

Missouri Pacific Lines

**International-Great Northern
Railroad Company
Sugar Land Railway
Houston and Brazos Valley Railway**

PALESTINE DIVISION

**SPECIAL INSTRUCTIONS
No. 4**

EFFECTIVE MARCH 26, 1944

**SUPPLEMENTARY TO
THE UNIFORM CODE OF
OPERATING RULES**

DATED NOVEMBER 1, 1940

**F. H. COOK
*Superintendent***

1. SUPERIORITY OF TRAINS:

See Time Table.

2. MAXIMUM SPEED:

See Time Table.

3. SPEED RESTRICTIONS:

See Time Table.

4. STANDARD CLOCKS:

Longview	Houston Union Station
Overton	Houston Congress Street
Palestine	Valley Junction
Trinity	Lancaster Yard
Spring	Union Station Telegraph Office, Fort Worth
	Mart
	Freeport
	Velasco

5. WATCH INSPECTORS:

Location	Name	Street Address
Longview	McCarley Jewelry Co.	211 N. Fredonia
Kilgore	Daiches Jewelry Co.	219 E. Main
Overton	H. M. Osborne	110 Henderson
Troup	B. Rooks & Co.	200 W. Duval
Mineola	George Flint	110 E. Broad
Palestine	Copeland Jewelry Stores, Inc.	114 W. Oak
Huntsville	R. E. Earnst	1111 Twelfth
Spring	L. L. Day	Mo. Pac. Station
Houston	Houston Watch Co.	911 Franklin
Freeport	L. M. Elledge	Train Master
Fort Worth	G. W. Haltom	614 Main
Mart	Martin Bros.	414 Texas
Navasota	L. E. Wereham	207 E. Washington
Galveston	B. Ganter & Son	2014 Avenue E

6. TRAIN REGISTERS:

Stations at which train registers are located, are designated in full-faced type on the time table.

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, Form C, as required by Rule 83-A.

This will also apply to an Extra train holding orders authorizing its movement beyond such initial station.

Mineola	Huntsville	Hoskins
Henderson	Hawdon	Hoskins Jct.
Phelps—Hunts ville Subdiv.	Anchor East Columbia	Freeport

Trinity is a register station for trains 26, 192, 193, 194, 195.

Phelps—Trinity Subdiv., is a register station for train 26, 194 and 195.

Train 18 will not register at TP Connection, Fort Worth, except when displaying signals.

All trains must obtain clearance, Form C, before leaving Valley Junction.

7. BULLETIN BOOKS:

Longview	Houston Union Station
Palestine	Houston, Register Room,
Lancaster Yard	Congress Avenue
Telegraph Office, Union Station, Fort Worth	Mineola
Mart	Henderson
Valley Junction	Trinity
Spring	Sugarland
Houston, Chief Caller's Office	Freeport
	Velasco

8. MAIL CRANES BETWEEN STATIONS:

BLANK.

9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Longview Junction and Pales-tine.....	E-64	240,000 lbs.
Overton and Henderson.....	E-64	240,000 "
Troup and Mineola.....	E-45	210,000 "
Palestine and Houston.....	E-64	240,000 "
Phelps and Huntsville.....	E-45	210,000 "
Spring and Valley Junction...	E-52	240,000 "
Valley Junction and Mart.....	E-60	240,000 "
Mart and Ft. Worth	E-52	240,000 "
Engines rating E-46 and heavier are not permitted to doublehead over Chambers Creek Bridge 230.0 Fort Worth Subdiv.; Tehuacana Creek, Bridge 171.5, Fort Worth Subdiv.; Little Brazos River, Bridge 87.6, Mart Subdiv.; Navasota River Bridge 50.9, Mart Subdiv.		
On Mart and Ft. Worth Subdivs. engines rating E-40 to E-45, inclusive, when double heading reduce speed to 20 MPH over Navasota River Bridge 50.9 Little Brazos River Bridge 87.6, Tehuacana Creek Bridge 171.5, Chambers Creek Bridge 230.0.		
Waco - Plum Street Connection	E-45	210,000 "
Houston and East Columbia..	E-45	210,000 "
Anchor and Freeport	E-45	210,000 "
Hoskins Junction and Hoskins	E-45	210,000 "
Hawdon and Sugarland	E-45	210,000 "
Hawdon and House Junction..	E-45	210,000 "
Houston to Galveston	E-52	240,000 "

NOTE:—On territory Troup to Tyler engines rating E-54 permitted in detour only. On territory Spring to Valley Junction, engines rating E-54 permitted in detour only. On territory Houston to Galveston, engines rating E-54 permitted in emergency only.

Explanation of Cooper's Classification:

Classi-fication	Engine Numbers	Work Equipment
E-32	212-214, 228-236, 252-261, 285-289, 914, 927, 953	
E-35	301-306, 1007-1009, 9580-9591, (D) 9200 - 9205 ... (D) 9206	X-5105-Loc. Ditcher X-5182-Loc. Crane X-7501-Steam Wrecker
E-40	310-318, 321-330, 334-362, 1011-1040	X-5000-Steam Wrecker X-5062-Pile Driver X-7515-Pile Driver
E-45	320, 333, 339, 372-389, 941-948, 1051-1075	X-5001-Steam Derrick X-5002-Steam Derrick X-7001-Steam Derrick X-7502-Steam Derrick
E-50	1101-1110	
E-52	1151-1155 9601-9610 9765-9767	
	T&P 514-517 518-519-523 533 MP 1201-1280	
E-54		
E-56	MP 1515 MP 1437 MP 1438-1485	
E-58	1111-1120 MP 1544	
E-64	1121-1125	

Work equipment not listed above classify E-32 or less

9-A. Engine Restrictions:

Name of Track or Location	Restrictions
Longview Subdiv.: Kinsloe.....	When switching Atlantic Pipe Line Company loading rack, do not permit engine to go beyond point of loading rack, Track No. 1 and No. 2, account high test gas. Hold on to cars or switch from opposite end of track as necessary to avoid this.

9-A. Engine Restrictions—Concluded

Name of Track or Location	Restrictions
Gould.....	1111 class engines or larger must not be operated on team track.
Tecula.....	1111 class engines or larger must not be operated on team track.
Jacksonville..	1051 class engines or smaller may use compress track up to derail. This is first track to the left north of T&NO overpass.
Jacksonville..	1111 class engines or larger cannot use the track leading off T&NO transfer, used as a lead to get to the compress.
Mineola Subdiv.:	
Troup.....	1111 class engines or larger must not be operated on track from cross-over north of Express Office, from Mineola Main to Cotton Track.
Trinity Subdiv.:	
Trinity.....	Engines will not be operated beyond clearance point or 150 feet from head block of Missouri Pacific track when making delivery to WBT&S.
Spring.....	Engines must not pass over any of the oil sumps on the oil unloading tracks.
Mart Subdiv.:	
Valley Junction...	Engines must not be operated on Gin Spur beyond Seed House, or 316 feet from head block.
Fort Worth Subdiv.:	
Hallsburg....	1100 class or larger engines must not be operated on gin spur track.
Maypearl.....	1100 class or larger engines must not be operated on spur track.
Italy.....	Engines will be permitted to use the Texas Electric Transfer Track to the street crossing only, and no part of the engine must be put on this crossing.

10. RAILROAD CROSSINGS AT GRADE:

Subdivision	Mile Post	Other Railroad	Senior Line	
Longview	27	StLSW	I-GN	Gated
Trinity	1-7	T&NO	I-GN	Automatic Interlocked
Trinity	111-7	GC&SF	I-GN	Interlocked
Trinity	146	HB&T	I-GN	Interlocked
Trinity	147-7	HE&WT	I-GN	Not Gated
Trinity	149	T&NO	T&NO	Interlocked
Trinity	149-8	T&NO	I-GN	Interlocked
Fort Worth ..	422-4	TexasElecRR	I-GN	Not Gated
Fort Worth ..	177-7	StLSW	StLSW	Interlocked
Mart	139-1	T&NO	T&NO	Gated
Mart	100-6	San Antonio Div.		Not Gated
Mart	97-0	T&NO	T&NO	Automatic Interlocked
Mart	77-8	T&NO	T&NO	Interlocked
Mart	73-3	T&NO	T&NO	Interlocked
Mart	48-7	T&NO	T&NO	Interlocked
East Columbia	0-6	GH&H	I-GN	Not Gated
East Columbia	0-8	HB&T	I-GN	Interlocked
East Columbia	1-1	T&NO	I-GN	Not Gated
East Columbia	6-9	T&NO	I-GN	Interlocked
East Columbia	18-8	GC&SF	I-GN	Interlocked
Sugar Land ..	16.1	GC&SF	GC&SF	Interlocked
Sugar Land ...	4.8	T&NO	T&NO	Interlocked
Freeport	17-1	Kingsville Div.		Interlocked
Mineola	19-0	StLSW	I-GN	Gated

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Trinity.....	Palestine	1	21	T&NO
Distance of home and approach signals from crossing:				
	Northward	Northward	Southward	Southward
	Home Signal	Approach Signal	Home Signal	Approach Signal
	507 ft.	10,262 ft.	391 ft.	3,690 ft.
See Rules 607 and 672.				
Subdiv.	Location	MP	Pole	Other Railroad
Mart.....	Tatsie	97	8	T&NO
Distance of home and approach signals from crossing:				
	Northward	Northward	Southward	Southward
	Home Signal	Approach Signal	Home Signal	Approach Signal
	550 ft.	3220 ft.	550 ft.	5075 ft.

10-A. Automatic Interlockings—Concluded

TATSIE: Speed Restricted from Northward Approach Signal until crossing is occupied, to 30 miles per hour.

PALESTINE: Southward Approach Signal Has Fixed Indication, "Proceed at Restricted Speed." Restricted speed at this location shall not exceed 20 miles per hour to apply from approach signal until crossing is occupied.

MOVEMENT OF TRAINS: When an approaching train or engine is nearing approach signal, and there is no train within the interlocking limits or an approach circuit of conflicting routes, home signal will change from "Stop" to "Proceed" and approach signal will change from "Proceed at Restricted Speed" to "Proceed" indication.

MOVEMENT OF TRAINS WHEN SIGNALS DO NOT CLEAR ON THEIR APPROACH: When Home Signal indicates "stop", as per Rule 292, and no conflicting movement is being made, a trainman shall proceed to the crossing and operate hand release marked "Missouri Pacific" which is located in an iron box, near the crossing. If, after operating hand release Home Signal continues to indicate "stop" train should be governed by hand signal given from the railroad crossing by a member of its own crew. Hand signals must not be given for at least one minute after release has been run down and trainman will remain at crossing until forward end of his train reaches crossing. Instruction chart is posted inside the iron box containing hand release. At Palestine trains will also be governed by Rule 509 and 607.

10-B. Interlockings with Controlled Electric Signals:
BLANK.

10-C. Standard Manual Interlockings:

Subdivision	Location	Mile Post	Pole	Other Railroad
Longview.....	Palestine	0	3
Trinity.....	Conroe	111	23	GC&SF
Trinity.....	H. B. & T. Jct.	145	2	HB&T
Trinity.....	Houston	149	0	T&NO
Trinity.....	Houston	149	24	T&NO
Ft. Worth.....	Eastco	177	1	StLSW
Mart.....	Bryan	77	22	T&NO
Mart.....	College Sta.	73	5	T&NO
Mart.....	Navasota	48	23	T&NO
East Columbia..	Houston	0	24	HB&T
Sugarland.....	Sugarland		3	T&NO
Freeport.....	Angleton	17	1	Kingsville Div.

10-C. Standard Manual Interlockings—concluded

PALESTINE: Longview Subdivision, Southward approach signal No. 07 is located 1,960 feet North of Southward Home Signal, speed restricted to 30 miles per hour from approach signal to home signal.

CONROE: Southward approach signal located 3,014 feet North of Southward Home Signal, speed restricted to 35 miles per hour from approach signal until crossing is occupied.

BRYAN: Southward approach signal, located 1,450 feet North of Southward Home Signal, has fixed indication, "Proceed at Restricted Speed." Restricted speed at this location shall not exceed 15 miles per hour from approach signal until crossing is occupied.

NAVASOTA: Mart Subdivision. Northward approach signal, located 1,350 feet South of Northward Home Signal, has fixed indication, "Proceed at Restricted Speed." Restricted speed at this location shall not exceed 15 miles per hour from approach signal until crossing is occupied.

NAVASOTA: Industry track, Southward approach signal located 1,000 feet North of Southward Home Signal has fixed indication "Proceed at Restricted Speed." Restricted speed at this location shall not exceed 10 miles per hour from approach signal until crossing is occupied.

Rules 605 to 671, inclusive, govern.

10-D. Cabin Interlocking:

Subdivision	Location	Mile Post	Pole	Other Railroad
East Columbia..	Pierce Jct.	5	18	T&NO
East Columbia..	Arcola	18	22	GC&SF
Sugarland.....	Sugarland Jct.	16	1	GC&SF

Rules 605 to 671, incl., govern.

10-E. Interlocked Gates:

Subdivision	Location	Mile Post	Pole	Other Railroad
Longview.....	Jacksonville	27	8	StLSW

Gates are connected with Automatic Block Signals, controlling movements over this crossing.

See Rules 607 and 672.

10-F. Standard Gates:

Subdivision	Location	Mile Post	Pole	Other Railroad
Mart.....	Marlin	139	9	T&NO
Mineola.....	Tyler	19	5	StLSW

10-G. Standard Gates with Electric Locking Devices:
BLANK.

10-H. Flagging of Unprotected Grade Crossings in
Yard Limits, Where View is Obstructed:
BLANK.

11. INTERLOCKINGS AT JUNCTIONS:

Subdiv.	Location	Type of Switch	Where Operated From
Trinity	Spring Mart Subdiv. Conn.	No. 20	Spring Telegraph Office
Trinity	HB&T Junction Passenger Connection	No. 10	HB&T Junction Tower

SPRING: Trinity Subdivision, Southward approach signal No. 1273 is located 2,550 feet North of Southward Home Signal No. 1277, speed restricted to 35 miles per hour, from approach signal to home signal.

12. YARD LIMITS:

	From		To	
	MP	Pole	MP	Pole
Longview.....	79	27	81	3
Kilgore.....	67	0	71	3
Overton (Longview Subdiv.)	57	10	60	10
Overton (Henderson Subdiv.)	0	0	2	0
Henderson.....	12	0	16	0
Troup (Longview Subdiv.)	43	25	46	3
Troup (Mineola Subdiv.)	0	0	2	20
Jacksonville.....	25	23	28	15
Palestine (Longview Subdiv.)	0	0	1	19
Palestine (Trinity Subdiv.)	0	0	2	0
Palestine (Taylor Subdiv.)	0	0	2	25
Tyler.....	17	9	20	3
Mineola.....	43	0	44	2
Crockett.....	36	20	39	10
Trinity.....	63	7	66	5
Phelps.....	82	22	84	22
Phelps (Huntsville Subdiv.)	0	0	1	0
Huntsville.....	5	15	7	0
Conroe.....	110	6	113	0
Spring (Trinity Subdiv.)	126	32	130	30
Spring (Mart Subdiv.)	0	0	1	15
Mara.....	272	6	263	0
Italy.....	223	15	220	20
Eastco.....	179	0	175	0
Mart.....	160	4	156	25
Marlin.....	140	20	136	25

12. YARD LIMITS—Concluded

	From		To	
	MP	Pole	MP	Pole
Valley Junction (Mart Subdiv.).....	102	10	99	20
Valley Junction (Taylor Subdiv.).....	92	2	95	18
Bryan.....	78	25	75	20
Navasota.....	49	25	46	25
Houston (Trinity Subdiv.)....	144	0	150	8
Houston (East Columbia Subdiv.).....	0	0	4	9
Anchor (East Columbia Subdiv.).....	38	15	40	15
Anchor (Freeport Subdiv.)....	22	0	20	14
Angleton.....	15	0	18	4
Hoskins Jct. (Hoskins Subdiv.).....	0	0	0	34
Freeport.....	End of track		6	29
East Columbia.....	48	5	50	0
Sugar Land.....	0	0	1	13
Sugar Land Junction.....	10	9	12	9

13. SWITCHES:

13-A. Spring Switches:

BLANK.

13-B. Remotely Controlled Switches:

BLANK.

13-C. Normal Position of Switches, Other than Spring Switches or Remotely Controlled Switches:

BLANK.

13-D. Interlocked Switches:

Subdiv.	Location	Type of Switch	Where Operated From
Longview	Palestine Freight and Passenger Routes	No. 10	Sycamore Street Tower, Palestine

North switch of Bluff Track at Palestine is controlled from Interlocking Plant. Northward signal governs northward moves on Bluff Track only. Dwarf signal governs northward moves off freight track. High signal governs northward moves on two remaining station tracks.

Color light signal located north of Sycamore Street, Palestine, governs Bluff Track movement for southward trains only. Middle arm governs freight lead. Top arm governs main track to station.

Approaching interlocking plant from both directions the following whistle signals will govern:

One Blast.....For San Antonio Main
Three Blasts.....For Houston Main
Four Blasts.....For Freight Lead
One Long, One Short....For Broyles Lumber Company

13-E. Handling of Switches by Operators or Switch Tenders:
BLANK.

13-F. Bolt Locked Switches:
BLANK.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:
BLANK.

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

Subdivision	Location
Trinity.....	HBT Jct.
Trinity.....	Conroe
Ft. Worth.....	Eastco
Mart.....	Bryan

16. SIDINGS:

16-A. Sidings of Assigned Direction: (See second paragraph, Rule 105.)

Longview Subdiv.:
Arp—Northward siding, Southward siding.

16-B. Designation of Sidings:

Longview Subdiv.:

Troup—Time of northward trains will apply at cross-over Switch to Mineola main track north of passenger station. When northward First Class trains take siding they will head in at cross-over south of passenger station.

Trinity Subdiv.:

Spring—The first cross-over south of Mart Subdiv. connection is the North switch of SW siding. Time of Northward trains applies at this switch.

Longview—Trinity Subdiv.:

Longview and Palestine—Time of first class trains applies at passenger station.

Fort Worth-Mart Subdiv.:

Mart—Time of first class trains applies at the passenger station.

Valley Junction—Time of first class trains applies at the passenger station.

16-C. Sidings in Advance of Train Order Signals:

Subdivision	Station	Switch	Distance and Direction from Train Order Signal
Longview.....	Arp.....	North switch Northward siding South switch Southward siding	400 ft. South
Longview.....	Jacksonville.....	South.....	900 ft. North
Trinity.....	Elkhart.....	North.....	300 ft. North
Trinity.....	Crockett.....	North.....	100 ft. South
Trinity.....	Conroe.....	South.....	1,000 ft. South
Mart.....	Navasota.....	North.....	700 ft. North
Mart.....	Bryan.....	North.....	2,170 ft. South
Mart.....	Marlin.....	North.....	400 ft. South
Fort Worth.....	Eastco.....	South.....	1,600 ft. South
Fort Worth.....	Italy.....	North.....	400 ft. North
			300 ft. South

16-D. Sidings Permitted to Be Used as Team and Storage Tracks, Modifying Rule 105-A:

Fort Worth Subdiv.:

Everman—When cars left on siding, the cross-over switch will be left lined for the team track. When siding is clear, the cross-over switch will be lined for the main track.

16-E. Sidings Equipped with Spring Switches for Right Hand Running:

BLANK.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Longview Subdiv.: Longview to Palestine.

Trinity Subdiv.: Palestine to Elkhart; Spring to HBT Jct.

Rules 281 to 292-A, incl., and 505 to 519, incl., except 509-B, govern.

17-B. Operation of Signal Indication:

BLANK.

17-C. Centralized Traffic Control:

BLANK.

18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:

BLANK.

19. DOUBLE-HEADING TRAINS:

When double-heading, the smaller engine will be used as lead engine.

20. HELPER AND PUSHER SERVICE:

20-A. Helper Service:

BLANK.

20-B. Pusher Service:

In pushing trains out of yard where the pusher does not go beyond the main track switch, it will be permissible to do so without coupling air, but if pusher engine goes out on main track, air must be coupled through the pusher engine in rear and doubleheading cock under brake valve on pusher engine in rear closed to avoid overcharging rear end or pumping off brakes when applied by engine handling train.

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP	Pole
Trinity.....	Trinity River Draw Bridge....	71	10
Trinity.....	Buffalo Bayou Draw Bridge..	149	24
Freeport....	Brazos River Draw Bridge....	1	18

These bridges contain movable spans which can be opened for passage of boats if and when river traffic demands.

Track rails are continuous and the movable spans are not interlocked.

Movable span must not be opened for passage of boats or otherwise until flagmen with stop signals have been sent out a sufficient distance in both directions to insure full protection, as prescribed by M. of W. Rule 99-e.

22. OPERATION OVER FOREIGN LINES:

Between HBT Jct. and Houston Union Station passenger trains will operate over and be governed by Houston Belt and Terminal Railway Time Table, Rules and Special Instructions.

Between T&P Connection and Lancaster Yard, Fort Worth, all trains will be governed by the time table, rules and special instructions of the Texas & Pacific Railroad.

Between Waco and Eastco all trains will be governed by the time table, rules and special instructions of the StLSW of Texas Railroad.

Between Galveston and HB&T Connection, Houston, all trains will be governed by the time table, rules and special instructions of the Galveston, Houston and Henderson Railroad.

22-A. Operation in Terminals on Connecting Divisions:

BLANK.

22-B. Operation of Foreign Line Trains Over Missouri Pacific Tracks:

WBT&S RR—Switching limits of Trinity.

Crews of these trains are subject to the Uniform Code of Operating Rules, Time Tables and Special Instructions of the Missouri Pacific Lines and must provide themselves with copies thereof and be conversant therewith.

23. FREIGHT TRAINS HANDLING PASSENGERS:

Local Freight and Mixed trains carrying passengers, will stop caboose at station platform.

24. TRAIN ORDER DELIVERY DEVICES:

Longview Subdiv.:	Mart Subdiv.:
Troup	Bryan
Trinity Subdiv.:	Navasota
Conroe	Spring
Spring	Fort Worth Subdiv.:
	Eastco

25. MOTOR CARS:

BLANK.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

BLANK.

27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS, BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:

Rules and regulations for Maintenance of Way and Structures, effective September 1, 1941, includes rule 99 (f), affecting train movement, which is repeated below for information and guidance of employees affected thereby:

"99 (f), Protection by Train Order.—Protection required by Rule 99 (e) may be given by train order on such light traffic subdivisions as may be designated by the Superintendent.

Request for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signals shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail 300 feet in advance of the yellow restricting signals as indicated by chart (see diagram below).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineman's side so they are plainly visible. Yellow restricting signals must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineman's side for approaching trains.

Trains will stop before passing the red flag and be governed by verbal instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (e).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

"701 AM until 401 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly

27. CONCLUDED:

Grove and Clarendon and do not proceed until verbally authorized by foreman in charge."

"10 01 AM until 4 01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until verbally authorized by foreman in charge."

The maximum length of track that can be protected by form "X-S" train order is one mile.

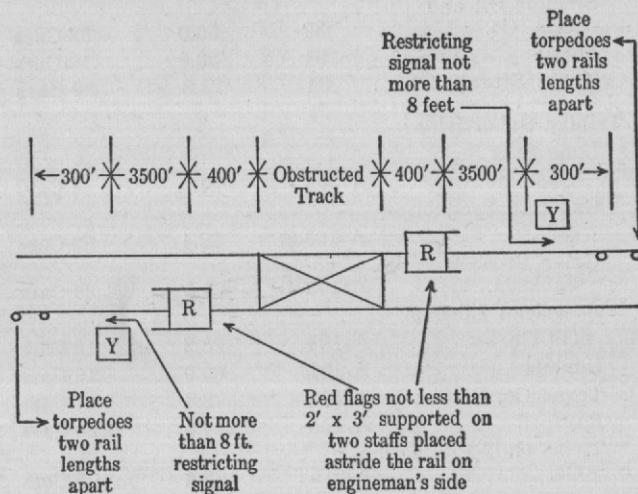
Only the foreman or man in charge is permitted to place and remove the red flags.

Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signals cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

Mineola	Huntsville
Henderson	East Columbia
Sugarland	

Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:



28. MOVEMENT OF TRAINS THROUGH TUNNELS:

BLANK.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIME TABLE:

Name	Station Number	Miles from Palestine	Capacity
Longview Subdivision:			
Bell Oil and Gas Co.	2	78.4	80 Cars (2 tracks)
Atlas Spur	3	78.1	Connection —Private Track
Bodies	4	77.6	7 Cars
Kinsloe	7	74.0	21 Cars (2 tracks)
Houston Oil Co.	15	66.6	45 Cars (3 tracks)
Sinclair Oil & Refining Co.	26-A	54.6	13 Cars
Tyler Refining Co.	27	53.8	12 Cars
Sinclair Oil and Gas Co.	32	50.0	32 Cars
Mittie	51	30.0	10 Cars
Hume Storage	24	23.8	30 Cars
Trinity Subdivision:			
Lone Star Gasoline Co.	A-103	21.9	44 Cars
Gasoline Production Co.	A-103-A	22.4	22 Cars
Grier Bros. & Jackson	A-103-B	22.5	20 Cars
American Liberty Oil Co.	A-104	23.2	10 Cars
Inmans	A-151	69.9	10 Cars
Texas Co. Plant.	A-153	72.8	17 Cars
Rayford	A-206	124.5	20 Cars
Texas Gulf Production Co.	A-216	135.4	5 Cars

29. BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIME TABLE—Continued

Name	Station Number	Miles from Spring	Capacity
Fort Worth Subdiv.:			
Bradley	BV 250	249.8	11 Cars
Birome	BV 194	194.4	7 Cars
Ocaw	BV 180	180.2	25 Cars
East Waco 2 tracks	BV 176	176.6	87 Cars
Wardlaw	BV 173	173.5	35 Cars
Battle	BV 162	162.4	12 Cars
Mart Subdiv.:			
Salter	BV 117	117.1	6 Cars
Black Bridge	BV 112	112.7	10 Cars
Barton	BV 107½	107.7	7 Cars
Marvin	BV 107	107.0	12 Cars
Smitana	BV 83	83.7	30 Cars
Royder	BV 67	67.3	10 Cars
Yuma	BV 62	61.7	14 Cars
Dallam	BV 57	57.3	10 Cars
Crooks	BV 32	32.4	6 Cars
Todd	BV 29	29.2	7 Cars
Alethia	BV 21	20.5	15 Cars
Willow	BV 7	7.3	16 Cars
Mineola Subdiv.:			
Thackwell	B-22	21.1	4 Cars
Thedford	B-30	30.1	17 Cars
Huntsville Subdiv.:			
Patella	D- 3	3.1	4 Cars
Gulf Spur	D- 5	5.0	2 Cars

29. BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIME TABLE—Continued

Name	Station Number	Miles from Overton	Capacity
Henderson Subdivision:			
Gulf Production Co. Spur	E- 2	1.3	11 Cars
Gulf Production Co. Rack	E- 2-A	1.4	20 Cars (2 tracks)
Trux Mix Concrete Co.	E- 3-A	3.2	10 Cars
Humble Oil & Refining Co. Spur	E- 4	3.5	21 Cars
Humble Oil & Refining Co. Rack	E- 4-A	3.9	20 Cars (2 tracks)
Gulf Coast Pipe Line	E- 5	5.1	38 Cars (2 tracks)
Poindexter	E- 5-A	5.2	27 Cars (1 track)
Crown Oil	E- 6	5.9	32 Cars
Truckton	E-12	12.0	21 Cars
Beacon Refining Co. E-12-A		12.0	26 Cars
Keasler Lumber Co. E-13		13.7	6 Cars
Tip Top	E-14	14.5	14 Cars
Mid-Kansas Oil & Gas	E-14-A	14.6	9 Cars

Name	Station Number	Miles from Houston	Capacity
East Columbia Subdivision:			
Pierce Junction.....	C- 7	7.9	15 Cars
Texas Gulf Producing Co.....	C-44	44.3	4 Cars

Name	Station Number	Miles from Sugarland	Capacity
Sugar Land Subdivision:			
Herman		10.2	10 Cars
Trammells		8.8	5 Cars
Smada		3.9	10 Cars
Seidel		3.0	14 Cars
Payne		1.9	26 Cars
Pryor		1.7	21 Cars

29. BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIME TABLE—Concluded

Name	Station Number	Miles from Freeport	Capacity
Freeport Subdivision:			
Van Pelt	F-16	16.0	10 Cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 30, 31, 31-A AND 32; REPEATED BELOW:

BLANK.

31. SPECIAL INSTRUCTIONS COVERING PROTECTION OF PUBLIC CROSSINGS AT GRADE SUPPLEMENTING RULE 103:

All Subdivs:

Light engines, or engines with cars, when making reverse movement over public crossings, at grade, protected by crossing signals, if, after passing over crossing signal is cut out, before making reverse movement, crossing must be protected by member of crew on the ground on the crossing, and movement over crossing must be made only on his signal.

Freeport Subdiv.:

Velasco—All trains and engines reduce speed to five (5) miles per hour over highway crossing at north end of Velasco Depot unless crossing is protected by flagman and proceed signal is given by that flagman.

Mineola Subdiv.:

Tyler—All trains and engines will make a complete stop before crossing Valentine Street.

32. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Employees must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions.

Rules and Regulations Governing the Use of Blue Signals.

32. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES — Concluded

I. C. C. Regulations for the Transportation of Explosives, Inflammables and Other Dangerous Articles. Car Service Rules.

Instructions covering the handling of Live Stock. Such instructions as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight, car demurrage and storage, diversion and reconsignment of freight and other instructions pertaining to their duties.

33. TABLES OF SPEEDS:

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55

34. CAPACITY OF PASSENGER ENGINES IN ACTUAL TONS:

	Class of Engines				
	333 and 339 Tons	371 to 384 Tons	6421 to 6444 Tons	6611 to 6629 Tons	1151 to 1159 Tons
Between Longview and Palestine....	1100	1000	1280	1350	1350
Palestine and Houston.....	1115	1015	1330	1400	1400
Houston and Fort Worth....	1450	1350	1400	1470	1470

35. OPERATION OF RIVER TRANSFERS:

BLANK.

36. TELEPHONES:

Location of telephones in booths and other buildings, other than telegraph offices, connected with dispatching circuit:

Location	MP	Pole	Booth or Building in which located
Longview Subdivision:			
Longview	80	19	Booth
Footes	76	18	Booth
Footes	75	25	Booth
Kilgore	70	17	Booth
Kilgore	68	20	Booth
Kilgore	67	21	Booth
Reeds	63	33	Booth
Reeds	62	26	Booth
Overton	59	09	Booth
Overton	57	20	Booth
Arp	53	17	Booth
Arp	51	15	In Section House
Arp	51	13	Booth
Troup	45	28	Booth
Troup	44	11	Booth
Gould	39	6	Booth
Gould	38	15	Booth
Tecula	33	22	Booth
Tecula	33	19	In Section House
Tecula	32	27	Booth
Jacksonville	28	4	Booth
Jacksonville	26	8	Booth
Hume	23	27	Booth
Hume	23	5	Booth
Ironton	20	4	Booth
Ironton	19	26	Booth
Prices	16	14	Booth
Prices	16	0	Booth
Neches	12	12	Booth
Neches	11	22	Outside Depot
Wells Creek	5	10	Booth
Wells Creek	4	16	Booth
Trinity Subdivision:			
Palestine	1	22	Booth
Cronin	6	29	Booth
Cronin	7	23	Booth

36. TELEPHONES:—Continued

Trinity Subdiv.:—Concluded

Location	MP	Pole	Booth or Building in which located
Elkhart	12	3	Booth
Salmon	18	0	Booth
Grapeland	24	15	Outside Depot
Latexo	31	22	Booth
Crockett	37	12	Outside Depot
Cut	44	0	Booth
MP 48, pole 18.....	48	18	In Section House
Lovelady	51	6	Outside Depot
MP 52, pole 4.....	52	4	In Section House
Red Branch	55	29	Booth
Trinity	63	29	Booth
Riverside	71	22	Outside Depot
Dodge	79	15	Outside Depot
Phelps	83	22	In Section House
Phelps	83	26	Outside Depot
Kelleys	90	7	In Section House
New Waverly	95	22	Outside Depot
Willis	103	13	In Section House
Willis	103	21	Outside Depot
Grand Lake	114	29	Booth
Tamina	120	24	Booth
MP 122, pole 25.....	122	25	In Section House
Spring	128	20	Booth
Westfield	131	24	Booth
Westfield	132	16	Booth
Aldine	137	25	Booth
Aldine	138	06	In Section House
Aldine	138	21	Booth

Fort Worth Subdiv.:

Mara	269	25	Shanty
Mara	269	24	In Section House
Everman	263	22	Outside Depot
Retta	256	17	Booth
Lillian	252	21	In Section House
Lillian	252	20	Outside Depot
Venus	245	02	Booth
Bell Branch	226	15	Booth
Mertens	213	8	In Section House
Mertens	213	6	Outside Depot
Hoan	191	29	Booth

36. TELEPHONES:—Continued

Fort Worth Subdiv.:—Concluded

Location	MP	Pole	Booth or Building in which located
Tekla	183	25	Booth
Dorothy	180	5	In Section House
Waco Frt. Conn.....	176	30	Booth
Waco Jct.	175	25	Booth
Waco Jct.	175	8	In Section House
Hallsburg	167	4	In Section House
Hallsburg	166	29	Booth
Mart	158	16	Yard Office

Mart Subdiv.:

Otto	152	6	Outside Depot
Marlin	138	7	Booth
Coymack	129	15	Booth
Highbank	128	6	Inside Depot
Bufkin	120	9	Booth
Salters	117	5	In Section House
Calvert Jct.	110	6	Outside Depot
Goodland	103	24	Booth
Valley Jct.	100	18	Yard Office
Nicholas	95	20	Booth
Mumford	92	0	Booth
Fountain	85	16	Booth
Bryan	78	1	Freight Depot
Smitana	83	21	Yard Office
Koppe	70	9	Booth
Koppe	70	9	In Section House
Enright	65	2	Booth
Yuma	62	28	In Section House
Cawthon	59	2	Booth
Dinkins	55	14	In Section House
Navasota	48	15	Freight Depot
Navasota	48	10	Booth
McCormack	39	28	Booth
Stoneham	36	25	Inside Depot
Fetzer	27	2	Booth
Magnolia	24	28	In Section House
Alethia	20	27	Booth
Pinehurst	16	22	In Section House
Pinehurst	16	19	Booth
Hufsmith	11	7	Outside Depot
Hufsmith	9	8	In Section House
Avonak	6	1	Booth

37. HANDLING WOODEN PASSENGER CARS IN TRAINS AHEAD OF STEEL CARS:

Occupied wooden passenger carrying equipment shall not be placed ahead of or between steel or steel underframe equipment; or between the engine and steel or steel underframe equipment.

Unoccupied wooden passenger carrying equipment and unoccupied wooden express, baggage and storage mail cars may be handled between steel or steel underframe cars or between the engine and steel or steel underframe cars.

Occupied steel underframe mail apartment cars shall not be operated between steel cars, or between the engine and a steel car adjoining, or in any train where a majority of the cars in the train are of steel construction.

Occupied wooden mail apartment cars shall not be operated between steel or steel underframe equipment. In all operations the occupied mail apartment car shall be at least equal in construction strength to a majority of the other cars in the train.

Occupied wooden mail apartment cars in mixed trains shall be operated in the rear consist, followed only by passenger coach or caboose.

So called light-weight streamlined cars (low alloy high tensile steel) shall not be placed between or ahead of standard steel cars or between the engine and standard steel cars.

38. CLEARANCES:

In the absence of any regulations whatever, or of uniform clearance regulations, after detailed field investigation, the appended "Minimum Safe Clearance Diagram for Transportation Employees" has been adopted for wire lines and structures (such as bridges,

38. CLEARANCES:—Continued

building platforms, poles, fences, etc.) along or over the tracks. Additionally, it has been decided that tracks should, as a general proposition, be spaced not less than 13 feet from center to center.

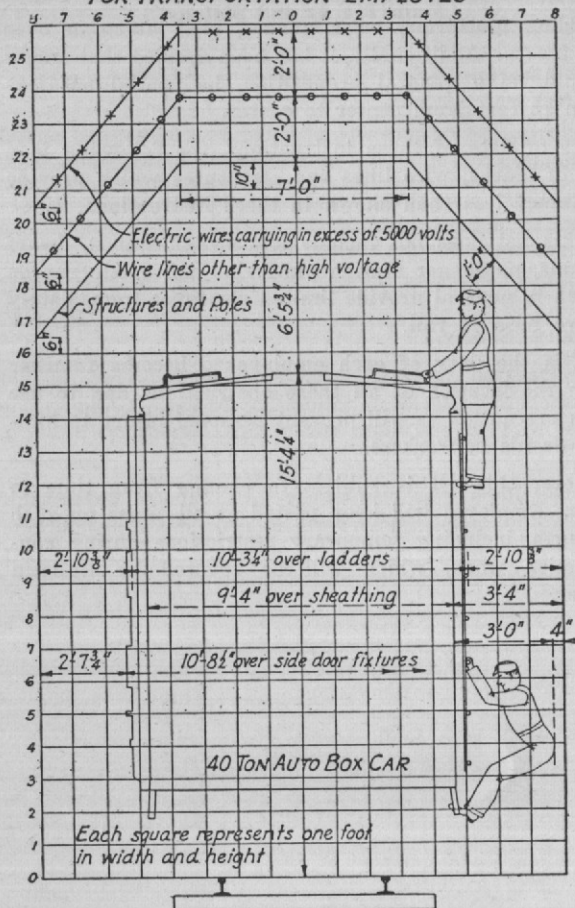
As of date of these instructions, the following is a list of tracks, wire lines and structures which provide clearance less than shown in these instructions.

This list does not include low switch stands, dwarf signals, passenger station platforms and cattle guards which in general provide limited clearance immediately above base of rail.

It is the duty of each employe to become familiar with the location of all these obstructions and to use such precaution as will prevent personal injury to himself or his co-workers.

Note: this list is subject to change from time to time. Employes will keep posted at all times on such changes, including temporary restrictions during construction work, which will be covered by Bulletin Order.

MINIMUM SAFE CLEARANCE DIAGRAM FOR TRANSPORTATION EMPLOYEES



Increase in horizontal clearance required account curvature
 Inside of Curve Outside of Curve
 For tracks not used by passenger cars... $\frac{1}{2}$ " per degree curve $\frac{1}{4}$ " per degree curve
 used " $\frac{3}{4}$ " " $\frac{3}{4}$ " "
 Adjacent to superelevated track, increase in horizontal clearance on
 inside of curve to be three times the superelevation
 28 Revised Jan. 1, 1940

38. CLEARANCES:—Continued Limited Side Clearances Affecting Main Tracks and Sidings:

Location	Track	Structure
Longview Subdiv.:		
Troup	Main track	Water tank spout
MP 15, pole 28	Main track, Neches River ..	Br. 15.8
Jacksonville ..	Main track	Water tank spout
MP 0, pole 14 ..	Main track	Reagan Park underpass, Br. 0.4
Trinity Subdiv.:		
Palestine	Main track	Water tank spout
Grapeland	Main track	Water tank spout
Crockett	Main track	Water crane
MP 53, pole 4 ..	Main track	Underpass
MP 71, pole 9 ..	Main track, Trinity River ..	Br. 71.1
Riverside	Main track	Pipe at water tank
Phelps	Main track	Water tank spout
Spring	Main track	Water tank spout
Fort Worth Subdiv.:		
Mara	Main track, Bessie St.	Br. 271.9
Mara	Main track	Water tank spout
MP 250, pole 18 ..	Main track	Water tank spout
Venus	Main track	Br. 245.3
MP 230, pole 1 ..	Main track, Chambers Cr. ..	Br. 230.0
Bell Branch ..	Main track	Water tank spout
MP 222, pole 3 ..	Main track	Underpass, Br. 222.1
MP 212, pole 7 ..	Main track	Br. 212.2
Irene, MP 210, pole 0	Main track	Water tank spout
Malone	Siding	Depot, stock pen & cotton platform
Birome, MP 195, pole 20 ..	Main track	Water tank spout

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
Main Tracks and Sidings:

Location	Track	Structure
Fort Worth Subdiv.:— Concl'd.		
MP 171, pole 15.	Main track, Tehuacana Cr.	Br. 171.6
Mart.....	Main track.....	Two water crane spouts
Mart Subdiv.:		
Marlin.....	Main track.....	Water tank spout
Valley Jct.....	Main track and siding.....	Water column
MP 87, pole 18.	Main track, Little Brazos River.	Br. 87.6
MP 81, pole 20.	Main track.....	Underpass, Br. 81.6
Bryan.....	Main track.....	Water tank spout
College Station	Siding.....	Stock pen and warehouse
MP 50, pole 25.	Main track, Navasota River	Br. 50.9
Navasota.....	Main track and siding.....	Water tank spout
Magnolia.....	Main track.....	Water column
Magnolia.....	Siding.....	Stock pen platform
MP 14, pole 5..	Main track.....	Br. 14.2
Mineola Subdiv.:		
MP 39, pole 15.	Main track, Sabine River...	Br. 39.5
Lindale.....	Siding.....	Stock pen platform
Huntsville Subdiv.:		
Huntsville.....	Main track.....	Depot and stock pen platforms
Henderson Subdiv.:		
Henderson.....	Main track.....	Fuel oil spout

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
Main Tracks and Sidings:

Location	Track	Structure
Sugarland Subdiv.:		
Sugarland.....	Main track.....	Water column
Smada.....	Siding.....	Loading shed
Dewalt.....	Siding.....	Loading shed
Trammels.....	Siding.....	Stock pen platform
East Columbia Subdiv.:		
MP 28, pole 10	Main track.....	Stock pen platform
Chenango.....	Siding.....	Stock pen platform
Freeport Subdiv.:		
Angleton.....	Main track.....	Water tank spout
Van Pelt.....	Siding.....	Stock pen platform
Hoskins Subdiv.:		
Stratton Ridge	Siding.....	Stock pen platform

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Longview Subdiv.:		
Longview.....	Ice platform spur	Ice dock
Longview.....	Compress spur...	Platform
B. A. Siding.....	Shell spur.....	Oil well and engine house

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Longview Subdiv.: Concl'd.		
Kilgore.....	Eider spur.....	Fence and footing oil well
Kilgore.....	House track.....	Depot platform
Kilgore.....	Hercules spur.....	Loading spouts
Kilgore.....	Industry track, MP 68, pole 14	Gravel bin
MP 67, pole 6.	Gulf spur.....	Low platform
MP 66, pole 20.	Houston Oil spur	Loading rack
Overton.....	House track.....	Depot and cotton platforms
Overton.....	Compress track..	Warehouse and bins
Overton.....	Pocket.....	Stock pen platform
Arp.....	House track.....	Cotton platform
Troup.....	House track.....	Sand & gravel bins
Jacksonville..	House track.....	Cotton shed and frt. depot platform
Jacksonville..	Track No. 15.....	Loading platform
Jacksonville..	House track.....	Freight depot and industry platforms
Jacksonville..	Track No. 2.....	Seed house and warehouse
Neches.....	House track.....	Loading platform
Trinity Subdiv.:		
Palestine.....	Ice plant track 1 and 2.....	Platform
Palestine.....	Oil mill lead.....	Platform, scale, smoke stack, guy wire
Palestine.....	Oil mill spur.....	Platform
Palestine.....	Broyles spur.....	Warehouse
Palestine.....	Pearlstone spur..	Platform
Palestine.....	House track No. 1	Platform
Palestine.....	Spring St. team..	Swift & Co. platform

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Trinity Subdiv.:—Cont'd.		
Palestine.....	Hill team.....	Platform
Palestine.....	Stock track.....	Stock pen platforms
Palestine.....	Rip tracks.....	Freight car repair shed
Palestine.....	Track 8, west yard.....	Store room platform
Palestine.....	North roundhouse lead.....	Oil house, round house and water tank
Palestine.....	Roundhouse radials.....	Roundhouse
Palestine.....	South turn table short track....	Oil crane
Palestine.....	Store room track 2.....	Store No. 2 building
Palestine.....	South No. 6.....	Shed
Palestine.....	Dilley spur.....	Platform
Palestine.....	Palestine grain spur.....	Platform
Elkhart.....	House track.....	Stock pen and cotton platform
MP 21, pole 28.	Lone Star Gas Co. spur.....	Loading spouts
MP 22, pole 11.	Gasoline Prod. Co. spur.....	Loading spouts
Grapeland....	House track.....	Depot platform
Grapeland....	Industry track....	Stock pen platform and warehouse
Grapeland....	Murchison spur..	Building
Crockett.....	House track.....	Depot platform
Crockett.....	Old house track..	Platforms
Crockett.....	Oil mill spur.....	Mill building and gasoline unloading spout

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Trinity Subdiv.:— Concl'd.		
Crockett.....	Compress spur...	Platform
Crockett.....	Stock track.....	Cities Service un- loading spout and stock pen platform
Lovelady.....	House track.....	Stock pen and cotton platforms
Trinity.....	Track No. 3.....	Stock pen platform
Riverside.....	House track.....	Depot, cotton and stock pen plat- forms
MP 72, pole 28.	Texas Co. spur..	Building eaves
Dodge.....	Stock track.....	Stock pen platform
New Waverly..	Industry track...	Stock pen platform
Willis.....	Stock track spur.	Stock pen platform
Willis.....	Hunt Lbr. Co. spur.....	Platform
Willis.....	House track.....	Depot platform
Conroe.....	Team track.....	Scott warehouse
Conroe.....	House track.....	Depot platforms
Westfield.....	Stock track.....	Stock pen platform
Fort Worth Subdiv.:		
Fort Worth.....	Bucy-Ingram spur.....	Lumber shed
Everman.....	Spur.....	Covered platform
Lillian.....	Team track.....	Platform
Venus.....	House track.....	Platforms
Venus.....	Stock track.....	Stock pen platform
Venus.....	Gin spur.....	Warehouse and bins
Griffith.....	Gin spur.....	Seed house
Griffith.....	Spur.....	Platform
Maypearl.....	Industry track...	Cotton platform
Maypearl.....	Gin spur.....	Warehouse and seed houses
Italy.....	House Track.....	Depot Platform

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Fort Worth Subdiv.:— Concl'd.		
Italy.....	Compress track..	Bin
Italy.....	Cameron track...	Bins
Italy.....	Team track.....	Eaves warehouse
Mertens.....	Team track.....	Stock pen and cotton platforms
Irene.....	Team track.....	Stock pen and cotton platforms
Penelope.....	Team track.....	Stock pen and cotton platforms
Birome.....	Spur.....	Cotton platform
Hoen.....	Spur.....	Stock pen Cotton platform
Leroy.....	Gin spur.....	Seed house and cotton platform
Leroy.....	Team track.....	Stock pen platform
Wardlaw.....	Potts Moore gravel spur...	Loading ramp
Mart.....	Engine oil track	Platform
Mart.....	Compress track..	Platform
Mart.....	Sand house track	Bin
Mart.....	South leg wye...	Sand house platform
Mart.....	Roundhouse lead	Sand house and oil spout
Mart.....	Store room spur.	Platform
Mart.....	South oil mill track.....	Platform and scale shed
Mart.....	North oil mill track.....	Hull house, shed and stock pen platforms
Mart.....	Gin spur.....	Building
Mart.....	House track.....	Depot platform
Mart.....	Ice plant track...	Ice dock and cotton platform
Mart.....	West shed track	Transfer platform
Mart.....	East shed track..	Transfer platform

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Mart Subdiv.:		
Otto.....	House track.....	Stock pen and cotton platform
Marlin.....	Ice plant spur....	Guy pole
Marlin.....	Compress spur....	Loading platform
Marlin.....	West house track	Depot platform
Marlin.....	East house track	Depot platform
Marlin.....	Stock track.....	Stock pen platform
Highbank.....	House track.....	Depot and cotton platform
Eloise.....	Spur.....	Gin House and Platform
Blackbridge.....	Spur.....	Cotton platform
Barton.....	Spur.....	Seed house
Marvin.....	Spur.....	Seed house
Goodland.....	Spur.....	Warehouse, stock pen and cotton platform
Valley Jct.....	Track No. 6.....	Freight depot and stock pen platforms
Valley Jct.....	Caboose track....	Steam line
Valley Jct.....	Oil track.....	Oil spouts and steam lines
Mumford.....	House track.....	Stock pen platform
Bryan.....	House track.....	Depot and cotton platforms
Bryan.....	Track No. 3.....	Stock pen platform
Royder.....	Spur.....	Stock pen platform
Dallam.....	Spur.....	Stock pen fence and platform
Navasota.....	West house track	Depot platform
Navasota.....	East house track	Depot platform
Navasota.....	Oil spur.....	Coal bin, building and oil cranes
Navasota.....	No. 1 track.....	Oil crane
Navasota.....	No. 2 track.....	Coal bin and buildings
Navasota.....	Stock pen spur...	Stock pen and cotton shed platforms

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Navasota.....	Compress track...	Platform
Navasota.....	Old main track...	Telegraph pole at Int'lking Plant
Navasota.....	Oil Mill track....	Doorway Mill building
Mart Subdiv.:		
Stoneham.....	Team track.....	Stock pen platform
Stoneham.....	Tail of wye.....	Loading shed
Alethia.....	Lumber spur.....	Platform
Spring.....	Team track.....	Covered platform
Mineola Subdiv.:		
Mineola.....	Compress track...	Cotton platform
Mineola.....	Oil spur.....	Sand bin
Mineola.....	Commer Mfg. Co. spur.....	Unloading chute
Lindale.....	Team track.....	Platform and bins
Thedford.....	Spur.....	Platform
Tyler.....	Oil mill spur.....	Mill building and scale
Tyler.....	Rip track.....	Warehouse
Tyler.....	House track.....	Depot platform and warehouses
Tyler.....	City spur.....	Platform
Tyler.....	Steed's spur....	Warehouse and platform
Tyler.....	Track No. 3.....	Fertilizer building
Tyler.....	Track No. 4.....	Warehouse
Tyler.....	Fertilizer track..	Platforms and chute
Troup.....	Stock pen track..	Stock pen platform
Huntsville Subdiv.:		
Huntsville.....	Team track.....	Cotton platform and unloading spout
Huntsville.....	Oil spur.....	Fuel oil spout
Huntsville.....	Oil mill spur....	Building

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Huntsville.....	Stock pen spur...	Stock pen platform
Huntsville.....	Prison spur.....	Prison gate and platform
MP 5, pole 21...	Boettcher Lbr. Co. spur.....	Platform
Henderson Subdiv.:		
MP 3, pole 0...	Trux Mix spur...	Sand bin
MP 3, pole 28...	Humble spur.....	Loading spouts
	Keasler Lbr. Co. Spur	Lumber Conveyor
MP 13, pole 20...	Industry track...	Unloading spouts
Tiptop.....	Compress track...	Platform
Henderson.....	Oil mill track...	Building and platform
Henderson.....	Lumber mill spur	Platform and bins
Henderson.....	House track.....	Depot platform
Henderson.....	Team track.....	Automobile platform
Henderson.....	Engine track....	Sand house
Sugarland Subdiv.:		
Sugarland.....	All tracks from T & N O main track crossing to north gate of yard.....	Various buildings
Sugarland.....	Stock pen track..	Stock pen platform
Sugarland.....	Engine track.....	Oil crane
Sugarland.....	Melter track.....	Coal box
Sugarland.....	Lumber track....	Sand bin
Sugarland.....	House track.....	Platform
Pryor.....	Spur	Stock pen platform

38. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
East Columbia Subdiv.:		
Arcola.....	Wye track.....	Stock pen platform
East Columbia.	House track.....	Depot Platform
Freeport Subdiv.:		
Velasco.....	Rip track.....	Car shed
Velasco.....	Dow lead.....	Stock pen platform
Velasco.....	Pit track.....	Office and store room
Velasco.....	Supply track....	Oil and water spouts
Velasco.....	Dow Chemical Co. tracks....	Building and Conveyors
Freeport.....	House track.....	Depot platform
Freeport.....	Stauffer Chemical No. 1.....	Sulphur shed
Freeport.....	Sulphur docks....	See below
<p>Freeport Sulphur Company conveyor system at Sulphur Docks, Freeport, Texas, for loading crude sulphur aboard ships consists of one 30 by 60-foot building located over center of unloading track. Standard side and overhead clearance has been provided except that when cars are being unloaded, aprons are dropped down on each side of car having only 3 to 4-inch clearance.</p> <p>Train and enginemmen must see that these aprons are clear before moving through building.</p> <p>There is also located in the center of this building and under the single unloading track a large open hopper 10 feet by 14 feet.</p> <p>Switches controlling double track north and south of this building are located at each end of the building. Trainmen operating these switches, going from one to the other, must exercise care in passing through or working in the building, and avoid the open hopper described above, and other obstructions in the building.</p>		
Hoskins Subdiv.:		
Hoskins.....	No. 1 track.....	Lime house and water crane

38. CLEARANCES:—Continued
Limited Overhead Clearances Affecting
Main Tracks and Sidings:

Location	Track	Structure
Longview Subdiv.: Jacksonville....	Main track.....	T&NO overpass
Trinity Subdiv.: BLANK.		
Fort Worth Subdiv.: MP 230, pole 1.	Main track.....	Chambers Cr., Br. 230.0
MP 225, pole 29	Main track.....	Overpass
MP 200, pole 28	Main track.....	Overpass
MP 171, pole 15	Main track.....	Tehuacana Cr., Br. 171.6
MP 166, pole 0.	Main track.....	Overpass
Mart Subdiv.: MP 87, pole 18.	Main track.....	Little Brazos River, Br. 87.6
MP 50, pole 25.	Main track.....	Navasota River, Br. 50.9
MP 34, pole 24.	Main track.....	GC&SF overpass
Mineola Subdiv.: MP 39, pole 15.	Main track.....	Sabine River, Br. 39.5
Huntsville Subdiv.: BLANK.		
Sugarland Subdiv.: Sugarland.....	Main track.....	Wire and pipe line crossings




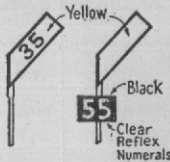


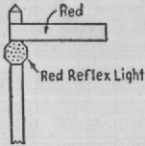
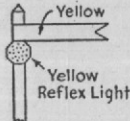
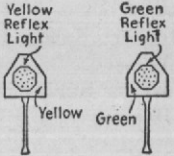
38. CLEARANCES:—Continued
Limited Overhead Clearances Affecting
Main Tracks and Sidings:

Location	Track	Structure
East Columbia Subdiv.: BLANK.		
Freeport Subdiv.: BLANK.		
Hoskins Subdiv.: BLANK.		
Limited Overhead Clearances Affecting other than Main Tracks and Sidings:		
Location	Track	Structure
Longview Subdiv.: BLANK.		
Trinity Subdiv.: Palestine.....	Ice plant spur....	Ice conveyor
Palestine.....	Freight car rip tracks	Car shed
Palestine.....	Roundhouse radial tracks...	Roundhouse
Palestine.....	Roundhouse circle tracks...	Steam lines
Palestine.....	Outbound RH lead	Roundhouse
Fort Worth Subdiv.:		
East Waco.....	General Tire & Rubber Co.....	O. H. Wires
Wardlaw.....	Potts Moore Gravel spur....	Loading ramp
Mart.....	Oil unloading track.....	Steam lines
Mart Subdiv.: Navasota.....	Oil Mill track....	Doorway Mill building

38. CLEARANCES:—Continued
Limited Overhead Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Mineola Subdiv.:		
Mineola.....	Gin track.....	Seed conveyor
Mineola.....	Commer Mfg. Co. spur.....	Sawmill shed
Thedford.....	Brick spur.....	Gas pipe
Huntsville Subdiv.:		
Huntsville.....	Prison spur.....	Prison gate and wire lanes inside prison
Madisonville Subdiv.:		
Navasota.....	Oil mill track....	Doorway mill building
Sugarland Subdiv.:		
Sugarland.....	All tracks from T & N O main track crossing to north gate of yard.....	Loading sheds and wire crossings
East Columbia Subdiv.:		
BLANK.		
Freeport Subdiv.:		
Velasco.....	Rip track.....	Car shed
Hoskins Subdiv.:		
Hoskins.....	No. 1 track.....	Lime house
Velasco.....	Dow Chemical Co. tracks.....	Conveyors wireline crossing

STANDARD SIGNS

 <p>STATION ONE MILE SIGN (See Rules 14-M and S-90)</p>	 <p>YARD LIMIT SIGN (See Rule 93)</p>	 <p>HIGHWAY GRADE CROSSING WHISTLE SIGN (1320 Feet from Crossing) (See Rule 14-L)</p>
 <p>PERMANENT SPEED RESTRICTION SIGN (See Rule 101(a) and Time- table Special Instructions, Section N° 3)</p>	 <p>RESUME SPEED SIGN (Used in connection with Permanent Speed Restriction Sign)</p>	 <p>RAILROAD CROSSING - JUNCTION - DRAW BRIDGE - ONE MILE SIGN (See Rule 98)</p>
 <p>STOP SIGN (At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required)</p>	 <p>RESTRICTED SPEED SIGN (See Definition of Restricted Speed and Special Instructions supplementary to Operat- ing Rules)</p>	 <p>SLOW SIGNAL PROCEED SIGNAL (To be used per chart on Page 155, Uniform Code of Operating Rules) (See Rule 101(a))</p>

CAPACITY OF DIFFERENT IN ADDI WEIGHT OF ENGINE,

CLASS

NUMBER OF ENGINES	1121 to 1125	1111 to 1120 and 1544	1437 to 1483 1515	1485
	Booster	Non Booster	Booster	Booster
Weights of Engines in Tons	202	167	170	170
Size of Cylinders	28x30	27x32	27x32	27x32
Steam Pressure	240	200	200	190
Type of Engine	2-8-2	Mikado	Mikado	Mikado
	Tons	Tons	Tons	Tons
NORTHWARD				
Palestine to Jacksonville	2600	2250	2500	2350
Jacksonville to Longview	3000	2650	2900	2750
Houston—Conroe	4800	3950	4700	4550
Conroe—Crockett	3000	2650	2900	2750
Crockett—Palestine	2400	2050	2300	2150
Troup to Mineola				
Henderson to Overton				
Galveston—Houston				
Houston—Valley Junction				
Valley Junction—Mart		3150	3400	3250
Mart—Waco				
Waco—Ft. Worth				
East Columbia—Houston				
Freeport—Anchor—Hoskins				
SOUTHWARD				
Longview to Overton	2500	2150	2350	2250
Overton to Palestine	3000	2550	2750	2650
Palestine—Dodge	2800	2350	2550	2450
Dodge—Houston	4500	3900	4100	4000
Mineola to Troup				
Overton to Henderson				
Ft. Worth—Waco				
Waco—Mart				
Mart—Marlin		4900	5150	5000
Marlin—Valley Junction		6300	6500	6400
Valley Junction—Stoneham				
Stoneham—Houston				
Houston—Galveston				
Houston—East Columbia				
Anchor—Hoskins				
Hoskins Jet.—Freeport				

CLASSES OF ENGINES IN TONS TION TO TENDER AND CABOOSE OF ENGINES

T&P 514 to 526	T&P 526 to 543	1219 1232 1240 1248	1101 to 1110	1051 to 1073	1151 to 1161	371 to 384	311 to 360
Booster	Non Booster	Non Booster	Non Booster	Non Booster	Non Booster	Non Booster	Non Booster
		149	137	110	147	91	89
28x32	28x32	27x30	25x30	22x30	27x28	21x28	20x28
200	200	200	200	200	200	200	190
Santa Fe	Santa Fe	Mikado	Mikado	Consol- idated	Pacific	10 Wheel	10 Wheel
Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
2550	2300	2000	1800	1400	1550	1000	900
2950	2700	2450	2200	1600	1750	1200	1100
4700	4500	3750	2800	2500	2650	2200	2000
2950	2700	2450	2200	1600	1750	1250	1150
2350	2100	1800	1600	1300	1450	1015	915
				1400		1000	900
				1400		950	850
		6000	5500	4500	4650	3000	2750
3400	3150	2800	2600	2100	2250	1500	1400
3500	3250	2900	2700	2200	2350	1600	1500
3700	3400	3200	3000	2500	2650	1850	1750
3300	3000	2800	2600	2000	2150	1350	1250
				4500		3000	2750
						5000	5000
2450	2200	1900	1700	1300	1450	1000	900
2950	2600	2350	2100	1450	1600	1050	950
2750	2400	2150	1800	1400	1550	1200	1000
4400	4000	3700	3200	2800	2950	1600	1400
				1400		1050	950
				1300		950	850
3700	3400	3200	3000	2400	2550	1600	1600
3900	3600	3400	3200	2600	2750	1850	1700
5200	5000	4700	4500	3500	3650	2300	2000
6600	6400	6200	6000	5000	5000	3700	3500
		3200	3000	2500	2650	1750	1650
		6200	6000	5000	5000	3700	3500
		6200	6000	5000	5000	3700	3500
				5000		2600	2400
						5000	5000
						3500	3500