

### **RULE 10-I**

Oral authorization and acknowledgments between foremen and engineers for trains to pass red CONDITIONAL STOP signs must be worded in the following forms:

“SP FOREMAN . . . . AT MP . . . . CALLING SP (Train No.) . . . .”

(After engineer answers giving his train identification):

#### **Foreman's Response**

“THIS IS SP FOREMAN . . . IN CHARGE OF THE WORK BETWEEN MP . . . AND MP . . . SP TRAIN ORDER NO. . . . WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT . . . . MPH, REPEAT . . . . MPH”\*

#### **Engineer's Response**

“THIS IS ENGINEER SP TRAIN . . . . I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . BETWEEN MP . . . AND MP . . . AT (Speed). REPEAT (Speed) MILES PER HOUR.”

Foreman must acknowledge engineer's response as follows:

“SP TRAIN ORDER NO. . . . , BETWEEN MP . . . . AND MP . . . . MPH\* OK.”

\*When no speed restriction account above Form Y Train Order, tell train engineer “At Maximum Authorized Speed.”

Oral authorization and acknowledgments between foremen and engineers for trains to pass red CONDITIONAL STOP signs in multiple main track territory must be worded in following forms:

#### **Foreman's Response**

“THIS IS SP FOREMAN . . . . IN CHARGE OF THE WORK BETWEEN MP . . . . AND MP . . . . SP TRAIN ORDER NO. . . . WE ARE IN THE CLEAR OF TRACK . . . AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN ON TRACK . . . AND THROUGH THE LIMITS OF ORDER AT . . . . MPH, REPEAT . . . . MPH.”

#### **Engineer's Response**

“THIS IS ENGINEER SP TRAIN . . . . I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . ON TRACK . . . . BETWEEN MP . . . . AND MP . . . . AT (Speed), REPEAT (Speed) MILES PER HOUR.”

Foreman must acknowledge engineer's response as follows:

“SP TRAIN ORDER NO. . . . ON TRACK . . . . , BETWEEN MP . . . . AND MP . . . . MPH OK.”

# **Southern Pacific Transportation Company**



## **SAN ANTONIO DIVISION TIMETABLE**

# **10**

**EFFECTIVE SUNDAY, OCTOBER 26, 1980  
AT 12:01 A.M.  
CENTRAL STANDARD TIME**

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

R. D. KREBS,  
Vice President -  
Operations.

J. J. WILLIS,  
Asst. Vice President -  
Transportation.

W. J. LACY,  
General Manager.

R. G. McWHIRTER,  
Superintendent.

J. E. NEAL,  
Assistant General  
Manager.

D. J. DOYLE,

R. D. MALDONADO,

L. G. SIMPSON,  
Assistant Vice President  
Operations Planning and  
Control.

J. L. SPIVEY

M. L. WELLS,  
Assistant Superintendents.

### TERMINAL SUPERINTENDENTS

H. C. BALLANCE ..... San Antonio  
D. W. WILLS ..... Dallas

### ASSISTANT TERMINAL SUPERINTENDENTS

W. B. COGSWELL ..... San Antonio  
M. J. O'NEAL ..... San Antonio  
N. G. BULOT ..... Dallas  
O. G. COFFEY ..... Dallas

### TRAINMASTERS

D. G. ELLIS ..... Sanderson  
J. W. CLARK ..... Del Rio  
K. E. HENDLEY ..... San Antonio  
R. G. HUFF ..... Austin\*  
R. J. MOWREY ..... Hearne  
T. P. KELLY ..... Ennis  
J. A. STAFFORD ..... Ennis  
(\*Trainmaster — Road Foreman of Engines)

### ASSISTANT TRAINMASTERS

L. E. SLUBAR ..... Eagle Pass  
W. B. KELLY ..... San Antonio  
R. G. ESQUEDA ..... San Antonio  
R. D. HOBBS ..... Fort Worth  
M. L. BERRY ..... Dallas  
C. A. LITES ..... Dallas  
J. K. JACOBS ..... Gonzales

### ROAD FOREMEN OF ENGINES

L. G. SMITH ..... El Paso  
J. A. HURLEY ..... Del Rio  
R. CAMPBELL ..... San Antonio  
R. S. HUTCHESON ..... Ennis

### CHIEF TRAIN DISPATCHERS

R. E. BAILEY ..... Houston  
F. G. BEAUDOIN, II ..... Houston  
F. G. BEAUDOIN, III ..... Houston  
G. B. HENDERSON ..... Houston

### GENERAL YARDMASTER

N. T. DENSON ..... San Antonio

### AMTRAK OFFICERS

L. J. HARTZOG, Trainmaster ..... Houston  
R. B. LUTTON, Assistant Trainmaster ..... San Antonio  
T. R. MALISH, Assistant Trainmaster ..... San Antonio

### MANAGER OF DISPATCHING OPERATIONS

E. L. HORD ..... Houston

### ASSISTANT MANAGERS OF DISPATCHING OPERATIONS

B. L. BALDWIN ..... Houston  
D. L. JORDAN ..... Houston  
J. L. REININGER ..... Houston  
F. J. SIEMS ..... Houston

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### SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	24	25.0
—	51	70.6	1	26	41.9	2	30	24.0
—	52	69.2	1	28	40.9	2	45	21.8
—	53	67.9	1	30	40.0	3	—	20.0
—	54	66.6	1	32	39.1	3	30	17.1
—	55	65.5	1	34	38.3	4	—	15.0
—	56	64.2	1	36	37.5	5	—	12.0
—	57	63.2	1	38	36.8	6	—	10.0

## VALENTINE SUBDIVISION

<b>EAST-WARD</b>	<b>STATIONS</b>				<b>WEST-WARD</b>	
FIRST CLASS	SIDING CAPACITIES AND FACILITIES				FIRST CLASS	
<b>2</b>					<b>1</b>	
Passenger	Mile Post Location			Station Number	Ar. Tue. Thur. & Sat.	
PM 5.40	829.3	Yard Limits	TO-R EL PASO (Tower 196) 1.6	BKIPD	2 Main Tracks	PM 3.45
	827.7		TO-R EL PASO (Cotton Ave.) 0.2	BKIVPD	55005	3.15
5.46	827.5		TOWER 47 4.7	IPO	50042	
5.57	822.8		ALFALFA 7.6	BPQ	55060	2.45
	815.2		BELEN 7.2	D.T.	60013	2.35 PM
	808.0		CLINT 7.8	P	60021	
	800.2		FABENS 8.2	P	60029	
	794.0		TORNILLO 10.4	P	60036	
	783.6		ISER 13.5	P	60046	
	770.1		MCNARY 9.2	P	60059	
	760.9	FINLAY 5.7	P	60067		
	751.3	SMALL 5.2	P	60080		
	746.1	LASCA 9.2	P	60085		
	736.9	SIERRA BLANCA 10.8	KPD	60090		
	726.1	MALLIE 11.5	P	60111		
	714.6	HOT WELLS 10.9	P	60125		
	703.7	COLLADO 12.6	P	60135		
	691.1	LOBO 11.2	P	60148		
	679.9	WENDELL 12.1	P	60162		
	667.8	TO-R VALENTINE 7.8	BKPD	60171		
	660.0	QUEBEC 8.4	P	60179		
	651.6	RYAN 8.7	P	60187		
	642.9	ARAGON 10.1	P	60196		
	632.8	MARFA 12.7	P	60210		
	620.1	PAISANO 11.6	P	60223		
	608.5	ALPINE JUNCTION 1.3	P	60234		
	9.26	ALPINE 6.6	KPD	60240	11.25 AM	
	600.6	STROBEL 8.8	P	60247		
	591.8	ALTUDA 7.6	P	60256		
	584.2	LENOX 8.2	P	60264		
	576.0	MARATHON 8.5	P	60272		
	567.5	WARWICK 7.5	P	60280		
	560.0	HAYMOND 7.5	P	60284		
	552.4	TESNUS 6.4	P	60288		
	546.0	MAXON 5.6	P	60293		
	540.4	ROSENFELD 7.4	P	60299		
	533.0	LONGFELLOW 8.1	P	60309		
	524.9	EMERSON 9.0	P	60318		
11.06 PM	515.9	TO-R SANDERSON	BKPD	60336	9.30 AM	
Ar. Mon. Wed. & Sat.	(309.3)			60336	Lv. Tue. Thur. & Sat.	
<b>2</b>						<b>1</b>

## VALENTINE SUBDIVISION

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

(Refer to Miscellaneous Item 1, All Subdivisions)

BETWEEN	COLUMN 1 PSGR and AUTH. FRT	COLUMN 2 FRT	COLUMN 3 HAZ. MAT. FRT
El Paso and Sanderson	70	55	50
Restrictions:			
MP 820.0 and 815.20 (Both tracks with current of traffic) .....	40	40	30
MP 820.0 and 815.20 (Both tracks against current of traffic) .....			
MP 815.20 and 774.20 .....	20	20	20
MP 801.00 and 799.60 .....	60	—	—
MP 759.40 and 757.95 .....	—	—	30
MP 640.44 and 638.33 .....	55	—	—
MP 638.33 and 638.07 .....	60	—	—
MP 633.63* and 629.13 .....	50	50	—
MP 629.13 and 628.97 .....	60	—	—
MP 625.30 and 624.20 .....	45	45	45
MP 621.06 and 616.55 .....	55	—	—
MP 616.55 and 610.70 .....	50	50	—
MP 610.70 and 604.85 .....	60	—	—
MP 604.85 and 601.48 .....	50	50	—
MP 601.48 and 598.58 .....	40	40	30
MP 589.08 and 588.50 .....	50	50	—
MP 584.90 and 584.10 .....	40	40	30
MP 575.71 and 575.25 .....	60	—	—
MP 559.88 and 559.00 .....	40	40	30
MP 559.00 and 547.50 .....	40	40	—
MP 547.50 and 547.10 .....	50	50	—
MP 547.10 and 536.85 .....	40	40	30
MP 536.85 and 536.69 .....	50	50	—
MP 536.69 and 516.90 .....	45	45	45
MP 516.90 and 515.92 .....	50	50	—
	30	30	30

Column 3 speeds apply to trains handling hazardous materials as listed under Rule 827-A All Subdivisions and refer to Miscellaneous Item 1 All Subdivisions for applicable speeds when operating under other speed restrictions.

M.P. trains carrying symbols DE or FE may operate at Column 1 speed, not exceeding 60 MPH between Sierra Blanca and El Paso, if not otherwise restricted.

Trains BSMFF and MBSMF are authorized to operate at Column One speeds provided train contains no restricted cars, or empties except cabooses, and does not exceed 80 tons per operative brake and/or 120 cars.

Trains APLAA, APLAB, BSMFY, HOLAT, LAEST, LADAT, LAHOT, LAESP, SRLAT, AVLAT and LAAVT are authorized to operate at Column One speeds not exceeding 65 MPH provided they contain no restricted cars, or empties except cabooses, and do not exceed 80 tons per operative brake and/or 120 cars.

Other freight trains may be authorized by train order to operate at Column One speeds not exceeding 65 MPH provided they contain no restricted cars, or empties except cabooses and do not exceed 80 tons per operative brake and/or 120 cars.

Trains with AMTRAK EP630A engines in consist, unless otherwise restricted to a lower speed, do not exceed 50 MPH from point where engine enters curve until engine and first car behind engine are again on tangent track between the following mile post locations:

MP 792 and MP 742.80                      MP 706.40 and MP 704.80  
MP 640.45 and MP 559                      MP 552 and MP 515.92

**FUEL CONSERVATION:** Unless otherwise authorized by train order, freight trains must not exceed 45 MPH, except may operate at higher Column 2 speeds at locations where engine is in idle or dynamic braking mode or where necessary to work power above Run 1 for very short stretches when necessary to prevent slack action when pulling through sags at the ends of descending grade. Expedited freight trains APLAA, MBSMF, BSMFF, BSMFY, AVLAT, HOLAT, SRLAT, LAEST, LAESJ, LAAVT, LAESP, LAHOT AND EUASY are exempt.

**Speed on other than main track not to exceed .      15 MPH**

**Except:**

No. 1, 2 and No. 3 Tracks  
Sanderson ..... 10 MPH  
No. 1, 2 and No. 3 Tracks  
Valentine ..... 10 MPH  
Crossover between siding and No. 1 Track  
Valentine ..... 10 MPH  
Sidings Sanderson ..... 20 MPH  
All other sidings ..... 25 MPH

Through turnout M.P. connection Sierra Blanca 25 MPH.

#### ADDITIONAL STATIONS

Capacity in Feet and Direction of entry into Spurs	Mile Post	Name	Station Number
2000.....P	816.7	Ysleta	60010
1947.....P	813.7	Buford	60015

## VALENTINE SUBDIVISION

### SPECIAL INSTRUCTIONS

(For movements within yard limits El Paso, be governed by Special Instructions, El Paso Terminal, Tucson Division.)

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

MP	LOCATION	DESCRIPTION
815.28	Belen	Loop 375 Overpass ..... Overhead
770.47	McNary	Interstate 10 Overpass ..... Overhead
758.38	East of Finlay	Quitman Canyon Bridge ..... Overhead & Side
756.50	West of Small	Rocky Point Bridge ..... Side
736.19	Sierra Blanca	Interstate 10 Overpass ..... Overhead
619.10	East of Paisano	Rock Cut ..... Side
618.80	East of Paisano	Rock Cut ..... Side
515.90	Sanderson	Brackets on poles south side
515.82		main track ..... Overhead & Side

**RULE 10-J.** Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
<b>Eastward</b>	
619.68	0.04 (AT&SF only)

**RULE 82-A.** Trains originating at El Paso (Tower 196) will receive clearance and train orders via pneumatic tube receptacle located in trainmen's register room El Paso (Union Depot).

Trains No. 1 and No. 2 will not obtain clearance at Valentine.

Trains of the M.P. Railroad originating at Tower 47 must obtain clearance and train orders at M.P. Yard Office, El Paso except when operator is not on duty they must obtain clearance and train orders, if any, from El Paso, (Cotton Ave.).

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

El Paso (Cotton Ave.) Trains originating or terminating.

Trains of the M.P. Railroad originating or terminating at Tower 47 will register at the M.P. Yard Office, El Paso.

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

Valentine — No. 1 and No. 2.

Trains originating or terminating at El Paso (Tower 196) will register by ticket, placing ticket in pneumatic tube receptacle located in trainmen's register room for transmission to Tower 196.

At following open train-order offices, trains may register, leaving ticket with train order operator:

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

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

West MP	East MP
El Paso (Valentine Subdivision) . . . . .	
	820.00

## VALENTINE SUBDIVISION

### SPECIAL INSTRUCTIONS

**RULE D-97.** Applies between Tower 47 and Belen.

**RULE 103.** Fabens:

Automatic crossing gates over Fabens Street. Key-Controller is provided for manual operation during switching operation and it must be known that gates are down or member of crew is at crossing to afford warning to traffic before switching movements are made.

**RULE 221.** El Paso (Cotton Ave.) is a train order office only for trains originating.

**RULE D-251.** Will apply on double track between: Tower 47 and Belen

Rule D-252 will not apply to trains entering D-97 territory at Alfalfa which have received clearance from El Paso (Cotton Ave.).

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

Eastward Signal	Protection	Westward Signal
P-7912	High water detector Bridges 790.60, 788.46 and 787.28	P-7865
P-7866	High water detector Bridge 786.36 (West end siding Iser)	P-A
P-A	(West end siding Iser) High water detector Bridge 784.05 (East end siding Iser)	P-A
P-A	(East end siding McNary) High water detector Bridge 767.55	P-7671
P-7672	High water detector Bridges 766.86 and 766.94	P-7635
P-7636	High water detector, Bridge 762.78 (West end siding, Finlay)	P-A
P-A	(East end siding, Finlay) High water detector Bridge 760.07	P-7579
P-7578	High water detector Bridge 756.60 (West end siding Small)	P-A
P-7320	High water detector Bridges 731.62 and 731.49	P-7293
P-7202	High water detector Bridges 719.70 and 718.73	P-7181
P-7180	High water detector Bridges 717.49, 716.45, 716.07 and 715.91 (West end siding Hot Wells)	P-A
P-A	(West switch siding Hot Wells) High water detector Bridge 714.65 (East switch siding Hot Wells)	P-A
P-A	(East switch siding Hot Wells) High water detector Bridges 713.60 and 713.20	P-7115
P-7114	High water detector Bridges 709.10 and 710.77	P-7091
P-7092	High water detector Bridges 707.57 and 707.14	P-7067
P-7068	High water detector Bridges 706.27, 705.92 and 705.32 (West switch siding, Collado)	P-A

## VALENTINE SUBDIVISION

### SPECIAL INSTRUCTIONS

Eastward Signal	Protection	Westward Signal
P-A	(West switch siding, Collado) High water detector Bridges 704.27 and 703.20 (East switch siding, Collado)	P-A
P-A	(East switch siding, Collado) High water detector Bridges 702.47, 702.11 and 700.87	P-7003
P-7002	High water detector Bridges 700.13, 699.31, 698.74, 698.24, 697.92 and 697.78	P-6975
P-6854	High water detector Bridges 684.54 and 683.78	P-6827
P-6546	(West switch siding Ryan) High water detector Bridge 653.94	P-A
P-A	(West switch siding Ryan) High water detector Bridges 651.82 and 651.00 (East switch siding, Ryan)	P-A
P-A	(East switch siding, Ryan) High water detector Bridges 650.46 and 649.94	P-6485
P-A	(West switch siding, Aragon) High water detector Bridge 643.12 (East switch siding, Aragon)	P-A
P-A	(East switch siding, Aragon) High water detector Bridge 641.85	P-6401
P-6400	High water detector Bridge 637.02	P-6369
P-6370	High water detector Bridge 636.41	P-6343
P-6230	High water detector Bridge 622.51 (West switch siding, Paisano)	P-A
P-A	(West switch siding, Paisano) High water detector Bridge 620.32 siding Paisano (East switch siding, Paisano)	P-A
P-A	(West switch siding, Paisano) Bridge 620.32 (Santa Fe Jct.)	P-A
P-A	(East switch siding, Paisano) High water detector Bridges 618.08 and 617.30	P-6171
P-6130	High water detector Bridges 612.75 and 610.69 (West switch siding Alpine Junction)	P-A
P-A	(East switch siding Alpine Junction) High water detector Bridge 605.35	P-6039
P-A	(East switch siding, Strobel) High water detector Bridge 597.80	P-5977
P-A	(East switch siding, Altuda) High water detector Bridges 590.61 and 588.80	P-5879
P-5880	High water detector Bridge 585.83 (West switch siding, Lenox)	P-A
P-A	(West switch siding, Marathon) High water detector Bridge 577.57 (East switch siding, Marathon)	P-A
P-A	(East switch siding, Warwick) High water detector Bridge 564.54	P-5641
P-A	(East switch siding, Haymond) High water detector Bridge 559.28	P-5579
P-5578	High water detector Bridge 556.61	P-5555

**VALENTINE SUBDIVISION  
SPECIAL INSTRUCTIONS**

Eastward Signal	Protection	Westward Signal
P-A	(East switch siding, Tesnus) High water detector Bridges 551.45, 550.94 and 550.52	P-5491
P-5492	High water detector Bridges 548.01 and 547.45 (West switch siding, Maxon)	P-A
P-A	(West switch siding, Maxon) High water detector Bridge 546.90 (West switch siding, Maxon)	P-A
P-5430	High water detector Bridge 542.67 (West switch siding, Rosenfeld)	P-A
P-A	(East switch siding, Rosenfeld) High water detector Bridge 536.80	P-5368
P-5368	High water detector Bridges 534.87 and 534.82 (West switch siding, Longfellow)	P-A
P-A	(West switch siding, Longfellow) High water detector Bridges 532.85 and 533.33 (East switch siding, Longfellow)	P-A
P-A	(East switch siding, Longfellow) High water detector Bridges 531.91 and 531.08	P-5301
P-5300	High water detector Bridge 528.60	P-5278
P-5278	High water detector Bridges 527.35 and 526.50 (West switch siding, Emerson)	P-A
P-A	(West switch siding, Emerson) High water detector Bridge 524.97 (East switch siding, Emerson)	P-A
P-5216	High water detector Bridge 520.95	P-5195
P-5196	High water detector Bridges 519.50 and 518.39 (West switch siding, Sanderson)	P-A

**RULE 538. SPRING SWITCHES**

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

Location	Normal Position
*Sanderson	Switch connecting east end siding and No. 1 track siding

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

This spring switch may be trailed through when lined for either No. 1 or siding.

**VALENTINE SUBDIVISION  
SPECIAL INSTRUCTIONS**

**HOT BOX DETECTORS**

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

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Directions
521.50	Sanderson and Emerson	C		Both
557.30	Tesnus and Haymond	C		Both
580.70	Marathon and Lenox	C		Both
605.30	Strobel and Alpine	C		Both
626.00	Paisano and Marfa	C		Both
656.00	Ryan and Quebec	C		Both
688.20	Wendell and Lobo	C		Both
721.50	Hot Wells and Mallie	C		Both
765.5	Finlay and McNary	C		Both
788.8	Iser and Tornillo	C		Both
811.50	Clint and Belen	C		Both

**RULE 827-A.** At following crew change points, trains handling hazardous material listed under Rule 827-A, all Subdivisions must be given a rolling inspection by outbound train crew unless otherwise instructed at Valentine

**DRAGGING AND/OR DERAILED  
EQUIPMENT DETECTORS**

Detectors installed at the following locations:

MP 791.3, 786.6, 765.2, 748.4, 734.5, 729.4, 723.2, 718.0, 711.5, 706.8, 700.2, 694.2, 688.2, 682.6, 676.4, 671.0, 665.0, 663.0, 657.0, 654.6, 648.5, 646.1, 640.1, 635.0, 627.9, 623.0, 617.0, 612.9, 606.2, 603.9, 597.7, 587.9, 580.9, 571.0, 564.2, 557.8, 555.6, 549.1, 543.2, 536.8, 530.0, 527.9, 521.5 and 519.5.

Wide load detector in service at MP 748.6 and MP 764.4 between Belen and Sierra Blanca.

When revolving red light is actuated, train must stop and make careful inspection of entire train for shifted loads or other unsafe conditions before proceeding.

**RULE 760. CENTRALIZED TRAFFIC CONTROL:**

CTC in effect on main track and sidings between end of double track Belen and absolute signals at east switch Sanderson.

When authorized by absolute signal indication, a train of AT&SF Railway may enter main track at Paisano or Alpine Junction without stopping to ascertain what instruction relating to track conditions are in effect as prescribed by Rule 781.

Trains of M.P. R.R. originating at Toyah, enroute for movement over joint track at Sierra Blanca, must obtain S.P. clearance and train orders, if any, at M.P. R.R. train-order office Toyah. Clearance to bear the OK, time and initials of Chief Train Dispatcher, which will authorize movement from Sierra Blanca.

M.P. trains that have secured S.P. clearance at Toyah, when authorized by signal indication, may enter CTC at Sierra Blanca without stopping to ascertain what instructions are in effect relating to track conditions as prescribed by Rule 781. Other Westward M.P. trains must stop at Sierra Blanca and comply with Rule 781 regardless of signal indication.

**Sierra Blanca:** Should absolute signal that governs eastward movements from main track or siding to the S.P. main track or the M.P. main track at Sierra Blanca be found displaying red aspect

## VALENTINE SUBDIVISION

### SPECIAL INSTRUCTIONS

member of crew should contact train dispatcher, if authority is received from dispatcher, push-button located in boxes on signal house, one for S.P. and one for M.P. should be operated and signal should indicate proceed. If signal does not give desired indication, dispatcher should again be contacted for authority to proceed under the Rules.

**Paisano:** Should the absolute signal that governs eastward movement from the Santa Fe to S.P. main track at Paisano be found displaying red aspect, member of crew should contact train dispatcher. If authority is received from dispatcher, push-button located in box on signal mast should be operated and signal should indicate proceed. If signal does not give desired indication, dispatcher should again be contacted for authority to proceed under the Rules.

**Alpine Junction:** If absolute signal governing westward movement from Santa Fe to S.P. Main Track at Alpine Junction be found displaying red aspect, member of crew should contact train dispatcher. If authority is received from dispatcher, push-button located in box on signal mast should be operated and signal should indicate proceed. If signal does not give desired indication dispatcher should again be contacted for authority to proceed under the Rules.

**Belen, MP 815.2.** Westward 2-unit SA signal located at end of double track governs westward movement to both tracks.

Lower unit governs movement to eastward track and is equipped with a switch key actuator start box. Permission must be obtained from the train dispatcher before switch key is inserted in start box. Signal will not display desired indication until switch key is inserted in slot on signal mast and turn slowly one complete turn to right and signal should display desired indication. In addition, before movement against current of traffic on eastward track is made, protection must be provided in accordance with provisions of either Rule D-160 or D-162. Signal will display aspect per Rule 289, Red over Lunar.

### GENERAL REGULATIONS

**RULE 825.** Instructions for applying hand brakes:

Sierra Blanca	
All tracks	—Not less than five brakes on east end.
Valentine	—Not less than four brakes on west end.
Alpine Junction	
Transfer Tracks	—Not less than ten brakes on east end.
Sanderson	—Not less than ten brakes on east end.
Portable rail skid located at:	
Iser	—West end siding.
McNary	—West end siding.
Finlay	—East and west end siding.
Small	—East and west end siding.
Lasca	—East and west end siding.
Sierra Blanca	—West end siding.
Mallie	—East and west end siding.
Hot Wells	—East and west end siding.
Collado	—East and west end siding.
Lobo	—East and west end siding.
Quebec	—East and west end siding.
Ryan	—East end siding.
Aragon	—East end siding.
Marfa	—East end siding.
Paisano	—East and west end siding.
Alpine Jct.	—East and west end siding.
Strobel	—West end siding.

## VALENTINE SUBDIVISION

### SPECIAL INSTRUCTIONS

Altuda	—East and west end siding.
Lenox	—East and west end siding.
Haymond	—East and west end siding.
Tesnus	—East and west end siding.
Maxon	—East and west end siding.
Longfellow	—East and west end siding.
Emerson	—East and west end siding.

**RULE 872.** Enginemen when taking charge of freight or passenger engines at Valentine or Sanderson, will consider engines as having been supplied with fuel, sand, water and other supplies.

### AIR BRAKE RULES

**RULE 24.** Will apply at Sanderson.

**RULE 24-G** will apply at Valentine.

### MISCELLANEOUS

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

Class of Engine		Restricted Tracks
All Six Axle	Tornillo	Mill Spur
All Six Axle	Fabens	Meyer Spur
All Six Axle	Clint	House Track
		Runsround Track
		Mill Spur
All Six Axle	Buford	Lopez Scrap
		Spur

2. Load limits (car and contents):

El Paso-Sanderson (1)(2) 300,000 pounds

- (1) Gross loads to 315,000 lbs. may be handled on 4 axle tank cars if load limit of car is not exceeded.
- (2) Gross loads to 395,000 lbs. may be handled on 6 axle tank cars if load limit of car is not exceeded.

Gross loads to 526,000 lbs. may be handled on eight (8) axle tank cars, with a maximum of three (3) tank cars coupled together, when load limit of car is not exceeded.

# SANDERSON SUBDIVISION

EAST-WARD		STATIONS		WEST-WARD	
FIRST CLASS		SIDING CAPACITIES AND FACILITIES		FIRST CLASS	
<b>2</b>				<b>1</b>	
Passenger				Passenger	
Lv. Mon. Wed. & Sat.	Mile Post Location			Station Number	Ar. Tue. Thur. & Sat.
PM 11.26	506.9	9061 TO-R	<b>SANDERSON</b> BKPO	60336	AM s 9.15
	500.1	8182	6.9 <b>FEODORA</b> P	60343	
	491.9	8356	8.2 <b>MOFETA</b> P	60351	
	482.9	8747	9.0 <b>DRYDEN</b> P	60358	
	476.9	8435	6.0 <b>SHAW</b> P	60366	
	465.6	9345	11.3 <b>MALVADO</b> P	60377	
	456.5	8275	9.1 <b>PUMPVILLE</b> P	60387	
	442.7	9410	13.8 <b>LANGTRY</b> P	60408	
	431.5	9027	11.2 <b>SHUMLA</b> P	60416	
	423.3	8396	8.2 <b>LULL</b> P	60423	
	413.4	10649	9.8 <b>COMSTOCK</b> P	60433	
	404.6	8370	8.8 <b>FEELY</b> P	60442	
	391.4	10345	10.7 <b>AMISTAD</b> P	60450	
s 1.52 AM	378.5	9214 TO-R	8.2 <b>DEL RIO</b> BKYPQ	60467	6.30 AM
Ar. Sun. Tue. & Thur.			(125.9)		Lv. Tue. Thur. & Sat.
<b>2</b>					<b>1</b>

# SANDERSON SUBDIVISION

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

(Refer to Miscellaneous Item 1, All Subdivisions)

BETWEEN	COLUMN 1 PSGR and AUTH. FRT	COLUMN 2 FRT	COLUMN 3 HAZ. MAT. FRT
Sanderson and Del Rio	70	55	50
<b>Restrictions:</b>			
MP 507.00 and 506.47	30	30	30
MP 506.47 and 502.46	50	50	—
MP 502.46 and 501.12	40	40	30
MP 501.12 and 497.24	50	50	—
MP 497.24 and 496.33	60	—	—
MP 483.81 and 482.46	55	—	—
MP 482.46 and 466.60	40	40	30
MP 466.60 and 459.12	55	—	—
MP 459.12 and 458.15	50	50	—
MP 458.15 and 457.78	40	40	30
MP 448.20 and 447.08	55	—	—
MP 441.20 and 438.19	45	45	45
MP 438.19 and 415.95	40	40	30
MP 415.95 and 414.70	60	—	—
MP 380.14 and 379.31	55	—	—
MP 379.31* and 378.50*	30	30	30

Column 3 speeds apply to trains handling hazardous materials as listed under Rule 827-A All Subdivisions and refer to Miscellaneous Item 1 All Subdivisions for applicable speeds when operating under other speed restrictions.

\* **Rule 10-J.** Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

Trains BSMFF and MBSMF are authorized to operate at Column One speeds provided train contains no restricted cars, or empties except cabooses, and does not exceed 80 tons per operative brake and/or 120 cars.

Trains APLAA, APLAB, BSMFY, HOLAT, LAEST, LADAT, LAHOT, LAESP, AVLAT, SRLAT and LAAVT are authorized to operate at Column One speeds not exceeding 65 MPH provided they contain no restricted cars, or empties except cabooses, and do not exceed 80 tons per operative brake and/or 120 cars.

Other freight trains may be authorized by train order to operate at Column One speeds not exceeding 65 MPH provided they contain no restricted cars, or empties except cabooses and do not exceed 80 tons per operative brake and/or 120 cars.

Trains with AMTRAK EP630A engines in consist, unless otherwise restricted to a lower speed, do not exceed 50 MPH from point where engine enters curve until engine and first car behind engine are again on tangent track between MP 378.50 and MP 507

**FUEL CONSERVATION:** Unless otherwise authorized by train order, freight trains must not exceed 45 MPH, except may operate at higher Column 2 speeds at locations where engine is in idle or dynamic braking mode or where necessary to work power above Run 1 for very short stretches when necessary to prevent slack action when pulling through sags at the ends of descending grade. Expedited freight trains APLAA, MBSMF, BSMFF, BSMFY, AVLAT, HOLAT, SRLAT, LAEST, LAESJ, LAAVT, LAESP, LAHOT AND EUASY are exempt.

Speed on other than main track not to exceed ... 15 MPH  
Except:

No 1, 2, and 3 Tracks

Sanderson ..... 10 MPH  
All Sidings ..... 25 MPH



**SANDERSON SUBDIVISION**

**SPECIAL INSTRUCTIONS**

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

MP	LOCATION	DESCRIPTION
506.90	Sanderson	Brackets on poles south side main track
506.98		Overhead & Side
502.97	East of Sanderson	Highway 90 Overpass
		Overhead
481.80	East of Dryden	Rock cut
		Side
481.00	East of Dryden	Rock cut
		Side
474.20	East of Shaw	Rock cut
		Side
473.34	East of Shaw	Thurston Canyon Bridge
		Overhead & Side
466.80	West of Malvado	Meyers Canyon Bridge
		Overhead & Side
440.35	East of Langtry	Rock cut
		Side
435.50	East of Langtry	Rock cut
		Side
430.20	East of Shumla	Rock cut
		Side
430.00	East of Shumla	Rock cut
		Side
429.10	East of Shumla	Rock cut
		Side
426.20	East of Shumla	Rock cut
		Side
422.80	West of Comstock	Rock cut
		Side
422.50	West of Comstock	Rock cut
		Side
421.80	West of Comstock	Rock cut
		Side
391.67	Amistad	Access Road Overpass
		Overhead
378.25	Del Rio	Texas Ave. Overpass
		Overhead

**RULE 10-J. Location of speed signs not located at distance prescribed:**

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward		Westward	
506.47	0.10	379.36	0.10

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

Del Rio ..... No. 1 and No. 2

**RULE 103.**

**Del Rio:** Automatic Crossing Gates over Main Street.

Main track and siding only, are equipped with approach circuits for automatic operation of crossing gates from each side of crossing.

Sound detector mike located next to track on both sides Main Street. Trains stopped clear of Main Street must sound engine whistle to lower or keep crossing gates down before entering crossing. Gates must be down before engine enters crossing.

Key control box is provided for manual operation of gates for movement over crossing on other tracks.

On main track and siding, cars or engines must not be left within approximately 100 feet of edge of crossing or beyond yellow stripe on tie.

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

Eastward Signal	Protection	Westward Signal
P-A	(East end siding Dryden)	
	High water detector, Bridge 480.54	P-4801
P-A	(West end siding Malvado)	
	High water detector, Bridge 465.03	
	(East end siding, Malvado)	P-A
P-4594	High water detector, Bridge 457.56	
	(West end siding, Pumpville)	P-A
P-4492	Falling rock detector, MP 447.3	P-4461
P-4460	High water detectors, MP 445.03, MP 444.23 and MP 444.0 (West end siding, Langtry)	P-A

**SANDERSON SUBDIVISION**

**SPECIAL INSTRUCTIONS**

Eastward Signal	Protection	Westward Signal
P-4392	High water detector, Bridge 438.20	P-4371
P-A#	(East end siding Shumla)	
	Dragging equipment detector	P-4279#
	Pecos River Bridge	
P-4172	High water detector, Bridge 415.66	
	(West end siding, Comstock)	P-A
P-4104	High water detector, Bridge 409.94	P-4079
P-A	(East end siding Feely)	
	High water detector, Bridge 403.60	P-3987
P-3950#	Dragging and wide load detector	
	Devil's River Bridge	
	(West end siding, Amistad)	P-A#
P-3882	High water detector, Bridge 385.03	P-3849

#Signals are equipped with a unit for display of flashing white light.

When absolute signal display stop indication and, in addition, flashing white light, trainman or engineman must obtain permission from train dispatcher to comply with Rule 776.

When ABS signal displays stop indication and, in addition, flashing white light, train may proceed in accordance with Rule 507.

When signal displays stop indication without flashing white light, before proceeding, careful inspection must be made of entire train for derailed wheels, dragging equipment, shifted loads, or other unsafe conditions, and after train has been inspected, operate key release on instrument house located below telephone, after which signal should indicate proceed, and trainman or engineman should call train dispatcher to comply with Rule 776 or comply with Rule 507, as case may be.

**RULE 538. SPRING SWITCHES**

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

Location	Normal position
*Sanderson	Switch connecting East end siding and No. 1 track
	..... Siding

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

This spring switch may be trailed through when lined for either siding or No. 1 track.

Derailed located on east end of siding Sanderson, is equipped with whistle control circuit for eastward movements. Whistle circuit is the section of siding between derailed and whistle circuit sign located approximately 500 feet west of derailed.

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

If train dispatcher has lined dual control switch and actuated the signal for the movement and whistle signal has been sounded, derailed should automatically close and absolute signal will authorize movement.

If derailed fails to close and/or absolute signal fails to display desired indication, movement must be stopped before reaching derailed and member of crew must contact train dispatcher. If authority is received from train dispatcher to pass absolute signal,

# SANDERSON SUBDIVISION

## SPECIAL INSTRUCTIONS

push button should be operated and if signal does not clear, member of crew must again contact train dispatcher to receive authority to manually operate derail and pass absolute signal. Push button instructions posted at location. After movement over derail has been completed, member of crew must notify train dispatcher when selector lever has been returned to motor position.

On eastward or westward movements into or out of siding at east end Sanderson, before movement is made under Rule 776, member of crew must examine derail from a position on the ground, to insure it is in closed position.

### RULE 760. CENTRALIZED TRAFFIC CONTROL

CTC in effect on main track and sidings between absolute signals at west switch, Sanderson, and absolute signal at east switch, Del Rio.

### HOT BOX DETECTORS

RULE 827. Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Directions
386.00	Del Rio and Amistad	C	.....	BOTH
419.70	Comstock and Lull	C	.....	BOTH
448.40	Langtry and Pumpville	C	.....	BOTH
471.90	Shaw and Malvado	C	.....	BOTH
497.75	Mofeta and Feodora	C	.....	BOTH

### DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Detectors installed at the following locations:

MP 503.70, 497.75, 494.83, 488.30, 479.93, 474.00, 471.40, 461.93, 459.43, 452.93, 446.07, 439.27, 434.44, 427.86, 426.20, 424.21, 420.03, 417.10, 410.43, 407.95, 398.67, 388.24 and 381.54

### HIGH AND/OR WIDE LOAD DETECTORS

MP	Location	Direction(s)
471.6	Between Shaw and Pumpville	Both
462.7		

### GENERAL REGULATIONS

**RULE 825.** Instructions for applying hand brakes:  
Sanderson —Not less than ten brakes on east end.  
Del Rio —Not less than four brakes on west end.  
—Not less than four brakes on east end of cuts of cars east of highway overpass.

Portable rail skid located at:

Feodora —East and west end siding.  
Mofeta —East and west end siding.  
Dryden —East end siding.  
Shaw —East and west end siding.  
Pumpville —West end siding.  
Lull —East and west end siding.  
Comstock —East end siding.  
Feely —East and west end siding.  
Amistad —East end siding.

# SANDERSON SUBDIVISION

## SPECIAL INSTRUCTIONS

**RULE 827-A.** Trains handling hazardous material listed under Rule 827-A, All Subdivisions must be given a rolling inspection by outbound train crew unless otherwise instructed at Del Rio.

**RULE 872.** Enginemen when taking charge of freight or passenger engines at Del Rio or Sanderson, will consider engines as having been supplied with fuel, sand, water and other supplies.

### AIR BRAKE RULES

**RULE 24.** Will apply at Sanderson.

**RULE 24-G.** Will apply at Del Rio.

### MISCELLANEOUS

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

Class of Engine	Del Rio	Restricted Tracks
All Six Axle		Wye Track West Wool Spur East Wool Spur Material Spur Coors Spur North Lead

2. Indicators have been installed 1,000 feet west of absolute signals, east switch, Sanderson. Signal north of main track governs eastward trains on main track. Signal south of siding governs eastward trains out of yard, Sanderson.

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

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

3. Load limits (car and contents):

Sanderson-Del Rio (1)(2) 300,000 pounds

- (1) Gross loads to 315,000 lbs. may be handled on 4 axle tank cars if load limit of car is not exceeded.
- (2) Gross loads to 395,000 lbs. may be handled on 6 axle tank cars if load limit of car is not exceeded.  
Gross loads to 526,000 lbs. may be handled on eight (8) axle tank cars, with a maximum of three (3) tank cars coupled together, when load limit of car is not exceeded.

**DEL RIO SUBDIVISION**

EAST-WARD		STATIONS		WEST-WARD	
FIRST CLASS		SIDING CAPACITIES AND FACILITIES		FIRST CLASS	
2				1	
Passenger				Passenger	
Lv. Sun. Tue. & Thur.	Mile Post Location	Station Number	Ar. Tue. Thur. & Sat.		
AM 1.56	378.5	9214 TO-R DEL RIO BKYPQ	60467	AM 6.26	
	370.1	8239 JOHNSTONE P	60477		
	362.5	8457 AMANDA P	60485		
	354.6	9212 PINTO P	60493		
	341.7	8843 R SPOFFORD YP	61000		
	333.6	8365 ANACACHO P	61108		
	324.7	8271 8.9 ODLAW P	61120		
	315.1	8207 9.6 OBI P	61132		
	301.1	8305 TO-R UVALDE 11.5 BPQ	61140		
	289.6	8358 KNIPPA P	61165		
	278.6	8428 SABINAL P	61215		
	270.7	8341 7.9 SECO P	61223		
	258.5	8810 12.2 HONDO P	61247		
	248.3	8344 10.2 DUNLAY P	61257		
	235.0	8288 13.3 LACOSTE P	61272		
	224.5	8459 10.5 MACDONA P	61280		
4.47	218.8	Yd Lmts 5.7 WITHERS P	61290	3.25	
5.00	212.7	Yd Lmts 6.1 TOWER 105 IP	62005	3.17	
5.04	211.0	Yd Lmts 1.7 TOWER 112 IPQ	62015	3.14	
s 5.18 AM	209.3	Yd Lmts R SAN ANTONIO BKYPQ	62200	3.10 AM	
	208.0	Yd Lmts 1.3 TOWER 121 IPQ	62233		
	207.4	Yd Lmts TO-R EAST YARD BKYPQ	62235		
Ar. Sun. Tue. & Thur.	(171.1)			Lv. Tue. Thur. & Sat.	
2				1	

**Beeville Branch**

92.9	Yard Limits TO	BEEVILLE	PQ	63090
74.0	2955	BURNELL		63081
61.6	Yard Limits R	KENEDY		63068
17.4	6862	SASPANCO		63024
12.6	Yd Lmts R	C. P. S.	YP	63017
5.6	Yd Lmts R	BERGS	P	63011
211.0	ABS Yd Lmts TO	TOWER 112	IPQ	62015
207.4	Yd Lmts TO-R	EAST YARD	BKYPQ	62235
	(196.6)			

**RULE 5.** Kenedy: Time applies at switch to old Yoakum main spur. Kenedy: Old Yoakum main is spur 5000 feet in length opening east.

Additional Stations — See Page 20

**DEL RIO SUBDIVISION**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

(Refer to Miscellaneous Item 1, All Subdivisions)

BETWEEN	COLUMN 1 PSGR and AUTH. FRT	COLUMN 2 FRT	COLUMN 3 HAZ. MAT. FRT
Del Rio and East Yard	70	55	50
<b>Restrictions:</b>			
MP 378.50* and 376.10* . . . . .	30	30	30
MP 376.10 and 372.40 . . . . .	65	—	—
MP 366.53 and 366.16 . . . . .	55	—	—
MP 357.63 and 349.00 . . . . .	55	—	—
MP 342.70 and 320.00 . . . . .	55	—	—
MP 309.32 and 299.68 . . . . .	60	—	—
MP 301.60 and 300.62 . . . . .	—	—	30
MP 285.60 and 279.33 . . . . .	55	—	—
MP 270.85 and 268.40 . . . . .	60	—	—
MP 259.55* and 257.48* . . . . .	45	45	45
MP 253.26 and 251.90 . . . . .	65	—	—
MP 251.90 and 250.15 . . . . .	50	50	—
MP 250.15 and 249.70 . . . . .	40	40	30
MP 249.70 and 236.60 . . . . .	60	—	—
MP 234.30* and 233.44* . . . . .	40	40	40
MP 224.00 and 218.80 . . . . .	50	50	—
MP 218.80 and 215.80** . . . . .	50	50	—
MP 215.80 and 214.30** . . . . .	45	45	45
MP 214.30 and 212.70** . . . . .	40	40	30
MP 212.70 and 207.40** . . . . .	25	25	25
MP 218.80 to MP 207.40 (both main tracks, against current of traffic) . . . . .	20	20	20

Column 3 speeds apply to trains handling hazardous materials as listed under Rule 827-A All Subdivisions and refer to Miscellaneous Item 1 All Subdivisions for applicable speeds when operating under other speed restrictions.

\* Rule 10-J. Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

\*\* Speed applies to both tracks for movement with current of traffic.

Between	Beeville Branch	All Trains
Beeville and Tower 112 . . . . .		25
<b>Restrictions:</b>		
MP 92.90 and 91.79* . . . . .		20
MP 74.00 and 60.83 . . . . .		20
MP 34.00 and 15.00 . . . . .		20
MP 4.20 and 0.19 . . . . .		20

Trains BSMFF and MBSMF are authorized to operate at Column One speeds provided train contains no restricted cars, or empties except cabooses, and does not exceed 80 tons per operative brake and/or 120 cars.

Trains APLAA, APLAB, BSMFY, HOLAT, LAEST, LADAT, LAHOT, LAESP, AVLAT, SRLAT and LAAVT are authorized to operate at Column One speeds not exceeding 65 MPH provided they contain no restricted cars, or empties except cabooses, and do not exceed 80 tons per operative brake and/or 120 cars.

Other freight trains may be authorized by train order to operate at Column One speeds not exceeding 65 MPH provided they contain no restricted cars, or empties except cabooses and do not exceed 80 tons per operative brake and/or 120 cars.

## DEL RIO SUBDIVISION

Trains with AMTRAK EP630A engines in consist, unless otherwise restricted to a lower speed, do not exceed 50 MPH from point where engine enters curve until engine and first car behind engine are again on tangent track between the following mile post locations:

MP 378.50 and MP 355.10    MP 341.75 and MP 299.65  
 MP 285.60 and MP 268.40    MP 253.70 and MP 215.80

Speed on other than main track not to exceed . . . . 15 MPH

Except:

On Branches . . . . . 10 MPH  
 All Sidings . . . . . 25 MPH

## DEL RIO SUBDIVISION

EAST-WARD	STATIONS		WEST-WARD
	SIDING CAPACITIES AND FACILITIES		
	Mile Post Location	Kerrville Branch	Station Number
	259.1	CAMP STANLEY Y	62138
	211.0	TO TOWER 112 IPQ	62015
	207.4	TO-R EAST YARD BKIYPO	62235
		(25.7)	

### Eagle Pass Branch

	33.2	Yard Limits TO-R	EAGLE PASS BPO	61040
	0.0	Yard Limits R	SPOFFORD YP	61000
			(33.2)	

## ADDITIONAL STATIONS

Capacity in Feet and Direction of entry into Spurs	Mile Post	Name	Station Number
<b>Del Rio Line</b>			
1425 . . . . . P	319.5	Cline	61126
1265 . . . . . P	267.0	D'Hanis	61227
<b>Beeville Branch</b>			
350-W . . . . .	81.9	Normanna . . . . . (spur)	63086
515-W . . . . .	77.1	Peltus . . . . . (spur)	63084
819 . . . . .	54.9	Karnes City	63061
210-W . . . . .	44.2	Falls City . . . . . (spur)	63051
800-E . . . . .	36.5	Poth . . . . . (spur)	63043
815 . . . . .	29.7	Floresville	63036
1200-E . . . . .	15.0	Elmendorf . . . . . (spur)	63021
	12.7	CPS	63017
1260-W . . . . .	9.0	Southton . . . . . (spur)	63014
<b>Kerrville Branch</b>			
121-E . . . . .	258.2	Leon Springs . . . . . (spur)	62135
1317 . . . . .	253.9	Beckmann	62127

## DEL RIO SUBDIVISION

**FUEL CONSERVATION:** Unless otherwise authorized by train order, freight trains must not exceed 45 MPH, except may operate at higher Column 2 speeds at locations where engine is in idle or dynamic braking mode or where necessary to work power above Run 1 for very short stretches when necessary to prevent slack action when pulling through sags at the ends of descending grade. Expedited freight trains APLAA, MBSMF, BSMFF, BSMFY, AVLAT, HOLAT, SRLAT, LAEST, LAESJ, LAAVT, LAESP, LAHOT AND EUASY are exempt.

## MAXIMUM AUTHORIZED SPEED FOR TRAINS (Refer to Miscellaneous Item 1, All Subdivisions)

Between	Kerrville Branch	All Trains
Camp Stanley and East Yard . . . . .		10
<b>Eagle Pass Branch</b>		
Eagle Pass and Spofford . . . . .		30
Restrictions:		
MP 32.50 and 11.60 . . . . .		20
MP 01.61 and 00.00 . . . . .		20

Speed on other than main track not to exceed . . . . 10 MPH.

**DEL RIO SUBDIVISION  
SPECIAL INSTRUCTIONS**

(For movements within yard limits San Antonio, also see Special Instructions, San Antonio Yard Limits)

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NO STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	LOCATION	DESCRIPTION
378.25	Del Rio	Texas Ave. Overpass Overhead
377.35	Del Rio	San Felipe Bridge Overhead & Side
365.99	East of Johnstone	West Sycamore Bridge Overhead & Side
365.82	East of Johnstone	East Sycamore Bridge Overhead & Side
356.06	West of Pinto	Pinto Bridge Overhead & Side
339.53	East of Spofford	Lindsay Bridge Overhead & Side
334.48	East of Spofford	West Elm Bridge Overhead & Side
332.67	West of Odlaw	East Elm Bridge Overhead & Side
330.31	West of Odlaw	Highway Underpass Overhead & Side
322.53	East of Odlaw	Highway 90 Overpass Overhead
307.79	West of Uvalde	Nueces Bridge Overhead & Side
300.85	Uvalde	Highway Overpass Overhead
300.14	East of Uvalde	Leona Bridge Overhead & Side
291.44	West of Knippa	West Frio Bridge Overhead & Side
290.98	West of Knippa	East Frio Bridge Overhead & Side
285.00	East of Knippa	Blanco Bridge Overhead & Side
280.58	West of Sabinial	Sabinial Bridge Overhead & Side
267.84	West of D'Hanis	Seco Bridge Overhead & Side
253.29	West of Dunlay	Hondo Bridge Overhead & Side
249.46	West of Dunlay	Highway 90 Overpass Overhead
225.80	West of Withers	Highway 1604 Overpass Overhead
225.47	West of Withers	East Medina Bridge Overhead & Side
223.81	West of Withers	FM 2536 Overpass Overhead

**EAGLE PASS BRANCH**

34.42	Eagle Pass	Rio Grande Bridge	Overhead & Side
26.58	East of Eagle Pass	Elm Bridge	Overhead & Side

**KERRVILLE BRANCH**

245.86	East of Robards	Loop 410 Overpass	Overhead
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**BEEVILLE BRANCH**

6.53	West of Twr. 112	Loop 410 Overpass	Overhead
10.61	West of Twr. 112	Interstate 37 Overpass	Overhead
63.64	West of Kenedy	Highway 181 Overpass	Overhead

**RULE 10-H. Exceptions.**

On the

Beeville Branch

Kerrville Branch

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

**RULE 15. Exceptions.**

On the

Beeville Branch

Kerrville Branch

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

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

Beeville	East end of CTC Limits and Train-Order Signal.
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**RULE S-71, 97 AND 99.** Trains between Tower 112 and Camp Stanley (Kerrville Branch) and between MP27 and Eagle Pass (Eagle Pass Branch) may operate without train-order or timetable authority and without superiority of trains. Between these points, trains may occupy main track without flag protection to the rear, and all trains must move at restricted speed, expecting to find main track occupied.

**DEL RIO SUBDIVISION  
SPECIAL INSTRUCTIONS**

**RULE 82-A.** Westward first-class trains originating San Antonio may assume schedule, as ordered, without clearance, but must obtain clearance bearing the OK, time and initials of the Chief Train Dispatcher before leaving Tower 112.

Engines operating East Yard to C.P.S. will obtain clearance OK'd by Chief Train Dispatcher, East Yard and Tower 112.

**RULE 83.** Westward trains may identify eastward trains between East Yard and Tower 112 to be applied at Tower 112.

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

Spofford	Trains originating or terminating.
Tower 112	No. 1 and No. 2.
San Antonio	Trains originating or terminating.
Uvalde	Trains originating or terminating.
C.P.S.	Trains directed by train order.
Kenedy	Trains directed by train order.

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

Del Rio	No. 1 and No. 2
Tower 112	No. 1 and No. 2

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

Beeville and Tower 112
Eagle Pass and Spofford

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

West MP	East MP
1.61	Spofford (Eagle Pass Branch)
218.80	San Antonio (Del Rio Subdivision)
	Eagle Pass 31.52
242.40	San Antonio (Kerrville Branch)
92.90	Beeville (Skidmore-East Yard) 91.00
	Beeville (Old Skidmore-Victoria Line) 143.00
13.00	C.P.S. 5.36
5.36	San Antonio (Beeville Branch)
63.00	Kenedy 59.00

**Eagle Pass:** Main track ends at east switch of Industry Track serving Molasses Company at MP 32.52. All tracks west of this point are yard tracks.

**RULE 103.**

**Del Rio:** Automatic Crossing Gates over Main Street.

Main track and siding only, are equipped with approach circuits for automatic operation of crossing gates from each side of crossing.

Sound detector mike located next to track on both sides Main Street. Trains stopped clear of Main Street must sound engine whistle to lower or keep crossing gates down before entering crossing. Gates must be down before engine enters crossing.

Key control box is provided for manual operation of gates for movement over crossing on other tracks.

On main track and siding, cars or engines must not be left within approximately 100 feet of edge of crossing or beyond yellow stripe on tie.

**DEL RIO SUBDIVISION  
SPECIAL INSTRUCTIONS**

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

Knippa ..... Highway 90

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

Beeville .... Trains of the Brownsville and Del Rio Subdivisions.

**RULE 221.** Tower 112 is train-order office for westward trains only.

Uvalde is a train-order office for eastward trains originating Spofford with crew assigned to local service between Spofford and East Yard.

**RULE 306.** Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device. Absolute signals listed as "P-A".

Eastward Signal	Protection	Westward Signal
P-3666	High water detector, Bridge 365.99 (West end siding, Amanda) .....	P-A
P-3086	High water detector, Bridge 307.79 .....	P-3053

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

CTC in effect on main track and sidings between absolute signals Withers and west switch Del Rio.

Beeville: When distant signal D-923 approaching Beeville displays yellow aspect, trains will stop and member of crew will communicate with train dispatcher before proceeding to avoid blocking crossings. Telephone located on pole opposite signal D-923.

**HOT BOX DETECTORS**

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

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Directions
243.00	Lacoste and Dunlay	C	.....	BOTH
274.50	Seco and Sabinal	C	.....	BOTH
311.00	Uvalde and Obi	C	.....	BOTH
345.50	Spofford and Pinto	C	.....	BOTH
374.00	Johnstone and Del Rio	C	.....	BOTH

**DRAGGING AND/OR DERAILED  
EQUIPMENT DETECTORS**

Detectors installed at the following locations:

MP 374.00, 366.60, 359.00, 344.30, 351.10, 337.00, 330.30, 321.80, 318.20, 308.50, 296.30, 284.50, 275.70, 273.60, 264.10, 255.70, 251.17, 245.33, 238.09, 231.90, 227.73 and 221.50

**GENERAL REGULATIONS**

**RULE 825.** Instructions For Applying hand brakes:

**DEL RIO SUBDIVISION  
SPECIAL INSTRUCTIONS**

Del Rio —Not less than four brakes on west end.  
—Not less than four brakes on east end of cuts of cars east of highway overpass.  
Eagle Pass —Not less than three brakes on west end of interchange tracks 1, 2 and 3 and Piedras Negras main track.

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

Portable rail skid located at:

Amanda —East and west end siding.  
Anacacho —At set out track.  
Odlaw —At set out track.  
Obi —At set out track.  
Dunlay —East end siding.  
La Coste —West end siding.

**RULE 826.**

Eagle Pass: Coupled-in-motion track scale, east end No. 1 track.

Speed of cars to be weighed should not exceed 5 MPH, without slack action or stopping.

Indicator lights are installed on pole just west of scale house and display following aspects, which are bi-directional, displaying indication both eastward and westward for weighing movement:

Aspect	Indication
Green	Weighing speed, not exceeding 5 MPH
Yellow	Caution, exceeding 5 MPH, reduce speed
Red	Stop. Scale not weighing. Be governed by instructions of Weighmaster.

C.P.S. - J. T. Deely Plant, coupled-in-motion track scale on track between main track and loop switch.

Speed of cars to be weighed should not exceed 5 MPH, without slack action or stopping.

Indicator lights are installed on pole near scale house and display following aspects, which are bi-directional, displaying indication both eastward and westward for weighing movement:

Aspect	Indication
Green	Weighing speed, not exceeding 5 MPH.
Yellow	Caution, exceeding 5 MPH, reduce speed.
Red	Scale not weighing. Reduce speed.

Signal light has been installed at entrance to coal unloading facility, which displays following aspect:

Aspect	Indication
Green	Proceed into unloading facility.
Red	Stop.

**RULE 827-A.** Trains handling Hazardous Material listed under Rule 827-A, All Subdivisions, must be given a rolling inspection by outbound train crew unless otherwise instructed at Del Rio

**RULE 837.** Burnell—Air brakes must be cut in on all cars handled on Pan American Petroleum tracks.

**RULE 872.** Enginemen when taking charge of freight or passenger engines at Del Rio and San Antonio, will consider

**DEL RIO SUBDIVISION  
SPECIAL INSTRUCTIONS**

engines as having been supplied with fuel, sand, water and other supplies.

**AIR BRAKE RULES**

**RULE 24-G.** Will apply at Del Rio.

**MISCELLANEOUS**

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

Class of Engine		Restricted Tracks
All Six Axle	Eagle Pass Branch	All Industrial and Interchange Tracks Except Yard Tracks No. 11 and 12 and new track No's. 241, 242, 243, & 244.
All Six Axle	Del Rio	Wye Track West Wool Spur East Wool Spur Material Spur Coors Spur North Lead
All Six Axle	Cline	Cline Mine Spur
All Six Axle	Uvalde	City Track Griffin Spur McDuff Spur House Track Corn Processors
All Six Axle	Knippa	House Track
All Six Axle	D'Hanis	Brick Yard Spur
All Six Axle	Hondo	Airport No. 1 and No. 2
All Six Axle.	LaCoste	House Track
All Six Axle	Southton	Loop Cold Storage
All Six Axle	Elmendorf	Brick Yard Spur
All Six Axle	Floresville	House Track Peanut Spur
All Six Axle	Poth	Feed Spur
All Six Axle	Falls City	Continental Oil Spur Fertilizer Spur House Track
All Six Axle	Kenedy	House Track Coop Spur Old Cuero Main Implement Spur General Food Spur Oil Mill Spur Alamo Cement Spur
All Six Axle	Burnell	Oil Mill Spur
All Six Axle	Pettus	Team Track

**2. Trap Rock (Knippa):** Engines must not move under industry hopper.

**3. Burnell:** Engines must not go beyond engine restriction signs on loading rack tracks.

**4. Kenedy:** Boxed-in, screw-type grain conveyer, 146 feet in length, paralleling north side of Cotton Oil Mill track, does not provide standard clearance.

**5. Cars must not be dropped or kicked over FM 1604 while switching Beckmann team track Kerrville Branch.**

**DEL RIO SUBDIVISION  
SPECIAL INSTRUCTIONS**

**6. Load limit (car and contents):**

Del Rio-East Yard .....	300,000(1)(2)
Camp Stanley-Tower 112 .....	263,000
Beeville-San Antonio .....	263,000
Eagle Pass-Spofford .....	263,000(2)(3)

(1) Gross loads to 315,000 lbs. may be handled on 4 axle tank cars if load limit of car is not exceeded.

(2) Gross loads to 395,000 lbs. may be handled on 6 axle tank cars if load limit of car is not exceeded.

(3) Cars with gross weight in excess of 263,000 lbs. must not cross Bridge 34.42, Rio Grande River.

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

On branch lines having load limit of less than 283,000 lbs., cars can not be loaded to capacity and must not be loaded to more than load of the line.

## SAN ANTONIO YARD LIMITS

### SPECIAL INSTRUCTIONS

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

MP	LOCATION	DESCRIPTION
221.82	West of Withers	Loop 410 Overpass Overhead
217.89	East of Withers	Loop 13 Overpass Overhead
214.50	East of Withers	IH 10 Overpass Overhead & Side
214.10	East of Withers	Kirk Place Overpass Overhead
212.56	East of Withers	Interstate 35 Overpass Overhead
212.16	Del Rio Subdiv.	Nogalitos Street Underpass Side
210.66	East of Withers	Highway 90 Overpass Overhead
240.42	Kerrville Branch	Expressway Underpass Side
238.34	Kerrville Branch	Expressway Underpass Side
239.23	Kerrville Branch	Interstate 10 Overpass Overhead
239.30	Kerrville Branch	Interstate 10 Overpass Overhead
209.35	San Antonio Pgr. Sta.	Depot Umbrella Sheds Overhead & Side
208.10	Curve at Diesel Shop	Fence (westward track) Side
206.24	Flatonia Subdiv.	MKT Underpass Side
203.96	West of Kirby	Highway Overpass Overhead
203.37	West of Kirby	Loop 13 Overpass Overhead
0.80	Beeville Branch	Interstate 10 Overpass Overhead

**RULE 10-J.** Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	
	EASTWARD	WESTWARD
208.80	0.50	207.98 0.32

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

West MP	East MP
218.80	San Antonio (Del Rio Subdivision)
242.40	San Antonio (Kerrville Branch)
5.36	San Antonio (Beeville Branch)
	San Antonio (Flatonia Subdivision) 206.20

**RULE D-97.** Applies between Withers and East Yard.

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

**MP 238.6 (Kerrville Branch)—M.P. Crossing:** Protected by gate and light. Trains and engines must approach crossing with caution and when gate is set against M.P. movements SP movements may be made over crossing without stopping not exceeding six (6) MPH. Should gate be inoperative or should light not be displayed by night, movements must stop and route known to be clear before proceeding. Crews will not be required to change position of gate after making move over crossing.

**MP 238.2 (Kerrville Branch)—MKT crossing**

**RULE 103.** Sherman, Burleson, Lamar, Burnet, Dawson, Houston, Crockett, Center, Commerce, Montana, Wyoming, Dakota, Brady Street, Cupples Road, Culebra Ave., Probandt Street, Ceralvo Street and South Flores Streets, San Antonio, are equipped with automatic crossing gates. Key-controller is provided at each crossing, except Brady Street, Cupples Road, Culebra Avenue, Ceralvo Street and South Flores Streets, for switching movements on secondary tracks. Automatic crossing gates may be operated by inserting switch key and turning SLOWLY one complete turn to the right.

Do not exceed 10 MPH entering following street crossings and, if necessary, flagman must be sent ahead before proceeding:

## SAN ANTONIO YARD LIMITS

### SPECIAL INSTRUCTIONS

**SAN ANTONIO (Kerrville Branch)**  
Olmos Drive, Hildebrand Avenue,  
Cincinnati Avenue, and Probandt Street.

Speed may be resumed after crossing is covered.

**RULE D-251.** Will apply on double track between:  
Withers and East Yard

Rule D-252 will not apply to trains entering D-97 territory at Tower 112 from Beeville or Kerrville Branch.

**RULE D-506.** Automatic Block Signals Numbers 2063, 2075, 2076 and 2078 govern movements in both directions on double track between Interlocking Tower 121 and remote control interlocking at east end of double track East Yard.

**Rule 509(2)** will apply when signal displays stop indication for movements against current of traffic to permit engine with or without cars to couple to its train.

**RULE 530.** That portion of Rule 530 as pertains to making trailing movement through "V" type switch, is amended to read as follows:

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

#### RULE 538. SPRING SWITCHES

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

Location	Normal Position
San Antonio	West end crossover from station tracks to westward track . . . Westward track
San Antonio	Diesel shop track No. 8 . . . Diesel shop track No. 7

#### RULE 606. INTERLOCKING

**Tower 105 (M.P. Crossing):** Controlled by operator Tower 112. When Signal 2140 (approaching Tower 105, on eastward track) displays stop indication, eastward trains or engines must communicate with operator before proceeding, to avoid blocking Zarzamora Street.

**Tower 112 (MKT Crossing).** All signals governing routes which result in movements against the current of traffic leaving Tower 112, will be equipped with switch key actuators, located on signal control cases near signal. Permission must be obtained from tower operator before switch key is inserted in slot in start box. Signal will not display desired indication until switch key is inserted in slot in switch key actuator box and turned slowly one complete turn clockwise, then signal should display desired indication. In addition, before movement against current of traffic is made, protection must be provided in accordance with provisions of either Rule D-160 or D-162.

**Tower 121 (Olive Street, San Antonio)**

Interlocking signal located just east of Olive St. overpass, governing westward movement on the eastward main track, is equipped with switch key actuator, located on signal control case to right of tracks.

Permission must be obtained from tower operator before switch key is inserted in slot in start box. Signal will not display desired indication until switch key is inserted in slot in switch key



# SAN ANTONIO YARD LIMITS

## SPECIAL INSTRUCTIONS

actuator box and turned slowly one complete turn clockwise, then signal should display desired indication. In addition, before movement against current of traffic is made, protection must be provided in accordance with provisions of either Rule D-160 or D-162.

Interlocking signal governing eastward movements on eastward main track entering limits of Tower 121; and interlocking signal governing westward movements at east end of east yard, are equipped to display aspect as per revised Rule 289, Red, over Red, over Lunar. This indication authorizes movement at restricted speed into yard track.

**East Yard:** Switches connecting east end of yard with main track and end of double track are power operated; switches and signals are controlled by operator in Tower 121.

When signals do not display desired indication, member of crew must communicate with operator.

### RULE 760. CENTRALIZED TRAFFIC CONTROL

CTC in effect on main track between eastward absolute signal MP 206.2, East Yard, and westward absolute signals west switch siding, Kirby.

Signals controlled by operator, Tower 121, acting upon authority of train dispatcher.

Rule 104-F will not apply in CTC between East Yard and Kirby.

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

### HOT BOX DETECTORS

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

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Directions
203.40	Kirby and East Yard	D	East Yard	Westward
*210.10	San Antonio and Tower 112	D	East Yard	Eastward

\*Eastward trains receiving flashing white light indication at hot box detector, MP 210.10, east of Tower 112, must immediately reduce speed to not exceeding 15 MPH and proceed to East Yard, unless otherwise instructed by the foreman or the employee in charge of the hot box recorder at East Yard.

White light has been installed on post on south side east main track, 150 feet east of hot box detector, MP 210.10. This light repeats indication of white light on hot box detector.

### GENERAL REGULATIONS

**RULE 825.** Instructions for applying handbrakes:

San Antonio (Passenger Station)—West end.

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

# SAN ANTONIO YARD LIMITS

## SPECIAL INSTRUCTIONS

**RULE 837.** Crews handling cuts of cars on east end of East Yard will not release hand brakes or start eastward movement out of track until air brakes are cut in and charged, as shown below:

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

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

**RULE 872.** Enginemen when taking charge of freight or passenger engines at San Antonio, will consider engines as having been supplied with fuel, sand, water and other supplies.

### AIR BRAKE RULE

**RULE 24.** Will apply at East Yard.

### MISCELLANEOUS

Sweeney Grocery on Beeville Branch has track covered with warehouse door. While door is closed, red light will be burning constantly. There is a metal box located outside of the gate equipped with a switch lock. Switchman will have to open this box and push button, and when green light appears, door will be completely open. After switching is completed, switchman again must push button designated close.

Speed on other than main track not to exceed . . .	15 MPH
Except:	
Through slip switches (including tangents) . . .	10 MPH
On Branches . . . . .	10 MPH

### SPEED RESTRICTIONS

10 MPH in eastward movement over Lone Star Boulevard, Mile Post 0.1, Beeville Branch.

# FLATONIA SUBDIVISION

EAST-WARD		STATIONS		WEST-WARD	
FIRST CLASS		SIDING CAPACITIES AND FACILITIES		FIRST CLASS	
2				1	
Passenger				Passenger	
Lv. Sun. Tue. & Thur.	Mile Post Location		Station Number	Ar. Tue. Thur. & Sat.	
AM 5.33	209.3	R	<b>SAN ANTONIO</b> BKPQ	62200	AM 2.55
	208.0		1.3 TOWER 121 IPQ	62233	
5.38	207.4	TO-R	0.6 EAST YARD BKYPQ	62235	2.25
	202.2		5.2 KIRBY P	62243	
	195.1		7.1 RANDOLPH FIELD P	62252	
	188.1		7.0 CIBOLO P	62257	
	176.5		11.6 NOLTE P	62271	
	174.0		2.5 SEGUIN P	62275	
	164.1		9.9 KINGSBURY P	62284	
	153.3		10.8 LULING P	62292	
	143.8		9.5 HARWOOD P	62299	
	139.4		4.4 SANDY FORK P	62410	
	130.7		8.7 WAELDER P	62418	
7.17	120.0	Yd Lmts To-R	10.7 FLATONIA IPQ	70000	12.58
7.31	107.1	Yard Limits	12.9 SCHULENBURG P	75015	12.46
7.40	98.9		8.2 WEIMAR P	75025	12.37
7.55 AM	87.1	Yard Limits TO-R	11.8 GLIDDEN BKYPQ	75037	12.25 AM
Ar. Sun. Tue. & Thur.			(122.2)		Lv. Tue. Thur. & Sat.
<b>2</b>					<b>1</b>

## Gonzales Branch

	12.3	Yard Limits R	<b>GONZALES</b> B	62325	
	0.0	R	12.3 HARWOOD P	62299	
			(12.3)		

## ADDITIONAL STATIONS

Capacity in Feet and Direction of entry into Spurs	Mile Post	Name	Station Number
<b>Flatonia Subdivision</b>			
2554	P 196.7	Converse	62248
1240-E	P 184.9	Marion (spur)	62262
5361-W	P 179.3	Blumberg (spur)	62268

# FLATONIA SUBDIVISION

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

(Refer to Miscellaneous Item 1, All Subdivisions)

BETWEEN	COLUMN 1 PSGR and AUTH. FRT	COLUMN 2 FRT	COLUMN 3 HAZ. MAT. FRT
San Antonio and Glidden	70	55	50
<b>Restrictions:</b>			
MP 209.30 and 205.20	25	25	25
MP 206.20 and 189.64	—	—	30
MP 174.33* and 173.07*	45	45	45
MP 156.40 and 152.21	40	40	30
MP 120.08* and 118.93*	45	45	45
MP 107.78* and 106.78*	45	45	45
MP 106.78 and 104.50	55	—	—
MP 99.52* and 98.34*	35	35	30
MP 90.00 and 87.70	60	40	30
MP 87.70 and 87.10	40	40	30

Column 3 speeds apply to trains handling hazardous materials as listed under Rule 827-A All Subdivisions and refer to Miscellaneous Item 1 All Subdivisions for applicable speeds when operating under other speed restrictions.

\* Rule 10-J. Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

BETWEEN	Gonzales Branch	All Trains
Gonzales and Harwood		10

Trains BSMFF and MBSMF are authorized to operate at Column One speeds provided train contains no restricted cars, or empties except cabooses, and does not exceed 80 tons per operative brake and/or 120 cars.

Trains APLAA, APLAB, BSMFY, HOLAT, LAEST, LADAT, LAHOT, LAESP, AVLAT, SRLAT and LAAVT are authorized to operate at Column One speeds not exceeding 65 MPH provided they contain no restricted cars, or empties except cabooses, and do not exceed 80 tons per operative brake and/or 120 cars.

Other freight trains may be authorized by train order to operate at Column One speeds not exceeding 65 MPH provided they contain no restricted cars, or empties except cabooses and do not exceed 80 tons per operative brake and/or 120 cars.

Trains with AMTRAK EP630A engines in consist, unless otherwise restricted to a lower speed, do not exceed 50 MPH from point where engine enters curve until engine and first car behind engine are again on tangent track between MP 178.45 and MP 90

**FUEL CONSERVATION:** Unless otherwise authorized by train order, freight trains must not exceed 45 MPH, except may operate at higher Column 2 speeds at locations where engine is in idle or dynamic braking mode or where necessary to work power above Run 1 for very short stretches when necessary to prevent slack action when pulling through sags at the ends of descending grade. Expedited freight trains APLAA, MBSMF, BSMFF, BSMFY, AVLAT, HOLAT, SRLAT, LAEST, LAESJ, LAAVT, LAESP, LAHOT AND EUASY are exempt.

Speed on other than main track not to exceed	15 MPH
Except:	
On Branches	10 MPH
Sidings Seguin, Sandy Fork and Weimar	10 MPH
All other sidings	25 MPH

Do not exceed 6 MPH over St. Joseph Street crossing, Gonzales.

## FLATONIA SUBDIVISION

### SPECIAL INSTRUCTIONS

(For movements within yard limits San Antonio, see **Special Instructions, San Antonio Yard Limits**).

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

MP	LOCATION	DESCRIPTION
195.23	East of Converse	1604 Overpass Overhead
193.10	West of Cibolo	Cibolo Bridge Overhead & Side
178.43	West of Seguin	Guadalupe Bridge Overhead & Side
175.92	West of Seguin	Highway 351 Overpass Overhead
175.50	West of Seguin	Interstate 10 Overpass Overhead
172.34	East of Seguin	Geronimo Bridge Overhead & Side
172.80	East of Seguin	FM 123 Overpass Overhead
171.80	East of Seguin	Interstate 10 Overpass Overhead
156.48	West of Luling	West San Marcos Bridge Overhead & Side
150.27	East of Luling	Plum Bridge Overhead & Side
139.98	West of Sandy Fork	Sandy Fork Bridge Overhead & Side
129.29	East of Waelder	I H 10 Overpass Overhead
127.06	East of Waelder	Peach Bridge Overhead & Side
108.95	West of Schulenburg	West Navidad Bridge Overhead & Side
108.31	West of Schulenburg	Foster Bridge Side
103.41	East of Schulenburg	East Navidad Bridge Overhead & Side
102.40	East of Schulenburg	Interstate 10 Overpass Overhead
95.36	East of Weimar	Highway Underpass Side
2	Gonzales Branch	I H 10 Overpass Overhead

#### RULE 10-H. Exceptions.

##### Gonzales Branch

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

#### RULE 15. Exceptions.

##### Gonzales Branch

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

**RULE S-71, 97 and 99.** Trains between Gonzales and Harwood may operate without train-order or timetable authority and without superiority of trains. Between these points, trains may occupy main track without flag protection to the rear, and all trains must move at restricted speed, expecting to find main track occupied.

**RULE 82-A.** Eastward first-class trains originating San Antonio may assume the schedule, as ordered, without a clearance, but must obtain clearance OK'd by Chief Train Dispatcher before leaving East Yard.

**RULE 83-A.** At Flatonia all trains will register.

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

East Yard	No. 1 and No. 2
Flatonia	All Trains
Glidden	All Trains with crews operating through

At the following open train-order offices, trains may register, leaving ticket with train order operator:

## FLATONIA SUBDIVISION

### SPECIAL INSTRUCTIONS

Glidden  
Flatonia

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

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

West MP		East MP
	San Antonio	206.20
122.00	Flatonia (San Antonio-Glidden)	118.00
27.80	Flatonia (Yoakum-Hearne)	30.53
108.40	Schulenburg	106.10
90.00	Glidden	78.16
	Gonzales	10.50

**Gonzales:** The main track ends at the wye switch. All tracks at and west of this point are yard tracks.

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

Blumberg Spur, MP 179.3 — Highway 78.

Nolte Spur, MP 178.2 — Highway 78.

Seguin — All movements on industry tracks over Highway 90.

Gonzales — St. Joseph Street.

Weimar — When setting out cars, leave at least five car length room both east and west of College Street.

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

Flatonia . . . . . Trains of the Austin and Flatonia Subdivisions.

#### RULE 221.

East Yard is a train-order office for eastward trains only.

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

Eastward Signal	Protection	Westward Signal
P-970	Collision detector highway underpass	
	Bridge 95.36	P-933

#### RULE 606 AND 760. INTERLOCKING AND CENTRALIZED TRAFFIC CONTROL

##### Flatonia (Tower 3, SP Crossing):

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

**FLATONIA SUBDIVISION  
SPECIAL INSTRUCTIONS**

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

CTC in effect on main track and sidings (except Sequin and Sandy Fork) between absolute signals at west switch Kirby and absolute signals at west switch Flatonia.

**HOT BOX DETECTORS**

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

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Directions
93.87	Glidden and Weimar	C	.....	Both
126.00	Flatonia and Waelder	C	.....	Both
159.90	Luling and Kingsbury	C	.....	Both
181.60	Nolte and Cibolo	C	.....	Both

**DRAGGING AND/OR DERAILED  
EQUIPMENT DETECTORS**

Detectors installed at the following locations:

MP 199.20, 191.10, 185.00, 181.51, 170.30, 166.90, 159.80, 150.90, 146.43, 136.00, 133.57, 127.23, 124.09 and 93.80.

**GENERAL REGULATIONS**

**RULE 825.** Instructions for applying hand brakes:

Glidden ..... Not less than five brakes on east end.

Portable rail skid located at:

Kingsbury ..... West end of siding

Do not handle 85-ft. cars into wye track at Flatonia.

**RULE 872.** Enginemen when taking charge of freight or passenger engines at San Antonio or Glidden, will consider engines as having been supplied with fuel, sand, water and other supplies.

**AIR BRAKE RULES**

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

**FLATONIA SUBDIVISION  
SPECIAL INSTRUCTIONS**

**MISCELLANEOUS**

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

Class of Engine		Restricted Tracks
All Six (6) Axle	Converse	House Track
"	Marion	Spur
"	Blumberg	Spur
"	Nolte	Spur
"	Sequin	Tracks No.'s 1, 2, and 5
"	Luling	Halliburton Spur
"	"	House Track
"	Flatonia	House Track
"	Schulenburg	House Track
"	"	Carnation Spur
"	"	Armco Pipe Spur
"	"	Fertilizer Spur
"	Weimar	M.G. Spur
"	Weimar	Purina Spur
All Six (6) Axle	Gonzales Branch	Entire Branch West of MP 1

**2. Load limit (car and contents):**

East Yard-Glidden .....	300,000(1)(2)
Gonzales-Harwood .....	251,000

(1) Gross loads to 315,000 lbs. may be handled on 4 axle tank cars if load limit of car is not exceeded.

(2) Gross loads to 395,000 lbs. may be handled on 6 axle tank cars if load limit of car is not exceeded.

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

On branch lines having load limit of less than 283,000 pounds, cars cannot be loaded to capacity and must not be loaded to more than load limit of the line.

## AUSTIN SUBDIVISION

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES			WEST- WARD
Mile Post Location				Station Number
29.2	9597 Yard Limits TO-R	<b>FLATONIA</b> 9.5	IPQ	70000
38.7	9600	<b>MULDOON</b> 14.4	P	70010
53.1	8602	<b>WINCHESTER</b> 14.1	P	70025
67.2 59.0	8387 Yard Limits TO	<b>GIDDINGS</b> 14.3	KYPQ	70040
44.7	8569	<b>DIME BOX</b> 12.3	P	70615
32.4	10355 TO	<b>CALDWELL</b> 7.5	BKPYQ	70630
24.9	8300	<b>COOKS POINT</b> 6.7	P	70645
18.2	8606	<b>VARISCO</b> 10.7	P	70652
7.5	8589	<b>TATSIE</b> 7.5	IP	70665
0.0	Yard Limits TO-R	<b>HEARNE</b>	BKYPQ	71110
(97.0)				

### Giddings Branch

Mile Post Location				Station Number
113.5	Yard Limits TO-R	<b>AUSTIN</b> 30.6	BKYPQ	70280
82.9	7162 Yard Limits	<b>BUTLER</b> 27.2	P	70230
55.7	Yard Limits TO	<b>GIDDINGS</b>	KPYQ	70040
(57.8)				

### Marble Falls Branch

6.2		<b>MARBLE FALLS</b> 2.2	YP	70410
4.0		<b>GRANITE MOUNTAIN</b> 4.0		70405
0.0	Yard Limits	<b>FAIRLAND</b>	YP	70390
( 6.2)				

BETWEEN FAIRLAND AND MARBLE FALLS, THERE IS NO MAIN TRACK AND OPERATIONS OF ENGINES WILL BE IN ACCORDANCE WITH RULES AND REGULATIONS AND SPECIAL INSTRUCTIONS GOVERNING MOVEMENTS ON OTHER THAN MAIN TRACKS, EXCEPT MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

### Cameron Branch

R		<b>CALDWELL</b>	BKPYQ	70630
SEE AT&S FRY. CO. TIMETABLE SPECIAL INSTRUCTIONS AND RULES FOR MOVEMENT BETWEEN CALDWELL AND CAMERON.				
117.8	R	30.2 <b>CAMERON</b> 1.8		71660
119.6		<b>QUINIF</b>		71650
(32.0)				

### Shiner Branch

0.0	Yard Limits TO-R	<b>YOAKUM</b> 29.2	BKP	74030
29.2	Yard Limits TO-R	<b>FLATONIA</b>	IPQ	70000
(29.2)				

Additional Stations — See Page 42

## AUSTIN SUBDIVISION

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

(Refer to Miscellaneous Item 1, All Subdivisions)

BETWEEN	COLUMN 1 PSGR and AUTH. FRT	COLUMN 2 FRT	COLUMN 3 HAZ. MAT. FRT
Flatonia and Hearne	60	55	50
Restrictions:			
MP 120.10 and 29.20 (Dalsa Connection Flatonia)	20	20	20
MP 29.20 and 29.83	45	45	45
MP 41.48 and 41.79	50	50	—
MP 47.50 and 49.40	40	40	30
MP 58.93 and 61.24	45	45	45
MP 61.24 and 66.09	40	40	30
MP 66.09* and 57.32* (Giddings)	25	25	25
MP 6.9 and 1.43	49	49	49
MP 1.43 and 1.21 (Dalsa Connection, Hearne)	10	10	10

### Giddings Branch

Austin and Giddings	All Trains
Restrictions:	25
MP 108.35 and 105.65	10
MP 88.53 and 87.31	20
MP 57.75 and 55.70 (Austin Connection, Giddings)	10

### Cameron Branch

Cameron and Quinif	All Trains
Cameron and Quinif	10

### Shiner Branch

Yoakum and Flatonia	All Trains
Yoakum and Flatonia	25

Column 3 speeds apply to trains handling hazardous materials as listed under Rule 827-A All Subdivisions and refer to Miscellaneous Item 1 All Subdivisions for applicable speeds when operating under other Speed Restrictions.

\* **Rule 10-J.** Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

Trains BSMFF, MBSMF, APLAA, APLAB, BSMFY, LAEST, LADAT, and LAESP, are authorized to operate at Column One speeds provided they contain no restricted cars, or empties except cabooses, and do not exceed 80 tons per operative brake and/or 120 cars.

Other freight trains may be authorized by train order to operate at Column One speeds provided they contain no restricted cars, or empties except cabooses and do not exceed 80 tons per operative brake and/or 120 cars.

**Speed on other than main track not to exceed . . . 15 MPH**

**Except:**

On Branches	10 MPH
Hearne Yard and other Tracks	5 MPH
Sidings Tatsie, Caldwell and Dime Box	10 MPH
Sidings Varisco, Cooks Point and Giddings	25 MPH

**FUEL CONSERVATION:** Unless otherwise authorized by train order, freight trains must not exceed 45 MPH, except may operate at higher Column 2 speeds at locations where engine is in idle or dynamic braking mode or where necessary to work power

## AUSTIN SUBDIVISION

## NOTES

above Run 1 for very short stretches when necessary to prevent slack action when pulling through sags at the ends of descending grade. Expedited freight trains APLAA, MBSMF, BSMFF, BSMFY, LAEST, LAESJ, LAESP AND EUASY are exempt.

### AIR BRAKE RULE 33.

Ruling grades where restrictions apply under Air Brake Rule 33 are designated below:

#### MARBLE FALLS BRANCH

Westward

Fairland to Marble Falls

MP	MP	MPH
4.00	6.43	20

## AUSTIN SUBDIVISION

EAST-WARD	STATIONS				WEST-WARD
SECOND CLASS	SIDING CAPACITIES AND FACILITIES				SECOND CLASS
<b>254</b> Local Freight					<b>253</b> Local Freight
Lv. Daily Ex. Sun.	Mile Post Location	Llano Branch		Station Number	Ar. Daily Ex. Sat.
AM 8.00	98.6	R	<b>LLANO</b> 29.1	BYP 70540	PM 12.50
10.30	69.7	R	<b>FAIRLAND</b> 7.8	YP 70390	11.00
10.50	62.6	R	<b>GANDY</b> 1.9	P 70378	AM 10.50
11.00	60.0	Yard Limits 4696 1415	<b>BURNET</b> 3.8	YPQ 70375	10.20
11.10	56.2		<b>SUMMIT</b> 6.7	70372	9.05
11.35 AM	49.5	3281	<b>BERTAM</b> 33.0	P 70366	8.50
PM 1.05	16.5	Yard Limits R	<b>McNEIL</b> 15.1	IP 70320	7.50
2.05 PM	1.4	Yard Limits TO-R	<b>AUSTIN</b>	BKYPQ 70280	6.00 AM
Ar. Daily Ex. Sun.			(97.4)		Lv. Daily Ex. Sat.
<b>254</b>					<b>253</b>

Rule S-72. Exception: No. 253 is Superior to No. 254 Austin to Gandy.

### ADDITIONAL STATIONS

Capacity in Feet and Direction of entry into Spurs	Mile Post	Name	Station Number
<b>Hearne Line</b>			
450	31.83	Richers	
	IP 49.32	Tower 91 MKT Crossing	
<b>Llano Branch</b>			
6250-E	90.5	Stolz	(spur) 70531
670	79.1	Kingsland	70518
15000	71.9	Scebee	(spur) 70510
1650-E	70.3	Snead Spur	(spur) 70395
780	67.1	Sudduth	70385
1400	64.4	Demarco	70381
260-E	P 38.6	Liberty Hill	(spur) 70356
929	P 31.5	Leander	70348
738	27.1	Whitestone	70343
2785-E	10.7	Magnesium Spur	(spur) 70317
410	9.8	Fromme	70315
520	7.3	Abercrombie	70311
310-W	6.4	Butter Krust	(spur) 70310
<b>Shiner Branch</b>			
923	P 10.6	Shiner	74019
1467	21.1	Moulton	74008
<b>Biddings Branch</b>			
239-W	109.1	Smoot	(spur) 70272
7820-E	103.1	Decker	(spur) 70266
1294	P 100.0	Manor	70263
1022	IP 87.8	Elgin	70240
672-E	85.1	Stacks	(spur) 70233
172-W	62.6	Hills	(spur) 70210

## AUSTIN SUBDIVISION

### MAXIMUM AUTHORIZED SPEED FOR TRAINS (Refer to Miscellaneous Item 1, All Subdivisions)

BETWEEN	LLANO BRANCH	COLUMN 2 FRT	COLUMN 3 HAZ. MAT. FRT
Llano and Austin		35	30
<b>Restrictions:</b>			
MP 97.46 and 85.00		20	20
MP 85.00 and 69.85		25	25
MP 63.00 and 62.00		20	20
MP 62.00 and 59.00		25	25
MP 59.00 and 58.40		20	20
MP 58.40 and 54.00		25	25
MP 37.05 and 35.90		10	10
MP 35.90 and 33.25		25	25
MP 24.48 and 23.56		25	25
MP 17.62 and 15.05		20	20
MP 15.05 and 1.85		25	25
MP 1.85 and 1.45		10	10

Column 3 speeds apply to trains handling hazardous materials as listed under Rule 827-A All Subdivisions and refer to Miscellaneous Item 1, All Subdivisions for applicable speeds when operating under other Speed Restrictions.

Trains must proceed prepared to stop short of rock on track between MP 77.33 and MP 77.50, Llano Branch.

**Speed on other than main track not to exceed . . . . . 10 MPH**

Ruling grades where restrictions apply under Air Brake Rule 33 are designated below:

LLANO BRANCH					
Eastward Llano to Austin			Westward Austin to Llano		
MP	MP	MPH	MP	MP	MPH
40.00	35.34	25	50.00	70.00	25
70.00	50.00	25			

Between Llano and Stoltz (MP 90.5) the speed indicated must not be exceeded with the following class engines:

15 MPH:	AS 600	ES 409	ES 410	ES 412
10 MPH:	ES 415	ES 620	AS 628	EP 636
	EF 418	EF 623	EF 425	EF 430
	GF 630	EF 430	GF 633	EF 636
	EF 642			
5 MPH:	ES 418	AS630	EP418	EF 480
	EF 420	EF 423	GF 633	

The following class engines must not be operated between Llano and Stoltz (MP 90.5):

ES 400	EP 430	GF 425	SF 428
EF 435	GF 430		

**AUSTIN SUBDIVISION  
SPECIAL INSTRUCTIONS**

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

MP	LOCATION	DESCRIPTION
51.14	West of Winchester	Colorado River Bridge Overhead & Side
52.52	West of Winchester	Bridge 52.52 Side
66.82	West of Giddings	Bridge 66.82 Side
54.94	West of Dime Box	Bridge 54.94 Side
48.09	West of Dime Box	Bridge 48.09 Side
41.84	East of Dime Box	Bridge 41.84 Side
38.43	Deanville	Bridge 38.43 Side
31.92	West of Caldwell	Bridge 31.92 Side
30.20	East of Caldwell	Bridge 30.20 Side
19.48	West of Varisco	Brazos River Bridge Overhead & Side
17.87	East of Varisco	Bridge 17.87 (Main-Siding) Side

**SHINER BRANCH**

10.95	East of Shiner	Bridge 10.95 Side
21.19	Moulton	Bridge 21.19 Side

**LLANO BRANCH**

98.60	Llano	Bridge 98.60 Side
97.65	East of Llano	Rock Cut Side
94.90	East of Llano	Rock Cut Side
94.18	East of Llano	Bridge 94.18 Overhead & Side
93.90	East of Llano	Rock Cut Side
92.70	East of Llano	Bridge 92.70 Overhead & Side
91.36	East of Llano	Bridge 91.36 Overhead & Side
89.31	East of Stolz	Bridge 89.31 Overhead & Side
85.74	East of Stolz	Bridge 85.74 Overhead & Side
83.91	East of Stolz	Bridge 83.91 Overhead & Side
67.70	West of Sudduth	Rock Cut Side
64.50	East of Sudduth	Rock Cut Side
57.93	East of Burnet	Rock Cut Side
34.18	West of Leander	Rock Cut Side

**MARBLE FALLS BRANCH**

5.99	Marble Falls	Bridge 5.99 Side
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**GIDDINGS BRANCH**

109.41	East of Austin	Bridge 109.41 Overhead & Side
67.94	West of Hills	Bridge 67.94 Side

**RULE 10-H. Exceptions.**

**Cameron Branch**

**Marble Falls Branch.**

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

**RULE 10-J. LOCATION OF SPEED SIGNS NOT LOCATED AT DISTANCE PRESCRIBED:**

**Giddings Branch**

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
<b>Westward</b>	
56.60	1.40

**RULE 15. Exceptions.**

**Cameron Branch**

**Marble Falls Branch**

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

**AUSTIN SUBDIVISION  
SPECIAL INSTRUCTIONS**

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

Giddings . East leg of wye and west switch to siding

Hearne . . Signal 1186 (Hearne-Englewood Line) east end yard, westward absolute signals west end new track and interlocking signal governing westward movements, west end yard

Austin . . . MP 113.1 and MP 115.1

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

Austin Subdivision trains originating at Hearne (other than trains operating through with same conductor) will receive clearance and train orders at the yard office, Hearne.

Clearance and train orders will be sent via pneumatic tube by train-order operator.

**Rule 82-A, 220 and 220-A.** Crew arriving Llano on No. 253 will retain any train orders (Forms X or Y) pertaining to track conditions between Llano and Austin to be used on next eastward trip from Llano.

Crew arriving Llano on No. 253 may assume schedule of No. 254 and leave Llano without a clearance.

**RULE 83.** Westward trains may identify trains in either direction at Giddings to be applied when passing from CTC limits to other track.

**RULE 83-A.** At Flatonia all trains will register.

At the following stations only the trains indicated will register:

Fairland	Trains directed by train order.
Gandy	All trains.
McNeil	Trains directed by train order.

Gandy: Train register located in phone booth near west switch to siding.

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

Flatonia . . . . . All Trains

Trains originating or terminating at Hearne will register by ticket, conductor will deliver to train-order operator via pneumatic tube from yard office, Hearne.

At following open train-order offices, trains may register leaving ticket with train-order operator.

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

Hearne  
Flatonia



**AUSTIN SUBDIVISION  
SPECIAL INSTRUCTIONS**

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

West MP		East MP
74.00	Burnet .....	55.00
18.00	McNeil .....	15.00
4.00	Austin (Llano Branch) .....	
	Austin (Giddings Branch) .....	109.50
86.50	Butler .....	80.50
119.96	Yoakum (Yoakum-Shiner Branches) .....	3.00
65.92	Giddings .....	58.60
57.75	Giddings (Giddings Branch) .....	
4.37	Hearne .....	

**Llano:** Main track ends at MP 97.46. All tracks west of this point are yard tracks.

**Giddings:** Giddings Branch trains may use Austin Subdivision (Hearne-Flatonia Line) main track complying with Rule 93.

**Austin:** Giddings and Llano Branches.

Crossovers MP 111.0 and MP 111.9, Milby, between SP main track and MKT old main track, in service and SP Company has operating rights over MKT tracks, MP 111.0 to Pershing Jct., MP 113.18. Do not exceed 10 MPH on MKT track between these points.

**RULE 98. Hearne:** Stop must be made clear of Mumford Highway MP 2.4 entering Hearne yard unless route is designated and known to be clear and yardmaster has been contacted.

**RULE 99. EXCEPTION:**

**Shiner Branch**

When protection by flagman is required by this rule, distances specified for placement of torpedoes and flag protection will be one-half and one mile from train being protected.

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

- Flatonia and Yoakum
- Austin and Giddings
- Austin and Llano

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

Stolz, MP 90.5 — Highway 29.

Austin — Waller Street.

Giddings — During switching movements over Highway 290 member of crew must be at crossing to afford warning to traffic while movement is being made.

Look out for trucks and roadway machines crossing track at MP 62.75, Gandy and MP 14.80, Llano Branch.

Gandy — Do not spot empties any closer than 25 feet to overhead loading conveyer on short track or do not pull loads that are less than 25 feet from overhead conveyer on short track.

Caldwell — Harvey Street, protected by automatic crossing gates. Crews of trains or engines making stop, reverse movements or switching movements over crossing must know gates are down or member of crew at crossing to provide warning for vehicular traffic before entering crossing. To facilitate switching moves over this crossing, key-release devices are located near gates. Before entering crossing if gates are not down, gates must be lowered manually by inserting switch key in key-release and turn slowly

**AUSTIN SUBDIVISION  
SPECIAL INSTRUCTIONS**

one complete turn to the right which will lower gates for one minute.

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

Flatonia ..... Trains of the Austin and Flatonia Subdivisions.

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

Station	Location	Direction
Giddings ..	On Mast, northside track just west of west switch .....	Westward

Caldwell is train-order office only for trains originating.

**RULE S-240.** Staff System

Territory	Register Location
Cameron Branch Cameron - Quinif	Cameron

**RULE 516.** Overlap Posts:

Winchester .....	Westward trains
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**RULE 538. SPRING SWITCHES**

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

Hearne* .....	West end yard .....	Main track
Austin,* Llano Giddings Branch Connection .....		Llano Branch

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

Facing point movement must not exceed 35 MPH over these switches.

**RULE 606. INTERLOCKING.**

**Flatonia (Tower 3, SP Crossing):**

Trains approaching Flatonia and finding governing home signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track, ahead of or against all trains to the signals at the opposite end of the siding.

**McNeil, MP 16.5 Llano Branch, M.P. Crossing.**

Normally lined for M.P. No operator on duty.

Signals must be restored to normal position after use.

**RULE 680. AUTOMATIC INTERLOCKING**

**Elgin, MP 87.7 Giddings Branch, MKT Crossing.**

**Tower 91, MP 49.32 (between Winchester and Muldoon) MKT Crossing.**

**Tatsie, MP 6.8, M.P. Crossing.**

Interlocking signals at east end Tatsie governing both eastward and westward trains serve as both interlocking and absolute signals. Trains stopped by these signals must observe both interlocking and CTC rules.

**AUSTIN SUBDIVISION  
SPECIAL INSTRUCTIONS**

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

CTC in effect on main track and sidings between eastward absolute signal at west switch Giddings and westward absolute signals at west switch of new track, Hearne.

Absolute signals at east end Tatsie governing both eastward and westward trains serve as both absolute and interlocking signals; trains stopped by these signals must observe both CTC and interlocking rules.

**HOT BOX DETECTORS**

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

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Directions
45.8	Muldoon and Winchester	C	.....	Both
49.6	Giddings and Dime Box	C	.....	Both
28.0	Cooks Point and Varisco	C	.....	Both
5.2	Tatsie and Hearne	C	.....	Both

**DRAGGING AND/OR DERAILED  
EQUIPMENT DETECTORS**

Detectors installed at the following locations:

MP 47.74 (indicators also at MP 49.8 & 49.0), 56.6, 45.8, 49.6, and 21.53.

**HIGH AND/OR WIDE LOAD  
DETECTORS**

Location of detectors: MP 46.33 and 55.70.

**RULE 872.** Enginemen when taking charge of freight or passenger engines at Hearne, Yoakum and Austin will consider engines as having been supplied with fuel, sand, water and other supplies.

**AUSTIN SUBDIVISION  
SPECIAL INSTRUCTIONS**

**MISCELLANEOUS**

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

Class of Engine	Restricted Tracks
All engines except S ... Hearne, MP 2.4 .....	Tracks within plant General American Transportation Corp.
All engines .....	Snead Spur .....
All engines .....	Granite Mountain .....
Six axle engines .....	Caldwell .....
Six axle engs. (except 4300 to 4451) .....	Caldwell .....

Beyond restriction signs.  
Over gas spur switch  
A.T.S.F. Connection  
Switch  
Connecting A.T.S.F.  
Hill  
to Caldwell yard

**2. Load limit (car and contents):**

Flatonia-Hearne .....	300,000 (1) (2)
Yoakum-Flatonia .....	263,000 (2)
Giddings-Austin .....	270,000 (2)
Austin-Stolz, MP 90.5 .....	263,000
MP 90.5 Stolz-Llano .....	210,000
Fairland-Marble Falls .....	251,000
Cameron-Quinif .....	251,000

(1) Gross loads to 315,000 lbs. may be handled on 4 axle tank cars if load limit of car is not exceeded.

(2) Gross loads to 395,000 lbs. may be handled on 6 axle tank cars if load limit of car is not exceeded.

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

SPMW 6400-6439 (air dump cars) cannot be handled on Llano Branch between MP 90.5 (Stolz) and Llano.

On branch lines having load limit of less than 283,000 pounds, cars cannot be loaded to capacity and must not be loaded to more than load limit of the line.

**3. Giddings:** 89-ft. and longer cars must not be operated around Old Brenham line connection.

**Flatonia: Do not handle 85-ft cars into wye track.**

**AIR BRAKE RULE**

**RULE 24-G. Will apply Hearne, Austin, and Yoakum.**

**ENNIS SUBDIVISION**

EASTWARD		STATIONS		WESTWARD	
FIRST CLASS		SIDING CAPACITIES AND FACILITIES		SECOND CLASS	
46	42			345	337
Freight	Freight			Freight	Freight
Leave Daily	Leave Daily	Mile Post Location	Station Number	Arrive Daily	Arrive Daily
		337.9	Yard Limits DENISON BKIP } 73730		
		330.3	Yd Lmts TO-R NORTH SHERMAN JCT. BKIP } 73710		
		328.8	Yard Limits TO-R SHERMAN BKIPQ } 73540		
		326.7	FRISCO JCT. P } 73531		
		324.6	SOUTH SHERMAN JCT. P } 73528		
		296.5	1559 Yard Limits R MCKINNEY P } 73511		
		288.2	3709 ALLEN P } 73505		
		282.1	Yard Limits TO-R PLANO KIPQ } 73400		
			DALLAS UNION STA. IP } 72702		
			TOWER 19 IP } 72705		
		0.0	Yard Limits FOREST AVE. P } 72703		
		2.0	BELT JUNCTION YPQ } 72530		
		282.1	Yard Limits TO-R PLANO KIPQ } 73400		
		273.0	9.1 GIFFORD } 72683		
		4.8	Yd. Limits TO M.P. JUNCTION IPQ } 72680		
		4.1	BRIGGS P } 72680		
		2.7	5159 FOX 1.4 YPQ } 72675		
		2.0	0.7 BELT JUNCTION YPQ } 72530		
		261.2	10195 Yd. Limits R MILLER BKIPQ } 72700		
		258.0	5503 FERRIS 12.5 P } 72512		
		246.5	GARRET 12.9 P } 72030		
		233.6	Yard Limits TO-R ENNIS BKYPQ } 72024		
		220.8	3564 RICE 10.9 P } 72015		
AM 11.10	AM 2.30	209.7	7551 Yd Lmts TO-R CORSCIANA KIPQ } 71330		
		11.18	8412 ANGUS 6.1 P } 71322		
		11.34	6361 GUDE 16.9 P } 71305		
		11.40	MEXIA 5.7 P } 71240		
AM 11.52	3.11	170.2	8600 TO GROESBECK PQ } 71230		
PM 12.08	3.27	155.6	12832 Yd Lmts KOSSE P } 71215		
		12.18	7091 TO BREMOND 13.2 PQ } 71143		
			8545 SEGER 18.9 P } 71122		
12.40 PM	4.00 AM	120.7	Yard Limits TO-R HEARNE BKYPQ } 71110		
Arrive Daily	Arrive Daily		(217.2)		

**RULE 5.** Plano: Time applies S.P. Switch to S.S.W. connecting track.  
 Ennis: Time applies at clearance point east switch long track MP 230.94 for eastward trains.  
 Gifford: Time applies at Old Dallas Main Switch.  
 Gifford: Old Dallas Main Track is Spur 3000 feet in length to first street crossing opening west.

Additional Stations — See Page 55

**ENNIS SUBDIVISION**

EASTWARD		STATIONS		WESTWARD	
FIRST CLASS		SIDING CAPACITIES AND FACILITIES		SECOND CLASS	
46	42			345	337
Freight	Freight			Freight	Freight
Leave Daily	Leave Daily	Mile Post Location	Station Number	Arrive Daily	Arrive Daily
		337.9	Yard Limits DENISON BKIP } 73730		
		330.3	Yd Lmts TO-R NORTH SHERMAN JCT. BKIP } 73710		
		328.8	Yard Limits TO-R SHERMAN BKIPQ } 73540		
		326.7	FRISCO JCT. P } 73531		
		324.6	SOUTH SHERMAN JCT. P } 73528		
		296.5	1559 Yard Limits R MCKINNEY P } 73511		
		288.2	3709 ALLEN P } 73505		
		282.1	Yard Limits TO-R PLANO KIPQ } 73400		
			DALLAS UNION STA. IP } 72702		
			TOWER 19 IP } 72705		
		0.0	Yard Limits FOREST AVE. P } 72703		
		2.0	BELT JUNCTION YPQ } 72530		
		282.1	Yard Limits TO-R PLANO KIPQ } 73400		
		273.0	9.1 GIFFORD } 72683		
		4.8	Yd. Limits TO M.P. JUNCTION IPQ } 72680		
		4.1	BRIGGS P } 72680		
		2.7	5159 FOX 1.4 YPQ } 72675		
		2.0	0.7 BELT JUNCTION YPQ } 72530		
		261.2	10195 Yd. Limits R MILLER BKIPQ } 72700		
		258.0	5503 FERRIS 12.5 P } 72512		
		246.5	GARRET 12.9 P } 72030		
		233.6	Yard Limits TO-R ENNIS BKYPQ } 72024		
		220.8	3564 RICE 10.9 P } 72015		
AM 11.10	AM 2.30	209.7	7551 Yd Lmts TO-R CORSCIANA KIPQ } 71330	2.10	AM 5.05
		11.18	8412 ANGUS 6.1 P } 71322	2.01	4.55
		11.34	6361 GUDE 16.9 P } 71305	1.41	4.37
		11.40	MEXIA 5.7 P } 71240	1.25	4.31
AM 11.52	3.11	170.2	8600 TO GROESBECK PQ } 71230	1.11	4.07
PM 12.08	3.27	155.6	12832 Yd Lmts KOSSE P } 71215	12.51	3.49
		12.18	7091 TO BREMOND 13.2 PQ } 71143	12.30	3.37
			8545 SEGER 18.9 P } 71122		
12.40 PM	4.00 AM	120.7	Yard Limits TO-R HEARNE BKYPQ } 71110	12.05 AM	3.00 AM
Arrive Daily	Arrive Daily		(217.2)	Leave Daily	Leave Daily

**RULE 5.** Plano: Time applies S.P. Switch to S.S.W. connecting track.  
 Ennis: Time applies at clearance point east switch long track MP 230.94 for eastward trains.  
 Gifford: Time applies at Old Dallas Main Switch.  
 Gifford: Old Dallas Main Track is Spur 3000 feet in length to first street crossing opening west.





























Additional Stations — See Page 55

# Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Cars placarded  No restrictions

## RESTRICTIONS

	Cars placarded: 	Cars placarded: 	Cars placarded: 	Loaded tank cars placarded:           	Empty tank cars placarded: Corrosive Poison Chlorine Organic Peroxide Oxidizer Oxygen Flammable Flammable Solid Non Flammable Gas Flammable Gas Flammable Solid W Poison Gas	Loaded cars other than tank cars placarded:              
Must not be nearer than the sixth car from the engine occupied caboose or passenger car	X	X		X		
When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car	X	X		X		
Engine, occupied caboose or passenger car	X	X	X	X	X	
Car occupied by guard or escort	X(1)	X(1)		X(1)		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X(2)	X(2)		X(2)		
Loaded TOFC/COFC flat car	X(3)	X		X(4)		
Car loaded with vehicles	X	X		X(5)		
Open top car with shiftable load	X(2)	X(2)		X(2)		
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X		
Car Placarded EXPLOSIVES A		X	X	X		X
Car placarded POISON GAS	X		X	X		X
Car placarded RADIOACTIVE	X	X		X		X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			

**MUST NOT BE NEXT TO**

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

# ENNIS SUBDIVISION

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

(Refer to Miscellaneous Item 1, All Subdivisions)

BETWEEN	COLUMN 1 PSGR and AUTH. FRT	COLUMN 2 FRT	COLUMN 3 HAZ. MAT. FRT
Denison and Hearne	60	55	50
<b>Restrictions:</b>			
MP 337.98 and 337.43	10	10	10
MP 337.43 and 335.13	20	20	20
MP 335.13 and 330.18	40	40	30
MP 330.18* and 327.28*	20	20	20
MP 329.30 and 326.94	10	10	10
MP 326.94 and 324.70	35	35	30
MP 324.70 and 280.89	25	25	25
MP 280.89 and 273.00	20	20	20
MP 13.72 and 2.08	20	20	20
<b>Belt Line</b>			
MP 2.08 and 1.80	15	15	15
MP 1.80 and 0.00	20	20	20
MP 261.35 and 261.11	15	15	15
MP 261.11 and 256.07	20	20	20
MP 256.07 and 232.80	25	25	25
MP 232.80 and 230.70	20	20	20
MP 230.70 and 228.60*	30	30	30
MP 228.60 and 213.00	40	40	30
MP 213.00 and 208.53	30	30	30
MP 183.23* and 179.85*	40	40	40
MP 170.41* and 168.94*	45	45	45
MP 163.26 and 163.00	55	—	—
MP 143.30 and 141.60	—	—	30
MP 129.83* and 120.99	50	50	—
MP 120.99 and 120.60	35	35	30
MP 120.60 and 119.50	15	15	15
MP 119.50 and 117.90	35	35	30

Column 3 speeds apply to trains handling hazardous materials as listed under Rule 827-A All Subdivisions and refer to Miscellaneous Item 1 All Subdivisions for applicable speeds when operating under other speed restrictions.

\* **Rule 10-J.** Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

- 20 MPH Westward trains approaching interlocking signal, Sherman.
- 20 MPH Eastward trains approaching absolute signal, beginning CTC, Frisco Jct.
- 15 MPH through SSW connection and Jct. Switch, Plano.
- 20 MPH Westward trains approaching absolute signal west end of yard, Ennis.
- 20 MPH Westward trains approaching interlocking signal west end of yard, Hearne.

Trains BSMFF, MBSMF are authorized to operate 70 MPH where column 1 speed indicates 60 MPH provided train contains no restricted cars, or empties except cabooses, and does not exceed 80 tons per operative brake and/or 120 cars.

Trains APLAA, APLAB, BSMFY, LAEST, LADAT and LAESP are authorized to operate 65 MPH where column 1 speed indicates 60 MPH provided they contain no restricted cars, or empties except cabooses, and do not exceed 80 tons per operative brake and/or 120 cars.

Other freight trains may be authorized by train order to operate 65 MPH where column 1 speed indicates 60 MPH provided they contain no restricted cars, or empties except cabooses and do not exceed 80 tons per operative brake and/or 120 cars.

Speed on other than main tracks not to exceed . . . . . 15 MPH  
Except:

Through slip switches (including tangents) . . . . . 10 MPH  
Hearne Miller and Ennis Yard and other Tracks . . . . . 5 MPH  
All sidings Except Angus, Gude and Groesbeck: . . . . . 10 MPH

### ADDITIONAL STATIONS

Capacity in Feet and Direction of entry into Spurs	Mile Post	Name	Station Number
<b>Ennis Line</b>			
155-E	P	336.3 Jaques Spur	(spur) 73719
2638-W	P	335.9 Colton Mill Spur	(spur) 73717
825	P	319.0 Howe	73525
994	P	313.0 Van Alstyne	73521
201-W	P	307.5 Anna	(spur) 73518
429-W		303.0 Melissa	(spur) 73516
617		277.3 Richardson	72920
338-W		275.4 Curtis	(spur) 72915
714-E		254.2 Hutchins	(spur) 72521
650-E		251.3 Wilmer	(spur) 72515
1506		188.4 Wortham	71311
954-W	P	128.7 Calvert	(spur) 71128

## ENNIS SUBDIVISION

EAST- WARD	STATIONS		WESTWARD		
			SECOND CLASS		
	SIDING CAPACITIES AND FACILITIES			85 Freight	87 Freight
Mile Post Location	<b>Fort Worth Branch</b>		Station Number	Arrive Daily	Arrive Daily
52.4	ABS Yard Limits TO-R	<b>FORT WORTH</b> 12.4	BKIPQ 72400	AM 3.20	PM 5.20
41.0	8420	<b>BISBEE</b> 5.9	72339	2.45	4.45
34.1	R	<b>MANSFIELD</b> 22.4	72333	2.32	4.32
11.7	R	<b>WAXAHACHIE</b> 11.7	72120	1.34	3.34
0.0		<b>GARRETT</b> 1.9	72030	1.04	3.04
231.7	Yard Limits TO-R	<b>ENNIS</b> (54.2)	72024	1.00 AM	3.00 PM
				Leave Daily	Leave Daily
				<b>85</b>	<b>87</b>

### Athens Branch

259.0	ABS Yard Limits TO	R	<b>MILLER</b> 2.2	BKIPQ	72700			
261.2		TO	<b>BELT JUNCTION</b> 0.7	YPQ	72530			
2.7		5159	P	<b>FOX</b> 1.4	P	72635		
315.0			P	<b>BRIGGS</b> 59.9	P	72680		
255.1				<b>EUSTACE</b> 53.9		72610		
201.2	Yard Limits R		<b>JACKSONVILLE</b> (118.1)	BKP	78550			

### Paris Branch

328.8	R	<b>SHERMAN</b>	BKIPQ	73540		
SEE M.P. R.R. CO. TIMETABLE SPECIAL INSTRUCTIONS AND RULES FOR MOVEMENT BETWEEN SHERMAN AND PARIS.						
124.3		<b>PARIS</b>		73880		

### ADDITIONAL STATIONS

Capacity in Feet and Direction of entry into Spurs	Mile Post	Name	Station Number
<b>Athens Branch</b>			
1039	309.2	Elam	72664
559	302.2	Bobwyn	72657
102-E	300.7	Simonds (spur)	72655
425-E	298.6	Seagoville (spur)	72653
536-E	293.1	Crandall (spur)	72648
960	283.0	Kaufman	72638
1021-E	271.8	Kemp (spur)	72627
854-E	262.0	Mabank (spur)	72617
14.144-E	250.3	Forrest Grove (spur)	72605
2031 Yd. Lmts	IPQ 243.0	Athens	80080
1144-W	241.4	Smitty (spur)	78597
147-E	229.6	LaRue (spur)	78591
475-E	223.7	Poynor (spur)	78588
423	218.0	Frankston	78585
<b>Fort Worth Branch</b>			
2233-E	48.7	Brandt (spur)	72360
450	R 46.8	Forest Hill	72345
1006-W	25.6	Gifco (spur)	72325
751-W	IP 23.1	Midlothian (spur)	72310

## ENNIS SUBDIVISION MAXIMUM AUTHORIZED SPEED FOR TRAINS (Refer to Miscellaneous Item 1, All Subdivisions)

BETWEEN FT. WORTH BRANCH	LOADED COAL TRAINS	COLUMN 2 FRT	COLUMN 3 HAZ. MAT. FRT.
Ft. Worth and Garrett	25	35	30
Restrictions:			
MP 51.30 and 49.00	20	20	20
MP 49.00 and 44.50	—	25	25
MP 23.70* and 22.44	—	30	—
MP 13.96* and 10.45*	20	20	20
MP 13.90 and 0.00	—	25	25

### ATHENS BRANCH

Briggs and Jacksonville	ALL TRAINS
20	
Restrictions:	
MP 314.86 and 313.30	10
MP 303.40 and 300.50	10
MP 298.10 and 287.56	10
MP 285.00 and 280.00	10
MP 279.00 and 252.38	10
MP 251.00 and 245.00	10
MP 233.10 and 232.35	10
MP 225.70 and 219.90	10
MP 216.85 and 213.00	10

Column 3 speeds apply to trains handling hazardous materials as listed under Rule 827-A All Subdivisions and refer to Miscellaneous Item 1 All Subdivisions for applicable speeds when operating under other Speed Restrictions.

**\* RULE 10-J.** Speed may be increased as soon as lead locomotive has passed these locations.

### FORT WORTH BRANCH

20 MPH Eastward trains on Fort Worth Branch approaching absolute signal, Garrett.

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

### FORT WORTH BRANCH

Eastward Ft. Worth to Garrett			Westward Garrett to Ft. Worth		
MP	MP	MPH	MP	MP	MPH
48.5	40.0	25	40.0	48.5	25

Speed on other than main track not to exceed . . . . . 10 MPH  
Except:

Compress Track Waxahachie	5 MPH
Paragon Spur, (MP 32.8)	5 MPH
Ft. Worth Yard Tracks	5 MPH

**ENNIS SUBDIVISION  
SPECIAL INSTRUCTIONS**

(For movement within yard limits Miller, also see **Special Instructions, Miller Yard Limits**)

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

MP	LOCATION	DESCRIPTION
336.99	East of Denison	Bridge 336.99 Side
326.28	East of Sherman	Bridge 326.28 Overhead & Side
299.00	West of McKinney	Bridge 299.00 Overhead & Side
297.13	West of McKinney	Bridge 297.13 Side
294.18	East of McKinney	Bridge 294.18 Overhead & Side
292.27	East of McKinney	Bridge 292.27 Side
289.55	East of McKinney	Bridge 289.55 Side
286.29	West of Plano	Bridge 286.29 Overhead & Side
273.80	West of MP Jct.	Bridge 273.80 Side
240.65	West of Palmer	Bridge 240.65 Overhead & Side
216.46	East of Rice	Bridge 216.46 Side
215.39	West of Corsicana	Bridge 215.39 Overhead & Side
213.94	West of Corsicana	Bridge 213.94 Side
212.30	West of Corsicana	Highway Overpass Overhead & Side
211.09	West of Corsicana	Bridge 211.09 Side
210.85	West of Corsicana	Bridge 210.85 Side
210.24	Corsicana	Train Shed Side
209.72	East of Corsicana	Bridge 209.72 Side
208.91	East of Corsicana	Bridge 208.91 Side
199.76	West of Richland	Bridge 199.76 Overhead & Side
185.64	East of Gude	Bridge 185.64 Side
182.97	West of Mexia	Bridge 182.97 Side
172.34	West of Groesbeck	Bridge 172.34 Overhead & Side
<b>ATHENS BRANCH</b>		
295.22	West of Crandall	East Trinity River Bridge Overhead & Side
212.39	East of Frankston	Neches River Bridge Overhead & Side
202.20	Jacksonville	M.P. Overpass Overhead & Side
200.28	Jacksonville	SSW Overpass Overhead & Side
<b>FORT WORTH BRANCH</b>		
49.53	East of Tower 53	Bridge 49.53 Side
49.00	East of Tower 53	M.P. Overpass Overhead
48.51	East of Tower 53	Bridge 48.51 Overhead & Side
43.41	East of Forest Hill	Bridge 43.41 Overhead & Side
34.38	West of Mansfield	Bridge 34.38 Overhead & Side
34.31	West of Mansfield	Bridge 34.31 Side
28.94	West of Midlothian	Bridge 28.94 Side
22.97	AT&SF Crossing	Eaves on Tower 94 Side
13.32	West of Waxahachie	Bridge 13.32 Side
12.93	West of Waxahachie	Bridge 12.93 Side
12.07	West of Waxahachie	Bridge 12.07 Side
11.88	West of Waxahachie	Bridge 11.88 Side
9.50	East of Waxahachie	Bridge 9.50 Side
7.66	East of Waxahachie	Bridge 7.66 Side

**RULE 10-H. Exceptions.**

**Athens Branch (Between Briggs and Jacksonville)**

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

**RULE 10-J.** Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
<b>Eastward</b>	
335.19	0.00
<b>Westward</b>	
330.30	0.00

**ENNIS SUBDIVISION  
SPECIAL INSTRUCTIONS**

**RULE 10-J.**

**Athens Branch:** Speed signs that prescribe reduction in speed will be located one-half mile from initial point of restriction.

**RULE 15. Exceptions.**

**Athens Branch (Between Briggs and Jacksonville)**

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

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

Denison	Denison and beginning of interlocking.
Miller	East end of CTC and fouling point east end of siding.
Ennis	Fouling point west end No. 1 track and beginning of CTC.
Sherman	Train-Order Signal and Frisco Jct.
Corsicana	East switch to siding and interlocking signal governing westward movements.
Hearne	Signal 1186 (Hearne-Englewood Line) east end yard, westward absolute signals west end new track and interlocking signal governing westward movements, west end yard.

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

**RULE 82-A.**

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

Westward Ennis Subdivision trains may receive clearance and train orders at Hearne, Yard Office, via pneumatic tube.

Eastward trains departing Fort Worth F.W.D. North Yard will receive clearance and train orders at Fort Worth, Broadway Yard, but will not depart Fort Worth F.W.D. North Yard until advised by SP operator that orders are ready for delivery.

**RULE 83.** An inferior train identifying a superior train in either direction within CTC limits between MP Jct. and Miller, and at Bremond or Seger will not be required to check against the same train before leaving CTC limits.

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

Denison	Trains originating or terminating except SLSF trains.
North Sherman Jct.	Trains originating or terminating.

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Sherman ..... Trains originating or terminating except SLSF Ry trains.  
 McKinney ..... Trains directed by train order.  
 Plano ..... Trains originating or terminating and trains directed to do so by train order.

Waxahachie (MKT interchange) MP 12.6 Trains directed to do so by train order.

Forest Hill, MP 46.8 .. Trains directed to do so by train order.

Miller ..... Trains to or from Athens Branch and SSW trains originating or terminating and trains directed by train order.

Corsicana ..... All trains.

Mansfield ..... Trains originating or terminating or directed by train order.

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

Sherman ..... Trains originating or terminating.  
 Plano ..... Trains originating or terminating.  
 Corsicana ..... All trains.  
 Fort Worth ..... Trains originating or terminating FWD, North Yard.

Trains originating or terminating at Hearne will register by ticket, conductor will deliver to train-order operator via pneumatic tube from yard office, Hearne.

At following open train-order offices, trains may register, leaving ticket with train-order operator:

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

Eastward trains originating MP Jct. may leave without clearance if train-order signal is displaying proceed indication.

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

West MP	East MP	
330.70	Denison .....	337.40
297.01	Sherman .....	326.94
283.00	McKinney .....	294.50
278.15	Plano .....	281.00
260.18	Richardson .....	276.50
	Miller (Ennis Line) .....	257.11
	Belt Jct. ....	1.80
273.61	MP Jct. ....	4.81
	Miller (Athens Branch) .....	313.93
232.70	Ennis .....	228.00
213.00	Corsicana .....	208.43
156.00	Kosse .....	151.50
120.80	Hearne .....	117.90
4.37	Hearne (Austin Subdivision) .....	

*(Table continued on following page)*

**ENNIS SUBDIVISION  
SPECIAL INSTRUCTIONS**

West MP	East MP	
245.00	Athens .....	240.66
203.43	Jacksonville .....	199.71
	Fort Worth .....	48.03

**Plano:** Main track within yard limits will be used jointly by trains and engines of SP and SSW under provisions of Rule 93.

**Fort Worth:** Main track ends at MP 51.30. All tracks west of this point are yard tracks.

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

(a) Between 17th Street and Trinity River, Fort Worth yard limits, two main tracks are in service signalled for movements only with current of traffic.

(b) At 6th Street Jct. and Purina Jct. there are Interlockings; signals and remote controlled switches handled by O.K.T dispatcher.

(c) All trains and yard engines will move with the current of traffic, except may move against current of traffic between 6th Street Jct. and Trinity River upon verbal permission of O.K.T train dispatcher or O.K.T yardmaster.

(d) When necessary to go beyond end of two main tracks, Trinity River, trains and engines observing signal displaying green aspect may proceed without flag protection. If northward governing signal at end of two main tracks displays a yellow or red aspect, single main track must not be obstructed without permission from train dispatcher and under flag protection when required.

Following will govern movements on M.P. tracks, Fort Worth Yard:

(a) Between MP 251.2 (west end Centennial Yard) and MP 243.9 (east end East Yard), directions eastward and westward.

(b) Between Fort Worth interlocking, MP 245.6 and Peach Street, MP 243.2, directions northward and southward.

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

Except as provided in paragraph 2, movements of trains and engines against current of traffic must not be made except as follows:

(a) When authorized by train order.

(b) When movement is protected as prescribed by Rule 99.

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

(a) All tracks are yard tracks.

(b) Tower 55 and Tower 60 are Interlocking and Interlocking Signals and rules govern.

(c) Movements must not exceed 20 MPH.

(d) When block signal, without number plate, displays stop indication, train or engine after stopping may proceed



**ENNIS SUBDIVISION  
SPECIAL INSTRUCTIONS**

after being authorized by FWD yardmaster, North Yard.

- (e) Westward movements must not pass fouling point Drill Track, MP 2, without authority of FWD yardmaster North Yard.
- (f) Eastward movements leaving FWD North Yard must obtain permission from FWD yardmaster before leaving North Yard.
- (g) Switch point derail located east end FWD North Yard must be lined for movement in both directions.
- (h) FWD yardmaster North Yard has SP radio.

**RULE D-97.** Applies between Forest Ave. and Belt Junction.

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

**Sherman.** Gate protecting crossing of SSW and SLSF must, when crossing is not in use, be left across SSW old main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

**MP 123.5 Paris:** M.P. crossing protected by stop signs.

**MP 123.6 Paris:** #SLSF crossing protected by gate. Normal position for SP.

#Movements approaching this crossing must not exceed 6 MPH until crossing covered.

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

South Sherman Jct. and  
Gifford

Fort Worth and Garrett

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

Waxahachie — Highway 287 On compress lead

**KEY CONTROL BOXES:** Where "Key Control Boxes" are provided for manual starting of automatic crossing warning devices, they may be operated by inserting switch key and turning SLOWLY one complete turn to right.

Key Control Boxes are provided at following locations:

Cherry Street — Sherman  
Jones Street — Sherman  
7th Street — Corsicana  
Palestine Street — Mexia  
Buffalo Hwy — Groesbeck

**Sherman:** Automatic warning signals, Lamar, King, Jones, Houston and Pecan Streets, will not operate for yard track movements until leading wheels have passed insulated joints immediately each side of crossing.

Before movement on yard track over these crossings is made, member of the crew must take position at crossing to afford warning to traffic unless automatic warning signals are operating.

**MP 285.06.** Movements must not be made over Highway 5 crossing west of Plano, MP 285.06, between 4:00 PM and 6:00 PM.

**Rule 220 and 220-A.** Crews arriving Denison will retain any train orders (Forms X or Y) pertaining to track conditions

**ENNIS SUBDIVISION  
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between Denison and Sherman to be used on next eastward trip from Denison.

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

Station	Location	Direction
Groesbeck	Signal 1709	Eastward

Following are train-order offices only as indicated:

Sherman . . . . . All trains except westward SLSF Ry. trains.  
North Sherman Jct. . . . . Westward trains originating.  
Belt Junction . . . . . Eastward Athens Branch trains.  
Bremond . . . . . Westward trains.

**RULE D-251.** Will apply on double track between: Forest Ave. and Belt Junction.

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

Eastward Signal	Protection	Westward Signal
	Spring switch, Junction SLSF Ry., Frisco Jct.	P-A
	Spring switch east end siding, Corsicana	P-2087
P-2044	Spring switches, Angus	P-2027
P-1874	Spring Switches, Gude	P-1861
P-1710	Spring switches, Groesbeck	P-1695
P-1354	Culvert and Embankment, MP 132	P-1307

**RULE 505. AUTOMATIC BLOCK SYSTEM**

Sign reading "Approach Circuit" located 800 feet west of Signal 2086 on north side of siding, Corsicana, governs eastward trains on siding, trains must not pass this sign or open switch within approach circuit until opposing train has entered the block.

**RULE 538. SPRING SWITCHES**

Spring switches equipped with facing point locks located as follows:

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

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

Location	Normal Position
Frisco Jct.	SLSF Ry. . . . . SP Main Track
Plano**	SSW Conn. . . . . SP Main Track
Ennis*	West end yard . . . . . West lead
Ennis*	East end yard . . . . . Main Track
Corsicana	Siding—Shed track . . . . . Siding
Hearne*	West end yard . . . . . Main Track

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

Facing point movement must not exceed 35 MPH over these switches.

\*Unit for display of flashing white light installed on Signal D-2815. When white light is flashing, it indicates spring switch is in

**ENNIS SUBDIVISION  
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normal position. When white light is not flashing or is extinguished, trains must stop and open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

**RULE 606. INTERLOCKING**

**Sherman Tower 16 MP 328.8.**

**Tower 55 M.P. Crossing Fort Worth**

**Fort Worth AT & SF Connection**

Interlocking signal governing westward movements MP 51.26 and interlocking signal governing eastward movements MP 51.30.

Signals and dual control switches controlled and operated by AT&SF train dispatcher, Fort Worth.

Hand-throw switch equipped with electric lock located at connection from SP yard to AT&SF main track.

**Waxahachie Compress track crossing with F.W.&D. main track.**

No operator on duty. Normally lined for F.W.&D.

F.W.&D. siding, which crosses SP compress track at this location, is not protected by interlocking.

Hayes derrails located on SP compress track on each side of F.W.&D. crossing, normally set against movements approaching crossing. These derrails are operated by ground-throw switch located near crossing.

SP movements not governed by interlocking signals but by STOP signs located in advance of each derail on each side of crossing, and SP train or engine movements will stop clear of STOP signs, following which a member of crew will proceed to crossing and if no train or engine movements are seen to be approaching from either direction on F.W.&D. main track or siding will unlock box located on post, read and be governed by instructions posted therein governing operation of interlocking. Signals and derrails must be restored to normal position after use.

**Corsicana SSW Crossing MP 210.2**

**Hearne M.P. Crossing MP 120.7**

Westward interlocking signals are equipped to display a red over lunar aspect as per revised Rule 289.

**RULE 680. AUTOMATIC INTERLOCKING**

**Denison MKT Crossing Tower 93, MP 337.4.**

After proceed indication received and movement does not pass governing interlocking signal within 12 minutes, signal will then display STOP indication.

Push buttons located on masts of SP home interlocking signals do not actuate MKT signals but are to be used to clear signals after 12 minutes has expired or to make reverse movements.

Time release push buttons adjacent to MKT crossing may be used as prescribed by Rule 681. If signals do not clear after operation of push button, movements may be made after complying with Rule 663(c).

**On Richardson Industrial District lead track, MP 277.90, AT & SF crossing.**

**Plano, SSW Crossing, MP 282.1.**

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**Athens, SSW crossing, MP 242.5, Athens Branch.**

**Fort Worth, Tower 53 MKT crossing, MP 50.2 Fort Worth Branch.**

**Midlothian, Tower 94, Fort Worth Branch, AT & SF crossing MP 23.1.**

**Waxahachie, Tower 67 MP 12.8, Fort Worth Branch.**

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M.....	SA.....	Corsicana.....	Proceed on main track to east end siding.
S.....	SA.....	Corsicana.....	Enter siding.
M.....	2087 .....	Corsicana.....	Proceed on main track to west end siding.
S.....	2087 .....	Corsicana.....	Enter siding.

**HOT BOX DETECTORS**

**RULE 827.**

Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Directions
127.90	Seger and Bremond	C	.....	Both
146.9	Bremond and Kosse	C	.....	Both
175.0	Groesbeck and Mexia	C	.....	Both
205.10	Angus and Corsicana	C	.....	Both
225.00	Rice and Ennis	D	Ennis	Westward
237.70	Garrett and Ferris	D	Ennis	Eastward
6.50	Fort Worth Branch	D	Ennis	Eastward

**DRAGGING AND/OR DERAILED  
EQUIPMENT DETECTORS**

Detectors installed at the following locations:

MP 144.7, 146.9, 166.1, 172.8, 175.0, 177.7, 196.0 and 207.4.

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

CTC in effect on main track between Eastward absolute signal at MP 337.4, Denison and Westward absolute signal at MP 329.1, Sherman.

Signals controlled by operator, Sherman, acting upon authority of train dispatcher.

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

Operator must not clear absolute signal for movement into CTC until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

Light signals without identification plates which can display yellow aspect only, are located as follows:

**ENNIS SUBDIVISION  
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Westward signal MP 328.1, Sherman.

To avoid blocking street crossings, trains that are to enter CTC should not pass these signals unless yellow light is displayed, except when it is known movement into CTC will be authorized.

**Frisco Jct. and South Sherman Jct.**

CTC in effect on main track between Eastward absolute signals fouling points SP and SLSF main tracks, Frisco Jct., and Westward absolute signals fouling points SP and SLSF main tracks, South Sherman Jct.

Signals controlled by operator, Sherman, acting upon authority of train dispatcher.

Junction switch Frisco Jct. is spring switch normal position SP main track. When absolute signals governing westward movements at South Sherman Jct. display stop indication train will be governed by Rule 776 and in addition must comply with Rules 306 and 535 at Frisco Jct.

When authorized by absolute signal indication, a train from SLSF Ry. Co. may enter main track at Frisco Jct. or South Sherman Jct., without stopping to ascertain what instructions relating to track conditions are in effect as prescribed by Rule 781.

Operator must not clear signals for a movement from SLSF Ry. Co. at Frisco Jct. or South Sherman Jct., until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

**Garrett and Ennis**

CTC in effect on main track between Eastward absolute signals at fouling points Ennis Line and Fort Worth Branch at Garrett, and;

Westward absolute signals located on main track MP 232.7 west end yard, Ennis.

Signals controlled by operator, Ennis, acting upon authority of train dispatcher.

When westward trains do not leave yard, Ennis, in their turn as ordered, operator must be notified.

**Bremond and Hearne**

CTC in effect on main track and sidings between Eastward absolute signal west switch, siding Bremond and Westward absolute signal west end interlocking limits, Hearne.

**GENERAL REGULATIONS**

**RULE 825.** Instructions for applying hand brakes:

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

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

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

Gifco — Not less than five brakes.

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

**ENNIS SUBDIVISION  
SPECIAL INSTRUCTIONS**

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

**RULE 827-A.** Westward trains handling hazardous material listed under Rule 827-A, All Subdivisions on Fort Worth Branch must stop and crew make walking inspection of entire train from both sides between MP 40.0 and MP 42.0.

Westward trains handling hazardous material listed under Rule 827-A, All Subdivisions on Ennis Subdivision must stop and crew make walking inspection of entire train from both sides at MP 319 between McKinney and South Sherman Junction.

**RULE 830. Jacksonville:** Cars may be left on main track between MP 201.75 and MP 200.70 without authority.

**RULE 872.** Enginemen when taking charge of freight or passenger engines at Denison, Sherman, Miller, Fort Worth, Ennis, Jacksonville, Corsicana and Hearne, will consider engines as having been supplied with fuel, sand, water and other supplies.

**MISCELLANEOUS**

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

Class of Engine	Restricted Tracks
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All Engines .. Sherman.....	Over track scales Quaker Oats Company.
" .. McKinney ...	Over track scales Burrus Feed Mill Company.
" .. Hearne .....	Over unloading pit Harvest Queen Grain Co.
All Six Axle .. Waxahachie ..	Compress track.
" .. Cotton	
" .. Mill Spur .. Spur	
<b>2. Curtis MP 275.4</b>	Cars must not be left between details on National Cylinder Gas spur.
<b>3. Finger Furniture Company Spur MP 47.3 (Fort Worth Branch)</b>	Derail located 350 feet from end of spur. Cars must not be left on spur track between derail and main track switch.

**4. Load limit (car and contents):**

Richardson and Hearne .....	300,000 (1) (2)
Sherman and Richardson .....	263,000 (2)
Denison and Sherman .....	300,000 (1) (2)
Garrett and Ft. Worth .....	263,000 (2)
Briggs and Jacksonville .....	251,000 (3)

- (1) Gross loads to 315,000 lbs. may be handled on 4 axle tank cars if load limit of car is not exceeded.
- (2) Gross loads to 395,000 lbs. may be handled on 6 axle tank cars if load limit of car is not exceeded.
- (3) Cars with gross weight in excess of 210,000 pounds must be handled between Kaufman and Seagoville.

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

On branch lines having load limit of less than 283,000 pounds, cars cannot be loaded to capacity and must not be loaded to more than load limit of the line.

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

5. Ennis. Westward trains between Corsicana and Ennis are not to pass east yard limit, MP 228.00, until they contact Yardmaster, Ennis, and receive his permission to proceed.

**AIR BRAKE RULES**

**Rule 24-G.** Will apply at Ennis and Hearne.

**MILLER YARD LIMITS  
SPECIAL INSTRUCTIONS**

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

MP	LOCATION	DESCRIPTION
273.31	West of MP Jct. .... Bridge 273.31	Overhead & Side
12.87	West of MP Jct. .... Bridge 12.87	Side
12.17	West of MP Jct. .... Highway Overpass	Overhead
11.64	West of MP Jct. .... Bridge 11.64	Side
8.54	West of MP Jct. .... Bridge 8.54	Side
7.43	West of MP Jct. .... Bridge 7.43	Side
6.13	West of MP Jct. .... Bridge 6.13	Side
5.49	West of MP Jct. .... Bridge 5.49	Side
5.31	West of MP Jct. .... Bridge 5.31	Side
260.18	West of Miller .... Bridge 260.18	Overhead & Side
258.28	Miller .... Bridge 258.28	Side

**RULE 10-J.** Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
<b>Westward</b>	
260.11	0.05
<b>Dallas Belt Line</b>	
0.10	0.00
0.99	0.79
4.02	0.02

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

West MP	East MP
260.18	257.11
Miller (Ennis Line) .....	Miller (Athens Branch) .....
	313.93

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

**East Dallas:** ATSF crossing on industrial lead track of SP and main track and switching lead of ATSF. Protected by gate and lights, normal position is for ATSF. Movements approaching crossing must be made prepared to stop. SP movements must stop, set gate against ATSF movements, after observing that movement is not approaching on ATSF. When movement is completed over crossing gate must immediately be restored to normal position.

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

Eastward Signal	Protection	Westward Signal
	Spring Switch east end siding, Miller .....	P-2581

**RULE 538. SPRING SWITCH**

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

Location	Normal Position
Miller .....	East end siding .....
	Main Track

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

**MILLER YARD LIMITS  
SPECIAL INSTRUCTIONS**

**RULE 606. INTERLOCKING**

**MP Junction Tower 119, M.P. Crossing**

**Dallas Tower 19, ATSF Crossing**

Two unit light type interlocking signal, located on signal bridge 610 feet west of Forest Ave., governing eastward movements from Union Depot is SP diverging route.

**Between Tower 19 and Tower 10**

ATSF and SP tracks, Dallas, between SP connection, Tower 19, and SP connection, Tower 10, are signalled for movements in either direction. Movements will be governed by signal indication. Signals and power-operated switches are controlled from Tower 19.

Trains and engines must not exceed restricted speed on these tracks and protection against other trains and engines is not required.

Movements through turnouts, crossovers, and curves must not exceed 10 MPH.

Train or engine stopped by stop signal and cause is not apparent, member of crew will communicate with control station. If authorized to proceed member of crew must examine all switches and derails to next governing signal.

Except as provided above, the Operating Rules and Regulations of each Company, for its respective employes, will govern.

**Tower 10, ATSF Crossing** on yard track east of Dallas Yard:  
Signals controlled by operator, Tower 19.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

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

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

**MP Junction and West End Drill Track, Miller**

CTC in effect on main track and siding between Eastward absolute signal at MP 4.8 (MP Junction) and Westward absolute signal at MP 260.0 (west end drill track), Miller and

On both routes at Belt Junction to east end double track.

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

Eastward trains approaching Miller finding governing absolute signal displaying indication permitting train to proceed on main track are authorized to proceed on main track to fouling point east end siding.

Restrictions that may be imposed by automatic block signals must be complied with.

Switch to Industry track MP 4.2, near Briggs is hand operated. To enter main track, permission must first be obtained from

**MILLER YARD LIMITS  
SPECIAL INSTRUCTIONS**

operator, then if block indicator indicates "block clear" switch may be lined. When switch is lined, absolute signal at fouling point should display proceed.

Upon request from crew member holding work limits and clock time limits, operator at Belt Jct. may operate power switch to I.V.O. spur, power switch at east end double track and first power switch east of east end double track, for switching moves at this location, after an understanding as to movements has been reached.

**RULE 812.** Movements over Union Terminal Co. trackage between Forest Ave. and Terminal Jct. will be made in accordance with the Rules and Regulations of the Transportation Department of the Southern Pacific Transportation Co.

Interlocking limits extend between Forest Ave. and Terminal Jct.

Switches and signals at Tower 19 are controlled by Operator Tower 19.

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

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

When a Single Unit Signal displays a Lunar aspect within these interlockings comply with S.P.T. Rule 289.

**Maximum Speeds on U.T.Co. Trackage**

Between	All Trains
Forest Ave. and Eastward absolute Signal Tower 19	10
Eastward absolute Signal Tower 19 and Terminal Jct.	20
Curve at Terminal	10
On other than main tracks	10

**MISCELLANEOUS**

Station Miller and Miller Yard Limits are under the jurisdiction of the San Antonio Division.

Train and engine movements and employes working within Miller Yard Limits will be under the San Antonio Division Officers and will be governed by Southern Pacific Rules and Regulations of the Transportation Department, current San Antonio Division Timetable, Timetable Bulletins and Superintendent's Special Notices.

**Speed on other than main tracks not to exceed 5 MPH**

**Except:**

MP Junction through connection between SP and MP main tracks	20 MPH
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**SPEED RESTRICTIONS**

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

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
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**MILLER YARD LIMITS**  
**SPECIAL INSTRUCTIONS**

275.14                      Dallas                      256.07                      20

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

**CERTAIN-TEED MANUFACTURING CO.**

Hand brakes should be set on two south cars when shoving North Side, Inside, and South Side tracks. When cutting bridge on North Side tracks, there will be two hand brakes set on cars just north of bridge.

Flashing Red light on side of building North Side track, when flashing indicates bridge is down. Before switching North Side light must be extinguished by Certain-Teed employee. When light is extinguished it indicates bridge is clear.

**HOOVER CHEMICAL CO.**

Red and White Employees Working signs will be placed on their track outside of fence. This industry cannot be switched unless sign removed by industry employee. If sign is in place and no one available to remove sign Miller Yardmaster should call Hoover Chemical to have sign removed.

**ALL SUBDIVISIONS**  
**SPECIAL INSTRUCTIONS**

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

Page 3 of current Rules and Regulations of the Transportation Department has been reprinted effective October 26, 1980 and lists all revised pages. Each employee whose duties are prescribed by these Rules is required to have revised page 3, effective October 26, 1980 along with all other revised pages listed inserted in proper numerical order in their book of rules.

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

**RULE 1.** Standard Time may be obtained from Houston telephone extension 6098 by employee charged with the duty of maintaining standard clock with correct time.

**RULE 3.** Conductors, engineers, train order and/or interlocking operators who go on duty at locations where there is no standard clock may obtain standard time by telephone from Houston extension 6098.

**RULE S-72.** Eastward trains are superior to trains of the same class in the opposite direction except as shown on page 42.

**RULE 81-A and 763.** Where electric or mechanical switch locks are installed, be governed by instructions posted in telephone booths, on doors, or on housings of electric or mechanical switch lock.

**RULE 102.** Should a passenger train break in two or an emergency application of brakes occur while in motion on grade, head brakeman will immediately go toward rear, close angle cock at opening if train has parted, and apply hand brakes. After train is coupled air must be applied from engine before hand brakes are released.

If necessary to leave detached portion on main track, rear truck of detached portion on ascending grade or lead truck of detached portion on descending grade must be blocked or chained in such manner as to derail car should there be an uncontrolled movement.

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

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than five minutes unless no vehicle or pedestrian is waiting at the crossing.

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

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department,

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or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

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

**RULE 201 and 221-A.** Train orders and OK'd clearances will bear the initials of the following chief train dispatcher on subdivisions as indicated:

Valentine, Sanderson and Del Rio Subdivisions — F. G. Beaudoin II. (Exception: Beeville Branch — A. W. Haley)

Flatonía, Austin and Ennis Subdivisions — G. B. Henderson. (Exception: Athens Branch — A. W. Haley)

**RULES 204, 217 and 220-A.** Train order forms K, Q, V, X and Y, with group addresses (such as eastward trains; or westward second class and extra trains), may be forwarded and delivered to a train, care of an employee, at a station other than a train-order office, or at a train-order office which is closed, providing above forms of orders are listed in train-order Form G, Example (8). These orders, unless annulled, must be respected. A copy of each train order listed must be forwarded by train-order operator to employes addressed.

Exception: Train orders must not be forwarded in above manner when sent in care of employe by train.

**AUTOMATIC BLOCK SYSTEM**

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

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

**GENERAL REGULATIONS**

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

Rail skids are hung on posts at locations listed under subdivisions. When using rail skid it must be placed on rail and leading wheel of first car in descending direction run onto rail skid and hand brakes applied if brakes are operative, before engine is detached. Train crews picking up cars from these locations must remove rail skid, return to proper location and lock in place where lock is provided.

**RULE 827.**

**ROLLER BEARINGS  
LOOSE OR MISSING CAP SCREWS**

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and check with tempilstik reveals no overheated condition, train may proceed to the next terminal (location where mechanical employes are available) where car must be set out.

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If two or more roller bearing cap screws are found loose or missing, train may proceed to the FIRST available track where car must be set out.

**HIGH AND/OR WIDE LOAD,  
DRAGGING AND/OR DERAILED  
EQUIPMENT DETECTORS**

Where high and/or wide load, dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red beacon will be mounted on hot box detector house on post or relay case adjacent to detector and will be normally dark. When detector is activated, the revolving red light will be displayed. Train must be stopped and a walking inspection made of entire train.

When a revolving red beacon light is observed prior to engine passing detector location, train may proceed without stopping for inspection. Report must be made to train dispatcher promptly.

**HOT BOX DETECTORS**

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

The absence of a white light continuously illuminated on the track side of detector instrument house is an indication detector may be inoperative. Under such circumstances, train must be stopped and all bearings inspected except under the following conditions:

- a. If employees other than members of crew make a rolling inspection (train speed not to exceed 20 MPH) on both sides.
- b. If the monitor display board on a Type C detector displays "000" after train has passed scanner location.
- c. If personnel at location of recorder of a Type D detector advises it is safe to proceed to terminal.

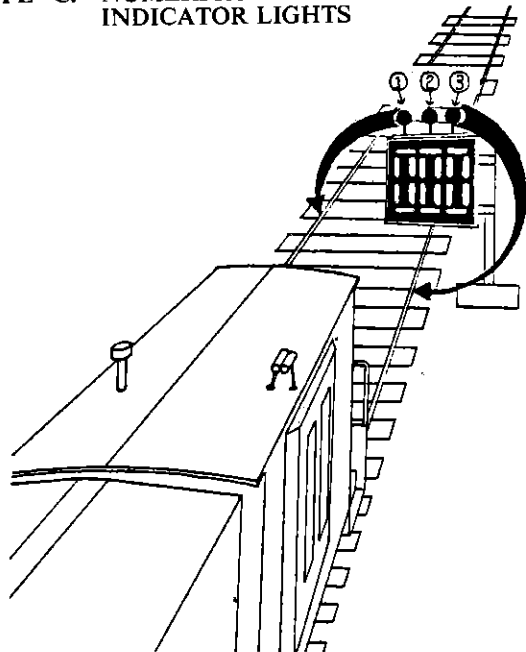
The absence of a white light must be promptly reported to train dispatcher. To avoid unnecessary delay to trains passing an inoperative hot box detector, train dispatcher may authorize such trains to make the required walking inspection or rolling inspection under condition (a) at another location provided it is no more than 10 miles in advance of or beyond detector site.

**TYPE A. LETTER "H" INDICATOR (RULE 705) WITH  
DIGITAL READOUT.**

When Letter "H" is illuminated or a flashing white light on instrument house is observed, train must be brought to immediate stop. Inspection must be made of entire train to determine that it is safe to proceed to location of readout locator. Member of crew must then observe readout and be governed by instructions posted inside case. If hot bearing is not located, all bearings of car indicated by readout as well as five cars ahead and behind must be inspected on both sides. If readout fails to indicate location of hot bearing, then all bearings of train must be inspected on both sides. When the letter "W" is displayed, train must stop and not proceed until "W" is extinguished or permission is obtained from train dispatcher.

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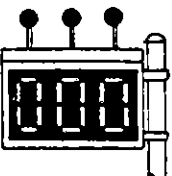
**TYPE C: NUMERICAL DISPLAY BOARD WITH INDICATOR LIGHTS**



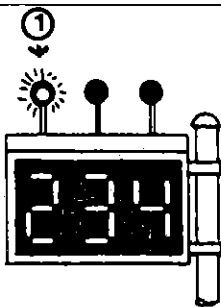
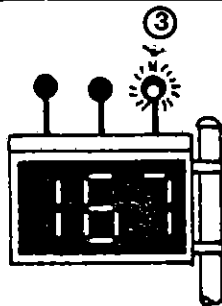
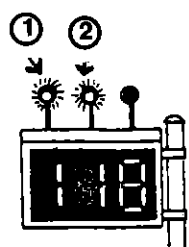
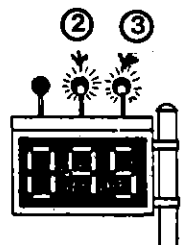
The diagram depicts a Type C hot box detector's monitor display board and indicator lights as it would be viewed looking back after rear of train has passed detector site. The indicator lights identified ①②③ are normally dark, but when a hot bearing is detected, lights ① (right side of train) or ③ (left side of train) will immediately display a flashing white light to identify the side of train on which the hot bearing was detected.

When an additional hot bearing is detected, the center indicator light ② will also commence flashing. To assist in locating hot bearing, the detector will count the number of axles from the first hot bearing detected to the rear of train. Two seconds after train has passed the detector, the numerical board will illuminate and display the accumulated axle count for 90 seconds.

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

DISPLAY	REQUIRED INSPECTION
	No inspection required.

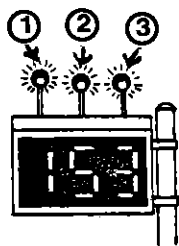
**ALL SUBDIVISIONS**  
**SPECIAL INSTRUCTIONS**

DISPLAY	REQUIRED INSPECTION
	Inspection for one hot bearing on axle indicated from rear on RIGHT side of train. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on BOTH SIDES.
	Inspection for one hot bearing on axle indicated from rear on LEFT side of train. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on BOTH SIDES.
	Inspect for two or more hot bearings from rear of train to and including axle indicated on right side. If two or more hot bearings are not located, inspect all bearings from rear of train to and including five cars ahead of indicated axle on BOTH SIDES.
	Inspect for two or more hot bearings from rear of train to and including axle indicated on left side. If two or more hot bearings are not located, inspect all bearings from rear of train to and including five cars ahead of indicated axle on BOTH SIDES.



**ALL SUBDIVISIONS**  
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**DISPLAY**



**REQUIRED INSPECTION**

Inspect for two or more hot bearings from rear of train to and including axle indicated on **BOTH SIDES**. If hot bearing is not found on indicated axle, inspect all bearings on five cars ahead on **BOTH SIDES**.

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

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

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

**CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING**

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

Passenger cars with bearings located behind the wheels (Amfleet equipment) will not permit the use of tempilstik. Hot bearing on these cars will be indicated by strong odor (stink) from built-in heat indicator.

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

**REPORTING OF HOT JOURNAL AND/OR HOT BOX DETECTOR ACTUATION**

When hot box detector is actuated, the following information must be reported to train dispatcher:

1. Train identification.
2. Date, time, and M.P. location.
3. Car initial, number, location in train, and whether or not hot bearing found.
4. Journal location on indicated car.

**CONTINUOUS WELDED RAIL (CWR) TRAINS**

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

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

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

**ALL SUBDIVISIONS**  
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each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.

- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.

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

**HAZARDOUS MATERIALS**

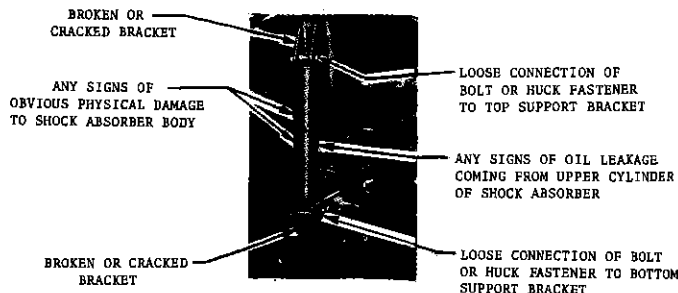
**RULE 827-A.** Refer to Miscellaneous Item 1. All Subdivisions.

Unless specifically authorized by superintendent, trains or cuts of cars containing **Class A Explosives, Radioactive Material** or tank cars containing **Acrylonitrile, Anhydrous Ammonia, Chlorine, Hydrogen Fluoride Acid, Poison Gas, or Flammable Gas (F G)** must not exceed 8,000 feet, except, between Eagle Pass and Spofford and between Spofford and Glidden, must not exceed 10,000 feet.

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

**DEFECTIVE CONDITIONS ON HYDRAULIC SHOCK ABSORBERS**

Axle Positions 2 and 5 of EMD HTC Trucks



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Enginemen must specifically look for these defects in Shock Absorber when complying with Rule 874 and Air Brake Rule 2.B, page 206 of Rules and Regulations of the Transportation Department.

What To Do in Case Defect is Noted:

1. Reduce train speed to not over 50 miles per hour.
2. Notify Dispatcher of defective condition.
3. Enter defect on Form CS 2326 for correction.

**AIR BRAKE RULES**

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

SSW 75700 - 75799	Gondolas
SSW 78500 - 78599	Hoppers (Open Top)
SP 333500 - 334399	Gondolas
SP 337500 - 337599	Gondolas
SP 345000 - 345669	Gondolas
SP 354000 - 354749	Gondolas
SP 463500 - 464899	Hoppers (Open Top)
SP 467500 - 467549	Hoppers (Open Top)
SP 480000 - 480193	Hoppers (Open Top)
SP 491000 - 491059	Hoppers (Covered)
SP 492000 - 492039	Hoppers (Covered)
SP 500604	Flat Car
SP 590000 - 590099	Flat Cars

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

SP 323000 - 323239	Gondolas
SP 329310 - 329359	Gondolas
SP 329620 - 329629	Gondolas
SP 337600 - 337699	Gondolas
SP 354750 - 355299	Gondolas
SP 463337 & 463486	Hoppers (Open Top)
SP 464900 - 467049	Hoppers (Open Top)
SP 481000 - 481149	Hoppers (Open Top)
SP 590100 - 590131	Flat Cars (Anode)
SP 595500 - 595624	Cradle Flats

**RULE 14. UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BY ROAD ENGINES WITH HELPERS ENTRAINED:**

**TERRITORY**

All main tracks ..... 10,000

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

**TERRITORY**

All main tracks ..... 8,500

**RULE 21.** Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the

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road engine and caboose have been attached without instructions from the yardmaster, who will see that members of the crew are notified in advance.

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

**TONS PER OPERATIVE BRAKE**

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

**MISCELLANEOUS**

**1. SPEED RESTRICTIONS FOR TRAINS**

**Maximum speed of trains in territory shown in speed tables for each subdivision is subject to further restrictions as shown herein and as shown in Miscellaneous Items 2, 3 and 4 for All Subdivisions.**

Trains identified with multiple TOPS train identification symbols (example BSMFF/BSMFY 24) are authorized to operate at the highest maximum authorized speed permitted for any symbol within the train identity except for 'K' identified symbol. Speed restrictions on empties, car containing hazardous materials, and restricted cars are still applicable in determining maximum authorized speed.

Trains handling cars containing Class A Explosives, Radioactive materials, or tank cars containing Acrylonitrile, Anhydrous Ammonia, Chlorine, Hydrogen Fluoride, Poison Gas or Flammable Gas (FG), must not exceed speed indicated in following table:

Maximum authorized speed as allowed by train order or otherwise specified	Maximum allowable speed for trains handling cars containing in any of the above listed commodities
50 MPH or above	50 MPH
45 MPH	45 MPH
40 MPH	30 MPH
35 MPH	30 MPH
30 MPH or less	No change from authorized speed

Trains authorized to operate at Column 1 speeds handling restricted cars or empties, except cabooses, must not exceed 55 MPH.

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

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

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

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3/4 inches in length must not exceed 10 MPH. When flat spots are not in excess of 3/4 inches long such cars may be operated at maximum authorized speeds.

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

CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:

E F 4 18 A

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

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

Denotes Number of Axles.

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

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

ENGINE NUMBER	MAX- IMUM SPEED	CLAS- SIFICA- TION	STARTING TRACTIVE EFFORT	WGT 000
1000-1002	70	AS600	98,640	408
@1010-1013	65	ES400	62,800	261
@1100	65	ES408	51,700	207
@1105-1127	65	ES408	55,000	233
@1191-1199	65	ES409	59,200	237
@1213-1277	60	AS409	58,000	235
@1300-1337	65	ES410	61,600	247
1500-1542	70	ES615	82,500	330
1600-1609	70	GS400	70,000	280
@2250-2316	65	ES412	62,500	249
@2450-2759	65	ES415	65,400	261
2868-2899	70	ES418	64,200	253
2964-2970	70	ES620	97,540	390
2971-2976	50	ES620	102,000	416
3118-3135	25	AS628	97,700	391
3148-3153	25	AS630	101,110	404
3186-3196	70	EP418	64,200	260
3197-3199	70	EP430	70,200	280
3200-3209	70	EP636	102,500	410
3301-3886	70	EF418	62,500	253
4050-4152	70	EF420	65,100	261
4160	70	EF420	65,800	263
4200-4249	70	EF420	66,000	266

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ENGINE NUMBER	MAX- IMUM SPEED	CLAS- SIFICA- TION	STARTING TRACTIVE EFFORT	WGT 000
4300-4451	70	EF618	89,700	360
4700-4709	70	ES620	95,540	390
4800-4844	70	EF420	69,250	277
5002-5017	70	EF423	66,100	264
5100-5114	70	GF423	67,500	266
5300-5325	70	EF623	104,150	417
6300-6681	70	EF425	66,000	266
6801	70	GF425	67,800	268
6901-6953	70	EF625	95,540	390
7030-7033	70	SF428	69,750	280
Ⓞ 7200-7201	70	EF435	83,400	278
Ⓞ 7230-7231	70	EF435	83,400	278
7300-7399	70	EF630	102,100	411
7400-7599	70	EF632	102,100	414
7600-7607	70	EF430	67,560	278
7608-7677	70	EF430	69,500	277
7770-7883	70	GF430	70,000	280
7900-7936	70	GF630	104,850	419
Ⓞ 7940-7959	70	EF430	69,500	278
#8230-8299	70	EF630	97,750	391
#Ⓞ 8300-8341	70	EF630	102,100	410
#Ⓞ 8350-8391	70	EF630	102,100	410
8400-8488	70	EF630	107,750	411
#8489-8573	70	EF630	102,100	410
8585-8796	70	GF633	104,700	419
8800-9156	70	EF636	103,500	414
#9157-9404	70	EF636	102,600	411
#9500-9504	70	EF642	103,250	413
<b>AMTRAK ENGINES:</b>				
200-360	70	EP430A	63,500	254
376-377	70	EP415A	61,000	244
500-649	70	EP630A	98,250	393
700-724	70	GP630A	96,500	386
<b>ATSF ENGINES:</b>				
@3100-3174	70	EF420	66,250	265
@3200-3284	70	EF423	65,750	263
@3300-3460	70	EF425	66,500	266
3500-3560	70	EF420	65,750	263
3600-3695	70	EF423	66,000	264
3800-3809	70	EF435	79,500	265
4000-4019	70	EF623	98,000	392
@4500-4579	70	EF624	95,750	383
@4600-4679	70	EF626	96,750	387
5000-5019	70	EF630	98,000	392
#5020-5124	70	EF630	97,500	390
#5200-5213	70	EF636	97,000	388
5500-5624	70	EF636	98,000	392
5625-5714	50	EF636	98,000	392
5900-5939	70	EF636-A	98,750	395
5940-5948	70	EF636-A	103,000	412
6300-6348	70	GF423	65,750	263
6350-6389	70	GF423	66,000	264
7500-7519	70	GF623	98,750	395
@7900-7909	70	GF628	99,000	396
8000-8098	70	GF630	103,000	412
8500-8524	70	GF633	98,000	392
8700-8799	70	GF636	98,000	392

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ENGINE NUMBER	MAX- IMUM SPEED	CLAS- SIFICA- TION	STARTING TRACTIVE EFFORT	WGT 000
<b>BN ENGINES:</b>				
@602-761	70	EF415	62,750	251
@766-853	70	EF418	62,500	250
@1350-1365	70	EF414	60,750	243
1400-1499	70	EF418	64,250	257
@1524-1643	70	EF415	63,500	254
@1700-1980	70	EF418	64,750	259
@1990-1997	70	EF418	62,000	248
2001-2071	70	EF420	65,250	261
2072-2154	70	EF420	66,750	267
2200-2254	70	EF423	65,250	261
2500-2545	70	EF425	65,500	262
3000-3039	70	EF430	68,750	275
5000-5199	70	GF630	103,250	413
5200-5208	70	GF623	92,500	370
5300-5394	70	GF630	104,000	416
5400-5429	70	GF425	67,750	271
5450-5465	70	GF428	68,750	275
5470-5484	70	GF430	68,750	275
5500-5599	70	GF630	104,250	417
5600-5641	70	GF625	98,000	392
5650-5677	70	GF628	98,000	392
5700-5765	70	GF633	102,750	411
5800-5944	70	GF630	104,000	416
@6000-6059	70	EF615	86,000	344
@6100-6206	70	EF618	86,500	346
@6240-6255	70	EF624	86,500	346
6300-6324	70	EF630	95,500	382
6325-6385	50	EF630	96,500	386
#6394-6399	70	EF630	92,750	371
6400-6567	70	EF636	98,500	394
6592-6599	70	EF636	99,000	396
6600-6645	70	EF636	96,750	387
6700-6799	50	EF630	104,250	417
6800-6807	70	EF630	104,250	417
6808-7053	50	EF630	104,250	417
7054-7291	70	EF630	104,750	419
7800-7899	50	EF630	104,250	417
7900-7940	70	EF630	103,750	415
8000-8099	50	EF630	103,750	415
8100-8181	65	EF630	103,750	415
9900-9925	70	EP624	56,000	224
<b>MoPAC ENGINES:</b>				
1787-1994	70	EF418	64,500	258
2002-2007	70	EF420	65,750	263
2289-2318	70	GF423	67,000	268
2500-2616	70	EF425	65,000	260
2965-2999	70	GF630	98,500	394
3000-3089	70	EF630	98,250	393
3090-3301	70	EF630	98,250	393
6000-6053	70	EF630	104,250	417
<b>SOU ENGINES:</b>				
210-214	70	EF425	63,250	253
215-224	70	EF625	94,000	376
2525-2644	70	EF423	67,750	251
2645-2715	70	EF425	64,500	258

**ALL SUBDIVISIONS  
SPECIAL INSTRUCTIONS**

ENGINE NUMBER	MAX- IMUM SPEED	CLAS- SIFICA- TION	STARTING TRACTIVE EFFORT	WGT 000
2716-2822	70	EF420	63,250	253
2823-2886	70	EF420	62,250	249
3000-3099	70	EF625	95,500	382
3100-3169	70	EF636	98,750	395
3170-3200	70	EF630	94,750	379
3201-3254	50	EF630	93,750	375
3800-3804	70	GF630	98,500	394
3805-3814	70	GF633	99,250	397
5000-5171	70	EF420	37,500	250
<b>SL-SF ENGINES:</b>				
100-124	65	EF415	64,500	258
400-478	65	EF420	66,800	267
633-699	65	EF420	66,800	267
700-732	65	EF425	65,500	262
750-774	65	EF430	66,800	267
808-831	65	GF425	66,800	267
832-862	65	GF430	67,000	268
863-870	65	GF430	68,800	275
900-948	65	EF636	95,300	381
950-957	50	EF630	97,500	390

# Equipped with HTC trucks and truck snubbers.  
Refer to Rule 874, All Subdivisions.

Ⓞ RCE Master.

Ⓢ SPRCE Remote Control Locomotives. These locomotives must not be used as lead unit except on cab hops or light engine consists.

Ⓞ Mother. Ⓞ Mate.

@ Locomotives not equipped with alignment control couplers. Refer to Miscellaneous Item 6, All Subdivisions.

A locomotive that is NOT listed in these tables must NEVER be operated in a train unless it is specifically authorized by a train order. The train order must include the speed and weight of the locomotive as well as its starting tractive effort if it is to be operative in the train.

Unless otherwise notified in writing or verified by a Mechanical Department employee, a locomotive that does not appear in these tables must be considered as a locomotive that is NOT equipped with alignment control couplers.

Foreign line engines not listed in Timetable with the same classification as SP units will be governed by rating of similar SP engines.

3. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or multiple loads	55#	25
Scale test cars		
SPMW 5868, SSW 99203	30	30
NBS-1 (must be handled in rear 20 cars of train)	60	49
Relief outfits with steam derrick	45*	25*
<b>Locomotive Crane-Piledrivers</b>		
(SPMW 6603, 6604, 8000)		
(SPMW 8002, 8003, 8004)		

**ALL SUBDIVISIONS  
SPECIAL INSTRUCTIONS**

3. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
SPMW 4028, 4029, SSWMW 96405: With boom in place, either end forward⊙	25*	15*
With boom disconnected, heavy end forward	40	25
boom end forward	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward	40	25
SPMW 4027 SPMW 5870 4088 5874 4091 5899 5437 6601 5479 6602 5595 SSWMW 96404 5852		
With boom in place, either end forward⊙	25*	15*
With boom disconnected, heavy end forward	45	25
boom end forward	20*	15*
Steam pile driver SPMW 4053	35	25*
Jordan Spreaders: Running backward	25	20
Moving forward (prepared for travel)	35	35

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

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

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

#The maximum speed for double or multiple loads between Giddings and Denison is 50 MPH.

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

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

**MAXIMUM SPEED PERMITTED  
WITH RELIEF CRANES**

Location	Main Track
SPMW 7140 El Paso	45
SPMW 5846 Sanderson	45
SPMW 5848 Lafayette	35
SSWMW 96006 Pine Bluff	45
SPMW 5850 Texarkana	45
SPMW 7110 Houston	45
SPMW 7113 Houston	35
SSWMW 96005 Houston	45

On curves where speed is 45 MPH or less speed must be reduced to 5 MPH less than shown on speed signs.

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

**ALL SUBDIVISIONS  
SPECIAL INSTRUCTIONS**

4. OTHER MAXIMUM SPEEDS	MPH FREIGHT TRAINS
Trains handling empty bulkhead flat cars	45*
Trains handling empty, specially equipped gondola cars (TOPS car kind code "GP")	45**
Trains handling pipe loaded on 89 ft. flat cars	55
PC 598500 to 598999 (Gondolas)	45
Continuous Welded Rail (CWR) Trains Loaded only	45***
Empty NATX tank cars, series 10841-10865	55

\*Anode cars (TOPS car kind code "FA") are NOT to be considered as a bulkhead flat car.

Restricted empty bulkhead flat cars will be identified on Train Mass Profile (graph) by a vertical row of asterisks (\*).

\*\*Train handling empty, specially equipped gondola cars (TOPS car kind code "GP") will be identified on Train Mass Profile (graph) by a vertical row of asterisks (\*).

\*\*\*Loaded CWR trains must be handled separately from other trains.

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

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

(a) Any car measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply to rear 20 cars of train.

Empty tank cars measuring less than 35 feet in length must be entrained in rear 20 cars of train.

The Train Mass Profile (graph) will identify a car measuring less than 42 feet in length with the letter "S", tank cars less than 35 feet with the letters "TS". Cars measuring over 73 feet will be identified by the letter "L".

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

1. Trains consisting of predominantly empty cars will have any block of loaded cars entrained near the head end.

2. Train makeup requirements will prevail when they conflict with outstanding blocking instructions unless authorized by division Officer or Chief Dispatcher.

3. Train mass profile graph should be used to monitor train makeup when available.

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

(c) When the tonnage of any train including local or road switcher exceeds 4,000 tons, the weight of each of the first five cars behind engine must weigh 50 tons or more.

This restriction will not apply when there are less than 20 loaded cars in train.

**ALL SUBDIVISIONS  
SPECIAL INSTRUCTIONS**

**6. MOVEMENT OF LOCOMOTIVES:**

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

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

ES410	ES415	ES409
AS409	ES412	ES408

Placement in train will be as follows:

- a. Foreign lines switch engines are to be considered in above listings.
  - b. Engines moved dead in train must be prepared for such movement.
  - c. These engines may be moved on the head end of train provided train does not exceed 800 tons.
  - d. On trains of more than 800 tons these engines must be moved not less than five cars nor more than ten cars ahead of rear of train and behind any helper engine.
  - e. Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car no longer than 50 feet.
3. When only ES415 and the ES412 units listed in Item 4 are used in engine consist not more than two units may be used.
  4. Before handling in multiple units ES415 and following ES412:

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

units(s) must be positioned in engine consists as follows:

- (a) No more than two will be MU'd in any one consist.
  - (b) When MU'd with one road unit, the road unit must be coupled against train.
  - (c) When one is used with two or more road units, it will be placed as second unit in consist.
  - (d) When two are used with two or more road units, they will be placed as second and third units in consist.
  - (e) If necessary to make a reverse move with cars or train, lead unit must be isolated.
5. Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.
  6. Engines equipped with multiple unit controls (MU) weighing 150,000 pounds or more may be handled on head end of train; if weighing less than 150,000 pounds must be placed near rear of train.

**ALL SUBDIVISIONS  
SPECIAL INSTRUCTIONS**

**INSTRUCTIONS FOR USE OF HINGED COUPLER STOPS**

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

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

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

**PREPARATION OF AIR EQUIPMENT FOR MOVEMENT DEAD IN TRAIN: Refer to Air Brake Rule 53.**

7. Disabled engines, which requires movement at reduced speed must first be reported as ready to move to the Train Dispatcher, who will designate the train in which the engine is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

8. In event overspeed device (or speed indicator) malfunctions enroute on a controlling unit which has no overspeed cut-out cock, unit should be rearranged in the locomotive consist as a trailing unit to clear the condition.

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

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

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

10. Not more than 10 units in multiple operative or inoperative may be entrained on head end of any train.

**11. LOAD LIMIT**

**Where 315,000 pound load limit applies:**

Gross weight of 315,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6'-0" and minimum distance of 37'-0" center to center trucks; also wheels 38" or more in diameter.

**Where 263,000 pound load limit applies:**

Gross weight of 263,000 pounds or less applies to uniformly loaded four-axle cars having trucks spaced 23'-0" or more center to center and minimum axle spacing of 5'-6".

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

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

12. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in Timetable Special Instructions or Line Clearance Circular for each branch line.

**ALL SUBDIVISIONS**  
**SPECIAL INSTRUCTIONS**

Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

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

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

**15. MOVEMENT OF PASSENGER TRAINS**

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

**16. REPEATER AIR CARS (RAC) SP 260 THRU 266**

Instructions for coupling of air hoses and proper positioning of air valves for RAC operation are posted inside of RAC car.

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

**A. TRAIN OPERATION OF REPEATER AIR CARS.**

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

**B. LOSS OF MAIN RESERVOIR AIR ON RAC CAR.**

1. The depletion of main reservoir air to below 100 lbs. will initiate a service brake pipe reduction in the forward and rear portions of the train. The rotating red light on top of car will operate.

**ALL SUBDIVISIONS**  
**SPECIAL INSTRUCTIONS**

2. In addition to the red rotating light, a radio signal will be initiated and will transmit a series of short beeps for a period of approximately ten seconds and then cease. It will reset itself automatically upon an increase of main reservoir pressure above 110 pounds.

3. If in power, throttle must be reduced to idle and automatic brake valve placed in full service zone until train stops.

4. If in dynamic braking, automatic brake valve must be placed in full service zone and dynamic braking lever handled as prescribed by rules.

5. Train must be immediately secured before determining reason for main reservoir air depletion.

**C. SETTING RAC CAR OUT OF TRAIN.**

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

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

**17. FUEL CONSERVATION**

**A. SHUTTING DOWN ENGINES OR UNITS IN TERMINALS**

**NOTE:** The following instructions apply whenever outside temperature is not expected to go below 40 degrees F. (Consult Chief Dispatcher's Office if in doubt about temperature predictions).

1. Engine crew will shut down engines of all units at end of tour of duty unless relieved of this responsibility by Yardmaster of supervisor in charge.

2. When it is known that there will be no immediate use of the engine (except engine assigned to passenger service) it will be shut down. If engine is left on main track, lead unit of engine consist will not be shut down so that the headlight can remain illuminated when required.

**3. Road Locomotives Arriving at Terminals (San Antonio, Hearne, Ennis, Austin, Miller and Fort Worth)**

Freight locomotives arriving at terminal where train is to terminate, or power to be changed, must have diesel engines of all except on unit shut down immediately after stopping on receiving track in diesel shop (except in San Antonio) provided movement is made without excessive delay from yard to diesel shop. All necessary switches, including radio switch, must be open to prevent current drain of batteries.

4. Whenever the move between receiving yard and diesel shop cannot be completed without excessive delay, diesel engines of all except one unit must be shut down in the yard.

**B. Instructions for Shutting Down and Restarting Locomotives**

1. If a particular locomotive unit is known to have weak batteries, **do not shut down.**

2. Unless weak battery condition can be repaired immediately, place an appropriately marked yellow tag (Form CS-7058) on the isolate switch (change the phrase "DO NOT START" to "DO NOT SHUT DOWN" and note on the Engineer's Work Order Report).

**ALL SUBDIVISIONS**  
**SPECIAL INSTRUCTIONS**

3. Before restarting any unit that has been shut down for more than four hours, or any unit which has been shut down for an unknown period of time:

- (a) Ensure main battery switch is closed;
- (b) On EMD locomotives, check air box drains located underneath the locomotive at the governor end of the diesel engine. (Some units require opening of air box drains with foot valve). Both sides must be checked. If water is found leaking from air box drains, **DO NOT CRANK**.

**NOTE:** Items (c) through (g) apply to **EMD units only**.

- (c) Be sure fuel pump is **not** running (by turning off fuel pump curcuit breaker on circuit panel);
- (d) Open all cylinder test cocks (turn 3 revolutions);
- (e) Turn engine over 3 revolutions by using the start button. (Use the sound of exhausting air from the nearest test cock to determine that 3 revolutions have been completed). If water is observed exhausting out of a test cock continuously, the engine should **not** be started;
- (f) Close the test cock **tightly**;
- (g) Turn on fuel pump;
- (h) On EMD units, prime engine with fuel until fuel is observed in the fuel return sight glass. On GE units, wait until the green crank light is on and fuel pressure gauge is up to 40 psi;
- (i) Crank engine by depressing the starter button. **Observe the instructions at the starter button location**. The starter motors should only be engaged for 20 seconds maximum, and allowed to cool down for two minutes;
- (j) After engine is running, retighten all test cocks that can be heard exhausting. The low water alarm and low oil buttons should be checked while and after cranking to be sure they have not kicked out. Batteries can be run down attempting to crank engines if these buttons have been tripped.

**C. Light Engine Consists of Freight Power -- Over the Road Movement**

1. When locomotive consist of 2, 3 or 4 units is moved light, shut down all except the lead unit. Exceptions: if temperature is expected to be below 40° F., if unit has known weak battery condition, or if it is definitely known units will be utilized in train or helper service within one hour. In these exceptional cases, these units must be **isolated**, rather than shut down.
2. When locomotive consist of 5 or more units is moved light, shut down all except the lead unit and one other unit. Exceptions: Same as preceding paragraph. In these exceptional cases, these units must be **isolated**, rather than shut down.
3. Frequent observation of trailing units to insure wheels are rotating free must be conducted by crew members as wheel slip protection is not provided whenever trailing units are isolated or shut down.

**ALL SUBDIVISIONS**  
**SPECIAL INSTRUCTIONS**

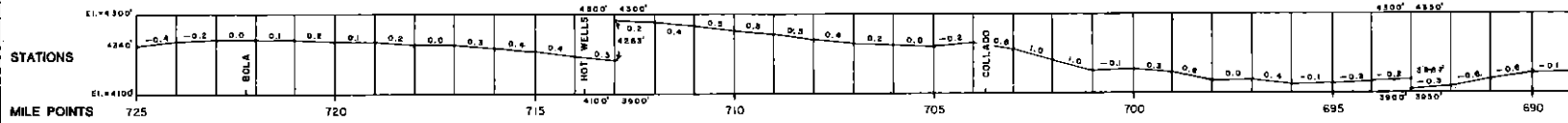
**D. Reducing Horsepower to Ton Ratios**

1. On expedited trains (APLAA, MBSMF, BSMFF, BSMFY, AVLAT, HOLAT, SRLAT, LAEST, LAESJ, LAAVT, LAESP and LAHOT), all trailing units that are not needed to maintain 4.0 horsepower per ton must be shut down. Exceptions: If temperature is expected to be below 40° F., or if unit has known weak battery condition. In these exceptional cases, these units must be **isolated**, rather than shut down.
2. On all other trains, except EM FWM and COEDN all trailing units that are not needed to maintain 2.0 horsepower per ton must be shut down. Exceptions: Same as preceding paragraph. In these exceptional cases, these units must be **isolated**, rather than shut down. Trains identified with symbols EM FWN and COCDN will isolate trailing units that are not necessary to maintain 2.0 horsepower per ton.
3. Frequent observation of trailing units to insure wheels are rotating free must be conducted by crew members as wheel slip protection is not provided whenever trailing units are isolated or shut down.

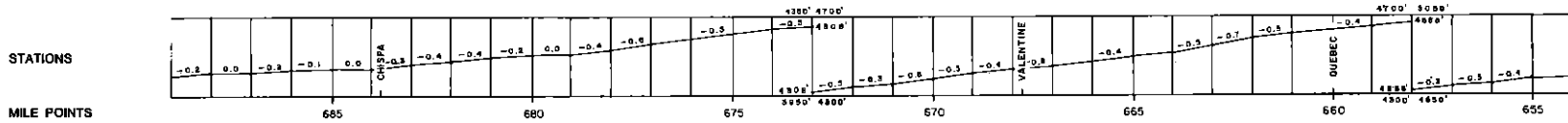




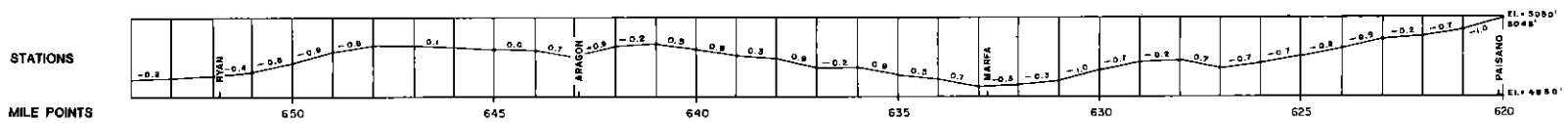
### PROFILE — VALENTINE SUBDIVISION



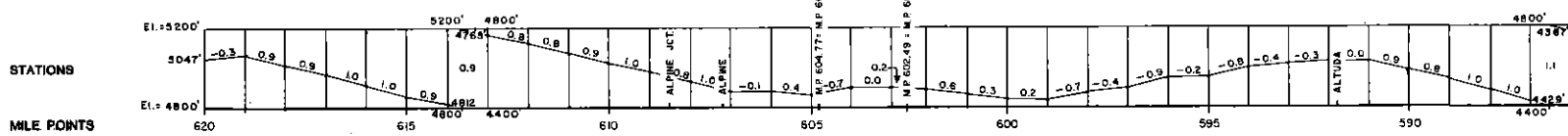
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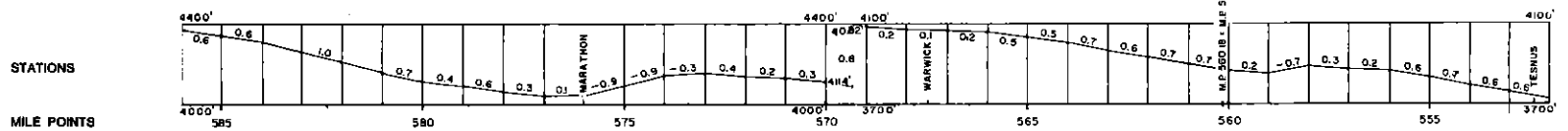
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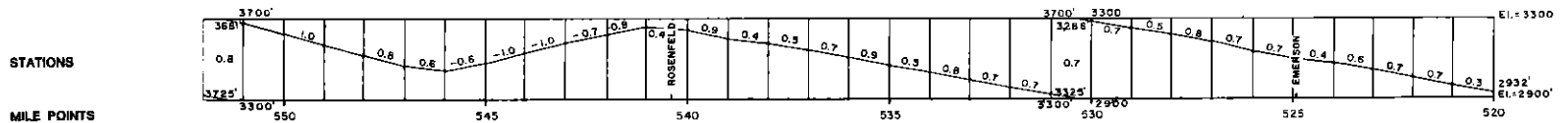
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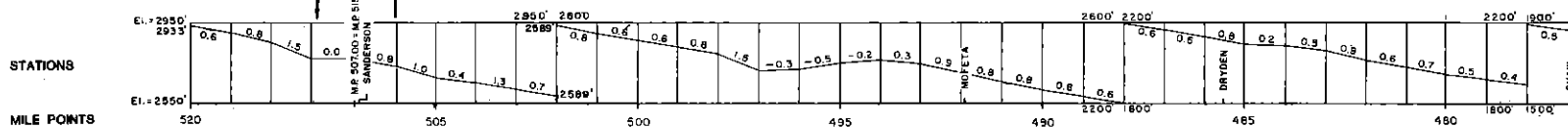


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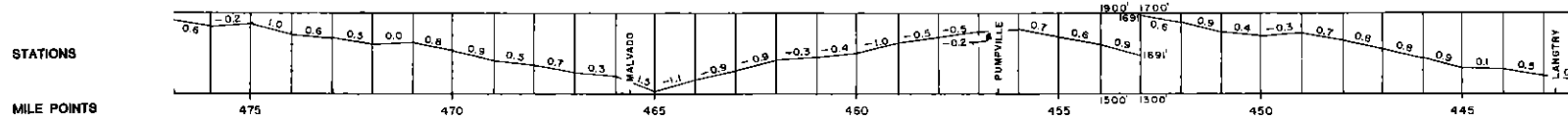


**PROFILE  
VALENTINE SUBDIVISION**

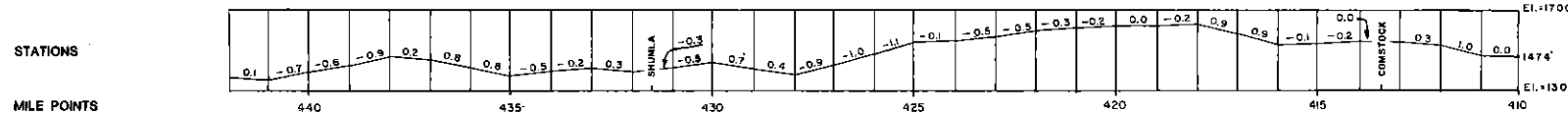
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**PROFILE — SANDERSON SUBDIVISION**

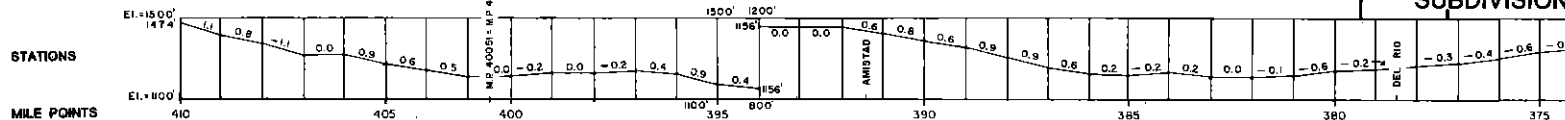


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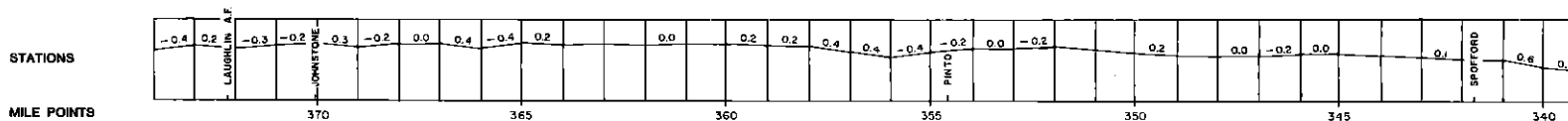


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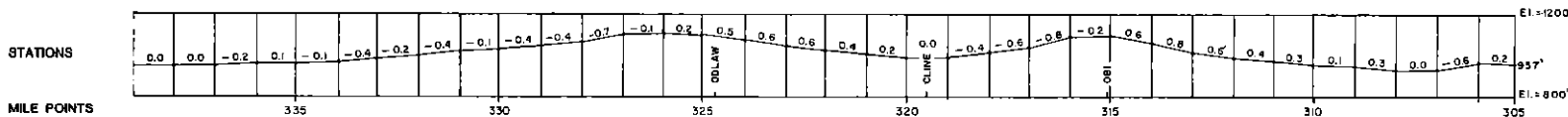
**PROFILE —  
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SUBDIVISION**



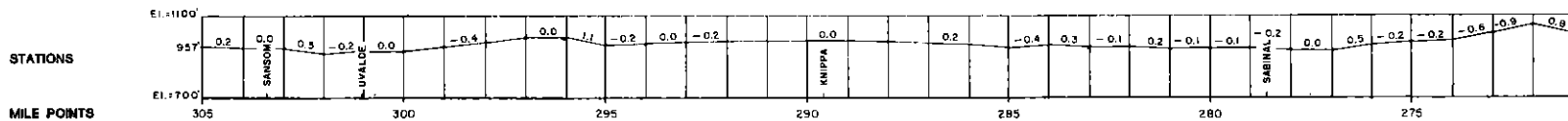
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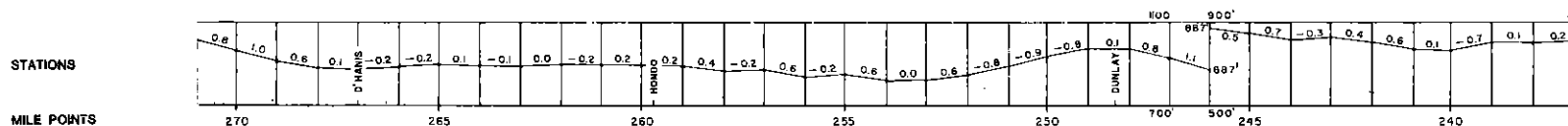
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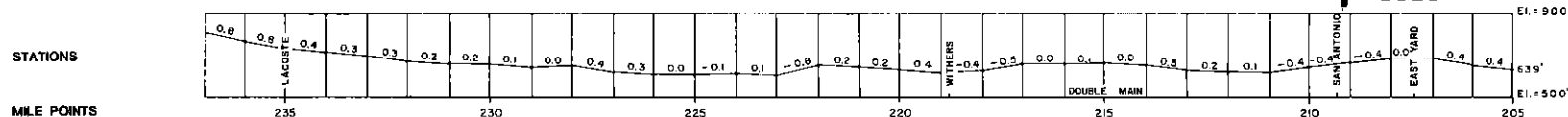


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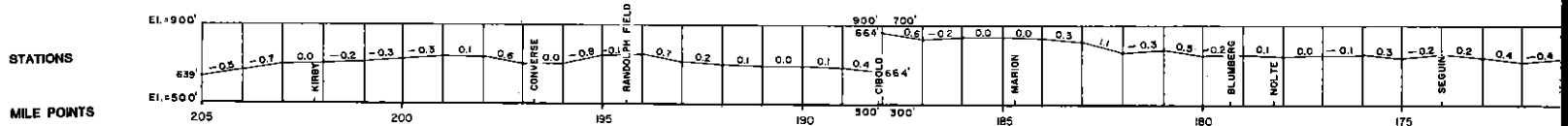


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### PROFILE — FLATONIA SUBDIVISION



### PROFILE — FLATONIA SUBDIVISION

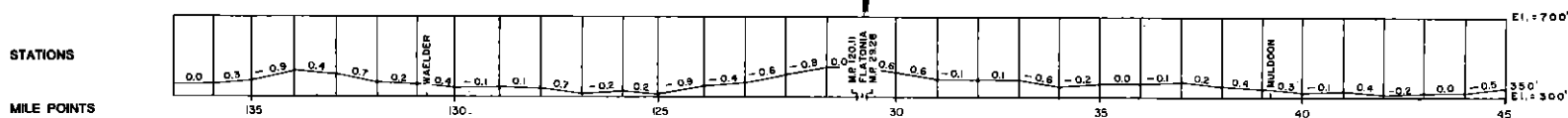


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### PROFILE — FLATONIA SUBDIVISION

### PROFILE — AUSTIN SUBDIVISION



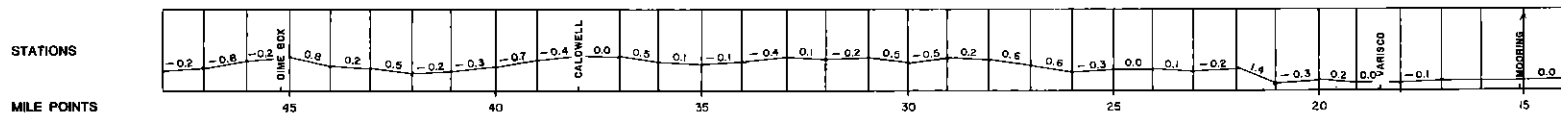
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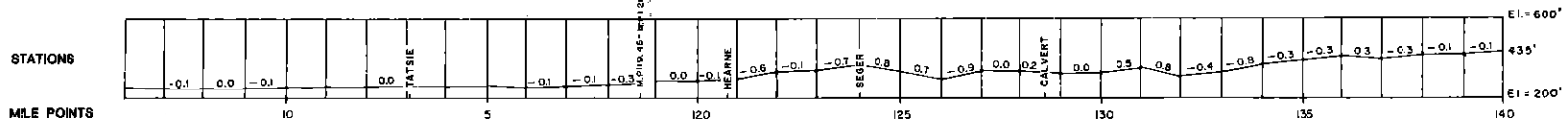


### PROFILE — AUSTIN SUBDIVISION



### PROFILE — AUSTIN SUBDIVISION

### PROFILE — ENNIS SUBDIVISION



### PROFILE — ENNIS SUBDIVISION



### PROFILE — ENNIS SUBDIVISION

