

COMMITTED TO EXCELLENCE



HB&T



SAFETY
IS
OF
THE
FIRST IMPORTANCE

SAFETY FIRST



**HOUSTON BELT &
TERMINAL
RAILWAY
COMPANY**

**TIMETABLE
No. 2**

**EFFECTIVE 12:01 A.M.,
February 1, 1987
CENTRAL STANDARD TIME**

FOR THE GOVERNMENT
OF EMPLOYEES CONCERNED

H. W. RITTER, President and General Manager
G. R. CAVANAUGH, Superintendent

OPERATING OFFICERS

D. B. JENKS, JR., Assistant Superintendent
 C. A. BOX, Senior Trainmaster
 J. N. BURNS, Trainmaster
 D. D. GIBBS, Trainmaster
 D. E. LEHAN, Trainmaster
 N. J. SCHOENFELD, Trainmaster
 W. A. POLLARD, Assistant Trainmaster, R.F. of E.
 J. W. McCADDON, Mechanical Superintendent
 S. C. MALHOTRA, Chief Engineer
 E. L. DEROSSETT, Superintendent M of W
 R. M. SANDERS, Superintendent of Signals
 F. BUSH, Terminal Manager
 E. M. STOVALL, Transportation Supervisor

FIRE
 POLICE
 EMERGENCY AMBULANCE ONLY

911

Sun Belt Regional Medical Center
 13111 East Freeway
 Houston, Texas 77015
 455-6911

HB&T Chief Surgeon:
 Dr. Max Roth
 Northwest Industrial Clinic
 260 Uvalde Road
 Houston, Texas 77015
 453-5454

HB&T Eye Doctors*
 Dr. L. J. Van Riet
 1901 San Jacinto
 Houston, Texas 77003

Dr. John McGee
 1901 San Jacinto
 Houston, Texas 77003
 652-4040

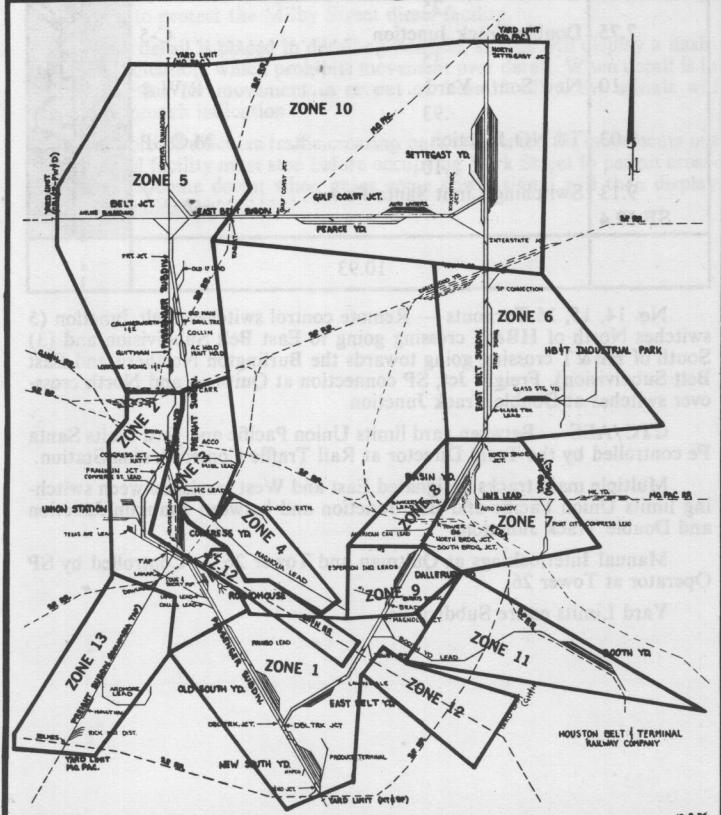
*In case of eye injury notify Dr. Van Riet promptly.
 Office: 652-0654 Res.: 627-2254

Pat Patrick
 Employee Assistance Counselor
 2600 S.W. Frwy Suite 1035
 Houston, Texas 77098
 524-5885

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

ZONES:



TIMETABLE NO. 2

MILES	TIMETABLE NO. 1		
	South	STATIONS	North
MP 144.0		Switching Limits Union Pacific	Y
MP 145.8		1.8	
0.00	Belt Junction	T M @ HBT	
	.49		
.49	Freight Junction		
	1.90		
2.39	SP Connection		
2.44	Quitman	M @ SP	
	.74		
3.18	Tower 26	M @ SP	
	.91		
4.09	Congress Junction		
	.14		
4.23	Katy	M @ GHH	
	.11		
4.34	Franklin Junction		
	.41		
4.75	Union Station	★B (BN UP ATSF HBT)	
	.58		
5.33	Tap	C-2	
	.13		
5.46	Rusk	B (HBT) W C M @ SP	
	2.04		
7.50	Old South Yard		
	.25		
7.75	Double Track Junction	C-5	
	.35		
8.10	New South Yard	R W #	
	.93		
9.03	T&NO Junction	M @ SP	
	.10		
9.13	Switching Limit Santa Fe	Y	
SF 19.4			
	10.93		

No. 14, 15, 16 Turnouts — Remote control switches; Belt Junction (5 switches North of HB&T crossing going to East Belt Subdivision and (3) South of HB&T crossing going towards the Burlington Northern and East Belt Subdivision). Freight Jct, SP connection at Quitman and North crossover switches at Double Track Junction.

CTC/ABS — Between yard limits Union Pacific and yard limits Santa Fe controlled by the Train Director at Rail Traffic Control Union Station.

Multiple main tracks designated East and West tracks between switching limits Union Pacific and Belt Junction and between Franklin Junction and Double Track Junction.

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

Yard Limits entire Subdivision.

Maximum	MPH
(Except as below)	45
MP 0.00 - MP 1.83	30
MP 1.83 - MP 2.44	20
MP 2.44 - MP 4.09	10
MP 4.09 - MP 6.59	20
MP 6.59 - MP 9.13	35
Movement into Union Station	5
Tap connection	10
All legs of wye at Belt Junction	20
Industry Tracks/Lead	MP
City of Houston	145.7
Collinsworth	1.69
Lorraine	2.69
Texas Avenue Lead	4.75
Lamar Street Lead .. S X SP	5.86
Napco	8.75

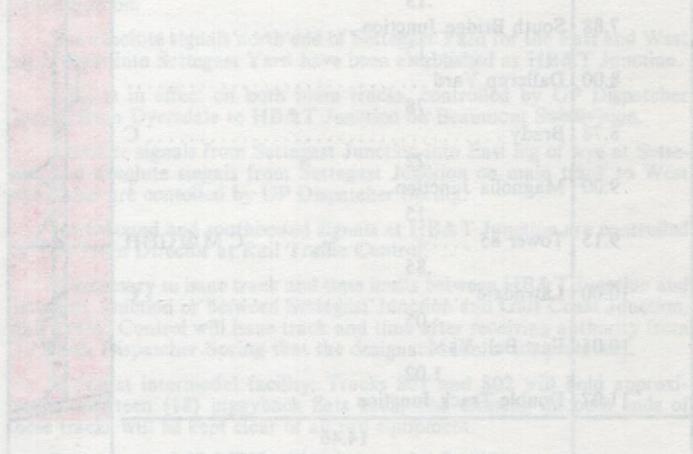
General Order and Special Instruction books — Located at new South Yard.

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

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

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

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



The general track limits with PTRA on South Yard Industrial Lead is controlled by SP Operator at Tower 26 and the yard limits.

General Order and Special Instruction Books — Located at Sampson Yard.

MILES	TIMETABLE NO. 1		
	South	STATIONS	North
BN 60.8	Yard Limit Burlington Northern	Y	
BN 57.4	3.39		
0.00	Belt Junction	M C T @ HBT	
	1.00		
1.00	Rabbit	M @ SP	
	.25		
1.25	Gulf Coast Junction	C-2	
	North Settegast Junction via UP, Louisiana Division, Beaumont Subdivision 1.7 Miles		
	.75		
2.00	Pierce Yard		
	1.74		
3.74	Kirkpatrick Junction	C-3Y	
	B (UP HBT) Settegast Yard		
		RD#WT	
	.51		
4.25	Interstate Junction	C	
	.20		
4.45	Tower 87	M @ SP	
	.18		
4.63	SP Interchange		
	.87		
5.50	Strutt	C	
	.50		
6.00	North Shore Junction	C-2	
	.50		
6.50	Basin Yard		
	.85		
7.35	Tower 86	C M @ SP	
	.40		
7.75	North Bridge Junction		
	.13		
7.88	South Bridge Junction		
	.12		
8.00	Dallerup Yard		
	.78		
8.78	Brady	C	
	.22		
9.00	Magnolia Junction	T	
	.15		
9.15	Tower 85	C M @ GHH	
	.85		
10.00	Lawndale	C	
	.05		
10.05	East Belt Yard		
	1.02		
11.07	Double Track Junction		
	14.46		

TIMETABLE NO. 2

Maximum Speed	MPH
(Except as shown below)	35
MP 1.26 - MP 1.41	30
MP 1.41 - MP 3.74 .. (East main track only)	20
MP 3.74 - MP 11.07	20
All legs of wyes at Belt Junction	20
UP trackage: Gulf Coast Jct. and Settegast Jct.	35
Industry Tracks/Leads	MP
Glass Track Lead (Breaks out of Strutt)	10 MPH
Bankers Mortgage Lead	7.16
American Can Lead	7.53
Esperson #2 Lead	7.90
Esperson #1 Lead	8.49
Booth Yard Lead (Breaks out at Magnolia) Junction	10 MPH
PTRA M @	9.00

No. 14, 15, 16 Turnouts — Remote control switches (4) at Belt Junction (One going to Passenger Subdivision from North of HB&T crossing. One from South to HB&T crossing and the crossover between the East and West Mains West of SP crossing). Both crossovers at Gulf Coast Junction and the switch toward the Union Pacific. The North crossover only Kirkpatrick Junction. Both crossovers at Interstate Junction the switch going towards the North Shore, North and South Bridge Junction and crossover switch only at Brady and Lawndale.

ABS — Between yard limit Burlington Northern MP 60.8 and Belt Junction.

CTC/ABS — Belt Junction to Double Track Junction (except for the East main track between Gulf Coast Junction and Kirkpatrick Junction) and Gulf Coast Junction to North End of Settegast Yard via the Union Pacific controlled by the train director at Rail Traffic Control Union Station.

Yard Limits — Entire Subdivision.

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

Tower 87 controlled by SP operator located at Rail Traffic Control Union Station.

The absolute signals north end of Settegast Yard for the East and West leg of wyes into Settegast Yard have been established as HB&T Junction.

CTC is in effect on both main tracks, controlled by UP Dispatcher Spring, from Dyersdale to HB&T Junction on Beaumont Subdivision.

Absolute signals from Settegast Junction into East leg of wye at Settegast and absolute signals from Settegast Junction on main track to West wye signal are controlled by UP Dispatcher Spring.

Northbound and southbound signals at HB&T Junction are controlled by The Train Director at Rail Traffic Control.

If necessary to issue track and time limits between HB&T Junction and Settegast Junction or between Settegast Junction and Gulf Coast Junction, Rail Traffic Control will issue track and time after receiving authority from UP Train Dispatcher Spring that the designated limits are protected.

Settegast intermodal facility; Tracks 801 and 802 will hold approximately eighteen (18) piggyback flats each. The crossing on both ends of these tracks will be kept clear of all rail equipment.

Do not exceed 10 MPH within intermodal facilities.

The manual interlocking with PTRA on Booth Yard Industrial Lead is controlled by SP Dispatcher. Contact RTC for movement across interlocking.

General Order and Special Instruction Books — Located at Settegast Yard.

TIMETABLE NO. 2

MILES	TIMETABLE NO. 1		Y
	South	STATIONS	
.49	Freight Junction		Y
		1.35	
1.84	Collin		M @ SP
		1.28	
3.12	Carr		M @ SP
		.86	
3.98	North Yard		
		.76	
4.74	Congress Yard		
		.32	
5.06	Henderson		S @ GHH
		.41	
5.47	Dowling		S @ SP
		5.83	
11.30	Holmes		A @ SP
MP 7.14		.26	
11.56	Yard Limits Union Pacific		Y
		11.56	

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

Congress Yard Track Number 4 is designated as a running track and will not be used to classify or store cars unless authorized by Trainmaster in R.T.C. Trains routed through Congress Yard should use Track Number 4 if practical.

Yard Limits — Entire subdivision.

Maximum Speed	MPH
(Except as shown below)	20
Through connection with Passenger Subdivision at Tap	10
Industry Track/Leads	MP
17 Lead	1.50
AC Hold	2.50
Hunt Hold	2.50
Mill Lead	3.84
HC Lead	4.15
Commerce Street Lead	4.45
GHH @ S	
Magnolia Lead	4.55
1. Breaks out of Congress Yard S X SP	
2. Lockwood Extension Lead	
breaks off Magnolia Lead	
.5 mile from Congress Yard	
Ardmore Lead	9.85
Holly Hall	9.96
International Tool & Supply	10.81
Almeda Teams	11.00
Almeda Runaround	11.00
Black Boiler	11.00
Star Steel Lead	11.12
Shepler Equipment Lead	11.02
Holmes Road Connection	11.3

ITEM 1. Train and engines operating on the HB&T main track will be governed by General Code of Operating Rules. In the absence of a permissive signal indication authority to occupy the main track must be received from Rail Traffic Control, Union Station and may be relayed by Yardmasters, Operators or other proper authority.

ITEM 2. MOVEMENT OVER GH&H:

- A. Yard engine movement over GH&H will be governed by Rule 93, General Code of Operating Rules, signal indication and authorized personnel.
- B. GH&H yard limits MP 0.0 Bonners Point to MP 10 Pole 2.
- C. ABS Between MP 1.7 and MP 10.5.
- D. Only HB&T and Union Pacific engines are permitted on GH&H Railroad. Do not use GH&H with B.N. or AT&SF Road Engines.

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

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

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

MPH

Thru turnouts less than No. 14	10
Thru turnouts 14, 15, 16, 20 and crossovers, entire train	30
All turnouts are No. 10 or less, except as otherwise specified.	

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

MPH

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

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

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

BURLINGTON NORTHERN: Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided: Outfit cars, scale test cars (next ahead of caboose), relief derricks, pile drivers, loco cranes, Jordan spreaders, air dumps cars.

UNION PACIFIC: Loaded or empty welded or jointed rail trains must not be combined with other traffic except that outfit cars, cars of track material or related items may be handled behind the CWR equipment as directed by V.P. Transportation, with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by V.P. Transportation.

Train and engine crews must be alert for any signal or instructions from MoW Supervisor in charge of rail train.

Derricks, locomotive cranes and similar equipment must have booms properly secured and, except in work train service, booms must be trailing. Bridge cranes will be accompanied by bridge crane operator who will require the crane to be inspected within 50 miles of initial terminal where crane departs, thence every 100 miles. Inspection to determine that crane headed

in right direction, boom tied down and being handled at appropriate speed. Crane with boom not in trailing position may be moved to first location where crane can be turned only when authorized by chief dispatcher or operating officer. Cranes MPX-31 through MPX-40 and MPX-51 through MPX-60 must be handled with boom disconnected and entrained next ahead of rear car when practicable.

Spreaders, except in work trains, must be headed in direction train is moving. Wings of spreaders must be secured in closed position when being moved in train. All such equipment must be carefully inspected before being moved and must receive frequent inspection enroute.

Snow plows handled in freight trains must be handled on rear of train. When handling snow plow in switching movement snow plow must be handled alone, or with not more than one car.

Scale test cars and cars tagged, stencilled, or billed, "Handle only on rear end of train" must be entrained next ahead of rear car. If more than one two-axle scale test car is to be moved, handle in a separate train.

Two or more passenger or business cars must not be coupled together for movement in head end of freight trains. When necessary to handle in head end of freight trains, such cars must be separated from each other by at least two freight cars. Business cars UP 105, 108, 115 and Houston must not be handled in head end of any freight train.

ITEM 3-D. UNION PACIFIC TRAIN MAKE-UP AND SHIPMENTS REQUIRING CLOSE ATTENTION:

In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length. This does not apply to a freight car 85 feet or more in length when coupled to a caboose and caboose is the last car in train.

Tonnage profile at end of train consist will indicate 39 feet or shorter cars by letter "S" and 85 feet or longer cars by letter "L".

Empty 89 foot TOFC or COFC flatcars should be entrained in the rear half of the train.

Unless otherwise directed by Superintendent, all shipments classed as excess height, width, weight, high value, foreign locomotives, cranes or industrial equipment moving on own wheels, or other unusual shipments that require close attention, must be covered by instructions from V.P. Transportation and/or train order with instructions relative to movement of such shipment.

If no message or train order received to cover such shipments, conductor will notify dispatcher prior to movement of train. Such shipments must be positioned in trains as close to engine as practicable, but in no case further than 5 cars behind engine, except cars accompanied by messenger, cars requiring handling on rear end only, or cars moving in local trains may be positioned not to exceed 5 cars ahead of caboose.

ITEM 4. PUBLIC STREET CROSSING

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

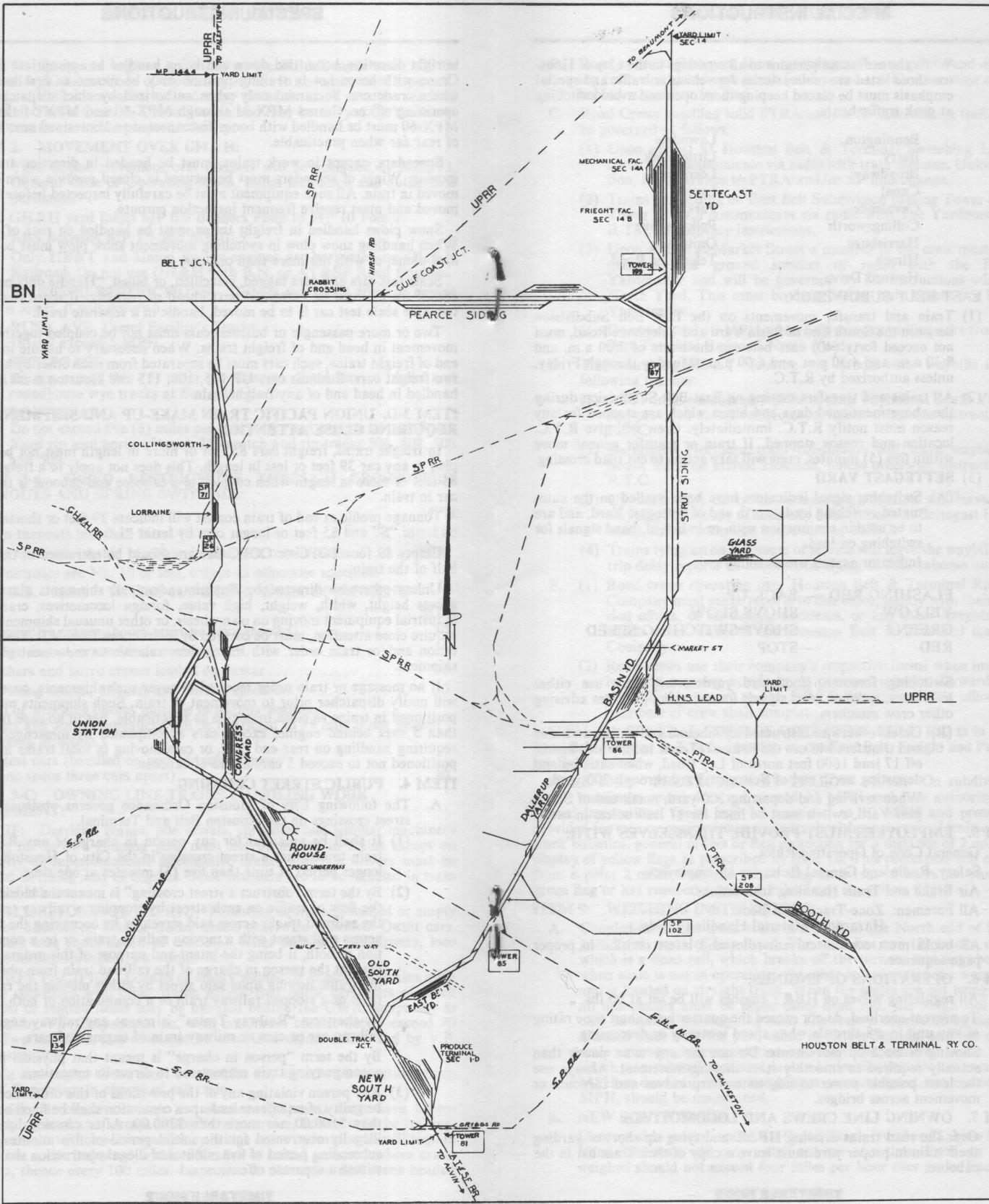
(1) It shall be unlawful for any person in charge of any Railway train to obstruct a street crossing in the City of Houston for a longer period of time than five (5) minutes at one time.

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

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

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

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



While the ordinance pertains to all crossings in the City of Houston those listed are main arteries for vehicular traffic and special emphasis must be placed keeping them open and avoid switching at peak traffic hours.

Bennington	Lawndale
Berry	Little York
Broadway	Lorraine
Canal	Lyons
Cavalcade	Parker
Collingsworth	Polk Avenue
Harrisburg	Quitman
Hirsch	Telephone Road
Howard Drive	

B. EAST BELT SUBDIVISION:

- (1) Train and transfer movements on the East Belt Subdivision between the South End of Basin Yard and Telephone Road, must not exceed forty (40) cars between the hours of 7:00 a.m. and 8:30 a.m. and 4:30 p.m. and 6:00 p.m., Monday through Friday, unless authorized by R.T.C.
- (2) All trains and transfers moving on East Belt Subdivision during the above mentioned days and hours which are stopped for any reason must notify R.T.C. immediately. Crew will give R.T.C. location and reason stopped. If train or transfer cannot move within five (5) minutes, crew will take action to cut road crossing.
- (3) **SETTEGAST YARD**

(A) Switching signal indicators have been installed on the automated switching leads, north end of Settegast Yard, and are to be used in conjunction with, or in lieu of, hand signals for switching on lead.

Indicator aspects are as follows:

FLASHING RED	— BACK UP
YELLOW	— SHOVE SLOW
GREEN	— SHOVE SWITCHING SPEED
RED	— STOP

Switching foreman (footboard yardmaster) may use either indicators, radio or hand signals for switching purposes advising other crew members.

(B) Unless otherwise instructed all inbound and outbound trains and transfers will use the R-Lead (Track 165), which breaks off 17 lead 1600 feet north of Ley Road, when entering and departing north end of Settegast Yard through 200 yard.

When arriving and departing 200 yard, north end of Settegast Yard, switch must be lined for 17 lead unless in use.

ITEM 5. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- A. General Code of Operating Rules.
- B. Safety, Radio and General Rules for all employees.
- C. Air Brake and Train Handling Instructions.
- D. All Foremen: Zone-Track-Spot Book
Hazardous Material Handling Guide.
- E. All books must contain current rules and latest revision in proper page sequence.

ITEM 6. OPERATIONS OF ENGINES:

- A. All regulating valves on HB&T engines will be set at 90 lbs. To prevent overload, do not exceed the quarter hour short time rating of any unit in #8 throttle when speed is steady or decreasing.
- B. Shoving or back-up movements: Do not use any more power than actually required to smoothly start shoving movement. Always use the least possible power to negotiate sharp curves and turnouts or movement across bridges.

ITEM 7. OWNING LINE CREWS AND LOCOMOTIVES:

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

- B. Road crews at Settegast Yard receiving outbound power and operating from short sand spur track (stub ended track) must align switch behind movement for lead.
- C. Road Crews handling solid PTRA and/or SP interchange traffic will be governed as follows:
 - (1) Upon arrival at Houston Belt & Terminal Switching Limits, crews will communicate via radio with train director, Union Station, for clearance to PTRA and/or SP interchange.
 - (2) Trains proceeding on East Belt Subdivision passing Tower 86, or Tower 87, will communicate via radio with The Yardmaster at R.T.C. for delivery instructions.
 - (3) Upon arrival at Market Street a member of the crew must communicate via ground speaker or radio with the PTRA Yardmaster and will be governed by his instructions while in North Yard. This must be done before train enters the North Yard tracks.
 - (4) Do not exceed 10 MPH when delivering or pulling cars from the Port Terminal Railroad North Yard.
- D. Trains arriving HB&T Houston will handle their waybills in the following manner:
 - (1) ATSF train conductors will leave their waybills at South Yard in box provided on arrival Houston, unless otherwise instructed by R.T.C.
 - (2) Burlington Northern train conductors will leave waybills at South Yard on arrival Houston, unless otherwise instructed by R.T.C.
 - (3) UP conductors on trains terminating Houston will leave their waybills and a copy of their trip delay reports at Settegast (check mail), unless otherwise instructed by R.T.C.
 - (4) Trains tying up on the hours of service will leave the waybills and trip delay reports on caboose, notifying R.T.C. caboose number.
- E. (1) Road crews operating over Houston Belt & Terminal Railway Company must make reports to this office, jointly with their division offices, of all delays, accidents, or any other irregularities which occur while on the Houston Belt & Terminal Railway Company.
 - (2) Road crews use their company's respective forms when involved in grade crossing accidents or personal injuries, forwarding a copy of this report to the HB&T Superintendent's office. All members of crew shall complete a report.

ITEM 8: GENERAL CODE OF OPERATING RULE 10D is in effect from Belt Junction to T.N.O. Junction on the East Belt, Freight and Passenger Subdivisions.

RULE 10(D). PROTECTION BY YELLOW FLAG: On subdivisions where maximum speed does not exceed 35 MPH and it is authorized by special instructions, speed may be restricted to 10 MPH and protection provided for men or equipment or main track without the use of train orders, track bulletins, general orders or flag protection for a distance of 2 miles by display of yellow flags as prescribed by Rule 10. This protection will extend from a point 2 miles from the yellow flag until rear of train has passed a green flag or has reached a point 4 miles from the yellow flag.

ITEM 9: WEIGHING INSTRUCTIONS

- A. Coupled-in-motion track scale in service at the North end of Settegast Yard, north of Ley Road. The scale has two (2) tracks, one of which is a dead rail, which breaks off the turnout and is to be used when scale is not in operation; the other is designated the weigh rail and is located on straight track. When the scales are not being used, all movements must be made using dead rail: the weigh rail must only be used when weighing cars. The scale is connected by communication lines with the yard office in Union Station, and use of the scale activates instrumentation and television cameras at the scale, which transmits all pertinent data to Union Station. Do not exceed 15 MPH on dead rail. When weighing, a constant speed, not exceeding 5 MPH, should be maintained.

B. NEW SOUTH YARD

Uncoupled in motion scale, North end Track Number 28, New South Yard. The scale will only weigh one car at a time. Each car being weighed should not exceed four miles per hour over scale. Each car

must be clear of scale before next car passes limit switch at the North end of scale (limit switch will be marked by a yellow stripe on rail). While weighing, cars switched to Track 28 must be controlled by hand brake to prevent roll out on both the North and South ends. Do not switch cars into Track 28. Use Track 28 for weighing only.

ITEM 10. RAIL DETECTOR CARS:

Rail detector test cars, when testing rail may occupy main track in CTC territory only as provided by Rules 351 and 351(A).

NOTES

ITEM 11. BLOCK AND INTERLOCKING SIGNALS:

RULE	NAME	ASPECT
230	CLEAR	
232	ADVANCE APPROACH	
233	APPROACH DIVERGING	
234	APPROACH MEDIUM	
235	APPROACH RESTRICTING	
236	APPROACH	
237	DIVERGING CLEAR	
238	DIVERGING APPROACH MEDIUM	
239	DIVERGING APPROACH	
240	RESTRICTING	
241	STOP AND PROCEED	
242	STOP	

INDICATION
Proceed
Proceed prepared to pass next signal not exceeding 50 MPH.
Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
Proceed prepared to pass next signal not exceeding 40 MPH.
Proceed prepared to pass next signal at restricted speed.
Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
Proceed on diverging route not exceeding prescribed speed through turnout.
Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.
Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
Proceed at restricted speed.
Stop, then proceed at restricted speed.
Stop

ITEM 12. GENERAL CODE OF OPERATING RULES CHANGES

(1) **DEFINITIONS: SWITCHING SIGNAL INDICATOR** — A fixed signal location on or near an automated switching lead used in conjunction with, or in lieu of, hand signals.

(2) **RULE G:** Changed to read:

"The use of alcoholic beverages by employes subject to duty, when on duty or on Company property is prohibited.

The illegal use of any drug, narcotic or controlled substance is prohibited at any time, either on duty or off duty. Employes are expected to know those drugs, narcotics, or controlled substances which are illegal to use.

Employes must not report for duty or be on Company property under the influence of, or use while on duty, or have in their possession while on Company property, any alcoholic beverage or illegally obtained drug, narcotic or other substance.

Employes must not report for duty or be on Company property under the influence of, or use while on duty, any over-the-counter or prescription drug or medication which will in any way adversely affect their alertness, coordination, reaction, response, or safety. If an employe is in doubt as to whether an over-the-counter or prescription drug may have an adverse effect on his alertness, coordination, reaction, response, or safety, he should make sure that the following steps are taken:

1. A physician or dentist licensed or otherwise authorized to practice by a state of the United States or a physician designated by the Railroad makes a good faith judgment, in writing, with notice of the employe's assigned duties and on the basis of the available medical history, that use of the substance by the employe at the prescribed or authorized dosage applicable is consistent with the safe performance of the employe's duties; and
2. The substance is used at the dosage prescribed or authorized; and
3. The employe notifies the Railroad, in writing, prior to use on duty (a) of his need to use the prescribed or authorized drug or medication and (b) of the medical practitioner's judgment, as set out above; and
4. The Railroad gives approval in writing to the employe for use on duty of the drug or medication."

(3) **RULE 2:** While on duty, employees governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

(4) **RULE 7:** Rear view mirror must not be used for observing hand signals or conditions when making couplings or back-up movements.

NOTE TO RULE 93: Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

(5) **RULE 100:** Returning movement must be made at restricted speed.

(6) **RULE 102(2):** First paragraph will not apply if train or transfer was moving at 20 miles per hour or less, entire train is on straight track, and air is recovered within five (5) minutes. Train or transfer may proceed if crew can observe both sides of their entire train and in their judgment the train is safe to move. Movement will be made not exceeding 10 mph and crew members will continue to observe the train for at least one train length. After one train length and no defects are detected, train or transfers may resume maximum authorized speed.

(7) **RULE 103(I):** When road engines are to be coupled to a train, whether in a yard or on line, the movement must be stopped 150 feet from the train and further movement must be preceded by a crew member when it can be safely done.

(8) **RULE 103(J):** Except when shoving cars or in short switching movements, an engine consisting of two or more units, with control unit at each end must be operated from leading control unit in direction of movement unless such movements are protected by a crew member.

(9) **RULE 103(T):** Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

(10) **RULE 104(L):** A yellow stripe around switch staff or operating lever of hand throw switch will indicate that diverging track is protected by derail.

(11) **RULE 105:** Within CTC Territory trains must not enter a siding at a spring switch or hand operated switch unless authorized by Rail Traffic Control.

(12) **RULES 230 THROUGH 242 (SIGNAL ASPECTS AND INDICATIONS):** Aspects and indications as shown in General Code of Operating Rules will not apply on HB&T Railroad. Aspects and indications shown in Special Instructions Item 11 apply.

(13) **RULE 313:** Stop and proceed signals per Rule 241. Train or engines may pass "Stop and Proceed" signals without stopping, proceeding at restricted speed until entire train has passed through block.

(14) **RULE 314:** Speed must not be increased until after rear of train has passed the next signal or the end of block system.

ITEM 13. SAFETY, RULES AND GENERAL RULES FOR ALL EMPLOYEES CHANGES:

(1) **Change: RULE 4060 to Read:**

Mounting, dismounting or walking on a moving COFC/TOFC or conventional flat car is prohibited.

If necessary to ride the deck of an empty COFC/TOFC or conventional flat car because of long shoving or dragging movement, employee will take a balance position near center of car with feet shoulder width apart, one foot slightly ahead of the other, knees flexed facing and looking in direction of movement. Be prepared for slack action or any other unusual movement.

When necessary to ride a loaded COFC/TOFC or conventional flat car, ride on the side ladder, maintaining a firm grasp of the ladder rung or other handhold and both feet solidly placed in stirrup facing and looking in direction of movement.

ITEM 14. STANDARD TIME:

Standard time may be obtained by calling RTC 546-3185

NOTES

TABLE OF SPEEDS

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

Explanation of Characters

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

Track diagrams and color codes are for general information only and are not to scale.

ROADWAY SIGNS

