

RESTRICTED SPEED

Definition

A speed that will permit stopping within one-half the range of vision short of a train, engine, car, stop signal, obstruction, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.

RULE 10-1

Oral authorization and acknowledgements, between foreman and engineers, for trains to pass red "Conditional Stop" signs, must be worded in the following forms:

FOREMAN'S RESPONSE

THIS IS SP FOREMAN _____
AT MP ____ CALLING SP (TRAIN NO.) ____, OVER.
(AFTER ENGINEER ANSWERS GIVING PROPER IDENTIFICATION)

THIS IS SP FOREMAN _____ IN
CHARGE OF 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 THE
ORDER AT _____ MPH, REPEAT _____ MPH*,
OVER.

ENGINEER'S RESPONSE

THIS IS ENGINEER OF SP TRAIN NO. _____
I MAY PROCEED PAST THE RED CONDITIONAL
STOP SIGN AND THROUGH THE LIMITS OF
ORDER NO. _____ BETWEEN MP ____ AND
MP ____ AT ____ MPH*, REPEAT ____ MPH*, OVER.

FOREMAN MUST ACKNOWLEDGE ENGINEER'S RESPONSE AS FOLLOWS:

SP TRAIN ORDER NO. _____, BETWEEN
MP ____ AND MP _____, _____ MPH* OK, OUT.

*WHERE NO SPEED RESTRICTION IS
REQUIRED, FOREMAN WILL TELL ENGINEER
"AT MAXIMUM AUTHORIZED SPEED".

WHEN FORM Y TRAIN ORDER IS USED IN
MULTIPLE MAIN TRACK TERRITORY WHERE
TRAINS MAY OPERATE IN EITHER DIRECTION,
FOREMAN'S ORAL AUTHORIZATION MUST
INDICATE THE MAIN TRACK ON WHICH MOVE-
MENT IS AUTHORIZED.

Southern Pacific Transportation Company



SAN ANTONIO DIVISION TIMETABLE

17

EFFECTIVE SUNDAY, APRIL 28, 1985
AT 12:01 A.M.
CENTRAL STANDARD TIME

W. J. LACY,
Vice President - Transportation.

L. G. SIMPSON,
General Manager.

K. A. MOORE,
Assistant General Manager.

E. L. HORD,
*Superintendent -
Operations Planning and Control.*

A. M. HENSON,
Superintendent.

D. W. WILLS
Assistant Superintendent.

DIVISION MECHANICAL OFFICER

R. D. MALDONADO San Antonio

TERMINAL SUPERINTENDENTS

J. F. EARL San Antonio

T. M. RYAN Dallas

ASSISTANT TERMINAL SUPERINTENDENTS

N. T. DENSON San Antonio

R. A. McCALL San Antonio

J. D. FRANKS San Antonio

N. G. BULOT Ennis

H. J. ROGER Dallas

TRAINMASTERS

W. J. MORGAN Sanderson

J. M. ROGERS Del Rio

W. B. KELLY Hearne

TRAINMASTER-ROAD FOREMAN OF ENGINES

B. J. BAKER Ennis

ROAD FOREMEN OF ENGINES

C. R. DAY El Paso

J. A. HURLEY Del Rio

R. CAMPBELL San Antonio

ASSISTANT TRAINMASTER

T. P. KELLY Dallas

ASSISTANT TRAINMASTER-AGENTS

L. E. SLUBAR Eagle Pass

J. F. BYOUS San Antonio

L. P. CHENAULT Austin

R. D. HOBBS Dallas

CHIEF TRAIN DISPATCHERS

F. G. BEAUDOIN San Antonio

F. G. BEAUDOIN, III San Antonio

ASSISTANT MANAGERS OF DISPATCHING OPERATIONS

J. L. REININGER San Antonio

E. F. ARNOLD Houston

B. L. BALDWIN Houston

F. J. SIEMS Houston

SP — AMTRAK

R. B. LUTTON, Trainmaster San Antonio

T. R. MALISH, Trainmaster San Antonio

R. E. DOMBROWSKY, Trainmaster Eugene

L. L. LAPORTE, Trainmaster Oakland

I. YOUNG JR, Trainmaster Los Angeles

L. E. MARTIN, Assistant Trainmaster Los Angeles

D. J. LEGLER, Assistant Trainmaster Tucson

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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 Pgr			1 Pgr	
Leave Mon Thur Sat	Mile Post		Station Number	Arrive Sun Tue Thur
PM 6.45	829.3	R EL PASO (Tower 196) BKIPQ		PM 3.40
	827.7	EL PASO (Cotton Ave.) BKIYPQ	55005	2.45
6.50	827.5	TOWER 47 IPQ	50042	
6.57	822.8	ALFALFA	55060	2.25
	815.2	BELEN	60013	2 15 PM
	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 PQ	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 VALENTINE BKPO	60171	
	660.0	8399 QUEBEC P	60179	
	651.8	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	
s 10.10	607.2	ALPINE PQ	60240	s 11.30 AM
	600.6	8056 STROBEL P	60247	
	591.8	8757 ALTUDA P	60256	
	584.3	8377 LENOX P	60264	
	576.0	8385 MARATHON P	60272	
	567.5	8209 WARWICK P	60280	
	560.8	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	
s 11.50 PM	515.9	9061 TO-R SANDERSON BKPO	60336	9.50 AM
Arrive Mon Thur Sat		(309.3)		Leave Sun Tue Thur
2				1

VALENTINE SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT	Exceptions:	PSGR	FRT
EL PASO and SANDERSON	79	70	613.1 and 609.7	75	60
			609.7 and 604.9	50	50
			604.9 and 601.5	40	40
			601.5 and 598.6	50	50
			598.6 and 593.7	70	70
			590.3 and 589.1	70	70
			589.1 and 588.5	40	40
			588.5 and 584.9	70	70
			584.9 and 584.1	60	60
			584.1 and 575.7	70	70
			575.7 and 575.3	40	40
			575.3 and 573.0	70	70
			566.6 and 559.9	70	70
			559.9 and 559.0	40	40
			554.8 and 551.8	70	70
			551.8 and 547.5	50	50
			547.5 and 547.1	40	40
			547.1 and 542.7	50	50
			542.7 and 536.9	55	50
			536.9 and 536.7	45	45
			536.7 and 532.0	70	70
			532.0 and 516.9	50	50
			516.9 and 515.9	30	30
			820.0 and 815.2		
			(Both tracks with current of traffic)	50	50
			815.2 and 767.2	70	70
			767.2 and 763.6	75	70
			763.6 and 759.4	70	70
			759.4 and 758.0	55	55
			758.0 and 742.7	70	70
			742.7 and 736.5	75	70
			713.6 and 711.0	70	70
			708.0 and 701.2	70	70
			701.2 and 698.1	75	70
			641.9 and 640.4	70	70
			640.4 and 638.3	60	60
			638.3 and 638.1	50	50
			638.1 and 636.8	70	70
			636.8 and 633.7	75	70
			633.7 and 629.1	60	60
			629.1 and 629.0	45	45
			629.0 and 628.0	70	70
			625.3 and 624.2	55	55
			624.2 and 621.1	70	70
			621.1 and 616.6	60	50
			616.6 and 613.1	60	60

SPEED ON OTHER THAN MAIN TRACK:

Remotely Controlled Turnouts and Sidings	25
Exception: Sanderson	20
All other tracks Valentine Subdivision	10

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
816.7	Yaleta	60010	813.7	Buford	60015

SPECIAL INSTRUCTIONS

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

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
619.1	Rock Cut	515.9	Brackets on poles
618.8	Rock Cut	515.8	Brackets on poles

RULE 82-A. M.P. Trains 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.

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

RULE 83-B.

Trains originating or terminating at El Paso (Tower 196) will register by ticket.

VALENTINE SUBDIVISION

RULE 93. Location of yard limits:

El Paso 820.0

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

RULE 221. El Paso (Cotton Ave.): Train-order office for trains originating within yard limits El Paso, enroute the Valentine Subdivision.

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 (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 (West switch siding Hot Wells)	P-A
P-A	(West switch siding Hot Wells) High water detector Bridge 714.65 (East switch siding Hot Wells)	P-A
P-A	(East switch siding Hot Wells) High water detector Bridges 713.60 and 713.20	P-7115
P-7114	High water detector Bridges 709.10 and 710.77	P-7091
P-7092	High water detector Bridges 707.57 and 707.14	P-7067
P-7068	High water detector Bridges 706.27, 705.92 and 705.32 (West switch siding, Collado)	P-A
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, 551.51, 550.94 and 550.52	P-5491
P-5492	High water detector Bridges 548.01 and 547.45 (West switch siding, Maxon)	P-A

VALENTINE SUBDIVISION

Eastward	Protection	Westward
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:

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

*Equipped with switch point indicator and may be trailed through when lined for either siding or No. 1 track.

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

Belen, MP 815.2. Lower unit governs movement to Eastward main 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 turned slowly one complete turn to right. In addition, before movement against current of traffic on Eastward main track is made, protection must be provided in accordance with provisions of either Rule D-160 or D-162.

RULE 781. Sierra Blanca: M.P. Trains originating at Toyah, enroute joint track at Sierra Blanca, must obtain S.P. clearance and train orders, if any, at M.P. train-order office Toyah.

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.

Paisano and Alpine Junction: Should the absolute signal that governs movement from A.T.&S.F. 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.

Rule 781 will not apply to M.P. trains that have received clearance at Toyah or A.T.&S.F. trains at Alpine Junction or Paisano.

VALENTINE SUBDIVISION

RULE 825. Instructions for applying hand brakes on each cut of cars:

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.

RULE 827.

WAYSIDE DETECTORS

MP	Type	MP	Type	MP	Type
811.5*	E1	671.0	G1	597.7	G1
788.8	E1 & E2	665.0	G1	587.9	G1
765.5	E1 & E2	663.0	G1	580.7	E1 & E2
748.4	G1	656.0	E1 & E2	571.0	G1
734.5	G1	648.5	G1	564.2	G1
729.4	G1	646.1	G1	557.3	E1 & E2
721.5	E1 & E2	640.1	G1	549.1	G1
711.5	G1	635.0	G1	543.2	G1
706.8	G1	627.9	G1	536.8	G1
700.2	G1	626.0	E1	530.0	G1
694.2	G1	623.0	G1	527.9	G1
688.2	E1 & E2	617.0	G1	521.5	E1 & E2
682.6	G1	612.9	G1	519.5	G1
676.4	G1	605.3	E1 & E2		

*Combination Hot Box and Loose Wheel Detector

RULE 872. Does not apply at Valentine or Sanderson.

AIR BRAKES RULES

RULE 39. When Amtrak GP630A locomotive numbers 700 - 724, are operated in a passenger train engine consist, running test will be performed at the following location:

Sanderson: Westward passenger trains, between MP 516.9 and MP 507.

RULE 65. Maximum Horsepower Per Ton Ratios:

MBSMF, LAMFF	4.0
MFBAT, MFLAT, AVBAT, LANTA	2.5
All Other Trains	2.0

DEL RIO SUBDIVISION

EAST- WARD FIRST CLASS		STATIONS		WEST- WARD FIRST CLASS
2 Psgr				1 Psgr
Leave Sun Tues Fri	Mile Post		Station Number	Arrive Sun Tue Thur
AM 12.05	506.9	9061 TO-R SANDERSON BKPQ	60336	AM s 9.35
	500.3	8182 FEODORA P	60343	
	491.9	8356 MOFETA P	60351	
	482.9	8747 DRYDEN P	60358	
	476.9	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	
	423.4	8396 LULL P	60423	
	413.4	10649 COMSTOCK P	60433	
	404.6	8370 FEELY P	60442	
	391.4	10345 AMISTAD P	60450	
s 2.29	378.5	9214 TO-R DEL RIO BKYPQ	60467	s 7.10
	370.1	8239 JOHNSTONE P	60477	
	362.8	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 PQ	61140	
	289.6	8358 KNIPPA P	61165	
	278.6	8428 SABINAL P	61215	
	270.7	8341 SECO P	61223	
	259.7	8810 HONDO P	61247	
	248.3	8344 DUNLAY P	61257	
	235.0	8288 LACOSTE P	61272	
	224.5	8459 MACDONA P	61280	
	218.8	WITHERS P	61290	4.20
	212.7	TOWER 105 IP	62005	4.12
	211.0	TO-R TOWER 112 KIPQ	62015	4.09
s 6.05 AM	209.3	R SAN ANTONIO BKPKQ	62200	4.05 AM
	208.0	TOWER 121 KIPQ	62233	
	207.4	TO-R EAST YARD BKIYPQ	62235	
Arrive Sun Tue Fri		(297.0)		Leave Sun Tue Thur
2				1

DEL RIO SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN			PSGR	FRT
SANDERSON and EAST YARD			79	70
Exceptions:	PSGR	FRT	Exceptions:	PSGR FRT
507.0 and 508.5	30	30	329.3 and 326.5	75 70
508.5 and 502.5	50	50	322.1 and 309.3	70 70
502.5 and 501.1	40	40	309.3 and 299.7	60 60
501.1 and 497.2	50	50	299.7 and 294.6	75 70
497.2 and 496.3	60	60	294.6 and 290.1	70 70
496.3 and 483.8	70	70	286.0 and 280.6	65 65
483.8 and 482.5	55	55	280.6 and 279.1	55 55
482.5 and 466.6	40	40	279.1 and 273.7	75 70
466.6 and 459.1	55	55	273.7 and 270.8	70 70
459.1 and 458.2	50	50	270.8 and 268.4	60 60
458.2 and 457.8	40	40	268.4 and 259.6	70 70
457.8 and 448.2	70	70	259.6 and 257.5	30 30
448.2 and 447.1	55	55	257.5 and 253.3	70 70
447.1 and 441.2	70	70	253.3 and 251.9	65 65
441.2 and 438.2	45	45	251.9 and 250.2	50 50
438.2 and 415.9	40	40	250.2 and 249.7	40 40
415.9 and 414.7	60	60	249.7 and 234.3	60 60
414.7 and 380.1	70	70	234.3 and 233.4	40 40
380.1 and 379.3	55	55	233.4 and 228.5	70 70
379.3 and 378.3	30	30	228.5 and 224.0	70 70
378.3 and 376.9	55	55	224.0 and 220.7	55 50
376.9 and 372.4	65	65	220.7 and 215.8	50 50
372.4 and 366.6	70	70	215.8 and 214.3	45 45
366.6 and 366.2	55	55	214.3 and 212.7	40 40
366.2 and 357.6	70	70	212.7 and 207.9	25 25
357.6 and 356.4	55	55	207.9 and 208.0	10 10
356.4 and 338.7	70	70	(Eastward movements on Westward Main track)	
338.7 and 329.3	70	70		

Rule 10-J. ① Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.
 ② Speed may be increased when lead locomotive has passed MP 207.9

EAST-WARD	STATIONS				WEST-WARD
FIRST CLASS					FIRST CLASS
21 Pgr					22 Pgr
Leave Mon Wed & Sat	Mile Post	Kerrville Branch		Station Number	Arrive Sun Tues & Fri
	259.1	CAMP STANLEY		Y 62138	
	253.9	Yard Limits	BECKMANN	62127	
PM 10.00	238.6	KERR JCT		62015	AM 9.35
10.05	237.0	TO-R TOWER 112 KIPQ		62015	9.20
211.0	TO-R SAN ANTONIO BK PQ				
10.35 PM	209.3	TO-R EAST YARD BK IYPQ		62200	9.15 AM
	207.4			62235	
Arrive Mon Wed & Sat		(25.7)			Leave Sun Tues & Fri
21					22

Eagle Pass Branch					
	33.2	Yard Limits	EAGLE PASS	BK PQ	61040
	0.0	Yard Limits	SPOFFORD	YP	61000
		(33.2)			

DEL RIO SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	KERRVILLE BRANCH	ALL TRAINS
CAMP STANLEY and TOWER 112		25
Exceptions:		
259.1 and 253.5		10
246.0 and 242.2		15
242.2 and 237.0		10

EAGLE PASS BRANCH

EAGLE PASS and SPOFFORD	40
Exceptions:	
32.5 and 27.0	20
0.3 and 00.0	10

SPEED ON OTHER THAN MAIN TRACK:

Remotely Controlled turnouts and sidings	25
Exception:	
Sanderson, Spofford	20
All other tracks Del Rio Subdivision	10
Exception:	
Cline mine lead, from Highway 90 crossing to east switch, Blewett Yard	20

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
Del Rio Line			Kerrville Branch		
319.5	Cline	61126	258.2	Leon Springs	62135
267.0	D'Hanis	61227			

SPECIAL INSTRUCTIONS

For movements within Terminal Limits San Antonio, also see Special Instructions, San Antonio Terminals.

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
507.0-506.9	Brackets on poles	356.1	Bridge
481.8	Rock cut	339.5	Bridge
481.0	Rock cut	334.5	Bridge
474.2	Rock cut	332.7	Bridge
473.3	Bridge	330.3	Underpass
466.8	Bridge	307.8	Bridge
440.4	Rock cut	300.1	Bridge
435.5	Rock cut	291.4	Bridge
430.2	Rock cut	291.0	Bridge
430.0	Rock cut	285.0	Bridge
429.1	Rock cut	280.6	Bridge
426.2	Rock cut	267.8	Bridge
422.8	Rock cut	253.3	Bridge
422.5	Rock cut	255.5	Bridge
421.8	Rock cut	Eagle Pass Branch	
377.4	Bridge	34.4	Bridge
366.0	Bridge	26.6	Bridge
365.8	Bridge		

RULES S-71, 97 AND 99. Trains between Tower 112 and Kerr Jct (Kerrville Branch) and between MP 27 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.

DEL RIO SUBDIVISION

RULE 82-A. Westward first-class trains originating San Antonio may assume schedule, as ordered, without clearance. No. 1 must obtain clearance at Tower 112. No. 22 must obtain M.P. clearance at Tower 112.

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

Trains operating beyond yard limits MP 31.5 to MP 27 must obtain clearance at Eagle Pass.

RULES 82-A, D-97 and D-252. Westward extra trains originating at San Antonio passenger depot may operate to Tower 112 to receive clearance, after ascertaining from operator, Tower 112, what track restrictions are in effect in the territory to be used.

Westward extra trains originating at San Antonio passenger depot, enroute to the M.P. at Kerr Jct., must obtain M.P. clearance at Tower 112.

RULE 83. Trains originating at East Yard or Kirby, enroute Kerrville Branch, may identify trains in either direction between Kirby and Tower 112, to be applied on Kerrville Branch.

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

Spofford	Trains originating or terminating.
Tower 112	No. 1, No. 2 and first class trains operating to or from Kerrville Branch
San Antonio	Trains originating or terminating.
Beckmann	Trains directed by train order

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

Del Rio	No. 1 and No. 2
Tower 112	No. 1, No. 2 and first class trains operating to or from Kerrville Branch

RULE 93. Location of yard limits:

218.8 ... San Antonio (Del Rio Subdivision)	
242.4 ... San Antonio (Kerrville Branch)	
255.8 ... Beckmann (Kerrville Branch)	251.8
1.6 ... Spofford (Eagle Pass Branch)	
Eagle Pass	31.5

RULE 99-C. Will apply between Kerr Jct. and Camp Stanley on Kerrville Branch and between Spofford and MP 27 on 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 main 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.

RULES 103 and 837. Knippa: A member of crew must take position at Highway 90 crossing to afford warning to traffic.

Cars must not be shoved under mill in Track No. 1205, unless authorized by foreman in charge of plant.

Cars must not be shoved under mill in Tracks Nos. 1203, 1204 and 1205 unless a member of crew is positioned on the ground west of mill to observe movement.

Engines must not move under industry hopper.

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 32.5.

DEL RIO SUBDIVISION

RULES 220, 220-A and 781. Crews assigned in local service arriving Spofford will retain any train orders pertaining to track conditions between Spofford and San Antonio to be used on next eastward trip from Spofford.

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

RULE D-252. Will not apply to trains entering D-97 territory at Tower 112 from Rockport Line or Kerrville Branch, but Amtrak trains entering D-97 territory at Tower 112 from Kerrville Branch must ascertain from operator Tower 112 what train orders are in effect as to track conditions in the territory to be used.

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 (East Switch siding, Malvado)	P-A
P-4594	High water detector, Bridge 457.56 (West switch siding, Pumpville)	P-A
P-4492	Falling rock detector, MP 447.3	P-4461
P-4460	High water detectors, MP 445.03 and MP 444.23 (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 Feely) 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
P-3666	High water detector, Bridge 365.99 (West switch siding, Amanda)	P-A
P-3086	High water detector, Bridge 307.79	P-3053

#Signals are equipped with unit for displaying flashing white light. When signals display stop indication without flashing white light, inspection must be made of entire train for derailed wheels, dragging equipment, shifted loads, or other unsafe conditions. After train inspection, operate key release on instrument house. If signal does not display proceed indication, proceed in accordance with applicable rule.

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

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

*Equipped with switch point indicator and may be trailed through when lined for either siding or No. 1 track.

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

RULE 776. Sanderson: Indicators located 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.

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 derail.

DEL RIO SUBDIVISION

If derail 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 derail and pass absolute signal. After movement over derail has been completed, member of crew must notify train dispatcher when selector lever has been returned to motor position.

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.

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.
- Eagle Pass —Not less than three brakes on west end of interchange tracks 111, 112, 113, 114 and 115.

RULE 827.

WAYSIDE DETECTORS

MP	Type	MP	Type	MP	Type
503.7	G1	410.4	G1	296.3	G1
497.2	E1&E2	408.0	G1	284.5	G1
494.8	G1	398.7	G1&G2	274.5	E1&E2
488.3	G1	395.6	G1	264.1	G1
480.0	G1	388.2	G1&G2	255.7	G1
474.0	G1	386.0	E1	251.2	G1
471.9	E1, E2, E4	381.5	G1	245.3	G1
462.7	G1&G2	374.0	E1&E2	243.0	E1
459.4	G1	366.6	G1	238.1	G1
452.9	G1	359.0	G1	231.9	G1
448.4	E1	351.1	G1	227.7	G1
446.1	G1	345.5	E1&E2	221.5	G1
439.3	G1	337.0	G1	Eagle Pass Branch	
434.4	G1	330.4	G1	31.0	B
427.9	G1	321.8	G1	14.5	B
424.2	G1	318.2	G1	5.0	B
419.7	E1&E2	311.0	E1		
417.1	G1	308.5	G1		

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

AIR BRAKE RULES

RULE 39. When Amtrak GP630A locomotive numbers 700 - 724, are operated in a passenger train engine consist, running test will be performed at the following locations:

Sanderson: Eastward passenger trains, between MP 507 and MP 506.5.

Del Rio: Westward passenger trains, between MP 379.4 and MP 378.5.

Eastward passenger trains, between MP 378.5 and MP 377.4.

San Antonio: Westward passenger trains, between MP 210.4 and MP 209.3.

RULE 65. Maximum Horsepower Per Ton Ratios:

MBSMF, LAMFF	4.0
MFBAT, MFLAT, AVBAT, LANTA	2.5
All Other Trains	2.0

SAN ANTONIO TERMINALS

EAST- WARD	STATIONS			WEST- WARD
Mile Post	Rockport Line			Station Number
12.6	Yard Limits	C. P. S.	YP	63017
5.8		BERGS		63011
211.0	ABS Yd. Limits	TO	KIPO	Doubler Track
207.4		TO-R	BKIYPO	
		TOWER 112		62015
		EAST YARD		62235
		(16.2)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	C.P.S. and EAST YARD	ALL TRAINS
13 and 0.2		20
0.2 and TOWER 112		10

The above Schedule page and speed table is for use of trains operating between San Antonio and C.P.S. For movements west of C.P.S. see Corpus Christi Subdivision Houston Division Timetable.

SPECIAL INSTRUCTIONS

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
212.2	Underpass	209.4	Depot Umbrella Sheds
240.4	Underpass	208.1	Fence (westward track)
238.3	Underpass	206.2	M.K.T. Underpass

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

Speed Sign Location (MP)	Distance from Beginning of Restriction (MILE)	Speed Sign Location (MP)	Distance from Beginning of Restriction (MILE)
EASTWARD		WESTWARD	
208.8	0.5	208.0	0.3

RULES 80 and 93. Eastward trains must obtain verbal authority from operator, Tower 112, before passing MP 5.4 on Rockport Line.

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

C.P.S. Trains directed by train order.

RULE 93. Location of yard limits:

218.8	San Antonio (Del Rio Subdivision)	12.2
242.4	San Antonio (Kerrville Branch)	
5.8	San Antonio (Rockport Line)	
13.0	C.P.S. (Rockport Line)	206.2
	San Antonio (Flatonia Subdivision)	

RULES 93 and D-506. San Antonio: Movements against the current of traffic between MP 206.3 and MP 207.8 will be governed by block signal indication.

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

RULE 98. Railroad Crossings at Grade Not Interlocked:

MP 238.6 (Kerrville Branch)—M.P. Crossing. Equipped with gate which may be left in position last used.

MP 238.2 (Kerrville Branch)—M.K.T. Crossing. Equipped with gate, normal position for S.P. movement.

RULE 104-F will not apply between East Yard and Kirby.

RULE 507. When Signal 2140 (approaching Tower 105, on eastward track) displays stop indication, eastward trains or engines must communicate with operator Tower 112 before proceeding, to avoid blocking Zarzamora Street.

RULE 606. Tower 105 (M.P. Crossing): Controlled by operator Tower 112.

Tower 112 (M.K.T. Crossing): Signals governing movements against the current of traffic are 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

SAN ANTONIO TERMINALS

slowly one complete turn clockwise. In addition, before movement against current of traffic is made, protection must be provided in accordance with provisions of either Rules D-160 or D-162.

Tower 121 (Olive Street, San Antonio):

Interlocking signal located just east of Olive St. overpass, governing westward movement on 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. 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. Switches and signals controlled by operator Tower 121.

RULE 760. CTC in effect on main track and siding between MP 206.2, East Yard, and west switch, Randolph Field.

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

Withers: When absolute signal that governs westward movement from the eastward main track to the main track at Withers displays 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 clear. If signal does not clear, dispatcher should again be contacted for authority to proceed under the rules.

RULE 824. When necessary to make cut on unit coal trains in process of being unloaded at C.P.S. to set out bad order cars at dump pit, angle cock on detached portion of train should be closed before cut made as that portion of train secured by C.P.S. equipment.

RULE 825. Instructions for applying hand brakes:

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.

Kirby—Not less than five brakes on west end of cuts of cars.

RULE 827. HOT BOX DETECTORS

MP	Type	Direction
*210.1	D	Eastward (on Eastward Main Track)

*Scanner is a combination hot box and loose wheel detector. When flashing light is activated crew member must contact Lead Carman at recorder, East Yard, to determine location of loose wheel or hot bearing.

White light located on post on south side of eastward main track will repeat the aspect of the white light displayed on the detector instrument house.

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.

MISCELLANEOUS

Loaded unit trains are not to be operated in Train Yard Tracks Nos. 107, 108, 109 and 110, East Yard.

Switching movements handling in excess of 40 cars must not be made on Loop Tracks, East Yard.

SPEED ON OTHER THAN MAIN TRACK:

Tracks inside Diesel Facility	5
Tracks within C.P.S. plant	5
Kirby Track 601	20
All other tracks San Antonio Terminals	10

FLATONIA SUBDIVISION

EAST-WARD FIRST CLASS	Mile Post	STATIONS	Station Number	WEST-WARD
				FIRST CLASS
2 Pgpr				1 Pgpr
Leave Sun Tue Fri				Arrive Sun Tue Thur
AM 6.25	209.3	R SAN ANTONIO BKPQ	62200	AM s 3.40
	208.0	TOWER 121 KIPQ	62233	
6.29	207.4	TO-R EAST YARD BKIYPO	62235	
	202.2	9653 KIRBY P	62243	3.00
	195.2	8453 RANDOLPH FIELD P	62252	
	188.1	9673 CIBOLO P	62257	
	176.5	8342 NOLTE P	62271	
	174.0	5435 SEGUIN P	62275	
	163.8	8442 KINGSBURY P	62284	
	153.3	10282 LULING P	62292	
	143.9	8685 HARWOOD P	62299	
	139.4	5268 SANDY FORK P	62410	
	130.3	8938 WAELDER P	62418	
8.07	120.0	9597 Yd Lmts FLATONIA KIYPO	70000	1.35
	107.1	TO SCHULENBURG P	75015	
	99.6	10779 WEIMAR P	75025	
8.35 AM	87.1	16100 R GLIDDEN BKYPQ	75037	1.05 AM
Arrive Sun Tue Fri		(122.2)		Leave Sun Tue Thur
2				1

Gonzales Branch

	12.3	Yd Lmts GONZALES BPQ	62325
	0.0	Yd Lmts HARWOOD P	62299
		(12.3)	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
SAN ANTONIO and GLIDDEN	79	70
Exceptions:		
209.3 and 205.2	25	25
208.0 and 207.9②	10	10
(Westward Main Track, Against Current of Traffic)		
205.2 and 201.2	50	50
201.2 and 197.8	70	70
197.8 and 195.2	40	40
195.2 and 191.4	70	70
191.4 and 189.2	55	55
189.2 and 174.3	70	70
174.3 and 173.1	45	45
173.1 and 161.4	70	70
161.4 and 157.2	75	70
157.2 and 154.4	70	70
154.4 and 152.2	40	40
152.2 and 151.7	70	70
151.7 and 147.7	75	70
147.7 and 123.5	70	70
121.2 and 120.1	70	70
120.1ⓐ and 118.9ⓐ	45	45
118.9 and 107.8	70	70
107.8ⓐ and 106.8ⓐ	45	45
106.8 and 104.5	55	55
104.5 and 99.3	70	70
99.3 and 98.4	35	35
94.5 and 90.2	70	70

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

ⓑ Speed may be increased when lead locomotive has passed MP 207.9

BETWEEN	GONZALES BRANCH	ALL TRAINS
GONZALES and HARWOOD		10

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
186.7	Converse	62248	179.3	Blumberg	62288
184.7	Marion	62262			

FLATONIA SUBDIVISION

SPEED ON OTHER THAN MAIN TRACK:

Remotely Controlled turnouts and sidings	25
Kirby Track 801	20
Crossover east switch siding Flatonia	10
Old Wye Track, Flatonia	5
Gonzales, St. Joseph Street Crossing	5
All other tracks Flatonia Subdivision	10

SPECIAL INSTRUCTIONS

For movements within Terminal limits San Antonio, see Special Instructions, San Antonio Terminals.

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
193.1	Bridge	108.9	Bridge
178.4	Bridge	108.3	Bridge
156.5	Bridge	103.4	Bridge
140.0	Bridge	95.4	Underpass
127.1	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.

RULES 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.

Westward movements, except those made by crews assigned in local service between Gonzales and Harwood, will not be made beyond yard limits Harwood, MP 1.6, without permission from train dispatcher.

RULE 82-A. Eastward first-class trains originating San Antonio may assume the schedule, as ordered, without a clearance, but must obtain clearance before leaving East Yard.

Train orders governing movement of trains between Glidden and Flatonia will be issued under authority of Houston Division Chief Train Dispatcher.

Westward first-class trains may assume schedule at Glidden, provided a clearance is received on the Houston Division addressed to that schedule, bearing OK, time and initials of Houston Division Chief Train Dispatcher.

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

East Yard No. 1 and No. 2

RULE 93. Location of yard limits:

San Antonio	206.2
Harwood (Gonzales Branch)	1.6
122.0 Flatonia (San Antonio-Glidden)	119.8
27.8 Flatonia (Yoakum-Hearne)	30.5
Gonzales	10.5

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.

RULE 105. Gonzales: Main track ends at wye switch.

RULE 204. Trains, with the same conductor and engineer operating through Flatonia to Austin Subdivision 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 245. Direct Traffic Control (DTC) in effect on Flatonia Subdivision between east end of yard limits, Flatonia,

FLATONIA SUBDIVISION

MP 119.8 and clearance point, west switch Glidden siding, MP 89.2. DTC limits consist of two (2) blocks, identified and designated by wayside signs as follows:

SCHULENBURG BLOCK Extends between east end of yard limits, Flatonia, MP 119.8 and clearance point, east switch Weimar siding, MP 99.1

WEIMAR BLOCK Extends between clearance point, east switch Weimar siding, MP 99.1 and clearance point, west switch Glidden siding, MP 89.2

Movements within DTC between Flatonia and Glidden will be authorized by the "HD-3" train dispatcher, located in Houston, Texas.

RULE 306. Block signals with "P" plates:

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

RULES 605 AND 761. Flatonia (Tower 3, S.P. 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 between MP 206.2, East Yard and west switch Flatonia, except Seguin and Sandy Fork are not controlled sidings.

Absolute Signals between and including west switch, Randolph Field and east end East Yard controlled by operator, Tower 121, acting upon authority of train dispatcher.

RULE 825. Instructions for applying hand brakes:

Flatonia — Not less than five brakes on west end of each cut of cars in No. 1, No. 2, or Transfer Tracks.

Glidden — Not less than five brakes on east end of each cut of cars.

RULE 827.

WAYSIDE DETECTORS

MP	Type	MP	Type	MP	Type
198.9 ...	E1 & E2	166.9	G1	133.6	G1
191.1	G1	159.9 ...	E1 & E2	126.0 ...	E1 & E2
185.0	G1	150.9	G1	93.9 ...	E1 & E2
181.6 ...	E1 & E2	146.4	G1		
170.3	G1	136.0	G1		

AIR BRAKE RULES

RULE 39. When Amtrak GP630A locomotive numbers 700 - 724, are operated in a passenger train engine consist, running test will be performed at the following location:

San Antonio: Eastward passenger trains, between MP 209.1 and MP 208.7

RULE 65. Maximum Horsepower Per Ton Ratios:

MBSMF, LAMFF, LADAF, LAHOF	4.0
MFBAT, MFLAT, LANTA	2.5
All other trains	2.0

AUSTIN SUBDIVISION

EAST-WARD Mile Post	STATIONS			WEST-WARD Station Number
	Dalsa Line			
29.2	9597 Yard Limits TO	FLATONIA	KIYPO	70000
39.2	9600	MULDOON	P	70010
52.8	8802	WINCHESTER	P	70025
67.2 59.0	8387 Yard Limits TO	GIDDINGS	KYPO	70040
45.0	8569	DIME BOX	P	70615
30.8	10355	CALDWELL	P	70630
24.9	8300	COOKS POINT	P	70645
18.1	8606	VARISCO	P	70652
7.5	8589	TATSIE	IP	70665
0.0	Yard Limits TO-R	HEARNE	BKIYPO	71110
(97.0)				

Giddings Branch

115.0	Yard Limits TO-R	AUSTIN	BKIYPO	70280
82.9	7162	BUTLER	P	70230
55.7	Yard Limits TO	GIDDINGS	KPYQ	70040
(59.3)				

Shiner Branch

0.0	TO-R	YOAKUM	BKP	74030
29.2	Yard Limits TO	FLATONIA	KIYPO	70000
(29.2)				

Llano Branch

98.8	R	LLANO	Y	70540
69.7	R	FAIRLAND	Y	70390
61.3	Yard Limits 4696 R	8.4 GANDY		70378
59.9		1.4 BURNET	Y	70375
56.1		3.8 SUMMIT		70372
49.3	3281	BERTRAM		70366
16.5	Yard Limits R	McNEIL	I	70320
1.4	Yard Limits TO-R	AUSTIN	BKIYPO	70280
(97.4)				

Marble Falls Branch

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

AUSTIN SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN DALSA LINE ALL TRAINS

FLATONIA and HEARNE 60

Exceptions:	Exceptions:
120.1 and 29.3	66.1⓪ and 58.6Ⓜ
(Dalsa Connection Flatonia) .20	(Giddings) 25
29.3⓪ and 29.8⓪ 45	66.1 and 58.6 40
47.5 and 49.4 40	6.9 (M.P. Crossing, Tatsie) .50
58.9 and 66.1 40	3.8 and 2.4 50
	2.4 and 0.0 20

Rule 10-J. ⓪ Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.
Ⓜ When lead locomotive has passed MP 58.6 speed may be increased to 40 MPH. When rear of train has passed MP 58.6 speed may be increased to 60 MPH.

GIDDINGS BRANCH

AUSTIN and GIDDINGS 25

Exceptions:	
88.5 and 87.3 20	
57.8 and 55.7 (Austin Connection, Giddings) 10	

BETWEEN	SHINER BRANCH	LOADED COAL TRAINS	OTHER TRAINS
YOAKUM and FLATONIA		30	40

LLANO BRANCH

LLANO and AUSTIN 35

Exceptions:	Exceptions:
98.8 and 92.4 10	37.1 and 35.9 10
92.4 and 85.0 20	35.9 and 33.3 25
85.0 and 74.0 25	24.5 and 23.6 25
74.0 and 55.0 20	17.6 and 15.1 20
55.0 and 54.0 25	15.1 and 1.9 25
	1.9 and 1.5 10

The following class locomotives must not be operated between Austin Junction, MP 1.5 and Stolz, MP 90.5:

- All six-axle units.
 - All six-axle slug units.
- All locomotives are restricted from operating between Llano and Stolz, MP 90.5 except EF 418, ES 410 and ES 412.

SPEED ON OTHER THAN MAIN TRACK:

Remotely Controlled Turnouts and Sidings	25
Old Wye track Flatonia	5
All other tracks Austin Subdivision	10

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
Dalsa Line					
31.8	Richers		90.5	Stolz	70531
49.3	Tower 91 M.K.T.		79.1	Kingsland	70518
	Crossing		71.2	Scobee	70510
Shiner Branch					
10.6	Shiner	74019	70.3	Snead Spur	70395
21.1	Moulton	74008	67.0	Sudduth	70385
Giddings Branch					
109.1	Smoot	70272	64.3	Demarco	70381
103.1	Decker	70266	39.2	Liberty Hill	70356
100.0	Manor	70263	31.5	Leander	70348
87.7	Elgin	70240	27.3	Whitestone	70343
85.1	Stacks	70233	10.7	Magnesium Spur	70317
62.1	Hills	70210	10.5	Fromme	70315
			7.7	Abercrombie	70311
			6.4	Butter Krust	70310

AUSTIN SUBDIVISION

SPECIAL INSTRUCTIONS

RULE P. Impaired Side Clearance:

MP	DESCRIPTION	MP	DESCRIPTION
Dalsa Line			
51.1	Bridge	94.2	Bridge
66.8	Bridge	93.9	Rock Cut
54.9	Bridge	92.7	Bridge
48.1	Bridge	91.4	Bridge
41.8	Bridge	89.3	Bridge
38.4	Bridge	85.7	Bridge
31.9	Bridge	83.9	Bridge
30.2	Bridge	67.7	Rock Cut
19.5	Bridge	64.5	Rock Cut
17.9	Bridge	57.9	Rock Cut
	(Main & Siding)	34.1	Rock Cut
Shiner Branch		Marble Falls Branch	
21.2	Bridge	5.6	Bridge
Llano Branch		Giddings Branch	
98.6	Bridge	109.4	Bridge
97.7	Rock Cut	67.9	Bridge
94.9	Rock Cut		

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

RULE 15. Exceptions: On the 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 below 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 83-A.

- At the following stations only the trains indicated will register:**
- Yoakum Trains directed by train order.
 - Fairland Trains directed by train order.
 - Gandy Trains directed by train order.
 - McNeil Trains directed by train order.

RULE 93. Location of yard limits:

73.0	Burnet	55.0
18.0	McNeil	15.0
4.0	Austin (Llano Branch)	
	Austin (Giddings Branch)	109.5
57.8	Giddings (Giddings Branch)	
66.2	Giddings	58.6
27.8	Flatonia (Yoakum-Hearne)	30.5
2.4	Hearne	

RULE 97. Within yard limits Flatonia and Giddings, trains may run extra without train-order authority.

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 62.8, Gandy and MP 14.8, Llano Branch.

RULE 105. Llano: Main track ends at MP 97.5.

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

AUSTIN SUBDIVISION

Trains operating through station indicated may be issued train orders on one division which affect their movement on both divisions:

Yoakum: Trains operating on the Houston Division, Port Lavaca line of the Victoria Subdivision, en route the San Antonio Division, Shiner Branch of the Austin Subdivision. Trains operating on the San Antonio Division, Shiner Branch of the Austin Subdivision, en route the Houston Division, Port Lavaca line of the Victoria Subdivision.

RULE 221.

Giddings is a train-order office for trains originating only.

Yoakum is a train-order office for trains originating only.

RULE 245. Direct Traffic Control (DTC) in effect on Austin Subdivision between east end of yard limits, Flatonia, MP 30.5 and west end of yard limits, Giddings, MP 66.2. DTC limits consist of three (3) blocks, identified and designated by wayside signs as follows:

MULDOON BLOCK Extends between east end of yard limits, Flatonia, MP 30.5 and clearance point, west switch Muldoon siding, MP 37.5.

WINCHESTER BLOCK Extends between clearance point, west switch Muldoon siding, MP 37.5 and clearance point, west switch Winchester siding, MP 52.1.

GIDDINGS BLOCK Extends between clearance point, west switch Winchester siding, MP 52.1 and beginning of yard limits, Giddings, MP 66.2.

RULE 306. Block signals with "P" plates:

Eastward	Protection	Westward
P-400	Collision detector Bridge 38.4 between Caldwell and Dime Box	P-377

RULE 516. Overlap Posts:

Winchester Westward trains

RULE 540. Spring switches equipped with switch point indicator:

Station	Location	Normal Position
Austin, Llano-Giddings Branch Connection		Llano Branch

RULE 606. Flatonia (Tower 3, S.P. 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, M.K.T. Crossing.

Tower 91, MP 49.3 (between Winchester and Muldoon) M.K.T. 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 New Track, Hearne.

AUSTIN SUBDIVISION

RULE 825. Instructions for applying hand brakes:

Flatonia — Not less than five brakes on west end of each cut of cars in No. 1, No. 2, or Transfer Tracks.

RULE 827.

WAYSIDE DETECTORS

MP	Type	MP	Type
45.8	E1, E2, E4	28.0	E1, E2
55.7	G1, G2	21.5	G1
49.6	E1, E2	5.2	E1

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

AIR BRAKE RULES

RULE 33. Restrictive Grades.

LLANO BRANCH

Eastward Llano to Austin			Westward Austin to Llano		
MP	MP	MPH	MP	MP	MPH
40.0	35.3	25	50.0	70.0	25
70.0	50.0	25			

RULE 65. Maximum Horsepower Per Ton Ratios:

MBSMF, LAMFF, LADAF	4.0
MFBAT, MFLAT, LANTA	2.5
All other trains	2.0

RULE 65.1. Exceptions. Trains operating with TOPS I.D. symbol COCDN, are exempted from shutting down locomotives not needed to maintain 2.0 horsepower per ton. Units not needed to maintain 2.0 HPPT must be isolated.

ENNIS SUBDIVISION

EAST- WARD	STATIONS				WEST- WARD	
Mile Post					Station Number	
337.9	Yard Limits R	DENISON		BP	} OTC	737300
330.3		NORTH SHERMAN JCT.		BKP		73710
328.8	Yard Limits TO-R	SHERMAN		BKIPQ	} OTC	73540
326.7		FRISCO JCT		P		73531
324.7		SOUTH SHERMAN JCT		P		73528
296.3	1559 Yard Limits R	MCKINNEY		P	} OTC	73511
288.5		ALLEN				73505
282.1	Yard Limits R	PLANO		IPQ	} OTC	73400
273.0		GIFFORD				72683
13.7		MP JCT		IPQ	} OTC	
4.8		BRIGGS		P		72680
4.1	5159 TO	FOX			} OTC	72675
2.7		BELT JCT		KYPO		72530
2.0		DALLAS UNION STA		IP	} OTC	72702
261.2		TOWER 19		IP		72705
0.0	Yard Limits TO	FOREST AVE		P	} OTC	72703
2.0		BELT JCT		KYPO		72530
258.8	10195 Yard Limits R	MILLER		BKPO	} OTC	72700
246.6		FERRIS				72512
233.7	Yard Limits TO-R	GARRETT		P	} OTC	72030
231.7		ENNIS		BKYPQ		72024
221.1	10067 TO-R	RICE			} OTC	72015
210.2		CORSIANA		BKIPQ		71330
203.9	7551 Yard Limits TO-R	ANGUS			} OTC	71322
186.5		GUDE				71305
181.0	Automatic Block System	MEXIA			} OTC	71240
169.5		GROESBECK				71230
153.2	8600 TO-R	KOSSE			} OTC	71215
142.7		BREMOND				71143
123.7	9791 TO-R	SEGER			} OTC	71122
120.7		HEARNE		BKYPQ		71110
		(217.1)				

RULE 5. Plano: Time applies at S.P. Switch to S.S.W. connecting track.

Ennis: Time applies at clearance point, west spring switch, MP 232.7, for westward trains.

Gifford: Time applies at Old Dallas Main Track 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	ALL TRAINS
DENISON and MILLER	40
MILLER and CORSICANA	55
CORSICANA and HEARNE	70
Exceptions:	Exceptions:
338.0 and 337.4	10
337.4 and 335.1	20
335.1 and 330.2	40
330.2* and 327.3*	20
329.3 and 326.9	20
326.9 and 324.7	35
324.7 and 318.7	25
318.7 and 313.7	10
313.7 and 302.0	25
302.0 and 297.0	10
297.0 and 286.0	25
286.0 and 282.0	10
282.0 and 280.9	25
280.9 and 276.3	20
276.3 and 273.0	25
13.7 and 0.0 (Belt Line)	25
All crossovers and turnouts, Fox	10
261.4 and 260.7	25
260.7 and 260.1	10
(Trinity River Bridge)	25
260.1 and 256.1	25
256.1 and 252.6	40
252.1 and 250.1	35
246.9 and 239.1	45
239.1 and 234.3	40
234.3 and 232.8	30
232.8 and 230.7	20
230.7 and 228.6	30
219.3 and 213.0	40
213.0 and 208.5	30
183.2* and 179.6*	40
170.4* and 168.9*	45
163.3 and 163.0	55
129.6 and 127.5	50
123.0 and 121.1	50
(Applies only to Eastward trains)	50
121.1 and 117.9	20

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

- 25 MPH through B.N. turnout connection Frisco Jct.
- 25 MPH through B.N. turnout connection South Sherman Jct.
- 10 MPH through B.N. turnout connection Sherman.
- 20 MPH Westward trains approaching interlocking signal, Sherman.
- 20 MPH Eastward trains approaching absolute signal, beginning CTC, Frisco Jct.
- 10 MPH through S.S.W. 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.

EAST-WARD	STATIONS		WEST-WARD
Mile Post	Fort Worth Branch	Station Number	
52.2	ABS { Yd Lmts TO-R	FORT WORTH BKIPQ	72400
46.8	R	FOREST HILL	72345
40.4	8420	BISBEE	72339
34.1	R	MANSFIELD	72333
23.1	R	MIDLOTHIAN	72310
11.5	R	WAXAHACHIE	72120
0.0	ABS { Yd Lmts TO-R	GARRETT P	72030
231.7	ABS { Yd Lmts TO-R	ENNIS BKYPQ	72024
		(54.1)	

Athens Branch

258.8	Yd Lmts R	MILLER BKIPQ	72700
261.2		BELT JCT KYPQ	72530
2.7	ABS { 5159	FOX P	72635
315.0	Yd Lmts	BRIGGS	72680
298.6		SEAGOVILLE	72653
		(20.7)	

- RULE 5. Fort Worth:** Time applies at MP 51.3.
Waxahachie: Time applies at MP 10.0 for westward trains and at MP 13.0 for eastward trains.
Mansfield: Time applies at MP 32.0 for westward trains and at MP 35.0 for eastward trains.

ENNIS SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	FORT WORTH BRANCH	LOADED COAL TRAINS	OTHER TRAINS
FORT WORTH and GARRETT		25	35
Exceptions:			
51.3 and 49.0		20	20
49.0 and 44.5		25	25
23.7* and 22.4		25	30
13.9* and 10.5*		20	20
13.9 and 0.0		25	25
Junction Switch Garrett		20	20

ATHENS BRANCH

ALL TRAINS

BRIGGS and SEAGOVILLE	5
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* RULE 10-J. Speed may be increased as soon as lead locomotive has passed these locations.

SPEED ON OTHER THAN MAIN TRACK:

Sidings, Hearne to and including Corsicana	25
Siding Rice	20
All tracks Sherman, Fort Worth and McKinney	5
Compress Track Waxahachie	5
Paragon Spur, (MP 32.8, Fort Worth Branch)	5
All other tracks, Ennis Subdivision	10

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
	Athens Branch		312.9	Van Alstyne	73521
309.2	Elam	72684	307.6	Anna	73518
302.2	Bobwyn	72667	303.0	Melissa	73516
300.7	Simonds	72655	277.3	Richardson	72920
	Fort Worth Branch		275.4	Curtis	72915
48.7	Brandt	72360	254.4	Hutchins	72521
25.6	Gilco	72325	251.3	Wilmer	72515
	Ennis Line		188.4	Wortham	71311
336.3	Jaques Spur	73719	147.0	Twin Oaks	71180
319.1	Howe	73525	128.6	Calvert	71128

SPECIAL INSTRUCTIONS

For movement within Terminal limits Dallas, also see Special Instructions, Dallas Terminals.

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
337.0	Bridge	199.8	Bridge
326.3	Bridge	185.6	Bridge
299.0	Bridge	182.9	Bridge
297.1	Bridge	172.3	Bridge
294.2	Bridge		Fort Worth Branch
292.3	Bridge	49.5	Bridge
289.6	Bridge	48.5	Bridge
286.3	Bridge	43.4	Bridge
273.8	Bridge	34.4	Bridge
240.6	Bridge	34.3	Bridge
216.5	Bridge	28.9	Bridge
215.4	Bridge	22.9	Eaves on Tower 94
213.9	Bridge	13.3	Bridge
212.3	Overpass	12.9	Bridge
211.1	Bridge	12.1	Bridge
210.8	Bridge	11.9	Bridge
209.7	Bridge	9.5	Bridge
208.9	Bridge	7.7	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.

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 spring switch east end and beginning of CTC.

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Sherman Train-Order Signal and Frisco Jct.
 Hearne Signal 1186 (Hearne-Houston Main Track)
 east end yard, westward absolute signals
 west end new track and interlocking signal
 governing westward movements, west end
 yard.

RULES S-71 and 97. Within yard limits Corsicana, there is no superiority of trains, and trains may run extra without train-order authority.

RULE 82-A. Eastward trains departing Fort Worth B.N. North Yard will receive clearance and train orders at Fort Worth, Broadway Yard, but will not depart Fort Worth B.N. North Yard until S.P. operator has been notified that train is ready to depart.

Commerce . . . trains originating enroute to the S.P. at Plano must obtain S.P. Clearance for movement between Plano and Miller.

Eastward trains originating Miller must obtain clearance from Belt Jct.

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

RULE 83. An inferior train identifying a superior train in either direction within CTC limits between M.P. Jct and Miller, 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 directed by train order.
- Miller Eastward trains originating, trains to or from Athens Branch, S.S.W. trains originating or terminating and trains directed by train order.
- Corsicana Trains originating or terminating.
- Forest Hill, MP 46.8 Trains directed by train order.
- Mansfield Trains directed by train order.
- Midlothian Trains directed by train order.
- Waxahachie (M.K.T. interchange) MP 12.6 Trains directed by train order.

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

- Sherman Trains originating or terminating.
- Ennis Trains with crew operating through.
- Fort Worth Trains originating or terminating B.N., North Yard.

RULE 93. Location of yard limits:

Denison	337.4
329.1 Sherman	326.9
297.0 McKinney	294.5
283.0 Plano	281.0
278.2 Richardson	276.5
273.6 Miller (Ennis Line)	257.1
Belt Jct.	1.8
Briggs (Athens Branch)	313.9
232.7 Ennis	228.0
Garrett (Fort Worth Branch)	4.5
213.0 Corsicana	207.8
120.8 Hearne	117.4
2.4 Hearne (Austin Subdivision)	
Fort Worth (Fort Worth Branch)	49.4

RULE D-97. Applies between Forest Ave and Belt Jct.

RULE 98. Railroad crossings at grade not interlocked:

Sherman: (S.S.W. and B.N. Crossing) Protected by gate normal position for B.N. movement.

ENNIS SUBDIVISION

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 105. Fort Worth: Main track ends at MP 51.3.

RULES 220 and 220-A. Crews arriving Denison will retain any train orders pertaining to track conditions between Denison and Sherman to be used on next eastward trip from Denison.

RULE 221. Corsicana is a train-order office for trains originating only.

Belt Jct is a train-order office for eastward trains originating Miller only.

RULE S-240. Movement of trains by Staff System. Applies at following location:

Territory	Register Location
MP 313.9 and Seagoville (Athens Branch)	Miller

RULE 245. Direct Traffic Control (DTC) in effect on Ennis Subdivision between east end of yard limits, Ennis, MP 228.0 and beginning of CTC, Bremond, MP 143.6. DTC limits consist of seven (7) blocks, identified and designated by wayside signs as follows:

ENNIS BLOCK	Extends between end of yard limits, Ennis, MP 228.0 and clearance point, west switch Rice siding, MP 221.1
RICE BLOCK	Extends between clearance point, west switch Rice siding, MP 221.1 and beginning of yard limits, Corsicana, MP 213.0
ANGUS BLOCK	Extends between end of yard limits, Corsicana, MP 207.8 and clearance point, east switch Angus siding, MP 202.8
GUDE BLOCK	Extends between clearance point, east switch Angus siding, MP 202.8 and clearance point, east switch Gude siding, MP 185.9
GROESBECK BLOCK	Extends between clearance point, east switch Gude siding, MP 185.9 and MP 169.5, in vicinity of east end Groesbeck siding
KOSSE BLOCK	Extends between MP 169.5, in vicinity of east end Groesbeck siding and MP 153.7, near east end Kosse siding
BREMOND BLOCK	Extends between MP 153.7, near east end Kosse siding and beginning of CTC, Bremond, MP 143.6

RULE 306: Block signals with "P" plates:

Eastward	Protection	Westward
	Spring switch east end siding, Rice	P-2193
	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

RULE 538. Spring switches equipped with facing point locks located as follows:

Station	Location	Normal Position
Rice	East end siding	Main Track
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

RULE 540. Spring switches equipped with switch point indicators:

Station	Location	Normal Position
Plano [#]	S.S.W. Conn.	S.P. Main Track
Ennis	West end yard	Lead Track
Ennis	East end yard	Main Track
Corsicana	S.S.W. Conn.	Siding
Hearne	West end yard	Austin Subdiv. Main Track

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

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normal position. When white light is not flashing or is extinguished, trains must stop and open and close spring switch by hand removing any obstruction.

RULE 606. Sherman: Tower 16 M.P. Crossing MP 328.8.

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

Fort Worth: A.T. & S.F. Connection MP 51.3

Interlocking signal governing westward movements MP 51.2 and interlocking signal governing eastward movements MP 51.3.

Signals and dual control switches controlled and operated by A.T.&S.F. train dispatcher, Fort Worth.

Corsicana: S.S.W. Crossing MP 210.2

Hearne: M.P. Crossing MP 120.7

RULE 680. Denison M.K.T. 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 S.P. interlocking signals do not actuate M.K.T. 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 M.K.T. 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).

Richardson: On Industrial District lead track, A.T. & S.F. crossing MP 277.9.

Plano: S.S.W. Crossing, MP 282.1.

Fort Worth: Tower 53 M.K.T. Crossing, MP 50.2.

Midlothian: Tower 94, A.T. & S.F. Crossing MP 23.1.

Waxahachie: Tower 67 M.K.T. Crossing MP 12.8.

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 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.

Light-type signal without identification plate which can display yellow aspect only, is located as follows:

Westward signal MP 328.1, Sherman.

To avoid blocking street crossings, trains that are to enter CTC should not pass this signal 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 S.P. and B.N. main tracks, Frisco Jct, and fouling points S.P. and B.N. main tracks, South Sherman Jct.

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

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.

ENNIS SUBDIVISION

Bremond and Hearne: CTC in effect on main track and sidings between west switch, siding Bremond and west end interlocking limits, Hearne.

RULE 812. Movements over B.N. trackage between Sherman and Frisco Jct will be made in accordance with Rules and Regulations of the Transportation Department of the Southern Pacific Transportation Company and movements must not exceed 10 MPH.

Movements over all foreign railroads in the Fort Worth Terminal must not exceed 10 MPH unless otherwise specified.

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. train 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 U.P.-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 block signal displaying proceed indication.

Except as provided in above paragraph, 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 B.N. tracks, Fort Worth Yard, between Tower 55 and B.N. 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 except must not exceed 10 MPH through interlocking limits at Tower 55.

(d) When block signal, without number plate, displays stop indication, train or engine after stopping may proceed after being authorized by B.N. yardmaster, North Yard.

(e) Westward movements must not pass fouling point Drill Track, MP 2, without authority of B.N. yardmaster, North Yard.

(f) Eastward movements leaving B.N. North Yard must obtain permission from B.N. yardmaster before leaving North Yard.

ENNIS SUBDIVISION

RULE 825. Instructions for applying hand brakes:

Sherman — B.N. 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. WAYSIDE DETECTORS

MP	Type	MP	Type	MP	Type
237.7	E1	177.7	G1	139.7	G1
225.0	E1	175.0	E1, E2	127.9	E1
207.4	G1	172.8	G1	Fort Worth Branch	
205.1	E1	166.1	G1	38.3	B
196.0	G1	147.0	E1, E2	6.5	C

RULE 827-A. Westward "K" trains must stop and crew make walking inspection of entire train from both sides at MP 319 between McKinney and South Sherman Jct.

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

AIR BRAKE RULES

RULE 33. Restrictive grades:

FORT WORTH BRANCH

Eastward Fort Worth to Garrett			Westward Garrett to Fort Worth		
MP	MP	MPH	MP	MP	MPH
48.5	40.0	25	40.0	48.5	25

RULE 65. Maximum Horsepower Per Ton Ratios:

MBSMF, LAMFF, LADAF, DAHOX, HODAX	4.0
MFBAT, MFLAT, LANTA	2.5
All Other trains	2.0

DALLAS TERMINALS

SPECIAL INSTRUCTIONS

Rule P. Impaired Side Clearance:

MP	Description	MP	Description
273.3	Bridge	6.1	Bridge
12.9	Bridge	5.5	Bridge
11.6	Bridge	5.3	Bridge
8.5	Bridge	260.2	Bridge
7.4	Bridge	258.3	Bridge

RULE 93. Location of yard limits:

273.6	Miller (Ennis Line)	257.1
	Belt Jct	1.8

RULE 98. Railroad crossings at grade not interlocked:

East Dallas: A.T. & S.F. crossing on industrial lead track of S.P. and main track and switching lead of A.T. & S.F. Protected by gate and lights, normal position is for A.T. & S.F. 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

RULE 606. M.P. Jct: Tower 119, M.P. Crossing

Dallas: Tower 19, A.T. & S.F. Crossing

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

Between Tower 19 and Tower 10

A.T. & S.F. and S.P. tracks, Dallas, between S.P. connection, Tower 19, and S.P. 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.

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

Tower 10, A.T. & S.F. Crossing on yard track east of Dallas Yard:

Signals controlled by operator, Tower 19.

RULE 705. Indicators located as follows:

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

RULE 760. M.P. Jct and West End Drill Track, Miller

CTC in effect on main track and siding between MP 4.8 (M.P. Jct) and MP 260.0 (west end drill track), Miller and on both routes at Belt Jct to east end double track.

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

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.

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

DALLAS TERMINALS

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 and over Union Pacific-Missouri Pacific trackage between Terminal Jct and Browder Yard, will be made in accordance with the Rules and Regulations of the Transportation Department of the Southern Pacific Transportation Co.

Interlocking limits extend between Forest Ave and Terminal Jct.

Switches and signals at Tower 19 controlled by operator Tower 19.

Switches and signals between Tower 19 and Dallas Union Sta. 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).

Switches and signals between Terminal Jct and Browder Yard are controlled by U.P.-M.P. train dispatcher, Fort Worth. Movements within Browder Yard will be made under the direction of the U.P.-M.P. yardmaster, Browder Yard.

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 Jct.	10
On other than main tracks	10

MAXIMUM SPEEDS ON U.P.-M.P. CO. TRACKAGE

BETWEEN	ALL TRAINS
Terminal Jct and Browder Yard, Main Track	20
On other than main tracks	10

MISCELLANEOUS

Train and engine movements and employes working within Dallas Terminal Limits will be under the supervision of the San Antonio Division Officers and will be governed by Southern Pacific Rules and Regulations of the Transportation Department.

SPEED ON OTHER THAN MAIN TRACKS:

M.P. Jct through connection between S.P. and M.P. main tracks	10
All other tracks, Dallas Terminal Limits	10

ALL SUBDIVISIONS

ADDITIONS, MODIFICATIONS, REVISIONS and DELETIONS

To The RULES AND REGULATIONS Of The TRANSPORTATION DEPARTMENT

DEFINITIONS

Definition of RESTRICTED SPEED is revised to read:

Restricted Speed. A speed that will permit stopping within one-half the range of vision short of a train, engine, car, stop signal, obstruction, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.

Definition of WITH CAUTION is deleted in its entirety.

Following Two Definitions are added:

Direct Traffic Control (DTC): A DTC block or a series of DTC blocks wherein the movement of trains is authorized and governed directly by the train dispatcher.

DTC Block: A specified length of main track which will be identified by name. The name and limits of a block will be identified by wayside signs reading "Begin (name) Block" and "End (name) Block" and by mile post location in timetable.

RULE A. The following paragraph is added:

Trainmen and Enginemen must have a copy of the Safe Work Practices booklet dated February 1984 available while on duty and must adhere to the safe work practices described in the booklet.

RULE N. Third paragraph is revised to read:

Employees must not go between moving equipment except when using the end platform on a locomotive, caboose or when applying or releasing a handbrake. Never step on the uncoupling lever or place any part of your body between coupler horn and end sill.

The following paragraph is added:

When necessary to climb through standing equipment, employees may, when practicable, cross only through those cars equipped with end platforms or over the body of an empty flat car. Crossing between moving equipment is prohibited except when using the end platform of a locomotive or caboose.

RULE O. Sixth paragraph is revised to read:

Employees are prohibited from getting on a moving conventional flat car. When getting on a moving car other than a caboose, or a car that is last in a cut, you must board the leading end. It is permissible to board either end of a locomotive, caboose or a car that is last in a cut.

RULE P. Third paragraph is revised to read:

Employees are forbidden to take position, either seated or standing on hand rails of a locomotive.

RULE 6-A. Fourth paragraph is revised to read:

DT, CTC or DTC limits will be indicated within brackets at right of station column.

RULE S-17 is deleted in its entirety.

RULE 34. Third paragraph is revised to read:

When a trainman is located on the rear of a train, any restrictive indication of signals must be communicated between crew members on head and rear end (also helper engines) when radio communication is available.

RULE S-90. The following paragraph is added:

At meeting points, the train holding the main track must stop short of the point where time applies, unless the train to be met is clear of the main track and switch is properly lined. An extinguished headlight is not an indication that a train is clear of the main track.

ALL SUBDIVISIONS

RULE 99. Twelfth paragraph is revised to read:

When rear of train is within DTC, Interlocking, or yard limits, flag protection to the rear is not required.

RULE 102. Is revised to read:

When a train or engine with cut of cars has stopped by an emergency application of the brakes, had severe slack action incidental to stopping or has had rough coupling, the following action must be taken:

- (a) If there is an adjacent main track or controlled siding which may be obstructed, an immediate warning must be given by radio, stating the exact location and status of train or engine. A lighted red fusee must be immediately displayed on the adjacent track, and flag protection provided in both directions on that track as prescribed by Rule 99 or 99-A. The flagman may be recalled:
 - (1) When it is known that adjacent tracks are not obstructed;
 - (2) When the adjacent track is within CTC or interlocking and the train dispatcher or interlocking operator has assured crew member protection has been provided;
 - (3) Where Rule D-97 is in effect, flagman protecting adjacent track for movements against the current of traffic may be recalled upon advice from the train dispatcher that no movement against the current of traffic has been authorized.
- (b) If located on a main track or controlled siding, the milepost locations traversed by the train or engine while moving must be immediately noted. Train dispatcher must be notified without delay.
- (c) Inspection is made to determine that wheels on all cars and locomotives are properly positioned on the rail and that rails have not been displaced as a result of jackknifing action.

A train on an adjacent track receiving radio notification must proceed prepared to stop short of any obstruction or flagman unless advised that the track is clear and it is safe to proceed.

RULE 105. Second and third paragraphs are revised to read:

Movements from main track into sidings or other tracks except controlled sidings, must be made at RESTRICTED SPEED and, when practicable, stop must not again be made until train is clear of main track.

Movements on any track other than main track or controlled siding must be made at RESTRICTED SPEED.

RULE 110. New rule is added:

When a train is instructed by the train dispatcher in words "BETWEEN (Milepost) AND (Milepost) BE GOVERNED BY RULE 110," movement between specific milepost locations must be made not exceeding 10 MPH.

Train Order Form H. Last paragraph on Page 108 is revised to read:

When necessary to authorize two or more work extras within the same limits or portion of limits, and it is desired that protection between work extras be provided by the conductors and engineers of the work extras named, following example will be used, and all movements within the same or portion of the limits of work order must be made at RESTRICTED SPEED. A thorough understanding between the conductors and engineers is required.

RULE S-242. Is revised to read:

When a train has been registered into Staff System Territory and it is necessary to authorize a second train into the territory, it will be done as follows:

- (a) After the engineer and conductor, if any, of the second train have been advised of the location of the first train,

ALL SUBDIVISIONS

the second train may enter the territory without registering.

- (b) Movement of the second train must be made at RESTRICTED SPEED.
- (c) The first train may not be moved until coupled to the second train.
- (d) The conductor(s) will see that the first train is registered out when the trains have left Staff System Territory.

RULE 245. New rule is added:

DTC limits will be designated in the timetable. Within these limits there is no superiority of trains and trains may run without train-order authority.

RULE 245-A. New rule is added:

Before DTC block authority is granted, the train dispatcher must determine the name of crew member on train or operator in charge of on-track equipment that is to receive and use authority.

Train dispatcher will issue DTC block authority to crew member on head end of train when radio communication is distinct. DTC block authority may not be received by an employee operating the controls on an engine of a moving train.

RULE 246. New rule is added:

A train may enter the limits of a DTC block(s) only after receiving oral authority from the train dispatcher.

Authority will be issued and acknowledged using the following sample format:

TRAIN DISPATCHER: "7241 East, Engineer Jones, at 8:10 AM, you are authorized to proceed in Newman, Desert and Orogrande blocks, over."

ENGINEER JONES: "7241 East, Engineer Jones, at 8:10 AM, I am authorized to proceed in Newman, Desert and Orogrande blocks, over."

TRAIN DISPATCHER: "7241 East, that is correct, out."

DTC block authority may not be acted upon until the words "(train ID) that is correct" are received from the train dispatcher.

Both conductor and engineer of train are responsible for knowing authority has been received before entering a DTC block. After authority is received, a train may occupy block(s) named and move in direction specified.

In ABS territory opposing trains must not be authorized within the same DTC block. In non-ABS territory no more than ONE train may be authorized within the same DTC block.

EXCEPTIONS:

- (a) As provided for in Rule 248.
- (b) Authority may be granted after a definite understanding that train which has entered the block under authority of Rule 246 has passed the location where opposing movement will enter the DTC block.

RULE 246-A. New rule is added:

Unless the train dispatcher specifies otherwise, when a train clears a DTC block, a crew member will immediately report "released" to train dispatcher. If main track is cleared at an intermediate point within the DTC block, "block released" must not be reported until switch has been secured in normal position. Train must not re-enter the block after reporting "released" until authority is again received from the train dispatcher.

A DTC block will be reported released and acknowledged released using the following sample format:

CONDUCTOR BROWN: "7241 East, Conductor Brown. At 8:45 AM, I am releasing Newman block, over."

TRAIN DISPATCHER: "7241 East, Conductor Brown. At 8:45 AM, you are releasing the Newman block, over."

CONDUCTOR BROWN: "7241 East, that is correct, out."

ALL SUBDIVISIONS

A DTC block is not to be considered released until the words "(train ID) that is correct" are received from a crew member of train releasing the block.

RULE 246-B. New rule is added:

When it is necessary to withdraw previously granted DTC block authority, the train dispatcher must advise crew member on head end of train. If block or blocks are unoccupied, the block(s) will be reported released using the format in Rule 246-A.

RULE 247. New rule is added:

In the event of communication failure, the authority to enter and/or report clear of a DTC block may be relayed through a third party. The authority must first be transmitted to the relaying party who must then repeat it back to the train dispatcher. If correct, the train dispatcher will give the response "That Is Correct" and authorize the relaying party to transmit the DTC block authority to a crew member. The crew member receiving the block authority must repeat it back to the relaying party and if correct, the response "That Is Correct" will be given. The relaying party must then advise the train dispatcher that the block authority has been correctly relayed to destination.

RULE 248. New rule is added:

A train or operator in charge of on-track equipment is authorized to occupy the limits of a DTC block(s) after receiving work and clock time limit(s) from the train dispatcher. Work and clock time limits may be granted:

- (a) To a train or operator in charge of on-track equipment within ABS territory if block is clear of trains or after a definite understanding that train(s) which have entered the block under authority of Rule 246 have passed the location where the track will be fouled.
- (b) To a train in non-ABS territory, if block is clear of train.
- (c) To operator in charge of on-track equipment in non-ABS territory, if block is clear of train or after a definite understanding that train which has entered the block under authority of Rule 246 has passed the location where the track will be fouled.
- (d) To more than one train and/or operator of on-track equipment within the same DTC block in ABS and non-ABS territory. Train dispatcher must first advise operator of on-track equipment and/or engineer(s) of train(s) involved that block(s) is to be jointly occupied.

A train or on-track equipment granted work and clock time authority may occupy block(s) named and move in either direction. When train(s) is advised that block(s) is to be jointly occupied, movement must be made at restricted speed.

A train or operator in charge of on-track equipment granted work and clock time limits within a block occupied by a train having authority under Rule 246 must not pass that train.

Work and clock time limits will be issued and acknowledged using the following sample format:

TRAIN DISPATCHER: "7241 East, Engineer Jones, I am granting you work and clock time authority in Newman block until 10:10 AM, over."

ENGINEER JONES: "7241 East, Engineer Jones, I am granted work and clock time authority in Newman block until 10:10 AM, over."

TRAIN DISPATCHER: "7241 East, that is correct, out."

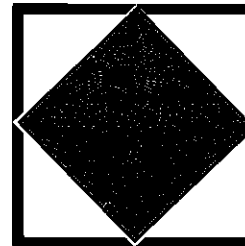
Unless granted an extension of time, train and/or on-track equipment must be clear and report block "released" before expiration of the time limit.

Until work and clock time authority in a DTC block(s) is released, train(s) must not be authorized under Rule 246 to enter that block(s).

SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED
EXPLOSIVES A OR POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY



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.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.



RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train 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.

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)		
	Flat 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.

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to ½ mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Rail communications fail or is not available, call long distance collect — (512) 224-3538

Tell him:

- (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, mile-post location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
- (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
- (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (4) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (5) Location of nearby stream, river, pond, lake or other body of water.
 - (6) Location of access roads.
 - (7) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train mass profile graph including hazardous consist and hazardous commodities printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

ALL SUBDIVISIONS

RULE 249. New rule is added:

Reverse movement within a DTC block may only be made when authorized by train dispatcher or by Rule 248. Train dispatcher may authorize a reverse movement within block system limits:

- (a) Provided block is clear of following trains and Rule 246 authority has not been granted to any following trains within that block;
- (b) When block is occupied by a following train provided train dispatcher is assured following train is stopped and will remain stopped until notified by train dispatcher;
- (c) Provided work and clock time authority has not been granted to a train or operator in charge of on-track equipment within that block.

Reverse movement authorized by the train dispatcher must be made at RESTRICTED SPEED.

RULE 509. Part (h) is revised to read:

(h) when proceeding on the authority of Rules 248, 663 or 776.

RULE 515. First paragraph is revised to read:

A train having passed out of a block must not back into that block except under protection by flagman, as provided for in Rule 99-A, or as otherwise provided for in Rules 249, 670 and 763-A.

RULE 765. Fourth paragraph is revised to read:

Trains or engines granted work limits and clock time limit may occupy main track or controlled siding and move in either direction within such limits at RESTRICTED SPEED, and without protection by flagman. They may pass AUTOMATIC BLOCK SIGNALS displaying stop indication without stopping.

RULE 822. Third paragraph is revised to read:

If necessary to make change or repairs to couplers, all employees who might move cars or cause cars to be moved must be advised of work to be done. CARS MUST BE SEPARATED NOT LESS THAN 50 FEET to reduce possibility of injury.

RULE 822-B. First paragraph is revised to read:

Before opening angle cock to an uncoupled air hose, grasp hose on glad hand clear of vent port, brace glad hand firmly against leg just above the knee and turn face away from glad hand.

RULE 822-D. New rule is added:

Within a hump yard, during humping operations, before a trainman places himself between engines or cars on a bowl track for the purpose of coupling air hoses or adjusting couplers, protection against cars being released from the hump into the track involved must be provided as follows:

- (1) A crew member must notify the employee controlling switches that provide access from the hump to the track on which such work is to be performed;
- (2) Upon such notification, any remotely controlled switch must be lined against movement to the affected bowl track and employee must apply or have applied a locking or blocking device, or reminder, to the control for that switch; and
- (3) Crew member must then be notified that the required protection has been provided and such protection shall be maintained until the crew member advises that work is completed and protection is no longer required.

RULE 827. Second paragraph is deleted and third paragraph is revised to read:

Trainmen and enginemen must frequently observe both sides of their train while running, looking for signals and indications of defects in track and train, especially while rounding curves. When a trainman is located on the rear of a train, he must also make observation behind train, looking at track and structures for evidence of distressed or derailed car(s). If indication of defect is observed, train must be promptly stopped for closer inspection and correction of defect.

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RULE 829. Is revised to read:

Employes must observe passing trains closely and if hot bearing, brakes sticking, wheel sliding, dragging equipment, insecure lading or any other dangerous condition is detected, they must give stop signals to trainmen and enginemen on passing trains. If nothing irregular is noted, they will give proceed signal as rear of train passes, to indicate they have observed train and noted nothing dangerous.

When a train stops to be met or passed by another train, trainman (fireman if trainman is not available) on head end of train must make rolling inspection of passing train from the ground on side opposite his train.

Trainmen and enginemen must be on lookout for signals from employes. If stop signal is received or attention is called to a dangerous condition, train must be promptly brought to a stop consistent with good train handling techniques, and an inspection made. Any defects must be corrected, if possible, and cars unsafe for movement must be set out and train dispatcher notified.

RULE 831. First sentence is revised to read:

Pile drivers, locomotive cranes, and other work equipment having butt couplers (no draft gear) must be handled near rear of train ahead of caboose, if any, and behind helper engine.

RULE 834. Is revised to read:

If a train's makeup and length permit:

- (a) An open-top car with a load that could possibly shift beyond the ends of the car must not be placed next to an engine, caboose or loaded multi-level car.
- (b) A loaded open-top car containing loose particles that could possibly be blown onto adjacent cars must not be placed immediately ahead of a caboose, helper engine or loaded multi-level car.

RULE 845. First paragraph is revised to read:

Before leaving his initial station, conductor must be assured that all crew members are present, hand brakes are released, and caboose, if any, is provided with proper tools, supplies and flagging equipment.

RULE 869. Is revised to read:

When a trainman is located on the rear of a train, he must be in position on rear platform when passing through wooden-lined tunnels and over long open-deck trestles to observe fire that might be set by train.

RULE 870. Is revised to read:

Conductors must see that their cabooses, if any, are kept in a clean and tidy condition.

RULE 874. Second paragraph is revised to read:

Forward brakeman on freight trains will ride the lead locomotive when a suitable seat is available. On trains operating without a caboose, the conductor instead of the forward brakeman will ride the lead locomotive when a suitable seat is available.

A.B. RULE 4. Second paragraph is revised to read:

When the conductor is located on the rear of a train, he is responsible for frequent observation of the air gauge on caboose. If any hazard to safe operation develops while running or should brake pipe pressure be reduced to 50 pounds, needed precaution must be taken promptly by use of signals, radio, conductor's valve, or emergency brake valve to stop the train. After stopping, train must be secured by the setting of hand brakes before any attempt is made to release train air brakes.

A.B. RULE 13. Sixth paragraph is revised to read:

Should it become impossible to stop a train with the air brakes and a trainman is located on the rear of the train, the engineer must contact the trainman if communications are available, and have him place the train in emergency. If unable to contact the trainman, apply dynamic brake if engine is so equipped. If engine is not so equipped or dynamic brake is inoperative, place throttle in IDLE position, apply sand, place reverse lever in the opposite position and move the throttle to No. 1 position.

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A.B. RULE 21. Last paragraph is revised to read:

Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on, or couple other cars to, a train on which the road engine and caboose have been attached without instructions from the yardmaster, who will see that members of the crew are notified in advance. When a portable marker is displayed on the rear car, it is to be considered the same as a caboose.

A.B. RULE 25-A. Last paragraph is revised to read:

Engineer must apply brakes with sufficient force to insure air brakes are operating properly. It must be known that brake pipe pressure has been reduced as indicated at rear of train. If the engineer is unable to ascertain the brake pipe pressure, train must be stopped with automatic air brake and comply with Air Brake Rule 25.

A.B. RULE 25-B. Is revised to read:

At locations designated by the Timetable, engineer must determine the brake pipe pressure as indicated at rear of train. If the engineer is unable to ascertain the brake pipe pressure, train must be stopped by use of automatic air brakes and comply with Air Brake Rule 25.

A.B. RULE 61.A.4. First paragraph is revised to read:

Starting Back-Up Movement:

To avoid excessive buff forces when backing, do not exceed the throttle position in relation to the number of axles of power indicated in the following table:

Maximum throttle Position	Number of Axle of Power
8	12 or less
6	14
5	16
4	18
3	20

(Maximum number of axles of power that may be used is 20)

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SPECIAL INSTRUCTIONS

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

Pages 2 and 3 of Current Rules and Regulations of the Transportation Department have been reprinted effective October 30, 1983, and list all revised pages. Each employee whose duties are prescribed by these rules is required to have revised pages 2 and 3, effective October 30, 1983 along with all other revised pages listed inserted in proper numerical order in his/her book of rules.

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

RULE S-72. Eastward regular trains are superior to westward regular trains of the same class.

TRAIN ORDER FORM I. Is revised in its entirety to read as follows:

I

Relief of Protection by Flagman Against Following Extra Trains Outside of Block System Limits.

This form must not be issued to include any part of the limits of a work extra.

Extra Trains other than Work Extras must not clear the main track where Rule 99-C is in effect unless crew member is left at main track to identify his train to any train passing in the same direction.

- (1) BETWEEN ANNA AND HOPE
EASTWARD EXTRA TRAINS EXCEPT
EXTRA 6681 EAST WAIT AT
ANNA UNTIL 430 PM
BESS 515 PM
CLOY 555 PM
DORA 645 PM
EDEN 715 PM

Example (1) relieves the excepted train (Extra 6681 East) from providing flag protection against Eastward Extra Trains between the stations named until the times specified. Example (1) **MUST NOT** be used when there are preceding Extra Trains between the stations named.

- (2) BETWEEN ANNA AND HOPE
EASTWARD EXTRA TRAINS EXCEPT
EXTRA 4082 EAST AND EXTRA 6681 EAST
WAIT AT
ANNA UNTIL 430 PM
BESS 515 PM
CLOY 555 PM
DORA 645 PM
EDEN 715 PM

Example (2) may be used to conditionally relieve Extra Trains of flag protection between the stations named. Designated Extra Trains are not required to protect against Eastward Extra Trains between the stations named until the time specified **EXCEPT** between themselves. They must protect to the rear unless it is **KNOWN** that other designated train(s) are ahead or Example (2) is modified as follows:

- (a) EXTRA 6681 EAST WAIT AT
ANNA UNTIL 130 PM
BESS 215 PM
CLOY 255 PM
DORA 345 PM
BETWEEN ANNA AND HOPE
EASTWARD EXTRA TRAINS EXCEPT
EXTRA 4082 EAST AND EXTRA 6681 EAST
WAIT AT
ANNA UNTIL 430 PM
BESS 515 PM
CLOY 555 PM
DORA 645 PM
EDEN 715 PM

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When so modified, Extra 4082 East is relieved from providing protection again Extra 6681 East until times specified.

Extra 6681 East is relieved from providing flag protection against Eastward Extra Trains until time specified **PROVIDED** Extra 6681 East ascertains that Extra 4082 East has departed ahead. If Extra 4082 East allows Extra 6681 East to pass, positive identification **MUST BE MADE** between the two trains and flag protection against Extra 4082 East must be provided by Extra 6681 East.

If one of the excepted extra trains is not authorized to operate over the entire territory covered, Example (2) may be modified by adding:

- (b) EXTRA 6681 EAST TERMINATES AT EDEN
- (c) EXTRA 6681 WEST ORIGINATES AT CLOY

Modifications (b) or (c) relieve Extra 4082 East from providing flag protection in territory where Extra 6681 East is not authorized to operate.

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

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn **SLOWLY** one complete turn to right, remove key and wait until time-release of three 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. WAYSIDE DETECTORS

The type and location of all wayside detectors will be listed under Rule 827 on each individual subdivision.

On trains operating without a caboose, crew member must look back observing each wayside detector until rear of train clears detector site or until detector is no longer visible. When detector is seen to be activated, train must be stopped per A.B. Rule 5.D. Inspection must be made of entire train unless crew is advised orally of location of defect(s) as indicated by detector.

When a wayside detector alarm is activated on dispatcher's CTC control machine, the train dispatcher must immediately contact the train involved and advise them that detector has been activated. When a train operating without a caboose is advised by the train dispatcher that detector has been activated, train must be stopped per A.B. Rule 5.D. Inspection must be made of entire train unless crew is advised orally of location of defect(s) as indicated by detector.

Trains operating with a caboose will be governed by wayside detector indication.

When a wayside detector is inoperative, train may proceed at prescribed speed. Report must be made to train dispatcher promptly. When a train passes two consecutive inoperative detectors and the train has not received a visual inspection on both sides, train must be stopped and inspection made.

A detector is to be considered inoperative when:

- a. Advised detector is out of service.
- b. Revolving red beacon light is observed prior to engine passing detector location.
- c. The white light is out or flashing before the engine reaches a Type C detector and the monitor display board does **NOT** illuminate after train has passed scanner location.

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- d. The white light is out or flashing before the engine reaches a Type E detector and no valid end-of-train message is received.
- e. When detector transmits "Detector malfunction — inspect entire train" as movement first begins over detector, the directive to "inspect entire train" will not apply.

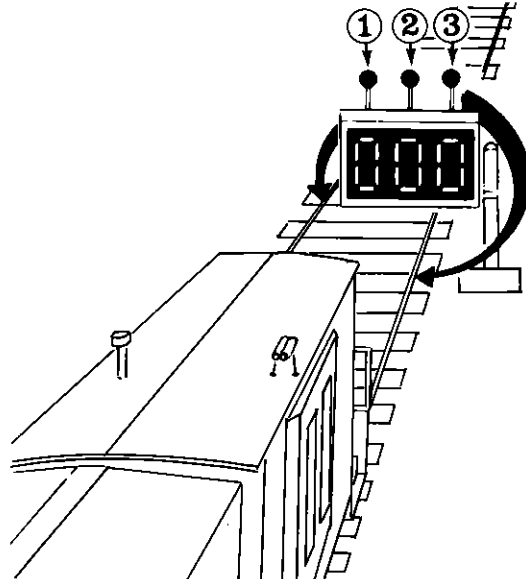
TYPE B: DRAGGING/DERAILED EQUIPMENT DETECTOR — REVOLVING RED LIGHT

A 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 per A.B. Rule 5.D. and a walking inspection made of entire train.

HOT BOX DETECTORS

Each hot box detector 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 per A.B. Rule 5.D. and inspection made to locate hot bearing(s).

TYPE C: HOT BOX DETECTOR — 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.

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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 the 234th axle from rear of train on side 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 the 095th axle on side indicated. 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 the 153rd axle on BOTH SIDES. If hot bearing is not found on indicated axle, inspect all bearings on car indicated as well as five cars ahead on BOTH SIDES.
	Inspect for hot bearing on each side of the 126th axle from rear of train. If hot bearings are not located on indicated axle, all bearings of car indicated as well as five cars ahead and behind must be inspected on BOTH SIDES.

TYPE D. HOT BOX DETECTOR — REMOTE READOUT AT TERMINAL

When white light is flashing on instrument house, train must be stopped per A.B. Rule 5.D. 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.

TYPE E: RADIO READOUT (TALKER) DETECTOR:

A type E detector may be equipped to inspect for a specific type of defect or for multiple types of defects. The type of defect(s) each type E is equipped to detect will be listed in each individual subdivision as follows:

SYMBOL	TYPE OF DETECTOR
E1	Hot Box Detector
E2	Dragging Equipment Detector
E3	Hot Wheel Detector
E4	High/wide Load Detector

Detector is equipped with a talking alarm system which verbally reports the type and location of defects to the crew by radio.

When movement over detector begins, the system should transmit the following message one time:

"S. P. detector, (milepost), checking (Eastward/Westward) train (on East/West/#1/#2 Track)"

The reception of this message by the crew indicates that the system is operational. If an integrity failure occurs, the system will transmit the following message:

"Detector malfunction — inspect entire train"

When defects are detected during movement, the system will transmit a defect message at the time of detection, and the white light on house will begin to flash. This message will indicate the

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type and location of defect(s). Example of message transmitted at the time of detection:

"S. P. detector" (milepost) checking (Eastward/Westward) train (on East/West/#1/#2 track) first hot box axle 210 on fireman's side (Transmitted one time)."

When defect message is received, train must be stopped per A.B. Rule 5.D.. If train has cleared the detector by at least 200 feet, the end-of-train message will be transmitted and crew must inspect the train for the indicated defect(s). Example of end-of-train message:

"S.P. detector (milepost) checking (Eastward/Westward) train (on East/West/#1/#2 track). (number) defects — count from front of train. First hot box, axle 210 on fireman's side. Second hot box, axle 243 on engineer's side. First hot wheel, axle 249 on fireman's side. First dragging equipment near axle 305. First high load near axle 315. First wide load near axle 325 on engineer's side. First loose wheel near axle 240. (Transmitted two times to insure that information is copied correctly.) Transmission over."

Inspect for hot bearing at the reported axle location. If hot bearing is not located, all bearings of the car indicated as well as five (5) cars ahead and behind must be inspected on both sides.

Inspect for hot wheels on the car indicated by the wheel count. If hot wheel is found, be governed A.B. Rule 11. If hot wheels are not found on the car indicated by the wheel count, all wheels on the car indicated as well as five (5) cars ahead and behind must be inspected.

When dragging equipment, wide load, high load, loose wheel defects are reported, inspect for defect on the car indicated. If defect is not located, inspect the five (5) cars ahead and behind the car indicated.

If six (6) or more defects are detected, or an integrity failure occurs, the system will transmit the following message:

"S.P. detector (milepost) checking (Eastward/Westward) train (on East/West/#1/#2 track). Detector malfunction, inspect entire train. (Transmitted one time) Transmission over."

When train has passed detector with no defects found, the system will transmit the following message:

"S. P. detector (milepost) checking (Eastward/Westward) train (on East/West/#1/#2 track). No defect. Transmission over."

Trains must be stopped and the entire train inspected for hot bearings and dragging equipment when:

1. Verbal information is not received or understood after train clears detector site.
2. System has transmitted the "No defect" message, but white light is flashing.

Track identification will not be provided at detectors located in single track territory.

TYPE F: HIGH/WIDE LOAD DETECTOR-REVOLVING RED LIGHT

A 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 per A.B. Rule 5.D. and a walking inspection made of entire train.

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G: DRAGGING/DERAILED OR HIGH/WIDE LOAD DETECTOR — RADIO READOUT (TALKER) DETECTOR.

A type G detector is equipped to inspect for either dragging/derailed equipment or for high/wide loads. The type of defect each type G detector is equipped to detect will be listed in each individual subdivision as follows:

<u>SYMBOL</u>	<u>TYPE OF DETECTOR</u>
G1	Dragging/Derailed Equipment Detector
G2	High/Wide Load Detector

Detector is equipped with a talking alarm system which verbally reports the type and location of defects to the crew by radio.

When movement over detector begins, the system should transmit the following message one time:

"S.P. detector (milepost) checking train (on East/West/#1/#2 track)."

The reception of this message by the crew indicates that the system is operational. If an integrity failure occurs, the system will transmit the following message:

"Detector malfunction — inspect entire train."

When defects are detected during movement, the system will transmit a defect message at the time of the detection. This message will indicate the type of defect or defects. Example of message transmitted at time of detection:

"S.P. detector (milepost) checking train (on East/West/#1/#2 track). Dragging equipment." (Transmitted one time)

When defect message is received, train must be stopped per A.B. Rule 5.D. If train has cleared the detector by at least 200 feet, the end-of-train message will be transmitted and crew must inspect the train for the indicated defect(s). Example of end-of-train message:

"S.P. detector (milepost) checking train (on East/West/#1/#2 track). Dragging equipment. Wide load (North/South) side. (Transmitted two times to insure that information is copied correctly) Transmission over."

If six (6) or more defects are detected or an integrity failure occurs, the system will transmit the following message:

"S.P. detector (milepost) checking train (on East/West/#1/#2 track). Detector malfunction. (Transmitted one time) Transmission over."

When train has passed detector with no defects found, the system will transmit the following message:

"S.P. detector (milepost) checking train (on East/West/#1/#2 track). No defect. (Transmitted one time) Transmission over."

Trains must be stopped and the entire train inspected for the type of defect normally detected by that detector when verbal information is not received or not understood after train clears detector site by approximately 200 feet.

Track identification will not be provided at detectors located in single track territory.

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

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crew of any roller bearing car experiencing a hot box actuation and car was not set out.

LOOSE WHEEL DETECTORS

If indication is for loose wheel, all wheels and journals must be inspected on car indicated as well as five cars ahead and behind.

RULE 836. When cars are being shoved into any track which is located adjacent to a building or dock, crew member must not ride on the side of the leading car at locations which will place him between the leading car and a building and/or dock. Crew members must precede the movement unless view of track ahead is seen to be clear for the entire distance to the point where movement will be stopped.

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 or loading.

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

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tie-down rack on the tie-down car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.

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

TRAINS HANDLING LOADED TOFC CARS

Whenever a standing, walking or rolling inspection is made of a train, crew members must observe closely, loaded TOFC cars for possible shifted load in trailers. If a trailer is observed leaning due to a possible shifted load, car carrying the trailer must be set out at the first available track. If lading is found protruding or bulging from within a trailer, car carrying the trailer must be set out at the first available track, unless end of trailer from which lading is protruding is located within 14 inches of another trailer, preventing doors from opening and inspection reveals lading will not fall out of car, in which case train may proceed to the next terminal where mechanical employees are available, notifying train dispatcher of condition found.

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	SP 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

* Not including portion of tonnage being shoved by helper engine.

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RULE 24. Will apply at East Yard.

RULE 24-G. Will apply at Valentine, Sanderson, Del Rio, Hearne, Austin, Yoakum, Ennis and at Caldwell for unit coal trains received in interchange from A.T.S.F.

RULE 33. When tonnage per operative brake exceeds 80, maximum speed of train is restricted to 45 MPH, except, train may operate at maximum speed permitted, provided both of the following provisions are met:

1. Tons per axle of operative dynamic brake does not exceed 350 tons;
2. Total cars in train, tons per operative brake and the number of mechanical refrigerator cars (TOPS CODE; "RML or RM") meet the requirements of the following table.

TONS PER OPERATIVE BRAKE FOR ENTIRE TRAIN				
	80 + to 85	85 + to 90	90 + to 95	95 + to 100
Number Of Cars In Train	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required
40 or less	None	None	None	None
41-45	None	None	None	3
46-50	None	None	4	8
51-55	None	5	10	16
56-60	7	14	26	32
61-65	14	28	35	43
66-70	30	38	45	53
71-75	39	48	55	63
76-80	48	56	64	72
81-85	58	66	74	82
86-90	67	76	85	
91-95	77	86		
96-100	87			

Trains not qualifying under the above table, provided both of the following requirements are met, may use the next table to determine if speed above 45 MPH is permitted:

1. Tons per axle of operative dynamic brake does not exceed 500 tons; and
2. Total cars in train and tons per operative brake meet the requirements of the following table:

Number Of Cars In Train	TONS PER OPERATIVE BRAKE			
	80 + to 85	85 + to 90	90 + to 95	95 + to 100
1 to 40	speed sign speed	speed sign speed	speed sign speed	speed sign speed
41 to 45	speed sign speed	speed sign speed	speed sign speed	speed sign -5 MPH
46 to 50	speed sign speed	speed sign speed	speed sign -5 MPH	speed sign -10 MPH
51 to 55	speed sign speed	speed sign -5 MPH	speed sign -10 MPH	speed sign -15 MPH
56 to 60	speed sign -5 MPH	speed sign -10 MPH	speed sign -15 MPH	speed sign -20 MPH
61 to 65	speed sign -10 MPH	speed sign -15 MPH	speed sign -20 MPH	
66 to 70	speed sign -15 MPH	speed sign -20 MPH		
71 to 75	speed sign -20 MPH			

(The preceding tables are only to be used to compute speeds above 45 MPH. When speed sign indicates speed of 45 MPH or higher, speed will not be restricted below 45 MPH by use of second table. Example: speed sign '50 MPH', speed table authorizes 'speed sign minus 15 MPH', authorized speed is 45 MPH.)

RULE 65. A. 1. A freight train may operate at the highest speed authorized by any of the following:

- a. Speed designated on clearance;
- b. Speed authorized orally or by train order from the train dispatcher;

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c. Light engine with operative dynamic brake is authorized to operate at passenger train speed. Light engine with inoperative dynamic brake must operate at freight train speed not to exceed 55 MPH.

Items a., b. or c. exempts trains from fuel conservation speed, but does not supersede other applicable speed restrictions.

RULE 65. A. 2. A train may operate at the highest horsepower per ton (HPPT) ratio authorized by any of the following:

- a. HPPT ratio designated in Timetable under each individual subdivision under A.B. Rule 65;
- b. HPPT ratio designated on clearance;
- c. HPPT ratio authorized orally from the train dispatcher.

MISCELLANEOUS

1. 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	262
@ 1100	65	ES408	ST	51,750	207
@ 1105-1127	65	ES408		58,250	233
@ 1191-1199	65	ES409		59,250	237
@ 1300-1337	65	ES410		61,750	247
1500-1542	70	ES615	ST	82,500	330
@ 1600-1613	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
2961-2970	70	ES620	ET	97,500	390
2971-2976	50	ES620	EF	104,000	416
3100-3101	70	GS425	SF	67,000	268
3102-3109	70	ES625		95,500	390
3186-3196	70	EP418	ST	65,000	260
3197-3199	70	EP430	EF	70,000	280
3200	70	EP636	ET	102,500	410
3201	79	EP636	ET	102,500	410
3202-3206	70	EP636	ET	102,500	410
3207	79	EP636	ET	102,500	410
3208-3209	70	EP636	ET	102,500	410
3301-3886	70	EF418	ST	63,250	253
4050-4153	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
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
6901-6921	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
7240-7273	70	EF430	EF	69,000	276
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
7754-7769	70	GF437-2	EF	83,100	277
7770-7883	70	GF430	EF	70,000	280
7900-7929	70	GF630	EF	104,750	419
7930-7936	70	GF630	ET	104,750	419
@ 7940-7967	70	EF430	EF	69,500	278
# 8230-8299	70	EF630	EF	97,750	391
# 8300-8306	70	EF630	EF	102,500	408
# 8307-8321	70	EF630	EF	102,500	410
# 8322-8326	70	EF630	EF	102,500	409
# 8327-8341	70	EF630	EF	102,500	393
# 8350-8391	70	EF630	EF	102,500	410
# 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	79	EP430A		63,500	254
361-390	79	EP430A		64,750	259
700-724	79	GP630A		96,500	386

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASSIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
ATSF:					
@ 2700-2784	70	EF423		65,750	263
@ 2800-2961	70	EF425		66,500	266
@ 3000-3074	70	EF420		66,250	265
@ 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
3600-3705	70	EF423		66,000	264
3800-3839	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
# 5020-5194	70	EF630		97,500	390
# 5200-5213	70	EF636		97,000	388
5300-5489	70	EF636		98,000	392
5490-5499	70	EF636		98,000	392
5500-5624	70	EF636		98,000	392
5625-5714	70	EF636		98,000	392
5900-5939	70	EF636-A		98,750	395
5940-5948	70	EF636-A		103,000	412
5950-5989	70	EF636-A		98,750	395
5990-5998	70	EF636-A		103,000	412
6300-6348	70	GF423		65,750	263
6350-6404	70	GF423		66,000	264
7484-7499	70	GF436		69,250	277
7500-7519	70	GF623		98,750	395
@ 7900-7909	70	GF628		99,000	396
8000-8166	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
@ 1524-1673	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
2255-2369	65	GP38-2		55,000	267
2500-2545	70	EF425		65,500	262
2550-2566	65	GP35		51,200	260
2567-2574	65	GP35		51,200	261
2575-2582	65	GP35		51,200	262
3000-3039	70	EF430		68,750	275
3040-3064	65	GP40-2		54,050	262
3100-3109	65	GP50-2		62,000	275
5000-5199	70	GF630		103,250	413
5200-5208	70	GF623		92,500	370
5210-5233	65	GF425		66,800	267
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
5485-5492	70	B30-7		57,000	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
5770-5799	70	U30-B		57,000	268
5800-5944	70	GF630		104,000	416
@ 6000-6059	70	EF615		86,000	344
@ 6100-6206	70	EF618		86,500	346
@ 6240-6255	70	EF624		86,500	346
6300-6324	70	EF630		95,500	382
6325-6385	50	EF630		96,500	386
# 6394-6399	70	EF630		92,750	371
6400-6567	70	EF636		98,500	394
6592-6599	70	EF636		99,000	396
6600-6645	70	EF636		96,750	387
6650-6696	65	SD45		80,300	381
6700-6799	50	EF630		104,250	417
6800-6807	70	EF630		104,250	417
6808-7053	50	EF630		104,250	417
7054-7291	50	EF630		104,250	417
7800-7831	70	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

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASSIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
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
3288-3328	70	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
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	EF618			
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
501	70	EF400		69,500	278
600-636	70	EF630		98,250	393
3105-3167	70	EF430			
MK:					
8301-8303	65	EF636		102,250	409
UP					
1-50	65	EF636		98,250	393
60-65	65	SF636		101,500	406
2400-2539	70	GF630		98,250	393
2810-2959	70	GF630		97,750	391
3000-3122	70	EF630		98,250	393
3123-3808	70	EF630		97,500	390
9000-9005	70	EF435		82,500	275
WP					
601-608	30	ES412		62,000	248
701-713	65	EM415		63,000	252
725-732	65	EM418		62,000	248
913-921	65	BF415		61,250	245
1501-1503	65	ES415		64,750	259
2001-2010	70	EM420		64,750	259
2251-2265	70	GF423		65,500	262
3001-3022	70	EF425		64,750	259
3051-3071	70	GF430		72,250	289
3501-3559	70	EF430		69,250	277
B & O, C & O, WM					
GM50, 1977	70	EF430			
3000-3046	70	EF423			
3300-3312	70	GF630			
3500-3584	70	EF425			

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASSIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
3684-3799	70	EF430			
3800-3899	70	EF420			
3900-3919	70	EF423			
4000-4371	70	EF430			
4800-4829	70	EF420			
5901-6260	70	EF418			
6400-6683	70	EF418			
6900-6976	70	EF423			
7300-7318	70	EF618			
7400-7440	70	EF625			
7500-7599	70	EF630			
7600-7619	70	EF630			
8100-8137	70	GF425			
8200-8264	70	GF430			

Equipped with HTC trucks and truck shock absorber. Enginemen must specifically look for defects on Shock Absorber.

What To Do in Case Defect is Noted:

1. Reduce train speed to not over 50 MPH.
2. Notify train dispatcher of defective condition.
3. Enter defect on Form CS 2326 for correction.

Ⓞ RCE Master.

Ⓞ RCE Remote.

Ⓞ Mother. Ⓞ Mate.

Ⓞ Locomotives not equipped with alignment control couplers.

A locomotive that is NOT listed in these tables must NEVER be operated in a train unless it is specifically authorized by a train dispatcher. Authorization must include the maximum speed.

3. SPEED RESTRICTIONS WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
Scale test cars		
WO-2, SPMW 5868, SSW 99203 (must be handled next to cabooses)	30	30
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*
(When moving in train with boom in place, operator must be on board).		
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
System Steel Gang outfit cars		
SPMW 5010 through 5022		
SPMW 6260 through 6263		
SPMW 6742	30	30

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

Unless specifically authorized, all relief outfit cranes, locomotive 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 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.

ALL SUBDIVISIONS

4. OTHER SPEED RESTRICTIONS	MPH
Trains handling hazardous material listed in Rule 827-A	55
Engines operated from other than lead locomotive in direction of movement	20
Trains handling loaded bulkhead flat cars which have a gross weight of less than 64 tons	45
Trains handling loaded bulkhead flat cars which have a gross weight of 64 tons or more	65
Trains handling empty bulkhead flat cars	45
Trains handling empty, specially equipped gondola cars (TOPS car kind code "GP")	45
Trains handling empty anode flat cars; TOPS car kind code "FA"	45
Trains handling loads with idler car(s)	45
Trains handling pipe loaded on 89 ft. flat cars	55
Trains handling empty PC598500-598999 and CR598500-598999	45
Loaded Continuous Welded Rail (CWR) Trains	45
Trains handling empties, except cabooses and Business cars . .	55
Trains handling over 120 cars	55

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:
- To the rear 20 cars of train.
 - 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. When the tonnage of any train excluding engines exceed 4,000 tons, the weight of each of the first five cars behind engine must weigh 50 tons or more.
This restriction will not apply:
- When there are less than 20 loaded cars in train;
 - When there are not 5 loaded cars in train weighing 50 tons or more;
 - On the Ennis Subdivision west of Corsicana;
 - To U.P.-M.P. trains between El Paso and Sierra Blanca.
- C. Trains having over 9,000 tons must not have any car weighing less than 50 tons in the head 40 percent of total train tonnage excluding road and helper engines.
This restriction will not apply:
- On the Ennis Subdivision west of Corsicana;
 - To U.P.-M.P. trains between El Paso and Sierra Blanca.
- D. 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.
- Trains consisting of predominantly empty cars will have any block of 10 or more cars which have an average weight of 100 tons or more entrained near the head end.
 - Train makeup requirements will prevail when they conflict with outstanding blocking instructions unless authorized by Division Officer or Chief Dispatcher.
 - Train mass profile graph should be used to monitor train makeup when available.
 - When in doubt as to proper distribution of train tonnage, yardmaster or conductor will contact Division Officer or Chief Dispatcher for instruction.
- E. 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.
This restriction will not apply to B.N. trains operating between Denison and South Sherman Jct on the Ennis Subdivision.

ALL SUBDIVISIONS

F. Any loads having idler car(s) must be entrained:

- Within the rear 4,000 tons of train;
- Ahead of any solid block of empty cars;
- Behind any helper engines.

G. DOUBLE STACK ARTICULATED CARS (ID5, ID3, IB5):

- They are to be positioned on head end of train when loaded.
- They are to be considered the equivalent of three cars when:
 - Train tonnage requires cars on head end of train to weigh 50 tons or more;
 - Considering maximum load limit.
- ID5 and IB5 cars are to be considered the equivalent of five cars and ID3 cars the equivalent of three cars when:
 - Determining tons per operative brake;
 - Determining proper position in train of restricted cars.
- Loaded double stack articulated cars (ID5, ID3, IB5) are prohibited from movement on the Austin and Ennis Subdivisions between Flatonia and Miller unless car(s) are specifically cleared by the Transportation Clearance Bureau.

H. IMPACK CARS (IP#): SINGLE AXLE INTER-MODAL CARS — MULTIPLE PLATFORM (IO#)

The (#) shown in car code is replaced in TOPS inquiries by a one-digit number, representing the number of articulated platforms comprising the car; example, IO4. The following restrictions apply to both IP(#) and IO(#) cars.

- IP(#) and IO(#) cars must not be moved in a train unless either all platforms of the car are loaded with trailers/containers, or all platforms of the car are empty.
- When determining maximum load limit (refer to Item 7, LOAD LIMIT (Car and Contents) on Page 58) and proper position in train of restricted cars, each platform is to be considered the same as one car. Use the following table to determine the number of equivalent cars each IP(#) and IO(#) car is to be considered when computing tons per operative brake:

Number of Platforms (#)	Equivalent Number of Cars
2	1
3	2
4	2
5	3
6	3
7	4
8	4
9	5
10	5

3. LOADED IP(#) AND IO(#)

- Must be placed in train:
 - Ahead of any intermodal car, longer than 73 feet, which is loaded with less than two trailers or containers;
 - Separated by at least one car from any intermodal car, longer than 73 feet, loaded with less than two trailers or containers;
 - Ahead of any car that weighs less than 50 tons;
 - With no more than 20 cars ahead in trains of 40 or more cars; and
 - With no more than one-half of cars ahead in trains of less than 40 cars;
- Must be entrained with no more than 8,000 tons trailing.

ALL SUBDIVISIONS

- c. When entrained within 20 cars of the lead locomotives, no more than 18 axles of dynamic braking are to be used on head end of train
 - d. When entrained on head end of a train, are exempt from the restriction requiring the first five cars behind engine to weigh 50 tons or more
- 4. EMPTY IP(#) and IO(#)**
- a. Must be entrained within the rear 4,000 tons of train.
 - b. Entrained multiple unit helpers must be placed ahead of these empty cars.
- 1. SINGLE AXLE INTERMODAL CARS—PLATFORM(IO)**
- TOPS car code (IO) represents single-axle intermodal cars comprised of a single platform. The following restrictions apply to (IO) cars:
- 1. Loaded "IO" cars must be entrained with no more than 8,000 tons trailing.
 - 2. If loaded "IO" cars are entrained within 20 cars of the lead locomotives, no more than 18 axles of dynamic braking are to be used on head end of train.
 - 3. Empty "IO" cars must be entrained within the rear 4,000 tons of train. Entrained multiple unit helpers must be placed ahead of empty "IO" cars.
 - 4. An "IO" car is to be considered the equivalent of one-half car in determining tons per operative brake.
- 6. OTHER RESTRICTION**
- Maximum tonnage of a train must not exceed 11,000 tons, except for unit trains. Maximum length of a train must not exceed 12,000 feet excluding locomotives.
- 7. LOAD LIMIT (Car and Contents):**
- Other than Branches 315,000 pounds
- Exception:
- | | |
|----------------------------------|----------------|
| Sherman-Richardson Branches..... | 263,000 pounds |
| 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 |
| Fort Worth Branch | 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 Fort 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.
- 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.
8. 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.

