109(C). TRACKSIDE DETECTORS:

MP	Type	MP	Type	MP	Type
130.9	F1	179.9	F1	*216.9	F1&F2
141.9	E1&E2	191.1	E1&E2	227.5	E1&E2
153.7	F1	204.0	E1&E2	236.2	F1
157.6	F1	209.0	F1	248.5	E1,E2&E5
167.8	E1&E2	212.3	F1&F2	259.3	F1&F2

* Wide Load and dragging detector has rotating red beacons and L&R indicators in advance of trains for eastward moves.

RULE S-227. Absolute Block Register Territory:

Territory	Register Location
	Stuttgart Branch
M-235.8 and End of Track	Stuttgart

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP
	Little Rock Branch	
N-292.0	England Block	N-256.7

RULE 312. CRI&P Crossing Brinkley: When absolute signal displays stop indication train must stop, then proceed at restricted speed.

RULE 312(3). Arkansas River Bridge No. 261.2 Interlocking:

Letter "Z" indicators are located near lift span sign on each side of lift span and will be illuminated by the operation of a key release.

When Absolute signal displays Stop Indication, trains and engines will stop and comply with the requirements of Rule 312(3). When granted authority train or engine may proceed to Lift Span Sign where member of crew will insert switch key in release box and turn to illuminate letter "Z". When letter "Z" is illuminated train or engine may proceed. If letter "Z" does not illuminate, movement over lift span must be preceded by a member of crew who will make an inspection to ascertain that lift span is in proper position.

RULE 350. CTC in effect on main track and sidings between Jonesboro (MP 127.6) and Pine Bluff Yd. (MP 263.2), except siding Brinkley.

MISCELLANEOUS

1. When trains are ready to leave Pine Bluff Yd., member of crew will communicate with yardmaster for route and authority to depart.

2. Six axle locomotives are not to be operated on tracks listed below:

Stuttgart Branch	
Little Rock Branch	
Gibson	— Craighead Rice Mill Spur Track
Otwell	— Delta Rice Mill Spur Track
Weiner	— House Track and Coors Spur Track
Waldenburg	— Riviana Spur Track
Hickory Ridge	— Riceland Foods Spur Track
Jonesboro	— Riceland Foods Spur Track
Brinkley	— All Back Tracks
Clarendon	— River Track Spur
Stuttgart	— All Industrial Tracks

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
MEMPHIS SUBDIVISION**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet			Mile Post
...		KENTUCKY ST	C	1.2
49990		BRIDGE JCT (BN XING)	A	3.4
...		BRIARK		4.1
49985	4130	WEST MEMPHIS		9.4
49975	5319	MOUNDS		13.7
49965	4631	PROCTOR		19.7
49960	8391	HETH		26.9
49935	4017	WIDENER		38.5
49925	3713	FORREST CITY (MP XING)	A	44.8
49915	8391	PALESTINE		51.8
49905		WHEATLEY		64.5
...		COTTON BELT JCT		68.5
...		BR JCT		69.2
(68.0)				

MAXIMUM AUTHORIZED SPEED

BETWEEN	ALL TRAINS
BRIARK AND BR JCT	60
Exceptions:	
1.2 and 4.1	20
4.1 and 5.0	30
5.0 and 43.5	50
43.5 and 45.0	35
68.3 and 69.1	25
69.1 and 69.2	10

SPEEDS ON OTHER THAN MAIN TRACK:

Sidings Heth and Palestine	25
Turnouts and crossovers between Briark and Kentucky St.	20
All other tracks Memphis Subdivision	10

SPECIAL INSTRUCTIONS

RULE K. Impaired Side Clearance:

MP	Description
36.4	Detector
40.6	Bridge
43.4	Detector

RULE N. Special Instructions Arkansas and Memphis Bridge and Terminal Company (Bridge Company).

Bridge Company operates two main tracks designated as "North Track" and "South Track": extending 2.89 miles between Kentucky Street, Memphis Tennessee and Briark, Arkansas via Harahan Bridge across Mississippi River. The following instructions will govern operation over Bridge Company tracks.

- (a) Trains and Engines using Bridge Company tracks will be governed by the General Code of Operating Rules.
 - (b) General Orders will be posted at proper General Order Stations on railroads using Bridge Company tracks.
 - (c) Train Orders covering Bridge Company property will be issued by Missouri Pacific and SSW to their respective trains and engines.
- (a) Multiple main tracks (Briark (West) to Kentucky Street (East)).
 - (b) CTC-ABS in effect between (Briark and Signal CP-377.9).

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
MEMPHIS SUBDIVISION**

(c) Restricted speed in effect between (Signal CP-377.9 and ICG Crossing).

3. (a) **EASTWARD TRAINS AND ENGINES:**

Eastward Signals located at CP-377.9 manually operated from Kentucky Street, are two-indication, color light signals (Red indicating "Stop" and Yellow indicating "Proceed at Restricted Speed"). Eastward trains and engines using these tracks will not pass signal governing the track being used until "Proceed at Restricted Speed" indication of signal is displayed or radio oral authorization is received from Control Operator. In the absence of oral authorization, a hand proceed signal with a yellow flag or yellow light must be received from Control Operator located at Kentucky Street.

In case of emergency, movement beyond this signal indicating stop may be authorized by Control Operator located on ground at the signal.

(b) **ENTRANCE TO BRIDGE COMPANY TRACKS:**

Westward trains or engines will approach Florida Street at Restricted Speed, and will not proceed until after receiving proceed signal or oral authorization from Control Operator located at Kentucky Street.

4. **Speed Restrictions:** Main Tracks — 20 MPH

5. Trains enroute Memphis will be governed by the following between Briark and Kentucky Street:

"When Westward freight trains attempting to make the bridge without assistance fail to do so and help is required, a member of crew will communicate with the Bridge Dispatcher at Kentucky Street advising of the need of the helper, in so doing, he will give his name, occupation, location, train and engine number and give positive assurance that no further forward movement of the train will be permitted before arrival of helper."

6. (a) **SWITCHES HANDLED BY CONTROL OPERATOR:**

Location	Switches
Briark	Crossover between main tracks
Harahan	Crossover between main tracks
CP 377.9	Crossover between main tracks
Kansas Street	BN Connection
Kentucky Street	SBD-MP Connection
Florida Street	Crossover to BN East track
Old Tower 17	SOU-MP Connection

Note: Crossover east of Kentucky Street and Union Railway connection are handled by Control Operator located at Kentucky Street.

(b) **HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCKING DEVICES.**

Hand operated non-electrically locked switches to Government Spur can only be operated when main track switch is lined for Auxiliary track.

RULE 82(A). Brinkley: Rule does not apply to trains operating from the Jonesboro Subdivision.

RULE 104(M). Spring switches equipped with Facing Point Lock:

Location	Normal Position
Heth	East & West End Siding
Palatine	East & West End Siding

RULE 105. Applies for movement between BR Junction and siding Brinkley.

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
MEMPHIS SUBDIVISION**

RULE 109(C). TRACKSIDE DETECTORS:

MP	Type	MP	Type	MP	Type
6.0	F1	36.4	F1&F2	49.0	E1&E2
23.9	E1&E2	43.4	F1&F2		

RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Names	East MP	West MP	Block Names	East MP
12.8	West Memphis	8.4	43.8	Widener	38.3
19.6	Mounds	12.8	51.8	Forrest City	43.8
25.5	Proctor	19.6	69.2	Palatine	51.8
38.3	Heth	25.5			

RULE 350. CTC is in effect on multiple main tracks between Kentucky St. (MP 1.2) and MP 8.4.

MISCELLANEOUS

1. Private industry scales at Forrest City not equipped with dead rails; engines must not stand or move over them.

2. Six axle locomotives are not be operated on tracks listed below:

- Wheatley — Rice Mill Spur Track & Fertilizer Spur Track.
- Forrest City — Wholesale Spur Track & Compress Spur Track.
- West Memphis — Cannery Spur Track, Southern Petro Spur Track and Gurley Spur Track.

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
PINE BLUFF SUBDIVISION**

the judgment of the engineer sounding of the horn is necessary to provide warning.

RULE 82(A). Lewisville: Rule does not apply to trains operating from the Shreveport Subdivision.

Camden: Rule will not apply to Road Switcher enroute International Paper Mill.

RULE 93. Location of Yard Limits:

416.3 Texarkana Yd.	419.9	263.2 Pine Bluff Yd.	268.8
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RULE 104(C). Normal position of east switch to house track Fordyce is for house track and will be left lined for house track when not in use.

RULE 109(C). TRACKSIDE DETECTORS

MP	Type	MP	Type	MP	Type
276.6 ..	E1,E2,E3&E5	317.6	F1	362.9	E1&E2
285.7	F1	325.0	F1	371.4	F1
292.9	E1&E2	332.1 ...	E1&E2	381.1	E1&E2
300.5	F1	*334.3 ...	F1&F2	395.0	F1&F2
305.1	F1	338.8 ...	F1&F2	399.6	F1&F2
310.5	F1	344.3 ...	E1&E2	408.8	E1
315.2	E1	353.5	F1	412.2	F1

* Wide Load and Dragging Equipment Detector has rotating red beacons and L&R indicators in advance of trains for westward moves.

RULE S-227. Absolute Block Register Territory

Territory	Register location
Waldo and DOW Chemical	Waldo

RULE 312(2). Manual interlocking limits between MP 267.6 and MP 267.8 Pine Bluff Shops and is controlled by train dispatcher Pine Bluff.

RULE 350. CTC is in effect on main track and sidings, between South Pine Bluff (MP 268.8) and Gertrude (MP 416.3).

MISCELLANEOUS

When trains are ready to leave Pine Bluff Yard, a member of crew will communicate with Yardmaster for route and authority to depart.

Conductors and/or engineers on eastbound trains arriving Pine Bluff Yard will contact Pine Bluff Tower for yarding instructions when crossing Missouri Street.

When eastward trains are ready to leave Texarkana Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

Six axle locomotives are not to be operated on tracks listed below:

Fordyce	—	Downs Track, East end Stave Track, IP Track, Team Track & Fordyce Warehouse Track.
Stamps	—	L&A Interchange tracks.
Bearden	—	Anthony Sawmill Track & Team Track.
Eagle Mills	—	West end of Team Track.
Camden	—	East switch of numbers 1, 2, 3, 4, 5 and 6, Texaco Spur Track, TOF Track, High Line, Rock Island Lead, Rock Island Pocket and West switches of numbers 1, 2 and 3.
Herbert	—	All switches of IP Company and Celotex Corp., numbers 2 & 3 Yard Tracks.
Stephens	—	Tie Spur.
McNeil	—	Numbers 1, 2, 3 and Yard Tracks.
Waldo	—	Ritchie Grocery Company Track.
Lewisville	—	Numbers 2, 3, 4, 5 and 6 Yard Tracks.
Texarkana	—	Texarkana Industrial Lead and Kerr-McGee.

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
SHREVEPORT SUBDIVISION**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet			Mile Post
49305		LEWISVILLE	Q	K-389.7
...		0.6	D	
		SHREVEPORT JCT	T	K-390.3
		18.2		
47350	8870	BRADLEY	C	K-408.5
		13.7		
47335	1846	PLAIN DEALING		K-422.2
		9.6		
47330	9295	ALDEN BRIDGE	DTC ABS	K-431.8
		14.3		
47320	9000	CART	D	K-446.1
		2.5	T	
47312		BOSSIER CITY	C	K-448.6
		0.5		
...		L&A JCT	Y	K-449.1
		0.3		
...		ICG CROSSING	AY	A K-449.4
		0.5		
...		L&A CROSSING	gY	B K-449.9
		0.3		
...		LOUISIANA JCT	Y	S K-450.2
		0.5		
...		RED JCT	Y	K-450.7
		1.0		
47000		SHREVEPORT YD	BCQTY	K-451.7
(62.0)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
LEWISVILLE AND SHREVEPORT	49

Exceptions:

K-390.3 and K-390.5	25
K-445.3 and K-452.6	20

SPEED ON OTHER THAN MAIN TRACK:

Locomotive maintenance facility tracks using derails	5
All other tracks Shreveport Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number
K-437.0	Benton	47325

SPECIAL INSTRUCTIONS

RULE K. Impaired side clearance

MP	Description
K-450.3	Bridge

RULE N.

Operation over the L&A trackage between Jordan Street Crossover and Red Jct. will be governed by the General Code of Operating Rules and the following:

1. Movements will not enter the L&A Main Track at Jordan Street Crossover or Red Junction unless authorized by KCS Yardmaster at Deramus Yard, and KCS Yardmaster must be notified promptly when each SP-SSW movement clears L&A Main Track at either point. If movement is delayed after securing authority to enter L&A Main Track, the KCS Yardmaster must be notified immediately and additional authority must be obtained from KCS Yardmaster to enter L&A Main Track.

2. Rule 93 applies on L&A main track.

3. Public crossings at grade:

In the absence of proper traffic indicator lights at Jordan, Louisiana and McNeil Streets, movements over these crossings must be preceded by flagman.

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
SHREVEPORT SUBDIVISION**

The obstruction of the view from grade crossings by standing trains or cars should be prevented as far as lies in our power. Take steps to prevent grade crossing accidents, regardless of who might be to blame. All employees are reminded of their responsibility in this connection.

When public crossings, and especially those where traffic is heavy, are blocked, crews will, if they have the opportunity, place a burning fusee on shoulder or edge of roadway visible to highway users from either direction.

RULES 14 and 15. Bossier City: Prescribed highway crossing whistle must be started at a distance not to exceed 200 feet before reaching highway crossing, and bell will be rung, starting at a point 300 feet before reaching the crossing.

RULE 82(A). Lewisville: Rule does not apply to trains operating from the Pine Bluff Subdivision.

RULE 93. Location of Yard Limits:

K-450.7 Shreveport K-449.1

RULE 103(A). The following curfew is in effect between Shed Road and Barksdale Boulevard, Bossier City, Louisiana:

7:45 A.M. to 8:15 A.M. 12:45 P.M. to 1:15 P.M.
11:45 A.M. to 12:15 P.M. 4:45 P.M. to 5:15 P.M.

Westward trains will stop to clear Shed Road and Eastward trains will stop to clear Barksdale Boulevard if movement cannot clear these limits prior to times of curfew. **EXCEPTION:** Westward trains that would be overtaken by hours of service law or an emergency existing; In these instances, trains may be operated through the curfew minimizing the delay to vehicular traffic.

RULE 104(M). Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Alden Bridge	East & West End Siding
	Main Track

RULE 105. Red Jct., MP K-450.6 is the end of main track Shreveport Subdivision.

RULE 109(C). TRACKSIDE DETECTORS:

MP	Type	MP	Type	MP	Type
K-394.0	G-1	K-414.1 ..	G-1&C	K-447.2	F2
K-405.5	G-1	K-445.0 ..	G-1&C		

RULE 312. L & A CROSSING: Trains and engines after stopping for absolute signals displaying stop indication on L & A Crossing may proceed at restricted speed after ascertaining that gate is lined for their movement.

RULE 265: Direct Traffic Control Designated Limits:

West MP Block Name	East MP	West MP Block Name	East MP
K-408.7 .. Lewisville	K-390.5	K-445.3 .. Alden Bridge ..	K-431.4
K-431.4 .. Bradley	K-408.7	K-449.1 .. Cart	K-445.3

MISCELLANEOUS:

Westward trains and engines must not pass Shed Road, Bossier City without authority from yardmaster Shreveport Yd. Eastward trains and engines must not foul L & A Connection, Red Jct., without authority from yardmaster Shreveport Yd.

Eastward trains when ready to depart Shreveport Yard, will communicate with Yardmaster for route and authority to depart.

Six axle locomotives are not to be operated on tracks listed below:

Benton — Team Track
Plain Dealing — House Track and Siding

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
TYLER SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet				Mile Post
49100		TEXARKANA YD	BQTY		418.7
...		0.4 MP CROSSING	MY		419.1
...		0.1 KCS CROSSING	MY	ABS	419.2
48945	8500	4.1 EYLAU			423.3
48935		8.5 REDWATER	T		431.8
48930	8056	5.4 MAUD			437.2
48920	7927	14.8 DARDEN			452.0
48910	9036	13.9 OMAHA			465.9
48900	6927	13.6 MT PLEASANT	BQ	C	479.5
...		0.8 DALLAS JCT	T	T	480.3
46390	6709	9.7 NORTH PITTSBURG		C	490.0
...		1.0 L & A CROSSING	A		491.0
46380		0.2 PITTSBURG			491.2
46375	8492	10.6 SMITH			501.8
46370		8.3 GILMER			510.1
46365	6574	2.8 SUFFOLK			512.9
...		12.1 MP CROSSING	A		525.0
46358	8745	0.1 BIG SANDY			525.1
46350	8620	11.7 OWENTOWN			536.8
46300		9.4 TYLER YD	BQTY	ABS	546.2
(127.5)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
TEXARKANA AND TYLER	65
Exceptions:	Exceptions:
418.2 and 420.1 20	491.7 and 495.2 60
438.9 and 440.4 60	495.2 and 496.3 50
445.7 and 446.2 60	496.3 and 505.0 60
455.8 and 457.2 50	505.0 and 507.6 50
460.0 and 461.2 50	507.6 and 509.3 45
461.2 and 461.7 40	509.3 and 510.8 35
465.8 and 466.1 55	510.8 and 511.7 45
466.1 and 472.2 60	511.7 and 521.7 60
472.2 and 476.6 55	521.7 and 525.7 40
476.6 and 479.0 45	525.7 and 537.4 60
479.0 and 480.8 35	537.4 and 538.8 50
480.8 and 482.7 55	538.8 and 545.0 60
485.7 and 485.9 40	545.0 and 545.2 25
488.1 and 490.9 55	545.2 and 546.2 20
490.9 and 491.7 35	

SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Exceptions:	
Darden	25
Mt. Pleasant	10
Remotely controlled turnouts	30
Exceptions:	
Big Sandy, east switch	10
East and West leg of WYE Texarkana	5
M.P. Transfer Track Texarkana	5
Locomotive maintenance facility tracks using derails	5
All other tracks, Tyler Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
461.5	Naples	48915	533.2	Winona	46354

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
TYLER SUBDIVISION
SPECIAL INSTRUCTIONS**

RULE K. Impaired Side Clearance:

MP	Description
524.6	Detector
527.5	Bridge
530.3	Detector

RULE 15. Texarkana: City Ordinances of both Texarkana, Texas, and Texarkana, Arkansas, restricts sounding of the engine horn within city limits. In observing these ordinances the horn should be sounded to give necessary operating signals and should be sounded in short blasts for the crossings of Lake Shore Drive, Lelia Street (cemetery crossing), and Robinson Road. Horn should not be sounded for other street crossings, or at other locations, except when a person or vehicle is seen approaching the crossing or track and in the judgment of the engineer sounding of the horn is necessary to provide warning.

RULE 93. Location of Yard Limits:

416.3 Texarkana Yd. ... 419.9	544.5 Tyler Yd. 548.7
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RULE 105. Tracks serving Red River Arsenal are protected by a gate located about one mile north of SSW main track and equipped with a private lock. Movement through this gate is made by calling guard house, telephone No. 838-2911, from Texarkana.

Movements within Red River Arsenal area between 8:00 A.M. and 5:00 P.M. are made only upon the authority of arsenal yardmaster who can be contacted inside the arsenal area on arsenal telephone No. 2319.

RULE 109(C). TRACKSIDE DETECTORS:

MP	Type	MP	Type	MP	Type
427.0	F1	468.1	F1	521.7	F1
431.8	E1&E2	475.9	F1	524.6	F2
439.8	F1	485.3	E1&E2	530.3	F1&F2
448.2	F1	494.3	F1	533.7	E1&E2
456.4	E1&E2	498.6	F1	539.4	F1
462.1	F1	505.2	E1&E2		

RULE 350. CTC is in effect on main track and sidings between Texarkana Yd (MP 419.9) and Tyler Yd. (MP 544.5).

MISCELLANEOUS

When westward trains are ready to leave Texarkana Yard, a member of crew will communicate with train dispatcher for authority to depart.

When eastward trains are ready to leave Tyler Yard, a member of crew will communicate with train dispatcher for authority to depart.

Six axle locomotives are not to be operated on tracks listed below:

Mt. Pleasant Yard — Yard Tracks (except may be used on lead track from siding to East No. 1 track switch and No. 1 track switch also on No. 1 track).

- Pittsburg — Short Pass
- Gilmer — Oil Mill Spur Track
- Big Sandy — Tracks 3 and 4
- Winona — Spur Track
- Owentown — All Yard Tracks

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
CORNICANA SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet				Mile Post
46300		TYLER YD	BCQTY		546.2
...		^{0.3} MP CROSSING	gY	A	546.5
44273		^{2.1} LUFKIN JCT	Y	B	548.6
44270	6699	^{9.9} CHANDLER		S	558.5
44260	9800	^{16.7} MURCHISON		C	575.2
44255		^{8.1} ATHENS	BQ	T	583.3
44250		^{0.7} SOUTH ATHENS		C	584.5
44245	6998	^{3.4} DAUPHIN			587.9
44225	8483	^{19.3} KERENS			607.2
44210		^{12.8} HILL YD	Y	ABS	620.0
...		^{1.0} BN CROSSING	MY		621.0
43900		^{0.3} CORSICANA (SP XING)	BCMPTY		621.3
(75.1)					

Lufkin Branch

44273		^{24.3} LUFKIN JCT	Y		E-548.6
46328	2710	^{3.7} POMONA			E-572.9
46340	2596	^{13.5} JACKSONVILLE (MP XING)	A	A	E-576.6
...		^{2.0} TS CROSSING	g	B	E-590.1
45360	453	^{1.9} RUSK		R	E-592.1
...		END OF TRACK			E-594.0
(45.4)					

Athens Branch

44255		^{13.0} ATHENS	BQ	A	243.0
48592		^{3.4} EUSTACE		B	256.0
...		END OF TRACK		R	259.4
(16.4)					

Gatesville Branch

43940		^{0.2} EAST WACO	BCQTY		675.0
...		^{0.7} SSW EAST JCT	Y		675.2

MOVEMENTS BETWEEN SSW EAST JCT AND SSW WEST JCT ARE OVER THE TRACKAGE OF THE MKT R.R.

...		^{0.3} SSW WEST JCT	Y		675.9
...		^{8.7} MKT CROSSING	gY		676.2
44164		^{0.9} RITCHIE	Y		684.9
44168		^{10.3} ATCO	Y	A	685.8
44176		^{8.1} McGREGOR (ATSF XING)	MT	B	696.1
44188		LIME CITY		R	704.2
(29.2)					

Waco Branch

43900		^{52.8} CORSICANA	BCQTY		621.3
...		^{0.9} MP CROSSING	AY		674.1
43940		EAST WACO	BCQTY		675.0
(53.7)					

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
CORSICANA SUBDIVISION**

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN TYLER AND CORSICANA **ALL TRAINS** **70**

Exceptions:		Exceptions:	
546.2 and 546.9	20	584.5 and 595.2	60
546.9 and 548.6	25	595.2 and 595.5	55
548.6 and 552.2	40	595.5 and 600.8	60
552.2 and 573.0	60	607.0 and 607.5	35
573.0 and 573.9	50	616.0 and 619.0	60
573.9 and 583.3	60	619.0 and 620.5	40
583.3 and 584.5	40	620.5 and 621.0	20

***Rule 10(E).** Speed may be increased as soon as lead locomotive has passed these locations.

LUFKIN BRANCH

LUFKIN JCT. AND END OF TRACK **25**

Exceptions:		Exceptions:	
E-548.6 and E-550.0	10	E-574.0 and E-594.0	10

ATHENS BRANCH

ATHENS AND END OF TRACK **10**

GATESVILLE BRANCH

EAST WACO AND LIME CITY **20**

Exceptions:		Exceptions:	
675.0 and 679.0	10	686.0 and 705.0	10

Trains must proceed prepared to stop short of rocks on track between MP 685.6 and MP 685.8 Gatesville Branch.

WACO BRANCH

CORSICANA AND EAST WACO **10**

SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Exceptions: Chandler	25
Remotely controlled turnouts	30
Exceptions:	
Lufkin Jct.	10
Hill Yard	10
Locomotive maintenance facility tracks using derails	5
All other tracks Corsicana Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
566.8	Brownsboro	44265		Waco Branch	
593.7	Malakoff	44240	648.2	Hubbard	43925
598.7	Trinidad	44235	668.0	Trading House	
601.1	Nipak	44230		Creek	43930
	Lufkin Branch			Gatesville Branch	
E-556.0	Gresham	46315	695.0	Smead	44180
E-563.4	Bullard	46320	702.3	Oglesby	44184
E-566.3	Tinimax	48324		Athens Branch	
E-584.7	Dialville	45375	250.5	Forrest Grove	48596

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
CORSICANA SUBDIVISION**

SPECIAL INSTRUCTIONS

RULE K. Impaired side clearances:

MP	Description
596.0	Detector
599.5	Bridge
603.5	Detector

RULE 93. Location of Yard Limits:

544.5	Tyler Yd.	548.6
618.9	Hill Yard-Corsicana	623.8
E-548.6	Lufkin Jct.	E-553.0
673.5	East Waco-Ritchie	685.3

RULE 104(C). Corsicana: East switch to Shed track will be left lined for Shed track.

East Waco: West lead switch may be left lined in position last used.

RULE 109(C). TRACKSIDE DETECTORS:

MP	Type	MP	Type	MP	Type
553.7	E1&E2	596.0	F1&F2	E-561.8	G1
563.5	F1	598.5	E1&E2	E-565.0	G1
572.7	F1	603.5	F1&F2	E-575.0	G1
579.4	E1&E2	611.1	F1	E-588.0	G1
581.6	F1	615.4	E1		
584.8	F1	617.6	F1		
590.5	F1				

RULE S-227. Absolute Block Register Territory:

Territory	Register Location
Lufkin Branch MP E-553.0 and E-594.0	Tyler yard office
Athens Branch MP 243.0 and 259.4	Tyler yard office
Gatesville Branch MP 685.3 and Lime City	East Waco

RULE 312(2). Westward Absolute Signals West switch Hill Yard, MP 620.5, are controlled by Operator at SSW-BN interlocking station and will only protect movement from West switch Hill Yard to Eastward Signal, MP 620.6.

When such signals display stop indication, westward trains or engines will stop and if signal does not change to proceed in a reasonable time, a member of crew will communicate with train dispatcher or operator Corsicana. If movement is out of yard tracks Nos. 1 or 2, switches must be lined to receive proceed indication.

RULE 350. CTC is in effect on main track and sidings between Lufkin Jct. (MP 548.6) and East Switch Hill Yard (MP 618.9).

MISCELLANEOUS

Trains and engines entering and using MKT tracks Waco will not occupy MKT main track until authority is obtained from MKT control operator at Bellmead yard Waco.

When SSW trains and engines have cleared MKT tracks, tracks must be released to MKT control operator Bellmead yard Waco.

When Westward trains are ready to leave Tyler Yard, a member of crew will communicate with train dispatcher for authority to depart.

Six axle locomotives are not to be operated on following tracks:

Tyler	— All Industrial Tracks
Athens Branch:	
Athens	— Geddie Spur, Short House Track, Team Track, House Track, Redman Spur
Malakoff	— House Track, Texas Clay Spur
Nipak	— Nipak Lead
Kerns	— Massey Spur, House Track
Corsicana	— SSW Industrial Tracks

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
COMMERCE SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet				Mile Post
48900		MT PLEASANT	BCQ		479.5
...		0.8 DALLAS JCT	T		C-480.2
...	5711	7.2 REFINERY SIDING		D	C-481.3
48835	2384	6.8 WINFIELD		T	C-488.5
48820		22.5 MT VERNON		C	C-495.3
48815	4487	10.1 SULPHUR SPRINGS			C-517.8
48810	4097	9.1 RIDGWAY			C-527.9
48800		COMMERCE	BCQY		C-537.0
(57.5)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN ALL TRAINS

MT. PLEASANT AND COMMERCE 49

Exceptions:	Exceptions:
C-480.2 and C-482.5 20	C-517.0 and C-534.9 30
C-495.2 and C-495.7 20	C-534.9 and C-537.1 20
C-495.7 and C-517.0 40	

SPEED ON OTHER THAN MAIN TRACK:

Locomotive maintenance facility tracks using derail 5
All other tracks Commerce Subdivision 10

ADDITIONAL STATIONS

Mile Post	Station	Station Number
C-485.3	Cams	48840

SPECIAL INSTRUCTIONS

RULE 82(A). Westward trains will not require clearance at Mt. Pleasant.

RULE 93. Location of Yard Limits:

C-535.0 ... Commerce C-539.0

RULE 109(C). TRACKSIDE DETECTORS:

MP	Type	MP	Type	MP	Type
C-485.3	G1	C-504.7	C&G1	C-524.7	G1
C-493.0	G1	C-513.0	G1	C-530.3	G1
C-497.5	G1	C-515.2	G1		

RULE 265. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP
C-480.3	Mt. Pleasant	C-495.2
C-495.2	Mt. Vernon	C-517.7
C-517.7	Sulphur Springs	C-535.0

MISCELLANEOUS

Six axle locomotives are not to be operated on tracks listed below:

- Sulphur Springs— All Yard Tracks to include Team Track
- Mt. Vernon — House Track
- Commerce — Sherwood Medical Spur
Outside City Track
US Brass Spur
- Winfield — Siding
- Refinery Siding — Texas Utility Track
Inside Siding and Outside Siding

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
FT. WORTH SUBDIVISION**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet				Mile Post
48800		COMMERCE	BCQY		C-537.0
48793	1580	14.3 GREENVILLE		D	C-551.3
...		0.3 L & A CROSSING	G	T	C-551.6
...		1.6 MKT CROSSING	A	C	C-553.2
48775	5031	6.5 CLINTON			C-559.7
48665	5045	20.1 WYLIE			C-579.8
48225	6579	9.7 PLANO	QY		C-589.5
...		0.1 SP CROSSING	A	D	C-589.6
48215	1142	8.7 ADDISON	TY	T	C-598.3
48200	1603	4.9 CARROLLTON (MKT-BN XING)	ACQY	C	C-603.2
48130	1533	10.2 GRAPEVINE		D	C-613.4
...		14.3 MP CROSSING	A	T	C-627.7
48100		2.5 HODGE	BCQTY	C	C-630.2
...		1.9 BN CROSSING	MY		C-632.1
...		0.1 TOWER 60 (OKT & MP XING)	MY		C-632.2
...		0.1 ATSF CROSSING	MY		C-632.3
48036		0.4 NORTH FORT WORTH	Y		C-632.7
(95.7)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN ALL TRAINS

COMMERCE AND FT. WORTH 49

Exceptions:	Exceptions:
C-537.1 and C-539.0* 20	C-608.3 and C-611.0 20
C-549.7 and C-550.5 40	C-611.0 and C-616.8 25
C-550.5 and C-555.3 20	C-616.8* and C-620.9* 20
C-555.3 and C-587.0 30	C-620.9 and C-625.8 25
C-587.0 and C-601.0 20	C-625.8 and C-629.4 20
C-601.0 and C-608.3 10	C-629.4 and C-634.3 10

***Rule 10(E).** Speed may be increased when lead engine passes increase speed sign at these locations.

SPEED ON OTHER THAN MAIN TRACK:

Locomotive maintenance facility tracks 5
All other tracks, Fort Worth Subdivision 10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
C-553.0	Fergus	48785	C-607.9	Dallas P. & L.	48180
C-554.2	Simtrott	48780	C-609.5	Coppell	48150
C-589.0	Nevada	48770	C-610.6	DFW	48140
C-584.2	Murphy	48660	C-622.3	Smithfield	48120

**ST. LOUIS SOUTHWESTERN RAILWAY CO.
PINE BLUFF DIVISION
FT. WORTH SUBDIVISION**

ST. LOUIS SOUTHWESTERN RAILWAY CO.

NOTES

SPECIAL INSTRUCTIONS

RULE K. Impaired side clearance:

MP	Description	MP	Description
C-585.6	Bridge	C-597.2	Bridge

RULE 82(A). Eastward trains will not require clearance at Plano.

Trains originating at Miller Yard on SP enroute Ft. Worth Subdivision, must obtain clearance bearing initials of Pine Bluff Division Train Dispatcher, as well as clearance bearing initials of San Antonio Division Train Dispatcher before leaving, unless otherwise authorized as specified in Rule 82(A).

RULE 93. Location of Yard Limits:

C-535.0	Commerce	C-539.0
C-587.0	Plano	C-590.3
C-597.6	Addison — Carrollton	C-604.5
C-628.0	Hodge — North Ft. Worth	C-632.7

RULE 103(A). Monday through Friday trains will not enter city limits of Greenville, Texas during the following hours of curfew; unless it appears that such train will exceed the hours of service.

7:00 a.m. to 7:15 a.m. 11:45 a.m. to 12:15 p.m.
7:45 a.m. to 8:15 a.m. 4:45 p.m. to 5:15 p.m.

7:30 to 8:30 AM Monday through Friday trains will not enter the city limits of Addison during the hours of curfew. Except trains that would be overtaken by hours of service law or an emergency exist, in these instances trains may be operated through the curfew minimizing any delays to vehicular traffic.

RULE 104(C). Plano. Switch leading from siding Plano to SP Connection track must be lined and locked for connection track when not in use.

Hodge Yard. Main track switch at Deen Road may be left lined as last used.

RULE 109(C). TRACKSIDE DETECTORS:

MP	Type	MP	Type	MP	Type
C-544.9	G1&C	C-572.6	G1&C	C-619.5	F1
C-555.1	G1	C-578.5	G1	C-625.0	F1
C-562.0	G1	C-591.6	F1		

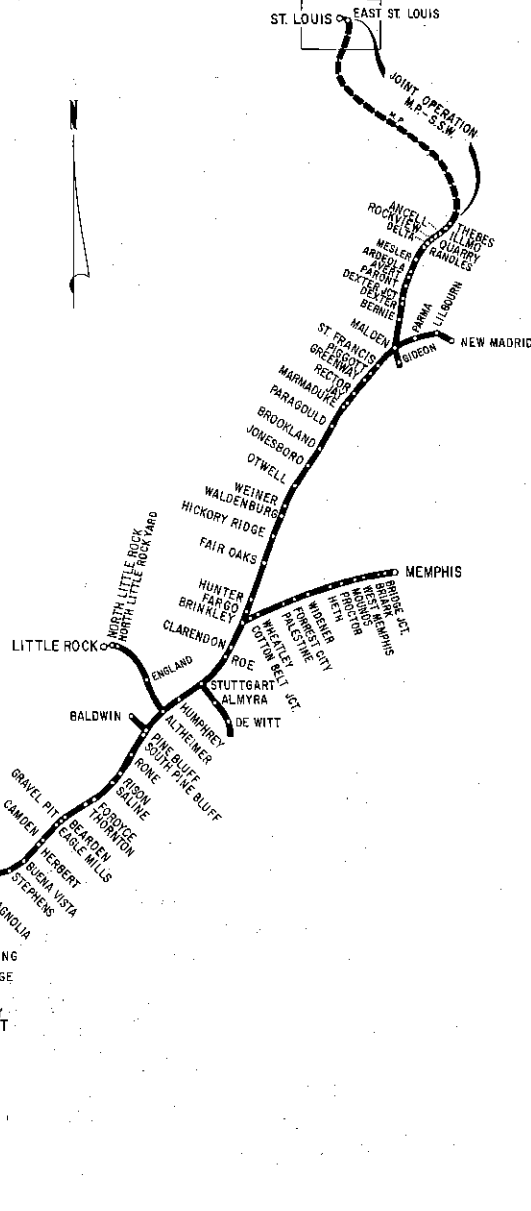
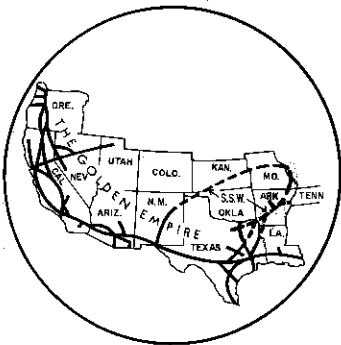
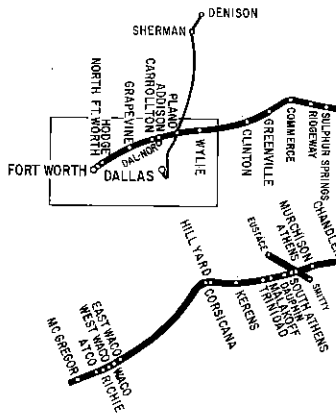
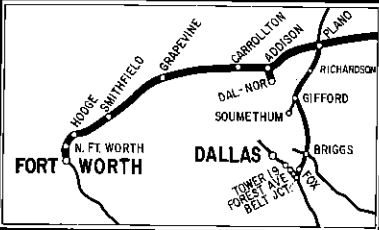
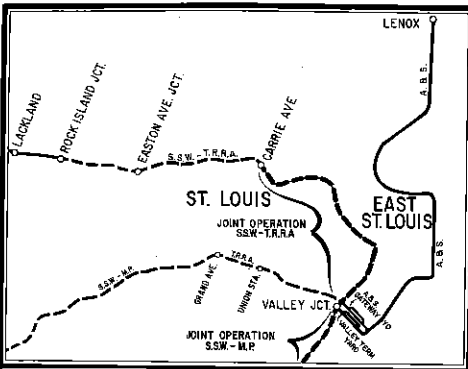
RULE 265. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
C-551.2	Neyland	C-539.0	C-587.0	Wylie	C-579.0
C-559.0	Greenville	C-551.2	C-597.6	Renner	C-590.3
C-569.0	Clinton	C-559.0	C-613.3	Coppell	C-604.5
C-579.0	Nevada	C-569.0	C-628.0	Smithfield	C-613.3

MISCELLANEOUS

Six axle locomotives are not to be operated on tracks listed below:

Commerce	— Hunt County Lumber Spur Ben E. Keith Track
Nevada	— Fertilizer Spur
Plano	— Gap Lead
Smithfield	— Martin Lumber Spur & Team
Grapevine	— Sequoia Lumber Spur



PINE BLUFF DIVISION

REV. TO JULY 1, 1985

**EASTERN REGION
SPECIAL INSTRUCTIONS**

1. TRACKSIDE DETECTORS

The type and location of all trackside detectors will be listed under Rule 109(C) on each individual subdivision.

On trains operating without a caboose, crew member must look back observing each trackside detector until rear of train clears detector site or until detector is no longer visible. When detector is seen to be activated, train must be stopped per A.B. Rule 5.A. Inspection must be made of entire train unless crew is advised orally of location of defect(s) as indicated by detector.

When a trackside detector alarm is activated on dispatcher's CTC control machine, the train dispatcher must immediately contact the train involved and advise them that detector has been activated. When a train operating without a caboose is advised by the train dispatcher that detector has been activated, train must be stopped per A.B. Rule 5.A. Inspection must be made of entire train unless crew is advised orally of location of defect(s) as indicated by detector.

Trains operating with a caboose will be governed by trackside detector indication.

When a trackside detector except for a high/wide detector E-4, F-2, G-2 is inoperative, train may proceed at prescribed speed. Report must be made to train dispatcher promptly. When a train passes two consecutive inoperative detectors and the train has not received a visual inspection on both sides, train must be stopped and inspection made.

A detector is to be considered inoperative when:

- A. Advised detector is out of service.
- B. Revolving red beacon light of a G1 is observed prior to engine passing detector location.
- C. The white light is out before the engine reaches a Type C detector and the monitor display board does NOT illuminate after train has passed scanner location.
- D. On a Type E1, E2, E3, E5 detector the white light is out before the engine reaches and no end-of-train message is received.
- E. When a Type E1, E2, E3, E5 or F1 detector transmits the following message when movement clears detector:

Example: "SP detector mile post 121.3, detector malfunction."

When a car experiences two hot box detector actuations and overheated journal cannot be found, car must be set out. Connecting crew, if any, must be notified by incoming crew of any car experiencing a hot box actuation and car was not set out.

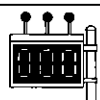
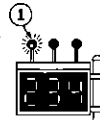
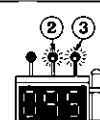
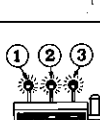
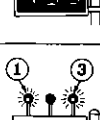
Each hot box detector has a white light continuously illuminated on track side of detector instrument house. When a hot bearing is detected, the white light will start flashing. When flashing light is observed, train must be stopped and inspection made to locate hot bearing(s).

**EASTERN REGION
SPECIAL INSTRUCTIONS**

Type C: Hot Box Detector — Numerical Display Board With Indicator Lights

Two seconds after train has passed the detector, the numerical board will illuminate a display for 90 seconds.

The following are the various displays possible as would be viewed looking back from rear of train and the corresponding required train inspection:

DISPLAY	REQUIRED INSPECTION
	No inspection required.
	Inspection for one hot bearing on the 234th axle from rear of train on side indicated. If hot bearing is not located, all bearings of car indicated as well as 20 axles ahead and behind must be inspected on BOTH SIDES.
	Inspect for two or more hot bearings from rear of train to and including the 095th axle on side indicated. If two or more hot bearings are not located, inspect all bearings from rear of train to and including 20 axles ahead of indicated axle on BOTH SIDES.
	Inspect for two or more hot bearings from rear of train to and including the 153rd axle on BOTH SIDES. If hot bearing is not found on indicated axle, inspect all bearings on car indicated as well as 20 axles ahead on BOTH SIDES.
	Inspect for hot bearing on each side of the 126th axle from rear of train. If hot bearings are not located on indicated axle, all bearings of car indicated as well as 20 axles ahead and behind must be inspected on BOTH SIDES.

Type D. Hot Box Detector — Remote Readout At Terminal

When white light is flashing on instrument house, train must be stopped per A.B. Rule 5.A. and crew member must contact personnel at location of recorder to determine location of hot bearing to be inspected. If hot bearing is not located, all bearings of car indicated as well as 20 axles ahead and behind must be inspected on both sides.

Personnel at recorder may authorize train to proceed to terminal without making inspection.

Type E & F: Radio Readout (Talker) Detector:

Detector is equipped with a talking alarm system which verbally reports the type of defect to train crew by radio.

SYMBOL	TYPE OF DETECTOR
E-1	Hot Box Detector
E-2	Dragging Equipment Detector
E-3	Hot Wheel Detector
E-4	High/Wide Load Detector
E-5	Loose Wheel Detector
F-1	Dragging Equipment Detector
F-2	High/Wide Load Detector

The E detectors report the axle count location of the defect from the front of train.

Type F detectors do not provide wheel count.

**EASTERN REGION
SPECIAL INSTRUCTIONS**

If defect is detected during movement, the system will immediately transmit a defect message and, where present, a white light on detector instrument house will begin to flash.

Examples — Type E: "S.P. detector milepost 121.3, Stop your train! Stop your train!, first hot box axle 210 on left side."

Type F: "S.P. detector mile post 121.3. Stop your train! Stop your train! Dragging equipment."

When defect message is received by train crew, the train must be stopped per A.B. Rule 5.A. When train has cleared the detector, an end of train message will be transmitted two times and crew must inspect train for the indicated defect(s).

If defect is not located at the reported axle location, crew must inspect both sides of the car indicated as well as 20 axles ahead and behind the car indicated on both sides. If axle location is not provided, crew must inspect both sides of entire train for the indicated defect.

When train has passed the detector with no defects found, the system will transmit a no defect message.

Example — "S.P. detector milepost 121.3 no defects no defects."

Train must be stopped and entire train must be inspected on both sides for the type(s) of defect(s) normally detected by that detector when,

- (1) Defect messages are received during passage of train over the detector site and the end of train message combines defect reports with the phrase "Detector Malfunction."

Example — "S.P. detector milepost 121.3, Stop your train! Stop your train!, first hot box axle 210 on left side, detector malfunction."

- (2) White light is lighted continuously as engine passes a type E1, E2, E3 & E5 detector site and subsequently crew does not receive or does not understand the end of train message after train has cleared detector site.
- (3) Crew does not receive or does not understand the end-of-train message of a type E4, F1, F2 detector.

Type G: Revolving Red Light

G-1 Dragging Equipment Detector

G-2 High/Wide Load Detector

A revolving red beacon will be mounted on hot box detector house on post or relay case adjacent to detector and will be normally dark. When detector is activated, the revolving red light will be displayed. Train must be stopped per A.B. Rule 5.A. and a walking inspection made of entire train.

**EASTERN REGION
SPECIAL INSTRUCTIONS**

2. SPEED RESTRICTIONS

To provide for sufficient stopping distance for a train operating at speeds above 40 MPH, the following table is to be used to determine maximum allowable speed, taking into account train's trailing tonnage, tons per operative brake and operative axles of dynamic brake.

TONS PER OPERATIVE BRAKE (TPOB)	TRAILING TONNAGE			
	Under 5000	5000 to 7200	Over 7200	
Under 80	Under 4500	4500 to 6800	6801 to 10000	Over 10000
80 to 100	Under 4000	4000 to 6000	6001 to 9000	Over 9000
Over 100 (*1)				

OPERATIVE AXLES OF DYNAMIC BRAKE AND ALLOWED SPEED	12 or More Speed Sign Speed	18 or More Speed Sign -5 MPH	24 Speed Sign -10 MPH	24 Speed Sign -15 MPH
	Less than 12 Speed Sign -5 MPH(*2)	Less than 18 Speed Sign -10 MPH	Less than 24 Speed Sign -15 MPH	Less than 24 Speed Sign -20 MPH

Examples:	Speed Sign	Speed from Table	Allowed Speed
	70	Speed Sign -15 MPH	55
	55	Speed Sign -15 MPH	40
	50	Speed Sign -15 MPH	40

(*1). Trains with over 100 TPOB and more than 10 hopper and/or gondola cars loaded with bulk materials (rock, sand, coal, beets, etc.), are further limited to an absolute maximum speed of 50 MPH.

(*2). Trains with less than 80 TPOB, less than 3300 trailing tons and not over 5 locomotives may operate at speed sign speed, with or without dynamic brakes.

The TPOB as shown on the train mass profile graph will be used to calculate the maximum speed in the above table.

If train mass profile graph is unavailable, TPOB will be computed by dividing the trailing tonnage by total operative brakes. Each car in train will be considered as one operative brake except:

Each Car	Equivalent Operative Brakes
1. Mechanical Reefer	1 and 1/2
2. Loaded car with ABEL, ABDEL, or ABDWEL brake	1 and 1/2
3. TOPS car code IO, QAF	1/2
4. TOPS car code IA3, IP3, IP4, IO4, P69, QCD, QD5, QDD	2
5. TOPS car code ID3, IP5, IB5, QEF, QW9, QY9	3
6. TOPS car code IP8, ID5, QH5	4
7. TOPS car code IP10, QJS, QJE, QOI	5

Scale test cars WO-2. SPMW 5868 and SSW 99203	30 MPH
Empty or loaded bulkhead flat car weighing less than 50 tons	45 MPH
Empty specially equipped gondola car (TOPS car code "GP")	45 MPH
Empty anode flat car (TOPS car code "FA")	45 MPH
Empty PC 598500 — 598999 and CR 598500 — 598999	45 MPH
Empty SP 703000 — 703049 and SP 703500 — 703574	45 MPH
Empty centerbeam flat car (TOPS car code "FI")	45 MPH
Loaded bulkhead flat car weighing between 50 and 63 tons	55 MPH
Load having idler car(s)	55 MPH
Empty car except caboose or Business car	55 MPH

**EASTERN REGION
SPECIAL INSTRUCTIONS**

Trains handling cars placarded "EXPLOSIVES A", "POISON GAS", "RADIOACTIVE", or tank cars containing a product classified as FLAMMABLE GAS or the individual commodities ANHYDROUS AMMONIA, CHLORINE, HYDROGEN CHLORIDE, HYDROGEN FLUORIDE or SULFUR DIOXIDE 55 MPH

EXCEPTION: Restriction does not apply to cars carrying vans or containers placarded "EXPLOSIVES A", "POISON GAS", or "RADIOACTIVE".

Loaded bulkhead flat car weighing 64 tons or more . . . 65 MPH

A locomotive that is NOT listed in these tables must NEVER be operated in a train unless it is specifically authorized by a train dispatcher. Authorization must include the maximum speed.

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASSIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
SP-SSW					
1000-1002	70	AS600	SF	102,000	408
@1010-1013	65	ES400		65,250	262
@1100	65	ES408		51,750	207
@1105-1127	65	ES408	ST	58,250	233
@1191-1199	65	ES409		59,250	237
@1300-1337	65	ES410		61,750	247
1500-1542	70	ES615	ST	82,500	330
@1600-1613	70	GS400	EF	70,000	280
@2250-2316	65	ES412		62,250	249
@2450-2759	65	ES415		65,250	261
2868-2899	70	ES418	ST	63,250	253
2961-2970	70	ES620	ET	97,500	390
2971-2976	50	ES620	EF	104,000	416
3100-3101	70	GS425	SF	67,000	268
3102-3109	70	ES625		95,500	390
3186-3196	70	EP418	ST	65,000	260
3197-3199	70	EP430	EF	70,000	280
3200	70	EP636	ET	102,500	410
3201	79	EP636	ET	102,500	410
3202-3206	70	EP636	ET	102,500	410
3207	79	EP636	ET	102,500	410
3208-3209	70	EP636	ET	102,500	410
3301-3886	70	EF418	ST	63,250	253
4050-4153	70	EF420	ST	65,250	261
4160	70	EF420	ET	65,750	263
4200-4249	70	EF420	ET	66,500	266
4300-4451	70	EF618	ST	90,000	360
4800-4844	70	EF420	EF	69,250	277
5002-5017	70	EF423	ST	66,000	264
5100-5114	70	GF423	EF	66,500	266
5300-5325	70	EF623	ET	104,250	417
6300-6681	70	EF425	ET	66,500	266
6901-6921	70	EF625	ET	97,500	390
7030-7033	70	SF428	SF	70,000	280
@7200-7201	70	EF435	EF	69,500	278
@7230-7231	70	EF435	EF	69,500	278
7240-7273	70	EF430	EF	69,000	276
7300-7399	70	BF630	EF	102,750	411
7400-7599	70	EF632	EF	98,500	394
7600-7607	70	EF430	ET	67,560	278
7608-7677	70	EF430	EF	69,500	278
7754-7769	70	GF437-2	EF	83,100	277
7770-7883	70	GF430	EF	70,000	280
7900-7929	70	GF630	EF	104,750	419
7930-7936	70	GF630	ET	104,750	419
@7940-7967	70	EF430	EF	69,500	278
#8230-8299	70	EF630	EF	97,750	391
#08300-8306	70	EF630	EF	102,500	408
#08307-8321	70	EF630	EF	102,500	410
#08322-8326	70	EF630	EF	102,500	409
#08327-8341	70	EF630	EF	102,500	393
#08350-8391	70	EF630	EF	102,500	410
#8489-8573	70	EF630	EF	102,500	410
8585-8599	70	GF633	EF	104,750	419
8600-8687	70	GF633	ET	104,750	419
8688-8796	70	GF633	EF	104,750	419
8800-9156	70	EF636	ET	103,500	414
#09157-9404	70	EF636	EF	102,750	411
#09500-9504	70	EF642	ET	103,250	413
AMTRAK:					
200-360	79	EP430A		63,500	254
361-400	79	EP430A		64,750	259
700-724	79	GP630A		96,500	386
ATSF:					
@2700-2784	70	EF423		65,750	263
@2800-2961	70	EF425		66,500	266
@3000-3074	70	EF420		66,250	265
@3100-3174	70	EF420		66,250	265
@3200-3284	70	EF423		65,750	263
@3300-3460	70	EF425		66,500	266

**EASTERN REGION
SPECIAL INSTRUCTIONS**

(continued)

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASSIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
3500-3560	70	EF420		65,750	263
3600-3705	70	EF423		66,000	264
3800-3854	70	EF435		79,500	265
4000-4019	70	EF623		98,000	392
@4500-4579	70	EF624		95,750	383
@4600-4679	70	EF626		96,750	387
5000-5019	70	EF630		98,000	392
#5020-5194	70	EF630		97,500	390
#5200-5213	70	EF636		97,000	388
5250-5267	70	EF630		83,150	395
5300-5489	70	EF636		98,000	392
5490-5499	70	EF636		98,000	392
5500-5624	70	EF636		98,000	392
5625-5714	70	EF636		98,000	392
5900-5939	70	EF636-A		98,750	395
5940-5948	70	EF636-A		103,000	412
5950-5989	70	EF636-A		98,750	395
5990-5998	70	EF636-A		103,000	412
6300-6348	70	GF423		65,750	263
6350-6404	70	GF423		66,000	264
7400-7402	70	GF439		68,100	277
7484-7499	70	GF436		69,250	277
7500-7519	70	GF623		98,750	395
@7900-7909	70	GF628		99,000	396
8000-8166	70	GF630		103,000	412
8500-8524	70	GF633		98,000	392
8700-8799	70	GF636		98,000	392
9500-9502	70	GF630		91,500	392
B&O, C&O, WM:					
GM50, 1977	70	EF430			
3000-3046	70	EF423			
3300-3312	70	GF630			
3500-3584	70	EF425			
3684-3799	70	EF430			
3800-3899	70	EF420			
3900-3919	70	EF423			
4000-4371	70	EF430			
4800-4829	70	EF420			
5901-6260	70	EF418			
6400-6683	70	EF418			
6900-6976	70	EF423			
7300-7318	70	EF618			
7400-7440	70	EF625			
7500-7599	70	EF630			
7600-7619	70	EF630			
8100-8137	70	GF425			
8200-8264	70	GF430			
BN:					
@602-761	70	EF415		62,750	251
@766-853	70	EF418		62,500	250
@1350-1365	70	EF414		60,750	243
1400-1499	70	EF418		64,250	257
@1524-1673	70	EF415		63,500	254
@1700-1980	70	EF418		64,750	259
@1990-1997	70	EF418		62,000	248
2001-2071	70	EF420		65,250	261
2072-2154	70	EF420		66,750	267
2200-2254	70	EF423		65,250	261
2255-2369	65	EF420		55,000	267
2500-2545	70	EF425		65,500	262
2550-2566	65	EF425		51,200	260
2567-2574	65	EF425		51,200	261
2575-2582	65	EF425		51,200	262
3000-3039	70	EF430		68,750	275
3040-3064	65	EF420		54,050	262
3100-3109	65	EF435		62,000	275
5000-5199	70	GF630		103,250	413
5200-5208	70	GF623		92,500	370
5210-5233	65	GF425		66,800	267
5300-5394	70	GF630		104,000	416
5400-5429	70	GF425		67,750	271
5450-5465	70	GF428		68,750	275
5470-5484	70	GF430		68,750	275
5485-5492	70	GF430		57,000	275
5500-5599	70	GF630		104,250	417
5600-5641	70	GF625		98,000	392
5650-5677	70	GF628		98,000	392
5700-5765	70	GF633		102,750	411
5770-5799	70	GF430		57,000	268
5800-5944	70	GF630		104,000	416
@6000-6059	70	EF615		86,000	344
@6100-6206	70	EF618		86,500	346
@6240-6255	70	EF624		86,500	346
6300-6324	70	EF630		95,500	382
6325-6385	50	EF630		96,500	386
#6394-6399	70	EF630		92,750	371
6400-6567	70	EF636		98,500	394
6592-6599	70	EF636		99,000	396
6600-6645	70	EF636		96,750	387

**EASTERN REGION
SPECIAL INSTRUCTIONS**

(continued)

LOCOMOTIVE NUMBER	MAX- IMUM SPEED	CLASSIFICA- TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
6650-6696	65	EF636		80,300	381
6700-6799	50	EF630		104,250	417
6800-6807	70	EF630		104,250	417
6808-7053	50	EF630		104,250	417
7054-7291	70	EF630		104,750	419
7800-7831	50	EF630		104,250	417
7832-7899	70	EF630		104,250	417
7900-7940	70	EF630		103,750	415
8000-8099	70	EF630		103,750	415
8100-8181	65	EF630		103,750	415
9900-9925	70	EP624		56,000	224
C & NW:					
707-712	70	EF418		62,500	253
802-823	70	EF423		66,100	264
824-866	70	EF425		66,500	266
867-895	70	EF630		102,750	411
901-920	70	EF636		103,500	414
921-929	70	EF630		102,750	411
930-936	70	GF630		104,750	419
937-977	70	EF636		103,500	414
1725-1777	70	EF418		62,500	253
4501-4536	70	EF418		62,500	253
6601-6621	70	EF618		90,000	360
6801-6935	50	EF630		102,750	411
CR:					
1967-2023	70	GF423			
2100-2112	70	EF420			
2168-2249	70	EF423			
2250-2399	70	EF425			
2500-2685	70	GF425			
2700-2788	70	GF430			
2822-2823	70	GF428			
2830-2889	70	GF430			
2890-2970	70	GF433			
3000-3385	70	EF430			
3620-3692	70	EF425			
6000-6051	70	EF625			
6066-6239	70	EF636			
6240-6357	70	EF630			
#6358-6499	70	EF630			
6500-6519	70	GF625			
6520-6534	70	GF628			
6535-6539	70	GF630			
6540-6578	70	GF633			
6579-6583	70	GF630			
6587-6599	70	GF636			
6654-6666	50	EF636			
6700-6718	70	GF623			
6900-6924	70	EF618			
6925-6959	70	EF620			
7000-7483	70	EF418			
7496-7559	70	EF418			
7656-8281	70	EF420			
L & N:					
@501-545	70	EF418		61,750	247
@900-904	70	EF418		61,750	247
910-914	70	AF418		62,750	251
@950-959	70	AF418		62,750	251
1000-1079	70	EF423		63,000	252
1100-1128	70	EF425		65,250	261
1200-1224	70	EF625		93,250	373
1225-1258	70	EF630		96,250	385
1259-1278	50	EF630		96,750	387
1279-1294	70	EF625		95,550	390
1330-1335	70	AF420		63,750	255
1350-1378	70	AF420		63,750	255
1425-1435	70	AF630		97,700	391
1470-1498	70	GF630		104,850	419
1500-1527	70	GF625		92,250	369
1529-1530	70	GF625		92,250	369
1532	70	GF625		92,250	369
1528, 1531, 1533	70	GF628		103,000	412
1534-1582	70	GF630		92,250	369
1600-1626	70	GF425		67,250	269
2500-2502	70	GF428		67,250	269
2503-2509	70	GF630		82,250	369
2700-2824	70	GF423		67,250	269
3000-3029	70	EF430		66,250	265
3554-3613	50	EF630		66,250	265
4000-4144	70	EF420		67,000	268
5115-5129	70	GF423		67,250	269
6011-6050	70	EF420		67,000	268
7000-7035	70	GF630		96,250	385
7513-7523	70	AF628		97,700	391
#8000-8039	70	EF630		96,250	385
MKT:					
170-230	70	EF430		69,500	278

**EASTERN REGION
SPECIAL INSTRUCTIONS**

(continued)

LOCOMOTIVE NUMBER	MAX- IMUM SPEED	CLASSIFICA- TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
300-321	70	EF420		65,250	261
350-352	70	EF423		66,500	266
501	70	EF400		69,500	278
600-636	70	EF630		98,250	393
3105-3167	70	EF430			
MK:					
8301-8303	65	EF636		102,250	409
MoPAC:					
2009-2334	70	EF420		65,750	263
2600-2616	70	EF420		65,750	263
#3090-3321	70	EF630		98,000	392
3500-3529	70	EF435		83,400	278
4500-4684	70	GF423		67,500	266
#6000-6073	70	EF630		98,000	392
SCL:					
250-392	70	GF418		61,750	247
550-559	70	EF420		67,000	268
700-1002	56	EF415		62,250	249
1063-1065	56	EF418		61,250	245
1309-1343	56	EF423		62,500	250
1400-1415	56	EF425		65,250	261
1500-1635	59	EF430		66,250	265
1640-1656	59	EF430		66,500	266
1700-1718	60	GF430		66,250	265
1720-1747	67	GF633		66,750	267
1748-1855	60	GF436		67,750	271
1900-1970	61	EF625		93,250	373
2000-2044	66	EF636		98,000	392
2045-2059	71	EF636		96,750	387
2121-2124	67	GF630		92,250	369
5100-5114	62	GF423		67,250	269
5140-5154	70	GF423		66,750	267
6000-6050	70	EF420		66,000	264
7016-7031	68	GF630		96,250	385
#8040-8066	71	EF630		96,250	385
SOU:					
210-214	70	EF425		63,250	253
215-223	70	EF625		94,000	376
2525-2643	70	EF423		62,750	251
2645-2715	70	EF425		64,500	258
2716-2822	70	EF430		63,250	253
2823-2886	70	EF420		62,250	249
3000-3099	70	EF625		95,500	382
3100-3169	70	EF636		98,750	395
3170-3200	70	EF630		94,750	379
3201-3287	50	EF630		93,750	375
3288-3328	70	EF630		93,750	375
3500-3521	70	GE430		262	
3800-3804	70	GF630		98,500	394
3805-3814	70	GF633		99,250	397
3815-3818	70	GF436		70,000	280
3900-3969	70	GF423		64,500	259
3970-4023	70	GF423		65,250	261
4600-4605	70	EF426		63,750	255
5000-5256	70	EF420		69,250	277
7000-7092	70	EF435		64,250	257
UP:					
1-50	65	EF636		98,250	393
60-65	65	SF636		101,500	406
2400-2539	70	GF630		98,250	393
2810-2959	70	GF630		97,750	391
3000-3122	70	EF630		98,250	393
3123-3808	70	EF630		97,500	390
9000-9005	70	EF435		82,500	275

@ Locomotives not equipped with alignment control couplers.

Equipped with HTC trucks and truck shock absorber. Enginemen must specifically look for defects on Shock Absorber.

What To Do in Case Defect is Noted:

1. Reduce train speed to not over 50 MPH.
2. Notify train dispatcher of defective condition.
3. Enter defect on Form CS 2326 for correction.

© RCE Master. © RCE Remote. © Mother. © Mate.

© Locomotives must not be operated between Mt. Pleasant and Hodge.

3. ADDITIONAL SPEED RESTRICTIONS

(Following restrictions will not be indicated on Train Mass Profile Graph)

	MPH
Engine operated from other than lead unit in direction of movement	20
Relief outfit with boom forward	20

**EASTERN REGION
SPECIAL INSTRUCTIONS**

Jordan Spreader moving forward	35
Moving backward	25
Rotary snow plows	35
Flangers	40
Loaded Continuous Welded Rail (CWR) Train	45
Pipe loaded on 89 ft flat cars	55
Light engine with operative dynamic brake	Passenger train speed
Light engine without operative dynamic brake	55
Relief outfit with boom trailing	45*
Except SPMW 7113	35*
K & J pedestal or center hinged air-dump cars except SPMW 5100-5289	35*
Locomotive Crane-pile driver	
With boom in place either end forward	25*
With boom disconnected, heavy end forward or with boom disconnected and removable counterweight properly positioned, either end forward	40
Exception: SSWMW 96405, SPMW 5852, SPMW 5899	30
With boom disconnected, boom end forward	20*

* On curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than speed permitted. On branches maximum speed is to be reduced 10 MPH.

4. TRAIN MAKEUP RESTRICTIONS

(A train may be exempted from compliance with those specific makeup restrictions identified with an (*) when advised by Division Officer or train Dispatcher that train has passed "TCC FORMAT 170" or "TCC FORMAT 254". This exemption becomes void if train consist is changed.)

*Cars measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply:

- A. To the rear 20 cars of train.
- B. Between Corsicana and Miller.
- C. To MP trains between El Paso and Sierra Blanca.
- D. On Lafayette Division except on train AVBAT and trains on the Rockland Branch.
- E. Between East St. Louis and Pine Bluff, Brinkley and Memphis.
- F. On the Houston Division except between Englewood and Shreveport and to trains operating to the San Antonio Division at Hearne and Flatonia.

*Empty tank cars measuring less than 35 feet in length must be entrained in rear 20 cars of train. This restriction will not apply:

- A. Between Corsicana and Miller.
- B. To MP trains between El Paso and Sierra Blanca.
- C. On Lafayette Division except on train AVBAT and trains on the Rockland Branch.
- D. Between East St. Louis and Pine Bluff, Brinkley and Memphis.
- E. On the Houston Division except between Englewood and Shreveport and to trains operating to the San Antonio Division at Hearne and Flatonia.

*When the tonnage of any train excluding engines exceed 4,000 tons, the weight of each of the first five cars behind engine must weigh 50 tons or more.

This restriction will not apply:

- A. When there are less than 20 loaded cars in train;
- B. When there are not 5 loaded cars in train weighing 50 tons or more;
- C. To loaded articulated cars.
- D. Between Corsicana and Miller.
- E. To MP trains between El Paso and Sierra Blanca.
- F. On the Houston Division except between Lufkin and Shreveport and to trains operating to the San Antonio Div. at Hearne and Flatonia.

**EASTERN REGION
SPECIAL INSTRUCTIONS**

- G. On the Lafayette Div. except on the Rockland Branch.
- H. Between East St. Louis and Pine Bluff, Brinkley and Memphis.

*Trains having over 9,000 tons excluding engines must have any car weighing less than 50 tons in the rear 60% of total train tonnage.

This restriction will not apply:

- A. To loaded articulated cars.
- B. Between Corsicana and Miller.
- C. To MP trains between El Paso and Sierra Blanca.
- D. On the Houston Division except between Lufkin and Shreveport and to trains operating to the San Antonio Div. at Hearne and Flatonia.
- E. On the Lafayette Div. except on the Rockland Branch.

**ENTRAINMENT RESTRICTIONS FOR ARTICULATED CARS
AND FOR TWO AXLE INTERMODAL CARS**

TOPS CAR TYPE CODE						RESTRICTIONS
IB5 ID3 ID5	IA3 IO4 IP3 IP4 IP5 IP8 IP10	IO IO2				
QW9 QY9	P69 QDD QCC QD5 QEF QH5 QJ5 QJE QOI	QAF QBD				
L O A D	E M P T Y	L O A D	E M P T Y	L O A D	E M P T Y	
X	X	X	X	X	X	May be moved in a train only if all platforms of car are loaded with trailers/containers or all platforms of car are empty
X	X	X	X	X	X	Each platform is to be considered one car when determining proper position in train of restricted cars
X	X	X	X	X	X	*Each platform is to be considered 1/2 car when train tonnage requires cars on head-end of train to weigh 50 tons or more
X		X				Up to 20 non-articulated cars weighing 50 tons or more may be entrained ahead. The 20 car limit will not apply if all non-articulated cars entrained ahead weigh 100 tons or more
X		X				Half-empty intermodal cars must be entrained behind
X	X	X	X			Half-empty intermodal cars must not be placed next to
		X		X		When entrained within the head 20 cars, no more than 18 axles of dynamic braking may be used on head-end of train
		X		X		*They must be entrained with no more than 8000 total tons trailing car
	X		X		X	*They must be entrained within the rear 1/2 of train when train tonnage exceeds 2000 tons but not to exceed 4000 tons trailing
			X		X	Entrained multiple unit helper must be placed ahead.
X						Unless specifically cleared by the Transportation Clearance Bureau movement is permitted only between El Paso and Flatonia, Flatonia and Houston, Houston and Avondale

Note: Half-empty intermodal car is one that is longer than 73 feet having a trailer or container on only one end of the car.

*It is the responsibility of yardmasters and conductors to take into consideration the overall distribution of tonnage when making up or changing consist of train. The following are requirements governing train makeup.

- A. Trains consisting of predominantly empty cars will have any block of 10 or more cars which have an average weight of 100 tons or more entrained near the head end.
- B. Train makeup requirements will prevail when they conflict with outstanding blocking instructions unless authorized by Division Officer or Chief Dispatcher.

**EASTERN REGION
SPECIAL INSTRUCTIONS**

C. When in doubt as to proper distribution of train tonnage, yardmaster or conductor will contact Division Officer or Chief Dispatcher for instruction.

*Any loads having idler car(s) must be entrained:

- A. Within the rear 4,000 tons of train;
- B. Ahead of any solid block of empty cars;
- C. Behind any entrained helper engines.

EXCEPTION: This restriction will:

- A. Not apply to MP trains between El Paso and Sierra Blanca.
- B. Only apply on the Houston Div. between Lufkin and Shreveport and to trains operating to the San Antonio Div. at Hearne and Flatonia.
- C. On the Lafayette Division only on the Rockland Branch.
- D. Not apply between East St. Louis and Pine Bluff, Brinkley and Memphis.

Maximum tonnage of a train must not exceed 11,000 tons, except for unit trains. Maximum length of a train must not exceed 12,000 feet excluding engines.

Cabooses are not to be moved other than at rear of train, unless specifically authorized, except when handling a few cars in local or road switcher service.

This restriction will not apply to B.N. trains operating between Denison and South Sherman.

This restriction will not apply on Pine Bluff Division.

Scale test cars WO-2, SPMW 5868 and SSW 99203 must be handled at rear of train.

Loaded continuous welded rail (CWR) trains must be handled separately from other trains. This restriction does not apply to short ribbon rails loaded on car SPMW 6324.

A box car, or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movement except preparatory to and during unloading or loading.

When making walking inspection of a CWR train carrying a full or partial load, the following items must be inspected:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tie-down rack on the tie-down car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.

When any of these conditions are not as required, train must not be moved until train dispatcher has been contacted and further instructions are received.

5. OTHER INSTRUCTIONS

Passenger trains are restricted to movements on main tracks, sidings and designated receiving tracks at Passenger Depots only. Movement on any other tracks must be authorized by the Chief Train Dispatcher.

**EASTERN REGION
SPECIAL INSTRUCTIONS**

6. LOAD LIMIT

Unless authorized by Superintendent, heavier loads will not be handled.

Where maximum load limit shown is 263,000 pounds or more, gross loads of 395,000 pounds may be handled on 6 (six) axle cars when load limit of car is not exceeded.

Where maximum load limit is 263,000 pounds or more, gross loads of 526,000 pounds may be handled on 8 (eight) axle cars, with a maximum of 3 (three) cars coupled together, when load limit of cars is not exceeded.

Unless specifically authorized, all relief outfit cranes, locomotives cranes and pile drivers must not operate over lines having maximum load limits of less than 263,000 lbs.

Load limit will not apply to articulated cars.

SAN ANTONIO DIVISION

Other than Branches	315,000 pounds
Exception	
Sherman-Richardson	263,000 pounds
East Yard — Gregory	286,000 pounds
Gregory — Rockport	251,000 pounds
Branches	263,000 pounds
Exception:	
Gonzales Branch	251,000 pounds
Giddings Branch	270,000 pounds
Llano Branch (MP 90.5 to Llano)	210,000 pounds
Marble Falls Branch	251,000 pounds
Fort Worth Branch	(1) 263,000 pounds
Athens Branch	251,000 pounds

(1) When tank cars with gross loads of more than 263,000 lbs. are handled between Garrett and Fort Worth, separate with normal load or empty and speed of train must not exceed ten (10) MPH over bridges 7.66, 9.50, 28.94 and 34.38.

HOUSTON DIVISION

Other than Branches	315,000 pounds
Exception	
Bellaire Line	281,000 pounds
Sinton — Corpus Christi	281,000 pounds
Placedo — Victoria	263,000 pounds
Placedo — Port Lavaca	251,000 pounds
McAllen — Brownsville	263,000 pounds
Branches	300,000 pounds
Exception:	
Palacios — New Gulf	251,000 pounds
Guy Jct — Long Point	263,000 pounds

LAFAYETTE DIVISION

Other than Branches	315,000 pounds
Branches	315,000 pounds
Exceptions:	
Alexandria Branch between End of Track and Opelousas	263,000 pounds
Kaplan and I. & V. Jct	251,000 pounds
Houma Branch	283,000 pounds
Napoleonville Branch	251,000 pounds
St. Martinville Branch	251,000 pounds

PINE BLUFF DIVISION

Other than Branches	315,000 pounds
Exception:	
Briark-Brinkley	263,000 pounds
Branches	263,000 pounds
Exception:	
New Madrid Branch	315,000 pounds
Trumann Branch	242,000 pounds
Wyatt Branch	242,000 pounds
Stuttgart Branch between Indiana and end of Branch	242,000 pounds

**EASTERN REGION
SPECIAL INSTRUCTIONS**

**7. ADDITIONS & REVISIONS TO THE GENERAL
CODE OF OPERATING RULES**

DEFINITIONS:

Computer Generated Clearance (CGC): A system which enables the train dispatcher to issue clearances and train orders direct to a mechanical printer.

Direct Traffic Control (DTC): A DTC block or a series of DTC blocks wherein the movement of trains is authorized and governed directly by the train dispatcher.

DTC Block: A specified length of main track which will be identified by name. The name and limits of a block will be identified by wayside signs reading "Begin (name) Block" and "End (name) Block" and by milepost location in timetable.

RULE B

Operation on the trackage of the Southern Pacific Transp. Co. and the St. Louis Southwestern Railway Co. will be governed by the General Code of Operating Rules.

A rule for the day will be identified by Superintendent's Special Notice and on clearance. Each employee must read and be familiar with the 'Rule for Today' when commencing each day's work.

RULE G. Is revised to read:

The use of alcoholic beverages or intoxicants by employes subject to duty, or their possession, use, or being under the influence thereof while on duty or on Company property, is prohibited.

Employes shall not report for duty under the influence of, or use while on duty or on Company property any drug, medication or other substance, including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reaction, response or safety. Questionable cases involving prescribed medication shall be referred to a Company Medical Officer.

The illegal use, possession or sale while on or off duty of a drug, narcotic, or other substance which affects alertness, coordination, reaction, response or safety, is prohibited.

RULE Q. AUTHORIZED ABBREVIATIONS

Following abbreviations will be used on (CGC) Clearances and train orders:

Jun	June
Jul	July
N: or No	Number

RULE 3. TIME COMPARISON

Time may be compared from any of the following:

Pacific Time	Telephone Numbers:
Mountain Time	San Francisco 1827
Central Time	Tucson 2328
	Houston 6098, 6069, 6083

RULE 15. REQUIRED WHISTLE SIGNALS

Radio may be used in place of whistle signals, except Rules 15(a), 15(l) and 15(n) to convey information.

RULE 24. ENGINE IDENTIFYING NUMBERS

Trains will be identified by engine number.

RULE 34. OBSERVE AND CALL SIGNALS

Any restrictive indication of signals must be communicated between crew members on head and rear end (also helper engines) when radio communication is available.

**EASTERN REGION
SPECIAL INSTRUCTIONS**

RULE 88(A). MOVEMENT EXTRA TRAINS

Is revised to read:

Except in CTC, DTC, APB, and TWC territory, or within interlocking limits, extra trains will be governed by train orders with respect to opposing extra trains.

RULE 93. YARD LIMIT RULE

Rule 93 will not apply within manual interlocking limits.

RULE 97. AUTHORIZING EXTRAS

(8) As prescribed by Rule 265 where DTC is in effect.

(9) Absolute signal indication to enter and run with the current of traffic where Rule 251 is in effect.

RULE 99. FLAGGING RULE

Specified Flagging Distance

MAXIMUM SPEED FOR ANY TRAIN	FLAGGING DISTANCE
--	------------------------------

25 MPH or less 1 Mile

Over 25 MPH 2 Miles

Following is added:

(1) **EXCEPTIONS TO PROTECTION TO REAR**
(f) Rear of train is within DTC limits

RULE 102. EMERGENCY STOP OR SEVERE SLACK ACTION

(3) If located on main track or controlled siding, the milepost location traversed by the train or engine while moving must be immediately noted. Train dispatcher must be notified without delay.

RULE 103(A). AUTOMATIC CROSSING DEVICES

On tracks other than main tracks where crossing is equipped with automatic gates or other automatic crossing warning devices and "STOP" signs are located approximately twenty-five feet each side of crossing, movements must stop at "STOP" sign and allow gates to lower or other automatic warning devices to operate twenty seconds before entering crossing.

RULE 103(F). BLOCKING PUBLIC CROSSINGS

Is revised to read:

A public crossing must not be blocked longer than 10 minutes when it can be avoided.

RULE 103(L). SECURING CARS OR ENGINES

When hand brakes are required, a sufficient number of hand brakes, but not less than two where there are two or more cars must be applied.

Where practicable to do so, when single cars are set out for other than loading or unloading purposes AT POINTS WHERE YARD ENGINES ARE NOT EMPLOYED, they must be left coupled to other cars already set out or on tracks protected with derails, rail skids, facing point switches or ascending grade toward main track.

WHEN AN ENGINE IS LEFT UNATTENDED:

- (1) It must be placed on track providing protection against entry to main track; when not practicable to do so or brakes and blocking will not hold engine, it must be coupled to other equipment to prevent uncontrolled movement.
- (2) Throttle must be placed in idle, Generator field switch off and reverser lever removed.
- (3) Hand brake must be fully applied on each unit(s).
- (4) Independent brake and automatic brake must be released to ensure engine is secure and then re-applied.
- (5) Oscillating signal light circuit breaker in off position and unit(s) isolated.
- (6) Cab doors and windows must be locked, if so equipped.

**EASTERN REGION
SPECIAL INSTRUCTIONS**

RULE 104(A). POSITION OF SWITCHES

Second paragraph is revised to read:

Enginemen and trainmen on engine must be alert in all matters pertaining to safety. While running, they must keep alert, carefully note signals affecting their movement, observe position of switches and derails immediately ahead of engine in direction of movement to see they are properly set, and watch for obstructions and defects in track.

RULE 104(D). APPROACHING MOVEMENT

When making yard movements on any work lead or an adjoining track, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, or for an adjacent connected track, the movement must not proceed until it is safe to do so. Position of the switches will govern the right of movement regardless of whether they are spring, rigid, or variable.

RULE 104(M). SPRING SWITCHES

Spring Switch must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

Rule 104(M) Part (2) will not apply.

RULE 104(Q). VARIABLE SWITCHES

Trailing movement may be made over switch from either track, regardless of position of switch points.

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

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

RULE 104(R). SWITCH POINT INDICATOR

<u>Aspect</u>	<u>Indication</u>
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red/Dark	Stop and inspect switch points.

RULE 106(B). YARDMASTERS

Within yard limit where Yardmaster is on duty, employes in train, engine and yard service are subject to Yardmaster's direction regarding movements, except they will not comply with any instructions which imperil the safety of the train or involves a violation of the rules.

RULE 109(A). TRAIN INSPECTION

Whenever a standing, walking or rolling inspection is made of a train, crew members must observe closely, loaded TOFC cars for possible shifted load in trailers. If a trailer is observed leaning due to a possible shifted load, car carrying the trailer must be set out at the first available track. If lading is found protruding or bulging from within a trailer, car carrying the trailer must be set out at the first available track, unless end of trailer from which lading is protruding is located within 14 inches of another trailer, preventing doors from opening and inspection reveals lading will not fall out of car, in which case train may proceed to the next terminal where mechanical employes are available, notifying train dispatcher of condition found.

Crew members must have in their possession a tempilstik, if available, when making ANY walking inspection of train.

RULE 110. TEN M.P.H. SPEED RESTRICTION

When a train is instructed by the train dispatcher in words "Between (Milepost) AND (Milepost) BE GOVERNED BY RULE 110," movement between specific milepost locations must be made not exceeding 10 MPH.

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RULE 130. EMERGENCY APPLICATION OF BRAKES

When a train is advised by the train dispatcher of a specific location where another train has experienced an emergency application of brakes, movement between specific milepost locations must be made not exceeding 30 MPH looking out for misaligned track. After train clears the restricted limit, train dispatcher must be notified if track appears to be safe for movement at normal speed.

RULE 152. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

First paragraph is revised to read:

Except as provided by Rule 93 or 94, movements against the current of traffic must be authorized or protected by train order, controlled signal, Rule 252 or flagman.

Following is added:

Movement against the current of traffic may be authorized by train dispatcher. Before authority is granted, it must be known:

- (1) That all train and engine movements are clear of affected track.
- (2) Protection for the movement on the track to be occupied has been provided at or beyond the point where movement will be completed by flag protection or controlled signal set to display stop indication.

RULE 153. MULTIPLE MAIN TRACKS

Where two tracks are in service, the track to the right as viewed in a westward direction is the NORTH or #1 TRACK. The track to the left is the SOUTH or #2 TRACK.

RULE 202. INITIALS UNDER LAST WORD:

The initials of the train dispatcher will not be required under the last word in the body of a CGC order.

RULE 209(B). MECHANICAL TRANSMISSION

Is revised to read:

At locations designated as an office of communication, CGC train orders and clearance may be transmitted mechanically. When so transmitted, repetition of train orders and clearance will not be required. Train orders and clearance will bear complete time and initials of the train dispatcher on the bottom line.

RULE 212. CHECKING CORRECTNESS

Computer Generated Clearances and Train-Orders (CGC) must be checked for legibility and missing or broken characters.

Each Computer Generated Clearance and Train-Order must have line reading "COMPLETE" with time and initials of Train Dispatcher.

RULE 219. RESTRICTING ORDERS REQUIRING SIGNATURE

A train which has received a CGC clearance or which has been authorized to leave without obtaining a clearance may be issued a restricting train order under the following condition: After ascertaining both conductor and engineer understand they are to receive restricting train order and have destroyed previously issued clearance and orders, if any. Train dispatcher may then issue new CGC clearance listing restricting order along with any other orders for the train.

FORM D-S TRAIN ORDER

Last paragraph is revised to read:

No following movement against the current of traffic will be permitted until a preceding movement has passed flagman located at next intermediate point. When flagmen are provided, example (1) will be modified by adding:

- (3) INTERMEDIATE FLAGMAN LOCATED AT
(P O I N T)
TRAINS MOVING AGAINST THE CURRENT OF TRAFFIC MUST STOP SHORT OF FLAGMAN UNLESS AUTHORIZED TO PROCEED.

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FORM X TRAIN ORDER


**DO NOT EXCEED THE SPEED INDICATED
BETWEEN (OR AT) THE FOLLOWING LOCATION(S):**

TRAIN	MPH	TRACK	RESTRICTION LIMIT	BETWEEN	
				STATION	STATION
1	All	25	MP 25 and MP 29	BESS	CLOY
2	All	10	East Switch MP 62.5	FAYE	
3					
4					

A specific speed restriction may be voided orally by the train dispatcher. When a restriction is to be made void, it will be done using the following sample format:

"Line 2 of train order (number) reading "All 10 east switch MP 62.5 FAYE is void"."

RULE 232. Is Revised to Read:

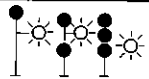
ASPECT	NAME	INDICATION
	APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

RULE 234. Indication is revised to read:

INDICATION
PROCEED PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 40 MPH.

(Except Pine Bluff Div.)

RULE 240. Following aspects are added:

ASPECTS


RULE 252. TRACK PERMIT

Track Permits will be granted using the following format:

"(ID) Track permit granted on (track) between (point) and (point), (time) until (time)."

RULES 265 THROUGH 269. APPLICABLE ONLY WITHIN DIRECT TRAFFIC CONTROL LIMITS

RULE 265. DESIGNATED DTC LIMITS

DTC limits will be designated in the timetable. Within these limits there is no superiority of trains and train movements will be authorized by oral authority from the train dispatcher.

RULE 265(A). DTC BLOCK AUTHORITY

Before DTC block authority is granted, the train dispatcher must determine the name of crew member on train or operator in charge of on-track equipment that is to receive and use authority.

Train dispatcher will issue DTC block authority to crew member on head-end of train when radio communication is distinct. DTC block authority may not be received by an employe operating the controls on an engine of a moving train.

RULE 266. ENTER LIMITS

A train may enter the limits of a DTC block(s) only after receiving oral authority from the train dispatcher.

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Authority will be issued and acknowledged using the following sample format:

TRAIN DISPATCHER: "7241 East, Engineer Jones at 8:10 AM, you are authorized to proceed in Newman, Desert and Orogrande blocks, over."

ENGINEER JONES: "7241 East, Engineer Jones, at 8:10 AM, I am authorized to proceed in Newman, Desert and Orogrande blocks, over."

TRAIN DISPATCHER: "7241 East, That is correct, out."

DTC block authority may not be acted upon until the words "(Train ID), That is correct" are received from the train dispatcher.

Both conductor and engineer of train are responsible for knowing authority has been received before entering a DTC block. After authority is received, a train may occupy block(s) named and move in direction specified.

In ABS territory opposing trains must not be authorized within the same DTC block. In non-ABS territory no more than ONE train may be authorized within the same DTC block.

EXCEPTIONS:

1. As provided for in Rule 268.
2. Authority may be granted after a definite understanding that train which has entered the block under authority of Rule 266 has passed the location where opposing movement will enter the DTC block.

RULE 266(A). RELEASING DTC BLOCK AUTHORITY

Unless the train dispatcher specifies otherwise, when a train clears a DTC block, crew member will immediately report "released" to train dispatcher. Train must not re-enter the block after reporting "released" until authority is again received from the train dispatcher.

A DTC block will be reported released and acknowledged released using the following sample format:

CONDUCTOR BROWN: "7241 East, Conductor Brown. At 8:45 AM, I am releasing the Newman block, over."

TRAIN DISPATCHER: "7241 East, Conductor Brown. At 8:45 AM, You are releasing the Newman block over."

CONDUCTOR BROWN: "That is correct, out."

A DTC block is not to be considered released until the words "that is correct" are received from the crew member of train releasing the block.

RULE 266(B). WITHDRAWING DTC BLOCK AUTHORITY

When it is necessary to withdraw previously granted DTC block authority, the train dispatcher must advise engineer of train. If block or blocks are unoccupied, the block(s) will be reported released using the format in Rule 266(A).

RULE 267. COMMUNICATION FAILURE

In the event of communication failure, the authority to enter and/or report clear of a DTC block may be relayed through a third party. The authority must first be transmitted to the relaying party who must then repeat it back to the train dispatcher. If correct, the train dispatcher will give the response "(Train ID) That Is Correct" and authorize the relaying party to transmit the DTC block authority to a crew member. The crew member receiving the block authority must repeat it back to the relaying party and if correct, the response "(Train ID) That Is Correct" will be given. The relaying party must then advise the train dispatcher that the block authority has been correctly relayed to destination.

RULE 268. WORK AND TIME AUTHORITY

A train or operator in charge of on-track equipment is authorized to occupy the limits of a DTC block(s) after receiving

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work and time authority from the train dispatcher. Work and time authority may be granted:

- (1) To a train within ABS territory if block is clear of trains or after a definite understanding that train(s) which have entered the block under authority of Rule 266 have passed the location where the track will be fouled.
- (2) To a train in NON-ABS territory, if block is clear.
- (3) To operator in charge of on-track equipment in ABS and NON-ABS territory, if block is clear of train or after a definite understanding that train which has entered the block under authority of Rule 266 has passed the location where the track will be fouled.
- (4) To more than one train and/or operator of on-track equipment within the same DTC block in ABS and NON-ABS territory. Train dispatcher must first advise operator of on-track equipment and/or engineer(s) of train(s) involved that block(s) is to be jointly occupied.

A train or on-track equipment granted work and time authority may occupy block(s) named and move in either direction. When train(s) is advised that block(s) is to be jointly occupied movement must be made at RESTRICTED SPEED, prepared to stop short of men and equipment fouling the track within the limits.

A train or operator in charge of on-track equipment granted work and time authority within a block occupied by a train having authority under Rule 266 must not pass that train.

Work and time authority will be issued and acknowledged using the following format:

TRAIN DISPATCHER: "7241 East, Engineer Jones. I am granting you work and time in Newman block until 10:10 AM, over."

ENGINEER JONES: "7241 East, Engineer Jones. I am granted work and time in Newman block until 10:10 AM, over."

TRAIN DISPATCHER: "7241 East, That is correct, out."

Unless granted an extension of time, train and/or on-track equipment must be clear and report block "Released" before expiration of time limit.

Until work and time authority in a DTC block(s) is released, train(s) must not be authorized under Rule 266 to enter that block(s).

RULE 269. REVERSE MOVEMENT

Reverse movement within a DTC block may only be made when authorized by train dispatcher or by Rule 268. Train dispatcher may authorize a reverse movement.

- (1) Provided Rule 266 authority has not been granted to any following trains within that block; or,
- (2) If block is occupied by a following train after being assured following train stopped and will remain stopped until movement is completed, and
- (3) Provided work and time authority has not been granted to a train or operator in charge of on-track equipment within that block.

Reverse movement authorized by the train dispatcher must be made at RESTRICTED SPEED.

RULE 295. LETTER-TYPE INDICATORS

When letter-type indicators are illuminated, they require movement by train or engine as shown in timetable. Restrictions imposed by block signals must be complied with.

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RULE 312. STOP INDICATION

First and second paragraphs of part (2) are revised to read:

- (2) AT MANUAL INTERLOCKING, if no conflicting movement is evident, crew member must immediately communicate with control operator. Upon receipt of proceed signal given with yellow flag or yellow light or verbal authority from control operator in words "(train) or (location) has permission to pass signal displaying Stop indication", specifying route where applicable, train may proceed at restricted speed.

Before granting authority to proceed, the control operator must know there is no conflicting movements occupying, or authorized to enter, the track between that signal and the next absolute signal governing movement or to interlocking limits, that route is properly lined and if movement is to be made into CTC territory, permission has been obtained from CTC control operator.

EXCEPTIONS: When there is a conflicting movement if such movement has been stopped and crew advised of move to be made, authority may be granted to proceed. If the movement which has been stopped is later permitted to proceed, movement must be made at restricted speed until reaching the next governing signal.

RULE 313. STOP AND PROCEED INDICATION

Paragraphs (e) and (f) are revised to read:

- (e) Within CTC or Interlocking, when train is proceeding from Stop indication on authority of control operator as prescribed by Rule 312. (This will apply to each succeeding signal displaying Stop and Proceed indication); or,
- (f) When train is moving within track and time limits or work and time authority.

RULE 314(A). BLOCK SIGNAL WITH "P" PLATE

A block signal with triangular plate bearing letter "P" is also actuated by a special protective device(s). When signal displays a red aspect, an inspection from the ground must be made of train, track or structure for which protection is provided to be sure it is safe for the passage of trains.

EXCEPTION: Inspection of "Barricade Detector" and/or "Slide Detector Fence" may be made from engine.

Number or location of such signals will be shown in timetable, with description of the special protection afforded.

RULE 315. HAND OPERATION OF DUAL CONTROL SWITCHES:

First paragraph is revised to read:

Authority must first be obtained from control operator before a dual control switch is operated by hand. Switch must be operated as follows:

RULE 316. REVERSE MOVEMENT

Last paragraph is revised to read:

A train having passed beyond the limits of a block must not back into that block without flag protection, except within CTC, DTC, interlocking limits, where Rule 93 or Rule 94 is in effect or movement is protected by train order or track warrant.

RULE 317. ENTERING MAIN TRACK AT HAND OPERATED OR SPRING SWITCH

- (8) Within DTC when advised by train dispatcher that no following train has been authorized within the DTC block to be occupied.

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RULE 604. DUTY — REPORTING OR ABSENCE

Continued failure by employes to protect their employment shall be sufficient cause for dismissal.

RULE 607. CONDUCT

Any act of hostility, misconduct or willful disregard or negligence affecting the interest 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 dealing with the public, their subordinates and each other. Boisterous, profane or vulgar language is forbidden.

RULE 616. HAZARDOUS MATERIALS:

Each employe whose duties are prescribed by these rules must have properly inserted in the back of their General Code of Operating Rules Book three pages of instructions titled "HAZARDOUS MATERIAL INSTRUCTIONS".

RULE 616(A). "K" TRAINS

Trains handling cars placarded "EXPLOSIVES A", "POISON GAS", "RADIOACTIVE" or tank cars containing a product classified as FLAMMABLE GAS or the individual commodities ANHYDROUS AMMONIA, CHLORINE, HYDROGEN CHLORIDE, HYDROGEN FLUORIDE OR SULFUR DIOXIDE will be identified on train lists by "K" as the last letter in train identification.

EXCEPTION: The above will not apply to cars carrying vans or containers placarded "EXPLOSIVES A", "POISON GAS", or "RADIOACTIVE".

At crew change locations, a "K" train must be given a rolling inspection by outbound crew unless the entire train has received a predeparture inspection by crew or by Mechanical Department employe.

RULE 619. AVOIDING DELAYS

Second paragraph is revised to read:

Trains must not be delayed for trainmen and enginemen to eat, without permission of train dispatcher.

RULE 622. SAFETY RULES:

Trainmen and Enginemen must have a copy of the Safe Work Practices booklet dated February 1984 available while on duty. Employe must adhere to the safe work practices described in the booklet and the following additions:

1. All employes, except those working exclusively in offices, must wear shoes that afford maximum protection while on duty. Open-toed, canvas, lounging and jogging-type shoes or any shoes that are constructed with a continuous flat sole are prohibited.
2. Employes must expect the movement of trains, engines or cars at any time, on any track, in either direction.
3. Employes must not get on equipment except when required in performance of their duty.
4. Crew members must forbid unauthorized employes from getting on or off moving equipment.
5. Employes are prohibited from getting on roof of cars except when necessary to make repairs, seal, inspect, or service them.
6. Crew members must not be on open top cars which are in the process of being loaded or unloaded, or ride on open top cars which are known to be partially loaded or unloaded.
7. Employes must not place any part of their body between lading and end or side of car.

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8. When equipment is moving over street crossing or in a street, employe must not ride on sill steps, lower rungs of ladders, leading end of engines, caboose steps or vestibule steps of cars.
9. Employes must not remain in bay windows of caboose on side next to track on which a train, engine or car is passing, or being passed.

RULE 623. AIR BRAKES — TRAIN HANDLING:

Current Air Brake Rules and Train Handling Instructions in effect is dated October 26, 1980. Page 1 has been reprinted effective November 1, 1985 and lists all revised pages. Each employe whose duties are prescribed by these rules is required to have revised page 1 effective November 1, 1985 along with all other revised pages listed inserted in proper numerical order in his/her book.

Exception: On the Pine Bluff Division current Air Brake Rules and Train Handling Instructions in effect is dated January 25, 1981.

RULE 624. INSTRUCTIONS FOR TRAIN DISPATCHERS AND CONTROL OPERATORS:

Current rules and instructions in effect is dated November 1, 1985.

RULE 631. OPEN TOP LOADS: Rule applies to items (1), (2) and (5) when train's make up and length permit.

RULE 801. Deceased: Is revised to read:

In case of a non-accidental death on a train, the deceased must be left at the first station where services of a coroner are available unless otherwise directed by civil authorities.

In cases of death due to an accident and the deceased is physically entangled in the train, the train must not be moved until released by the coroner. If the deceased is not entangled in the train, train may be moved after the coroner has been notified and responsible company employe is left on the scene to safeguard the deceased, evidence and property.

In all cases, the proper public officer must be notified promptly and a report must be made to the superintendent.

RULE 806. REPORTING:

Following is added to first paragraph:

Employe and his immediate superior must thereafter, without delay, and prior to completion of tour of duty, complete required reports on prescribed forms and furnish other required statements to proper authority.

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**8. ADDITIONS & REVISIONS TO THE AIR BRAKE
RULES AND TRAIN HANDLING INSTRUCTIONS**

RULE 9. The following series of cars are equipped with empty-load brake system which has semi-automatic change-over feature:

SSW 75700-75799	SP 354000-354749	SP 491000-491059
SSW 78500-78599	SP 463500-464899	SP 492000-492039
SP 333500-334605	SP 467500-467549	SP 500604
SP 337500-337599	SP 480000-480193	SP 590000-590099
SP 345000-345699		

The following series of cars are equipped with empty-load brake system, which has automatic change-over feature:

SP 323000-323239	SP 345750-355299	SP 481000-481149
SP 329310-329359	SP 463337	SP 590100-590131
SP 329620-329629	SP 463486	SP 595500-595624
SP 337600-337699	SP 464900-467049	

RULE 14. Union Pacific locomotives have been modified so that if an emergency application of brakes is initiated from any source other than the engineer's brake valve, there will be a 20-second delay before power or dynamic brake is cut off. They are not to be used as a controlling locomotive on a helper or light engine.

RULE 33. Is revised to read:

The maximum tonnage per operative brake that may be handled on descending grades of 1.8 percent or over will be prescribed in Timetable.

Loaded cars with empty-load brakes are to be considered the equivalent of one and one-half (1½) cars in determining tons per operative brake.

Tonnage of operating locomotive(s) not in dynamic braking is not to be used in determining tons per operative brake.

In computing the tonnage handled by dynamic brake, the number of axles of basic and extended range dynamic brake must be computed separately to determine the total tonnage that may be handled.

**9. REVISION TO HAZARDOUS MATERIAL
INSTRUCTIONS**

INSTRUCTION 4. Part (a) is revised to read:

- (a) A car placarded **EXPLOSIVES A** or **POISON GAS**, a tank car containing **FLAMMABLE GAS**, or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.

HAZARDOUS MATERIAL

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

- A. **DETERMINE STATUS OF ALL CREW MEMBERS.**
- B. **RESCUE INJURED**, remove them to a safe area, 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.

Tell him:

- (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, mile-post location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. **IF NO FIRE OR VAPOR CLOUDS** are apparent,
- (1) **EXTINGUISH** smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) **CHECK** the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) **INSPECT** the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, **DO NOT GO NEAR THE CARS**, evacuate all crew members to a safe distance.
- F. **PROVIDE** the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
- (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous material from shipping papers or hazardous consist.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. **WARN** people to stay away from the emergency area.
- H. **IDENTIFY** yourselves to responding police or fire personnel. **GIVE** them your train mass profile graph including hazardous consist and hazardous commodities 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	X	X	X	X	
Car occupied by guard or escort	X(1)	X(1)		X(1)		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X(2)	X(2)		X(2)		
Loaded TOFC/COFC flat car	X(3)	X		X(4)		
Flat Car loaded with vehicles	X	X		X(5)		
Open top car with shiftable load	X(2)	X(2)		X(2)		
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X		
Car placarded EXPLOSIVES A		X	X	X		X
Car placarded POISON GAS	X		X	X		X
Car placarded RADIOACTIVE	X	X		X		X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

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

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

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

Loaded cars placarded:



Loaded cars placarded:



Loaded cars placarded:



Loaded tank cars placarded:



Empty tank cars placarded:



Loaded cars other than tank cars placarded:



Loaded cars placarded:

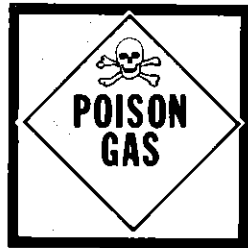
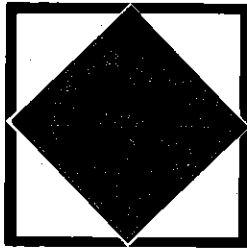


NO RESTRICTIONS

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

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



HAZARDOUS MATERIAL

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

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, 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.

Tell him:

- (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, mile-post location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
- (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, **DO NOT GO NEAR THE CARS**, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
- (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous material from shipping papers or hazardous consist.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train mass profile graph including hazardous consist and hazardous commodities 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.