

**TAKE PRIDE
IN
RULES
OBSERVANCE**



For employees to be safe they must be taught by a competent, courteous teacher.

Each foreman and engineer is a teacher and has the obligation to require rules observance and safety in the performance of duty by employees under his supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST



**PORT TERMINAL
RAILROAD
ASSOCIATION**

**TIME TABLE
No.
3**

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

**H.E. HANDLEY, GENERAL MANAGER
L.A. HELMS, ASSISTANT GENERAL
MANAGER**

**This Time Table is for the exclusive
use and guidance of employees**

STAFF

B. N. WALLACE, Assistant Superintendent - Administration
T. S. BROWN, Director of Rules and Safety
J. R. KING, Master Mechanic
B. P. SOWERS, Engineer, Maintenance of Way
A. J. SMITH, JR., Claim Agent
B. F. MORRIS, Chief Special Agent

OPERATING OFFICERS

F. M. DAVIDSON, Superintendent - Transportation
W. E. PINKSTON, Assistant Superintendent - Transportation
O. O. ROBUCK, Senior Trainmaster
A. D. ARBUCKLE, Senior Trainmaster
L. R. TILLERY, Trainmaster
W. B. HENDERSON, Asst. Trainmaster/Road Foreman of Engines

EMERGENCY NUMBERS

FIRE 227-2323

POLICE

(Emergency only for car Dispatch) 222-3131
(Other Police Matters) 222-3011

EMERGENCY AMBULANCE ONLY 222-3434

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

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

Pasadena Bayshort Medical Center 944-6666
4000 Spencer Highway
Pasadena, Texas 77504

Dr. Max Roth 453-5454
Northshore Clinic
1260 Uvalde
Houston, Texas 77015

SP Train Dispatcher (for CTC) 223-6469

PTRA Time Table No. 3

TABLE OF CONTENTS

STAFF	INSIDE FRONT COVER
OPERATING OFFICERS	INSIDE FRONT COVER
EMERGENCY NUMBERS	INSIDE FRONT COVER
NORTHSHORE SUBDIVISION	
STATIONS	3
MAXIMUM AUTHORIZED SPEED	3
TIME REQUIREMENT BETWEEN POINTS	3
INDUSTRY LEADS	3
SPECIAL INSTRUCTIONS	4
CARNEGIE SUBDIVISION	
STATIONS	5
MAXIMUM AUTHORIZED SPEED	5
SPECIAL INSTRUCTIONS	5
CLINTON SUBDIVISION	
STATIONS	7
MAXIMUM AUTHORIZED SPEED	7
NONSTANDARD CLEARANCE	7
CENTRALIZED TRAFFIC CONTROL	7
SPECIAL INSTRUCTIONS	7
MANCHESTER SUBDIVISION	
STATIONS	11
MAXIMUM AUTHORIZED SPEED	11
TIME REQUIREMENT BETWEEN POINTS	11
SPECIAL INSTRUCTIONS	11
DIVISION MAP	12
PASADENA SUBDIVISION	
STATIONS	15
MAXIMUM AUTHORIZED SPEED	15
INDUSTRY LEADS	15
TIME REQUIREMENT BETWEEN POINTS	15
SPECIAL INSTRUCTIONS	16
ALL SUBDIVISION—SPECIAL INSTRUCTIONS	
CITY ORDINANCE	17
CARS IN NEED OF REPAIR	17
ENGINE OPERATIONS	17
ENGINE OPERATIONS—SWITCHER TYPE	18
TRAIN LINE AIR	18
FUEL CONSERVATION	19
INSPECTION REPORT	19
ENGINE LIGHTS	19
LOCOMOTIVE RESTRICTIONS	20
LOCATION OF STANDARD CLOCKS, GENERAL	
ORDER AND GENERAL NOTICE BOOKS	20
MISSING LOCKS	20
UNATTENDED FUSEES	20
TORPEDOS	20
GENERAL ORDERS AND GENERAL NOTICES	20
STANDARD TIME	20
HAZARDOUS MATERIAL	20
ALCOHOL AND DRUGS	21
BRIDGE MAP	21
PTRA BRIDGES	22

TABLE OF CONTENTS

MILEPOST LOCATIONS	22
NO. 14 TURNOUTS - 20 MPH	23
TABLE OF SPEED	24
LIST OF ABBREVIATIONS & CHARACTERS	24
ROADWAY SIGNS	INSIDE BACK COVER

NORTHSHORE SUBDIVISION

MILES	SOUTH ↓ STATIONS	NORTH ↑	
0.0	NORTH YARD	Y D B #	
1.3	HOFFMAN	X G SP	
1.7	LURIA	970 ft. 10 cars	
3.8	PARK JUNCTION		
4.8	AMERICAN YARD	Y	
6.1	ARMCO NO. 1	X	
6.4	ARMCO NO. 2	X	
8.8	PENN CITY YARD	Y	
11.9	CARGILL	END OF MAIN TRACK	

MAXIMUM AUTHORIZED SPEED

LOCATION	SPEED
NORTH YARD TO CARGILL	20 mph
Exceptions:	
ROUNDHOUSE AREA	5 mph
NORTH YARD	10 mph
CARGILL ROAD	10 mph
OTHER THAN MAIN TRACK	10 mph
ALL TURNOUTS (Except No. 14)	10 mph

TIME REQUIREMENT BETWEEN POINTS

STATION TO STATION	MINUTES
NORTH YARD TO AMERICAN YARD	25
AMERICAN YARD TO PENN CITY YARD	20
PENN CITY YARD TO CARGILL YARD	15

INDUSTRY LEADS

LEAD	MP
BROWN	6.39
SMITH & DOUGLAS	9.66
HOUSTON FUEL OIL	13.19

SPECIAL INSTRUCTIONS

A road crossing has been installed by **Houston Lighting & Power Company** across 100, 101 and 212, about midway of tracks. When cars are stored in these tracks, see that this crossing is cut.

The impaired clearances at **HESS Terminals**, at the head of Track B-1, have been cleared. It is now permissible to service HESS Terminals Track B-1 and Track B-2, Spots 1 to 14. Due to impaired clearances, PTRAs forces are not to use Track B-1 or Track B-2 beyond Spot 14.

Two normally open gates for protection of the **Greens Bayou Drawbridge** are located on either side of the bridge. One gate is located north (MP 6.7) at Sheffield Boulevard; the other, south (MP 8.0) of Haden Road.

In an effort to improve safety procedures at the **Navigation District Bulk Plant (NBPT)**, Bulk Plant personnel should be notified prior to PTRAs engine entering the plant when they are working. Therefore, arrange to contact the General Yardmaster via telephone or radio to make sure that Bulk Plant personnel have been notified before moving cars on their inbound or outbound leads.

Cargill Elevator has requested that PTRAs personnel contact Cargill personnel by using the telephone located just north of Cargill entrance road upon arriving at the elevator to determine where cars are to be pulled and spotted.

The concrete road crossing at the entrance to **Oil Tanking** must be left clear of standing cars on Main Track No. 100 and Main Track No. 101.

Two Main Tracks between north end of Penn City Yard and Cargill Road Crossing are designated as follows:

Main Track No. 100 - East Track
Main Track No. 101 - West Track

Normal direction of traffic on Main Track No. 100 will be for northward movement. Normal direction of traffic on Main Track No. 101 will be for southward movement, unless otherwise specified by yardmaster.

Two Main Tracks between north end of American Yard and just north of Koppers Road Crossing are designated as follows:

Main Track No. 100 - East Track
Main Track No. 101 - West Track

Both northward and southward movements will use Main Track No. 101, unless otherwise specified by yardmaster.

Two main tracks between North Yard and Park Junction are designated as follows:

Main Track No. 100 - East Track
Main Track No. 101 - West Track

Normal direction of traffic on Main Track No. 100 will be for southward movement. Normal direction of traffic on Main Track No. 101 will be for northward movement, unless otherwise specified by yardmaster.

MILES	SOUTH ↓	STATIONS	NORTH ↑	
0.50	GALENA JUNCTION	A X SP		YARD LIMITS
		.07		
0.57	GATE 8			
		.89		
1.46	GATE 2			
		.64		
2.10	GATE 1			1495 ft. 20 cars
		.84		
2.94	CARNEGIE			
		.51		
3.45	U.S. STEEL	END OF MAIN TRACK		

MAXIMUM AUTHORIZED SPEED

LOCATION	SPEED
GALENA JUNCTION TO U.S. STEEL	20 mph
Exceptions:	
GATE 8	10 mph
GATE 2	10 mph
GATE 1	10 mph
STORAGE YARD	10 mph
CITY DOCKS NORTH SIDE	10 mph
ALL TURNOUTS (Except No. 14)	10 mph

SPECIAL INSTRUCTIONS

PTRAs employees are instructed not to smoke in the vicinity of the Port of Houston Authority facilities or in industries where Smoking is Prohibited.

Special attention is required in spotting cars on the Landside Tracks and at City Docks. Port of Houston Authority orders will show locations at which no cars are to be spotted when they desire space for truck spots.

MILES	WEST ↓ STATIONS EAST ↑	YARD LIMITS	
0.51	GALENA JUNCTION A X SP 0.5	CTC	
5.30**	BUFFALO BAYOU DRAWBRIDGE ... BEGIN CTC 0.7		
6.00**	TOWER 208 M X HBT 0.3		
6.30**	BOOTH SIDING 5600 ft. 80 cars 1.0		
7.20**	HARRISBURG JUNCTION 0.3		
7.50**	GH&H JUNCTION 0.2		
7.80**	MANCHESTER JUNCTION 2.4		
10.40**	SINCO JUNCTION 1.3		
11.70**	PASADENA JUNCTION 3.0		
14.70**	DEER PARK JUNCTION END CTC		

**SP

MAXIMUM AUTHORIZED SPEED

LOCATION	SPEED
NORTH YARD TO DEER PARK JUNCTION	20 mph
Exceptions:	
MP 11.40 to MP 10.84	10 mph
MP 7.81 to MP 7.80	10 mph
MP 5.20 to MP 5.10	10 mph
ALL TURNOUTS (Except No. 14)	10 mph
NORTH YARD SWITCHING LIMITS	10 mph

NONSTANDARD CLEARANCE

MP	LOCATION	TYPE
5.3**	Buffalo Bayou Drawbridge	Overhead & Side

**SP

CENTRALIZED TRAFFIC CONTROL (CTC)

CTC is in effect on the main track and siding between the absolute signal located north (SP east) of Buffalo Bayou Drawbridge and the absolute signals governing northward (SP eastward) train at Deer Park Junction.

SPECIAL INSTRUCTIONS

Two main tracks are in service between Sinco Junction and Pasadena Junction. Both are within CTC limits and signaled for movement in both directions. The two main tracks are designated as follows:

North Track No. 1
South Track No. 2

Do not exceed 10 mph on PTR A Main Track No. 2 nor 10 mph on SP Main Track No. 1 when approaching public crossing and until the lead locomotive has passed over the crossing between Sinco Junction and Pasadena Junction.

The single track between Buffalo Bayou Drawbridge (MP 5.3**), Manchester Junction, Pasadena Junction, Deer Park Junction and Track No. 1 will be used jointly by trains and engines of the Southern Pacific and the Port Terminal Railroad Association under Transportation Department Rules and Regulations of the Southern Pacific Transportation Company and the Port Terminal Railroad Association.

**SP

The Port Terminal Railroad Association Rules and Southern Pacific Rules and Regulations of the Transportation Department apply. PTR A movements, when so directed by train dispatcher, may operate over SP Main Track both eastward and westward between Manchester Junction and Sincio Junction.

PTRA westward movements approaching Sincio Junction and PTR A eastward movements approaching Pasadena Junction and finding absolute signals governing entrance to CTC on No. 2 Track 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 No. 2 Track may occupy No. 2 track and move in either direction without flag protection performing switching movements without obtaining Track and Time limits from dispatcher. Main track must be continuously occupied or main track switch left open for this authority to remain in effect. If main track is cleared and main track switch restored to normal position, new authorization must be secured before reentering main track. Train dispatcher 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 (MP 5.3**) serve both as absolute and interlocking signals. Trains stopped by these signals must observe both CTC and interlocking rules. In addition, a crew member must precede train movement through draw span.

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 be required to ascertain what instructions relating to track conditions are in effect.

PTRA SOUTHWARD movements are the same as

SP WESTWARD movements.

PTRA NORTHWARD movements are the same as

SP EASTWARD movements.

Signal for Westbound movements located at Manchester Junction at MP 7.8 is no longer in service. A new signal for Westbound movement has been placed in service at MP 7.50. This signal will govern movement through GH&H Junction and Manchester Junction.

**SP


DERAIL

- A. The Deraill, on the south end of Old City (21-405) at the clearance point, is hand-operated and is to be operated by the PTR A yardmen. It is equipped with PTR A lock which should be left in place and locked at the completion of the switching operation on this track.
- B. Derails are also located at the south end of Champion Paper Mills (24-661 and 662) and the north end of (24-665). These derails are hand operated and are to be operated by the PTR A yardmen. They are equipped with PTR A locks which should be left in place and locked at the completion of the switching operation on this track.

Engines listed must not operate on tracks shown below:

CLASS OF ENGINE	LOCATION	RESTRICTED TRACKS
All locomotives with six-wheel trucks	Sincio	Lead track to Goodyear Tracks 1 & 2.
	Pasadena	Wald Transfer and Storage

Load limit (car and contents): Houston 300,000 pounds

MILES	SOUTH ↓	STATIONS	NORTH ↑	
4.0	MANCHESTER	Y B W		
		1.2		
5.2	SIMS BAYOU			
		1.2		
6.4	ARCO	X		
		0.1		
6.5	ARCO JUNCTION			
		0.5		
7.0	SINCO JUNCTION	BEGIN CTC CLINTON SUBDIVISION		

MAXIMUM AUTHORIZED SPEED

LOCATION	SPEED
MANCHESTER TO SINCO	20 mph
Exceptions:	
MANCHESTER YARD	10 mph
CENTRAL AVENUE CROSSING	10 mph
ALL TURNOUTS (Except No. 14)	10 mph

TIME REQUIREMENT BETWEEN POINTS

STATION TO STATION	MINUTES
MANCHESTER TO NORTH YARD	25
MANCHESTER TO ARCO	10
MANCHESTER TO PASADENA	20

SPECIAL INSTRUCTIONS

Manchester Subdivision is under the control of the Pasadena Yardmaster and the North Yard Yardmaster, all trains with or without cars will not enter or leave limits of yard without his authority. (Rule 127).

Yardmaster must be notified before passing switch at entrance leading into Manchester Yard just north of Sims Bayou.

Tracks crossing Central Avenue have been marked with yellow paint to indicate the amount of clearance to be allowed to either side of the crossing when engine or cars are left standing.

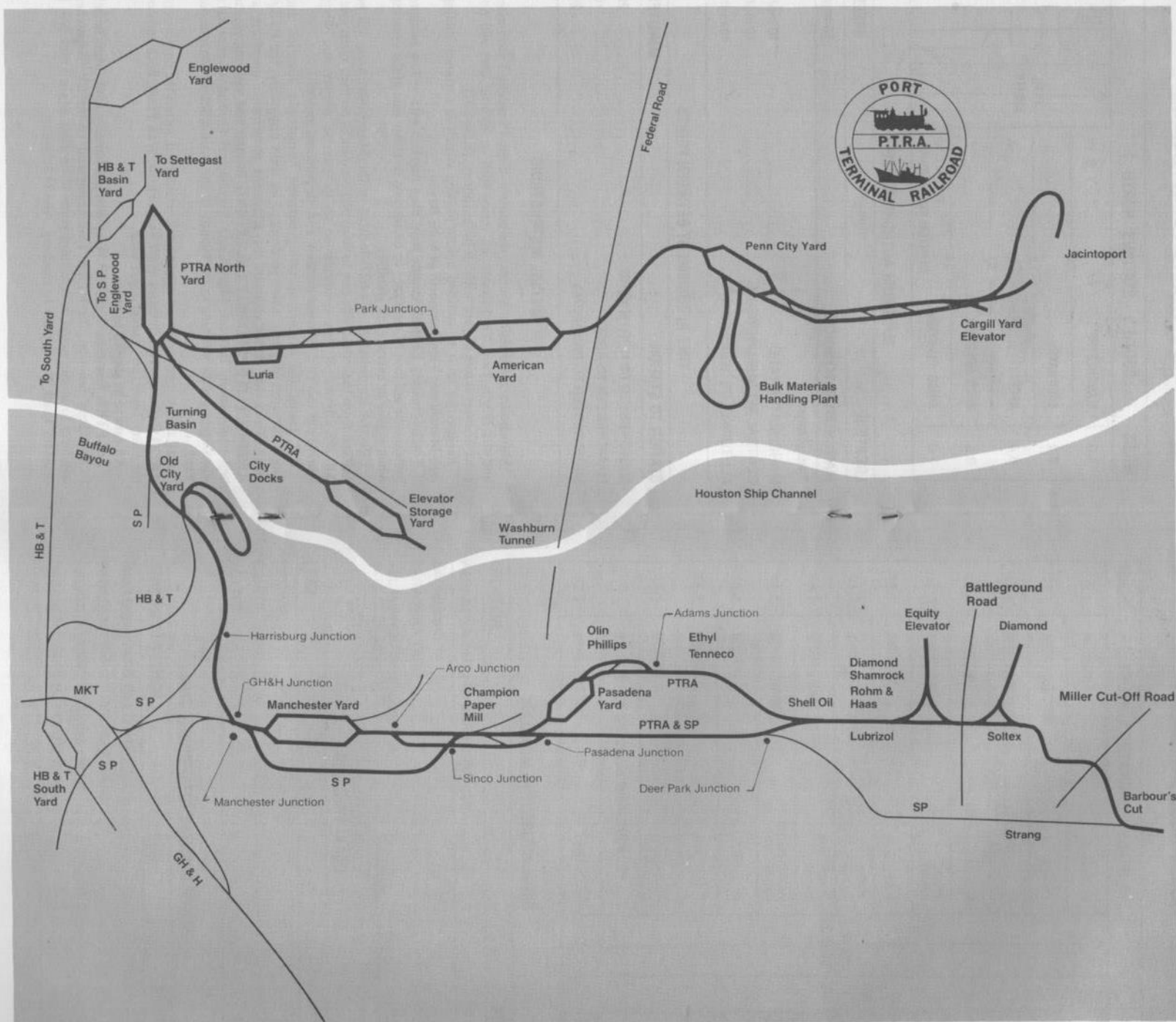
Effective immediately, (24-627) located in the Manchester area will be worked from their road side due to impaired clearances on their plant side. All are advised of this condition so as to exercise proper care when working in this area to avoid accident and/or personal injury.

S.P. trains and engines operating between Manchester Junction and Sinco Junction may use, when so directed by train dispatcher, the PTR A Main Track for either eastward or westward movements operating at RESTRICTED SPEED NOT EXCEEDING 10 mph and will ring engine bell continuously between Manchester Avenue and Central Avenue as a warning to people working in the vicinity of the main track in Manchester Yard.

Rail cars are not to be allowed to roll unattached within the confines of ARCO Refinery. This includes West Tank Farm, Wax Plant, both ends of the Filter Track, and racks, upper yard.

All cars to be shoved to rest.

For PTR A Southward and SP Westward movements from Manchester to Pasadena Junction, the PTR A Yardmaster and/or the SP Dispatcher will have to be contacted to determine route to be used, Main Track No. 1 or Main Track No. 2, prior to reaching, ARCO Junction.



MILES	SOUTH ↓	STATIONS	NORTH ↑
8.3	PASADENA	Y D B W	
		1.8	
10.1	ADAMS JUNCTION		
		1.3	
11.4	DEER PARK		
		1.0	
12.4	SHELL #1	X	
		0.3	
12.7	SHELL SIDING	3426 ft. 60 cars	
		0.4	
13.1	SHELL #2	X	
		0.2	
13.3	SHELL EAST SIDING	1966 ft. 31 cars	
		0.8	
14.1	ROHM & HAAS SIDING	1607 ft. 24 cars	
		0.6	
14.7	EQUITY SIDING	#1 5679 ft. 90 cars #2 5409 ft. 88 cars	
		0.5	
15.2	EQUITY	T	
		0.6	
15.8	SOLTEX	T	
		0.7	
16.5	UPJOHN		
	5.8 Mi. Via SP GALVESTON SUBDIVISION		
22.3	BARBOURS CUT	END PTR	

YARD
LIMITS

MAXIMUM AUTHORIZED SPEED

LOCATION	SPEED
PASADENA YARD TO BARBOURS CUT	20 mph
Exceptions:	
PASADENA YARD	10 mph
ALL TURNOUTS (Except No. 14)	10 mph

INDUSTRY LEADS

LEAD	MP
CROWN	8.30
EQUITY	15.16
SOLTEX	15.80

TIME REQUIREMENT BETWEEN POINTS

STATION TO STATION	MINUTES
PASADENA YARD TO EQUITY	30
PASADENA YARD TO ROHM & HAAS	25
PASADENA YARD TO SHELL OIL	20
PASADENA YARD TO NORTH YARD	45

SPECIAL INSTRUCTIONS

Special attention is required in spotting cars on the **Landside Tracks** and at **Barbours Cut Terminal**. Port of Houston Authority orders will show locations at which no cars are to be spotted when they desire space for truck spots.

Tenneco Corporation has requested that their plant personnel be notified prior to PTRAs engines entering their plant to provide proper protection to their employees. Therefore, effective immediately train crews assigned to work in Tenneco's plant will notify the Pasadena yardmaster or the General Yardmaster of their approximate arrival time and the yardmaster so notified will call Tenneco at:

Telephone: 479-9897

notifying Tenneco personnel of the time of arrival. After work is completed, the engine foreman will notify the yardmaster, who in turn will notify Tenneco that the PTRA is clear of the plant.

Two main tracks between Pasadena yard and Adams Junction are designated as follows:

Main Track No. 100 - East Track
Main Track No. 101 - West Track

SPECIAL INSTRUCTIONS

ITEM 1. CITY ORDINANCE

The following City of Houston Ordinances govern obstruction of street crossings on the Port Terminal Railroad Association. (Rule 30)

- A. 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 any one time.
- B. 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 train" is meant any railway engine or railway car or cars of railway train of engine and cars.

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

- C. 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 5 minutes, each succeeding period of 5 minutes of illegal obstruction shall constitute a separate offense.

ITEM 2. CARS IN NEED OF REPAIR.

Use Unsafe Condition Report Forms to report cars in need of repair.

To insure prompt repair of cars, yardmen must verbally report to the Yardmaster any unsafe cars immediately upon discovery. Then, follow up with the Unsafe Condition Report Forms.

The Yardmaster will make the determination to isolate the car in the immediate area, to return the car to the nearest yard or to move onto the PTRA Repair Track. The Yardmaster will advise the Trainmaster of arrangements made for the car in order that the Trainmaster can make arrangements through the Repair Track for the repair of the car. See no failure to comply.

ITEM 3. ENGINE OPERATIONS

- A. **Lead Unit Operation:** When engines are moved from mechanical facility to train or vice versa, the controls will be handled from the lead unit when practicable, except when making short back up moves.
- B. **Operating Diesel Engines Through Water:** Unless otherwise directed by officer at point of high water, diesel engines must not be moved or allowed to stand in water which is more than 3 inches above top of rail. Movement through water 3 inches or less above top of rail must not exceed 2 miles per hour to keep traction motors dry. If water may have entered traction motors, remove motor covers and examine the motor. If the motor is wet, it must be cut out.
- C. **Overload Prevention:** Under unusual circumstances when a unit becomes inoperative due to abnormal weather, etc., it is possible that the units can go into overload and damage traction motors. To prevent overload, do not exceed the quarter hour short time rating of any unit in eighth throttle position when speed is steady or decreasing.
- D. **Reversing Multiple Units:** When necessary to operate multiple diesel units in reverse direction for any great distance, arrange to operate engine from the leading cab. Where this is impractical, a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

E. **Signals Through Mirrors:** Taking signals through or via mirrors attached to a diesel unit or cab car is prohibited.

F. **Hand Brakes:** On main track change-outs, the arriving engineer is responsible for all hand brakes being released on engine consist. Engineers tying up will set hand brake on the control unit, as well as on units set out en route.

Engineers going on duty will ascertain that all hand brakes are released on the engine consist and on units picked up en route.

G. **Pumping Air:** When pumping air, it must be known no main generator amperage is being developed, thereby causing traction motor damage. (Generator field switch must be opened.)

H. **Minimizing Delay Due to Sticking Brakes:** Should difficulty be experienced in releasing brakes after picking up cars, or after making a light brake application en route, the procedures listed below should be followed:

- 1) Check feed valve for proper setting.
- 2) Make a 20-pound service brake application. When blow at the brake valve stops if standing, or when train stops if moving, place train in emergency and wait 3 minutes.
- 3) Return brake valve to release or running position and charge train for 3 minutes before proceeding.

I. **Sudden Braking:** Should there be a sudden application of brakes which may cause damage to train or obstruct an adjacent track, enginemen and trainmen must immediately display stop signals to trains on the other track. Trains receiving these signals must stop and not proceed until it is known that track is not obstructed.

J. **Flat Spots on Wheels:** When engineer takes charge of a diesel unit or consist of units in road or switching service, and one or more of the units have flat spots on wheels, report must be made to the Diesel Shop via radio or from first available point of communication.

If flat spots occur while engineer is in charge of a unit, report must be made indicating time, location and cause.

K. **Isolating Lead Units:** Before making a back-up movement, shoving cars or taking slack (movement of engine consist only excluded), the leading units must be isolated such that there will be power from only three units pushing against the train.

If dead units are on the rear of the powered units, they should be considered as cars in the train insofar as this rule is concerned.

ITEM 4. ENGINE OPERATION—SWITCHER TYPE

A. Selector lever in "SW" position to be used only when switching on leads. Do not use the "SW" position on engines when handling transfers.

B. Set all regulating and feed valves at 90 pounds.

ITEM 5. TRAIN LINE AIR

A. The use of **Train Line Air** in braking system of cars **is required:**

- 1) When cuts of cars are being shoved from the North Yard to Northside Docks.
- 2) When cuts of cars are being pulled to the North Yard from Northside Docks.
- 3) When cuts of 10 or more cars are being moved from the Storage Yard to Docks via the North or South Loops.

4) When cuts of 15 or more cars are being pulled from North Yard to the Northside Docks.

5) On cars moving from the Storage Yard to the North Yard.

6) On cars moving from North Yard to the South Side.

7) On cars being pulled from or delivered to U.S. Steel and Crown Cork and Seal (Old Carnegie Steel).

8) On cars being pulled and spotted in Volkswagen (VWSC).

B. The use of **Train Line Air** in braking system of cars **is not required:**

- 1) When cuts of cars are being moved from the Storage Yard to Houston Public Elevator.
- 2) When pulling and/or delivering cars to the industries adjacent to the Association's Elevator Storage Yard; these industries being: Dickson Industrial District, Intercontinental Steel, Container Yard, I. S. Joseph and Company, Houston Public Elevator, Toyota, Terminal Services - Houston, etc.
- 3) When cuts of cars are being shoved from Northside Docks to North Yard.
- 4) When pulling and/or spotting cars in Crown Refinery and Houston Shell and Concrete, in the Pasadena area.

ITEM 6. FUEL CONSERVATION

In order to continue our fuel conservation program particular interest should be given to engines at Manchester and Pasadena.

When engines are tying up at these outlying points and are not going to be utilized for a period of four hours or more, yardmaster will instruct the engineer to shut down the unit utilizing proper procedures as outlined in "PTRA Train Handling Rules and Instructions for Controlled Train Dynamics".

The Yardmaster must notify operating officers and Diesel Shop employees of all engines that are shut down and the approximate time when the engine will be needed again, and arrange for Mechanical Department to start engine prior to crews needing to utilize the engine.

ITEM 7. INSPECTION REPORT

Engineers will not be required to inspect locomotives and make out ICC Form 2-A — "Inspection Report" at the expiration of their tour of duty, except engineers at Pasadena and Manchester working with an engine that has not been inspected on that calendar day will be required to inspect their locomotive and make out the ICC Form 2-A — "Inspection Report", and fill out "Record of Inspection Card" in locomotive cab at the expiration of their tour of duty.

ITEM 8. ENGINE LIGHTS

Oscillating white light on engines, when leading end is so equipped, must be operated both day and night when moving; except it may be extinguished when meeting trains, passing trains, or during switching operations provided movement does not involve crossing at grade. The same requirements apply when leading end of engine or top of lead locomotive is equipped with an amber or white light which flashes or rotates.

Oscillating red light on engine when leading end is so equipped, shall be operated when train has stopped or is stopping under circumstances that may cause an adjacent track to be fouled, and as a warning signal. A train or engine on the same or adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of train.

ITEM 9. LOCOMOTIVE RESTRICTIONS

A. Locomotives equipped with six-wheel trucks are restricted from all turnouts less than No.9 or curves less than 400-foot radius. All industries in the following list by subdivision fall into this category.

PASADENA SUBDIVISION

Rohm & Haas
Diamond Shamrock (Deer Park)
Tenneco
Ethyl
Phillips
Olin Mathieson
General American Tank
Crown
Pasadena Sand & Gravel

MANCHESTER SUBDIVISION

Atlantic Richfield
Charter Oil
Lone Star
Manchester Terminal

CARNEGIE SUBDIVISION

North & South Loops
North Side Dock Areas
All Industries in Zone 21

CLINTON SUBDIVISION

Water Treatment Plant
Champion Paper Mill
Old City Yard and Dock Area

NORTHSHORE SUBDIVISION

Richardson Steel
Hess Terminal
World Wood
Armco
Parker Bros.
Brown Shipyard
Walton Barge
Byers Barge Terminal
Stauffers Green Bayou
Merichem
Pennwalt
Diamond (Greens Bayou)
Bulk Plant
Smith & Douglas (Wye)

ITEM 10. LOCATION OF STANDARD CLOCKS, GENERAL ORDER AND GENERAL NOTICE BOOKS

- A. North Yard Locker/ Lunchroom
- B. Pasadena Yard Office
- C. Manchester Yard Office

ITEM 11. MISSING LOCKS

Locks missing from switches must be reported to Control Tower.

ITEM 12. UNATTENDED FUSEES

When an unattended fusee is burning on or near a track, Control Tower (North Yard) must be notified before proceeding under provision of Rule 11.

ITEM 13. TORPEDOS

Upon the explosion of a torpedo by your train or engine, Control Tower (North Yard) must be immediately notified via radio.

ITEM 14. GENERAL ORDERS AND GENERAL NOTICES

General Orders and General Notices will be numbered consecutively beginning with January 1, of each year. They will be issued and cancelled by the Superintendent and supercede any rule or special instruction with which they conflict. General Orders and General Notices will expire with the calendar year.

Yardmen, enginemen and other employees whose duties require must familiarize themselves with General Orders and General Notices before commencement of each day's work.

Foreman and engineer must record in the remark column of their time slip the highest number of General Order and General Notice, which will indicate that they have read and understood the General Orders and General Notices and are responsible for compliance. Location of General Orders and General Notice will be designated by special instruction in the Timetable.

Special Instructions in the Timetable, or notices issued in pamphlet form, supersede any rule with which they conflict.

ITEM 15. STANDARD TIME

Time Service : 223-6098

ITEM 16. HAZARDOUS MATERIAL

The PTRa has adopted the Union Pacific System's **INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS**, as outlined in **FORM 8620**. This will be a supplement to **PTRa TIMETABLE NO. 3**.

All operating employees will be required to have this booklet in their possession while on duty.

ITEM 17. ALCOHOL AND DRUGS

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to **sixty** days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

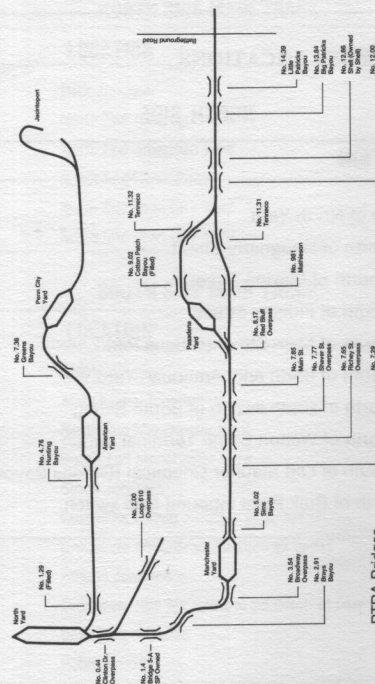
You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your best interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

A complete copy of the Federal regulations is available for your review at Union Station, Room 423, Houston, Texas.

It is the policy of the Port Terminal Railroad Association that an employee is in violation of **RULE G** when the urine test is positive. They are subject to all disciplinary procedures under **RULE G** regardless of the amount of drugs discovered by the urine testing.



ITEM 18. PTR A BRIDGES

BRIDGE NUMBER	MAIN TRACK	NAME OR LOCATION
0.44	South Side	Clinton Drive Overpass
1.4	South Side	Buffalo Bayou 5-A (SP owned)
2.91	South Side	Brays Bayou
3.54	South Side	Broadway Overpass
5.02	South Side	Sims Bayou
7.29	South Side	Big Vince Bayou
7.65	South Side	Richey Street Overpass
7.77	South Side	Shaver Street Overpass
7.85	South Side	Main Street
8.17	South Side	Red Bluff Overpass
9.02	South Side	Cotton Patch Bayou (Filled)
9.81	South Side	Mathieson Chemical
11.31	South Side	Tenneco (Pasadena Cut-Off)
11.32	South Side	Tenneco (Old Main Track)
12.00	South Side	Boggy Bayou (Filled)
12.66	South Side	Shell (owned & maintained by Shell)
13.84	South Side	Big Patricks Bayou
14.39	South Side	Little Patricks Bayou
1.29	North Side	McCarty Street (Filled)
4.76	North Side	Hunting Bayou
7.36	North Side	Greens Bayou (Lift Bridge)
2.00	Carnegie	Loop 610 Overpass

ITEM 19. MILE POST LOCATIONS

NORTH SIDE

MP	LOCATION
0	Middle of North Yard
1	400' north of Daugherty Street
2	1060' north of Maxine Street
3	125' south of Fidelity Street
4	680' south of Main Street (Galena Park)
5	875' south of north end, American Yard
6	100' north of south switch of South Siding
7	200' north of Walton Barge Terminal switch
8	650' south of Old Stauffer Chemical (Greens Bayou)
9	35' north of Bulk Plant inbound lead switch

SOUTH SIDE

MP	LOCATION
1	488' north of Bridge 5-A
2	900' south of 76th Street
3	South end of Brays Bayou Bridge
4	200' south of center line of Manchester Ave., near Upper 11 switch
5	150' north of north end of Sims Bayou Bridge
6	980' south of Arco west tank farm switch
7	500' north of Sinco Junction Switch
8	850' south of south end of Shaver St. overpass
9 (Old Main)	South end of Pasadena Yard-Track Switch
9 (Cut-Off)	100' north of north Air Products switch
10 (Old Main)	500' north of Adams Junction switch
10 (Cut-Off)	185' north of Phillips private road
11 (Old Main)	1300' south of Ethyl Switch
11 (Cut-Off)	270' south of Georgia-Pacific road
12	1650' south of Deer Park Junction switch
13	1725' north of south switch of Shell Siding
14	350' north of Tidal Road
15	865' north of Equity wye, north switch
16	250' south of Soltex wye, south switch

ITEM 20. NO. 14 TURNOUTS - 20 MPH

NORTH SIDE MAIN TRACK

MP	LOCATION
3.87	Park Junction
4.84	North End American Yard
4.89	North End American Yard
5.62	North End North Pass
8.83	North End Penn City Yard
8.85	North End Penn City Yard

SOUTH SIDE MAIN TRACK

MP	LOCATION
7.47**	GH&H Junction
7.80**	Manchester Junction
4.00	North End Manchester Yard
5.00	South End Manchester Yard
10.40**	Sinco Junction
10.45**	Crossover (Sinco Junction #1 to #2)
11.43**	Crossover (Pasadena Junction #2 to #1)
10.10	Adams Junction
11.68	Crossover (Old Main line to SP cutoff at Deer Park Junction)
14.7 **	Deer Park Junction
14.51	Rohm & Haas

** SP

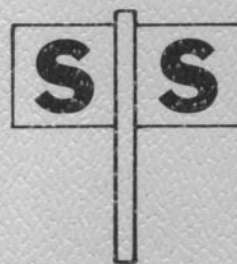
ITEM 21. TABLE OF SPEED

MILES PER HOUR	ONE MILE IN MIN:SEC
10	06:00
20	03:00
30	02:00

LIST OF ABBREVIATIONS & CHARACTERS

A	Automatic Interlocking
B	Base Radio Station
CTC	Centralized Traffic Control
D	Diesel Fuel
⊙	Gated Crossing-Normal Closed
G	Gated Crossing-Normal Opened
GH&H	Galveston Houston & Henderson Railroad Company
HBT	Houston Belt and Terminal Railway Company
JCT	Junction
M	Manual Interlocking
MKT	Missouri-Kansas-Texas Railroad Company
MP	Mile Post
mph	Miles per hour
PTRA	Port Terminal Railroad Association
SP	Southern Pacific
SW	Switch
T	Wye
W	Water
Y	Yard
X	Railroad Crossing at Grade
#	Track Scale

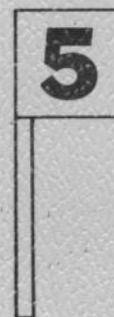
ROADWAY SIGNS



SPRING
SWITCH



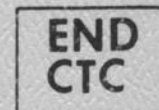
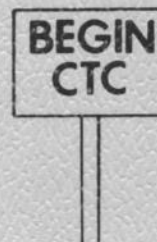
AUTOMATIC
SWITCH



MILE POST



WHISTLE SIGN
Numeral, when attached,
denotes number of
crossings.



white with
black letters

SIGNAL TERRITORY SIGNS



yellow

YARD LIMIT