

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."

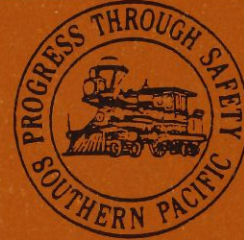
Engineer's Response

"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

11

EFFECTIVE SUNDAY, OCTOBER 25, 1981
AT 12:01 A.M.
CENTRAL STANDARD TIME

R. D. KREBS,
Vice President - Operations.

W. J. LACY,
General Manager.

R. D. BREDBERG,
Assistant General Manager.

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

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

R. G. McWHIRTER,
Superintendent.

A. M. HENSON,
R. D. MALDONADO,
D. K. MEDLEY,
J. L. SPIVEY,
Assistant Superintendents.

TERMINAL SUPERINTENDENTS

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

ASSISTANT TERMINAL SUPERINTENDENTS

W. B. COGSWELL San Antonio
E. M. ANDERSON San Antonio
N. G. BULOT Ennis
O. G. COFFEY Dallas

TRAINMASTERS

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

ASSISTANT TRAINMASTERS

W. B. KELLY San Antonio
R. G. ESQUEDA San Antonio
R. D. HOBBS Fort Worth
J. M. STANFIELD Dallas
R. L. ESSARY Dallas

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 San Antonio
F. G. BEAUDOIN San Antonio
F. G. BEAUDOIN, III San Antonio
G. B. HENDERSON San Antonio

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

VALENTINE SUBDIVISION

EAST-WARD		STATIONS	WEST-WARD	
FIRST CLASS	FIRST CLASS			
2 Psgr	1 Psgr			
Leave Mon Wed & Sat	Mile Post	Station Number	Arrive Tue Thur & Sat	
PM 5.45	829.3	TO-R EL PASO (Tower 196) BKIPQ	PM 4.25	
	827.7	TO-R EL PASO (Cotton Ave.) BKIPQ	3.55	
5.50	827.5	TOWER 47 IPQ	50042	
6.00	822.8	ALFALFA BPQ	55060	3.25
	815.2	BELEN	60013	3.15
	808.0	8705 CLINT	60021	
	800.2	FABENS	60029	
	794.0	8589 TORNILLO	60036	
	783.6	9978 ISER	60046	
	770.1	8306 McNARY	60059	
	760.9	7835 FINLAY	60067	
	751.3	8479 SMALL	60080	
	746.1	8507 LASCA	60085	
	736.9	10425 SIERRA BLANCA KPQ	60090	
	726.1	8375 MALLIE P	60111	
	714.6	9368 HOT WELLS P	60125	
	703.7	8661 COLLADO P	60135	
	691.1	8394 LOBO P	60148	
	679.9	8366 WENDELL P	60162	
	667.8	8071 TO-R VALENTINE BKQP	60171	
	660.0	8399 QUEBEC P	60179	
	651.6	8362 RYAN P	60187	
	642.9	8410 ARAGON P	60196	
	632.8	8375 MARFA P	60210	
	620.1	8647 PAISANO P	60223	
	608.5	8314 ALPINE JUNCTION P	60234	
s9.25	607.2	ALPINE KPQ	60240	s12.05 PM
	600.6	8056 STROBEL P	60247	
	591.8	8757 ALTUDA P	60256	
	584.2	8377 LENOX P	60264	
	576.0	8385 MARATHON P	60272	
	567.5	8209 WARWICK P	60280	
	560.0	8268 HAYMOND P	60284	
	552.4	8322 TESNUS P	60288	
	546.0	8535 MAXON P	60293	
	540.4	8386 ROSENFELD P	60299	
	533.0	8361 LONGFELLOW P	60309	
	524.9	8470 EMERSON P	60318	
s11.05 PM	515.9	9061 TO-R SANDERSON BKQP	60336	10.25 AM
Arrive Mon Wed & Sat		(309.3)	Leave Tue Thur & Sat	
2			1	

VALENTINE SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
EL PASO and SANDERSON	70	55
Exceptions:	PSGR	FRT
820.0 and 815.20 (Both tracks with current of traffic)	40	40
820.0 and 815.20 (Both tracks against current of traffic)	20	20
815.20 and 774.20	60	—
759.40 and 757.95	55	—
640.44 and 638.33	60	—
638.33 and 638.07	50	50
633.63 and 629.13	60	—
629.13 and 628.97	45	45
625.30 and 624.20	55	—
621.06 and 616.55	50	50
Exceptions:	PSGR	FRT
616.55 and 610.70	60	—
610.70 and 604.85	50	50
604.85 and 601.48	40	40
601.48 and 598.58	50	50
589.08 and 588.50	40	40
584.90 and 584.10	60	—
575.71 and 575.25	40	40
559.88 and 559.00	40	40
559.00 and 547.50	50	50
547.50 and 547.10	40	40
547.10 and 536.85	50	50
536.85 and 536.69	45	45
536.69 and 516.90	50	50
516.90 and 515.92	30	30

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

a. BSMFF, and MBSMF are authorized to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. APLAA, HOLAT, LAAVT, LAEST, LAHOT and LAMFT are authorized to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

c. M.P.RR. Trains DE or FE are authorized to operate at passenger train speed not to exceed 60 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

d. AVLAT, BSMFY, EUASY, LAESJ and SRLAT are authorized to operate at freight train speed.

e. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

f. Other freight trains may be authorized by train dispatcher to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

g. Trains not covered in items a, b, c, d, e or f may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS

BSMFF, MBSMF, APLAA, LAEST LAMFT	3.5
HOLAT, LAAVT, LAHOT, AVLAT, SRLAT	2.5
All other Trains	2.0

(Refer to A. B. Rule 65)

"K" trains must not exceed 30 MPH between:

Ysleta	MP 820.0 and 815.2
Fabens	MP 801.0 and 799.6

SPEED ON OTHER THAN MAIN TRACK:

Siding Sanderson	20
All other sidings	25
All other tracks, Valentine Subdivision	10

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

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
816.7	Ysleta	60010	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. Impaired side clearance:

MP	Description	MP	Description
756.50	Bridge	618.80	Rock Cut
619.10	Rock Cut	515.90	Brackets on poles
		515.82	Brackets on poles

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

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

RULE 82-A. 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.

RULE 93. Location of yard limits:

El Paso	820.00
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RULES D-97 and D-251. Apply between Tower 47 and Belen.

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

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. Block signals with "P" plates:

Eastward	Protection	Westward
P-7912	High water detector Bridges 790.60, 788.46 and 787.28	P-7865
P-7866	High water detector Bridge 786.36 (West Switch siding Iser)	P-A
P-A	(West Switch siding Iser) High water detector Bridge 784.05	P-A
P-A	(East Switch siding Iser)	P-A
P-A	(East Switch 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 Switch siding, Finlay)	P-A
P-A	(East Switch siding, Finlay) High water detector Bridge 760.07	P-7579
P-7578	High water detector Bridge 756.60 (West Switch 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	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

Eastward	Protection	Westward
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	High water detector Bridge 653.94 (West switch siding Ryan)	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	(Absolute Signal MP 606.20) 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
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-5369
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 Bridge 532.85 (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-5279
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 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.

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

RULE 827. Location of dragging and/or derailed equipment detectors: 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.

VALENTINE SUBDIVISION

HOT BOX DETECTORS

MP	Type	Directions	MP	Type	Directions
521.50	C	Both	688.20	C	Both
557.30	C	Both	721.50	C	Both
580.70	C	Both	765.5	C	Both
605.30	C	Both	788.8	C	Both
626.00	C	Both	811.50	C	Both
656.00	C	Both			

RULE 760. CTC in effect on main track and sidings between end of double track Belen and east switch Sanderson.

RULE 781 (second paragraph) will not apply to AT&SF Ry trains at Alpine Jct. or Paisano.

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.

RULE 781 (second paragraph) will not apply at Sierra Blanca to MP RR trains that have secured SP clearance at Toyah.

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 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 and Alpine Junction: Should the absolute signal that governs movement from the Santa Fe to S.P. main track at Paisano or 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. 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.

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 of cuts of cars.

RULE 872. Does not apply at Valentine or Sanderson.

SANDERSON SUBDIVISION

EAST- WARD FIRST CLASS	STATIONS		STATION NUMBER	WEST- WARD
				FIRST CLASS
2 Psg				1 Psg
Leave Mon Wed & Sat	Mile Post			Arrive Tue Thur & Sat
PM 11.25	506.9	9061 TO-R SANDERSON BKPQ	60336	AM s10.10
	500.1	8182 FEODORA P	60343	
	491.9	8356 MOFETA P	60351	
	482.9	8747 DRYDEN P	60358	
	478.9	8435 SHAW P	60366	
	465.6	9345 MALVADO P	60377	
	456.5	8275 PUMPVILLE P	60387	
	442.7	9410 LANGTRY P	60408	
	431.5	9027 SHUMLA P	60416	
	423.3	8396 LULL P	60423	
	413.4	10649 COMSTOCK P	60433	
	404.6	8370 FEELY P	60442	
	391.4	10345 AMISTAD P	60450	
s 2.00 AM	378.5	9214 TO-R DEL RIO BKYPQ	60467	7.30 AM
Arrive Sun Tues & Thur		(125.9)		Leave Tues Thur & Sat
2				1

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
Sanderson and Del Rio	70	55
Exceptions:	PSGR	FRT
507.00 and 506.47	30	30
506.47 and 502.46	50	50
502.46 and 501.12	40	40
501.12 and 497.24	50	50
497.24 and 496.33	60	—
483.81 and 482.46	55	—
482.46 and 466.60	40	40
466.60 and 459.12	55	—
Exceptions:	PSGR	FRT
459.12 and 458.15	50	50
458.15 and 457.78	40	40
448.20 and 447.08	55	—
441.20 and 438.19	45	45
438.19 and 415.95	40	40
415.95 and 414.70	60	—
380.14 and 379.31	55	—
379.31 and 378.50	30	30

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

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

a. BSMFF, and MBSMF are authorized to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. APLAA, HOLAT, LAAVT LAEST LAHOT and LAMFT are authorized to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

c. AVLAT, BSMFY, EUASY LAESJ and SRLAT are authorized to operate at freight train speed.

d. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

e. Other freight trains may be authorized by train dispatcher to operate at passenger train speed not to exceed 65

SANDERSON SUBDIVISION

MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

f. Trains not covered in items a, b, c, d or e may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS

BSMFF, MBSMF, APLAA, LAEST LAMFT	3.5
HOLAT, LAAVT, LAHOT AVLAT. SRLAT	2.5
All other trains	2.0

(Refer to A.B. Rule 65)

SPEED ON OTHER THAN MAIN TRACK:

Siding Sanderson	20
All other sidings	25
All other tracks, Sanderson Subdivision	10

SPECIAL INSTRUCTIONS

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
506.98-506.90	Brackets on poles	430.20	Rock cut
481.80	Rock cut	430.00	Rock cut
481.00	Rock cut	429.10	Rock cut
474.20	Rock cut	426.20	Rock cut
473.34	Bridge	422.80	Rock cut
466.80	Bridge	422.50	Rock cut
440.35	Rock cut	421.80	Rock cut
435.50	Rock cut		

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: Sound detector mike located next to track on both sides Main Street. Trains stopped clear of Main Street on any track 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 other movements over crossing.

RULE 306. Block signals equipped with "P" plates:

Eastward	Protection	Westward
P-A	(East Switch siding Dryden)	
	High water detector, Bridge 480.54	P-4801
P-A	(West Switch siding Malvado)	
	High water detector, Bridge 465.03	P-A
P-4594	(East Switch siding, Malvado)	
	High water detector, Bridge 457.56	P-A
	(West switch siding, Pumpville)	P-4461
P-4492	Falling rock detector, MP 447.3	
P-4460	High water detectors, MP 445.03, MP 444.23 and MP 444.0 (West Switch siding, Langtry)	P-A
P-4392	High water detector, Bridge 438.20	P-4371
P-A#	(East switch siding Shumla)	
	Dragging equipment detector Pecos River Bridge	P-4279#
P-4172	High water detector, Bridge 415.66	
	(West Switch siding, Comstock)	P-A
P-4104	High water detector, Bridge 409.94	P-4079
P-A	(East switch siding Peely)	
	High water detector, Bridge 403.60	P-3987
P-3950#	Dragging and wide load detector Devil's River Bridge	
	(West Switch 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 signal display stop indication and, in addition, flashing white light, train may proceed in accordance with Rule 507 or 776.

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

SANDERSON SUBDIVISION

other unsafe conditions. After train has been inspected, operate key release on instrument house located below telephone, after which signal should indicate proceed. If signal does not indicate proceed train may proceed in accordance with Rule 507 or 776.

RULE 538. 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.

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

If derailed fails to close and/or absolute signal fails to display desired indication, member of crew must contact train dispatcher. If authority is received from train dispatcher to pass absolute signal, 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 derailed and pass absolute signal. After movement over derailed has been completed, member of crew must notify train dispatcher when selector lever has been returned to motor position.

RULE 760. CTC in effect on main track and sidings between west switch, Sanderson, and east switch, Del Rio.

RULE 776. 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 derailed from a position on the ground, to insure it is in closed position.

RULE 825. Instructions for applying hand brakes:

Sanderson	—Not less than ten brakes on east end of cuts of cars.
Del Rio	—Not less than four brakes on west end of cuts of cars west of highway overpass. —Not less than four brakes on east end of cuts of cars east of highway overpass.

RULE 827. Location of Dragging and/or Derailed Equipment Detectors: 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

Location of High and/or Wide Load Detectors: MP 388.24, 398.67, 471.6 and 462.7.

HOT BOX DETECTORS

MP	Type	Directions	MP	Type	Directions
386.00	C	Both	471.90	C	Both
419.70	C	Both	497.75	C	Both
448.40	C	Both			

RULE 872. Does not apply at Del Rio or Sanderson.

MISCELLANEOUS

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 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.

DEL RIO SUBDIVISION

EAST-WARD		STATIONS	WEST-WARD	
FIRST CLASS	FIRST CLASS			
2 Psgr	1 Psgr			
Leave Sun Tue & Thur	Mile Post		Station Number	Arrive Tue Thur & Sat
AM 2.04	378.5		9214 TO-R DEL RIO BKYPQ	60467
	370.1	8239 JOHNSTONE P	60477	
	362.5	8457 AMANDA P	60485	
	354.6	9212 PINTO P	60493	
	341.7	8843 SPOFFORD YP	61000	
	333.6	8365 ANACACHO P	61108	
	324.7	8271 ODLAW P	61120	
	315.1	8207 OBI P	61132	
	301.1	8305 UVALDE BPO	61140	
	289.6	8358 KNIPPA P	61165	
	278.6	8428 SABINAL P	61215	
	270.7	8341 SECO P	61223	
	258.5	8810 HONDO P	61247	
	248.3	8344 DUNLAY P	61257	
	235.0	8288 LACOSTE P	61272	
	224.5	8459 MACDONA P	61280	
4.53	218.8	WITHERS P	61290	4.30
5.06	212.7	TOWER 105 IP	62005	4.22
5.10	211.0	TO-R TOWER 112 IPQ	62015	4.19
s 5.25 AM	209.3	R SAN ANTONIO BKYPQ	62200	4.15 AM
	208.0	TOWER 121 IPQ	62233	
	207.4	TO-R EAST YARD BKYPQ	62235	
Arrive Sun Tue & Thur		(171.1)		Leave Tue Thur & Sat
2				1

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT	PSGR	FRT
DEL RIO and EAST YARD	70	55		
Exceptions:	PSGR	FRT	PSGR	FRT
378.50 and 378.25	30	30	250.15 and 249.70	40 40
378.25 and 376.95	55	—	249.70 and 236.60	60 —
376.95 and 372.40	65	—	234.30* and 233.44*	40 40
366.53 and 366.16	55	—	224.00 and 218.80	50 50
357.63 and 349.00	55	—	218.80 and 215.80**	50 50
342.70 and 320.00	55	—	215.80 and 214.30**	45 45
309.32 and 299.68	60	—	214.30 and 212.70**	40 40
285.60 and 280.55	65	—	212.70 and 207.40**	25 25
280.55 and 279.33	55	—	218.80 to MP 207.40	
270.85 and 268.40	60	—	(both main tracks, against current of traffic)	20 20
259.55* and 257.48*	45	45		
253.26 and 251.90	65	—		
251.90 and 250.15	50	50		

* 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.

DEL RIO SUBDIVISION

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g. Restricted cars or engines, AB Rule 33, etc.)

a. BSMFF and MBSMF are authorized to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. APLAA, HOLAT, LAAVT, LAEST, LAHOT and LAMFT are authorized to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

c. AVLAT, BSMFY, EUASY, LAESJ and SRLAT are authorized to operate at freight train speed.

d. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

e. Other freight trains may be authorized by train dispatcher to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

f. Trains not covered in items a, b, c, d or e may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

"K" trains must not exceed 30 MPH between:

UVALDE MP 301.6 AND 300.2

MAXIMUM HORSEPOWER PER TON RATIOS

BSMFF, MBSMF, APLAA, LAEST, LAMFT	3.5
HOLAT, LAAVT, LAHOT AVLAT, SRLAT	2.5
All Other Trains except on branches	2.0

(Refer to A.B. Rule 65.)

EAST-WARD		STATIONS	WEST-WARD	
FIRST CLASS	FIRST CLASS			
21 Psgr	22 Psgr			
Leave Mon Wed & Fri	Mile Post	Kerrville Branch	Station Number	Arrive Sun Tues & Thur
	259.1	CAMP STANLEY Y	62138	
	253.9	BECKMANN	62127	
PM 9.30	238.6	KERR JCT.		AM 8.45
9.40	237.0	TO-R TOWER 112 IPQ	62015	8.35
9.55 PM	209.3	R SAN ANTONIO BKYPQ	62200	8.30 AM
	207.4	TO-R EAST YARD BKYPQ	62235	
Arrive Mon Wed & Fri		(25.7)		Leave Sun Tues & Thur
21				22

Eagle Pass Branch

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

DEL RIO SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	KERRVILLE BRANCH	ALL TRAINS
CAMP STANLEY and EAST YARD		10

Exception:		
238.6 and 237.0 (Psgr. Only)		15

EAGLE PASS BRANCH

EAGLE PASS and SPOFFORD	40
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Exceptions:	ALL TRAINS
11.60 and 0.60	30
32.50 and 22.00	20
0.25 and 00.00	10

SPEED ON OTHER THAN MAIN TRACK:

All Sidings	25
All other tracks Del Rio Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
319.3	Del Rio Line		258.2	Kerrville Branch	
	Cline	61126		Leon Springs	62135
267.0	D'Hanis	61227			

SPECIAL INSTRUCTIONS

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

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
377.35	Bridge	291.44	Bridge
365.99	Bridge	290.98	Bridge
365.82	Bridge	285.00	Bridge
356.06	Bridge	280.58	Bridge
339.53	Bridge	267.84	Bridge
334.48	Bridge	253.29	Bridge
332.67	Bridge	225.47	Bridge
330.31	Underpass		Eagle Pass Branch
307.79	Bridge	34.42	Bridge
300.14	Bridge	26.58	Bridge

RULE 10-H. Exceptions. On the Kerrville Branch when a yellow flag is required it will be displayed one-half mile from point of restriction.

RULE 15. Exceptions. On the Kerrville 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 Tower 112 and Camp Stanley (Kerrville Branch) and between MP 22 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.

Eastward extra trains must not pass Kerr Jct. without permission from operator Tower 112.

RULE 82-A. Westward first-class trains originating San Antonio may assume schedule, as ordered, without clearance, but No. 1 must obtain clearance bearing the OK, time and initials of the Chief Train Dispatcher before leaving Tower 112.

Eastward first-class trains originating Kerr Jct. may assume schedule, without clearance.

Engines operating beyond yard limits MP 31.52 to MP 22 will obtain clearance at Eagle Pass ok'd by Chief Train Dispatcher.

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

DEL RIO SUBDIVISION

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

Spofford	Trains originating or terminating.
Tower 112	No. 1, No. 2, No. 21 and No. 22.
San Antonio	Trains originating or terminating.
Uvalde	Trains originating or terminating.

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, No. 2, No. 21 and No. 22.

RULE 93. Location of yard limits:

1.61	Spofford (Eagle Pass Branch)	
218.80	San Antonio (Del Rio Subdivision)	
	Eagle Pass	31.52
242.40	San Antonio (Kerrville Branch)	

RULE 99-C. Will apply on the Eagle Pass branch.

RULE 103. Del Rio: Sound detector mike located next to track on both sides Main Street. Trains stopped clear of Main Street on a any track 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 other movement over crossing on other tracks.

Knippa: A member of crew must take position at Highway 90 crossing to afford warning to traffic.

RULE 104-D. Cars must not be dropped or kicked over FM 1604 while switching Beckmann team track Kerrville Branch.

RULE 105. Eagle Pass: Main track ends at east switch of Industry Track serving Molasses Company at MP 32.52.

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. Block signals with "P" plates:

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

RULE 760. CTC in effect on main track and sidings between Withers and west switch Del Rio.

RULE 825. Instructions For Applying hand brakes:

Del Rio	—Not less than four brakes on west end of cuts of cars west of highway overpass. —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 111, 112, 113, 114 and 115.

RULE 827. Location of Dragging and/or Derailed Equipment Detectors. 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

HOT BOX DETECTORS

MP	Type	Directions	MP	Type	Directions
243.00	C	BOTH	345.50	C	BOTH
274.50	C	BOTH	374.00	C	BOTH
311.00	C	BOTH			

RULE 830. Cars may be left on main track between MP 22 and Eagle Pass (Eagle Pass Branch), and between MP 253.5 and Camp Stanley (Kerrville Branch) without authority or protection.

RULE 872. Will not apply at Del Rio or San Antonio.

SAN ANTONIO YARD LIMITS

EAST-WARD Mile Post	STATIONS			WEST-WARD Station Number
	Corpus Christi Line			
12.6	Yd. Limits	R	C. P. S. 7.0	YP 63017
5.6			BERGS 5.6	P 63011
211.0	ABS Yd. Limits	TO	TOWER 112 3.6	IPQ 62015
207.4		TO-R	EAST YARD	BKIYPQ 62235
(16.2)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS		
BETWEEN	CORPUS CHRISTI LINE	ALL TRAINS
MP13 and TOWER 112		20

The above Schedule page and Speed Table is for use of engines operating within the San Antonio-C.P.S. Yard Limits. For movements west of MP13 see Corpus Christi Subdivision Houston Division Timetable.

SPECIAL INSTRUCTIONS

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
214.50	Overpass	209.35	Depot Umbrella Sheds
212.16	Underpass	208.10	Fence (westward track)
240.42	Underpass	206.24	MKT Underpass
238.34	Underpass		

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	
208.80	0.50	207.98	0.32

RULE 82-A. Engines operating East Yard to C.P.S. will obtain clearance OK'd by Chief Train Dispatcher, East Yard and Tower 112.

RULE 93. Location of yard limits:

218.80	San Antonio (Del Rio Subdivision)	
242.40	San Antonio (Kerrville Branch)	
5.36	San Antonio (Corpus Christi Line)	
13.00	C.P.S. (Corpus Christi Line)	5.36
	San Antonio (Flatonia Subdivision)	206.20

RULES D-97 and D-251. Applies between Withers and East Yard.

RULE 98. Railroad Crossings at Grade Not Interlocked

MP 238.6 (Kerrville Branch)—M.P. Crossing

MP 238.2 (Kerrville Branch)—MKT Crossing

RULE D-252. Will not apply to trains entering D-97 territory at Tower 112 from Corpus Christi Line 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 507. 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.

SAN ANTONIO YARD LIMITS

Rule 509(e). 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. 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 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. Tower 105 (M.P. Crossing): Controlled by operator Tower 112.

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 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.

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

RULE 760. CTC in effect on main track between MP 206.2, East Yard, and 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.

SAN ANTONIO YARD LIMITS

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.

HOT BOX DETECTORS

RULE 827.

MP	Type	Directions	MP	Type	Directions
203.40	D	Westward	*210.10	D	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.

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 cars charged with air on east end
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. Will not apply at San Antonio.

SPEED ON OTHER THAN MAIN TRACK:

Tracks inside Diesel Facility	5
All other tracks San Antonio yard Limits ..	10

SPEED RESTRICTIONS

10 MPH in eastward movement over Lone Star Boulevard, Mile Post 0.1, Corpus Christi Subdivision.

FLATONIA SUBDIVISION

EAST-WARD	STATIONS				WEST-WARD
FIRST CLASS					FIRST CLASS
2 Psgr					1 Psgr
Leave Sun Tue & Thur	Mile Post			Station Number	Arrive Tue Thur & Sat
AM 5.55	209.3	R SAN ANTONIO BKPQ		62200	AM s3.45
	208.0	Yd. Lmts. TOWER 121 IPQ		62233	
5.59	207.4	TO-R EAST YARD BKIYPQ		62235	3.30
	202.2	9653	KIRBY P	62243	
	195.1	8453	RANDOLPH FIELD P	62252	
	188.1	9673	CIBOLO P	62257	
	176.5	8342	NOLTE P	62271	
	174.0	5435	SEGUIN P	62275	
	164.1	8442	KINGSBURY P	62284	
	153.3	10282	LULING P	62292	
	143.8	8685	HARWOOD P	62299	
	139.4	5268	SANDY FORK P	62410	
	130.7	8938	WAEIDER P	62418	
7.33	120.0	Yd. Lmts. R FLATONIA IPQ		70000	1.50
7.47	107.1	Yard Limits TO-R SCHULENBURG P		75015	1.38
7.56	98.9	10779	WEIMAR P	75025	1.27
8.10 AM	87.1	Yard Limits TO-R GLIDDEN BKYPQ		75037	1.15 AM
Arrive Sun Tue & Thur		(122.2)			Leave Tue Thur & Sat
2					1

Gonzales Branch

12.3	Yard Lmts R	GONZALES	BPQ	62325	
0.0	R	HARWOOD	P	62299	
(12.3)					

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Flatonia Subdivision					
196.7	Converse	62248	179.3	Blumberg	62268
184.9	Marion	62262			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT	BETWEEN	PSGR	FRT
SAN ANTONIO and GLIDDEN	70	55			
Exceptions:	PSGR	FRT	Exceptions:	PSGR	FRT
209.30 and 205.20	25	25	106.78 and 104.50	55	—
174.33 and 173.07	45	45	99.32 and 98.42	35	35
156.40 and 152.21	40	40	90.00 and 87.70	60	40
120.08* and 118.93*	45	45	87.70 and 87.10	40	40
107.78* and 106.78*	45	45			

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

BETWEEN	All Trains
Gonzales Branch	
Gonzales and Harwood	10

FLATONIA SUBDIVISION

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

a. BSMFF and MBSMF are authorized to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. APLAA, HOLAT, LAAVT LAEST LAHOT and LAMFT are authorized to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

c. AVLAT, BSMFY, EUASY LAESJ and SRLAT are authorized to operate at freight train speed.

d. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

e. Other freight trains may be authorized by train dispatcher to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

f. Trains not covered in items a, b, c, d or e may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

"K" trains must not exceed 30 MPH between Cibolo and Converse MP 206.2 and 189.6.

MAXIMUM HORSEPOWER PER TON RATIOS

BSMFF, MBSMF, APLAA, LAEST, LAMFT	3.0
HOLAT, LAAVT, LAHOT, AVLAT, SRLAT	2.0
All other trains except on branches	1.5

(Refer to A.B. Rule 65)

SPEED ON OTHER THAN MAIN TRACK:

East Switch Siding Flatonia	15
All sidings except Seguin and Sandy Fork	25
Gonzales, St. Joseph St.	6
All other tracks, Flatonia Subdivision	10

SPECIAL INSTRUCTIONS

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

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
193.10	Bridge	127.06	Bridge
178.43	Bridge	108.95	Bridge
172.34	Bridge	108.31	Bridge
156.48	Bridge	103.41	Bridge
150.27	Bridge	95.36	Underpass
139.98	Bridge		

RULE 10-H. Exceptions. On the Gonzales Branch when a yellow flag is required it will be displayed one-half mile from point of restriction.

RULE 15. Exceptions. On the 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.

FLATONIA SUBDIVISION

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:

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. Location of yard limits:

	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

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 — 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 105. Gonzales: The main track ends at the wye switch.

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

RULE 221.

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

RULE 306. Block signals with "P" plates:

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

RULE 606 AND 760. Flatonia (Tower 3, SP Crossing): Trains approaching Flatonia and finding governing block 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.

RULE 760. CTC in effect on main track and sidings (except Seguin and Sandy Fork) between west switch Kirby and west switch Flatonia.

RULE 825. Instructions for applying hand brakes:

Glidden Not less than five brakes on east end.

RULE 827. Location of Dragging and/or Derailed Equipment Detectors. 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.

HOT BOX DETECTORS

MP	Type	Directions	MP	Type	Directions
93.87	C	Both	159.90	C	Both
126.00	C	Both	181.60	C	Both

RULE 872. Will not apply at San Antonio or Glidden.

AUSTIN SUBDIVISION

EAST-WARD	STATIONS		WEST-WARD
Mile Post			Station Number
29.2	9597 Yard Limits TO-R	FLATONIA IPQ	70000
38.7	9600	MULDOON P	70010
53.1	8602	WINCHESTER P	70025
67.2	8387 Yard Limits TO	GIDDINGS KY PQ	70040
59.0	8569	DIME BOX P	70615
44.7	10355 TO	CALDWELL BK PQ	70630
32.4	8300	COOKS POINT P	70645
24.9	8606	VARISCO P	70652
18.2	8589	TATSIE IP	70665
7.5	Yard Limits TO-R	HEARNE BKIY PQ	71110
0.0		(97.0)	

Giddings Branch

113.5	Yard Limits TO-R	AUSTIN BKYPQ	70280
82.9	7162 Yard Limits	BUTLER P	70230
55.7	Yard Limits TO	GIDDINGS KP YQ	70040
		(57.8)	

Cameron Branch

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

Shiner Branch

0.0	Yard Limits TO-R	YOAKUM BK P	74030
29.2	Yard Limits TO-R	FLATONIA IPQ	70000
		(29.2)	

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
31.8	Hearne Line		90.5	Llano Branch	
49.3	Richers		79.1	Stolz	70531
	Tower 91 MKT		71.9	Kingsland	70518
	Crossing		70.3	Scobee	70510
10.6	Shiner Branch		67.1	Snead Spur	70395
21.1	Shiner	74019	64.4	Sudduth	70385
	Moulton	74008	38.6	Demarco	70381
	Giddings Branch		31.5	Liberty Hill	70356
109.1	Smoot	70272	27.1	Leander	70348
103.1	Decker	70266	10.7	Whitestone	70343
100.0	Manor	70263	9.8	Magnesium Spur	70317
87.8	Elgin	70240	7.3	Fromme	70315
85.1	Stacks	70233	6.4	Abercrombie	70311
62.6	Hills	70210		Butter Krust	70310

AUSTIN SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS BETWEEN

	PSGR	FRT	PSGR	FRT
Flatonia and Hearne	60	55		
Exceptions:	PSGR	FRT	Exceptions:	PSGR FRT
120.10 and 29.20			66.09 and 57.60	
(Dalsa Connection Flatonia)	20	20	(Giddings)	25 25
29.20 and 29.83	45	45	3.80 and 1.50	50 50
47.50 and 49.40	40	40	1.50 and 1.21	
58.93 and 66.09	40	40	(Dalsa Connection, Hearne)	10 10
Giddings Branch			All Trains	
Austin and Giddings				25
Exceptions:			All Trains	
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			All Trains	
Cameron and Quinif				10
Shiner Branch			All Trains	
Yoakum and Flatonia				25

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

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

a. BSMFF, MBSMF, APLAA, LAEST, and LAMFT are authorized to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. BSMFY, EUASY and LAESJ are authorized to operate at freight train speed.

c. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

d. Other freight trains may be authorized by train dispatcher to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

e. Trains not covered in items a, b, c or d may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS

BSMFF, MBSMF, APLAA, LAEST, LAMFT	3.0
All other trains	1.5

(Refer to A.B. Rule 65)

SPEED ON OTHER THAN MAIN TRACK:

Sidings between Hearne and Flatonia	25
All other tracks Austin Subdivision	10

AUSTIN SUBDIVISION

EAST-WARD	STATIONS				WEST-WARD	
SECOND CLASS					SECOND CLASS	
254 Freight					253 Freight	
Leave Daily Ex Sun	Mile Post	Llano Branch		Station Number	Arrive Daily Ex Sat	
AM 8.00	98.8	R	LLANO	YP	70540	PM 12.50
10.30	69.7	Yard Limits	R FAIRLAND	YP	70390	11:00 AM
10.50	62.6		4696 R GANDY	P	70378	10.50
11.00	60.0		19 BURNET	YPQ	70375	10.20
11.10	56.2		1415 SUMMIT		70372	9.05
AM 11.35	49.5	3281	BERTRAM	P	70366	8.50
PM 1.05	16.5	Yard Limits	MCNEIL	IP	70320	7.50
2.05 PM	1.4	Yard Limits TO-R	AUSTIN	BKYPQ	70280	6.00 AM
Arrive Daily Ex Sun						Leave Daily Ex Sat
254			(97.4)			253

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

Marble Falls Branch

6.2	MARBLE FALLS	YP	70410
4.0	GRANITE MOUNTAIN		70405
0.0	Yard Limits FAIRLAND	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.			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	LLANO BRANCH	ALL TRAINS
LLANO and AUSTIN		35

Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
97.46 and 85.00	20	37.05 and 35.90	10
85.00 and 69.85	25	35.90 and 33.25	25
63.00 and 62.00	20	24.48 and 23.56	25
62.00 and 59.00	25	17.62 and 15.05	20
59.00 and 58.40	20	15.05 and 1.85	25
58.40 and 54.00	25	1.85 and 1.45	10

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

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:	ES 409	ES 410	ES 412	EF420
10 MPH:	ES 415	EF 425	EF 430	

AUSTIN SUBDIVISION

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

1. All six-axle locomotives except EF 618.
2. Locomotive classes

EF 435	GF 430	EF 423
GF 425	SF 428	GF 423
3. All passenger locomotives and all slug locomotives.

SPECIAL INSTRUCTIONS

RULE P. Impaired Side Clearance:

MP	DESCRIPTION	MP	DESCRIPTION
51.14	Bridge	94.90	Rock Cut
52.52	Bridge	94.18	Bridge
66.82	Bridge	93.90	Rock Cut
54.94	Bridge	92.70	Bridge
48.09	Bridge	91.36	Bridge
41.84	Bridge	89.31	Bridge
38.43	Bridge	85.74	Bridge
31.92	Bridge	83.91	Bridge
30.20	Bridge	67.70	Rock Cut
19.48	Bridge	64.50	Rock Cut
17.87	Bridge	57.93	Rock Cut
	(Main & Siding)	34.18	Rock Cut
	SHINER BRANCH		
10.95	Bridge	5.99	Bridge
21.19	Bridge		GIDDINGS BRANCH
	LLANO BRANCH	109.41	Bridge
98.60	Bridge	67.94	Bridge
97.65	Rock Cut		

RULE 10-H. Exceptions. On the Cameron and Marble Falls Branches 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)
Westward	
56.60	1.40

RULE 15. Exceptions. On the Cameron and Marble Falls 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:

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

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.

AUSTIN SUBDIVISION

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.

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.

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

Hearne
 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. Location of yard limits:

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 (Victoria Subdivision-Shiner Branch)	3.00
65.92	Giddings	58.60
57.75	Giddings (Giddings Branch)	
2.35	Hearne	

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: On the 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 on the Giddings, Shiner and Llano Branches.

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.

RULE 105. Llano: Main track ends at MP 97.46.

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

AUSTIN SUBDIVISION

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
Cameron - Quinif	

RULE 516. Overlap Posts:

Winchester Westward trains

RULE 538. Spring switches not equipped with facing point locks located as follows:

Austin,* Llano Giddings Branch Connection Llano Branch

*Equipped with switch point indicators.

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

RULE 606. Flatonia (Tower 3, SP Crossing):

Trains approaching Flatonia and finding governing block 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. 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.

RULE 760. CTC in effect on main track and sidings between west switch Giddings and 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.

RULE 827. Location of Dragging and/or Derailed Equipment Detectors: MP 47.74 (indicators also at MP 49.8 & 49.0), 56.6, 45.8, 49.6, and 21.53.

Location of High and/or Wide Load Detectors: MP 46.33 and 55.70.

HOT BOX DETECTORS

MP	Type	Directions	MP	Type	Directions
45.8	C	Both	28.0	C	Both
49.6	C	Both	5.2	C	Both

RULE 872. Will not apply at Hearne, Yoakum and Austin.

ENNIS SUBDIVISION

EASTWARD				STATIONS	Station Number
FIRST CLASS					
46 Freight	42 Freight	Mile Post			
Leave Daily	Leave Daily				
		337.9		Yard Limits DENISON BKIP	73730
		330.3	ABS	Yd Lmts NORTH SHERMAN JCT. BKP	73710
		328.8		Yard Limits SHERMAN BKIPQ	73540
		326.7		FRISCO JCT. P	73531
		324.6		SOUTH SHERMAN JCT. P	73528
		296.5		1559 Yd Lmts R MCKINNEY 8.3	73511
		288.2		3709 ALLEN 6.1	73505
		282.1		Yard Limits TO-R PLANO 9.1	73400
		273.0		13.8 GIFFORD 9.0	72683
		4.8		Yd. Lmts TO M.P. JUNCTION 0.7	
		4.1	ABS	BRIGGS P	72680
		2.7		5159 FOX 0.7	72675
		2.0		BELT JUNCTION YPQ	72530
		261.2			
				DALLAS UNION STA. 1.5	72702
				TOWER 19 0.3	72705
		0.0	ABS	Yard Limits FOREST AVE. 2.0	72703
		2.0		BELT JUNCTION YPQ	72530
		261.2			
		258.0		10195 Yd Lmts R MILLER 12.5	72700
		246.5	ABS	5503 FERRIS 12.9	72512
		233.6		GARRETT P	72030
		231.7		Yard Limits TO-R ENNIS 10.9	72024
		220.8		3564 RICE 11.1	72015
AM 11:10	AM 2:30	209.7		7551 Yd Lmts TO-R CORSICANA 6.1	71330
11:18	2:37	203.6		8412 ANGUS 16.9	71322
11:34	2:53	186.7		8293 GUDE 5.7	71305
11:40	2:59	181.0		MEXIA 10.8	71240
AM 11:52	3:11	170.2		8600 TO GROESBECK 14.6	71230
PM 12:08	3:27	155.6		12832 Yd Lmts TO R KOSSE 13.2	71215
12:18	3:37	142.4		9791 TO BREMOND 18.9	71143
		123.5		8545 SEGER 2.8	71122
12:40 PM	4:00 AM	120.7		Yard Limits TO-R HEARNE 2.8	71110
Arrive Daily	Arrive Daily			(217.2)	
46	42				

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.

ENNIS SUBDIVISION

		STATIONS		WESTWARD	
				SECOND CLASS	
Mile Post		Station Number	Arrive Daily	345 Freight	337 Freight
337.9		73730			
330.3	ABS	73710			
328.8		73540			
326.7		73531			
324.6		73528			
296.5		73511			
288.2		73505			
282.1		73400			
273.0		72683			
4.8					
4.1	ABS	72680			
2.7		72675			
2.0		72530			
261.2					
		72702			
		72705			
0.0	ABS	72703			
2.0		72530			
261.2					
258.0		72700			
246.5	ABS	72512			
233.6		72030			
231.7		72024	AM 12:55		
220.8		72015	12:40		
209.7		71330	12:25	AM 5:05	
203.6		71322	12:15	AM 4:55	
186.7		71305	11:59	PM 4:37	
181.0		71240	11:44	4:31	
170.2		71230	11:30	4:07	
155.6		71215	11:16	3:49	
142.4		71143	10:55	3:37	
123.5		71122			
120.7		71110	10:30	3:00	AM
			Leave Daily	Leave Daily	
			345	337	

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.

ENNIS SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
Denison and Hearne	60	55
Restrictions:		
337.98 and 337.43 ... 10 10	261.11 and 256.07 ... 20 20	
337.43 and 335.13 ... 20 20	256.07 and 232.80 ... 25 25	
335.13 and 330.18 ... 40 40	232.80 and 230.70 ... 20 20	
330.18* and 327.28* ... 20 20	230.70 and 228.60* ... 30 30	
329.30 and 326.94 ... 10 10	228.60 and 213.00 ... 40 40	
326.94 and 324.70 ... 35 35	213.00 and 208.53 ... 30 30	
324.70 and 280.89 ... 25 25	183.23* and 179.85* ... 40 40	
280.89 and 273.00 ... 20 20	170.41* and 168.94* ... 45 45	
13.72 and 2.08 ... 20 20	163.26 and 163.00 ... 55 —	
	129.83* and 120.99 ... 50 50	
2.08 and 1.80 ... 15 15	120.99 and 120.60 ... 35 35	
1.80 and 0.00 ... 20 20	120.60 and 119.50 ... 15 15	
261.35 and 261.11 ... 15 15	119.50 and 117.90 ... 35 35	

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

- 25 MPH through SLSF turnout connection Frisco Jct.
- 25 MPH through SLSF turnout connection So. Sherman Jct.
- 15 MPH through SLSF turnout connection Sherman.
- 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.

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

- a. BSMFF and MBSMF are authorized to operate at 70 MPH where passenger train speed is 60 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.
 - b. APLAA, LAMFT and LAEST are authorized to operate at 65 MPH where passenger train speed is 60 MPH. If train exceeds 120 cars maximum speed is reduced to 55 MPH.
 - c. LAESJ, BSMFY and EUASY are authorized to operate at freight train speed.
 - d. Light engine with operative dynamic brake is authorized to operate at at 70 MPH where passenger train speed is 60 MPH.
- Exception Without dynamic brake in operation, must operate at freight train speed.
- e. Other freight trains may be authorized by train dispatcher to operate at 65 MPH where passenger train speed is 60 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.
 - f. Trains not covered in items a, b, c, d or e may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS

BSMFF, MBSMF, APLAA, LAEST, LAMFT	3.0
All other trains	1.5

(Refer to A.B. Rule 65)

"K" trains must not exceed 30 MPH between:

Bremond	MP 143.3 and 141.6
Mansfield	MP 34.4 and 32.6

ENNIS SUBDIVISION

SPEED ON OTHER THAN MAIN TRACKS:

Sidings between Hearne and Corsicana	25
Sherman and Fort Worth and McKinney yard and other tracks	5
Compress Track Waxahachie	5
Paragon Spur, (MP 32.8)	5
All other tracks, Ennis subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Athens Branch		335.9	Cotton Mill Spur ...	73717
309.2	Elam	72664	319.0	Howe	73525
302.2	Bobwyn	72657	313.0	Van Alstyne	73521
300.7	Simonds	72655	307.5	Anna	73518
	Fort Worth Branch		303.0	Melissa	73516
48.7	Brandt	72360	277.3	Richardson	72920
46.8	Forest Hill	72345	275.4	Curtis	72915
25.6	Gifco	72325	254.2	Hutchins	72521
23.1	Midlothian	72310	251.3	Wilmer	72515
	Ennis Line		188.4	Worham	71311
336.3	Jaques Spur	73719	128.7	Calvert	71128

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	FT. WORTH BRANCH	LOADED COAL TRAINS	OTHER FRT
Ft. Worth and Garrett		25	35
Exceptions:			
MP 51.30 and 49.00		20	20
MP 49.00 and 44.50		—	25
MP 23.70* and 22.44		—	30
MP 13.96* and 10.45*		20	20
MP 13.90 and 0.00		—	25

ATHENS BRANCH

Briggs and Seagoville	ALL TRAINS 10
-----------------------------	------------------

* 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

ENNIS SUBDIVISION

EAST-WARD	STATIONS			WESTWARD		
				SECOND CLASS		
Mile Post	Fort Worth Branch			Station Number	85 Freight Arrive Daily	87 Freight Arrive Daily
52.4	ABS	Yd Lmts TO-R	FORT WORTH	BKIPQ	72400	AM 3.20 PM 5.20
41.0		8420	BISBEE		72339	2.45 4.45
34.1	R		MANSFIELD		72333	2.32 4.32
11.7	R		WAXAHACHIE		72120	1.34 3.34
0.0			GARRETT	P	72030	1.04 3.04
231.7	Yd Lmts TO-R		ENNIS	BKYPQ	72024	1.00 AM 3.00 PM
		(54.2)				Leave Daily Leave Daily
						85 87

Athens Branch

Mile Post	ABS	Yd Lmts	STATIONS	CTC	Station Number	Arrive Daily	Arrive Daily
259.0	R	5159	MILLER	BKIPQ	72700		
261.2			BELT JUNCTION	YPO	72530		
2.7			FOX	P	72635		
315.0			BRIGGS		72680		
298.6			SEAGOVILLE		72653		
		20.7					

Paris Branch

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

SPECIAL INSTRUCTIONS

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

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
336.99	Bridge	199.76	Bridge
326.28	Bridge	185.64	Bridge
299.00	Bridge	182.97	Bridge
297.13	Bridge	172.34	Bridge
294.18	Bridge	FORT WORTH BRANCH	
292.27	Bridge	49.53	Bridge
289.55	Bridge	48.51	Bridge
286.29	Bridge	43.41	Bridge
273.80	Bridge	34.38	Bridge
240.65	Bridge	34.31	Bridge
216.46	Bridge	28.94	Bridge
215.39	Bridge	22.97	Eaves on Tower 94
213.94	Bridge	13.32	Bridge
212.30	Overpass	12.93	Bridge
211.09	Bridge	12.07	Bridge
210.85	Bridge	11.88	Bridge
210.24	Train Shed	9.50	Bridge
209.72	Bridge	7.66	Bridge
208.91	Bridge		

RULE 10-H. Exceptions. On the Athens Branch when a yellow flag is required it will be displayed one-half mile from point of restriction.

ENNIS SUBDIVISION

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

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

RULE 10-J. Exception: Athens Branch speed signs that prescribe reduction in speed will be located one-half mile from initial point of restriction.

RULE 15. Exceptions. On the Athens 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:

- 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 Seagoville 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. 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 SP operator has been notified that train is ready to depart.

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 B.N. trains.
- Sherman Trains originating or terminating except B.N. 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.

Position in train of placarded cars containing hazardous materials

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

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

	Cars placarded:	Cars placarded:	Cars placarded:	Any loaded placarded tank cars:	Any empty placarded tank cars:	Placarded loaded cars other than tank cars:	Cars placarded:

RESTRICTIONS

	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			
MUST NOT BE NEXT TO:	Engine, occupied caboose or passenger car	X	X	X	X	X		NO RESTRICTIONS
	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					

(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

ENNIS SUBDIVISION

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, 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.

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

RULE 93. Location of yard limits:

	Denison	337.40
330.70	Sherman	326.94
297.01	McKinney	294.50
283.00	Plano	281.00
278.15	Richardson	276.50
260.18	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	115.79
2.35	Hearne (Austin Subdivision)	
	Fort Worth	48.30

RULE 105. Fort Worth: Main track ends at MP 51.30.

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 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.

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 BN must, when crossing is not in use, be left across SSW old main track.

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

MP 123.6 Paris: BN 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 warning to traffic:

Waxahachie — Highway 287 On compress lead

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

Bremond Westward trains.

RULE 306: Block signals with "P" plates:

Eastward	Protection	Westward
	Spring switch east end siding, Corsicana	P-2087
P-2044	Spring switches, Angus	P-2027
P-1874	Spring switches, Gude	P-1857
P-1710	Spring switches, Groesbeck	P-1695
P-1354	Culvert and Embankment, MP 132	P-1307

ENNIS SUBDIVISION

RULE 538. 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	
Plano*#	SSW Conn.	SP Main Track
Ennis*	West end yard	West lead
Ennis*	East end yard	Main Track
Corsicana	Siding—Shed track	Siding

*Equipped with switch point indicators.

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 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. Sherman: Tower 16 MP 328.8.

Fort Worth: Tower 55 M.P. Crossing MP 52.7

Fort Worth: AT&SF Connection MP 51.3

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.

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.

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 derails must be restored to normal position after use.

Corsicana: SSW Crossing MP 210.2

Hearne: M.P. Crossing MP 120.7

RULE 680. 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.

ENNIS SUBDIVISION

Plano: SSW Crossing, MP 282.1.

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. 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.

RULE 827. Location of Dragging and/or Derailed Equipment Detectors. MP 145.6, 147.0, 166.1, 172.8, 175.0, 177.7, 196.0 and 207.4.

HOT BOX DETECTORS

MP	Type	Directions	MP	Type	Directions
127.90	C	Both	225.00	D**	Westward
147.0	C	Both	237.70	D**	Eastward
175.0	C	Both	6.50*	D**	Eastward
205.10	C	Both			

* Fort Worth Branch

**Recorder at Ennis

RULE 760. CTC in effect on main track between MP 337.4, Denison and MP 329.1, Sherman.

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

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

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 fouling points SP and BN main tracks, Frisco Jct., and fouling points SP and BN main tracks, South Sherman Jct.

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

Operator must not clear signals for a movement from BN 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 fouling points Ennis Line and Fort Worth Branch at Garrett, and 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 west switch, siding Bremond and west end interlocking limits, Hearne.

ENNIS SUBDIVISION

RULE 825. Instructions for applying hand brakes:

Sherman — BN 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, — 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 — 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 "K" trains 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 "K" trains must stop and crew make walking inspection of entire train from both sides at MP 319 between McKinney and South Sherman Junction.

RULE 872. Will not apply at Denison, Sherman, Miller, Fort Worth, Ennis, Corsicana and Hearne.

MILLER YARD LIMITS

SPECIAL INSTRUCTIONS

Rule P. Impaired Side Clearance:

MP	DESCRIPTION	MP	DESCRIPTION
273.31	Bridge	6.13	Bridge
12.87	Bridge	5.49	Bridge
11.64	Bridge	5.31	Bridge
8.54	Bridge	260.18	Bridge
7.43	Bridge	258.28	Bridge

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

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

RULE 93. Location of yard limits:

260.18	Miller (Ennis Line)	257.11
	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. When movement is completed over crossing gate must immediately be restored to normal position.

RULE 306. Block signals with "P" plates:

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

MILLER YARD LIMITS

SPECIAL INSTRUCTIONS

RULE 538. 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.

RULE 606. 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 employees, will govern.

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

RULE 705. Indicators located as follows:

Illum.	On	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. MP Junction and West End Drill Track, Miller CTC in effect on main track and siding between MP 4.8 (MP Junction) and 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 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.

MILLER YARD LIMITS

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:

MP Junction through connection between	
SP and MP main tracks.....	20
All other tracks, Miller Yard Limit.....	10

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
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.

HOOKER 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 Hooker Chemical to have sign removed.

ALL SUBDIVISIONS

SPECIAL INSTRUCTIONS

RULE 1 and 3. Standard Time may be obtained from Houston telephone extension 6098, 6069 or 6083.

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

RULES 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.

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 and blue signal removed.

RULE 827. 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).

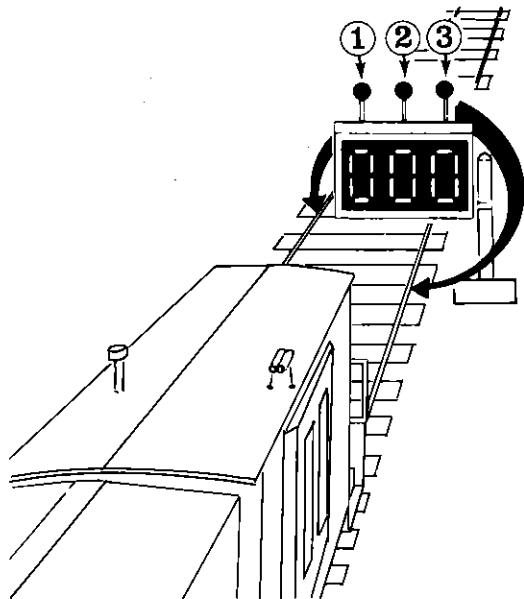
The absence of a white light continuously illuminated on the track side of detector instrument house is an indication detector may be inoperative. Under such circumstances, train must be stopped and all bearings inspected except under the following conditions:

- If employees other than members of crew make a rolling inspection (train speed not to exceed 20 MPH) on both sides.
- If the monitor display board on a Type C detector displays "000" after train has passed scanner location.
- 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.

ALL SUBDIVISIONS

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.

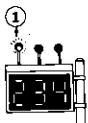
The following are the various displays possible as would be viewed looking back from rear of train and the corresponding required train inspection:

DISPLAY

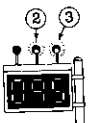
REQUIRED INSPECTION



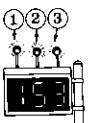
No inspection required.



Inspection for one hot bearing on axle 234 from rear on side of train indicated. 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 095 on indicated 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 153 on **BOTH SIDES**. If hot bearing is not found on indicated axle, inspect all bearings on five cars ahead on **BOTH SIDES**.

ALL SUBDIVISIONS

TYPE D. REMOTE READOUT 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.

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:

- 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 each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- 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, "K" trains (excluding locomotives) must not exceed 8,000 feet, except, between Eagle Pass and Spofford and between Spofford and Glidden, must not exceed 10,000 feet.

RULE 874. Enginemen must specifically look for these defects in Shock Absorber on Locomotives equipped with HTC Trucks.

What To Do in Case Defect is Noted:

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

ALL SUBDIVISIONS

AIR BRAKE RULES

RULE 9. The following series of cars are equipped with empty-load brake system which has semi-automatic change-over feature:

SSW 75700-75799	SP 354000-354749	SP 491000-491059
SSW 78500-78599	SP 463500-464899	SP 492000-492039
SP 333500-334605	SP 467500-467549	SP 500604
SP 337500-337599	SP 480000-480193	SP 590000-590099
SP 345000-345699		

The following series of cars are equipped with empty-load brake system, which has automatic change-over feature:

SP 323000-323239	SP 345750-355299	SP 481000-481149
SP 329310-329359	SP 463337 &	SP 590100-590131
SP 329620-329629	463486	SP 595500-595624
SP 337600-337699	SP 464900-467049	

RULE 14. Unless otherwise restricted maximum tonnage to be handled behind engines with helpers entrained:

TERRITORY	Road Engine	Helper Engine
All main tracks	10,000	8,500

RULE 24. Will apply at Sanderson and East Yard.

RULE 24-G. Will apply at Valentine, Del Rio, Glidden, Hearne, Austin, Yoakum and Ennis.

RULE 33. Trains that contain 90% or more mechanical refrigerator cars and do not exceed 120 cars and/or 90 tons per operative brake may operate at the maximum speed permitted by "TOPS" identification; or unless otherwise restricted (e.g., restricted cars, engines, "TOPS" ID Symbol, etc.), trains that meet the requirements of the following table may operate at speeds specified above 45 MPH provided tons per axle of operative extended and/or standard range dynamic brake does not exceed 500 tons;

(This table is only to be used to compute allowed speeds above 45 MPH.)

TONS PER OPERATIVE BRAKE		
Number of Cars	80+ to 85	85+ to 90
1 to 40	Speed sign speed	Speed sign speed
41 to 45	Speed sign speed	Speed sign speed
46 to 50	Speed sign speed	Speed sign speed
51 to 55	Speed sign speed	Speed sign (minus) 5 MPH
56 to 60	Speed sign (minus) 5 MPH	Speed sign (minus) 10 MPH
61 to 65	Speed sign (minus) 10 MPH	Speed sign (minus) 15 MPH
66 to 70	Speed sign (minus) 15 MPH	Speed sign (minus) 20 MPH
71 to 75	Speed sign (minus) 20 MPH	Maximum 45 MPH
TONS PER OPERATIVE BRAKE		
Number of Cars	90+ to 95	95+ to 100
1 to 40	Speed sign speed	Speed sign speed
41 to 45	Speed sign speed	Speed sign (minus) 5 MPH
46 to 50	Speed sign (minus) 5 MPH	Speed sign (minus) 10 MPH
51 to 55	Speed sign (minus) 10 MPH	Speed sign (minus) 15 MPH
56 to 60	Speed sign (minus) 15 MPH	Speed sign (minus) 20 MPH
61 to 65	Speed sign (minus) 20 MPH	Maximum 45 MPH
66 to 70	Maximum 45 MPH	Maximum 45 MPH
71 to 75	Maximum 45 MPH	Maximum 45 MPH

RULE 49. Not more than 10 units in multiple operative or inoperative may be entrained on head end of any train.

ALL SUBDIVISIONS

MISCELLANEOUS

1. SPEED RESTRICTIONS FOR TRAINS

a. 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. Speed restrictions on empties, car containing hazardous materials, and restricted cars are still applicable in determining maximum authorized speed.

b. 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.

2. SPEED RESTRICTIONS FOR LOCOMOTIVES:

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASSIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
SP-SSW					
1000-1002	70	AS600	SF	102,000	408
@1010-1013	65	ES400		65,250	261
@1100	65	ES408		51,750	207
@1105-1127	65	ES408	ST	58,250	233
@1191-1199	65	ES409		59,250	237
@1213-1277	60	AS409		58,750	235
@1300-1337	65	ES410		61,750	247
1500-1542	70	ES615	ST	82,500	330
@1600-1609	70	GS400	EF	70,000	280
@2250-2316	65	ES412		62,250	249
@2450-2759	65	ES415		65,250	261
2868-2899	70	ES418	ST	63,250	253
2964-2970	70	ES620		97,500	390
2971-2976	50	ES620		104,000	416
3100-3101	70	GS425	SF	67,000	268
3102-3109	70	ES625		95,500	390
3118-3135	25*	AS628		97,750	391
3148-3153	25*	AS630		101,000	404
3186-3196	70	EP418	ST	65,000	260
3197-3199	70	EP430	EF	70,000	280
3200-3209	70	EP636	ET	102,500	410
3301-3886	70	EF418	ST	63,250	253
4050-4152	70	EF420	ST	65,250	261
4160	70	EF420	ET	65,750	263
4200-4249	70	EF420	ET	66,500	266
4300-4451	70	EF618	ST	90,000	360
4700-4709	70	ES620	ET	97,500	390
4800-4844	70	EF420	EF	69,250	277
5002-5017	70	EF423	ST	66,000	264
5100-5114	70	GF423	EF	66,500	266
5300-5325	70	EF623	ET	104,250	417
6300-6681	70	EF425	ET	66,500	266
6801	70	GF425	SF	67,000	268
6901-6953	70	EF625	ET	97,500	390
7030-7033	70	SF428	SF	70,000	280
@7200-7201	70	EF435	EF	69,500	278
@7230-7231	70	EF435	EF	69,500	278
7300-7399	70	EF630	EF	102,750	411
7400-7599	70	EF632	EF	98,500	394
7600-7607	70	EF430	ET	67,560	278
7608-7677	70	EF430	EF	69,500	278
7770-7883	70	GF430	EF	70,000	280
7900-7929	70	GF630	EF	104,850	419
7930-7936	70	GF630	ET	104,750	419
@7940-7959	70	EF430	EF	69,500	278
#8230-8299	70	EF630	EF	97,750	391
#@8300-8341	70	EF630	EF	102,500	410
#@8350-8391	70	EF630	EF	102,500	410

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX- IMUM SPEED	CLASSIFICA- TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
8400-8488	70	EF630	ET	102,750	411
#8489-8573	70	EF630	EF	102,500	410
8585-8599	70	GF633	EF	104,750	419
8600-8687	70	GF633	ET	104,750	419
8688-8796	70	GF633	EF	104,750	419
8800-9156	70	EF636	ET	103,500	414
#9157-9404	70	EF636	EF	102,750	411
#9500-9504	70	EF642	ET	103,250	413
AMTRAK:					
200-360	70	EP430A		63,500	254
361-390	70	EP430A		64,750	259
500-649	70	EP630A		98,250	393
700-724	70	GP630A		96,500	386
ATSF:					
@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
BN:					
@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

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX- IMUM SPEED	CLASSIFICA- TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
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
7800-7831	50	EF630		104,250	417
7832-7899	70	EF630		104,250	417
7900-7940	70	EF630		103,750	415
8000-8099	70	EF630		103,750	415
8100-8181	65	EF630		103,750	415
9900-9925	70	EP624		56,000	224
C&NW:					
707-712	70	EF418		62,500	253
802-823	70	EF423		66,100	264
824-866	70	EF425		66,500	266
867-895	70	EF630		102,750	411
901-920	70	EF636		103,500	414
921-929	70	EF630		102,750	411
930-936	70	GF630		104,750	419
937-977	70	EF636		103,500	414
1725-1777	70	EF418		62,500	253
4501-4536	70	EF418		62,500	253
6601-6621	70	EF618		90,000	360
6801-6935	50	EF630		102,750	411
MoPAC:					
2009-2334	70	EF420		65,750	263
2600-2616	70	EF420		65,750	263
#3090-3321	70	EF630		98,000	392
3500-3529	70	EF435		83,400	278
4500-4684	70	GF423		67,500	266
#6000-6073	70	EF630		98,000	392
SOU:					
210-214	70	EF425		63,250	253
215-223	70	EF625		94,000	376
2525-2643	70	EF423		62,750	251
2645-2715	70	EF425		64,500	258
2716-2822	70	EF430		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
3201-3287	50	EF630		93,750	375
3800-3804	70	GF630		98,500	394
3805-3814	70	GF633		99,250	397
3815-3818	70	GF436		70,000	280
3900-3969	70	GF423		64,500	259
3970-4023	70	GF423		65,250	261
4600-4605	70	EF426		63,750	255
5000-5256	70	EF420		69,250	277
7000-7092	70	EF435		64,250	257
SL-SF:					
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

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX- IMUM SPEED	CLASSIFICA- TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
CR:					
1967-2023	70	GF423			
2100-2112	70	EF420			
2168-2249	70	EF423			
2250-2399	70	EF425			
2500-2685	70	GF425			
2700-2788	70	GF423			
2822-2823	70	GF428			
2830-2889	70	GF430			
2890-2970	70	GF433			
3000-3385	70	EF430			
3620-3692	70	EF425			
6000-6051	70	EF625			
6066-6239	70	EF636			
6240-6357	70	EF630			
#6358-6499	70	EF630			
6500-6519	70	GF625			
6520-6534	70	GF628			
6535-6539	70	GF630			
6540-6578	70	GF633			
6579-6583	70	GF630			
6587-6599	70	GF636			
6654-6666	50	EF636			
6700-6718	70	GF623			
6900-6924	70	GF618			
6925-6959	70	EF620			
7000-7483	70	EF418			
7496-7559	70	EF418			
7656-8281	70	EF420			
MKT:					
170-230	70	EF430		69,500	278
300-321	70	EF420		65,250	261
350-352	70	EF423		66,500	266
600-636	70	EF630		98,250	393

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

- ⊙ RCE Master.
- ⊙ RCE Remote.
- ⊙ 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.

Trains with AMTRAK EP630A locomotives in consist, must 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 (Flatonia Subdivision).

ALL SUBDIVISIONS

3. SPEED RESTRICTIONS WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
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*
Locomotive Crane-Piledrivers		
SPMW 4027, 4028, 4029, 4088, 4091, 5437, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, 8000, 8002, 8003, 8004, SSWMW 96404 and 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
Steam pile driver SPMW 4053	35	25*
Jordan Spreaders:		
Moving backward	25	20
Moving forward	35	35

*On curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than speed permitted.

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

SPMW 5479, 5499 and 5497 are restricted to 45 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, locomotives cranes and pile drivers 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 7113 Houston	35

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.

4. OTHER SPEED RESTRICTIONS MPH

Trains handling hazardous material listed in Rule 827-A	50
Engines operated from other than lead locomotive	20
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
Loaded Continuous Welded Rail (CWR) Trains	45*
Trains handling empties, except cabooses	55

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

ALL SUBDIVISIONS

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

(a) Cars 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:

1. To the rear 20 cars of train.
2. On the Ennis Subdivision west of Corsicana.

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

This restriction will not apply on the Ennis Subdivision west of Corsicana.

(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:

1. When there are less than 20 loaded cars in train.
2. On the Ennis Subdivision west of Corsicana.

(d) Cabooses are not to be moved other than at rear of train, unless specifically authorized, except when handling a few cars in local or road switcher service

6. LOAD LIMIT (Car and Contents):

Other than Branches	315,000 pounds
Exception:	
Sherman-Richardson	263,000 pounds
Branches	263,000 pounds
Exception:	
Eagle Pass Branch	263,000 pounds
Gonzales Branch	251,000 pounds
Giddings Branch	270,000 pounds
Llano Branch (MP 90.5 to Llano)	210,000 pounds
Marble Falls Branch	251,000 pounds
Cameron Branch	251,000 pounds
Fort Worth Branch	(1) 263,000 pounds
Athens Branch	251,000 pounds

- (1) 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.

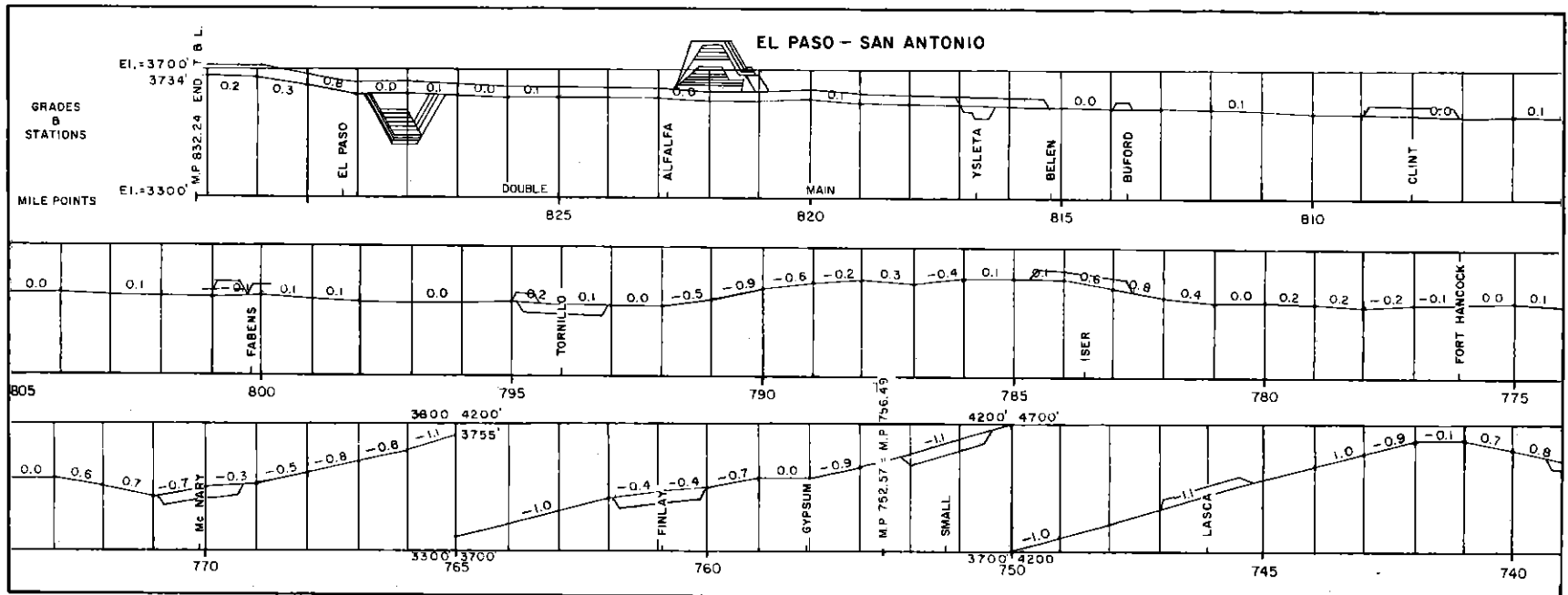
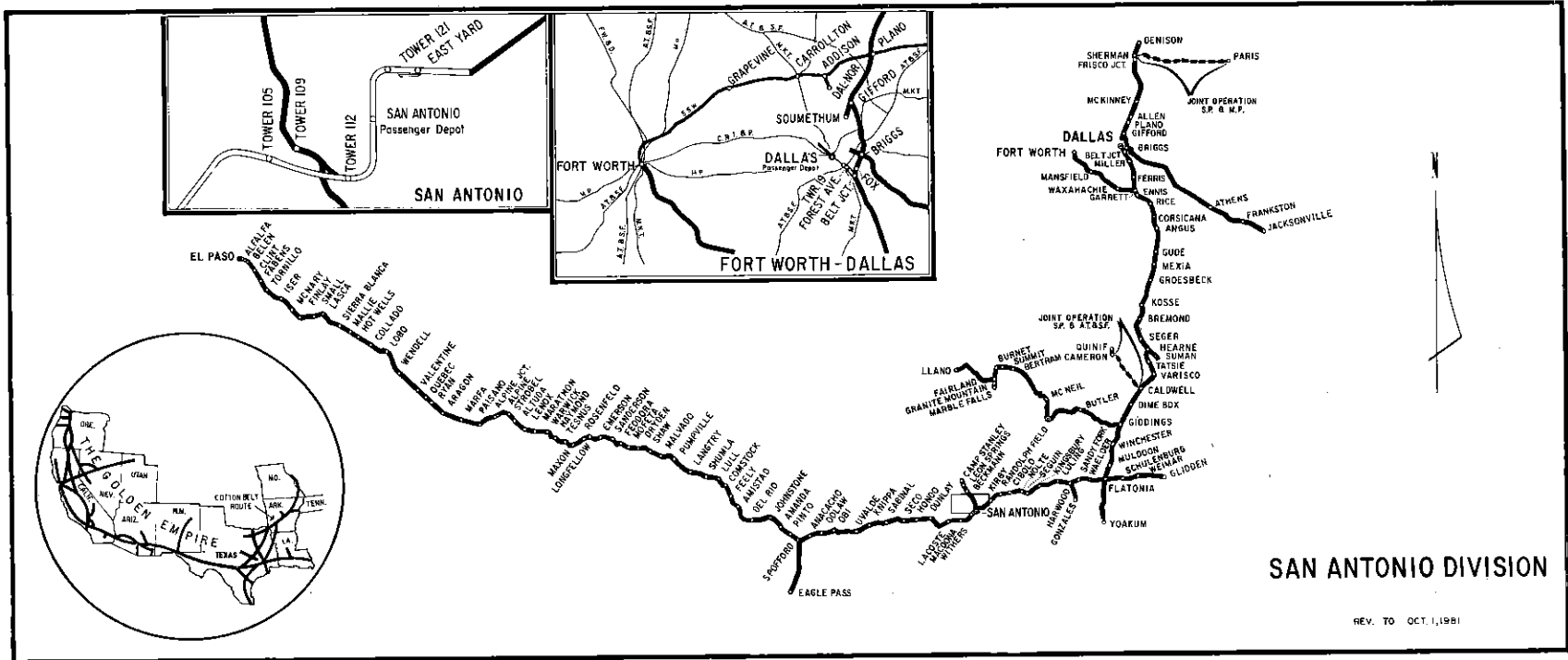
Unless authorized by Superintendent, heavier loads will not be handled.

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

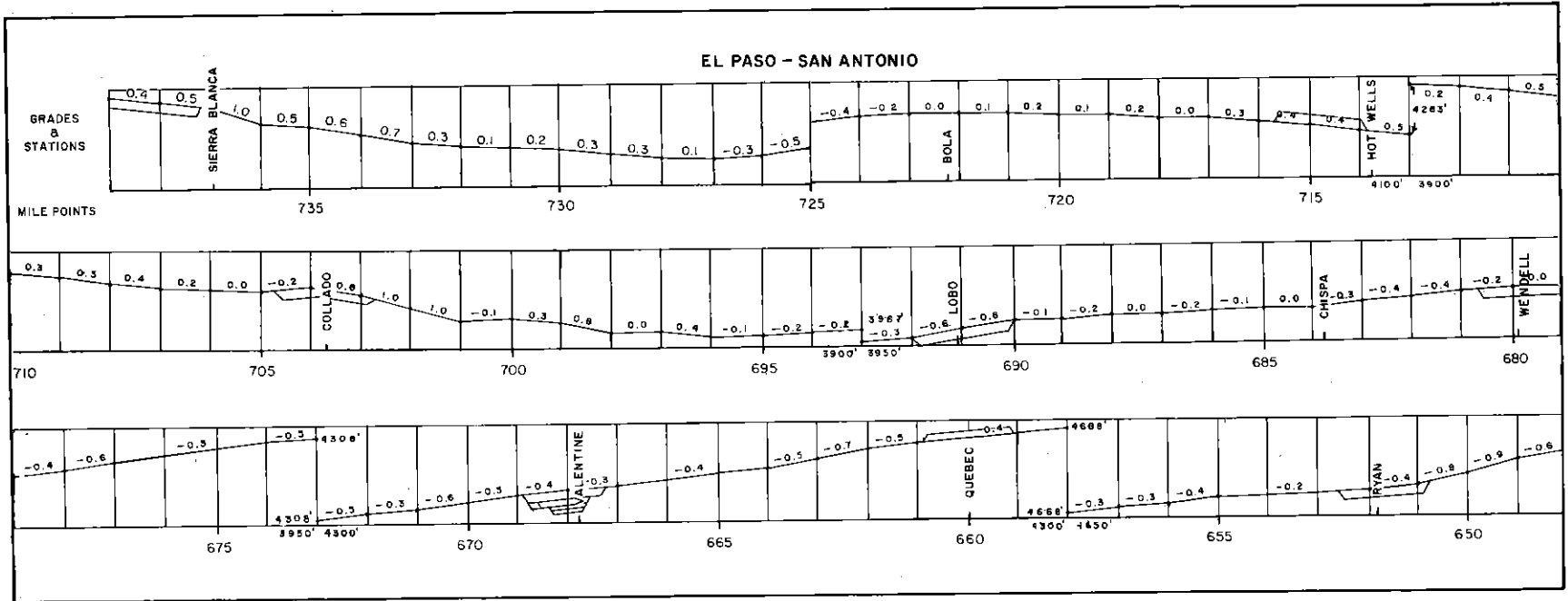
ALL SUBDIVISIONS

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

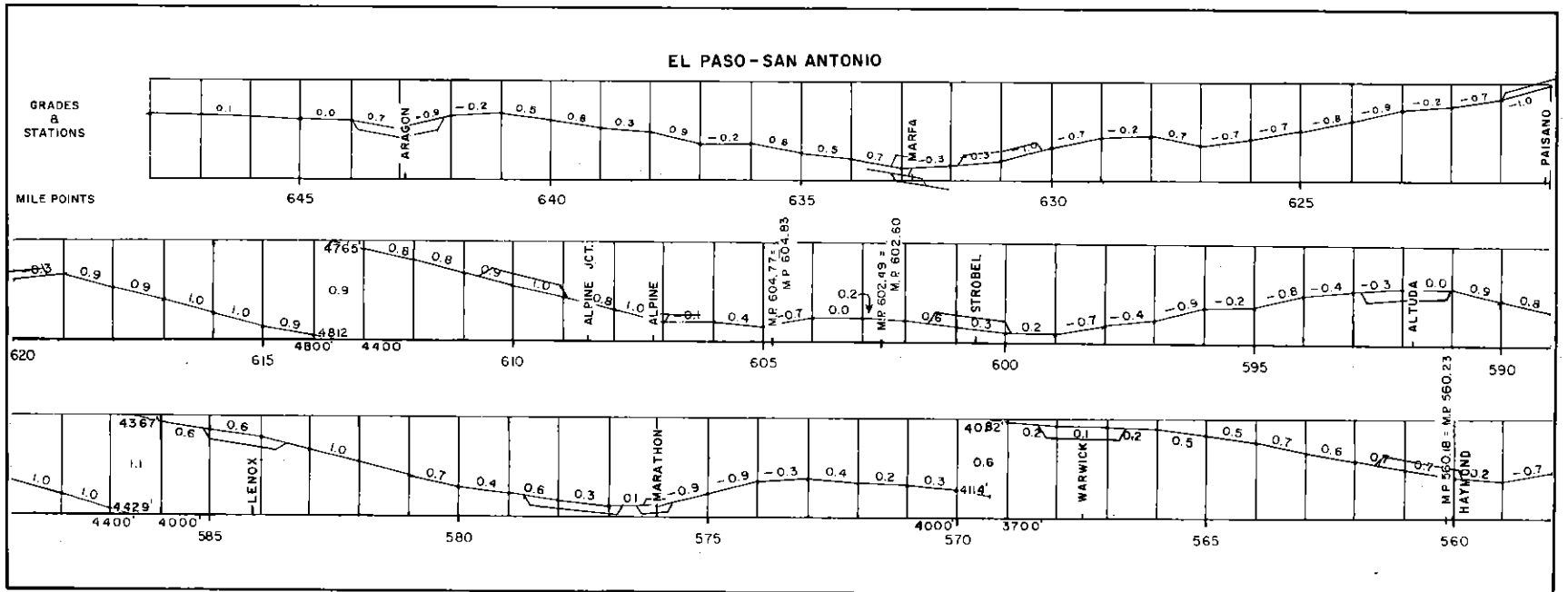
7. Passenger trains are restricted to movements on main tracks, sidings and designated receiving tracks at Passenger Depots only. Movement on any other tracks must be authorized by the Chief Train Dispatcher.



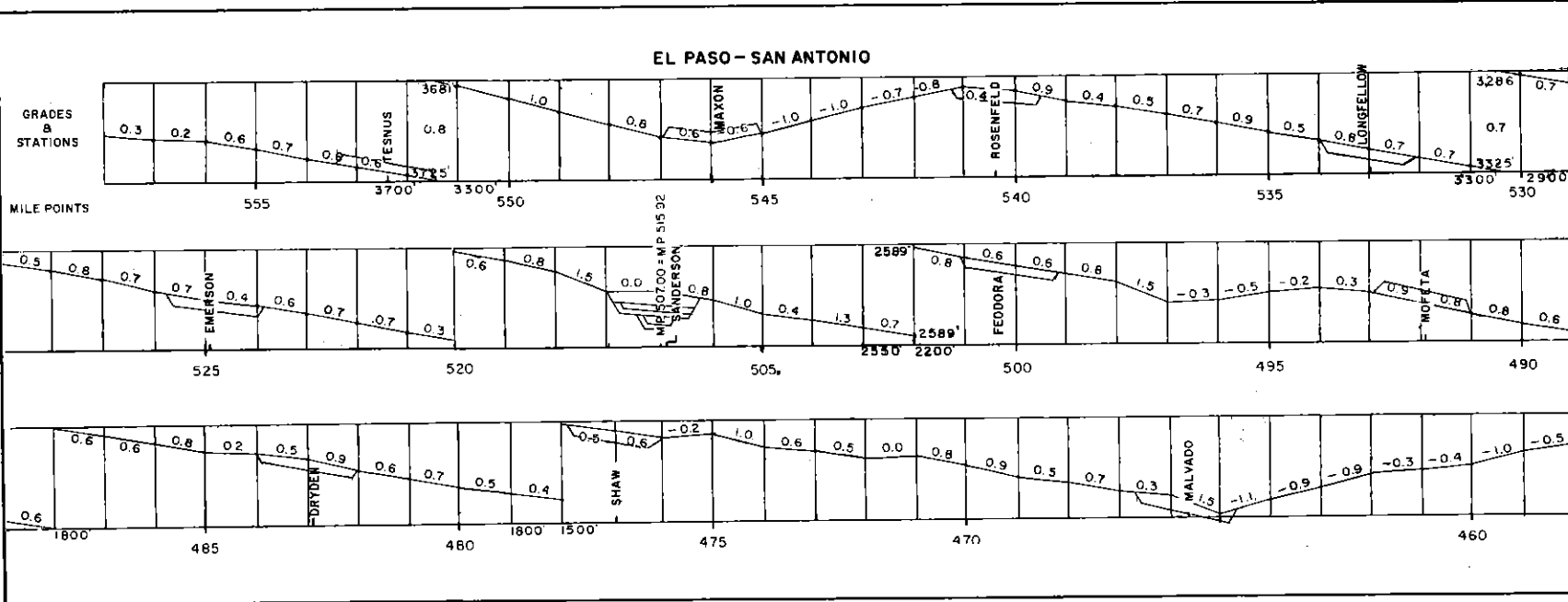
54



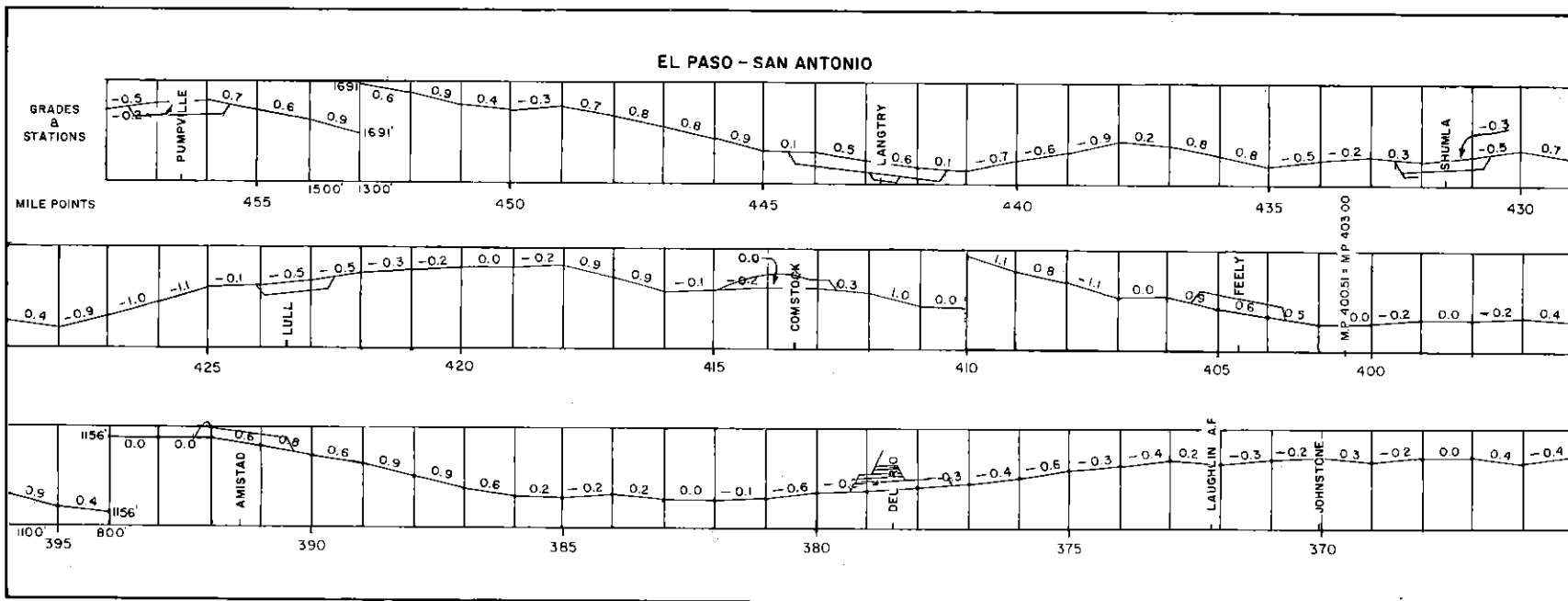
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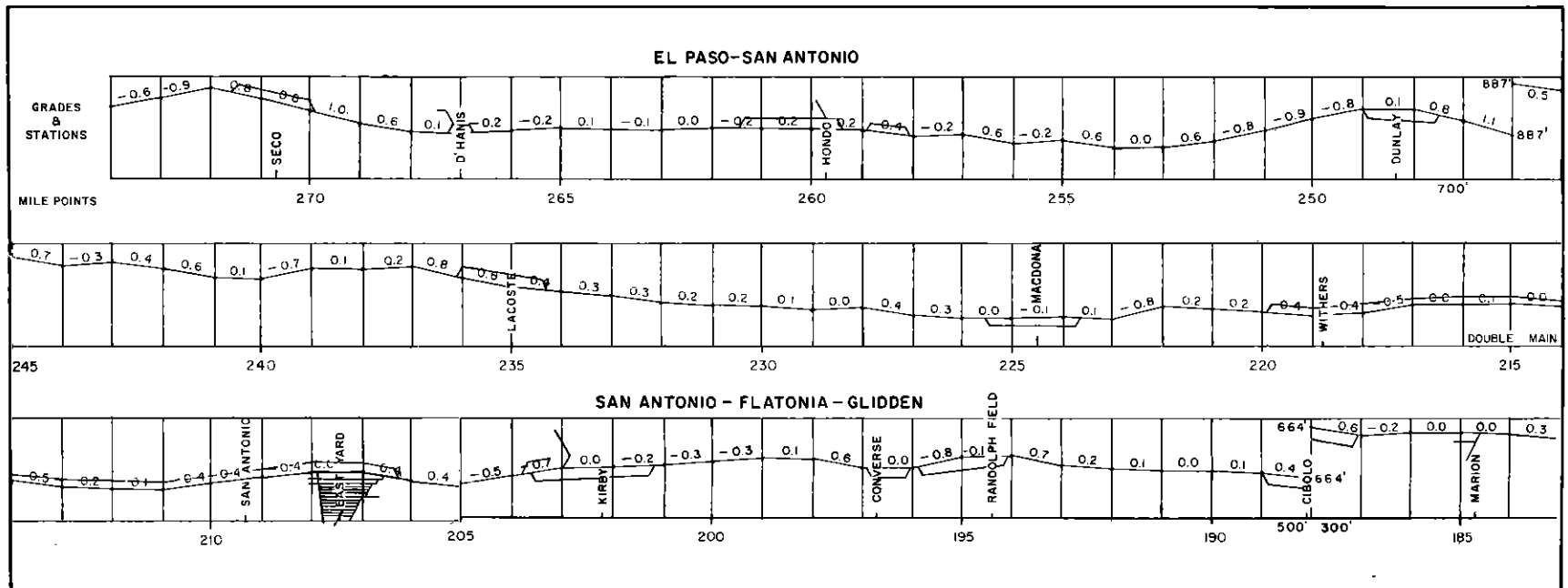
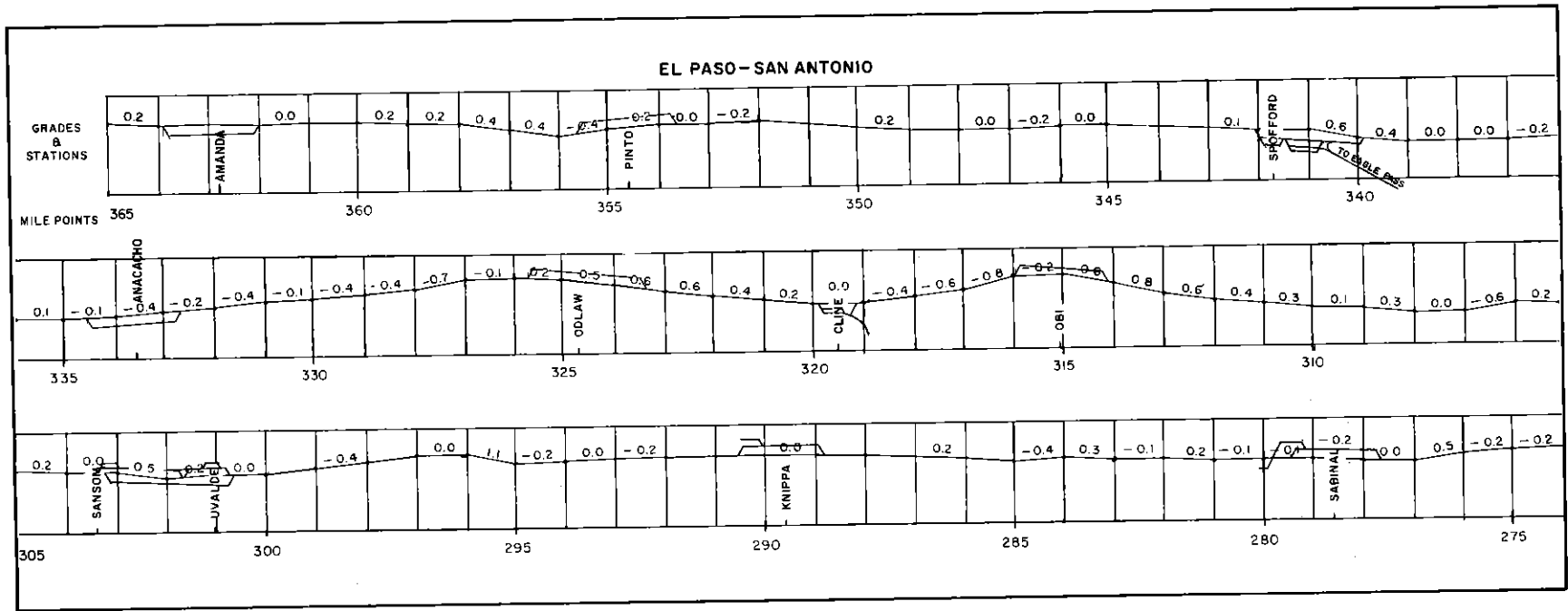


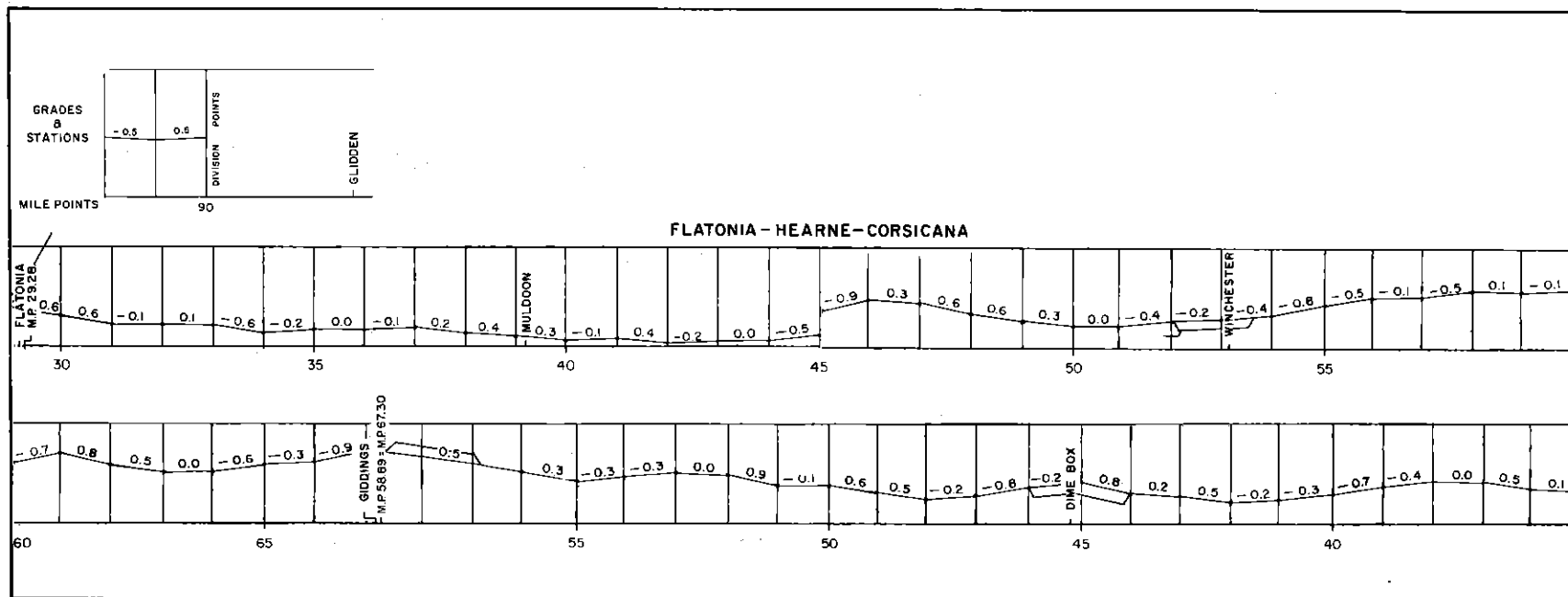
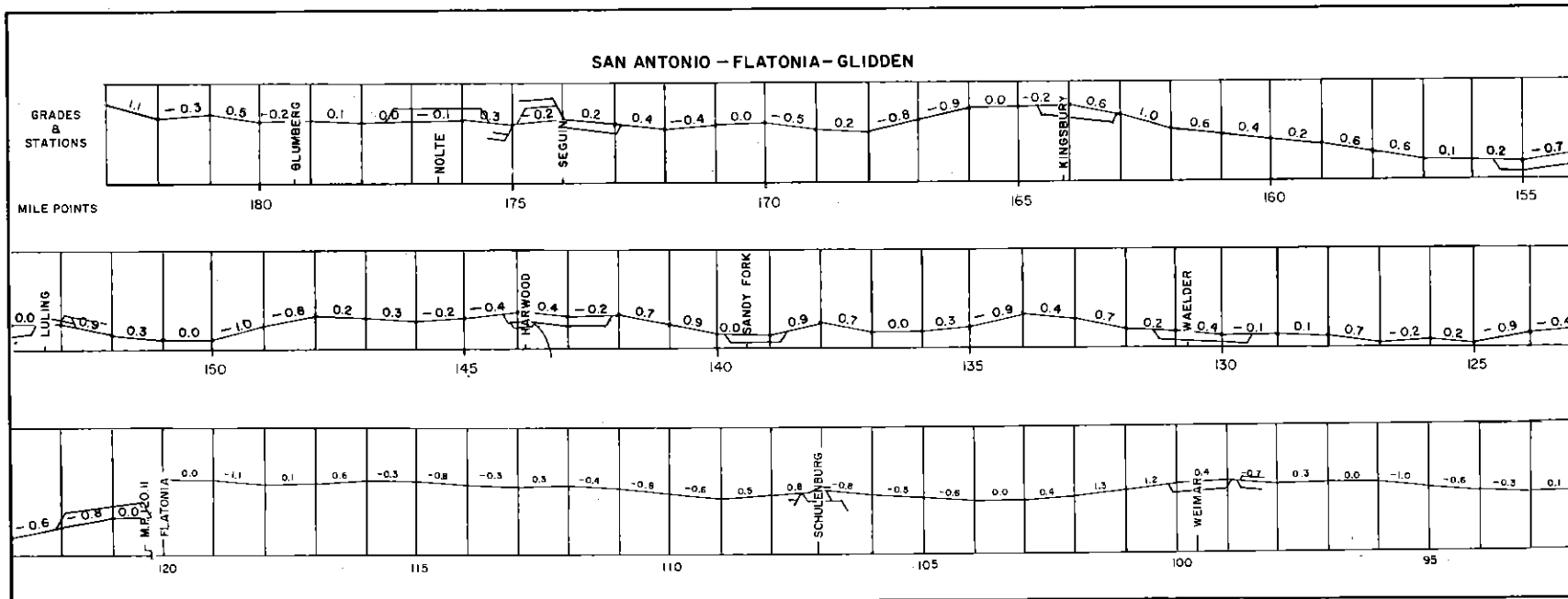
EL PASO - SAN ANTONIO



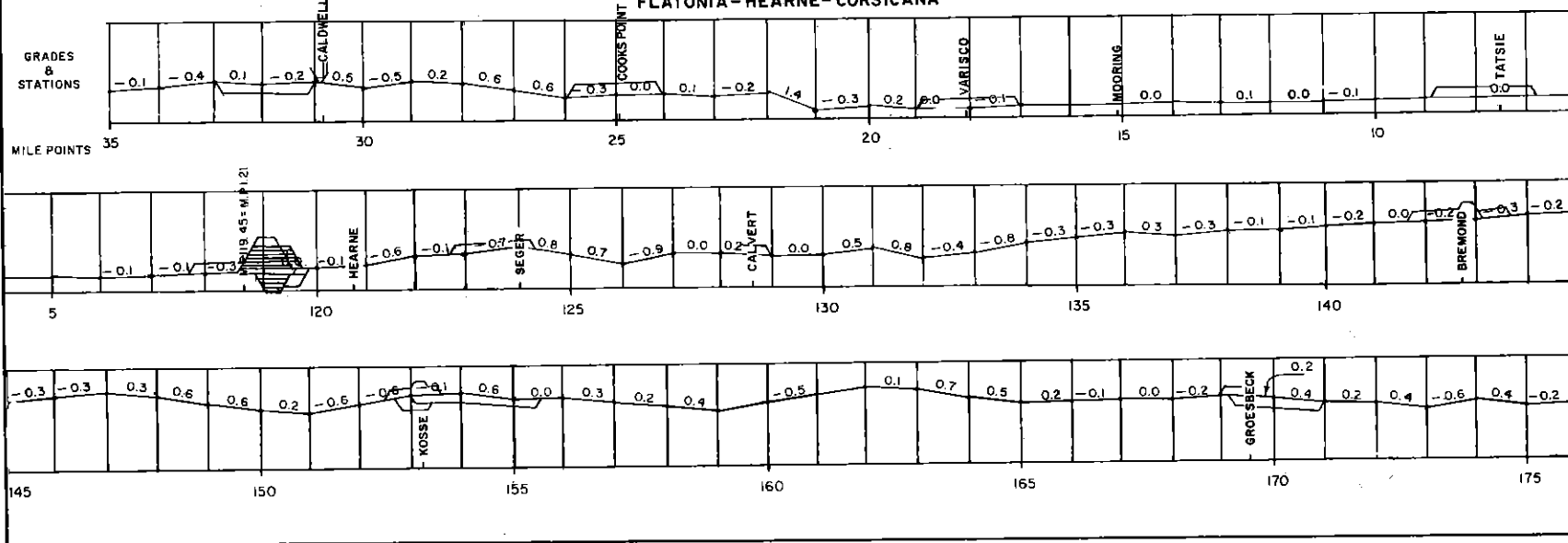
EL PASO - SAN ANTONIO







FLATONIA - HEARNE - CORSICANA



FLATONIA - HEARNE - CORSICANA

