

**DO IT THE SAFE WAY  
OR DON'T DO IT**

**TRAINMASTERS**

K. R. NICHOLS.....Alice  
 J. K. JACOBS.....Victoria  
 M. E. McKENZIE.....Strang  
 B. J. BALLARD.....Houston  
 C. W. MARLEY.....Houston  
 J. S. NICHOLSON.....Lufkin

**ASSISTANT TRAINMASTERS**

J. A. STOWE.....Edinburg  
 R. W. PIERCE.....Eagle Lake  
 D. L. McCULLOUGH.....Strang  
 W. N. DAVIS.....Houston  
 A. S. DIAZ.....Houston  
 D. F. FRYAR.....Houston  
 O. L. HICKMAN.....Houston  
 P. L. MEARS.....Houston  
 J. H. TAYLOR.....Houston

**GENERAL YARDMASTER**

K. C. GLASGOW.....Houston

**ROAD FOREMEN OF ENGINES**

J. T. McNAMARA.....Houston  
 L. G. SMITH.....Houston

**ASSISTANT ROAD FOREMAN OF ENGINES**

W. M. KESSINGER.....Houston

**SENIOR CHIEF TRAIN DISPATCHERS**

F. J. SIEMS.....Houston  
 L. F. McCLARD.....Houston  
 E. L. HORD.....Houston

**CHIEF TRAIN DISPATCHER**

W. T. SCATES.....Houston

**TERMINAL SUPERINTENDENT**

I. W. McKEOWN.....Houston

**SR. ASST. TERMINAL SUPERINTENDENT**

D. L. ANDREASON.....Houston

**ASSISTANT TERMINAL SUPERINTENDENTS**

J. J. BULANEK.....Houston  
 O. L. JACKSON.....Houston  
 J. P. JENKINS.....Houston

**SOUTHERN PACIFIC  
TRANSPORTATION  
COMPANY**



**HOUSTON DIVISION  
TIMETABLE**

**207**

**EFFECTIVE SUNDAY, APRIL 24, 1977  
AT 12:01 A. M.**

**CENTRAL STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY.**

R. L. KING,  
*Vice President and General Manager.*  
 W. J. LACY,  
 J. D. RAMSEY,  
*Regional Operations Managers.*  
 C. T. BABERS,  
*Asst. General Manager.*  
 J. J. WILLIS,  
*Asst. Vice President - Transportation.*  
 J. W. BREEN,  
*Manager of Operations  
Planning and Control.*  
 D. J. BROWN,  
*Superintendent of Transportation.*  
 L. A. PATTERSON,  
*Superintendent.*  
 C. E. DAY,  
 R. E. DIPPREY,  
 R. G. McWHIRTER,  
*Asst. Superintendents.*

Timetable 206 eff 13 March 1977  
 208 30 Oct 1977

# HOUSTON DIVISION TIMETABLE NO. 207, APRIL 24, 1977

2

## GLIDDEN SUBDIVISION

EASTWARD		Mile Post Location	STATIONS		Station Number	WESTWARD	
FIRST CLASS			SIDING CAPACITIES AND FACILITIES			FIRST CLASS	
54 Pgr.	2 Pgr.					1 Pgr.	53 Pgr.
Leave Daily	Lv. Sun. Tue. & Thur.					Ar. Tue. Thur. & Sat.	Arrive Daily
	AM 7.17	87.1	TO-R GLIDDEN BKYPQ		75037	AM 12.10	
	7.27	81.2	4066 ALLEYTON P		75045	12.01 AM	
	7.37	74.0	5612 RAMSEY P		75052	11.52 PM	
	7.44	68.5	10016 Yd Lmts 5.5 TO-R EAGLE LAKE BKIYPQ		75120	11.45	
	7.53	62.1	4798 LISSIE P		75208	11.37	
	8.08	51.8	5180 EAST BERNARD P		75218	11.25	
PM 6.28	8.35	38.3	4581 TO-R TOWER 17 IPQ		75235	11.04 AM 8.24	
6.29	s 8.44	35.9	6010 ROSENBERG P		75910	s 11.02 s 8.23	
		29.4	6477 HARLEM P		75929		
		24.7	7646 SUGAR LAND P		75940		
		18.4	6523 MISSOURI CITY P		75958		
7.09	9.20	12.6	5.8 WEST JUNCTION YP		76000		
		4.2	5.1 BELLAIRE JCT. IP		76010		
		5.7	4.2 EUREKA IYP		76012		
		2.8	2.9 CHANEY JCT. P		76017		
s 7.45 PM	s 10.00 AM	1.2	1.6 HOUSTON BKP		76102	9.45 PM 7.10 AM	
		12.6	WEST JUNCTION YP		76000		
		9.9	6643 3.1 STELLA IP		76205		
		4.6	4.9 TOWER 81 IP		76221		
		7.2	2.9 HARRISBURG IP		76231		
		358.0	0.4 HARRISBURG JCT. P		76240		
		2.8	Yd. Lmts. 4.6 TO-R ENGLEWOOD BKIYPQ		76100		
		360.5	CHANNEY JCT. P		76017		
		358.4	3.5 TOWER 26 IYPQ				
		358.0	2.1 TOWER 68 IYPQ				
			Yd. Lmts. 0.4 TO-R ENGLEWOOD BKIYPQ		76100		
Arrive Daily	Ar. Sun. Tue. & Thur.					Lv. Mon. Wed. & Fri. Leave Daily	
54	2					1 53	

Automatic Block Signal System

Yard Limits

CTC

Double Track

CTC

2 Main Tracks

EAST- WARD	BELLAIRES BRANCH	WEST- WARD
Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number
72.0	SKULL CREEK	75100
69.3	2.7 ALTAIR	75105
61.2	Yard Limits 8.1 TO EAGLE LAKE BKIYPQ	75120
6.3	Yard Limits 54.9 BELLAIRE JCT. IP	76010
	(65.7)	

ADDITIONAL STATIONS See Page 5

For movements between Harrisburg Jct. and Englewood, see Galveston Subdivision — Galveston Branch.

Between Eagle Lake and Skull Creek there is no main track and operation of engines will be in accordance with Rules and Regulations and Special Instructions governing movements on other than main track, except movements must be made with caution not exceeding 15 MPH between Eagle Lake and Altair and 10 MPH between Altair and Skull Creek.

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
41	..	84.6 Columbus	75041
13-E	..	71.6 Mohat (spur)	75054
25-E	..	64.2 Gene (spur)	75210
8-W	P	32.9 Richmond (spur)	75925
	..	20.1 Stafford	75965
	P	14.2 Heacker	75963
45-E	P	12.7 Holico (spur)	75967
10-E	P	9.2 Pierce Jct. (spur)	76210
85	P	7.0 Medio	76213
12	..	3.4 Streets	76227
	P	361.0 Hardy Street	.....
..	I	0.8 Tower 108	.....
		(Pgr. Main)	.....

VICTORIA SUBDIVISION

EAST-WARD	STATIONS	WEST-WARD
Mile Post Location	SIDING CAPACITIES AND FACILITIES	Station Number
89.8	Yard Limits TO-R <b>VICTORIA</b> BKYPQ	75590
57.0	1028 32.8 <b>GANADO</b> P	75549
39.0	3623 Yard Limits 18.0 <b>EL CAMPO</b> P	75524
25.6	Yd. Limits TO-R <b>WHARTON</b> BKIPQ	75500
24.6	4217 1.0 <b>WHARTON JUNCTION</b> YP	75325
13.6	4231 11.0 <b>KENDLETON</b> P	75313
0.4	Yd. Limits <b>GUY JUNCTION</b> P	75240
36.3	Yd. Limits TO-R <b>TOWER 17</b> IPQ	75235
	(89.8)	
<b>GUY BRANCH</b>		
<b>STATIONS</b>		
SIDING CAPACITIES AND FACILITIES		
15.7	<b>GUY</b> P	75256
0.0	Yd. Limits <b>GUY JUNCTION</b> P	75240
36.3	Yd. Limits TO-R <b>TOWER 17</b> IPQ	75235
	(16.1)	

EAST-WARD	STATIONS	WEST-WARD
Mile Post Location	SIDING CAPACITIES AND FACILITIES	Station Number
<b>YOAKUM BRANCH</b>		
<b>STATIONS</b>		
SIDING CAPACITIES AND FACILITIES		
135.4	Yard Limits R <b>CUERO</b> YP	75731
118.2	Yard Limits TO-R <b>YOAKUM</b> BKIP	74030
	(17.2)	
<b>CUERO BRANCH</b>		
<b>STATIONS</b>		
SIDING CAPACITIES AND FACILITIES		
55.1	Yard Limits R <b>CUERO</b> YP	75731
27.8	Yard Limits TO-R <b>VICTORIA</b> BKYPQ	75590
14.2	13.6 <b>PLACEDO</b> IP	75620
0.0	Yard Limits <b>PORT LAVACA</b> P	75640
	(55.1)	
<b>PALACIOS BRANCH</b>		
<b>STATIONS</b>		
SIDING CAPACITIES AND FACILITIES		
68.1	<b>PALACIOS</b> P	75499
13.0	55.1 <b>NEWGULF</b> P	75413
0.0	4217 13.0 <b>WHARTON JUNCTION</b> YP	75325
25.6	Yard Limits TO-R <b>WHARTON</b> BKIP	75500
	(68.9)	

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
<b>Victoria Line</b>			
40-W ..	85.2	Foster Field.....(spur)	75565
8-E ..	83.4	Telferner.....(spur)	75564
13-E ..	70.3	El Toro.....(spur)	75558
20 P	66.3	Edna.....(spur)	75553
17-E ..	64.3	Manson.....(spur)	75550
14-W ..	51.8	Mustang.....(spur)	75543
36-E P	49.3	Louise.....(spur)	75536
10 ..	44.3	Hillje.....(spur)	75532
15-E ..	41.2	Janet.....(spur)	75528
17-W ..	33.8	Pierce.....(spur)	75518
14 P	19.6	Hungerford.....(spur)	75319
12-E P	7.6	Beasley.....(spur)	75308
6 ..	2.4	McHattie.....(spur)	75303
<b>Cuero Branch</b>			
20 ..	30.3	DuPre.....(spur)	75703
19-W ..	21.2	Guadalupe.....(spur)	75606
11-W ..	18.0	Da Costa.....(spur)	75610
<b>Palacios Branch</b>			
13-E IP	56.3	Blessing.....(spur)	75480
48 ..	42.5	Markham.....(spur)	75466
27-E ..	40.1	Rosage.....(spur)	75464
9 P	36.3	Bay City.....(spur)	75440
9-E ..	14.1	Don Tol.....(spur)	75414
6-E ..	10.4	Boling.....(spur)	75411
<b>Guy Branch</b>			
20 ..	11.0	Needville.....(spur)	75251
		Long Point (A.T.&S.F.Ry.)..	75263

For movements between Guy and Long Point see Special Instructions, Rule 812.

# HOUSTON DIVISION TIMETABLE NO. 207, APRIL 24, 1977

4

## ALICE SUBDIVISION

EAST- WARD	STATIONS	WEST- WARD
Mile Post Location	SIDING CAPACITIES AND FACILITIES	Station Number
43.2	Yard Limits TO-R <b>ALICE</b> BKYP	63460
14.1	Yard Limits 29.1 <b>MATHIS</b> IP	63420
0.0 104.4	Yard Limits 14.1 <b>SKIDMORE</b> BYPQ R 5520 9.6 P	63099
94.8	Yard Limits <b>DARBY</b> PQ	63091
92.9	Yard Limits TO <b>BEEVILLE</b> PQ	63090
116.7	29.2 <b>GOLIAD</b> P	75831
108.2	8700 8.5 <b>FANNIN</b> P	75821
89.8	Yard Limits TO-R 18.4 <b>VICTORIA</b> BKYPQ	75590
	(110.8)	

EAST- WARD	BROWNSVILLE BRANCH	WEST- WARD
Mile Post Location	STATIONS	Station Number
SIDING CAPACITIES AND FACILITIES		
205.2	Yard Limits TO-R <b>BROWNSVILLE</b> BKYP	63780
174.3	Yard Limits 30.9 TO-R <b>HARLINGEN</b> IP	63740
164.7	9.6 <b>SANTA ROSA</b> P	63732
153.7	11.0 <b>ELSA</b> P	63716
142.7	Yd.Limits. 11.0 R <b>EDINBURG JUNCTION</b> YP	63590
140.6	2.1 TO-R <b>EDINBURG YARD</b> KPQ	63587
102.5	3857 38.1 <b>RACHAL</b> P	63561
79.6	1448 Yard Limits 22.9 <b>FALFURRIAS</b> P	63543
43.2	Yard Limits TO-R 38.4 <b>ALICE</b> BKYPQ (162.0)	63460

### McALLEN BRANCH

152.1	Yard Limits TO-R <b>McALLEN</b> BKYPQ	63640
143.6	8.5 R <b>EDINBURG</b> BPQ	63610
142.7	Yd.Limits. 0.9 R <b>EDINBURG JUNCTION</b> YP (9.4)	63610

### CORPUS CHRISTI BRANCH

156.6	Yd.Limits. TO-R <b>CORPUS CHRISTI</b> BKYPQ	63330
152.8	3.8 R <b>M. P. JUNCTION</b>	

See M.P. Railroad Company's Current Timetable, Special Instructions and Rules for Train Movements Between M.P. Junction and S.P. Junction.

122.6	Yd.Limits. <b>S. P. JUNCTION</b>	
121.0	1.6 R <b>SINTON</b> IP	63120
104.2	Yard Limits R 16.6 <b>SKIDMORE</b> BYPQ (43.2)	63099

### ROCKPORT BRANCH

21.3	<b>ROCKPORT</b>	63236
0.0 138.2	21.3 <b>GREGORY</b> BKYPQ	63155
122.6	Yd.Limits. 15.6 R <b>S. P. JUNCTION</b>	
121.0	1.6 R <b>SINTON</b> IP (38.5)	63120

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
<b>Alice-Victoria Line</b>			
30	P 26.3	Orange Grove.....	63451
9-W	.. 21.0	Sandia.....(spur)	63445
26	.. 11.4	Vahlsing.....	63414
28	P 7.5	Tynan.....	63410
10-W	.. 96.6	Aloe.....(spur)	75808
<b>Brownsville Branch</b>			
8-E	.. 199.6	Evan.....(spur)	63769
30	P 193.8	Los Fresnos.....	63768
33-E	.. 188.95	Lacoma.....(spur)	63763
20	.. 180.1	Arroyo.....	63757
197-W	.. 176.4	Palmetal.....(spur)	63752
30	.. 162.0	Rogers Lacy.....	63727
20-W	.. 155.6	Edeouch.....(spur)	63719
16-E	.. 150.8	La Blanca.....(spur)	63713
18	.. 148.8	San Carlos.....	63710
14-E	P 125.2	Linn.....(spur)	63575
13-E	.. 75.1	La Gloria.....(spur)	63538
20	.. 70.3	Premont.....	63528
64	.. 67.0	Seeligson.....	63519
(See Note)	P 62.1	Ella.....(spur)	63511
20-E	.. 45.6	Torian.....(spur)	63505
<b>McAllen Branch</b>			
22	Yard Limits .. 149.0	Merito.....	63635
<b>Corpus Christi Branch</b>			
17-W	.. 117.5	St. Paul.....(spur)	63110
<b>Rockport Branch</b>			
55-E	.. 14.2	Kosmos.....(spur)	63227
14	.. 11.0	Aransas Pass.....	63221
24-W	.. 7.3	Redfish.....(spur)	63217
14-W	.. 5.8	Ingleside.....(spur)	63215
20	.. 130.7	Taft.....	63140
16	.. 141.8	*Portland.....	63210

\*Portland on spur 3.6 miles from Gregory.

NOTE: Ella, Two spur Tracks, Total 3730 ft. in length.

GALVESTON SUBDIVISION

EASTWARD SECOND CLASS	Mile Post Location	GALVESTON BRANCH		Station Number	WESTWARD SECOND CLASS
		STATIONS			
222 Freight		SIDING CAPACITIES AND FACILITIES			221 Freight
Lv. Daily					Ar. Daily
AM 2.00	55.6	R	GALVESTON BKIP	76500	AM 11.05
2.06	51.7	TO	LIFT BRIDGE IP	76495	10.50
2.20	46.8	R	TEXAS CITY JCT. IP	76400	10.35
	23.9		LA PORTE P	76319	
3.30	22.2	TO-R	STRANG BKYPQ	76317	9.35
	17.0		DEER PARK	76312	
3.50			DEER PARK JCT. P	76310	9.15
			PASADENA BP	76308	
			PASADENA JCT. P	76306	
			SINCO JCT. P	76304	
			MANCHESTER JCT. P	76300	
			HARRISBURG JCT. P	76240	
	5.2	4900	BOOTH SIDING P	76195	
			BUFFALO BAYOU Drb IP	76190	
	4.1		TOWER 86 IP	76180	
6.00 AM	358.0	TO-R	ENGLEWOOD BKIYPQ	76100	8.30 AM
Ar. Daily			(55.0)		Lv. Daily
222					221

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
GALVESTON SUBDIVISION			
31 P	44.2	Nadeau	76340
.. I	38.8	Dickinson Bayou (Drawbridge)	76333
24 Q	39.3	San Leon	76327
.. I	32.0	Clear Creek (Drawbridge)	76324
16-W ..	30.8	Seabrook (spur)	76321
29-W ..	28.9	Joyce (spur)	76314
.. P	27.7	Bayport	76302
88 P	18.9	Link Five	76302
87 P	10.4	Sinco	76302
.. I	5.5	Tower 203	76302
LUFKIN SUBDIVISION			
.. I	1.5	Tower 71	78016
.. I	2.2	Tower 210	78028
.. I	4.1	Tower 76	78038
54 ..	13.2	Bender	78043
21 ..	24.5	Porter	78045
12 ..	34.6	Splendora	78077
25-W ..	39.0	Kevin (spur)	78081
10-W ..	41.7	Bendetsen (spur)	78089
19 ..	60.0	Urbans	78100
14 ..	63.6	Goodrich	78104
27 ..	70.2	West Livingston	78180
17 ..	77.4	New Willard	78180
10 ..	79.7	Leggett	78180
10-E ..	110.4	Burke (spur)	78180
BELLAIRE BRANCH			
.. ..	67.9	Arenal (See Note)	75109
20 ..	65.6	Stallings	75112
18-W ..	55.9	Hoefel (spur)	75140
20 ..	53.6	Chesterville	75142
8-W ..	44.8	Wallis (spur)	75151
8-W ..	38.3	Simonton (spur)	75158
7-W ..	33.5	Fulshear (spur)	75163
9-E ..	22.8	Pilot (spur)	75173
10-W ..	20.7	Clodine (spur)	75175
126-W ..	16.5	Quality (spur)	75178
11 ..	15.0	Alief	75181
56-W ..	13.4	West Park (spur)	75183
25 ..	10.4	Jeannetta	75185
.. ..	9.7	Sharps town	75187
24 ..	7.4	Bellaire	75192

NOTE: Arenal is on spur track 6.16 miles from Lead Switch.

RULE 5. Stange: Time applies at the clearance point of east switch No. 1 track.

LUFKIN SUBDIVISION

EASTWARD				Mile Post Location	STATIONS	Station Number	WESTWARD		
THIRD CLASS	SECOND CLASS		THIRD CLASS				SECOND CLASS	THIRD CLASS	
216 Local Freight	144 Freight	130 Freight			SIDING CAPACITIES AND FACILITIES		131 Freight	143 Freight	215 Local Freight
Lv. Daily Ex. Sun.	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.
AM 8.00	PM 2.50	AM 3.00		358.0	TO-R ENGLEWOOD BKIYPQ	76100	PM 12.20	PM 10.00	PM 12.30
				358.4	0.4 TOWER 68 IPQ	76050			
8.10	3.00	3.10		360.5	TO TOWER 26 IYPQ	76025	12.10 PM	9.50	12.20 PM
8.40	3.25	3.35		16.2	9147 HUMBLE P	78021	11.45 AM	9.25	11.45 AM
10.05	4.00	4.10		4625	Yard Limits 28.0 CLEVELAND IPQ	78050	11.05	8.50	10.05
10.49 AM	4.20	4.30		84.3	9117 TO SHEPHERD P	78073	10.49	8.30	9.15
11.30 AM	4.43	4.53		71.5	3610 TO LIVINGSTON P	78091	10.23	8.00	8.20
12.10 PM	5.05	5.15		87.5	2634 MOSCOW P	78120	9.57	7.35	7.05
12.25	5.15	5.25		93.0	TO CORRIGAN PQ	78138	9.47	7.25	6.50
12.55	5.35	5.45		107.1	9147 DIBOLL P	78150	9.30	7.00	6.30
1.30 PM	5.55 PM	6.05 AM		118.2	Yd. Limits 11.1 LUFKIN BKYPQ	73200	9.10 AM	6.40 PM	6.10 AM
Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily			(118.2)		Leave Daily	Leave Daily	Lv. Daily Ex. Sun.
216	144	130					131	143	215

RULE 5. Lufkin: Time applies at the clearance point of west switch No. 1 track.

# HOUSTON DIVISION TIMETABLE NO. 207, APRIL 24, 1977

6

## SHREVEPORT SUBDIVISION

EASTWARD					Mile Post Location	STATIONS  SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD				
THIRD CLASS			SECOND CLASS					SECOND CLASS		THIRD CLASS		
218 Local Freight		144 Freight	130 Freight					131 Freight	143 Freight		217 Local Freight	
Lv. Mon. Wed. & Fri.		Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Ar. Tue. Thur. & Sat.				
AM 6.30		PM 6.00	AM 6.20	118.2	ABS Yd. Limits 4039 R 9.3 Yard Limits 8.5 TO 3.2 6908 6.0 4034 TO 18.0 7986 3.9 3451 9.3 1.5 7959 10.2 8343 16.3 3305 3.3 ABS Yard Limits 9.9	TO-R LUFKIN BKYPQ	78200	AM 9.05	PM 6.35	AM 11.50		
6.31		6.02	6.25	120.4		R PROSSER IP	78404	8.59	6.31	11.45		
6.55		6.17	6.43	129.7		CLIMAX P	78413	8.41	6.17	11.30		
7.55		6.33	7.01	138.2		Yard Limits TO NACOGDOCHES BPQ	78422	8.28	5.43	11.10		
				141.4		3.2 BONITA JUNCTION P	78425					
8.13		6.49	7.20	147.4		ABS 6.0 APPLEBY P	78708	8.13	5.26	10.50		
8.40		7.21	7.48	158.4		4034 TO 11.0 GARRISON PQ	78721	7.48	5.05	10.30		
9.05		7.48	8.20	176.4		2850 TO 18.0 TENAHA IPQ	78740	7.18	4.35	9.45		
9.15		7.57	8.27	180.3		7986 3.9 PAXTON P	78764	7.06	4.25	9.15		
9.30		8.10	8.40	189.6		3451 9.3 HASLAM P	78775	6.48	4.10	8.40		
9.34		8.13	8.43	191.1		TO 1.5 LOGANSPORT P	78805	6.45	4.05	7.45		
10.10		8.28	8.58	201.3		7959 10.2 LONGSTREET P	78814	6.30	3.45	7.25		
10.30		8.38	9.18	217.6		8343 16.3 KEITHVILLE P	78834	6.11	3.25	6.55		
10.35		8.43	9.23	220.9		3305 3.3 STAPLES P	78837	6.00	3.15	6.45		
10.55 AM		9.05 PM	9.45 AM	230.8		ABS Yard Limits 9.9 JORDAN	78848	5.40 AM	2.50 PM	6.25 AM		

Time at Shreveport S. S. W. Yard for Information Only. See I.C.G.R.R. Co. Current Timetable, Special Instructions and Rules for Movements Between Jordan and Shreveport S. S. W. Yard.

11.10 AM		9.15 PM	9.55 AM	TO-R SHREVEPORT S. S. W. Yard BKYPQ	78900	5.30 AM	2.40 PM	6.15 AM
Ar. Mon. Wed. & Fri.		Arrive Daily	Arrive Daily	(118.5)		Leave Daily	Leave Daily	Lv. Tue. Thur. & Sat.
<b>218</b>		<b>144</b>	<b>130</b>			<b>131</b>	<b>143</b>	<b>217</b>

**RULE 5. Lufkin: Time applies at the clearance point of east switch No. 1 track.**

EASTWARD	STATIONS		WESTWARD
Mile Post Location	JACKSONVILLE BRANCH		Station Number
	SIDING CAPACITIES AND FACILITIES		
201.2	Yard Limits R JACKSONVILLE	BKP	78550
154.6	46.6 BONITA JUNCTION	P	78425
	(46.6)	↑	

ADDITIONAL STATIONS SHREVEPORT LINE			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
23	P	Fitze.....	78714
21	P	Timpeon.....	78729
8-W	..	Joaquin..... (spur)	78771
20	P	Keatchie.....	78821
8-W	..	Preston..... (spur)	78827
13	..	La Rosen.....	78843
..	I	T & P Crossing.....	....
JACKSONVILLE BRANCH			
3-E	..	Ponta..... (spur)	78536
..	..	Stryker Creek.....	78533
15-W	..	Reklaw..... (spur)	78528
7-E	..	Sacul..... (spur)	78523
28	P	Cushing.....	78518
11-E	..	Trawick..... (spur)	78511
14-E	..	Mahl..... (spur)	78506

For movements between Bonita Junction and Nacogdoches, see Shreveport Line, Shreveport Subdivision.

HEARNE SUBDIVISION

EAST- WARD	STATIONS	WEST- WARD
Mile Post Location	SIDING CAPACITIES AND FACILITIES	Station Number
120.7	Yard Limits TO-R HEARNE BKIYIPQ	71110
114.5	3966 8.2 SUTTON P	77185
96.0	8169 Yd Lmts 18.5 BRYAN IP	77160
80.2	3858 15.8 MILLICAN P CTC	77130
70.2	3995 Yd Lmts 10.0 NAVASOTA IP	77100
51.3	6349 Yd Lmts 18.9 HEMPSTEAD P	77064
41.0	2937 10.3 R WALLER P	77053
33.0	R 8.0 SALT MINE SPUR P	77044
25.5	5390 Yd Lmts 7.5 TO-R CYPRESS PQ	77037
5.7	Yd. Lmts. 19.8 EUREKA IYP DT	76012
2.8	2.9 CHANEY JCT. P DT	76017
360.5	TO 3.4 TOWER 26 IYPQ CTC	76025
358.4	Yd. Lmts. 2.1 TOWER 68 IYPQ	76050
358.0	0.3 TO-R ENGLEWOOD BKIYIPQ	76100
	(123.7)	

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
Hearne Subdivision			
140-E ..	106.0	Benchley.....(spur)	77173
26 ..	94.7	College Station.....	77140
10-E ..	92.5	Spear.....(spur)	77136
12-E ..	68.0	Chaille.....(spur)	77090
9-W ..	45.2	Prairie View.....(spur)	77059
10-W ..	35.8	Hockley.....(spur)	77047
7-E ..	17.6	Fern.....(spur)	77028
7-E ..	16.2	Melendy.....(spur)	77024
10-W ..	15.6	Armco.....(spur)	77021
10 ..	12.6	Fairbanks.....	77017
23 ..	10.7	Lois.....	77015
..	361.0	Hardy Street.....	.....

RULE 5. Eureka: Time applies at crossover leading to double track.

**RULE A.** Current Rules and Regulations of Transportation Department were effective October 31, 1976.

**RULE C.** First paragraph will not become effective until further notice.

#### DEFINITIONS

##### HOLIDAYS:

New Year's Day, January 1,  
 Washington's Birthday, Third Monday in February,  
 Decoration Day, Last Monday in May,  
 Independence Day, July 4,  
 Labor Day, First Monday in September,  
 Veterans' Day, Fourth Monday in October,  
 Thanksgiving Day, Fourth Thursday in November,  
 Christmas Eve, December 24,  
 Christmas Day, December 25.

Note. ADD: Flammable Compressed Gas (FCG) also applies to Flammable Gas (FG).

**RULE 1.** Standard Time may be obtained from Houston telephone extension 411 by employe charged with the duty of maintaining standard clock with correct time.

**RULE 3.** At train-order offices and interlockings where there is no standard clock, operators may obtain standard time from Houston telephone extension 411. When conductors and engineers tie up at a point where there is no standard clock, time may be obtained from Houston telephone extension 411.

**RULE 21.** Trains handling loads of excess dimensions covered by train order must be identified within CTC, Interlocking limits and on double track.

**RULE S-72.** Eastward trains are superior to trains of the same class in the opposite direction.

**RULE 81-A.** Item (f) is revised to read:

(f) View of track for entire length of block to be occupied and to end of adjoining block in both directions.

**RULE 81-A.** Where electric or mechanical switch locks are installed, be governed by instructions posted in telephone booths, on doors or on housings of electric or mechanical switch lock.

**RULE 98.** At interlocked railroad crossings at grade, cars or engines must not be cut off nor left within interlocking limits in such a way as to foul any part of the crossing frogs.

**RULE 103.** Except as otherwise provided in this rule or by other Special Instructions or timetable bulletins, a public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within five minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that train is ready to depart. When recoupling at public crossings trains shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied con-

tinuously for longer than five minutes unless no vehicle or pedestrian is waiting at the crossing.

In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that crossing which, in the peace officer's judgment, will result in minimum delay to vehicular traffic.

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

In the event of any uncontrolled blocking not otherwise provided for in this rule, crossing shall be cleared with reasonable dispatch.

**RULE 104-D.** Running switches will be made only when in the judgment of the conductor it is necessary and with his personal supervision.

**RULE 201 and 221-A.** Train orders will be issued by authority and over the initials of Senior Chief Train Dispatcher, F. J. Siems. OK'd clearances must bear initials of Senior Chief Train Dispatcher, F. J. Siems.

**RULE S-244.** At locations where movement of extra trains are authorized by use of train register, all lines of each page of the train register must be used and filled in before turning and starting a new page.

#### AUTOMATIC BLOCK SIGNAL SYSTEM

**RULE 505.** Where automatic signal protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release of 3 minutes has functioned, after which signal should display proceed indication if block is clear.

**RULE 508.** Is revised to read:

Except as provided in Rules 509, 663 or 744, when an automatic block signal governing movement ON SINGLE TRACK WITHIN YARD LIMITS displays stop indication, train or engine, after stopping, may proceed at RESTRICTED SPEED under one of the following conditions:

- (a) When a preceding train is seen in the block and intervening track is seen to be clear.
- (b) When view of track is clear to end of second block.
- (c) When no movement is seen or heard approaching, train or engine must be moved forward until leading wheels are past insulated joints at the signal and wait five minutes at that point.

RESTRICTED SPEED must not be exceeded until rear of train or engine has passed out of block.

#### LETTER-TYPE INDICATORS

**RULE 705.** Information concerning letter type indicators in connection with Hot Box Detectors and their appurtenances, refer to Rule 827, All Subdivisions.



**GENERAL REGULATIONS**

**RULE 812.** Section entitled "Safety Rules," pages II through II-12, and portion of section entitled "Emergency Procedures" on pages III-4 through III-6, contained in Amtrak's Manual of Instructions for Conductors and Trainmen in Amtrak Service, do not apply to employes of Southern Pacific Transportation Company.

**RULE 825.** At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

Many new cars are equipped with truck mounted brakes. The hand brake is effective on these cars on "B" end only. It will be necessary to check "B" end of these cars to determine that hand brake has been released.

**RULE 827.** Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is **INDICATION OF OVERHEATING.**

When trains are stopped by Hot Box Detectors, Dragging and/or Derailed equipment detectors at locations where bridges, trestles, etc., are not provided with walkways, train may be moved slowly ahead a sufficient distance to permit inspection.

When an overheated journal is found, the following procedures must be followed before moving the car for set out:

- a. Cut out brakes on car with overheated journal, if practicable, to prevent journal seizure and subsequent failure. Brakes are to be cut back in after car is set out and before train crew departs.
- b. Use Texaco hot box coolant sticks in plain bearing journal boxes, if needed, to prevent further overheating when moving to set out point (see instructions on coolant wrapper).

**DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS**

Where dragging and/or derailed equipment detectors are installed as listed under subdivisions, 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 dragging/or derailed equipment detector is activated, the revolving red light will be displayed.

Unless otherwise provided revolving red beacon will apply to trains in both directions, and when activated enginemen or trainmen must stop train promptly in accordance with Air Brake Rule 5 Section D and make inspection of train and track, advising train dispatcher of conditions found.

**ROLLER BEARINGS  
LOOSE OR MISSING CAP SCREWS**

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and hotbox detector has not been activated and check with tempilstick reveals no overheated condition, train may proceed to the next terminal where car must be set out.

Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed with caution to the first available track where car must be set out.

**HOT BOX DETECTORS**

Four basic types of Hot Box Detectors are utilized. Crew members are to be familiar with the types and locations of these detectors.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must be alert for the light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available.

Absence of white light must be promptly reported to train dispatcher and does not require train inspection.

**TYPE A: RULE 705. LETTER "H" INDICATOR WITH DIGITAL READ OUT.**

When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be brought to immediate stop and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection, train must not exceed 15 MPH from point of inspection until stop is made at location of readout locator and be governed by instructions posted inside case.

Member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

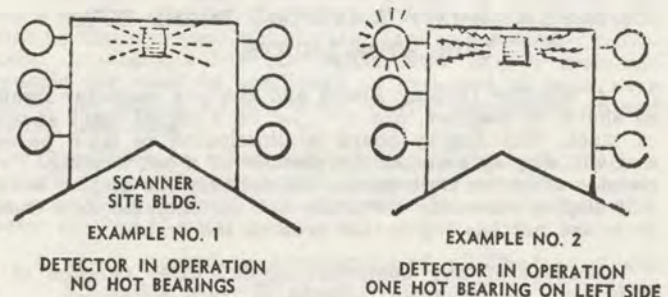
Unless entire train has been previously inspected after stopping for detector, all journals of train must be inspected when "H" is illuminated provided any of the following conditions exist:

- 1. No count shown on readout locator.
- 2. Red light below readout marked "Locator Out of Service" is illuminated.
- 3. Digital readout locator displays erroneous indication such as a duplication of numbers.
- 4. Numbers displayed exceed the number of axles in train.

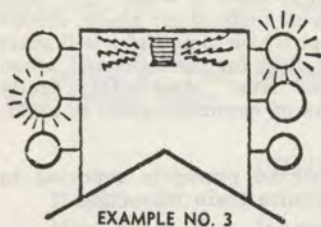
After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system. Following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping, speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit.

**TYPE B: LIGHT INDICATOR ARRAY & WHEEL SPRAY**

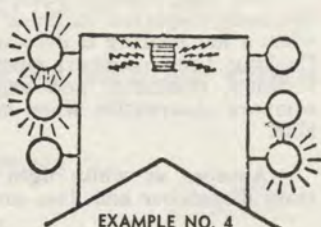


**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS**



EXAMPLE NO. 3

TWO HOT BEARINGS  
1ST FROM HEAD END ON RIGHT SIDE  
2ND FROM HEAD END ON LEFT SIDE



EXAMPLE NO. 4

THREE HOT BEARINGS  
1ST FROM HEAD END ON LEFT SIDE  
2ND FROM HEAD END ON LEFT SIDE  
3RD FROM HEAD END ON RIGHT SIDE

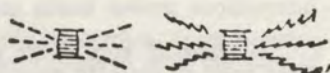
**LEGEND**

UNILLUMINATED    ILLUMINATED    FLASHING

INDICATOR LAMP (WHITE) ○



WHITE (IN SERVICE) LIGHT



Detector instrument house is equipped with indicator array consisting of white lights as shown in diagram.

White light at top center of indicator array will be continuously displayed except when a hot bearing has been detected, at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

Three vertical white lights are located on each side of indicator array. Lights on right side will be displayed for hot bearings on right side of train, and lights on left side will indicate hot bearings on left side of train, in direction of movement. Top light indicates first hot bearing, second light indicates second hot bearing, and third light indicates third hot bearing. Lights will indicate a maximum of three hot bearings on each train.

Truck of car with hot bearing will be sprayed with fluorescent dye marker for identification.

Crew members must be alert when passing these locations, and if hot bearing is detected, train must be stopped promptly, and inspection made to locate car with hot bearing.

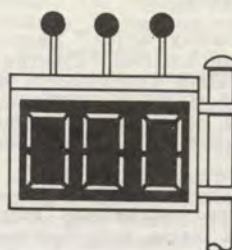
All bearings on car marked, as well as car ahead, must be inspected.

When indicator array indicates hot bearing on train, and no dye marker is observed, all bearings of train must be inspected.

**TYPE C: MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS**

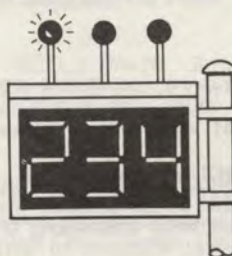
A Monitor Display Board and hot box indicator lights, as shown in diagram, are mounted on a signal mast at side of track. The display board is illuminated as train passes and will display zeros in the absence of a hot bearing. Two seconds after the train passes the detector the display board will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

Absence of any numerical display after passage of a train must be promptly reported to train dispatcher.

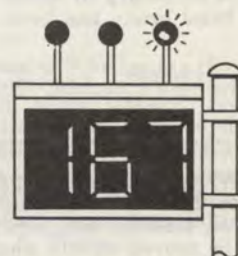


REAR OF TRAIN PASSES DETECTOR SITE. "000" DISPLAYED INDICATING NO HOT BOXES DETECTED.

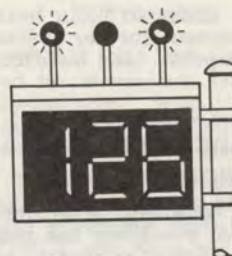
The indicator lights are normally dark, but when hot bearing is detected, will display flashing white aspect as illustrated below:



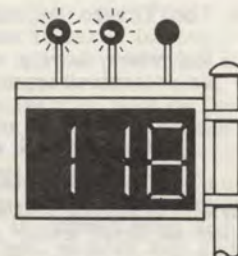
ONE HOT BOX ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (234) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



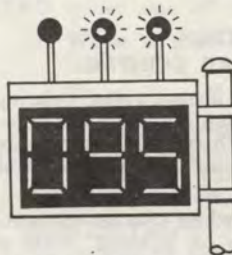
ONE HOT BOX ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (167) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



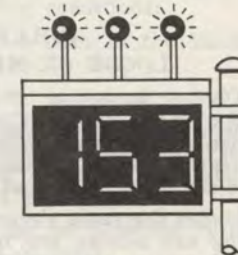
ONE HOT BOX EACH SIDE OF SAME AXLE COUNT (126) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



TWO OR MORE HOT BOXES ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (118) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



TWO OR MORE HOT BOXES ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (095) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



ONE OR MORE HOT BOXES ON EACH SIDE OF TRAIN. AXLE COUNT (153) FROM REAR OF TRAIN. INSPECT ALL JOURNALS ON BOTH SIDES, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.

LEGEND

UNILLUMINATED      FLASHING

INDICATOR LAMP



As the train passes the detector, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal.

A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board.

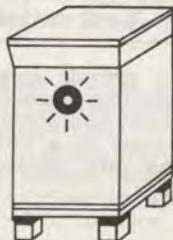
When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car with hot bearing.

Lights and illuminated numerals will automatically cancel out 90 seconds after entire train passes detector.

When hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

When it is known hot bearing has been detected by crew member observing the flashing white light displayed on track side of instrument house, and numerical readout is not displayed on the display board, then train must be stopped promptly and all bearings of train must be inspected.

**TYPE D. REMOTE READOUT BY RECORDER AT TERMINAL**



INSTRUMENT HOUSE

Readout is by recorder located at nearby terminal as shown under Rule 827 on each subdivision.

When white light is flashing on instrument house, train must be stopped promptly and when means of communication is available, crew member must contact personnel at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined by personnel at recorder, inspection must be made of all bearings.

Terminal personnel at recorder will advise train crew of location of overheated journal. Location will be given as number of cars from caboose and location of journal from trailing end of car right or left: 1, 2, 3, 4 such as "R-3".

If lead truck of lead locomotive does not appear on tape, train crew is to be advised to carefully hand feel this truck.

If location of journal is furnished by personnel at recorder, but defect cannot be found, inspect all bearings of indicated car as well as all bearings of five cars on either side.

**CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING**

Whenever an overheated journal is suspected due to hot box detector activation, rolling inspection or visual symptoms, a walking inspection must be made to find the exact car and journal and to observe for other physical defects on the train.

For roller bearing cars special attention must be given to proper use of tempilstiks, loose or missing cap screws, temperature sensitive cap screws and loose or leaking seals.

For plain bearing cars, look for low oil; brass, pad or wedge defective or out of place, or water in journal box.

**REPORTING OF HOT BOXES**

When hot box detectors are actuated the following information is to be reported at next terminal in telegraph message form identified by symbol H.B. addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Train Dispatcher, also General Manager Amtrak, San Francisco, when an Amtrak passenger train is involved.

1. Date and time stopped and M.P. location.
2. Train identification.
3. Car number and location in train (whether or not defect found).
4. Box location (1, 2, 3 or 4 from hand brake end of car, right or left side facing hand brake).
5. Disposition of car: If set out, state where. If inspection shows that it was not necessary to set out even though bearing was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.

NOTE: Report all cases where train passes over the detector without an indication having been displayed, but develops a hot bearing between detector and a point 20 miles beyond detector.

Whenever a roller bearing car experiences two successive hot box detector actuations and overheated journal or other cause of actuation cannot be found after required inspections were made and five cars checked either side, car may be continued in train with provision that conductor must report same at next terminal and inspection is made by qualified maintenance personnel.

Train dispatcher to notify terminal of mandatory inspection when brought to his attention. If a roller bearing car experiences three successive hot box detector activations, it must be set out.

Train dispatcher must:

1. Notify Car Department of cars set out.
2. Notify Car Department of cars which are known to have had two successive hot box detector actuations.
3. Submit CS-7159A "Preliminary Report of Overheated Journals" whenever hot box is experienced except if on actuation of type "D" yard approach hot box detector.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

**CONTINUOUS WELDED RAIL (CWR) TRAINS**

Continuous welded rail trains consist of a tiedown car and a number of roller-rack cars and may contain other cars, such as threader cars and elevator cars to accompany movement. A steel-end box car, refrigerator car, or high-side gondola car must be positioned on each end of train as a buffer car during all movement except preparatory to and during unloading.

In addition to other requirements of this rule, when a train is stopped for any reason, inspection must immediately be made of as much of train as practicable and the following items checked if train is carrying a full or partial load:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tiedown rack on the tiedown car which is located near center of train. Paint marks

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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.
- c. When a load contains continuous lengths of rail made up of more than one piece, check to see that rail joints are secured with at least four bolts, properly tightened and that rail ends have not pulled apart.
- d. Check coupler operating levers to make certain they are in position to prevent uncoupling and that coupler operating lever locking devices are in position and locked.

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.

**RULE 827-A. FOLLOWING WILL GOVERN HANDLING OF FLAMMABLE COMPRESSED GAS:**

Unless specifically authorized by Superintendent, trains or cuts of cars containing Flammable Compressed Gas must not exceed 8,000 feet, except between Glidden and Englewood must not exceed 10,000 feet.

Following are shipping names of FLAMMABLE COMPRESSED GAS:

Standard Transportation Classification Code	Shipping Name
4905705	Butadiene, inhibited (butadiene from alcohol)
4905704	Butadiene, inhibited (butadiene from petroleum)
4905703	Butadiene, inhibited (butadiene, impure, for further refining)
4905706	Butane
4905706	Liquefied petroleum gas (butane)
4905702	Butane (butane, impure, for further refining)
4905702	Liquefied petroleum gas (butane, impure, for further refining)
4905727	Compressed gases, n.o.s. (dispersant gases nec. flammable)
4905748	Compressed gases, n.o.s. (isobutene)
4905775	Compressed gases, n.o.s. (refrigerants, nec. liquid, flammable)
4905713	Cyclopropane
4905716	Difluorethane
4905719	Difluoromonochloroethane
4905510	Dimethylamine, anhydrous
4905725	Dimethyl ether
4905734	Ethylene
4905749	Hydrocarbon gas, liquefied
4905749	Liquefied hydrocarbon gas
4905746	Hydrogen
4905745	Hydrogen, liquefied

Standard Transportation Classification Code	Shipping Name
4905410	Hydrogen sulfide
4905747	Isobutane
4905747	Liquefied petroleum gas (isobutane)
4905750	Isobutane (isobutane for further refinery processing)
4905750	Liquefied petroleum gas (isobutane for further refinery processing)
4905752	Liquefied petroleum gas
4905707	Liquefied petroleum gas (butene gas, liquefied)
4905711	Liquefied petroleum gas (butylene, impure for further refining)
4905780	Liquefied petroleum gas (pintsch gas)
4905758	Methylacetylene - propadiene, stabilized
4905761	Methyl chloride
4905764	Methyl chloride - methylene chloride mixture
4905520	Methyl mercaptan
4905530	Monomethylamine, anhydrous
4905781	Propane
4905781	Liquefied petroleum gas (propane)
4905785	Trifluorochloroethylene
4905540	Trimethylamine, anhydrous
4905792	Vinyl chloride
4905795	Vinyl methyl ether, inhibited

When necessary to provide helper engine for trains handling tank cars containing Flammable Compressed Gas, helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from tank cars containing Flammable Compressed Gas.

**RULE 829.** In addition to other train inspection requirements, when a train stops to be met or passed by a continuous welded rail train, the CWR train must also be inspected to determine rails are in position in the roller racks, that ends of continuous rails are not closer than 12 feet from the next empty roller and that they overhang the last supporting roller by at least 12 feet, and to see that cars are properly coupled with locking devices in place.

**RULE 834.** Loaded multi-level cars in other than solid trains must be entrained at least four cars behind working locomotives in road movement; also loaded multi-level cars must not be entrained next to hopper, gondola or tank cars loaded with stone, gravel, sand, lime, coal, soda ash, chemicals etc., subject to wind, vapor, or fumes action on adjacent cars, nor placed next to empty cars previously loaded with such commodities. Loaded multi-level cars must not be entrained next to open-top loads of lumber, poles, steel, etc., when lading extends beyond top of car.

**RULE 874.** Forward brakeman on freight trains will ride the lead unit when a seat is available.

**AIR BRAKE RULES**

**RULE 3.** A full independent brake application on road engine classes EP636, GF628, EF630, EF636, EF642, GF630, GF633, and EF623 results in a brake cylinder pressure of 72

lbs. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 lbs. from a full independent brake application.

**RULE 9.** The following series of cars are equipped with ABEL brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty:

SSW 75700 - 75799	Gondolas
SSW 78500 - 78599	Hoppers (Open Top)
SP 333500 - 334399	Gondolas
SP 337500 - 337599	Gondolas
SP 345000 - 345699	Gondolas
SP 354000 - 354749	Gondolas
SP 463500 - 464899	Hoppers (Open Top)
SP 467500 - 467549	Hoppers (Open Top)
SP 480000 - 480193	Hoppers (Open Top)
SP 491000 - 491059	Hoppers (Covered)
SP 492000 - 492039	Hoppers (Covered)
SP 500604	Flat Car
SP 590000 - 590099	Flat Cars

The following series of cars are equipped with ABDEL brake system, which has automatic change-over feature to provide proper brake function when car is loaded and when empty. This feature is fully automatic on these series and requires no action on part of engineer:

SP 337600 - 337699	Gondolas
SP 354750 - 355299	Gondolas
SP 463337 - 463486	Hoppers (Open Top)
SP 464000 - 465699	Hoppers (Open Top)
SP 590100 - 590131	Flat Cars (Anode)
SP 595500 - 595624	Cradle Flats

**RULE 21.** Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions from the yardmaster, who will see that members of the crew are notified in advance.

**RULE 27.** First paragraph is revised to read:

Refer to Rule 102 of the Rules and Regulations of the Transportation Department regarding procedures when a train or engine with a cut of cars, in motion, on main track or siding has an emergency application of air brakes.

MISCELLANEOUS

1. HELPER SERVICE

The following covers engine tractive effort in pounds:

Engine Model	Classification	Starting Tractive Effort
C 415	AS415	62,750
RS 11	AS418-1 to 6	65,000
RS 32	AS420	63,750
C 630	AS600-1	102,000
RSD 15	AS624-1	92,500
C 628	AS628-2	97,750
C 630	AS630-1	101,000
GP 9	EF418-1 to 9; EF418C-1-2; EF418E-1-2-3	64,200
GP 20	EF420-1-2; EF 420C-1-2	65,100
GP 30	EF423-1; EF423C-1	66,100
GP 35	EF425-1 to 4; EF425C-1-2-3	66,000
GP 40	EF430C-1	67,560
SD 9	EF618-1 to 5; EF618E-1-2	89,700
SD 39	EF623-1-2	104,150

Engine Model	Classification	Starting Tractive Effort
SD 35	EF625-1	95,540
SD 40	EF630-1-2	102,750
SD 40-2	EF630-3-4	102,100
SD 45	EF636-1 to 6; EF 636C-1 to 5	103,470
SD 45-2	EF636-7 to 10-12-15; EF636C-6 to 9	102,600
SD 45X	EF642-1-2	103,240
DD 35	EF850B-1	131,750
DP 40P-2	EF430-1	70,200
SDP 45	EP636-1	102,500
SW 1200	ES412	62,250
SW 1500	ES415-1 to 6	65,000
MP 15	ES415-7	65,400
SD 7	ES615-1 to 4	82,500
SD 38	ES620-1	104,000
U 25 B	GF425-1-2-3	67,800
U 28 B	GF428-1	67,890
U 28 C	GF628-1	103,120
U 30 C	GF630-1-2	104,850
U 33 C	GF633-1 to 10	104,710
U 50	GF850	139,250

NOTE: For classification of engines, see Item 3.

A. Rule for entraining when only one helper engine:

- (1) On trains of less than 100 cars, helper engine consisting of not more than two six-axle operating units totaling 179,400 pounds tractive effort nor more than two four-axle operating units totaling 135,600 pounds tractive effort or a combination of one four-axle and one six-axle operating unit totaling 157,600 pounds tractive effort may be placed behind caboose.
- (2) On trains of 100 or more cars helper engine consisting of only one unit may be placed behind caboose.
- (3) Helper engine that does not qualify under (1) or (2) must be entrained as near as practicable to shove  $\frac{1}{2}$  and pull  $\frac{2}{3}$  of tonnage handled by helper engine.

B. Rule for entraining more than one helper engine:

- (1) Trains having more than one helper engine must have each engine entrained as near as practicable so that it will shove  $\frac{1}{2}$  and pull  $\frac{2}{3}$  of tonnage handled.
- (2) Trains powered with two helper engines, one of which qualifies to be placed behind caboose, must entrain the swing helper as near as practicable to shove  $\frac{1}{2}$  and pull  $\frac{2}{3}$  of tonnage handled by the swing helper.

C. Air must be cut in on all helper engines and helper engine must not be coupled nor uncoupled while train is in motion.

D. Road engineer and helper engineer must communicate any change affecting the operation of their train when means of communication is available. When speed is being held above 8 MPH on ascending grade, helper engineer must regulate amperage during speed reductions or speed increases to maintain the amperage indicated before speed change; if speed of train drops below 8 MPH or when coming to a stop on ascending grade, helper engineer must regulate amperage during speed reduction to maintain the amperage indicated before speed change, then close throttle just before train stops.

E. When speed of trains powered with 12,000 or more horsepower on the head end and with helper engine drops below 16 MPH, road engineer must reduce throttle to Run 6. When train speed drops below 16 MPH, head end power being reduced to Run 6 may result in helper power working in short rating. The short time rating must not be exceeded. If it appears that short time rating will be exceeded, assistance must be requested from train dis-

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

patcher. If assistance cannot be obtained, grade must be doubled.

- F. Trailing tonnage must not exceed that amount of tonnage listed under column "Maximum Tonnage to be Handled by Road Engine With Helper Entrained" for territory over which helper will be used. Should the amount of tonnage computed exceed the maximum tonnage listed, it may be necessary to isolate road units or add helper power. If practical, isolate units behind the lead unit leaving operating units next to the train. Weight of those units isolated and separated from the train by operating units need not be added to train weight in computing location of helper.

If units have to be isolated next to the train, weight of these units must be added to the train when computing location of the helper.

If units are moved dead in consist, they should be placed next to the train and their weight added to the tonnage of the train.

**UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BY ROAD ENGINES WITH HELPERS ENTRAINED:**

TERRITORY	
Lufkin - Shreveport.....	8,000
All other main lines.....	10,000

**UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BEHIND HELPER ENGINES:**

TERRITORY	
Lufkin - Shreveport.....	6,800
All other main lines.....	8,500

- G. In locating helper engine(s) in train, the following example of calculating tonnage for road engine and helper engine(s) will be used:

- (1) Divide the road horsepower by the proper tonnage, as indicated by the chart, to determine the HP/T factor for the road engine.
- (2) Subtract the proper grade tonnage in (1) from the total tonnage.
- (3) Divide the helper horsepower by the amount determined in (2) to determine helper HP/T factor.
- (4) If the road HP/T factor is equal to or less than the helper HP/T factor, entrain the helper as follows:

**EXAMPLE:**

Train: 42 loads, 87 empties = 5756 tons.  
 Four-unit road engine (2GF630, 1-EF623, 1-EF625).  
 Three-unit helper engine (2-EF623, 1-EF630).  
 Total road horsepower      10800  
 Total helper horsepower      7600  
 Total horsepower              18400

- (1) Divide total horsepower by tonnage =

$$\frac{18400}{5756} = 3.196 \text{ HP/T}$$

- (2) Divide road horsepower by HP/T factor =

$$\frac{10800}{3.196} = 3379 \text{ tons}$$

Road engine will handle 3379 tons

- (3) Divide helper horsepower by HP/T factor =

$$\frac{7600}{3.196} = 2377 \text{ tons}$$

- (4) To determine  $\frac{1}{3}$  of helper tonnage divide

$$\frac{2377}{3} = 792 \text{ tons}$$

Helper engine will shove 792 tons.

- (5) To determine  $\frac{2}{3}$  of helper tonnage

multiply  $792 \times 2 = 1584$  tons

Helper engine will pull 1584 tons.

- (6) Under no circumstances should the tonnage that will trail the helper engine exceed that amount indicated in the chart.

- (7) Should tonnage trailing road or helper engine, as computed above, exceed the amount indicated in the chart it will be necessary to:

- (a) Reduce tonnage or
- (b) Relocate helper in compliance with instructions. (Item D under General) or,
- (c) Add additional helper(s) of sufficient horsepower to handle tonnage in excess of amounts indicated in chart. Additional helper(s) may be placed behind caboose if they meet requirements of item A 1., if not they are to be entrained as follows:

**EXAMPLE:**

Train: 170 loads, 2 empties = 13,980 tons  
 Three-unit road (1-EF630, 1-EF636, 1-GF633)  
 Four-unit swing helper (1-EF630, 2-EF636, 1-GF633)  
 Two-unit rear helper (1-EF618, 1-EF630)  
 Total road horsepower              9900  
 Total swing helper horsepower      13500  
 Total rear helper horsepower       4800  
 Total horsepower                      28200

- (1) Divide total horsepower by tonnage =

$$\frac{28200}{13980} = 2.017 \text{ HP/T}$$

- (2) Divide road horsepower by HP/T factor =

$$\frac{9900}{2.017} = 4908 \text{ tons}$$

Road engine will handle 4908 tons

- (3) Divide swing helper horsepower by HP/T factor =

$$\frac{13500}{2.017} = 6693 \text{ tons}$$

Swing helper will handle 6693 tons (total)

- (4) To determine  $\frac{1}{3}$  of swing helper tonnage =

$$\frac{6693}{3} = 2231 \text{ tons}$$

Swing helper will shove 2231 tons

- (5) To determine  $\frac{2}{3}$  of swing helper tonnage =

$$2231 \times 2 = 4462 \text{ tons}$$

Swing helper will pull 4462 tons

(6) Divide rear helper horsepower by HP/T factor =

$$\frac{4800}{2.017} = 2380 \text{ tons}$$

Rear helper will handle 2380 tons (total)

(7) To determine 1/3 of rear helper tonnage =

$$\frac{2380}{3} = 793 \text{ tons}$$

Rear helper will shove 793 tons

(8) To determine 2/3 of rear helper tonnage =

$$793 \times 2 = 1586 \text{ tons}$$

Rear helper will pull 1586 tons.

**GENERAL**

- A. At locations designated by the Superintendent, road power must not exceed 24 axles of operative power.
- B. Helper engine must not be placed on head end of train without authority being obtained from train dispatcher.
- C. AS415, AS420, ES412 and ES 415 class, except ES415 class numbers 2680-2759 units must not be cut into train in helper service. ES415 class numbers 2400-2679 may be cut into train and used in helper service providing coupler stops are applied and locked on both ends of the engine. No more than two of these units may be placed behind the caboose.
- D. Should it become necessary to relocate the helper at other than the shove 1/3, pull 2/3 location in order to separate helper from restrictive cars or in compliance with maximum tonnage trailing helper limitations, the helper may be relocated, but under no circumstances in relocations may helper shove less than 30% nor more than 45% of the total tonnage to be handled by the helper.

**2. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER**

(a) Following series of USAX or DODX cars are restricted to movement on rear of train and behind any helper engines:

- 38016 thru 38666 and
- 39095 thru 39199

Restricted cars will be indicated on conductor's train list at terminals. When cars listed in above series are picked up at locations other than terminal, they must be entrained on rear of train and behind any helper engine, unless it is determined that cars are not restricted.

(b) Cars measuring less than 35 feet over coupler pulling faces must not be handled in train coupled to cars longer than 60 feet over coupler pulling faces.

In addition empty tank cars under 35 feet outside length will be entrained within 20 rear cars of train. Either the Train Mass Profile (graph), conductors train list and/or switch list furnished crew members will identify a car measuring less than 35 feet over coupler pulling faces with letter "S", Tank cars with the letters "TS". Cars measuring over 60 feet between coupler pulling faces will be identified by the letter "L".

**3. CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:**

E F 4 15 A C 01

Denotes Order of Purchase for Units of same Classification.

Denotes Ownership if other than SPT Co.:  
 C = SSW Ownership.  
 E = SP Equipment Co. owned, leased to SPT Co.  
 S = SP Equipment Co. owned, leased to SSW Ry.

Denotes Car Body Type with Control Cab;  
 B = Booster; No Letter = Road Switcher Type.

Denotes Horsepower in Hundreds: 00 = Not Powered; 18 = 1750-1800 HP, etc.

Denotes Number of Axles.

Denotes Service Assignment: F = Freight; M = Misc.; P = Passenger; S = Switcher.

Denotes Builder: A = Alco; E = EMD; G = GE; S = SPT.

**4. SPEED RESTRICTIONS FOR ENGINES:** Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

**MAXIMUM SPEED AND LENGTH OF ENGINES (Between Pulling Faces of Couplers)**

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
AS 600	1000-1002	70	70
ES 406	1004	45	44
ES 408	1100-1128	65	44
ES 408B	1150-1153	65	44
ES 409	1190-1199	65	44
AS 409	1200-1281	60	45
ES 410	1300-1337	65	44
ES 615	1400-1442	70	61
ES 412	2250-2316	65	44
AS 415	2400-2409	65	54
ES 415	2450-2689	65	45
ES 415	2690-2759	65	48
AS 418	2900-2903; 2905-2936	70	57
AS 618	2951-2970	70	58
ES 620	2971-2976	50	69
EP 418	3001-3002; 3004-3010	70	56
AS 624	3100-3102	25*	67
AS 628	3110-3136	25*	69
AS 630	3140-3153	25*	69
EP 418	3186-3196	70	56
EP 430	3197-3199	70	63
EP 636	3200-3209	70	71
EF 418	3300-3869	70	56
EF 618	3870	70	61
EF 418	3871-3872	70	56
EF 618	3873-3875	70	61
EF 418	3877-3879	70	56
EF 618	3880-3964	70	61
AS 420	4000-4009	70	57
EF 420	4030-4153; 4500-4553; 4560-4576	70	56
EF 618	4300-4451	70	61
EF 620	4700-4724	70	61
EF 423	5000-5037	70	56

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Classification	Engine Numbers	Maximum Speed Except*	Length (Feet)
GS 407....	5100-5109.....	55	37
EF 623....	5300-5325.....	70	66
EF 425....	6300-6303.....	70	56
EF 425....	6500-6681.....	70	56
GF 425....	6700-6767; 6800-6865.....	70	60
EF 625....	6900-6953.....	70	61
GF 428....	7025-7028.....	70	60
GF 628....	7150-7159.....	70	67
EF 430....	7600-7607.....	70	59
GF 630....	7900-7936.....	70	67
EF 630....	8300-8306; 8350-8356.....	50	71
EF 630....	8400-8488.....	70	66
GF 633....	8585-8796.....	70	67
EF 636....	8800-9156.....	70	66
EF 636....	9157-9404.....	50	71
EF 642....	9500-9505.....	50	71
EF 850B....	9900-9902.....	70	88
GF 850....	9950-9952.....	70	84
<b>AMTRAK ENGINES:</b>			
EP 415 A..	Model F7, 110-123.....	79	51
EP 430 A..	Model F 40 PH, 200-229.....	70	56
EP 630 A..	Model SDP 40 F, 500-649.....	70	72
GP 630 A..	Model P 30 CH, 700-724.....	70	72
<b>BN ENGINES:</b>			
EF 418....	1700-1980.....	70	56
EF 418....	1990-1998.....	70	56
EF 420....	2001-2071.....	70	56
EF 420....	2072-2109.....	70	59
EF 423....	2200-2251.....	70	56
EF 425....	2500-2545.....	70	56
EF 430....	3000-3039.....	70	59
AF 424....	4240-4246.....	70	59
AF 425....	4252-4264.....	70	59
AF 636....	4360-4369.....	70	70
GF 620....	5200-5208.....	70	67
GF 630....	5300-5394.....	70	67
GF 425....	5400-5429.....	70	56
GF 428....	5450-5465.....	70	60
GF 430....	5470-5484.....	70	60
GF 625....	5600-5641.....	70	65
GF 628....	5650-5677.....	70	67
GF 633....	5700-5765.....	70	67
GF 630....	5800-5839.....	70	67
GF 630....	5900-5944.....	70	67
EF 618....	6100-6206.....	70	61
EF 624....	6240-6255.....	70	61
EF 630....	6300-6334.....	70	66
EF 630....	6376-6385.....	50	71
EP 630....	6394-6399.....	70	66
EF 636....	6400-6567.....	70	66
EF 636....	6592-6599.....	70	71
EF 630....	6700-6752.....	50	71
EF 630....	6800-6836.....	50	71
EF 630....	6900-6928.....	50	71
<b>B&amp;O/C&amp;O ENGINES:</b>			
EF 430....	GM-50.....	70	59
EF 618....	1830-1840.....	70	61
EF 430....	1977.....	70	59
EF 423....	3000-3046.....	70	56
GF 630....	3300-3312.....	70	67
EF 425....	3500-3584.....	70	56
EF 430....	3684-3799.....	70	59
EF 420....	3800-3899.....	70	59
EF 423....	3900-3919.....	70	59
EF 430....	4000-4261.....	70	59
EF 420....	4800-4829.....	70	59
EF 418....	5901-6260.....	70	56
EF 418....	6425-6683.....	70	56
EF 423....	6900-6976.....	70	56
EF 618....	7300-7318.....	70	61
EF 625....	7400-7440.....	70	61

Classification	Engine Numbers	Maximum Speed Except*	Length (Feet)
EF 630....	7445-7496.....	70	66
EF 630....	7500-7536.....	70	66
EF 630....	7550-7594.....	70	66
EF 630....	7597-7599.....	70	66
EF 630....	7600-7619.....	50	71
GF 425....	8100-8137.....	70	60
GF 430....	8200-8234.....	70	60
<b>CR ENGINES:</b>			
EF 420....	2100-2112.....	70	56
EF 423....	2168-2249.....	70	56
EF 425....	2250-2399.....	70	56
GF 425....	2500-2685.....	70	60
GF 423....	2700-2788.....	70	60
GF 428....	2822-2823.....	70	60
GF 430....	2830-2889.....	70	60
GF 433....	2890-2970.....	70	60
EF 430....	3000-3279.....	70	59
EF 425....	3620-3692.....	70	56
EF 625....	6000-6051.....	70	61
EF 636....	6066-6239.....	70	66
EF 630....	6240-6357.....	70	66
GF 625....	6500-6519.....	70	65
GF 628....	6520-6534.....	70	67
GF 630....	6535-6539.....	70	67
GF 633....	6540-6578.....	70	67
GF 630....	6579-6583.....	70	67
GF 636....	6587-6599.....	70	60
EF 636....	6654-6666.....	50	71
GF 623....	6700-6718.....	70	67
EF 618....	6900-6924.....	70	61
EF 620....	6925-6959.....	70	66
EF 418....	7000-7483.....	70	56
EF 418....	7496-7559.....	70	56
EF 420....	7656-8162.....	70	59
<b>C&amp;S ENGINES:</b>			
EF 636....	868-874.....	70	66
EF 630....	875-887.....	70	66
GF 630....	890-893.....	70	67
EF 630....	900-925.....	50	71
EF 630....	950-959.....	50	71
<b>L&amp;N ENGINES:</b>			
EF 418....	501-545.....	70	56
EF 418....	900-904.....	70	56
AF 418....	910-914.....	70	60
AF 418....	950-959.....	70	57
EF 423....	1000-1060.....	70	56
EF 425....	1100-1128.....	70	56
EF 625....	1200-1220.....	70	61
EF 630....	1225-1258.....	70	66
EF 630....	1259-1278.....	50	71
GF 630....	1470-1499.....	70	67
GF 625....	1500-1525.....	70	60
GF 628....	1527-1533.....	70	65
GF 630....	1534-1582.....	70	67
GF 425....	1600-1626.....	70	60
GF 428....	2500-2504.....	70	60
GF 430....	2505-2509.....	70	60
GF 423....	2701-2772.....	70	60
GF 423....	2800-2824.....	70	60
EF 430....	3000-3029.....	70	59
EF 630....	3554-3583.....	50	71
EF 420....	4000-4099.....	70	59
<b>NW ENGINES:</b>			
EF 425....	200-239.....	70	56
EF 428....	500-521.....	70	56
EF 423....	522-565.....	70	56
EF 418....	620-962.....	70	56
EF 425....	1300-1328.....	70	56
EF 430....	1329-1388.....	70	59
EF 625....	1500-1579.....	70	61



Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
EF 630	1580-1624	70	66
EF 630	1625-1652	50	71
EF 636	1700-1814	70	66
GF 428	1900-1929	70	60
GF 430	1930-1964	70	60
EF 418	2448-2534	70	56
EF 418	2700-2709	70	56
EF 418	2800-2814	70	56
EF 423	2900-2909	70	56
EF 425	2910-2918	70	56
EF 418	3484-3495	70	56
EF 420	4100-4159	70	59
EF 630	6073-6138	50	71
GF 630	8000-8002	70	67
GF 430	8465-8539	70	60
<b>RI ENGINES:</b>			
GF 433	190-199	70	60
GF 425	200-238	70	60
GF 428	240-281	70	60
GF 433	285-299	70	60
EF 425	300-333	70	56
EF 430	340-396	70	59
EF 418	1312-1353	70	56
EF 420	4300-4355	70	56
EF 418	4550-4559	70	56
GF 630	4582-4589	70	67
EF 430	4700-4719	70	59
EF 630	4790-4799	50	71
<b>SCL ENGINES:</b>			
GF 418	250-392	70	55
EF 420	500-555	70	59
EF 415	700-1002	70	56
EF 418	1003-1055	70	56
EF418	1063-1065	70	56
AF 418	1202-1211	70	57
AF 420	1212-1239	70	60
AF 430	1275-1277	70	63
EF 423	1300-1343	70	56
EF 425	1400-1415	70	56
EF 430	1500-1635	70	59
EF 430	1640-1656	70	59
GF 430	1700-1718	70	60
GF 436	1720-1855	70	60
EF 625	1900-1970	70	61
EF 636	2000-2044	70	66
EF 636	2045-2059	50	71
GF 630	2121-2124	70	67
AF 630	2200-2213	70	70
<b>SOU ENGINES:</b>			
EF 425	210-214	70	56
EF 625	215-224	70	61
EF 423	2525-2644	70	56
EF 425	2645-2715	70	56
EF 420	2716-2822	70	59
EF 420	2823-2886	70	59
EF 625	3000-3099	70	61
EF 636	3100-3169	70	66
EF 630	3170-3200	70	66
EF 630	3201-3254	50	71
GF 630	3800-3804	70	67
GF 633	3805-3814	70	67
EF 420	5000-5171	70	59

Engines handled dead must not exceed speed shown in table.

# When operated in multiple unit control, on head end of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 MPH. 'A' type units (indicated by letter 'A' following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 MPH.

\* May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

Any locomotive not listed in these tables is not to be operated in trains unless authorized by train order indicating maximum permissible speed for locomotive which is then subject to any further restrictions imposed by the timetable or otherwise.

**5. MOVEMENT OF LOCOMOTIVES**

**RULES GOVERNING MOVEMENT OF ENGINES NOT EQUIPPED WITH ALIGNMENT CONTROL COUPLERS**

1. AS415, AS420, ES415, and following ES412 (2266, 2271, 2272, 2275, 2276, 2279, 2282, 2283, 2284, 2285, 2286, 2287, 2288) class engines must if practicable, be MU'd in accordance with rules. These engines are equipped with dynamic brake wire.

2. When necessary to entrain the following class engines

ES406	ES409	ES410	ES412	AS420
AS407	AS409	ES412	ES412E	
ES408	ES410E	FS412	ES415*	
ES408B	AS410	GS407	AS415	

Placement in train will be as follows:

- (a) Foreign line engines not equipped with alignment control are to be considered in above listings.
- (b) Engines moved dead in train must be prepared for such movement.
- (c) These engines may be moved on the head end of train, provided train does not exceed 800 tons.
- (d) On trains of more than 800 tons, these engines must be moved not less than 5 cars nor more than 10 cars ahead of rear of train and behind any helper engine.
- (e) Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car no longer than 50 feet.

3. When only AS415, AS420, ES412 and ES415\* units are used in engine consist, not more than two units may be on the line when making a reverse movement with cars or train and on line units must be located adjacent to the train.

4. One AS415, AS420, ES412 and ES415\* unit may be MU'd on the head end of one road unit.

5. When a train being handled by a single unit road engine where no dynamic braking is required or reverse movements will be made, a single AS415, AS420, ES412 and ES415\* may be placed next to the train.

6. When operating with mixed engine consist, where dynamic braking is required, not more than two AS415, AS420, ES415\* and following ES412 units will be used:

2266	2279	2286
2271	2282	2287
2272	2283	2288
2275	2284	
2276	2285	

- (a) If one unit is used it will be placed as second unit in engine consist.
- (b) If two units are used, they will be placed as second unit and third units in engine consist.
- (c) A road unit must be coupled against the train.
- (d) If necessary to make a reverse move with cars or train, lead unit must be isolated.

7. If necessary to operate with more than two AS415, AS420, ES412 and ES415\* class units in consist (including pick up of units from outlying points), these units must be placed in the lead. If reverse move is made with cars or train, all units ahead of the two rear units in these classes will be isolated.

8. Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.

ENGINES EQUIPPED WITH ALIGNMENT  
CONTROL COUPLERS

\* Class ES415, Nos. 2680-2759 are equipped with alignment control couplers in buff and may be MU'd in Engine consist without regard to location. These engines may be moved dead on the head end of train.

1. Engines equipped with multiple unit controls (MU) and alignment control couplers, weighing 150,000 pounds or more, may be handled on head end of train; if weighing less than 150,000 pounds, must be placed near rear of train in accordance with Item 2.

INSTRUCTIONS FOR USE OF HINGED COUPLER STOPS

For use in switching service the coupler stops must be opened (swung back) against end of engine and locking pin secured in bracket provided.

For use in road service, MU service, or dead in train, the coupler stops must be closed (swung in) into coupler opening against coupler pocket side with locking pin secured behind coupler carrier on both end of engine.

Locking pin must be in place (whether coupler stop is swung back or swung in) to insure securement of the coupler stop.

With the coupler stops in place, these engines may be MU'd in engine consist without regard to location, or may be moved dead on head of train.

Class ES415, Nos. 2450-2679 are equipped with hinged coupler stops.

PREPARATION OF AIR EQUIPMENT  
FOR MOVEMENT DEAD IN TRAIN

ALL UNITS: Reduce main reservoir pressure to 25 lbs. above zero.

Cut in dead engine feature.

Remove automatic brake valve handle in running position or with 26-L equipment, remove in handle off position.

If brake valve handles cannot be removed, they must be blocked in running position.

IN ADDITION:

24 RL equipment:

Close brake pipe cut out cock and place the dual ported cut out cock in cut-in position.

Open the end cocks on actuating pipe and independent application and release pipe.

6 SL or 14 EL Equipment:

Close the brake pipe cut out cock, or place the rotair valve or 3 position brake pipe cut out cock in dead position.

26 L Equipment:

Place the brake pipe cut off valve in cut-out position.

Place the dual ported cut out cock in open or cut in position, or place the MU 2a valve in lead or dead position.

Open the end cocks on actuating pipe and brake cylinder equalizing pipe.

6. Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the Chief Train Dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

7. Engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

8. When unit or units in locomotive consist emit excessive smoke through exhaust stacks other than from cold start, prompt report must be made to train dispatcher who will arrange to notify roundhouse foreman or locomotive maintenance forces on duty at first maintenance facility where train is scheduled to stop. Unit number, time and location where excessive smoking of unit was first observed must be reported.

When a yard engine is observed emitting excessive smoke, report must be made to roundhouse foreman or locomotive maintenance forces on duty.

In addition, engineer must make appropriate entry on work report, Form CS 2326.

9. Not more than ten diesel units in operation may be used on head end of any freight train.

10. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

11. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in Timetable Special Instructions or Line Clearance Circular for each branch line. Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

12. Except when handling cabooses on or near the head end in local or road switcher service when handling only a few cars, cabooses are not to be moved other than at rear of train, unless specifically authorized.

13. When setting out bad order cars enroute, when necessary, head portion of train, together with bad order car, must be taken to the nearest set out point in direction of movement, bad order car set out, engine detached and head portion of train left at set out point, when practicable. Rear portion of train is then to be brought to set out point and head and rear portions of train coupled together.

14. Units SSW 9052 through 9068 and 9090 through 9110 will have overspeed cut-out cocks blocked open and no attempt should be made to close them. In event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a train-line unit to clear the condition.

Maximum speed permitted with relief outfits with relief cranes SPMW 7110, 7140, 5846, 5850, SSW 96005 and SSW 96006 is 45 MPH on main track Glidden to West Junction. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

15. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or multiple loads.....	55	25
Scale test cars.....	40**	30
except SPMW 2024, 2025, WO-3.....	65	49
Relief outfits with steam derrick.....	45*	25*
Locomotive Crane/Pile Drivers SPMW 6603 & 6604		
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward.....	55	25
SPMW 4028, 4029, SSW 96405:		
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	40	25
boom end forward.....	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward.....	40	25
SPMW 4027 SPMW 5870		
4088 5874		
4091 5899		
5437 6601		
5479 6602		
5595 SSW 96404		
5852 NWPMW 31		
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*
Steam pile driver SPMW 4053.....	35	25*
Jordan Spreaders:		
Running backward.....	25	20
Moving forward (prepared for travel)...	35	35

\*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

\*\*Scale Test Car NBS-1 to be handled on trains not more than 20 cars ahead of caboose and speed of train handling NBS-1 not to exceed 55 MPH.

①When moving in train with boom in place, operator must be on board.

SPMW 5479, 5499 and 5497 are restricted to 45 MPH.

Unless specifically authorized, all relief outfit cranes and the following locomotive cranes and pile drivers, SPMW 4027, 4028, 4029, 4088, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, SSW 96404 and SSW 96405 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing over 210,000 lbs..

Relief outfits, with boom forward are restricted to 20 MPH.

Locomotive Crane Pile Drivers SPMW 4088, 5479, 5852, 5899, SSW 96404 and SSW 96405 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

16. OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose.....	65	.....
Passenger trains with caboose.....	65	.....
PC 598500-PC 598999 (Gondolas).....	.....	55
Trains handling empty bulkhead flat cars equipped with roller bearings, except series SP 590000-590111; SP 591100-591124; SSW 88050-88099.....	.....	55
Trains handling pipe loaded on 89 ft. cars.....	.....	55

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation.

NOTE: Light engines, or engine with caboose only, are authorized to operate at Column 1 speeds not exceeding 55 MPH, except on descending grade without dynamic brake in operation must not exceed Column 2 speeds.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

17. REPEATER AIR CARS (RAC) SP 260 THRU 266

The repeater air car is utilized to increase efficiency of train air brakes on long trains and during cold weather. The purpose of repeater relay equipment is to accept pneumatic signals from brake pipe of forward portion of a train, and by relay action, produce a corresponding response in the brake pipe of the rear section of the train.

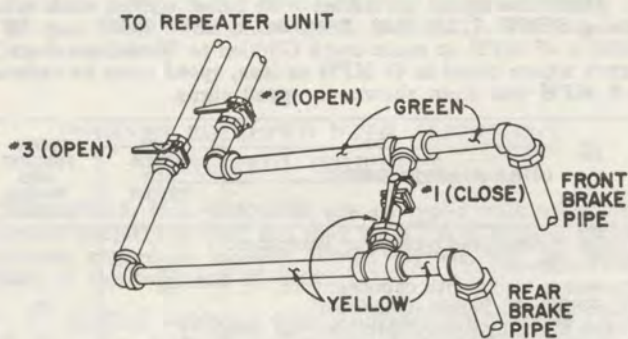
The repeater relay car has the ability to produce faster train charging time, reduce or eliminate brake pipe pressure gradient, more uniform braking forces, and faster brake application and release times.

A. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN TO USE REPEATER CAR AIR EQUIPMENT.

1. Place as near to center of train as makeup will permit.
2. THE RAC car is operational in either direction. The front brake pipe must be coupled to the portion of the train to which the road engine is attached. The rear brake pipe must be coupled to the other end of the train.

The angle cock on the unused brake pipe on each end of the car must be closed.

3. Where repeater air car is positioned in train and front and rear brake pipes have been properly connected and opened, then close the brake pipe bypass cock No. 1 and open the two repeater relay cutout cocks Nos. 2 and 3, all located inside of car.

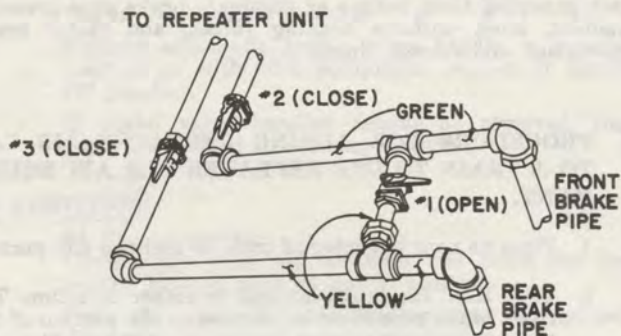


Note: If for any reason it becomes necessary to transfer control of air brakes to the helper engine located in the portion of the train behind the RAC car with the RAC air equipment in operation, the brake pipe hose connections must be changed. The forward brake pipe must be coupled to the portion of the train having the brake valve which is controlling the train. The rear brake pipe must be coupled to the other end of the train.

- The repeater relay valve No. 5 is a variable valve and is employed to reestablish a satisfactory brake pipe pressure on the rear portion of train. A regulator and gage to indicate pounds of differential is provided. Trainline pressure on rear portion of train must not be increased above 90 PSI at RAC car. Preferred adjustment is to have the rear brake pipe 1.5 to 2 lbs. above the front brake pipe.

#### B. PROCEDURE FOR CUTTING THE RAC CAR OUT OF TRAIN.

- Close the repeater relay cutout cocks Nos. 2 and 3.
- Open the brake pipe bypass cock No. 1 — All located inside of car.
- The car diesel engine and compressor are to remain running except during layover time.



#### C. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN WHEN REPEATER CAR AIR EQUIPMENT IS NOT TO BE USED.

- Close the repeater relay cutout cocks Nos. 2 and 3.

- Open the brake pipe bypass cock No. 1 — All located inside the car.
- Forward brake pipe must be coupled to portion of the train to which the road engine is attached. Rear brake pipe must be coupled to the other end of the train. The angle cock on the unused brake pipe on each end of the car must be closed.

#### D. TRAIN OPERATION OF REPEATER AIR CARS.

- With the repeater air car in operation, proceed with terminal air test as prescribed in the air brake rules and regulations.
- All rules outlined in the air brake rules and regulations governing train handling shall be adhered to while repeater air car is part of any train.
- If required, the repeater air car may be cut out by closing the repeater relay cutout cocks Nos. 2 and 3 and opening the brake pipe bypass cock No. 1 — All located inside car. This provides for normal train operation without the repeater relay equipment operating.
- If yard air is used to charge the train, it must be cut in ahead of the repeater air car.
- The RAC car must not be kicked, dropped, or humped and must be handled next to switch engine when being cut into or out of train and when being moved to caboose track.
- During a pickup or setout, or at any time the engine is separated from the train and the air car is in operation in the train, it is absolutely essential that the trainline angle cock be left open on the train.

#### E. LOSS OF MAIN RESERVOIR AIR ON RAC CAR.

- The depletion of main reservoir air to below 100 lbs. will initiate a service brake pipe reduction in the forward and rear portions of the train. The rotating red light on top of car will operate.
- In addition to the red rotating light, a radio signal will be initiated and will transmit a series of short beeps for a period of approximately ten seconds and then cease. It will reset itself automatically upon an increase of main reservoir pressure above 110 pounds.
- If in power, throttle must be reduced to idle and automatic brake valve placed in full service zone until train stops.
- If in dynamic braking, automatic brake valve must be placed in full service zone and dynamic braking lever handled as prescribed by rules.
- Train must be immediately secured before determining reason for main reservoir air depletion.

#### F. SETTING RAC CAR OUT OF TRAIN.

- If it becomes necessary to set RAC car out of train, shut down compressor engine in car and secure car per rules.

Instructions for starting and shutting down compressor engine posted inside of car.

(For movements within terminal limits Houston, also see Special Instructions, Houston Terminals).

(For movements between Harrisburg (Tower 30) and Tower 86, also see Special Instructions relating to Centralized Traffic Control, Galveston Subdivision).

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description	Type
<b>GLIDDEN LINE</b>			
84.06	East of Columbus	Colorado River Bridge	Overhead & Side
83.75	East of Columbus	Underpass	Side
32.42	East of Richmond	Brazos River Bridge	Overhead & Side
<b>BELLAIRE BRANCH</b>			
40.87	West of Simonton	Brazos River Bridge	Overhead & Side

**RULE 82-A.** Westward trains originating Houston, Hardy Street or Eureka must obtain clearance from Englewood to be delivered by messenger bearing OK, time and initials of Senior Chief Train Dispatcher before leaving. Clearance for regular trains to bear the words "Green Signals" or "No Signals".

Trains originating at Englewood will receive clearance and train orders at Car Checker Tower west end yard.

Trains of A.T.&S.F. or Missouri Pacific Railroad originating at Tower 81 must obtain Southern Pacific Transportation Company clearance at New South Yard or H.B.&T. Tower 117 (Houston), bearing OK, time and initials of Senior Chief Train Dispatcher, authorizing movement from Tower 81.

Trains of Missouri Pacific Railroad originating at Sugar Land must obtain Southern Pacific Transportation Company clearance at M.P. train-order office Sugar Land bearing OK, time and initials of Senior Chief Train Dispatcher, authorizing movement from Sugar Land.

**RULE 83.** Westward trains enroute Bellaire Branch may identify trains in either direction between Englewood and Bellaire Jct. to be applied at Bellaire Jct..

Westward trains may identify trains in either direction at Rosenberg to be applied when passing from CTC to other track.

**RULE 83-A.** At the following stations only trains indicated will register:

- Eagle Lake..... Nos. 1 and 2.
- Tower 17..... No. 1 and trains originating or terminating.
- Houston..... Trains originating or terminating.

**RULE 83-B.** At open train-order offices trains may register by ticket as follows:

Glidden..... All trains operating through, with same conductor. If radio communication available, train-order operator will provide necessary information for preparation of originating register ticket. Otherwise, conductor will prepare ticket with known information, which operator will complete after consulting with train dispatcher.

- Eagle Lake..... Nos. 1 and 2.
- Tower 17..... No. 1 and trains originating or terminating.

Trains originating or terminating at Englewood will register by ticket, conductor will deliver to train-order operator via pneumatic tube from Car Checker Tower, Englewood.

**RULE 93.** Yard limits are established at the following locations:

West MP		East MP
90.00	Glidden	78.16
72.00	Eagle Lake (Glidden Line)	66.34
63.78	Eagle Lake (Bellaire Branch)	58.50
38.78	Rosenberg (Glidden Subdivision)	36.25
0.98	Rosenberg (Victoria Subdivision)	
12.60	Houston	
9.00	Houston (Bellaire Branch)	
17.00	Jeannetta	9.01

**RULE 99-C.** Will apply between the following stations: Eagle Lake and Bellaire Jct. (Bellaire Branch).

**RULE 103.** Sugar Land: Automatic crossing gates installed Wood Street Crossing protect main track. Movements on inside track must not enter crossing without protection until key control boxes located each side of crossing are operated.

Missouri City: Automatic Crossing protection on Pike Road has yellow paint on rail and ties 100 feet from both sides of crossing on all tracks. Cars must not be left between these painted locations.

Automatic crossing gates located Hillcroft Crossing, MP 15.43, Bellaire Branch, have signs for eastward and westward movements reading "FIRST GATE CONTROL" and "SECOND GATE CONTROL" in advance of crossing. If more than two minutes used for movements between first and second gate control signs, gates will raise and movement entering crossing must not be made without protection. Movements out of first Industry Spur east of Hillcroft crossing must not enter crossing without protection until gates have lowered.

Trains stopping to perform switching in vicinity of Fondren Road Crossing MP 16.4 between West Junction and Missouri City must leave no cars or equipment between signal control boxes located approximately 400 feet each side of crossing. This to permit crossing gates to raise.

**RULE 104.** Normal position of rigid switches at junctions and certain other locations:

Station	Normal Position
Sugar Land	For Movement
M.P. connection	on siding

**RULE 105.** Cars may be left on sidings Alleyton and Lissie without permission from or notice to Chief Train Dispatcher.

**RULE 204.** Trains with the same conductor and engineer operating through stations indicated, may be issued train orders on one subdivision which affect their movements on other, or both, subdivisions:

- Tower 17..... Trains of the Glidden and Victoria Subdivisions.
- Harrisburg Jct..... Trains of the Glidden Subdivision and Galveston Branch.

**RULE 208.** Fourth paragraph does not apply to westward trains at Eagle Lake. When train-order signal remains in stop position and has not been operated as prescribed by Rule 211, train may proceed without stopping, but must not pass fouling point of switch at which an opposing train may enter siding until it is known train orders received do not restrict train at that station.

Fourth paragraph will not apply to westward trains at Tower 17. Train order restricting movement of a westward train at that station may be delivered while train is moving but the operator must not clear the interlocking signal at leaving end of siding until train has stopped or restriction has expired.

**SPECIAL INSTRUCTIONS—GLIDDEN SUBDIVISION**

**RULE 221-A.** Extra trains originating Englewood must receive clearance, which will bear the desired routing (via Chaney Jct. or via Harrisburg) listed on form CS-2643 following the word "clearance".

**RULE 306.** Following block signal equipped with triangular plate bearing letter "P" has included in its control limit some special protective device:

Eastward Signal	Protection	Westward Signal
	East end siding, Eagle Lake spring switch	P-693

**RULE 516.** Overlap Posts:

Ramsey	Eastward trains
Eagle Lake	Westward trains

**RULE 538. SPRING SWITCH**

Spring switch equipped with facing point lock located as follows:

Location	Normal Position
Eagle Lake	East end siding
	Main track

**RULE 605. INTERLOCKING**

**Eagle Lake (Tower 115, S.P. and A.T.&S.F. Crossing):**

East end ice track is electrically locked and cannot be hand-operated until released by operator.

**Tower 17 (A.T.&S.F. Crossing):**

Interlocking limits on main track extend between:

Interlocking signal governing westward trains at MP 36.2

Interlocking signal governing eastward trains at MP 37.34

Interlocking signal governing eastward trains (Victoria Subdivision) at MP 0.01

Interlocking limits on other than main track are indicated by interlocking signals.

West switch siding is power-operated; switch and signals controlled by operator and switch cannot be cranked by hand.

Trains approaching Tower 17 and finding governing interlocking signal displaying an indication permitting train to proceed on main track, are authorized to proceed on main track, ahead of and against all trains to interlocking signal at opposite end of siding.

Unless movement made by signal indication, before lining switch to enter or foul A.T.&S.F. main track or siding, permission must be obtained from A.T.&S.F. train dispatcher. Telephone located in box near switch stands.

**RULE 680. AUTOMATIC INTERLOCKING**

Wallis MP 44.8 (Bellaire Branch)-A.T.&S.F. Crossing.

**RULE 705. LETTER TYPE INDICATORS**

Indicator displaying letter "M" on signals 692 and 694, east end siding Eagle Lake governs eastward movements.

When letter "M" displayed Rule 705 will apply authorizing movement to interlocking signal at connection to Bellaire Branch provided not restricted by timetable or train orders previously received.

Eastward movements approaching signals 692 and 694 displaying stop or if letter "M" is not illuminated must obtain permission from operator before passing fouling point.

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

**Tower 17 and Harrisburg**

Limits extend between:

Absolute signal located 500 feet east of Tower 17 (A.T.&S.F. Crossing) and

Absolute signal located 100 feet east of Harrisburg, Tower 30 (G.H.&H. Crossing).

Interlocking signals:

Stella (M.P. Crossing)

Tower 81 (A.T.&S.F. Crossing)

Harrisburg (G.H.&H. Crossing)

serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Interlocking Signal on A.T.&S.F., Tower 81, governing movement to transfer also serves as absolute signal governing entrance to CTC.

Dual control switches are equipped with selector lever and hand-throw lever.

Trains and engines desiring to enter siding Sugar Land from M.P. connection, must obtain permission from train dispatcher before opening lock-box door and operating switch lock to release switch. After lining switch, movements into siding will be governed by absolute signal indication. When switch and electric lock are restored to normal, train dispatcher must be notified.

Missouri Pacific trains that have obtained S.P. clearance at Sugar Land or Missouri Pacific or A.T.&S.F. trains that have obtained clearance at H.B.&T. Tower 117 or New South Yard (Houston) may enter CTC at Sugar Land or Tower 81 without stopping to ascertain what instructions are in effect relating to track conditions as prescribed by Rule 781 when authorized by signal indication.

**GENERAL REGULATIONS**

**RULE 825.** When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Glidden	Not less than five brakes on east end.
Eagle Lake	Not less than eight brakes on east end.

When cars are left on track serving Houston Fabricating Company, Stafford, hand brake must be set on east car in track and on east car of any cars not coupled together. It must be known hand brakes are set before attempting to couple to cars in track.

**HOT BOX DETECTORS**

**RULE 827.** Location and type detector system as follows:

MP	Location	Type	Location Of Type D Recorder At Mechanical Facility	Direction
27.79	Sugar Land and Harlem	C	-----	{ Eastward and Westward
57.20	East Bernard and Lissie	C	-----	{ Eastward and Westward

(Refer to "Hot Box Detectors", All Subdivisions)

**DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS**

Detectors installed at the following locations:

- MP 27.79 between Sugar Land and Harlem
- MP 40.50 between Tower 17 and East Bernard
- MP 47.43 between Tower 17 and East Bernard
- MP 57.20 between East Bernard and Lissie
- MP 78.50 between Ramsey and Alleyton

(Refer to "Dragging and/or derailed equipment detectors", All Subdivisions)

**RULE 827-A.** At following crew change points, trains handling tank cars containing Flammable Compressed Gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed:

Glidden

**RULE 830.** Eagle Lake (Bellaire Branch). Cars may be left on main track between East Yard Limit Board MP 58.50 and Eagle Lake (except between opposing interlocking signals governing A.T.&S.F. crossing) without protection.

**RULE 872.** Enginemen taking charge of engines at Glidden and Eagle Lake, will consider engines as having been supplied with water, fuel, sand and other supplies.

**AIR BRAKE RULES**

**RULE 24-G.** Will apply at:  
Glidden

**MISCELLANEOUS**

1. Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Heacker	Beyond engine restriction sign 1040 feet from switch.

**Clodine:** Track serving Texas Industries (TXI) cannot be used beyond 15 car lengths from entrance switch.

2. Load limits (car and contents):

Glidden and Houston	300,000
Skull Creek and Bellaire Jct.	281,000

4 (four) axle tank cars, when load limit of car is not exceeded, gross load of 315,000 pounds may be handled on territories where maximum load limit is 300,000 pounds.

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

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

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 15, 16 and 17, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AND OTHER MAXIMUM SPEEDS** appearing on page 19 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Glidden to Eureka:					Eureka to Glidden:				
90.00	to 85.25	...	70	55	5.67	to 0.25	...	25	25
85.25	to 84.10	...	45	45	(Curve at Eureka)				
84.10	to 81.48	...	70	55	0.25	to 8.95	...	45	45
81.48	to 80.77	...	65	55					

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
80.77	to 37.50	...	70	55	8.95	to 12.60	...	25	25
37.50	to 12.60	...	45	45	(Curve at West Junction)				
12.60	to 8.95	...	20	20	12.60	to 37.50	...	45	45
(Curve at West Junction)					37.50	to 80.77	...	70	55
8.95	to 0.25	...	45	45	80.77	to 81.48	...	65	55
5.67	to 5.67	...	25	25	81.48	to 84.10	...	70	55
(Curve at Eureka)					84.10	to 85.25	...	45	45
Eureka to Tower 26:					85.25	to 90.00	...	70	55
5.67	to 2.80	...	30	30	Tower 26 to Eureka:				
2.80	to 360.50	...	15	15	360.50	to 2.80	...	15	15
					2.80	to 5.67	...	30	30
Chaney Jct. to Tower 26:					Tower 26 to Chaney Jct.:				
(Psgr. Main)					(Psgr. Main)				
2.80	to 1.76	...	30	30	360.50	to 1.76	...	15	15
1.76	to 360.50	...	15	15	1.76	to 2.80	...	30	30
Tower 26 to Tower 68:					Tower 68 to Tower 26:				
360.50	to 358.40	...	30	30	358.40	to 360.50	...	30	30
Eagle Lake to Bellaire Jct.:					Bellaire Jct. to Eagle Lake:				
(Bellaire Branch)					(Bellaire Branch)				
61.02	to 41.00	...	10	10	6.16	to 24.00	...	10	10
41.00	to 24.00	...	25	25	24.00	to 41.00	...	25	25
24.00	to 6.16	...	10	10	41.00	to 61.02	...	10	10

Trains handling cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, and must not exceed speed indicated at locations as shown: 30 MPH between Englewood and West yard limit Rosenberg. 25 MPH Columbus, between MP 84.10 and MP 85.45.

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS** With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	15
Except:	
Through slip switches (including tangents)	10
Through turnouts on other than sidings	10
On Branches	10
Through turnouts and controlled sidings	
Missouri City, Sugar Land, Harlem and Rosenberg	25
Except through west turnout Rosenberg	15
Through connection Glidden-Victoria	
Subdivisions Tower 17	15
Heacker (Parker Brothers track)	8

**SPEED RESTRICTIONS:**

**AIR BRAKE RULE 33.** When speed is to be restricted to 45 MPH by AB Rule 33 account tonnage exceeds 80 tons per operative brake, Train LAHOT, when consisting of not more than 50% multi-level equipment, may be authorized by train order to operate at maximum speed otherwise allowed, but not exceeding speed shown in the following table:

**TONS PER OPERATIVE BRAKE**

		Between 80 & 85	Between 85 & 90
Number	1 - 50	70	65
of	51 - 60	65	65
Cars	61 - 65	65	55
	65 - 70	60	
	71 - 80	50	

**SPECIAL INSTRUCTIONS—GLIDDEN SUBDIVISION**

**BELLAIRE BRANCH**

20 MPH between interlocking signals at Eagle Lake.  
25 MPH on spur track leading to Arenal.

\*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
85.45	Columbus	84.10	30
69.17	Eagle Lake	67.13	30
62.10	Eagle Lake (Bellaire Branch)	59.90	30
36.76	Rosenberg	33.84	30

West MP	Station	East MP	MPH
0.28	Rosenberg (Victoria Line)	—	30
0.54	Rosenberg (Guy Branch)	—	30
33.84	Richmond	32.57	25
25.11	Sugar Land	21.81	45
21.81	Stafford	18.98	40
18.98	Missouri City	17.30	45

60 MPH between Houston City Limits (MP 16.42) and West Junction, except 45 MPH over South Post Oak Road (MP 13.54).

\*City ordinance speed restrictions are applicable approaching public crossings and until lead unit has passed over the crossings within corporate limits.

**SPECIAL INSTRUCTIONS—VICTORIA SUBDIVISION**

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	LOCATION	DESCRIPTION
<b>VICTORIA LINE</b>		
68.98	West of Edna.....Lavaca River Bridge.....	Overhead & Side
25.95	West of Wharton.....Colorado River Bridge.....	Overhead & Side
<b>PALACIOS BRANCH</b>		
37.85	West of Bay City.....Colorado River Bridge.....	Overhead & Side

**RULE 10-H. EXCEPTIONS:  
GUY BRANCH**

When a yellow flag is required it will be displayed one-half mile from point of restriction.

**RULE 15. EXCEPTIONS:  
GUY BRANCH**

The explosion of a torpedo requires movement at restricted speed for one mile from point where torpedo was exploded.

**RULE S-71.** There is no superiority of trains on main track between following points and trains and engines moving between these points must move with caution:

Wharton and Wharton Jct.....Victoria Line and Palacios Branch  
Guy Jct. and Tower 17.....Victoria Line and Guy Branch

**RULE 82-A.** Trains operating between MP 25.00 and Port Lavaca (Cuero Branch) may leave Victoria without obtaining clearance.

**RULE 83-A.** At the following stations only the trains indicated will register:

Cuero.....Trains directed by train order.  
Wharton.....Trains originating or terminating and trains directed by train order.  
Wharton Jct.....Trains directed by train order.

**RULE 83-B.** Trains originating or terminating at Tower 17 may register by ticket.

**RULE 93.** Yard limits are established at the following Locations:

West MP	Station	East MP
	Victoria .....	87.62
30.00	Victoria (Cuero Branch).....	25.00
3.00	Port Lavaca .....	
43.00	El Campo .....	37.00
27.02	Wharton .....	22.50
0.98	Rosenberg (Victoria Line).....	
38.78	Rosenberg (Glidden Subdivision).....	36.25
1.00	Rosenberg (Guy Branch).....	
138.10	Cuero (Yoakum Branch).....	134.15
55.67	Cuero (Cuero Branch).....	53.32
119.96	Yoakum .....	1.41

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:**

MP 35.9 Bay City (Palacios Branch).....A.T.&S.F. crossing protected by "Stop" signs.

MP 13.8 Newgulf (Palacios Branch).....A.T.&S.F. crossing protected by "Stop" signs.

**RULE 99-C.** Will apply between the following stations:  
Tower 17 and Victoria                      Victoria and Cuero  
Cuero and Yoakum

**RULE 103.** Kendleton: Automatic crossing gates installed F.M. 2919 crossing, have approach circuit identified by yellow paint on rail joints 16 feet both directions on siding. Movements on siding must not enter crossing without protection until gates have lowered. Cars must not be left between these yellow rail joints.

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 protection to traffic while movement is being made:

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

**RULE 104.** Normal position of rigid switches at junctions:

Cuero.....For East Leg of Wye (both switches) Yoakum to Cuero Branch movement.  
Wharton Junction.....For Victoria Line.  
Guy Junction.....For Victoria Line.



**RULE 204.** Trains, with the same conductor and engineer operating through stations indicated, may be issued train orders on one subdivision which affect their movements on other, or both, subdivisions:

Tower 17.....Trains of the Glidden and Victoria Subdivisions.

**RULE S-240. Movement of Trains By Staff System.**

Applies at following locations:

Territory	Register Location
MP 25.00 and Port Lavaca (Cuero Branch).....	Victoria

**RULE 538. SPRING SWITCH**

Spring switch not equipped with facing point lock located as follows:

Location	Normal Position
Wharton Junction*.....	East end siding.....Main track

\*Equipped with switch point indicator. Refer to Rule 540.

Facing point movement must not exceed 35 MPH over this switch.

**RULE 605. INTERLOCKING**

Wharton, MP 25.1, Tower 152 — A.T.&S.F. Crossing. No operator on duty. Normally lined for S.P. main track.

Blessing, MP 56.3 (Palacios Branch), Tower 157 — M.P. Crossing. No operator on duty. Normally lined for M.P.. Push-button controller and instructions for operation located at crossing.

Tower 17—A.T.&S.F. Crossing: See Special Instructions Glidden Subdivision.

Placedo, MP 14.2 (Cuero Branch), M.P. Crossing. Signals controlled by M.P. Train Dispatcher, Houston, M.P. telephone for communication with dispatcher is located at crossing. When signals do not display indication permitting train to proceed, member of crew must immediately communicate with M.P. Train Dispatcher.

**GENERAL REGULATIONS**

**RULE 812.** Trains operating on A.T.&S.F. track between Guy and Long Point will be governed by current A.T.&S.F. Southern Division Timetable. Southern Pacific Transportation Company Rules and Regulations of the Transportation Department and Timetable Bulletins will apply, except as modified below:

1. Temporary slow signals (yellow flag, disc or light) will be displayed not less than two miles, when practicable, in advance of locations where a reduction in speed is required, or where Form U train orders require trains to stop. Temporary resume speed signals (green disc) will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed speed specified by train order or special instructions until rear of train has passed temporary resume speed signal or train has cleared the restricted limits.

When temporary slow signals are displayed and train has not been restricted by train order or special instructions, two miles beyond the temporary slow signal, train will proceed prepared to stop short of a flagman, obstruction, temporary stop signals or men and machines fouling track, not exceeding 10 miles per hour for a distance of two miles or until rear of train has passed a temporary resume speed signal.

Temporary stop signals (red flag, disc or light) will be displayed at locations where trains must stop as required by Form U, Example (1), train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

When temporary stop signals are displayed, and train does not have a Form U, Example (1), train order, train must stop and not proceed until authorized by proper authority.

**2. Form U, Stop and Speed Limit Train Orders.**

(1) Eight naught one 8 01 A M until five naught one 5 01 P M between 15 poles west of MP 10 and MP 11 between D and E track is impassable stop and do not enter these limits until notified that track is passable.

Trains and engines must stop, and not pass, temporary stop signal until notified by foreman or supervisor in charge that track is passable. The foreman or supervisor in charge must specify the speed permitted through the limits specified.

(2) Eight naught one 8 01 A M until five naught one 5 01 P M approach (gang No—) between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

**RULE 827.**

**DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS**

Detectors installed at the following locations:

MP 21.5 between Wharton Jct. and Kendleton.

MP 29.1 between El Campo and Wharton.

(Refer to "Dragging and/or derailed equipment detectors", All Subdivisions)

**RULE 830. Palacios, Port Lavaca:**

Cars may be left on main track without protection.

**RULE 872.** Enginemen taking charge of engines at Victoria and Yoakum, will consider engines as having been supplied with water, fuel, sand and other supplies.

**AIR BRAKE RULES**

**RULE 24-G.** Will apply at:

Yoakum.

**MISCELLANEOUS**

1. Cuero: Structures adjacent to west end Oil Mill track No. 2 will not clear equipment of any type more than 60 feet in length.

2. Load limit (car and contents):

Victoria and Rosenberg.....	300,000
Newgulf and Wharton.....	300,000

**SPECIAL INSTRUCTIONS—VICTORIA SUBDIVISION**

Palacios and Newgulf.....	251,000
Yoakum and Victoria.....	263,000
Guy and Guy Branch.....	263,000
Port Lavaca and Victoria.....	251,000

4 (four) axle tank cars, when load limit of car is not exceeded, gross load of 315,000 pounds may be handled on territories where maximum load limit is 300,000 pounds.

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

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

**3. Palacios Branch**

Switch targets from initial switch MP 67.77, Palacios, to end of main track Palacios, are yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

**4. Cuero Branch**

Switch targets from initial switch MP 0.91, Port Lavaca, to end of main track Port Lavaca, are yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 15, 16 and 17, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 19 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Victoria to Tower 17:					Tower 17 to Victoria:				
89.80 to 88.50....			15	15	0.07 to 0.28....			15	15
88.50 to 23.50....			35	35	0.28 to 10.35....			25	25
23.50 to 10.35....			40	40	10.35 to 23.50....			40	40
10.35 to 0.28....			25	25	23.50 to 88.50....			35	35
0.28 to 0.07....			15	15	88.50 to 89.80....			15	15
Guy to Tower 17:					Tower 17 to Guy:				
15.70 to 0.00....			25	25	36.30 to 0.00....			25	25
0.00 to 36.30....			25	25	0.00 to 15.70....			25	25
Palacios to Wharton Junction:					Wharton Junction to Palacios:				
68.10 to 67.78....			15	15	0.00 to 12.75....			30	30
67.78 to 12.75....			20	20	12.75 to 67.78....			20	20
12.75 to 0.00....			30	30	67.78 to 68.10....			15	15
Victoria to Yoakum:					Yoakum to Victoria:				
<b>WESTWARD,</b>					<b>WESTWARD,</b>				
27.30 to 28.00....			20	20	1.40 to 0.00..			15	15
28.00 to 55.22....			30	30	118.20 to 135.40..			25	25

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD,					EASTWARD,				
55.22 to 135.40...			10	10	135.40 to 55.22..			10	10
135.40 to 118.20...			25	25	55.22 to 28.00..			30	30
0.00 to 1.40....			15	15	28.00 to 27.30..			20	20
Victoria to Port Lavaca:					Port Lavaca to Victoria:				
27.30 to 25.00....			20	20	0.00 to 0.50....			15	15
25.00 to 14.25....			30	30	0.50 to 14.10....			30	30
14.25 to 14.10....			20	20	14.10 to 14.25....			20	20
14.10 to 0.50....			30	30	14.25 to 25.00....			30	30
0.50 to 0.00....			15	15	25.00 to 27.30....			20	20

Trains handling cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS		With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, Balloon tracks, crossovers and turnouts.....		15
Except:		
Through slip switches (including tangents).....		10
Through turnouts on other than sidings.....		10
All yard tracks Alice.....		10
On Branches .....		10
Through connection Glidden-Victoria Subdivisions Tower 17.....		15

**SPEED RESTRICTIONS:**

30 MPH when handling carload sulphur between Kendleton and Tower 17.

**CUERO BRANCH**

20 MPH between interlocking signals, M.P. crossing, Placedo.

**PALACIOS BRANCH**

20 MPH between interlocking signals, M.P. crossing, Blessing.

\*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
92.02	Victoria	88.69	30
30.04	Victoria (Cuero Branch)	25.24	30
66.95	Edna	65.58	30
57.34	Ganado	56.29	30
39.75	El Campo	37.75	20
25.95	Wharton	24.05	20
37.50	Bay City	34.00	15

\*City ordinance speed restrictions are applicable approaching public crossings and until lead unit has passed over the crossings within corporate limits.

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description	Type
<b>BROWNSVILLE BRANCH</b>			
204.5	East of Brownsville	Expressway Overpass	Overhead
<b>ALICE-VICTORIA LINE</b>			
0.42	West of Skidmore	Highway 181 Overpass	Overhead
18.88	West of Mathis	Nueces River Bridge	Overhead & Side
137.97	East of Beeville	Medio Creek Bridge	Overhead & Side
133.60	East of Beeville	Blanco Creek Bridge	Overhead & Side
117.09	West of Goliad	San Antonio River Bridge	Overhead & Side
112.94	West of Fannin	Manahulla Creek Bridge	Overhead & Side
100.93	West of Aleo	Coletto Creek Bridge	Overhead & Side
92.01	West of Victoria	Guadalupe River Bridge	Overhead & Side

**RULE 10-H. EXCEPTIONS:  
ROCKPORT BRANCH**

When a yellow flag is required it will be displayed one-half mile from point of restriction.

**RULE 15. EXCEPTIONS:  
ROCKPORT BRANCH**

The explosion of a torpedo requires movement at restricted speed for one mile from point where torpedo was exploded.

**RULE 82-A.** Trains originating at Corpus Christi must obtain Southern Pacific and Missouri Pacific clearances and train orders (if any) before leaving Corpus Christi.

Trains leaving Victoria enroute Corpus Christi must obtain Missouri Pacific clearance and train orders (if any) before leaving Victoria. Trains enroute Corpus Christi originating at other stations must obtain Missouri Pacific clearance and train orders (if any) before leaving S. P. Junction.

Eastward trains originating Skidmore must obtain clearance bearing OK, Time and initials of Senior Chief Train Dispatcher before leaving Beeville.

Eastward trains originating Edinburg may run extra as ordered without clearance, but must obtain clearance bearing OK, Time and initials of Senior Chief Train Dispatcher before leaving Edinburg Yard.

**RULE 83.** An inferior train identifying a superior train in either direction within CTC Limits between Skidmore and Beeville or westward trains identifying trains in either direction at Tower 112, or between Tower 112 and Skidmore will not be required to check against the same train before leaving CTC Limits.

**RULE 83-A.** At the following stations, only the trains indicated will register:

Edinburg	Trains originating or terminating.
Edinburg Junction	Trains directed by train order.
Edinburg Yard	All trains.
Skidmore	Trains originating or terminating and trains directed by train order.
Harlingen	Trains originating or terminating and trains directed by train order.

**RULE S-71.** There is no superiority of trains on main track between following points and trains and engines moving between these points must move with caution:

Edinburg and East Switch No. 4 track	Brownsville and McAllen Branches
Edinburg Yard	
Jct. Switch Skidmore and beginning CTC	Alice Line-Corpus Christi Branch
Beeville	East end of CTC Limits and Train-Order Signal

**RULE S-71-97-99.** Trains between Corpus Christi and M.P. Junction, and Sinton and Rockport may operate without train-order or timetable authority and without superiority of trains. Between these points, trains may occupy main track without flag protection to the rear and all trains and engines must move with caution expecting to find main track occupied.

**RULE 93.** Yard limits are established at the following locations:

West MP	East MP	
	Brownsville	203.00
176.86	Harlingen	171.04
	McAllen	150.50
149.65	Merito	148.13
145.00	Edinburg Yard (McAllen Branch)	
143.97	Edinburg Yard (Brownsville Branch)	138.87
81.50	Falfurrias	77.57
45.87	Alice	40.86
16.13	Mathis	10.99
124.37	Sinton	120.00
106.30	Skidmore (Corpus Christi Branch)	
1.60	Skidmore (Alice Line)	103.80
92.90	Beeville (Skidmore—East Yard)	91.00
92.90	Beeville (Skidmore-Victoria)	143.00
	Corpus Christi	152.80
97.00	Victoria	
30.00	Victoria (Cuero Branch)	25.00

**Brownsville:** Main track ends at Edelstein spur, MP 203.88. All tracks west of this point are yard tracks.

**McAllen:** Main track ends at MP 151.86. All tracks west of this point are yard tracks.

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:**

- MP 205.1, Brownsville (Brownsville Branch) M.P. Belt crossing protected by "Stop" signs.
- MP 181.2, Brownsville Branch, M.P. crossing protected by gate and light. Normal position is for S.P. movements. Trains and engines must approach crossing with caution and when gate is set against M.P. movements, S.P. movements may be made over crossing without stopping, not exceeding 10 MPH until crossing covered. Should gate be inoperative or light not displayed by night, movements must stop and route known to be clear before proceeding.
- MP 152.0, McAllen (McAllen Branch) M.P. crossing protected by "Stop" signs.
- MP 43.4, Alice (Brownsville Branch) Tex-Mex. crossing protected by "Stop" signs.

**Drawbridges not interlocked:**

## SPECIAL INSTRUCTIONS—ALICE SUBDIVISION

**Corpus Christi Ship Channel:** Lift bridge on thoroughfare track is protected by gates equipped with lights. When gates are set for rail traffic, GREEN light may be displayed in center of track and on bridge above gate; when set for water traffic, a RED light may be displayed on gate in center of track and on bridge above gate. Trains or engines must approach gates WITH CAUTION and STOP if route is not clear. When route is clear trains or engines may proceed without stopping.

**RULE 99-C.** Will apply between the following stations:  
 Skidmore and Brownsville      Skidmore and Sinton  
 Victoria and Beeville

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

Harlingen.....Highway crossing on tracks serving Valley Co-op Mill.  
 McAllen.....First highway crossing west of M. P. crossing, and over Pecan Street crossing.  
 Gregory.....All crossings in Reynolds Aluminum Company Plant. All crossings in DuPont Plant.  
 Rockport.....Church Street.  
 Mathis.....State Highway 359 crossing on M. P. Interchange track.  
 Aloe.....Highway 59.

### KEY CONTROL BOXES:

Key Control Boxes are provided at following locations:  
 Darby.....F.M. 351  
 Gregory.....Dupont Lead - Highway 361.

Refer to Rule 505, All Subdivisions.

**RULE 104.** Normal position of rigid switches at junctions:

Edinburg Junction.....For Brownsville Branch  
 Skidmore.....For Alice Line  
 S.P. Junction.....For M.P. Connection

**RULE 204.** Trains, with the same conductor and engineer operating through stations indicated, may be issued train orders on one subdivision which affect their movements on other, or both, subdivisions:

Beeville.....Trains of the Alice Subdivision and San Antonio Division, Del Rio Subdivision.

### RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

**M.P. Junction.** Distant signal D-16 just west of Up River Road. When this signal is displaying restrictive indication, trains must not block Up River Road until it has been determined that movement onto main track of Missouri Pacific Railroad can be made without stopping.

**S.P. Junction.** Trains that are authorized to operate Sinton to Corpus Christi finding Distant signal D-1221 displaying restrictive indication must not pass this signal, except in switching movements, until Missouri Pacific dispatcher has been contacted. Missouri Pacific telephone located opposite signal D-1221.

### RULE 538. SPRING SWITCH

Spring switch not equipped with facing point lock located as follows:

Location	Normal Position
*M.P. Junction	
Connection to Savage Lane.....	Missouri Pacific Connection

\*Equipped with switch point indicator. Refer to Rule 540.

### RULE 680. AUTOMATIC INTERLOCKING

Harlingen MP 172.6.....	Tower 138.....	M. P. Crossing.
Mathis MP 13.9.....	Tower 159.....	M. P. Crossing.
Corpus Christi.....	On thoroughfare track .25 mile east of spring switch leading to M.P. connection.....	M. P. Crossing.
Sinton MP 122.8.....	Tower 193.....	M. P. Crossing.

### RULE 760. CENTRALIZED TRAFFIC CONTROL

Skidmore and Beeville.

Limits extend between:

Eastward absolute signal, MP 103.8, east switch, Skidmore and

Westward absolute signals at junction of Beeville Branch (San Antonio Division) and Alice-Victoria Line at Beeville.

Signals controlled by train dispatcher, Houston.

Siding, Darby, has dual control switches equipped with crank, each end.

When authorized by absolute signal indication, trains may enter CTC at Beeville and Skidmore without stopping to ascertain what instructions relating to track conditions are in effect, as prescribed by Rule 781.

Junction switch, Beeville, is dual control switch equipped with crank.

Spur track MP 94.54, near Darby, is equipped with Electric Switch Lock.

Beeville: When distant signal D-1453 on Victoria line and signal D-923 on Beeville Branch (San Antonio Division) approaching Beeville displays other than green aspect, trains will stop and member of crew will communicate with train dispatcher before proceeding to avoid blocking crossings. Telephone located 500 feet east of signal D-1453 and on pole opposite signal D-923.

### RULE 765 AND 765-A.

Skidmore CTC Eastward absolute signal, MP 103.8 has switch crank installed and mounted on signal case. Trains and engines engaged in switching at east end of yard involving movements beyond signal must obtain work and clock time limits under Rule 765 and are authorized and must use crank and consider indication of signal suspended as defined and required in Rule 765-A.

### GENERAL REGULATIONS

**RULE 825.** When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Skidmore—Not less than three brakes on east end.

Arroyo, MP 180.06—Air brakes must be cut in on all cars handled beyond grain elevator on Port tracks.

**RULE 827-A.** At following crew change points, trains handling tank cars containing Flammable Compressed Gas (FCG) must be given a rolling inspection by outbound train crew unless other instructed:

Alice

**RULE 830. Alice:** Cars may be left on main track between fouling points east and west end No. 1 track without protection.

**RULE 872.** Enginemen taking charge of engines at Alice, will consider engines as having been supplied with water, fuel, sand and other supplies.

**MISCELLANEOUS**

1. Aransas Pass: Engines must not go beyond No. 2 track switch Great Lakes Dredge and Dock Co. tracks.

**Gregory:** Engines and cars must not be operated beyond a point 50 feet east of scales on tracks B and C, Sherwin Plant.

**Alice:** Engines and cars must not be operated beyond a point 50 feet east of scales on Cotton Oil Mill track.

2. Load limit (car and contents):

Skidmore and Beeville.....	286,000
Gregory and Skidmore.....	286,000 (1)
Redfish and Gregory.....	286,000 (2)
Rockport and Redfish.....	251,000
Corpus Christi and Sinton.....	281,000
McAllen and Skidmore.....	263,000
Brownsville and Edinburg Junction.....	263,000
Beeville and Victoria.....	300,000

(1) Over 251,000# speed of 25 MPH must not be exceeded.

(2) Over 251,000# speed of 20 MPH must not be exceeded.

4 (four) axle tank cars, when load limit of car is not exceeded, gross load of 315,000 pounds may be handled on territories where maximum load limit is 300,000 pounds.

6 (six) axle tank cars, when load limit of car is not exceeded, gross load of 395,000 pounds may be handled on all territories where maximum load limit is 263,000 or more pounds except between Corpus Christi and Sinton.

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

**3. Rockport Branch**

Switch targets from initial switch MP 19.64, Rockport, to end of main track Rockport, are yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 15, 16 and 17, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on page 19 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Alice to Victoria:					Victoria to Alice:				
43.20	to	41.65..	20	20	89.80	to	90.70..	15	15
41.65	to	104.40..	25	25	90.70	to	134.00..	20	20
104.40	to	94.51..	40	40	134.00	to	145.80..	30	30
94.51	to	92.90..	30	30	145.80	to	92.90..	10	10
92.90	to	145.80..	10	10	92.90	to	94.51..	30	30
145.80	to	134.00..	30	30	94.51	to	104.40..	40	40
134.00	to	90.70..	20	20	104.40	to	41.65..	25	25
90.70	to	89.80..	15	15	41.65	to	43.20..	20	20

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Brownsville to Alice:					Alice to Brownsville:				
205.19	to	203.00..	10	10	43.20	to	142.25..	25	25
203.00	to	176.40..	25	25	142.25	to	143.80..	20	20
176.40	to	172.19..	20	20	143.80	to	172.19..	25	25
172.19	to	143.80..	25	25	172.19	to	176.40..	20	20
143.80	to	142.25..	20	20	176.40	to	203.00..	25	25
142.25	to	43.20..	25	25	203.00	to	205.19..	10	10
McAllen to Edinburg Junction:					Edinburg Junction to McAllen:				
152.69	to	150.40..	15	15	142.70	to	145.35..	15	15
150.40	to	145.35..	30	30	145.35	to	150.40..	30	30
145.35	to	142.70..	15	15	150.40	to	152.69..	15	15
Sinton to Skidmore:					Skidmore to Sinton:				
122.60	to	120.75..	25	25	104.40	to	120.75..	40	40
120.75	to	104.40..	40	40	120.75	to	122.60..	25	25
Rockport to Sinton:					Sinton to Rockport:				
21.30	to	4.00..	10	10	120.75	to	4.00..	25	25
4.00	to	120.75..	25	25	4.00	to	21.30..	10	10

Trains handling cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard, and other tracks, wyes, balloon tracks crossovers, turnouts, and slip switches.....	10
All yard tracks Alice.....	10

**SPEED RESTRICTIONS:**

**BROWNSVILLE BRANCH**

20 MPH between Edinburg Junction and Edinburg Yard.

**CORPUS CHRISTI BRANCH**

15 MPH over switches and connection, M.P. Junction.  
15 MPH over switches and connection, S.P. Junction.

\*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
176.26	Harlingen	172.19	20
154.49	Elsa	153.10	30
152.69	McAllen	150.40	15
144.11	Edinburg	142.36	15
145.35	Edinburg (McAllen Branch)		15
156.60	Corpus Christi	152.80	15
44.40	Alice	42.15	15
131.55	Taft	130.35	15
123.47	Sinton	122.23	15
94.51	Beeville	91.79	20
94.51	Beeville	144.66	20
92.02	Victoria	88.69	30

30 MPH over street crossings Goliad.

\*City ordinance speed restrictions are applicable approaching public crossings and until lead unit has passed over the crossings within corporate limits.

## SPECIAL INSTRUCTIONS—GALVESTON SUBDIVISION

(For movement within terminal limits Houston, also see Special Instructions, Houston Terminals)

### RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	Type
51.70	.....	Lift Bridge on Causeway.....	Overhead & Side
38.77	.....	Dickinson Bayou Drawbridge.....	Side
31.96	.....	Clear Creek Drawbridge.....	Side

**RULE S-71.** There is no superiority of trains on main track between following points and trains and engines moving between these points must move with caution:

Galveston.....Lift Bridge (west interlocking limit) and Galveston

**RULE 82-A.** Eastward trains originating Galveston may assume schedule or section, or run extra, as ordered, without clearance, but must obtain clearance bearing OK, time and initials of Senior Chief Train Dispatcher before leaving Lift Bridge.

Trains originating at Englewood will receive clearance and train orders at Car Checker Tower west end yard.

**RULE 83.** An inferior train identifying a superior train in either direction within CTC limits between Deer Park Jct. and Tower 86, or on double track between Tower 86 and Englewood will not be required to check against the same train before leaving CTC limits or passing from double to single track.

**RULE 83-A.** At the following stations, only the trains indicated will register:

Strang.....Trains directed by train order.  
Texas City Jct.....Trains directed by train order.

**RULE 83-B.** Trains originating or terminating at Englewood will register by ticket, conductor will deliver to train-order operator via pneumatic tube from Car Checker Tower, Englewood.

**RULE 93.** Yard limits are established at the following locations:

West MP	East MP
4.10 Houston .....	
31.50 Strang .....	14.70
Galveston .....	49.50

**RULE 95.** Sections of eastward trains may be authorized at Lift Bridge by clearance bearing words "green signals" or "no signals".

**RULE 98. RAILROAD CROSSING AT GRADE NOT INTERLOCKED:**

Galveston. On "Z" track Galveston, .3 mile west of main track switch. A.T.&S.F. crossing protected by "Stop" signs.

**RULE 99-C.** Will apply between the following stations:  
Deer Park and Galveston

**RULE 103.** For train, engine and switching movements indicated below, a member of crew must take position at crossing to afford protection to traffic while movement is being made:

San Leon — Highway 146.

Sinco: Automatic crossing gates installed Allen-Genoa crossing, have approach circuit identified by yellow paint on

rail joints 150 feet both directions on storage track. Movements on storage track must not enter crossing without protection until gates have lowered. Cars must not be left between these yellow rail joints.

**RULE 204.** Trains, with the same conductor and engineer operating through stations indicated, may be issued train orders on one subdivision which affect their movements on other, or both, subdivisions:

Harrisburg Jct.....Trains of the Glidden Subdivision and Galveston Branch.

**RULE 221.** Lift Bridge is a train-order office for Eastward trains only.

### RULE 605. INTERLOCKING

MP 32.0 Clear Creek — drawbridge

MP 38.8 Dickinson Bayou — drawbridge

Lift Bridge MP 51.7 (Galveston Causeway).

Interlocking limits extend between:

Interlocking signals governing westward trains at MP 50.70 and governing eastward trains at MP 52.92.

Dual control switches.

Trains passing an interlocking signal indicating STOP on authority of operator as prescribed by Rule 663, will not exceed 6 miles per hour to next signal or end of block.

A trainman must ride on rear of each train while crossing causeway.

### RULE 680. AUTOMATIC INTERLOCKING

Texas City Jct., MP 46.8, Tower 73 — T.C.T.RR Crossing  
Galveston Tower 38, on "Z" track Galveston, .4 mile west of main track switch. — G.H.&H. Crossing.

### RULE 760. CENTRALIZED TRAFFIC CONTROL

Tower 86—Deer Park Jct. and Harrisburg Jct.—Harrisburg, (Tower 30)

Limits extend between:

Absolute signal located west interlocking limits Tower 86 and absolute signals governing eastward trains Deer Park Jct. and between Harrisburg Jct. and absolute-interlocking signal governing eastward movements Harrisburg (Tower 30).

Two main tracks in service between Sinco Jct. and Pasadena Jct. both within CTC limits and signaled for movement in both directions. Two main tracks designated as follows:

S.P. Track.....Track No. 1

P.T.R.A. Track.....Track No. 2

Single track between Buffalo Bayou Drawbridge (5.10) and Manchester Jct., Pasadena Jct. and Deer Park Jct. and Track No. 1 will be used jointly by trains and engines of the Southern Pacific and P.T.R.A. under Transportation Department Rules and Regulations of the Southern Pacific Transportation Company.

P.T.R.A. westward movements approaching Sinco Jct. and P.T.R.A. eastward movements approaching Pasadena Jct. and finding absolute signal governing entrance to CTC on P.T.R.A. Track No. 2 displaying proceed indication or after obtaining permission to enter main track at either of these locations or at hand-operated switches located within CTC limits on Track No. 2 may occupy Track No. 2 moving in either direction without flag protection performing switching without obtaining work and clock time limits as prescribed by Rules 765 and 765-A as long as main track is continuously occupied or main track switch left open. If main track cleared and main track switch restored to normal position, new authorization must be secured before re-entering main track. Train dispatchers must not permit other movements to enter these limits while work is being performed as listed above.

Absolute signals governing movement over Buffalo Bayou Drawbridge (5.10) serve both as absolute and interlocking signals. Trains stopped by these signals must observe both CTC and interlocking rules and in addition movement must be preceded by member of crew through draw span as provided by Rule 663(c).

Interlocking signals at Tower 208 located just east of Booth Siding serve both as interlocking and absolute signals. Trains stopped by these signals must observe both interlocking and CTC rules.

When governing absolute signal authorizes movement to enter CTC, trains or engines will not be required to ascertain what instructions relating to track conditions are in effect as prescribed by Rule 781.

Unless Signal D-109 located east of crossing Highway 225, Sinco, displays proceed indication (green aspect), westward trains must stop before engine passes signal and member of crew communicate with train dispatcher to avoid blocking crossings.

**GENERAL REGULATIONS**

**HOT BOX DETECTORS**

**RULE 827.** Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility		Direction
			Facility	Direction	
4.7	Buffalo Bayou Drb and Tower 86	D	Englewood	Eastward	

(Refer to "Hot Box Detectors", All Subdivisions)

**RULE 830.** Galveston: Cars may be left on main track west of MP 55 without protection.

**RULE 872.** Enginemen talking charge of engines at Galveston, will consider engines as having been supplied with water, fuel, sand and other supplies.

**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, train must stop and gates inspected. If gates in place and locked, train 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. Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Strang	Old Bay Shore Line beyond a point ten car lengths from switch to East La Porte spur.
P		
AS 624		
AS 628		
AS 630		
AS 618		
EF 618		
EF 630		
EF 636	Sinco	Lead track to Goodyear tracks 1 and 2.
	Pasadena	Wald Transfer and Storage.

3. Load limit (car and contents):  
Galveston and Houston ..... 300,000

4 (four) axle tank cars, when load limit of car is not exceeded, gross load of 315,000 pounds may be handled on territories where maximum load limit is 300,000 pounds.

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

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

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 15, 16 and 17, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on page 19 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Galveston to Harrisburg Jct.					Harrisburg Jct. to Galveston:				
56.58	to 52.90	...	10	10	7.30	to 7.80	...	20	20
52.90	to 51.77	...	20	20	7.80	to 7.81	...	15	15
51.77	to 51.75	...	10	10	7.81	to 10.84	...	20	20
51.75	to 50.73	...	20	20	10.84	to 11.40	...	10	10
50.73	to 36.50	...	10	10	11.40	to 17.00	...	20	20
36.50	to 32.02	...	30	30	17.00	to 31.99	...	30	30
32.02	to 31.99	...	25	25	31.99	to 32.02	...	25	25
31.99	to 17.00	...	30	30	32.02	to 36.50	...	30	30
17.00	to 11.40	...	20	20	36.50	to 50.73	...	10	10
11.40	to 10.84	...	10	10	50.73	to 51.75	...	20	20
10.84	to 7.81	...	20	20	51.75	to 51.77	...	10	10
7.81	to 7.80	...	15	15	51.77	to 52.90	...	20	20
7.80	to 7.30	...	20	20	52.90	to 56.58	...	10	10
Harrisburg Jct. to Englewood:					Englewood to Harrisburg Jct.				
7.30	to 5.21	...	20	20	0.40	to 5.20	...	20	20
5.21	to 5.20	...	15	15	5.20	to 5.21	...	15	15
5.20	to 0.40	...	20	20	5.21	to 7.30	...	20	20

Trains handling cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

With Caution  
Not Exceeding  
MPH

Through sidings, yard, and other tracks, wyes, balloon tracks crossovers, turnouts, and slip switches	10
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**SPEED RESTRICTIONS:**

20 MPH over Galveston Causeway.

\*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
16.15	Pasadena	12.61	20
31.99	Seabrook	28.89	20

\*City ordinance speed restrictions are applicable approaching public crossings and until lead unit has passed over the crossings within corporate limits.

(For movement within terminal limits Houston, also see Special Instructions, Houston Terminals)

S.P. engines working within S.S.W. Yard, Lufkin, will be governed by S.P. Rules and Regulations.

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description	Type
60.97	East of Urbana	Trinity River Bridge	Overhead & Side
102.89	East of Corrigan	Neches River Bridge	Overhead & Side

**RULE 82-A.** Trains originating at Englewood will receive clearance and train orders at Car Checker Tower west end yard.

**RULE 83.** Eastward trains may identify westward trains between Englewood and Tower 26 to be applied at the end of two main tracks.

**RULE 83-B.** Trains originating or terminating at Englewood will register by ticket, conductor will deliver to train-order operator via pneumatic tube from Car Checker Tower, Englewood.

**RULE 93.** Yard limits are established at the following locations:

West MP	East MP
Houston	10.00
42.30 Cleveland	45.00
117.16 Lufkin	120.84

Tracks between Prosser and Lufkin and at Lufkin will be used jointly by trains and engines of Lafayette Division, Houston Division and A.&N.R. RR..

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED**

Lufkin, MP 118.4—S.S.W. Crossing. Protected by gate. Normal position is for S.P. movements. Trains and engines must approach crossing with caution and when gate is set against S.S.W. movements S.P. movements may be made over crossing without stopping but must not exceed 10 MPH until crossing is covered. Should gate be inoperative movements must stop and route known to be clear before proceeding.

**RULE 99-C.** Will apply between the following stations: Tower 26 and Lufkin.

**RULE 103.**

**Humble:** Eastward movement from siding to main track must stop short of first crossing west of east switch of siding and member of crew take position at crossing to afford protection to traffic until engine has covered crossing.

**KEY CONTROL BOXES:**

Key Control Boxes are provided at following locations:

Moscow \_\_\_\_\_ F.M. 350

Refer to Rule 505, All Subdivisions.

**RULE 104-A.** No. 1 track switch Louisiana Pacific Plant, Corrigan, equipped with red target and lock, also serves as derail. Normal position of switch is for movement on track No. 1.

**RULE 105.** Cars may be left on siding Moscow without permission from or notice to Chief Train Dispatcher.

**RULE 221.** Tower 26 is a train-order office for eastward trains only.

Unit for display of flashing white light installed at following locations:

Station	Location	Direction
Cleveland	On Train-Order Signal Mast	Westward
Shepherd	On mast at west switch of siding	Eastward

**RULE 306.** Following block signal equipped with triangular plate bearing letter "P" has included in its control limit some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch east switch No. 1 track, Lufkin	P-1203

**RULE 538. SPRING SWITCHES**

Spring switch equipped with facing point lock located as follows:

Location	Normal Position
Humble*①	East end siding
Lufkin	East switch No. 1 track

Spring switches not equipped with facing point locks located as follows:

Location	Normal Position
Livingston*#①	West end siding

\*Equipped with switch point indicator. Refer to Rule 540.

①Facing point movement must not exceed 35 MPH over this switch.

#An approach indicator for eastward trains is installed at MP 71.1, to indicate aspect of switch point indicator protecting spring switch at west switch of siding Livingston.

A green aspect in approach indicator indicates switch point indicator is displaying green aspect. A yellow aspect in approach indicator indicates switch point indicator is displaying red aspect.

**RULE 680. AUTOMATIC INTERLOCKING**

Cleveland, MP 43.7—A.T.&S.F. crossing.

**GENERAL REGULATIONS**

**HOT BOX DETECTORS**

**RULE 827.**

**Type A.** Hot Box Detector system in service at following location:

MP 12.43 between Tower 26 and Humble governs eastward trains.

Illum. Letter	On Signal	Approaching	Location of readout
H	On mast	Humble	MP 14.45
			MP 17.1

Letter "W" is not used in connection with this detector.



Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Direction
12.43	Tower 26 - Humble	D	Englewood	Westward
48.50	Cleveland - Shepherd	C	-----	{ Eastward and Westward
75.40	Livingston - Moscow	B	-----	{ Eastward and Westward
111.50	Diboll - Lufkin	C	-----	{ Eastward and Westward

(Refer to "Hot Box Detectors", All Subdivisions.)

**DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS**

Detectors installed at the following locations:

- MP 14.42 between Tower 26 and Humble
- MP 22.25 between Humble and Cleveland
- MP 41.28 between Humble and Cleveland
- MP 48.50 between Cleveland and Shepherd
- MP 57.50 between Shepherd and Livingston
- MP 64.08 between Shepherd and Livingston
- MP 75.40 between Livingston and Moscow
- MP 99.8 between Corrigan and Diboll
- MP 111.50 between Diboll and Lufkin

(Refer to "Dragging and/or Derailed Equipment Detectors", All Subdivisions.)

**RULE 827-A.** At following crew change points, trains handling tank cars containing Flammable Compressed Gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed:

Lufkin

**RULE 872.** Enginemen talking charge of engines at Lufkin, will consider engines as having been supplied with water, fuel, sand and other supplies.

**AIR BRAKE RULES**

**RULE 24-G.** Will apply at:

Lufkin

**MISCELLANEOUS**

1. Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Houston Shell & Concrete Co.	MP 14. Unloading hopper.
All engines	Holland Little Spur Bender	MP 13.5. Open pit.
All engines	Parker Bros. Co.	MP 10. Unloading hopper.

2. When average weight of cars in trains, other than locals or switchers, is more than sixty tons per car, do not handle any cars which weigh less than fifty tons within five cars of road engine.

3. Load limit (car and contents):

Houston and Lufkin.....281,000

4 (four) axle tank cars, when load limit of car is not exceeded, gross load of 315,000 pounds may be handled on territories where maximum load limit is 300,000 pounds and between Houston and Lufkin.

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

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

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 15, 16 and 17, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 19 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Tower 26 to Tower 68: 360.50 to 358.40..			30	30	Tower 68 to Tower 26: 358.40 to 360.50..			30	30
Tower 26 to Lufkin:					Lufkin to Tower 26:				
360.50	to	0.90..	10	10	118.20	to	116.01..	30	30
0.90	to	1.42..	20	20	116.01	to	103.50..	49	49
1.42	to	10.30..	30	30	103.50	to	99.80..	40	40
10.30	to	42.14..	49	49	99.80	to	90.62..	49	49
42.14	to	44.96..	25	25	90.62	to	87.34..	40	40
44.96	to	69.18..	49	49	87.34	to	72.45..	49	49
69.18	to	70.58..	45	45	72.45	to	70.58..	25	25
70.58	to	72.45..	25	25	70.58	to	69.18..	45	45
72.45	to	87.34..	49	49	69.18	to	44.96..	49	49
87.34	to	90.62..	40	40	44.96	to	42.14..	25	25
90.62	to	99.80..	49	49	42.14	to	10.30..	49	49
99.80	to	103.50..	40	40	10.30	to	1.42..	30	30
103.50	to	116.01..	49	49	1.42	to	0.90..	20	20
116.01	to	118.20..	30	30	0.90	to	360.50..	10	10

Trains handling cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, must not exceed 40 MPH between Houston and Lufkin and must not exceed speed indicated at locations as shown:

- 30 MPH Humble, between MP 17.00 and MP 17.30
- 30 MPH Corrigan, between MP 91.0 and MP 93.50
- 30 MPH Diboll, between MP 106.35 and MP 107.70
- 25 MPH Lufkin, between MP 116.01 and MP 120.11

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
Through turnouts on other than sidings....	10

**SPECIAL INSTRUCTIONS—LUFKIN SUBDIVISION**

**SPEED RESTRICTIONS:  
AIR BRAKE RULE**

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

Eastward			Westward		
(Station) to (Station)		Speed	(Station) to (Station)		Speed
MP	MP		MP	MP	
72.02	- 80.70	25	87.70	- 87.10	25
88.55	- 89.49	25	93.80	- 93.77	25
94.91	- 95.00	25	99.74	- 99.66	25
99.97	- 100.03	25	108.01	- 106.42	25
107.63	- 113.65	25	117.68	- 113.07	25

\*Through corporate limits, speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
70.58	Livingston	72.45	25
91.00	Corrigan	93.50	30
116.01	Lufkin	120.11	30

\*City ordinance speed restrictions are applicable approaching public crossings and until lead unit has passed over the crossings within corporate limits.

**SPECIAL INSTRUCTIONS—SHREVEPORT SUBDIVISION**

S.S.W. General Order Book maintained at Lufkin Roundhouse and Lufkin Train-Order Office. Be governed by Rule 6 Uniform Code of Operating Rules.

Between Yard Limit board MP 225.84 and Jordan, trains and engines will be governed by Southern Pacific Transportation Company current timetable, and Rules and Regulations of the Transportation Department.

Within S.S.W. Yard, Shreveport, trains and engines will be governed by S.S.W. current Timetable, Special Instructions, Uniform Code of Operating Rules and instructions issued by Trainmaster S.S.W., Shreveport.

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description	Type
<b>SHREVEPORT LINE</b>			
190.78	East of Haslam Shreveport, on I.C.G. joint track between Jordan & S.S.W. conn. at Spring Street	Sabine River Bridge	Overhead & Side
		Marshall St. Underpass	Side
		Market St. Overpass	Overhead & Side
		Spring St. Overpass	Overhead & Side
<b>JACKSONVILLE BRANCH</b>			
202.20	Jacksonville	M.P. Overpass	Overhead & Side
200.28	Jacksonville	S.S.W. Overpass	Overhead & Side

**RULE 10-H. EXCEPTIONS:  
JACKSONVILLE BRANCH**

When a yellow flag is required it will be displayed one-half mile from point of restriction.

**RULE 15. EXCEPTIONS:  
JACKSONVILLE BRANCH**

The explosion of a torpedo requires movement at restricted speed for one mile from point where torpedo was exploded.

**RULE 20, 20-A and 21.** Between Jordan and Shreveport (S.S.W. Yard) signals will be displayed as authorized on Shreveport Subdivision.

**RULE S-71.** There is no superiority of trains on main track between following points and trains and engines moving between these points must move with caution:

Prosser and Lufkin	Shreveport Subdivision and Rockland Branch
Nacogdoches	Beginning of A-PB and Train-Order Signal

**RULE S-71, 97 and 99.** Trains between Jacksonville and Bonita Junction may operate without train-order or timetable authority and without superiority of trains. Between these points, trains may occupy main track without flag protection to the rear and all trains and engines must move with caution expecting to find main track occupied.

**RULE 82-A and 95.** Westward trains originating at Jordan must obtain clearance from Shreveport (S.S.W. Yard). Clearance for regular trains to bear the words "GREEN SIGNALS" or "NO SIGNALS".

Extra trains originating at Prosser must obtain clearance and train orders from train-order office, Lufkin.

**RULE 83.** A westward train checking an opposing regular train on train register at Shreveport (S.S.W. Yard), or identifying an opposing train between Shreveport (S.S.W. Yard) and Jordan will not be required to check against the same train before leaving Jordan.

**RULE 83-A.** At the following stations only trains indicated will register:

Lufkin	Trains originating or terminating. Conductors of trains originating or terminating at Prosser will register at Lufkin and indicate arrival or departure time which applies at Prosser, by showing "Prosser" in parenthesis above time.
Prosser	Trains directed by train order.

**RULE 93.** Yard limits are established at the following locations:

West MP	Station	East MP
117.16	Lufkin	120.84
136.34	Nacogdoches	140.10
225.84	Shreveport	
203.43	Jacksonville	199.71

Tracks between Prosser and Lufkin and at Lufkin will be used jointly by trains of Lafayette Division, Houston Division and A.&N.R. RR..

**RULE 99-C.** Will apply between the following stations: Garrison and Jordan

**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
Nacogdoches	Industry spur track	Church Street
Nacogdoches	Industry spur track	Fredonia Street
Nacogdoches	Industry spur track	Pecan Street
Nacogdoches	Industry track	Butt Street
Garrison	Brick Yard lead	Highway 59
Logansport	House track	Third Street
Logansport	South track	Third Street

**KEY CONTROL BOXES:**

Key Control Boxes are provided at following locations:

Appleby	F.M. 941
Tenaha	U.S. 59*
Tenaha	F.M. 947*

\*Automatic crossing protection on Highway 59 and Farm Road 947 crossing has silver paint on rail and ties 60 feet from both sides of crossing on all tracks. Cars must not be left between these painted locations.

Nacogdoches: Automatic warning signals, Main Street, will not operate for yard track movement until leading wheels have passed insulated joints immediately each side of crossing.

Before movement on yard track over crossing is made member of crew must operate Key Control.

Refer to Rule 505, All Subdivisions.

**RULE 104.** Normal position of rigid switches at junctions:

Prosser (on A. & N.R. RR.)	For connection to Shreveport Subdivision.
Prosser	For Shreveport Subdivision.
Bonita Junction	Jacksonville Branch For Shreveport Subdiv.
Jordan	I.C.G.RR. For Shreveport Subdiv.

**RULE 105.** Cars may be left on sidings Tenaha, Staples and Haslam without permission from or notice to Chief Train Dispatcher.

**RULE 221.** Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Tenaha	On mast Signal D-1769 and on Train-Order Signal	Westward

**RULE 306.** Following block signal equipped with triangular plate bearing letter "P" has included in its control limit some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch east switch No. 1 track, Lufkin	P-1203

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

**Prosser:** Switches of both A.&N.R.R.R. connections are equipped with electric switch locks, with time release of 3 minutes.

**RULE 538. SPRING SWITCH**

Spring switch equipped with facing point lock located as follows:

Location	Normal Position
Lufkin	East switch—No. 1 track Main track

**RULE 605. INTERLOCKING**

**Prosser, MP 120.4—A.&N.R.R.R. crossing.** Limits extend between opposing interlocking signals on Shreveport Subdivision (Shreveport Line) and between opposing stop signs on A.&N.R.R.R. No operator on duty. Normally lined for S.P..

**Tenaha, MP 176.1—A.T.&S.F. crossing.** No operator on duty. Normally lined for S.P..

**RULE 680. AUTOMATIC INTERLOCKING**

Mile Post 225.8 M.P. crossing.

**RULE 740. ABSOLUTE-PERMISSIVE BLOCK**

Nacogdoches and Bonita Junction

Limits extend between:

MP 138.4 and MP 141.5

To enter A-PB from Jacksonville Branch at Bonita Junction, if block indicator indicates "block clear" switch may be thrown. If block indicator indicates "block occupied", wait ten minutes and if block indicator fails to indicate "block clear" comply with Rule 81-A. When switch is lined, signal at fouling point should display proceed indication. If signal fails to display proceed indication, movement may be made as prescribed by Rule 744 or 745.

**GENERAL REGULATIONS**

**HOT BOX DETECTORS**

**RULE 827.** Location and type detector system as follows:

MP	Location	Type	Direction
133.80	Climax - Nacogdoches	C	Eastward and Westward
164.20	Garrison - Tenaha	C	Eastward and Westward
188.77	Paxton - Haslam	C	Eastward and Westward
219.60	Keithville - Staples	C	Eastward and Westward

(Refer to "Hot Box Detectors", All Subdivisions.)

**DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS**

Detectors installed at following locations:

- MP 123.90 between Prosser and Climax
- MP 133.80 between Climax and Nacogdoches
- MP 141.30 between Nacogdoches and Bonita Junction
- MP 164.20 between Garrison and Tenaha
- MP 188.77 between Paxton and Haslam
- MP 195.30 between Logansport and Longstreet
- MP 228.00 between Staples and Jordan

(Refer to "Dragging and/or Derailed Equipment Detectors" All Subdivisions.)

**RULE 827-A.** At following crew change points, trains handling tank cars containing Flammable Compressed Gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed:

Lufkin

**RULE 830. Jacksonville:** Cars may be left on main track between MP 201.75 and MP 200.70 unprotected.

**RULE 872.** Enginemen talking charge of engines at Lufkin and Jacksonville, will consider engines as having been supplied with water, fuel, sand and other supplies.

**SPECIAL INSTRUCTIONS—SHREVEPORT SUBDIVISION**

**AIR BRAKE RULES**

**RULE 24-G.** Will apply at:  
Lufkin.

**MISCELLANEOUS**

1. When average weight of cars in trains, other than locals or switchers, is more than sixty tons per car, do not handle any cars which weigh less than fifty tons within five cars of road engine.

2. Load limit (car and contents):

Lufkin and Shreveport.....	281,000
Bonita Junction and Stryker Creek.....	281,000
Stryker Creek and Jacksonville.....	251,000

4 (four) axle tank cars, when load limit of car is not exceeded, gross load of 315,000 pounds may be handled on territories where maximum load limit is 300,000 pounds and between Lufkin and Shreveport.

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

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

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 15, 16 and 17, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on page 19 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Lufkin to Jordan:					Jordan to Lufkin:				
118.20	to	120.00..	30	30	230.80	to	222.86..	20	20
120.00	to	125.70..	49	49	222.86	to	192.83..	49	49
125.70	to	135.70..	40	40	192.83	to	190.97..	35	35
135.70	to	139.00..	30	30	190.97	to	183.15..	49	49
139.00	to	142.55..	40	40	183.15	to	182.70..	40	40
142.55	to	152.70..	49	49	182.70	to	175.34..	49	49
152.70	to	158.70..	40	40	175.34	to	173.40..	40	40
158.70	to	173.40..	49	49	173.40	to	158.70..	49	49
173.40	to	175.34..	40	40	158.70	to	152.70..	40	40
175.34	to	182.70..	49	49	152.70	to	142.55..	49	49
182.70	to	183.15..	40	40	142.55	to	139.00..	40	40
183.15	to	190.97..	49	49	139.00	to	135.70..	30	30
190.97	to	192.83..	35	35	135.70	to	125.70..	40	40
192.83	to	222.86..	49	49	125.70	to	120.00..	49	49
222.86	to	230.80..	20	20	120.00	to	118.20..	30	30
Jacksonville to Bonita Junction:					Bonita Junction to Jacksonville:				
203.43	to	154.70..	25	25	154.70	to	203.43..	25	25

Trains handling cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, must not exceed 40 MPH between Lufkin and Shreveport and must not exceed speed indicated at locations as shown:

- 25 MPH Lufkin, between MP 116.01 and MP 120.11
- 25 MPH Nacogdoches, between MP 136.15 and MP 142.50
- 30 MPH Garrison, between MP 157.79 and MP 159.07
- 30 MPH Timpson, between MP 166.10 and MP 167.53
- 30 MPH Tenaha, between MP 175.34 and MP 177.46
- 25 MPH Logansport, between MP 190.97 and MP 192.83

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyies, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
Though turnouts on other than sidings....	10
On Branches .....	10
Shreveport Yard, track No. 21 between Red Junction and North Scale track switch.....	10

**SPEED RESTRICTIONS:**

15 MPH between Spring Street Junction and Jordan.

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

Eastward			Westward			
(Station) to (Station)			(Station) to (Station)			
MP	MP	Speed	MP	MP	Speed	
124.89	-	126.80	25	122.88	- 122.81	25
142.76	-	160.90	25	132.85	- 131.49	25
165.99	-	178.90	25	141.92	- 141.47	25
182.01	-	187.77	25	148.96	- 146.46	25
198.92	-	198.98	25	154.09	- 152.52	25
205.07	-	208.16	25	157.63	- 156.91	25
213.14	-	213.22	25	165.03	- 162.31	25
224.05	-	224.11	25	187.06	- 171.13	25
				199.69	- 197.33	25
				211.35	- 211.30	25
				223.50	- 223.41	25

\*Through corporate limits, speed of trains restricted as follows:

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
136.15	Nacogdoches	142.50	30
166.10	Timpson	167.53	40
175.34	Tenaha	177.46	35
190.97	Logansport	192.83	35
222.86	Shreveport	—	20
202.63	Jacksonville	200.19	20

\*City ordinance speed restrictions are applicable approaching public crossings and until lead unit has passed over the crossings within corporate limits.

(For movement within terminal limits Houston, also see Special Instructions, Houston Terminals)

(For movement within yard limits Hearne, also see Special Instructions, San Antonio Division)

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

Mile Post	Location	Description	Type
66.84	East of Navasota	Bridge 66.84	Side
51.99	West of Hempstead	Bridge 51.99	Side
41.35	West of Waller	Bridge 41.35	Side
24.87	East of Cypress	Bridge 24.87	Side

**RULE S-71.** There is no superiority of trains on main track between following points and trains and engines moving between these points must move with caution:

Navasota	Fouling point west end of siding and interlocking signal governing westward movement 8 feet west of west switch.
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**RULE 82-A.** Westward trains originating Houston, Eureka or Hardy Street must obtain clearance from Englewood to be delivered by messenger, bearing the OK, time and initials of the Senior Chief Train Dispatcher before leaving.

Trains originating at Englewood will receive clearance and train orders at Car Checker Tower west end yard.

When crew ordered for Cypress Turn or when the Houston-Waller Local will not operate west of west yard limit board Cypress, (originating at Hardy St. or Englewood), Conductor and Engineer, before leaving, must obtain clearance from Englewood addressed to the ENGINE, bearing the OK, time and initials of Senior Chief Train Dispatcher.

For clearance requirements Missouri Pacific trains entering CTC at Bryan or Navasota, see last paragraph Rule 760, Special Instructions, Hearne Subdivision.

All trains operating through Hearne with same conductor or engineer may receive clearance and train orders at train-order office.

Trains originating Hearne (other than trains operating through with same conductor) will receive clearance and train orders at yard office, Hearne, via pneumatic tube.

**RULE 83.** An inferior train identifying a superior train in either direction within CTC limits, between Bryan and Navasota will not be required to check against the same train before leaving CTC limits.

Westward trains may identify trains in either direction between Englewood and Eureka to be applied at Eureka. Rule 14 (k) will apply.

**RULE 83-A.** At the following stations only the trains indicated will register:

Waller	Trains directed by train order.
Salt Mine Spur	Trains directed by train order.
Cypress	Trains directed by train order.

**RULE 83-B.** Trains originating or terminating at Englewood will register by ticket, conductor will deliver to train-order operator via pneumatic tube from Car Checker Tower, Englewood.

**RULE 93.** Yard limits are established at the following locations:

West MP	East MP
122.05	Hearne 117.90
103.00	Bryan 97.00
70.85	Navasota 67.00
53.00	Hempstead 49.70
27.00	Cypress 10.00
10.00	Houston

**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.

**KEY CONTROL BOXES:**

Key Control Boxes are provided at following locations:  
Hempstead—Austin Street  
Refer to Rule 505, All Subdivisions.

**RULE 221.** Tower 26 is a train-order office for westward trains only.

**RULE 306.** Following block signals equipped with triangular plate bearing letter "P", have included in their control limit, some special protective device.

Eastward Signal	Protection	Westward Signal
	Spring switch east end siding, Hempstead	P-505

**RULE 538. SPRING SWITCHES**

Spring switch not equipped with facing point locks located as follows:

Location	Normal Position
Hempstead East end siding	Main Track

Facing point movement must not exceed 35 MPH over this switch.

**RULE 680. AUTOMATIC INTERLOCKING**

Bryan, Tower 36, MP 99.3—M.P. crossing.  
Navasota, Tower 41, MP 70.6—A.T.&S.F. crossing.

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

**Bryan and Navasota**

Limits extend between Eastward absolute signals M.P. Connection, Bryan and Westward absolute signals M.P. Connection, Navasota.

Dual control switches equipped with selector lever and hand throw lever located:

M.P. Connections Bryan and Navasota

Both switches siding Bryan

Electric switch locks located both ends siding Millican and M.P. transfer switch, Navasota.

**SPECIAL INSTRUCTIONS—HEARNE SUBDIVISION**

When interlocking signal located 8 feet west of west switch to siding Navasota governing westward movements on main track does not display proceed indication (green aspect) trains must not pass fouling point of siding until permission is obtained from train dispatcher.

Movements to enter main track at west end siding-Navasota, after complying with Rule 81-A, may line switch and then be governed by signal indication displayed in interlocking signal governing westward movements located 8 feet west of west switch to siding.

Unless signal 1014, approaching Bryan, displays proceed (Rule 281) eastward trains with more than 40 cars will stop and communicate with train dispatcher before proceeding to avoid blocking crossings 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, before proceeding to avoid blocking crossings between this signal and beginning of CTC.

Eastward M.P. trains that have secured S. P. clearance at Valley Jct. or Bryan and westward M.P. trains at Belt Jct. (Houston) may enter CTC at Bryan or Navasota without stopping to ascertain what instructions are in effect relating to track conditions as prescribed by Rule 781 when authorized by signal indication. Other M.P. trains must stop and ascertain from train dispatcher regardless of signal indication what instructions are in effect relating to track conditions before entering CTC at Bryan or Navasota.

**GENERAL REGULATIONS**

**HOT BOX DETECTORS**

**RULE 827.** Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility		Direction
5.25	Eureka - Chaney Jct. (Eastward main track)	D	Englewood		Eastward
45.05	Hempstead - Waller	B			Eastward and Westward
75.00	Navasota - Millican	C			Eastward and Westward
112.30	Bryan - Sutton	C			Eastward and Westward

(Refer to "Hot Box Detectors," All Subdivisions.)

**DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS**

Detectors installed at following location:

MP 75.00 between Navasota and Millican

(Refer to "Dragging and/or Derailed Equipment Detectors", All Subdivisions.)

**MISCELLANEOUS**

1. Load limit (car and contents):  
Hearne and Houston.....300,000

4 (four) axle tank cars, when load limit of car is not exceeded, gross load of 315,000 pounds may be handled on territories where maximum load limit is 300,000 pounds.

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

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

**AIR BRAKE RULES**

**RULE 24-G.** Will apply at:

Hearne

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 15, 16 and 17, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on page 19 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Hearne to Eureka:					Eureka to Hearne:				
117.90	to	95.00..	25	25	5.67	to	14.15..	20	20
95.00	to	73.50..	55	55	14.15	to	71.00..	25	25
73.50	to	71.00..	40	40	71.00	to	73.50..	40	40
71.00	to	14.15..	25	25	73.50	to	95.00..	55	55
14.15	to	5.67..	20	20	95.00	to	117.90..	25	25
Eureka to Tower 26:					Tower 26 to Eureka:				
5.67	to	2.80..	30	30	360.50	to	2.80..	15	15
2.80	to	360.50..	15	15	2.80	to	5.67..	30	30
Chaney Jct. to Tower 26:					Tower 26 to Chaney Jct.:				
(Psg. Main)					(Psg. Main)				
2.80	to	1.76..	30	30	360.50	to	1.76..	15	15
1.76	to	360.50..	15	15	1.76	to	2.80..	30	30
Tower 26 to Tower 68:					Tower 68 to Tower 26:				
360.50	to	358.40..	30	30	358.40	to	360.50..	30	30

Trains handling cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, and must not exceed speed indicated at locations as shown:  
25 MPH College Station, between MP 93.28 and MP 97.64

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS** With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
Through turnouts on other than sidings....	10
Through turnouts M.P. connection	
Bryan and Navasota.....	25
Through siding and east turnout, Bryan.....	25

**SPEED RESTRICTIONS:**

\*Through corporate limits speed of trains restricted as follows:

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
101.73	Bryan	97.64	25
72.41	Navasota	69.92	25

\*City ordinance speed restrictions are applicable approaching public crossings and until lead unit has passed over the crossings within corporate limits.

(For movements between MP 12.77, west of West Junction and Harrisburg (Tower 30), also see Special Instructions relating to Centralized Traffic Control, Glidden Subdivision).

(For movements between MP 9.16, west of Manchester Jct. and Tower 86, also see Special Instructions relating to Centralized Traffic Control, Galveston Subdivision).

Special Instructions of Houston Terminals apply within Houston Terminal limits.

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description	Type
5.10	Buffalo Bayou Drawbridge	Overhead & Side	
361.90	Tower 108, Main Street Viaduct	Overhead	

**RULE 26-A. Englewood:** Indicator lights located above each end of track R-8, PFE icing facilities, govern movements on this track as follows:

- Green: Track may be used for train movements or switching.
- Yellow: Track may be entered, switched, and engines, cars or cabooses added or detached.
- Red: Track must not be entered and restricts any movement by trains, engines or cars on or out of this track. Trains made up on this track must not depart until it has been ascertained indicator displays green aspect.
- Not Lighted: Must be considered as displaying most restrictive indication and icing facilities Foreman must be contacted for instructions before entering track.

**RULE 93.** Yard limits are established at the following locations:

**HOUSTON TERMINALS**

West MP	East MP
4.10 Galveston Branch	
Lafayette Division, Lafayette Subdivision	352.70
Lufkin Subdivision	10.00
( 10.00 ) Hearne Subdivision	2.80*
( 2.80 ) Psgr Main	
(360.50)	
9.00 Bellaire Branch	
( 12.60 ) Glidden Subdivision	2.80*
( 2.80 ) Psgr Main	
(360.50)	

\*East MP 2.80 Yard Limit board located on south side of double track.

**RULE D-97.** Applies between Houston, Eureka and West Junction, Tower 86 and Englewood.

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED**

M. P. Crossing protected by gate located on industrial lead leading off at Buffalo Bayou Drawbridge (5.10). Normal position lined for M. P. movements. Gates equipped with electric lock, movements in either direction must contact train dispatcher to operate release then be governed by instructions posted at crossing as to operation of gate.

M.K.T. crossing on wye, Tower 13, protected by gate equipped with electric lock. Normal position is for movement on M.K.T.. Movements on wye in either direction must stop short of "STOP" signs located approximately one hundred (100) feet from each side of crossing and then be governed by instructions for operation of gate posted at crossing.

Emergency release located inside lock box is to be used only in case of electrical or mechanical failure as indicated by failure of release to function after several minutes.

When necessary to break seal and push button to operate emergency lock release, movements may be made only after flag protection is provided on intersecting track and then superintendent must be notified.

M.K.T. crossing on Heights lead protected by stop signs.

P.T.R.A. Crossing on Hoffman Spur off Clinton line protected by gate. Normal position lined for P.T.R.A. movement.

**RULE 103. KEY CONTROL BOXES:**

Key Control Boxes are provided at following locations:

- Lathrop Street (East of Tower 86)
- Kress Street (West of Baer)
- Wallisville Road (Englewood)
- Lockwood Drive (on Highline Industrial Lead)
- Harvard Street (West of Chaney Jct.)
- Heights Boulevard (West of Chaney Jct.)
- Sherwin Street (East of Eureka)
- Westheimer Road (MP 3.2 Glidden Subdivision)
- Richmond Avenue (MP 3.9 Glidden Subdivision)
- Chocolate Bayou Road (MP 2.69 East of Medio)
- Pease Street (on SA&AP Industrial Lead)
- Jefferson Street (on SA&AP Industrial Lead)
- Calhoun Street (on SA&AP Industrial Lead)
- Pierce Street (on SA&AP Industrial Lead)
- Dowling & Pease Streets (on SA&AP Industrial Lead Wye)
- Chimney Rock (on Bellaire Branch)
- Lyons Avenue & Nance Streets (on old Passenger Main)
- Hirsch Road (Highline)
- Canal Street (SA&AP Industrial Lead)
- Hardy Street (Frt. Main)
- Kirby Drive (Tower 30 - West Junction)
- Royalton Street (Bellaire Branch)
- Renwick Street (Bellaire Branch)

San Jacinto Street, Peden Warehouse and Houston Terminal Leads. Key control must be operated before movement fouls San Jacinto Street.

Polk Avenue. Flasher lights installed at Polk Avenue crossing in Polk Avenue Yard. Crossing must not be entered until key control boxes are operated for movement on all tracks. Key control boxes located on each flasher light mast.

Wallisville Road, Englewood. Train and engine movements into and out of Englewood on Baer Route and Wye-26 lead tracks must ascertain that automatic crossing gates are lowered before engine or cars enter crossing. Movements on Wye-26 lead tracks must not exceed 5 MPH until engine or cars cover crossing.

Galveston Branch. Clinton Industrial Spur: Automatic crossing gates installed on Vinson Supply lead at Clinton Drive crossing, have approach circuit identified by yellow paint on joints 20 feet both directions on lead. Movements on Vinson lead must not enter crossing without protection until gates have lowered. Cars must not be left between these yellow joints.

Hearne Subdivision. When using Craft Industrial lead, MP 6.5, west of Eureka, movement should not be stopped occupying Highway 290, if practicable to avoid it. Derrail located each side of highway crossing.

Automatic crossing gates located between Eureka and West Junction. Gates will operate for movements against

current of traffic, but such movements must not exceed 15 MPH approaching crossings:

Location	Mile Post
San Felipe Road*	2.9
Westheimer Road*	3.2
Richmond Avenue*†	3.9
Richmond Road*	4.9
Bellaire Boulevard*	5.7
North Braeswood	6.8
South Braeswood	7.0
West Bellfort*	8.0
Willowbend	8.5

\* Signs reading "FIRST GATE CONTROL" and "SECOND GATE CONTROL" are located in advance of crossings for movement with current of traffic. If more than two minutes used for movement between first and second gate control signs, gates will raise and movement must not exceed 6 MPH between second gate control sign and crossing.

† Eastward movements entering Glidden Subdivision eastward track at Bellaire Jct. from either Bellaire Branch or SA&AP Industrial Lead must not exceed 15 MPH until engine covers Richmond Avenue.

Automatic crossing gates located Chimney Rock crossing, MP 7.9, Bellaire Branch, have signs for eastward movements reading "FIRST GATE CONTROL" and "SECOND GATE CONTROL" in advance of crossing. If more than two minutes used for movements between first and second gate control signs, gates will raise and movement entering crossing must not be made without protection. Key control box located at crossing.

Eastward movement must not exceed 10 MPH approaching Chimney Rock crossing, MP 7.9, until it is known gates are protecting crossing.

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

Refer to Rule 505, All Subdivisions.

**RULE 104.** Normal position of rigid switches at junctions and certain other locations:

Houston—Normal position of east switch of crossover from eastward track, just east of Signal X-17, to main track will be for movement from eastward track to main track. All inside switches lined and locked for movements on main track.

Englewood—Switch targets on slip (Puzzle) switches on North Trimmer Slip Lead and South Trimmer Slip Lead display aspects as follows:

**Green**—When lined for movement on Slip Lead, or from a through track into Slip Lead.

**Yellow**—For straight-away movement on through track across Slip Lead or from Slip Lead to through track.

**RULE D-251.** Will apply on double track between: Houston, Eureka and West Junction. Tower 86 and Englewood.

**RULE D-252.** Second paragraph will not apply to trains specified which enter main track at:

Bellaire Jct.	Eastward trains which have secured clearance at Eagle Lake.
Eureka	Eastward and Westward trains which have secured clearance at Hearne or Englewood.
Chaney Jct.	Westward trains which have secured clearance at Englewood.

**RULE 306.** Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device. Interlocking signals are listed "P-I", absolute signals "P-A":

Eastward Signal	Protection	Westward Signal
P-A	West Junction—Switch connecting westward main track to single track	
	Bellaire Jct.—Spring switch east end crossover between main tracks	P-I
P-A	(Eastward absolute signal on main track and siding, East Switch Stella)	
	Stella—Collision detector, highway underpass bridge over Highway 288 (Alameda Road)	
	(Westward absolute signal, East Switch Stella)	P-A
P-I	Englewood—Spring switch connecting westward thoroughfare track with west end track S-13	
	Main track west of Nance Street—Spring switch east end M.K.T. connection	P-A
P-I	Tower 86—Spring Switches (facing point)	P-I

**RULE 505, D-151 and D-152.**

Two running tracks (which are yard tracks) begin MP 359 and extend eastward around south side of Englewood Yard a distance of approximately two miles to sign reading "End of Double Track" and are designated as follows:

Westward Thoroughfare Track—North track  
Eastward Thoroughfare Track—South track  
Rules D-151 and D-152 apply.

Beginning at interlocking signals protecting No. 26 lead crossing and intersection with Baer Route and extending eastward for a distance of approximately one and one-half miles to a sign reading "Block System Limit", tracks are signaled for movements with current of traffic.

**RULE 538. SPRING SWITCHES**

Spring switches not equipped with facing point locks located as follows:

Location	Normal Position
West Junction	Switch connecting westward track to single track ..... Single Track
Bellaire Jct.	East switch crossover ..... Eastward Track
West end Chaney Yard	Spring switch to yard lead ..... Main Track
San Jacinto St.	M.K.T. connection ..... S.P. Main Track
Englewood	Switch connecting west end Track S-13 with Westward Thoroughfare Track ..... Track S-13
Tower 86	West end double track ..... Eastward Main Track
Tower 86	Clinton Dock Lead and Eastward Main Track ..... Clinton Dock Lead
Tower 86	West Switch Crossover ..... Eastward Main Track
Houston*	West end Main Track ..... Westward Track
Houston*	West end Main Track and Track 3 ..... Main Track
Houston*	East end Main Track and Track 3 ..... Main Track

\*Equipped with switch point indicators. Refer to Rule 540.



**RULE 605. INTERLOCKING**

**Tower 208 (M.P. Crossing, MP 5.50 Galveston Branch):**

Signals controlled by train dispatcher.

Interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

**Buffalo Bayou Drawbridge (MP 5.10 Galveston Branch):**

Interlocking signals controlled by train dispatcher serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules, and in addition movement must be preceded by member of crew through draw span as provided by Rule 663(c).

**Tower 86 (MP 4.10 Galveston Branch):**

Interlocking limits extend between:

Interlocking signals governing westward trains at MP 4.0 and governing eastward trains at MP 4.3.

Signals at Tower 86 handled by operator located at H.B.&T. Tower 199, Settegast Yard, who will not clear signals authorizing westward movements via Buffalo Bayou Drawbridge on main track until he has communicated with train dispatcher, and has received authority for such movement, except when communications fail.

Before entering or leaving main track at hand throw switches serving Bethlehem Supply, Bethlehem Steel, and Vantage Company Warehouse, permission must be secured from operator.

When automatic block signal 31, westward main track between Englewood and Tower 86, displays stop, westward trains or engines with more than 40 cars must stop clear of Kress Street and member of crew communicate with operator, H.B.&T. Tower 199, Settegast Yard, before proceeding to avoid blocking Kress Street.

**Tower 87-Fauna:** Interlocking limits on main track extend from eastward interlocking signals at fouling point, end of two main tracks west of Tower 87 MP 357.05, to westward interlocking signals at fouling point west end siding Fauna MP 350.88.

Dual control switch equipped with crank located at west end crossover, MP 355, Englewood.

Dual control switch equipped with selector lever and hand-throw lever located at east end crossover, MP 355, Englewood.

**Special Track Number Indicators** are located as follows:

On lead entering Englewood at H.B.&T. crossing, Tower 87.

Number displayed designates receiving track for train to enter.

Number displayed does not dispense with observance of other rules or signals, whenever and wherever they may be required.

When number is not displayed in indicators at these points, train entering yard call yardmaster or operator for instructions.

**Tower 68:**

Two Main Tracks between Tower 26 and Tower 87 are designated as follows:

Main Track No. 1 — north track.

Main Track No. 2 — south track.

Interlocking limits of Tower 68 on Main Tracks No. 1 and No. 2 extend from:

Interlocking Signals at MP 360.36 (east interlocking limits Tower 26) to End of Two Main Tracks at Tower 87 MP 357.05.

Within these limits Two Main Tracks are signaled for movements in either direction.

Interlocking limits on other than main tracks are indicated by interlocking signals.

Crossing of Thoroughfare Tracks with No. 26 lead and Wye, Baer Route intersection with Thoroughfare Tracks and switches leading from Westward Thoroughfare Track between No. 26 lead crossing and Track S-13, inclusive, are interlocked. Switches and signals controlled by Tower 68.

Proceed indication of an interlocking signal authorizing entry to eastward track of Baer Route will authorize movement against current of traffic to, but not beyond, automatic signal 012.

When signal 012 displays stop, eastward trains or engines must stop west of Market Street and obtain permission from operator before applying Rule 507.

Dual control switches equipped with selector lever and hand-throw lever are located as follows:

Switch west end Tank Track to Main Track No. 2.

Both switches crossover between Main Tracks No. 1 and No. 2, just west of west switch to Tank Track.

Dual control switch from East Leg SA&AP Wye to Tank Track is equipped with crank. Switch may be cranked by hand on permission from operator.

Hand-operated switches within interlocking limits are equipped with Electric Switch Locks which operate in accordance with instructions governing Electric Switch Locks except that the following switches and derails cannot be thrown until released by operator:

Westward Thoroughfare Track	
to Shop Lead	Switch and derail
Wallisville Team No. 1	Switch and derail
Wallisville Team No. 2	Switch and derail
Lead to TOFC Tracks	Switch and derail

When signal at Tower 87 cannot be cleared for a westward movement into Main Track No. 1 or No. 2, operator, Tower 87, must not authorize train or engine to pass such signal as prescribed by Rule 663, paragraphs (a) and (b), until he has obtained permission for the movement from operator, Tower 68.

Main track switch located at MP 353.87 serving East Loop Industrial Park is equipped with electric lock and with interlocking signal governing movement from the lead onto main track.

**Tower 26:**

Interlocking limits on main track extend between:

Interlocking signals governing westward trains on tracks No. 1 and No. 2 at MP 360.36.

Interlocking signals governing eastward trains (single track) at MP 360.99.

Interlocking signal governing westward trains on Lufkin Subdivision (H.E.&W.T.) at MP 0.9.

Interlocking signal governing eastward trains on passenger main at MP 0.01.

Interlocking limits on other than main track are indicated by interlocking signals.

Three unit light type signal located just east of H.B.&T. Crossing on No. 1 track at Tower 26 governs movements as follows:

Top unit for through movement westward on No. 1 track.

Middle unit for movement to Lufkin Subdivision, diverging route indications govern.

Bottom unit for diverging route to Roundhouse lead or through crossover to No. 2 main track, double red over yellow.

**Tower 71 (MP 1.5, Lufkin Subdivision):**

Signals controlled by operator Tower 26.

Interlocking signal governing eastward movements at Tower 71 also serves as an approach signal to eastward interlocking signal Tower 210.

Interlocking signal governing westward movements at Tower 71 also serves as an approach signal to westward interlocking signal Tower 26.

**Tower 210 H.B.&T. Crossing (MP 2.2, Lufkin Subdivision):**

Signals controlled by operator, Tower 26.

**Tower 76 (MP 4.1, Lufkin Subdivision):**

Signals controlled by operator Belt Junction (H.B.&T. Tower 80).

**Tower 13 M.K.T. Crossing (MP 5.7 Eureka):**

Interlocking limits extend between:

Interlocking signals governing westward trains (Glidden Subdivision) at MP 5.56.

Interlocking signals governing eastward trains (Glidden Subdivision) at MP 0.1.

Interlocking signal governing eastward trains (Hearne Subdivision) at MP 6.05.

Switches to crossover leading from eastward to westward track and junction switch to Hearne Subdivision equipped with crank-type dual-control switches. Switches and signals controlled by signal operator, Tower 26.

Interlocking signals governing movements on Hearne Subdivision also govern movements through Automatic Interlocking, Tower 13, M.K.T. crossing. Trains stopped by these signals must obtain permission to proceed from signal operator, Tower 26 as prescribed by Rule 663, before complying with Rule 681.

When automatic block signal 6 (Glidden Subdivision) west of Eureka displays stop, member of crew must communicate with operator, Tower 26, before complying with Rule 507 to avoid stopping on curve.

When automatic block signal 112 (Hearne Subdivision) west of Eureka displays other than green aspect, trains will stop and member of crew will communicate with operator, Tower 26, before proceeding to avoid blocking crossings between MP 11 and Eureka.

**Bellaire Jct. MP 4.2:**

Signals and dual control switches controlled by operator, Tower 26.

When signals do not display desired indication, member of crew must immediately communicate with operator.

Trains or engines on eastward track desiring to move through crossover to westward track must stop short of dwarf signal just east of spring switch, east end of crossover, and obtain permission from operator; then switch may be lined and when signal displays proceed indication, route may be used.

Hand-operated switch connecting Industrial Lead with eastward track and opening within interlocking limits is equipped with electric lock. Before entering or leaving this track, trains or engines must stop short of governing signal and obtain permission from operator for movement. When operator releases electric lock, indicator in lock box will show "block clear". Release lock by turning crank to left. Switch and derail may then be lined; then governing signal should display proceed indication. After movement is completed, restore switch to normal position, turn lock crank to right, close and lock door of box.

Telephone located on relay house wall.

"SA" on interlocking signals will not apply for movements against the current of traffic.

Tower 81 MP 4.6 between West Junction and Harrisburg Jct.—A.T.&S.F. Crossing):

Signals at Tower 81 handled by operator located at H.B.&T. Tower 117.

Interlocking signals serve as both interlocking and absolute signals; trains stopped for these signals must observe both interlocking and CTC rules.

**Tower 84 (H.B.&T. Two Main Tracks):**

Located just north of McKinney Ave. on old SA&AP Industrial Lead, controlled by operator at H.B.&T. Tower 117. Phone speaker to Tower 117 is located at crossing in north-east quadrant.

**RULE 680. AUTOMATIC INTERLOCKING****Stella MP 9.16 M.P. Crossing:**

Interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

**Tower 30 MP 7.2 G.H.&H. Crossing (Harrisburg):**

Trains stopped by interlocking signals must call train dispatcher before complying with Rule 681. Telephone located at crossing.

**Tower 108 MP 0.8 (Psgr Main) M.K.T. Crossing (San Jacinto Street):**

Hand operated switch to Peden New Shed lead is within interlocking limits. To enter Main track when switch is lined for movement on Main track, permission must be secured from operator Tower 26 after which switch may be lined and signal at fouling point should display proceed. If signal does not display proceed comply with Rule 663.

**Tower 13 MP 5.7, Eureka, M.K.T. Crossing:**

Interlocking signals governing movements also govern movements through crossover in interlocking, Eureka, from eastward to westward track and junction switch to Hearne Subdivision. Trains stopped by these signals must obtain permission to proceed from signal operator, Tower 26, as prescribed by Rule 663 before complying with Rule 681.

**AUTOMATIC INTERLOCKING ON OTHER THAN MAIN TRACK**

**M.P. Crossing**, on Industrial Lead between Tower 108 and Baer. .17 mile east of Tower 108.

**H.B.&T. Crossing**, on Industrial Lead between Tower 108 and Baer. .32 mile east of Tower 108.

**P.T.R.A. Crossing**, on Clinton Industrial Spur. .10 mile west of main track switch (Galveston Branch) leading to spur.

Key control, located at telephone booth, governs eastward approach and must be used to obtain signal indication before entering street crossing at Gate 8. If signal does not display proceed indication comply with Rule 681.

**RULE 705. LETTER TYPE INDICATORS**

Indicator displaying letter "X" east end Houston Passenger Yard, governs eastward movement.

When letter "X" is illuminated and track is seen to be clear, train 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 operator, Tower 26, for instructions.

**RULE 740. ABSOLUTE-PERMISSIVE BLOCK****Between Tower 26 and Tower 108.**

To enter A-PB at HE&WT connection from old passenger main, if block indicator indicates "block clear" switch may be thrown.

If block indicator fails to display proceed indication, movement may be made as prescribed by Rule 744 and in addition complying with Rule 81-A.

**RULE 760. CENTRALIZED TRAFFIC CONTROL  
Tower 26 and Chaney Jct.**

Limits extend between absolute signal located at west interlocking limits, Maury Street, and absolute signals governing Eastward movements on Eastward and Westward tracks, Chaney Jct..

Signals and dual control switches controlled by operator, Tower 26, acting upon authority of train dispatcher.

Three unit light type absolute signal located at beginning of CTC Chaney Jct. governs movement as follows:

- Top unit for through movement on eastward track.
- Middle unit for movement through crossover to freight main—diverging route indications govern.
- Bottom unit for movement through crossover from Eastward Track to Westward Track—double red over yellow.

**GENERAL REGULATIONS**

**RULE 825.** When train or cars are left on any track, trainmen or switchmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Rheems Manufacturing Co.—Tracks 1 and 2 inside building. Two hand brakes at bumper end of each track.

Passenger Station Yard — \*East brake on all tracks.

American Can Company — \*East brakes on all tracks inside plant.

PICL 2271. — \*East brake on all tracks inside warehouse.

Blue Ribbon Rice Mill—Two rear brakes at bumper end of Tracks 1 and 2 next to Memorial Drive.

Warren Brothers on Lockwood Extension, PICL 2830 — Not less than four (4) hand brakes at bumper end of track.

When cars are left on any of the tracks at the TOFC facilities, Englewood Yard, hand brake must be set on the two east cars and the two west cars on each track.

\* Where there are two or more cars not less than two hand brakes must be set.

**HOT BOX DETECTORS**

**RULE 827.** Location and type detector system as follows:

MP	Location	Type	Location Of	
			Type D Recorder At Mechanical Facility	Direction
5.25	Eureka and Chaney Jct. (Eastward main track)	D	Englewood	Eastward

(Refer to "Hot Box Detectors", All Subdivisions)

**DRAGGING AND/OR DERAILED  
EQUIPMENT DETECTORS**

Dragging Equipment Detectors are located on Crest leads south wing and north wing tracks at the Crest, and are connected with the Crest radio frequency. When these detectors are activated, radio on engine, in the Crest yardmaster's and Crest engine foremen's offices, will sound a 900 cycle audio 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 detector 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.

**RULE 830.** Cars may be left on main track between east and west switches of No. 1 track Houston (Passenger Station) without protection and movements must be made at restricted speed between these points.

**RULE 872.** Enginemen taking charge of engines at Hardy St., will consider engines as having been supplied with water, fuel, sand and other supplies.

**MISCELLANEOUS**

**1. Houston (Passenger Station):**

Unless otherwise directed, Nos. 1 and 2 and extra passenger trains will enter and leave station on Main Track.

Freight trains operated through Houston Passenger Station Yard will use Main Track unless otherwise directed.

**2. Englewood (Gravity Yard):**

Trains and engines must not be permitted to enter west end of a track of North or South Units when cars are being pulled from east end of track, until rear car of cut has passed over top of crest.

At east end of North or South Units, route being used in pulling cars eastward, over crest, must not be fouled until rear car has passed over top of crest.

Lafayette Subdivision eastward trains, made up in North Unit, must not leave departure track until permission is obtained from Crest Yardmaster.

Eastward freight trains to Lafayette Subdivision will use Long Lead in departing Englewood unless otherwise instructed.

Cars must not be detached on Shoulder Lead or on H.B.&T. Connection east of crest at Englewood.

Cars, except cabooses of Lafayette Subdivision trains, must not be detached on leads to Departure and Receiving Tracks at east end of North Unit, Englewood.

When cabooses are detached on leads to Receiving and Departure Tracks at east end of North Unit, Englewood, caboose or cabooses must be stopped with hand brake. After caboose or cabooses stop, air brakes must be applied by opening conductor's valve. Hand brake and air brakes must remain applied until engine couples to caboose or cabooses.

**3. Gravity Switching:**

Signals located on Floodlight Tower Structure at crest Englewood Yard governs westward movements onto crest. Repeater light type fixed signals are located at spaced intervals east thereof.

Simultaneous signal indication of signals are as follows:

Aspect RED—Indication: STOP

Aspect GREEN—Indication: PROCEED NORMAL HUMPING SPEED

Aspect YELLOW—Indication: PROCEED REDUCED HUMPING SPEED

Aspect FLASHING RED—Indication: BACK

West of crest, fixed signals are located to govern movements through retarders and into and out of Bowl Classification Tracks as follows:

Aspect RED—Indication: STOP

Aspect GREEN—Indication: PROCEED

In humping operations stop indication of fixed signals supersede hand signals or oral instructions.

**4. Movement of Engines:** Between Hardy Street and Englewood, F and P class engines must be operated from cab in direction of movement.

Between Hardy Street and Houston, F and P class engines must be operated from cab in direction of any movement, except when no control cab on leading unit, they may be operated from cab in trailing unit but must not exceed 10 MPH approaching and moving over public crossings at grade.

**SPECIAL INSTRUCTIONS—HOUSTON TERMINALS**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 15, 16 and 17, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 19 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
MP 12.77 (Glidden Sub- division) to Tower 26:					Tower 26 to MP 12.77 (Glidden Sub- division):				
12.77 to 12.60..			45	45	360.50 to 2.80..			15	15
12.60 to 8.95..			20	20	2.80 to 5.67..			30	30
(Curve at West Junction)					5.67 to 0.25..			25	25
8.95 to 0.25..			45	45	(Curve at Eureka)				
0.25 to 5.67..			25	25	0.25 to 8.95..			45	45
(Curve at Eureka)					8.95 to 12.60..			25	25
5.67 to 2.80..			30	30	(Curve at West Junction)				
2.80 to 360.50..			15	15	12.60 to 12.77..			45	45
Chaney Jct. to Tower 26: (Psgr. Main)					Tower 26 to Chaney Jct.: (Psgr. Main)				
2.80 to 1.76..			30	30	360.50 to 1.76..			15	15
1.76 to 360.50..			15	15	1.76 to 2.80..			30	30
MP 9.00 (Bellaire Branch) to Bellaire Jct.:					Bellaire Jct. to MP 9.00 (Bellaire Branch):				
9.00 to 6.16..			10	10	6.16 to 9.00..			10	10
West Junction to Harrisburg Jct.:					Harrisburg Jct. to West Junction:				
12.60 to 7.30..			10	10	7.30 to 12.60..			10	10
MP 9.16 (Galveston Subdivision) to Englewood:					Englewood to MP 9.16 (Galveston Sub- division):				
9.16 to 7.81..			20	20	0.40 to 5.20..			20	20
7.81 to 7.80..			15	15	5.20 to 5.21..			15	15
7.80 to 5.21..			20	20	5.21 to 7.80..			20	20
5.21 to 5.20..			15	15	7.80 to 7.81..			15	15
5.20 to 0.40..			20	20	7.81 to 9.16..			20	20
Tower 26 to MP 352.70 (Lafayette Subdivision):					MP 352.70 (Lafayette Sub- division) to Tower 26:				
360.50 to 356.70..			30	30	352.70 to 356.70..			50	50
356.70 to 352.70..			50	50	356.70 to 360.50..			30	30
Tower 26 to MP 10 (Lufkin Subdivision):					MP 10 (Lufkin Subdivision) to Tower 26:				
360.50 to 0.90..			10	10	10.00 to 1.42..			30	30
0.90 to 1.42..			20	20	1.42 to 0.90..			20	20
1.42 to 10.00..			30	30	0.90 to 360.50..			10	10
MP 10 (Hearne Subdivision) to Eureka:					Eureka to MP 10 (Hearne Subdivision):				
10.00 to 5.67..			20	20	5.67 to 10.00..			20	20

Trains handling cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
Through turnouts on other than sidings....	10
Through turnouts and controlled siding Stella..	5

**SPEED RESTRICTIONS:**

- 20 MPH between interlocking signals, H.B.&T. crossings, Tower 71 and Tower 210.
- 10 MPH through east leg of Wye, Lufkin Subdivision, Tower 26.
- 15 MPH Houston Ave. underpass and San Jacinto St. through Houston Passenger Station Yard.
- 12 MPH Englewood entering receiving track until train has stopped in clear.
- 10 MPH P.T.R.A. North Yard.
- 8 MPH over weigh-in-motion scale on south end of B-Yard, P.T.R.A. Yard.
- 15 MPH over switch to Harrisburg Industrial Lead immediately west of Buffalo Bayou Drawbridge (5.10).
- 15 MPH over Manchester Jct. switch.

\*Houston City Ordinance provides: Trains and engines must not exceed 20 MPH except as follows:

**Hearne Subdivision**

- 30 MPH between Houston City Limits MP 14.14 and Houston (Psgr. Station).
- 30 MPH between Eureka and Houston (Passenger Station).

**Glidden Subdivision**

- 60 MPH between City Limits MP 16.42 and South Post Oak Road (MP 13.54), not including South Post Oak Road.

**Glidden Subdivision**

- 45 MPH between South Post Oak Road, MP 13.54, and Tower 81, except Knight Road.
- 30 MPH entering Knight Road, MP 9.56, (East of Stella).
- 60 MPH between West Junction and Eureka.
- 30 MPH between Eureka and Houston (Passenger Station).

**Lafayette Subdivision**

- 50 MPH between City Limits MP 352.88 and Tower 87.

**Lufkin Subdivision**

- 30 MPH between City Limits MP 7.24 and Quitman Street MP 1.42.

The above does not relieve trains and engines from complying with other speed restrictions shown in Special Instructions, Timetable Bulletin, train order or indicated by speed signs.

\*City ordinance speed restrictions are applicable approaching public crossings and until lead unit has passed over the crossings within corporate limits.

**Mile Post Location of Houston City Limits**

Galveston Branch .....	MP 10.90
Lafayette Subdivision .....	MP 352.88
Lufkin Subdivision .....	MP 7.24
Hearne Subdivision .....	MP 14.14
Bellaire Branch .....	MP 11.74
Glidden Subdivision .....	MP 16.42

## RATINGS OF ENGINES — IN UNITS OF 2000 LBS. (TONS)

Class	Number to Number	Houston and Galveston	Houston to Goodrich	Goodrich to Nacogdoches	Nacogdoches to Garrison	Garrison to S.S.W. Yard	S.S.W. Yard to Garrison	Garrison to Appleby	Appleby to Lutkin	Lutkin to Moscow	Moscow to Leggett	Leggett to Shepherd	Shepherd to Houston	Glidden to Ramsey	Ramsey to Houston	Bellaire Jct. and Eagle Lake	Eagle Lake and MP 73 (Bellaire Branch)
EF418	3300—3818; EF418-7, 3732; EP418E, 3186—3187	5300	5300	2650	1325	2275	2165	1325	2560	2200	2560	4600	5300	5300	5650	5300	5300
ES615	1400—1442	5725	5725	2705	1845	2575	2190	1845	2625	2225	2625	4860	5725	5725	5725	5725	5725
EF618	3827—3964, 4300—4451	6230	6230	3035	2070	2890	2460	2270	2945	2500	2945	5445	6230	6230	6230	6230	6230
AS418	2900—2936	4512	4512	2022	1391	1926	1646	1391	1964	1673	1964	3548	4512	4096	4512	4096	—
AS618	2952—2970; ES620, 2971—2976	6210	6210	3630	2485	3460	2945	2485	3525	2995	3525	6210	6210	6210	6210	6210	6210
EP418	3001—3010	5300	5300	2650	1325	2275	2165	1325	2560	2200	2560	4600	5300	5300	5650	5300	5300
FP624	3021—3035; AS624, 3100—3102	6585	6585	3515	2410	3350	2855	3380	2855	2410	2900	3055	3415	6585	6585	6585	6585
AS420	4000—4009; EP420, 4030—4141	6057	6057	3029	2086	2886	2474	2086	2926	2514	2926	5257	6057	6057	6360	6057	6057
EP425	6500—6681; GP425, 6700—6767; 6800	7570	7570	3785	2605	3605	3090	2605	3655	3140	3655	6570	7570	7950	7570	7570	7570
EP423	5000—5017	6810	6810	3405	2345	3245	2780	2345	3290	2825	3290	5910	6810	6810	7150	7150	7150
EP850	9900—9902; GF850, 9950—9952	15160	15160	7580	5220	7220	6190	5220	7320	6290	7320	13150	15160	15160	15910	15160	15160
ES410	1300—1337; 1904	2640	2640	1250	875	1200	1025	875	1240	1050	1240	2250	2640	2640	2770	2640	2640
AS410	1792—1842	3040	3040	1450	1000	1375	1175	1000	1420	1200	1420	2575	3040	1300	3040	3040	3040
ES412	2250—2316; FS412, 2350—2394	3160	3160	1550	1050	1450	1250	1050	1500	1275	1500	2700	3160	3160	3320	3160	3160
ES408	1100—1153; ES409, 1190—1199; AS409, 1200—1281	2700	2700	1100	735	1040	875	735	1060	900	1060	1930	2700	2250	2360	2350	2350
EP430	7600—7607; EP630, 8300—8488; EP430, 3197—3199	9065	9065	4530	3120	4320	3700	3120	4380	3760	4380	7865	9065	9065	9015	9065	9065
EP636	8800—9409; 3200—3209	10900	10900	5450	3755	5195	4455	3755	5265	4525	5265	9460	10900	10900	11100	10900	10900
GP428	7025—7028; GP628, 7150—7159; GP630, 7900—7936	8480	8480	4240	2920	4040	3465	2920	4095	3520	4095	7360	8480	8480	8905	8480	8480
AS415	2400—2409; ES415, 2450—2759	4540	4540	2270	1565	2165	1855	1565	2195	1885	2195	3940	4540	4540	4770	4540	4540
EP625	6900—6928; 6950—6953	7570	7570	3785	2605	3605	3090	2605	3655	3140	3655	6570	7570	7950	7570	7510	7510
EP623	5300—5325	6965	6965	3480	2400	3320	2845	2400	3365	2890	3365	6045	6965	6965	7310	6965	6965
EP642	9500—9505	12000	12000	6360	4380	6060	5195	4380	6145	5280	6145	11040	12000	12000	12000	12000	12000
GP633	8585—8796	10000	10000	5010	3450	4770	4090	3450	4840	4160	4840	8695	10000	10000	10000	10000	10000
AS628	3110—3136; AS630, 3140—3153#	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Class	Number to Number	Nacogdoches to Jacksonville	Jacksonville to Nacogdoches	Hearne to Houston	Houston to Hearne	Tower 17 and Victoria	Victoria and Beeville	Guy and Guy Junction	Wharton and Palacios	Yoakum to Cuero	Cuero to Yoakum	Victoria and Cuero	Victoria and Port Lavaca	Skidmore and Alice	Alice and McAllen	Edinburg Junction and Brownsville	Gregory and Rockport	Beeville and Corpus Christi
EF418	3300—3818; EF418-7, 3732; EP418E, 3186—3187	2450	3475	2780	3475	5300	3500	5300	2800	2650	5000	5300	3000	3000	5300	5300	5000	5000
ES615	1400—1442	2500	3605	4475	3605	5725	3300	5725	2760	2705	2850	5725	2850	2725	2725	2725	4475	4475
EF618	3827—3964, 4300—4451	2810	4040	5015	4040	6230	3700	6230	3100	3035	6230	6230	3195	6570	6570	5015	5015	5015
AS418	2900—2936	1891	2667	3280	2667	4512	2451	4512	2663	2022	2126	4096	2126	4236	4236	3280	3280	3280
AS618	2952—2970; ES620, 2971—2976	3360	4830	5995	4830	6210	4425	6210	3705	3100	3825	6210	3825	6210	6210	5995	5995	5995
EP418	3001—3010	2450	3475	2780	3475	5300	3500	5300	2800	2650	5000	5300	3000	5300	5300	5000	5000	5000
EP624	3021—3035; AS624, 3100—3102	3200	4625	3690	4625	6585	4280	6585	3590	3035	3700	6585	3700	6585	6585	5775	5775	5775
AS420	4000—4009; EP420, 4030—4141	2800	3972	3177	3972	6057	4000	6057	3200	3029	5714	6057	3429	6057	6057	5714	5714	5714
EP425	6500—6681; GP425, 6700—6767; 6800	3500	4965	3970	4965	7570	5000	7570	4000	3785	3285	7570	4285	7570	7570	7140	7140	7140
EP423	5000—5017	3150	4465	3570	4465	6810	4500	6810	3600	3405	6425	7150	4240	6810	6810	6425	6425	6425
EP850	9900—9902; GF850, 9950—9952	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ES410	1300—1337; 1904	1175	1685	1340	1685	2640	1750	2640	1460	1250	1340	2640	1500	3500	3500	2350	2350	2350
AS410	1792—1842	1350	1940	1530	1940	3500	1750	3500	3500	3040	1530	3040	1500	3500	3500	2350	2350	2350
ES412	2250—2316; FS412, 2350—2394	1425	2030	1615	2030	3500	1850	3500	3500	1750	1700	2500	3160	3500	3500	2500	2500	2500
ES408	1100—1153; ES409, 1190—1199; AS409, 1200—1281	1000	1440	1140	1440	2700	1350	2700	2700	1150	1100	1800	2350	1150	2700	2700	1800	1800
EP430	7600—7607; EP630, 8300—8488; EP430, 3197—3199	4190	5940	4755	5940	9065	5985	9065	4790	4530	9065	9065	5130	9065	9065	8550	8550	8550
EP636	8800—9409; 3200—3209	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GP428	7025—7028; GP628, 7150—7159; GP630, 7900—7936	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
AS415	2400—2409; ES415, 2450—2759	2100	2980	2380	2980	4540	3000	4540	4480	4240	4840	4840	4800	4840	4840	4285	4285	4285
EP625	6900—6928; 6950—6953	3500	4965	3790	4965	7570	5000	7570	4000	3785	3285	7570	4285	7570	7570	6965	6965	6965
EP623	5300—5325	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
EP642	9500—9505	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GP633	8585—8796	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
AS628	3110—3136; AS630, 3140—3153#	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

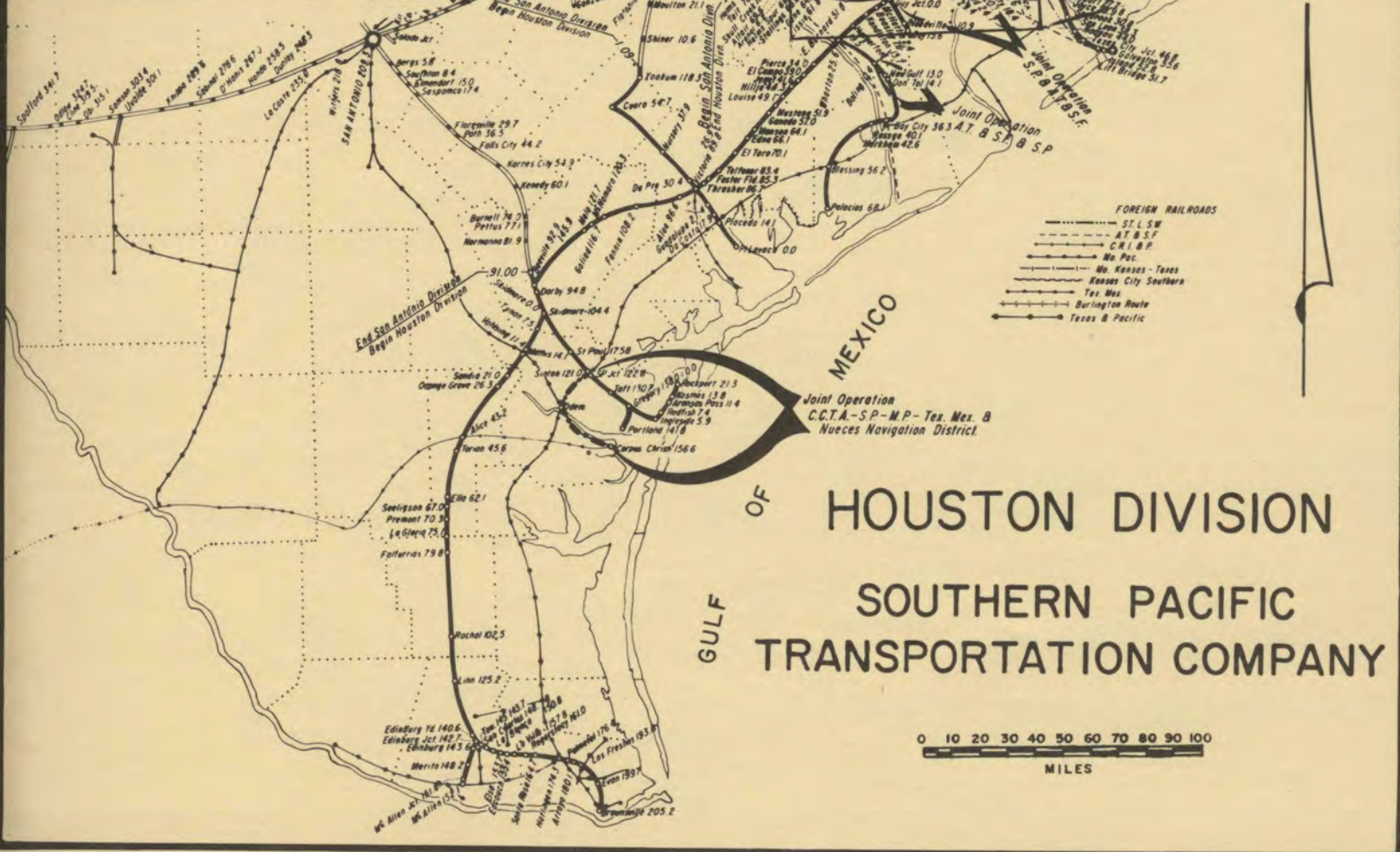
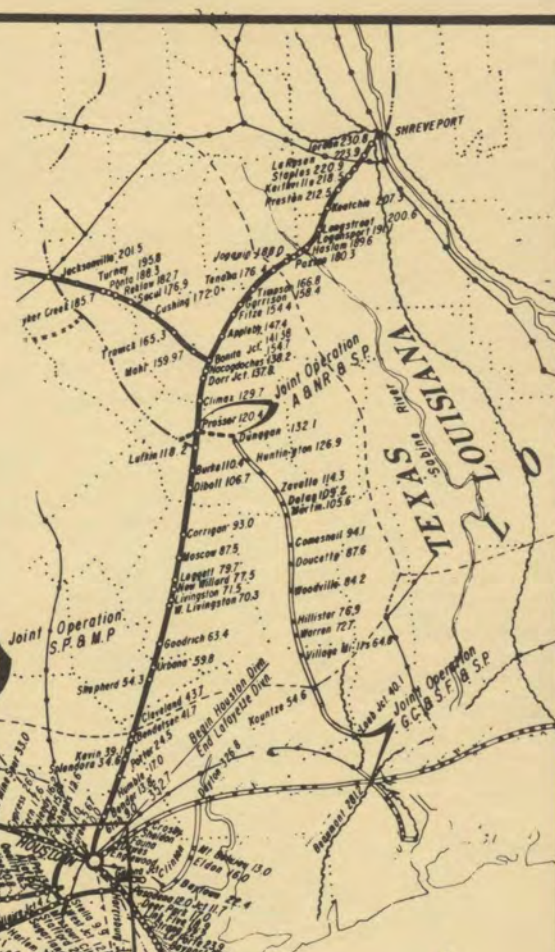
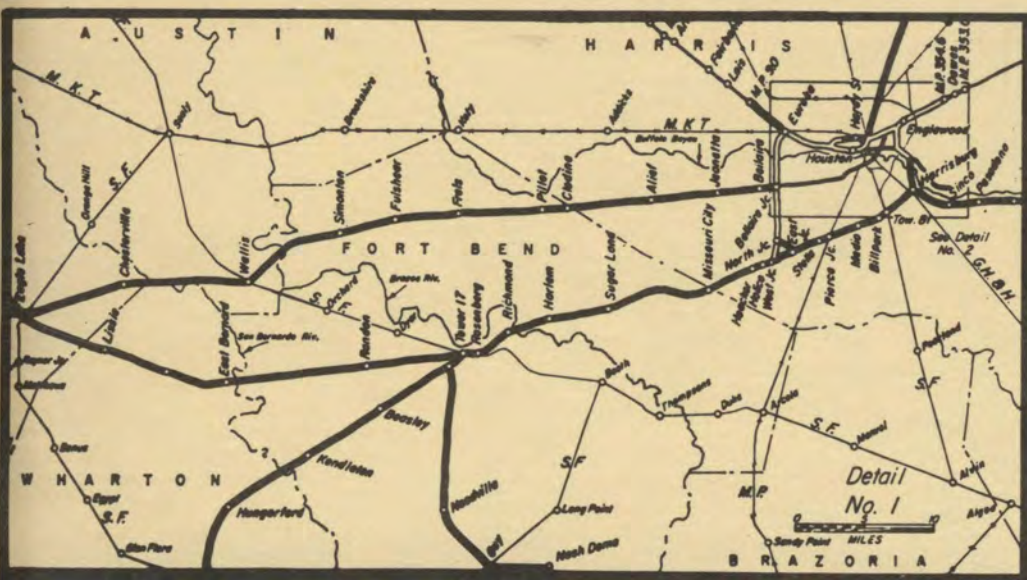
#Engines 3110 to 3136 and 3140 to 3153 are restricted from road service, but may be handled "dead in tow" or "dead in consist" at freight train speeds, except engines 3116, 3123, 3124, 3125 and 3126 are restricted to 25 MPH.

① Must not be operated between Newgulf and Palacios.

② Restricted to 30 MPH.

③ Restricted to 15 MPH.

④ Engines 6700 to 6767 must not be operated between New Gulf and Palacios.



**HOUSTON DIVISION TIMETABLE NO. 207, APRIL 24, 1977**

**RULE 10-I**

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

"SP FOREMAN . . . . AT MP . . . . CALLING SP (Train No.) . . . ."

(After train answers giving his identification):

(i.e.) SP Train . . . .

**Foreman's Response**

"THIS IS SP FOREMAN . . . . IN CHARGE OF THE WORK BETWEEN MP . . . . AND MP . . . . SP TRAIN ORDER NO. . . . . WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT . . . . MPH, REPEAT . . . . MPH"\*

**Engineer's Response**

"THIS IS ENGINEER SP TRAIN . . . . I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . . BETWEEN MP . . . . AND MP . . . . AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . ., BETWEEN MP . . . . AND MP . . . . . MPH\* OK."

\*When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs in multiple main track territory must be worded in following forms:

**Foreman's Response**

"THIS IS SP FOREMAN . . . . IN CHARGE OF THE WORK BETWEEN MP . . . . AND MP . . . . SP TRAIN ORDER NO. . . . . WE ARE IN THE CLEAR OF TRACK . . . . AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN ON TRACK . . . . AND THROUGH THE LIMITS OF ORDER AT . . . . MPH, REPEAT . . . . MPH."

**Engineer's Response**

"THIS IS ENGINEER SP TRAIN . . . . I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . . ON TRACK . . . . BETWEEN MP . . . . AND MP . . . . AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . . ON TRACK . . . . BETWEEN MP . . . . AND MP . . . . . MPH OK."

**SPEED TABLE**

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6