SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

SAN ANTONIO DIVISION SPECIAL INSTRUCTIONS

No. 5

EFFECTIVE WEDNESDAY, APRIL 1, 1959
AT 12:01 A. M.
CENTRAL STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 4

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

G. W. KELLY,
General Manager.

L. R. SMITH,
J. E. WEATHERLY,
Assistant General Managers.

J. E. ADAMS,
Superintendent of Transportation.

J. W. KRAEMER,
Superintendent.

RULE A. Transportation Department rule revisions from December 1, 1951 to and including April 1, 1958 are shown on pages 1 and 2 of the Rules and Regulations of the Transportation Department. Employes must have revised pages covering these revisions in their copy of the Rules and Regulations of the Transportation Department.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearances on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 5. At stations where there are two or more sidings, eastward trains must take most westerly siding and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, timetable bulletin, special instructions, or the movement made under flag protection.

RULE 8. Is revised to read: "Flags of the prescribed color must be used by day and lights of the prescribed color and type by night."

RULE 10-G. On the EAGLE PASS BRANCH, GONZALES BRANCH, and KERRVILLE SUBDIVISION (only between Tower 112 and Kerrville), Brownsville Subdivision, only between Brownsville and Edinburg Junction and between Edinburg Junction and McAllen, between the hours of 8:00 a.m. and 6:00 p.m., Rockport Branch

during repairs to track or structures, an unattended red flag by day and in addition a red light by night will be displayed to the right of track in direction of approach, one-half mile from structure or track to be protected and two torpedoes will be placed on the rail, three rail-lengths apart, one-half mile in advance of red signal. Trains and engines will be governed by Rule 10-G of Rules and Regulations of the Transportation Department, or instructions from Foreman in charge of work.

RULE 10-H. On the Kerrville Subdivision, Eagle Pass Branch and Gonzales Branch, Brownsville Subdivision, between Brownsville and Edinburg Junction and between Edinburg Junction and McAllen, Rockport Branch

a green metal sign by day, and in addition a green light by night, will not be displayed to the right of each track at the limit of restriction. Instead, limit of restriction will be indicated by a yellow signal displayed to the left of track in direction of approach. Speed may be resumed when engine reaches the yellow signal so displayed, or when it is known by engineer that rear of train has passed the limit of restriction as specified in train order or timetable bulletin.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on the:

Eagle Pass Branch
Kerrville Subdivision
Gonzales Branch.

Certain signs have the words "SPRING SWITCH" "TURNOUT" or "DRAWBRIDGE" above and below the figures. Such signs indicate the speed that must not be exceeded while the entire train is passing over the spring switch, turnout or drawbridge, three-fourths mile beyond the speed sign.

RULE 14(k). On double track, whistle signal 14(k) must also be sounded to call attention of engine crews and train crews of trains of the same class and of inferior trains moving in the opposite direction, to signals displayed for a following section.

RULE 19. Certain passenger cars have supplemental roofline markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

RULE 99-C. Will apply on the Rockport Branch

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by dwarf signals displaying "Proceed" Fig. E or G, Rule 281, or "Proceed Not Exceeding Medium Speed" Fig. F or G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

KEY-RELEASES

Where automatic signal 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 on one track when control circuit of the 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 has operated, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for the siding.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track. Within CTC limits train dispatcher's permission must be obtained before lock-box door is opened.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked."

Lock Lever must not be returned to lock position until all movements over the switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When a pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of electric lock. It is to be used only in case of electric or mechanical failure as indicated by failure of time-release to function after several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

MECHANICAL SWITCH LOCKS

After lock-box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after flag protection is provided.

RULE 605. INTERLOCKING

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed as such signals may govern movements for various routes.

GENERAL REGULATIONS

RULE 824. 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.

RULE 846. When making moves with a car or cars on main track within yard limits, a trainman must be stationed on rear car while in motion.

RULE 883. Diesel engines are equipped with hand brake. When left unattended, except after arrival on designated relieving track at San Antonio and El Paso, hand brake must be set unless another employe is present to take charge of the engine. Care must be exercised to insure that hand brakes are released before moving. When handled by another engine, air brakes must be cut in and in service.

MISCELLANEOUS

When trains or engines meet or pass in vicinity of public crossings at grade, they must proceed WITH CAUTION and if necessary to avoid accident, STOP.

Cars, gross weight in excess of 251,000 pounds, must not be handled on the San Antonio Division.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in **SPEED RESTRICTIONS FOR TRAINS:**

NOMINAL CLASS	MPH
DP	75
DF-1 to 14, except	65
Units 351, 352, 353, 535, 536, 537, 538, 539, 602, 610, 612, 624, 634, 702, 704, 705, 713, 714, 715, 724	#70
Units 354, 355, 356, 540, 541, 542, 543, 544, 545	75
DF-115, 119	60
DF-302	65
DF-400, 401, 402	65
DF-600, 604, 607, 611 except	65
Units 425, 426, 427	70
DF-612	70
DF-601, 602 except	70
Units 241, 242, 245, 246, 249	65
DS-5	45
DS-6	60
DS-105, 109, 111, 112, 114	60
DS-300, 301, 302, 303	60

When operating DF-1 to 14 or DP unit with cab on opposite end from direction of movement or when any units are operated in multiple control with engineer in other than lead unit in direction of movement, speed of 30 MPH must not be exceeded.

#May be operated at 75 MPH when used with DP class A units.

DF and DP class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

DF-1 to 14 and DP class engines operated with engineer in other than the lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Maximum speed of trains handling engines in tow must not exceed speed for that engine.

All diesel units being towed in trains may be moved with engine shut down and, unless conditions make it desirable, such as movement of a disabled unit, a messenger will not be required. All diesel units towed in trains should have doors unlocked.

When two or more diesel switchers or road switcher type of similar construction to switchers are moved in tow in trains they must be separated by placing a car between them. Movement of other road type diesel units may be made with two or more units coupled if condition of track or structure will permit.

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL brake equipment, may be handled in any convenient location in train.

Diesel units in tow, weighing 150,000 lbs. or more and equipped with either 14EL, 6DS, 6BL, or 6SL brake equipment, must be located not more than five cars from head end of train to assure brakes release after brake application actuated near rear of train.

Diesel units weighing less than 150,000 lbs. must be placed near rear of train.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on Page 3, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on Page 4 of Special Instructions for All Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

NOTE: PROTECTED CURVES—SPEED SIGNS GOVERN UNPROTECTED CURVES—MAXIMUM SPEED—70 MPH BETWEEN EL PASO AND GLIDDEN	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
BETWEEN	MPH	MPH	MPH
El Paso & Paisano, Alpine & Glidden	75	60	50
Paisano and Alpine	75	50	50
Eagle Pass and Spofford	30	30	30
Kerrville and San Antonio	30	30	30
Gonzales and Harwood	20	20	20
Victoria and Beeville	49	49	45
Beeville and Skidmore	50	50	45
Skidmore and Alice	49	49	45
Alice and Lozano (MP 184)	45	45	45
Lozano (MP 184) and Brownsville	49	49	45
Edinburg Jct. and McAllen	45	45	45
Corpus Christi and Skidmore	40	40	40
Beeville and Tower 112	45	45	45
Rockport and Gregory	20	20	20

Trains and engines must move WITH CAUTION on other than main tracks, not exceeding 15 MPH through turnouts, crossovers and other diverging tracks, and 10 MPH through slip (puzzle) switches.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH Main Tracks El Paso, Valentine, Sanderson, Del Rio & San Antonio Subdivisions	MPH Main Tracks Brownsville, Alice and Corpus Christi Subdivisions	MPH Main Tracks Kerrville Subdivision and Eagle Pass & Rockport Branches
Twin or multiple loads	50	50	25
Scale test cars	40	40	25
Cars with arch bar trucks	40	35	25
Steel pile-drivers	40*	25*	20*
Relief outfits with steam derrick	35*	25*	20*
Power shovel on own wheels	35*	25*	20*
Ditcher on own wheels	35*	25*	20*
Car-top ditchers, if blocking and tie-down cables are removed	35*	25*	20*
Air-dump cars (except T&NO 1000 to 1019 and SP 5100 to 5289)	35*	35*	20*
Locomotive cranes:			
With boom disconnected, heavy end forward	35*	25*	20*
With boom disconnected, light end forward	20*	20*	20*
With boom in place, either end forward	25*	25*	20*

Where maximum speed for freight and mixed trains is lower than shown above, maximum speed for freight and mixed trains will apply.

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

Maximum speed permitted for T&NO MW 591, locomotive crane pile driver, on main track between El Paso and Glidden, Victoria and Alice, and between San Antonio and Beeville, is as follows:

With boom detached and trailing—35 M.P.H.

With boom attached and trailing—25 M.P.H.

Boom must be trailing when handled in trains.

T&NO MW 591 must not be operated on other main track or branches unless specifically authorized by Chief Dispatcher, which authority will designate the maximum speed.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheeled cars not equipped with high speed trucks	60	60
Trains of deadhead passenger equipment with caboose	60	—
Passenger trains with caboose	60	—
Engine and caboose only, except must not exceed speed for same engine running light	—	50
Logs loaded on flat or logging cars, except	—	25
on curves	—	20
through truss bridges and passing stations	—	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

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

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, train will reduce speed to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

RULE 21(c). Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at El Paso, except those arriving Union Depot.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	" (No. 1 Track)	
	" (Alamogordo Subdivision)	1300.54
	" (T&NO Tracks)	820.00

Freight trains must not enter receiving tracks unless proceed signal received from yardman, green flag by day, green light by night.

RULE 98. Railroad crossings at grade not interlocked:

T&P yard track crossing River track near foundry. Movements over this crossing may be made only after flagman has preceded the movement.

RULE 103-A. Automatic crossing warning device on No. 3 track at Globe Mills is not connected with two industry tracks at Globe Mills and flagman must precede any movement over crossing on either of these two tracks.

Ashley: State Highway crossing on Fort Bliss spur. Approach circuits of automatic crossing warning device indicated on rail joints on each side of crossing. When these circuits are occupied and crossing is not entered within one minute signals cease to operate.

To operate or restart signals, insert switch key in either of the KEY RELEASE boxes located on each signal mast and turn SLOWLY one complete turn to right.

RULE 104. Split point derail in B, C and D units are located on west end of tracks Nos. 16, 17, 18, 29, 33, 34 and west end of lead opposite PFE salt house.

RULE D-151. Between Ice House Crossover, MP 1320.90, and El Paso (Union Depot) the three main tracks are designated as follows:

North track ..... No. 1 Track, current of traffic westward;
Middle track ..... No. 2 Track, current of traffic eastward;
South track ..... No. 3 Track, current of traffic eastward.

Eastward trains may use No. 2 Track or No. 3 Track being governed by block signal indication.

RULE 292. Eastward trains and engines en route Alfalfa unit must not pass Signal 8232 while flashing white light on signal mast is displayed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signal 8263 displays stop indication westward trains and engines must sound one long blast of engine whistle and if signal fails to display proceed indication after whistle is sounded, call signal operator at Tower 47 before applying Rule 509(d).

Signals 8231 and 8233 located on signal bridge west end Alfalfa unit govern movements as follows:

Signals 8231 governs movement on Westward Track.

Signal 8233 governs movement from drill track to Westward Track.

Westward trains or engines stopped by Signal 8231 must actuate push button, wait 45 seconds and if signal does not display a proceed indication may proceed under the provisions of Rule 509(d).

Westward trains or engines leaving Alfalfa unit from drill track and stopped by Signal 8233 may, provided no westward movement is approaching on Westward Track, actuate push button and, if after waiting 2 minutes and 50 seconds, signal does not display a proceed indication, may proceed under the provisions of Rule 509(d) after first complying with Rule 513.

Signal 8226 located west of facing point crossover from Eastward Track to Westward Track Alfalfa unit governs movements as follows:

Top unit governs movement on Eastward Track;

Bottom unit governs movement into yard.

Both crossovers and lead switch into yard must be lined before signal will display "Proceed on Diverging Route at Restricted Speed".

When Signal 8226 displays stop indication an eastward train or engine to enter Alfalfa unit at this location may, after stopping, proceed at restricted speed if proceed signal received from yardman, green flag by day, green light by night, which will indicate protection on Westward Track has been provided in the directions necessary to safeguard movement.

Signals 8223 and 8225 located on signal bridge Alfalfa unit (near Little Flower Road) govern movements as follows:

Signal 8223 governs movement on Westward Track;

Signal 8225 governs movement from yard to Westward Track and will not display any indication unless crossovers are lined for movement from yard to Westward Track.

RULE 535. SPRING SWITCHES

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

Location		Normal Position
Alfalfa unit	West end of crossover from drill to Westward Track	Westward Track

RULE 605. INTERLOCKING

Ice House Crossover, MP 1320.90: Eastward SA signal governs movement as follows:

Top unit ..... To No. 3 Track;
Bottom unit ..... To No. 2 Track.

When signal displays stop indication a member of crew must call signal operator at Tower 196. Telephone located on instrument case.

Dual control switch under control of signal operator at Tower 196. When necessary to hand-throw this switch, permission must be obtained from signal operator and be governed by Rule 772.

El Paso (Union Depot) Tower 196: Limits on No. 1 Track and No. 2 Track extend from Signal 8299 to westward interlocking signal near (T&NO) MP 828.20 and No. 3 Track from east end Union Depot yard to Campbell street overpass.

Yardmaster Union Depot will inform signal operator when passenger trains are ready to leave; when yardmaster not available, conductors will furnish this information.

Whistle signals:

Main track movements in either direction with current of traffic —,

Movements between No. 1 Track, No. 2 Track and No. 3 Track (Union Depot) o — o,

Other main track movements in either direction against current of traffic o — —.

Tower 47: Limits on No. 1 Track and No. 2 Track extend from eastward interlocking signals near (T&NO) MP 828.20 east of trainway to westward interlocking signals at (T&NO) MP 827.40 and on Alamogordo Subdivision to absolute signal at MP 1297.60.

Westward three-unit signal at MP 1297.60 Alamogordo Subdivision governs movements as follows:

Top unit.....Westward to No. 1 Track;
Middle unit.....Eastward to T&NO Double Track;
Bottom unit.....To other diverging routes.

Eastward two-unit signal at connection with Alamogordo Subdivision and T&NO Double Track governs movement as follows:

Top unit.....To Westward Track against current of traffic;
Bottom unit.....Through crossover to Eastward Track.

Dual control switches connecting T&P yard between River track and River track with T&P lead are under the control of signal operator. When necessary to hand-throw these switches, permission must be obtained from signal operator and be governed by Rule 772. Crank to operate switches and telephone for communication with signal operator are located on instrument house at San Antonio street crossing.

Whistle signals:

Main track movements in either direction with current of traffic —,

Main track movements in either direction against current of traffic — o,

C unit eastward — o — o,
C unit westward — o —,
D unit eastward o — — o,
D unit westward o o — —,
To T&P Ry main track o o — o,
Westward to A and B units o — o o,
To E unit — — o o,
Eastward to A and B units o — o,
From C and D units to Alamogordo Subdivision — o o —,
From A and B units to Alamogordo Subdivision — — — o,
From T&NO Westward Track to Alamogordo Subdivision o o o —,
From Alamogordo Subdivision to T&NO Eastward Track o o o — o,
From Alamogordo Subdivision to C and D units o — —,
From Alamogordo Subdivision to A and B units o o — — o,
From any point to SP shop lead eastward o o — — o o,
From SP roundhouse lead eastward o — — o o.

GENERAL REGULATIONS

RULE 825. Before engine is detached in A, B, C and D units at least 5 hand brakes must be set on east end and 5 hand brakes on west end of trains and cuts of cars. Any employe releasing any of these brakes must first set as many others to replace them.

Hand brakes on cars on rear of outbound trains must not be released until engine is coupled to train and air through train.

Sufficient hand brakes must be set on all trains arriving Union Depot when portion of train is left beyond apex of the grade at east end of Union Depot yard.

MISCELLANEOUS

29. The El Paso Terminal is under the jurisdiction of the Superintendent of the Rio Grande Division.

Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that company.

The main tracks between El Paso (Union Depot) and Tower 47 are designated:

North track.....No. 1 Track;
Middle track.....No. 2 Track;
South track, between Union Depot and Campbell Street overpass.....No. 3 Track.

SPEED RESTRICTIONS ON MAIN TRACK	Not Exceeding MPH
Through corporate limits of El Paso	25
Between west limits Tower 196 (T&NO) MP 829.90 and Dallas Street, (T&NO) MP 827.71	20
Between Dallas Street (T&NO) MP 827.71 and east limits Tower 47, (T&NO) MP 827.40	15
Between Dallas Street, (T&NO) MP 827.71 and east limits Tower 47 Alamogordo Subdivision MP 1297.76	15

SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except	15
Through slip switches	10
Through turnouts on other than sidings	10
On all turnouts listed below:	
West turnout Ice House Crossover	30
East turnout Ice House Crossover	20
West lead B unit	10
Industry tracks	10
Repair, store and material tracks, shop yard	10

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	El Paso (No. 1 Track)	
	El Paso (Alamogordo Subdivision)	1300.54
	El Paso (El Paso Subdivision T&NO)	820.00
670.31	Valentine	665.96

RULE 104. Valentine: Normal position of inside crossover switch, east end of yard, is for No. 1 track.

RULE 221. Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Fabens	On train-order signal mast	Eastward
Tornillo	On train-order signal mast	Eastward
Fort Hancock	On train-order signal mast	Westward
Small	On train-order signal mast	Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch at end double track Belen	P-8151
P-8082	Spring switch west end siding Clint	
	Spring switch east end siding Clint	P-8071
P-8016	Spring switch west end siding Fabens	
	Spring switch east end siding Fabens	P-8005
	Spring switch east end siding Polvo	P-7895
P-7678	High water detector at Bridge 767.49	P-7665 P-7663
P-7766	Spring switch west end siding Ft. Hancock	
	Spring switch east end siding Ft. Hancock	P-7755
P-7666	Spring switch west end siding Madden	
	Spring switch east end siding Madden	P-7655
P-7658 P-7656	High water detector Bridge 764.84	P-7643
P-7542	Spring switch west end double track Small	
	Spring switch east end double track Small	P-7531
P-7534 P-7532	High water detector at Bridge 752.78	P-7519
	Spring switch east end siding Torcer	P-7491
P-7462	Spring switch west end siding Lasca	
	Spring switch east end siding Lasca	P-7451
P-7382	Spring switch west end siding Sierra Blanca	
P-7144	High water detector at Bridge 713.60	P-7135
P-7046	Spring switch west end siding Collado and high water detector at Bridge 704.27	
	Spring switch east end siding Collado and high water detector at Bridge 704.27	P-7035

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Belen	End double track	Westward Track
Clint	West end siding	Main Track
Clint	East end siding	Main Track
Fabens	West end siding	Main Track
Fabens	East end siding	Main Track
Polvo	East end siding	Main Track
Fort Hancock	West end siding	Main Track
Fort Hancock	East end siding	Main Track
Madden	West end siding	Main Track
Madden	East end siding	Main Track
Small	West end double track	Eastward Track
Sierra Blanca	West end siding	Main Track
Collado	West end siding	Main Track
Collado	East end siding	Main Track

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

Location		Normal Position
Small	East end double track	Westward Track
Torcer	East end siding	Main Track
Lasca	West end siding	Main Track
Lasca	East end siding	Main Track

RULE 605. Sierra Blanca. Following switches are power-operated; switches and signals controlled by signal operator in train-order office:

T&P Freight Junction — 1893 feet east of west switch of siding;
T&P Passenger Junction — 3632 feet east of T&P Freight junction;
East switch of siding.

When signals do not display an indication permitting train to proceed, member of crew must immediately communicate with signal operator. Telephones are located near each switch.

When authorized by signal operator power-operated switches may be cranked by hand; instructions for which are posted in telephone box.

Movements to and from T&P tracks through power-operated switches must not exceed 25 MPH.

Trains approaching Sierra Blanca and finding governing interlocking 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 next interlocking signal.

RULE 705. LETER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	6686	Valentine	Proceed on main track to east end of yard.
1	6686	Valentine	Enter yard track No. 1.
2	6686	Valentine	Enter yard track No. 2.
3	6686	Valentine	Enter yard track No. 3.

SPECIAL INSTRUCTIONS—EL PASO SUBDIVISION

GENERAL REGULATIONS

RULE 825. Fabens: Freight trains opening crossings just east of station must leave walkways clear.

RULE 837. Valentine: When trains stop on receiving tracks, Valentine, trainmen will set sufficient hand brakes to hold cars. Not less than four brakes must be set on west end.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
754.87	West of Small.....Rocky Point Bridge	Side
756.75	East of Finlay.....Quitman Canyon Bridge	Overhead & Side

SPEED RESTRICTIONS:

El Paso: Trains and engines must not exceed 25 MPH through corporate limits.

Alfalfa: All trains must not exceed 30 MPH over Little Flower road crossing, MP 822.50.

Fabens: All trains must not exceed 50 MPH over street crossings between MP 800.38 and MP 799.55.

Valentine: First-class trains and extra trains operating through Valentine without stopping must run WITH CAUTION not exceeding 40 MPH between west and east switches.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

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

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

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
670.31	Valentine	665.96
634.82	Marfa	629.84
610.00	Alpine	604.00
577.98	Marathon	574.19
517.61	Sanderson	504.40

RULE 104. Valentine: Normal position of inside crossover switch east end of yard is for No. 1 track.

Sanderson: Normal position of spring switch on tail track east end Sanderson Yard is lined for spur.

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

Station	Location	Direction
Marathon	On train-order signal mast	Eastward and Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

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

Eastward Signal	Protection	Westward Signal
P-6432	Spring switch west end siding Aragon	
	Spring switch east end siding Aragon	P-6421
	Spring switch east end siding Nopal	P-6255
P-6142	High water detector Bridge 612.75	P-A
P-5986	High water detector Bridge 597.80	P-5971
P-5922	Spring switch west end siding Altuda	
	Spring switch east end siding Altuda	P-5909
P-5660	High water detector at Bridge 564.54	P-5639
	Spring switch east end siding Marathon	P-5757
	Spring switch east end siding Haymond	P-5601
P-5600	High water detector Bridge 559.28	P-5585
P-5528	Spring switch west end siding Tesnus	
	Spring switch east end siding Tesnus	P-5515
P-5482	High water detector at Bridges 548.01 and 547.45	P-5463
P-5410	Spring switch west end siding Rosenfeld	
	Spring switch east end siding Rosenfeld	P-5401
P-5366	High water detector Bridge 534.82	P-5345
P-5332	Spring switch west end siding Longfellow	
	Spring switch east end siding Longfellow	P-5321
P-5322	High water detector Bridge 531.08	P-5311
P-5168	Spring switch west end tail track Sanderson	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time-Release
Altuda, west and east end of siding	3 mins.
Rosenfeld, west and east end of siding	3 mins.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Aragon	West end siding	Main Track
Aragon	East end siding	Main Track
Nopal	East end siding	Main Track
Altuda	West end siding	Main Track
Altuda	East end siding	Main Track
Marathon	East end siding	Main Track
Haymond	East end siding	Main Track
Tesnus	West end siding	Main Track
Tesnus	East end siding	Main Track
Rosenfeld	West end siding	Main Track
Rosenfeld	East end siding	Main Track
Longfellow	West end siding	Main Track
Longfellow	East end siding	Main Track

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

Location		Normal Position
Sanderson	West end tail track	Main Track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	6671	Valentine	Proceed on main track to west end of yard.
1	6671	Valentine	Enter yard track No. 1.
2	6671	Valentine	Enter yard track No. 2.
3	6671	Valentine	Enter yard track No. 3.
M	6074	Alpine	Proceed on main track to east end of siding.
S	6074	Alpine	Enter siding.
M	6065	Alpine	Proceed on main track to west end of siding.
S	6065	Alpine	Enter siding.

RULE 760. CENTRALIZED TRAFFIC CONTROL

BETWEEN PAISANO AND ALPINE

Limits extend between:

Eastward absolute signal located 60 feet west of west switch of siding Paisano and westward absolute signal located just west of train-order office, Alpine.

Signals controlled by signal operator Alpine acting upon authority of the train dispatcher.

Main track switch west end siding Alpine is hand-operated and absolute signal is provided to govern movement from siding to main track; see Rule 774.

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

Signal operator must not clear signals for a movement from P&SF Railway at Paisano or Alpine Junction until permission from train dispatcher has been obtained and the engineer informed of instructions relating to track conditions, if any.

Within CTC limits between Paisano and Alpine trains may run extra without train-order authority but must obtain clearance before commencement of trip, if at an open train-order office.

Dual control switches within these limits are equipped with a crank for hand-throw operation.

GENERAL REGULATIONS

RULE 837. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes will be set, as follows:

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.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location		Description
619.10	East of Paisano	Rock Cut	Side
618.80	East of Paisano	Rock Cut	Side
515.90	Sanderson	Brackets on poles between main track and yard track No. 1	Overhead & Side
515.82	Sanderson	Brackets on poles between main track and yard track No. 1	Overhead & Side

SPEED RESTRICTIONS

Valentine: First-class trains and extra trains operating through Valentine without stopping must run WITH CAUTION not exceeding 40 MPH between west and east switches.

Through corporate limits speed of trains restricted as follows:

Station	MPH
Marfa	45
Alpine	30

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

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward		Westward	
506.55	0.10	379.36	0.41

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
517.61	Sanderson	504.40
380.56	Del Rio	373.91

RULE 103-A.

Del Rio, Main Street Crossing, (between Psgr. and Frt. Stations):

Train must not exceed 5 MPH approaching and until engine covers crossing. Before any light engine, switching, or coupling up crossing movement is made, member of crew must be stationed at the crossing to afford protection to traffic while movement is being made, using lighted fusee when conditions warrant.

RULE 104. Sanderson. Normal position of spring switch on tail track east end Sanderson Yard is lined for spur.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

On Signal	Approaching
4434	Langtry

RULE 221. Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Langtry	On train-order signal mast	Eastward and Westward
Comstock	On train-order signal mast	Eastward and Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-4928	Spring switch west end siding Mofeta	
	Spring switch east end siding Mofeta	P-4915
P-4816	High water detector at Bridge 480.54	P-4799
P-4772	Spring switch west end siding Shaw	
	Spring switch east end siding Shaw	P-4759
P-4666	Spring switch west end siding Malvado	
	Spring switch east end siding Malvado	P-4653
P-4568	Spring switch west end siding Pumpville	
	Spring switch east end siding Pumpville	P-4557
P-4482	Falling rock detector west of Langtry and high water detector at Bridge 448.50	P-4465
P-4466	High water detector MP 445	P-4447
P-4448	High water detector MP 444	P-4435
P-4434	Spring switch west end siding Langtry	
	Spring switch east end siding Langtry	P-4423
P-4396	High water detector MP 438	P-4381
P-4326	Spring switch west end siding Shumla	
	Spring switch east end siding Shumla	P-4305
P-4284*	Dragging equipment detector High Bridge	
	Dragging equipment detector High Bridge	P-4279*
P-4212	Spring switch west end siding Lull	
	Spring switch east end siding Lull	P-4203
P-4172	High water detector Bridge 415.66	P-4157
P-4144	Spring switch west end siding Comstock	
	Spring switch east end siding Comstock	P-4133
P-4038	High water detector Bridge 403.60	P-4025
P-4024	High water detector Bridge 402.27	P-4005
P-3936	Spring switch west end siding Devil's River	
	Spring switch east end siding Devil's River	P-3925
P-3926 / P-3928	High water detector MP 391.2	
P-3916	Falling rock detector between Devil's River and McKees and high water detector MP 391.2	P-3909
P-3896	Falling rock detector between Devil's River and McKees	
	Falling rock detector between Devil's River and McKees and high water detector MP 391.2	P-3889

*Signals P-4284 and P-4279 located each side Pecos River Bridge are equipped with unit for display of flashing white light; see Rule 292.

When signal displays stop indication and, in addition, flashing white light, train may proceed in accordance with Rule 507, 509 or 510, as the case may be.

When signal displays stop indication without flashing white light, before proceeding careful inspection must be made of entire train for derailed wheels, dragging equipment or other unsafe condition.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Release	Time-Release
Malvado, west and east end of siding	3-mins.
Shumla, west end of siding	3 mins.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Mofeta	West end siding	Main Track
Mofeta	East end siding	Main Track
Shaw	West end siding	Main Track
Shaw	East end siding	Main Track
Malvado	West end siding	Main Track
Malvado	East end siding	Main Track
Pumpville	West end siding	Main Track
Pumpville	East end siding	Main Track
Langtry	West end siding	Main Track
Langtry	East end siding	Main Track
Shumla	West end siding	Main Track
Shumla	East end siding	Main Track
Lull	West end siding	Main Track
Lull	East end siding	Main Track
Comstock	West end siding	Main Track
Comstock	East end siding	Main Track
Devil's River	West end siding	Main Track
Devil's River	East end siding	Main Track

RULE 605. INTERLOCKING

Sanderson: East switch of yard is power-operated; switch and signals controlled by signal operator in train-order office.

When signal does not display desired indication, member of crew must communicate with signal operator by telephone located near switch. When authorized by signal operator, this switch may be cranked by hand; instructions for which are posted in telephone box.

GENERAL REGULATIONS

RULE 837. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes will be set, as follows:

Sanderson—Not less than ten brakes on east end;
Del Rio —Not less than four brakes on west end.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

466.80 Meyers Canyon
427.97 High Bridge, Pecos River
399.84 Seminole Canyon
394.56 Devil's River.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
506.90	Sanderson	Brackets on poles between main track and yard track No. 1 — Overhead & Side
506.98	Sanderson	Brackets on poles between main track and yard track No. 1 — Overhead & Side
481.80	East of Dryden	Rock cut — Side
481.00	East of Dryden	Rock cut — Side
475.47	East of Shaw	Thurston Canyon Bridge — Overhead & Side
474.20	East of Shaw	Rock cut — Side
473.34	East of Shaw	Thurston Canyon Bridge — Overhead & Side
466.80	West of Malvado	Meyers Canyon Bridge — Overhead & Side
440.35	East of Langtry	Rock cut — Side
435.50	East of Langtry	Rock cut — Side
430.20	East of Shumla	Rock cut — Side
430.00	East of Shumla	Rock cut — Side
429.10	East of Shumla	Rock cut — Side
426.20	East of Shumla	Rock cut — Side
422.80	West of Lull	Rock cut — Side
422.50	West of Lull	Rock cut — Side
421.80	West of Lull	Rock cut — Side
399.75	East of Feely	Rock cut — Side
394.56	West of Devil's River	Devil's River Bridge — Overhead & Side

SPEED RESTRICTIONS

Del Rio: Trains and engines must not exceed speed of 30 MPH through corporate limits.

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

(For movements between west yard limit sign, San Antonio yard limits, and East Yard, also see Special Instructions, **San Antonio Yard Limits**)

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

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward	
301.17	0.50
253.96	0.70

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
380.56	Del Rio	373.91
343.70	Spofford (Del Rio Line)	339.03
1.61	Spofford (Eagle Pass Branch)	
303.28	Uvalde	299.17
222.25	San Antonio	
	Eagle Pass	24.98

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

RULE 103-A.

Del Rio, Main Street Crossing, (between Psgr. and Frt. Stations):

Train must not exceed 5 MPH approaching and until engine covers crossing. Before any light engine, switching, or coupling up crossing movement is made, member of crew must be stationed at the crossing to afford protection to traffic while movement is being made, using lighted fusee when conditions warrant.

Eagle Pass: Train and engine movements over Quarry Street must be protected by flagman.

RULE 104. The normal position of rigid switches at junctions:

Spofford—Stem wye switch Eagle Pass branch and west wye switch lined for movement Eagle Pass branch into yard track No. 2; east wye switch lined for through movement on Del Rio line.

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

Station	Location	Direction
Sabinal	On train-order signal mast	Eastward and Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timeable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch east end siding Spofford	P-3409
P-3020	Spring switch west end siding Uvalde	
	Spring switch east end siding Uvalde	P-3007
P-2794	Spring switch west end siding Sabinal	
P-2678	Spring switch west end siding D'Hanis	
P-2596	Spring switch west end siding Hondo	
P-2492	Spring switch west end siding Dunlay	
	Spring switch east end siding Dunlay	P-2479
P-2346	Spring switch west end siding LaCoste	
	Spring switch east end siding LaCoste	P-2335

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time Release
Uvalde	West end siding	3 mins.
LaCoste	West and East ends siding	3 mins.

Location of Mechanical Switch Locks:

Spofford—East leg of wye

RULE 516. Overlap posts:

MACDONA: 2028 feet west of Signal 2264, eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Spofford	East end siding	Main Track
Uvalde	West end siding	Main Track
Uvalde	East end siding	Main Track
Sabinal	West end siding	Main Track
D'Hanis	West end siding	Main Track
Hondo	West end siding	Main Track
Dunlay	West end siding	Main Track
Dunlay	East end siding	Main Track
LaCoste	West end siding	Main Track
LaCoste	East end siding	Main Track

GENERAL REGULATIONS

RULE 837. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes will be set, as follows:

Del Rio—Not less than four brakes on west end.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

DEL RIO LINE

365.99	West Sycamore Creek
365.83	East Sycamore Creek
307.79	Nueces River
291.44	West Frio River
290.98	East Frio River
225.82	Medina River Overflow
225.47	Medina River

EAGLE PASS BRANCH

26.83	Elm Creek overflow
26.77	Elm Creek overflow
26.58	Elm Creek

MISCELLANEOUS

Spofford. No. 228 and other such movements must detach engine before turning engine on "Y" tracks.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
377.35	Del Rio	San Felipe Bridge	Overhead & Side
365.99	West of Amanda	West Sycamore Bridge	Overhead & Side
365.82	West of Amanda	East Sycamore Bridge	Overhead & Side
356.06	West of Pinto	Pinto Bridge	Overhead & Side
339.53	East of Spofford	Lindsay Bridge	Overhead & Side
334.48	West of Anacacho	West Elm Bridge	Overhead & Side
332.67	East of Anacacho	East Elm Bridge	Overhead & Side
330.31	West of Pavo	Highway Underpass	Side
322.53	East of Odlaw	Highway 90 Overpass	Overhead
307.79	West of Hacienda	Nueces Bridge	Overhead & Side
300.14	East of Uvalde	Leona Bridge	Overhead & Side
291.44	West of Knippa	West Frio Bridge	Overhead & Side
290.98	West of Knippa	East Frio Bridge	Overhead & Side
285.00	East of Knippa	Blanco Bridge	Overhead & Side
280.58	West of Sabinal	Sabinal Bridge	Overhead & Side
267.84	West of D'Hanis	Seco Bridge	Overhead & Side
253.29	West of Dunlay	Hondo Bridge	Overhead & Side
225.47	East of Macdona	East Medina Bridge	Overhead & Side
EAGLE PASS BRANCH			
34.42	Eagle Pass	Rio Grande Bridge	Overhead & Side
26.58	East of Eagle Pass	Elm Bridge	Overhead & Side

SPEED RESTRICTIONS

Cline: Trains and engines must not exceed 15 MPH on Uvalde Rock Asphalt Company Spur.

Uvalde: Trains must not exceed 40 MPH between east siding switch and first road crossing west of depot.

Through corporate limits speed of trains restricted as follows:

Station	MPH
Del Rio	30
Sabinal	25
Hondo	45

ON DOUBLE TRACK BETWEEN WITHERS AND EAST YARD trains and engines must move WITH CAUTION; second and inferior class trains, extra trains and engines may run ahead of first-class trains but must not occupy a main track when it is known that a first-class train will be delayed thereby.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
222.25	San Antonio (Del Rio Subdivision)	
242.40	San Antonio (Kerrville Subdivision)	
5.37	San Antonio (Corpus Christi Subdiv.)	
	San Antonio (San Antonio Subdivision)	203.54
	San Antonio (Houston Div., Cuero Branch)	133.57

RULES 93 and 81. Trains and engines must run WITH CAUTION on eastward and westward tracks outside of block system limits between Sherman Street and MP 210, San Antonio, looking out for other train and engine movements, including crossover movements to and from the passenger station yard between East Houston and Center Streets and between Dakota and Wyoming Streets, and for movements from Depot Track No. 4 through spring switch to westward track at Victoria Street.

Within these limits, before a train or engine fouls main track and before main track switch is thrown, it must be known that there is no train or engine closely approaching the switch or route to be used.

RULE 103-A. Dawson, Burnet, Burleson, Lamar, Sherman and South Flores Street, San Antonio, are equipped with automatic crossing gates. Key-controller is provided at each crossing, except South Flores Street, for switching movements on secondary tracks. Automatic crossing gates may be operated by inserting switch key and turning SLOWLY one complete turn to the right.

During hours named below, trains and engines must not exceed 6 MPH entering the following street crossings and, if necessary, flagman must be sent ahead before proceeding:

SAN ANTONIO: (Kerrville Subdivision) Culebra Avenue, Probandt Street, Cincinnati Avenue, Hildebrandt Avenue, and Olmos Drive ..... All hours

Speed may be resumed after crossing is covered.

Stop must be made and member of crew must protect traffic while making train, engine or switching movement over W. W. White Road crossing (Loop 13), Mile Post 134.88, Cuero Branch, Yoakum Subdivision. In addition, a burning fusee must be placed on each side of the track while engines or cars are moving over the crossing during hours of darkness and during inclement weather.

RULE 104. The normal position of rigid switches at junctions:

Salado Junction ..... Cuero Branch ..... For San Antonio Subdivision main track.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2188	Spring switch end of double track Withers	
	Spring switch end of double track East Yard	P-2067

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time release
Withers—Dwarf signal only	3 minutes

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal position
Withers—End of double track	Eastward track

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

Location	Normal position
San Antonio—Victoria Street, connecting west lead track to westward track	Westward track
East Yard —End of double track	Westward track

NOTE: Spring switch connecting west lead with westward track, San Antonio, Victoria Street, has no block signal or switch point indicator protection. Speed of 15 MPH must not be exceeded in facing point movement over this switch.

RULE 605. INTERLOCKING

Tower 105 (Del Rio Subdivision): When Signal 2140 (approaching Tower 105 eastward, on eastward track) displays stop indication, eastward trains or engines with more than 80 cars must stop clear of Kirk Street and communicate with signal operator by telephone in box on pole on west side of Kirk Street. This to avoid blocking Zarzamora Street crossing.

Whistle signals:

Westward track with current of traffic from any point ———

Westward track against current of traffic from any point o ——— ———

Eastward track with current of traffic from any point ——— o o ———

Eastward track against current of traffic from any point ——— o ———

Tower 112 (Del Rio Subdivision):

Whistle signals:

Westward track with current of traffic from any point ———

Westward track against current of traffic from any point o ——— ———

Eastward track with current of traffic from any point ——— o o ———

Eastward track against current of traffic from any point ——— o ———

To Corpus Christi Subdivision from any point o ——— o

To Kerrville Subdivision from any point —— ——— o o

Tower 109 (Kerrville Subdivision):

Whistle signals:

Main track from any point ———

To SAB&T ——— o o ———

Duerler Spur o ———

Campbell Lumber Company o o ———

Tower 121 (Olive Street, San Antonio):

Whistle signals:

Westward track with current of traffic from any point ———

Eastward track with current of traffic from any point ——— o o ———

East Yard from any point ——— o ———

Enginehouse lead from any point o ——— o o

Industry Yard from any point ——— ——— o o

Note—A buzzer located on corner of enginehouse will be used in lieu of engine whistle for all outbound engine movements from enginehouse, using above code.

Engines moving westward over Hackberry Street on auxiliary track must approach interlocking switch, located just east of Hackberry Street, expecting to find it lined for either route.

East Yard: The switches connecting east end of yard with main track and tail track are power operated; switches and signals controlled by signal operator in train-order office.

Telephones for communication with signal operator are located as follows:

On east side of instrument case opposite main track switch;

On signal mast, 291 feet west of main track switch;

On signal mast, 42 feet east of power-operated tail track switch.

Normal position of tail track switch is for tail track movement.

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

When authorized by signal operator, power-operated switches may be cranked by hand; instructions for which are posted in telephone box on instrument case.

Whistle signals:

Main track from any point ———

Main track to yard ——— o ———

From yard to tail track ——— o

From tail track to yard o ———

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between MP 225.00 (Del Rio Subdivision) and Withers.

Absolute signals located at:

MP 225.00 on main track,

At fouling point on Priest Spur, MP 224.30,

At fouling point on Cadet Spur, MP 221.80, govern eastward movement.

Absolute signals located at:

Withers back of fouling point on westward and eastward tracks govern westward movement.

Priest and Cadet spur switches are equipped with electric switch locks. When movement is to be made from spur track to main track, indicator in lock box will not show UNLOCKED until three minutes after lock-box door is opened.

Overlap extends 2028 feet west of east switch, Macdona, and limit marked by overlap post north side of main track. Eastward trains holding main track and restricted at Macdona for westward trains must not enter the overlap until the opposing train is west of Medina River Bridge, or until restriction expires.

Between East Yard and Salado Junction.

Absolute signal MP 206.4 east end of East Yard governs eastward movement from East Yard to Salado Junction.

Absolute signal MP 204.3 on the San Antonio Subdivision east of Salado Junction and absolute signal MP 136.5 on the Houston Division govern westward movements Salado Junction to the east end of East Yard. Block indicator located at the switch.

A westward movement finding absolute signal on San Antonio Subdivision main track at Salado Junction (MP 204.3) displaying stop indication, may insert switch key in slot on signal case and turn SLOWLY one complete turn to right, remove key and wait until time release has operated after which signal should display proceed indication if block is clear.

When a train from the Houston Division is to enter A-PB, if block indicator indicates "block clear", switch may be thrown. Fifty-eight seconds after switch has been lined, signal at the fouling point should display proceed indication.

GENERAL REGULATIONS

RULE 837. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes must be set, as follows:

San Antonio (Passenger Station)—Not less than two brakes on west end;

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

MISCELLANEOUS

Westward movements to roundhouse at San Antonio must stop clear of Hackberry Street until shopman indicates the designated track on which engine is to be received.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
212.16	Del Rio Subdiv.	Nogalitos Street Underpass	Side
240.42	Kerrville Subdiv.	Expressway Underpass	Side
238.34	Kerrville Subdiv.	Expressway Underpass	Side
209.35	San Antonio Psgr. Sta.	Depot Umbrella Sheds	Overhead & Side
208.10	Curve at Diesel Shop	Fence (westward track)	Side
206.24	San Antonio Subdiv.	MK&T Underpass	Side
204.64	West of Salado Jct.	Salado Creek Bridge	Overhead & Side

SPEED RESTRICTIONS

Engines using Cadet Spur must not exceed 20 MPH.

Through corporate limits of San Antonio trains and engines must not exceed speed indicated:

Between	MPH
MK&T Underpass to East Yard Office	40
East Yard Office to Hays Street	30
Hays Street to Dakota Street	20
Dakota Street to Zarzamora Street	30
Zarzamora Street to West City Limits	40
Tower 112 to City Limits (Kerrville Subdivision)	15
Tower 112 to MP 5.37 (Corpus Christi Subdivision)	18

(For movements between San Antonio (Commerce Street) and east yard limit sign also see Special Instructions, **San Antonio Yard Limits)**

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

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		WESTWARD	
206.82	0.58	120.03*	1.08
		119.91	1.20

*NOTE: Speed sign located at MP 120.03 on connecting track between Dallas and Austin Divisions main track and San Antonio Division main track governs westward movement from the Dallas and Austin Divisions.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	San Antonio	203.54
122.76	Flatonia (San Antonio Subdivision)	118.00
28.56	Flatonia (Dallas and Austin Divisions, Flatonia Subdivision)	30.53
90.00	Glidden	78.16

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

RULE 103-A. For train, engine and switching movements indicated below, a member of the crew must take position at the crossing to afford protection to traffic while movement is being made:

Seguin B. & T. Spur, MP 179.3 — Highway 78.

Nolte Spur, MP 178.2 — Highway 78.

Seguin — All movements on industry tracks over Highway 90.

Gonzales — St. Joseph Street.

RULE 104. The normal position of rigid switches at junctions:

Salado Junction	Cuero Branch	For San Antonio Subdiv. main track.

RULE 221. Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Seguin	On train-order signal mast	Eastward and Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2030	Spring switch west end siding Kirby	
	Spring switch east end siding Kirby	P-2015
P-1928	Spring switch west end siding Schertz	
	Spring switch east end siding Schertz	P-1917
P-1738	Spring switch west end siding Seguin	
	Spring switch east end siding Seguin	P-1727
	Spring switch east end siding Kingsbury	P-1635
	Spring switch east end west siding Luling	P-1533
P-1398	Spring switch west end siding Sandy Fork	
	Spring switch east end siding Sandy Fork	P-1387
P-1312	Spring switch west end siding Waelder	
	Spring switch east end siding Waelder	P-1301
P-956	Collision detector highway underpass Bridge 95.36	P-953

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Kirby	West and east end siding	3 mins.
Schertz	West and east end siding	3 mins.
Seguin	West and east end siding	3 mins.
Kingsbury	East end of siding	3 mins.
Luling	East end of west siding	3 mins.
Sandy Fork	West and east end siding	3 mins.
Waelder	West and east end siding	3 mins.

RULE 516. Overlap posts:

KIRBY: 4300 feet east of Signal 2029, westward trains.
200 feet east of Signal 2027 (south side of siding, marked "Approach Circuit"), westward trains, on siding.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Kirby	West end siding	Main Track
Kirby	East end siding	Main Track
Schertz	West end siding	Main Track
Schertz	East end siding	Main Track
Seguin	West end siding	Main Track
Seguin	East end siding	Main Track
Kingsbury	East end siding	Main Track
Luling	East end west siding	Main Track
Sandy Fork	West end siding	Main Track
Sandy Fork	East end siding	Main Track
Waelder	West end siding	Main Track
Waelder	East end siding	Main Track

RULE 605. INTERLOCKING

Flatonia (Tower 3, T&NO Crossing): The west switches of north and south sidings are power-operated; switches and signals controlled by signal operator.

When signals do not display desired indication, member of crew must immediately communicate with signal operator. Telephones located near each power-operated switch in instrument cases.

When authorized by signal operator, these power-operated switches may be cranked by hand; instructions for which are posted in cover of box in which crank is housed.

Trains approaching Flatonia and finding governing interlocking 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 interlocking signal at the opposite end of the siding.

Whistle signals:

Main track from any point ——

To south siding from any point —— o o ——

To north siding from any point o —— ——

To Dallas and Austin Divisions from any point —— o ——

RULE 705. LETTER TYPE INDICATORS

Indicator located as follows:

Illum. Letters	On Signal	Approaching	Authorizes and Requires Movement as Follows:
Z	P-1635	Kingsbury	Provided train holds timetable or train-order authority to continue on main track, it may pass signal displaying stop indication without stopping or inspecting spring switch as required by Rules 293 and 306 but must not exceed restricted speed through the block

GENERAL REGULATIONS

RULE 837. Glidden. When trains stop on receiving tracks, Glidden, trainmen will set sufficient hand brakes to hold cars. Not less than five brakes must be set on east end.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

204.64	Salado Creek
193.10	Cibolo River
178.43	Guadalupe River
156.48	San Marcos River
156.30	San Marcos River

MISCELLANEOUS

Engines listed must not be operated over tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Flatonia	Scales in Oil Mill Track
All engines	Schulenburg	Scales in Oil Mill Track

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
193.10	West of Schertz	Cibolo Bridge	Overhead & Side
178.43	East of Hilda	Guadalupe Bridge	Overhead & Side
172.34	East of Seguin	Geronimo Bridge	Overhead & Side
156.48	West of Luling	West San Marcos Bridge	Overhead & Side
150.27	East of Luling	Plum Bridge	Overhead & Side
139.98	West of Sandy Fork	Sandy Fork Bridge	Overhead & Side
127.06	East of Waelder	Peach Bridge	Overhead & Side
108.95	West of Schulenburg	West Navidad Bridge	Overhead & Side
108.31	West of Schulenburg	Foster Bridge	Overhead & Side
103.41	East of Schulenburg	East Navidad Bridge	Overhead & Side
95.36	East of Weimar	Highway Underpass	Side

SPEED RESTRICTIONS

Gonzales. Trains and engines must not exceed 6 MPH over St. Joseph Street, Gonzales.

Trains handling equipment shown in "MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT", appearing on page 4 of Special Instructions for All Subdivisions, must not exceed 15 MPH between Gonzales and Harwood.

Through corporate limits speed of trains restricted as follows:

Station	MPH
Seguin	30
Luling	25
Waelder	60
Flatonia	20
Schulenburg	30
Weimar	30

(For movements between west yard limit sign, San Antonio Yard Limit, and East Yard, also see **Special Instructions San Antonio Yard Limits).**

RULE 10-J. Limit of restrictions imposed by speed signs:

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
270.35	269.60	269.31	268.56	269.31	269.60

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
270.00	Boerne	268.75
258.98	Camp Stanley	258.05
255.75	Beckmann	252.95
242.50	San Antonio	

Boerne: The main track ends at the City spur switch, MP 269.20, and at the west switch of the house track, MP 269.60. All tracks between those points are yard tracks.

Kerrville: The main track ends at Lumber Spur switch, MP 308.27. All tracks at and west of this point are yard tracks.

RULE 103-A. Comfort. Trains and engines must approach grade crossing of Highway 87 at MP 289.9, WITH CAUTION, prepared to stop, and if necessary, flag protection for traffic will be afforded to avoid collision.

GENERAL REGULATIONS

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

285.54	Guadalupe River
280.10	Joshua Creek
267.19	Cibolo Creek

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
285.54	West of Waring	Guadalupe Bridge	Overhead & Side

SPEED RESTRICTIONS

Trains and engines must not exceed 20 MPH between interlocking signals Tower 109.

Trains handling loads of more than 210,000 lbs. gross weight must not exceed 20 MPH over all bridges between Tower 112 and Kerrville.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	Brownsville	203.37
176.86	Harlingen	171.04
165.60	Santa Rosa	163.90
154.67	Elsa	152.56
	McAllen	150.50
145.00	Edinburg (McAllen Branch)	
143.97	Edinburg-Edinburg Yard	138.87
69.49	Mae	66.51
45.87	Alice	

Brownsville: The main track ends at Edlestin spur, MP 202.75. All tracks west of this point are yard tracks.

Alice: The main track, Brownsville Subdivision, ends at Main Street crossing, MP 43.30. The main track, Alice Subdivision, ends at State Highway 44 crossing, MP 42.20. All tracks between these points are yard tracks.

McAllen: The main track ends at E. F. Wallace spur, MP 151.51. All tracks west of this point are yard tracks.

RULE 98. Railroad crossings at grade not interlocked:

MP 205.1—0.2 mile east of station, Brownsville—M. P. Belt Crossing.

MP 152.0—0.1 mile east of station, McAllen—M. P. Crossing.

MP 43.4—0.2 mile west of station, Alice—Tex.-Mex. Crossing.

ALICE: A standard crossing gate equipped with a light is located at the grade crossing between the main track of the T&NO and the main track of TEX-MEX.

The light on gate to display RED when gate is set against movements and GREEN when route is clear.

Movements approaching crossing on either line must be made WITH CAUTION, (RESTRICTED SPEED), prepared to stop before crossing is reached. When gate is set against Tex-Mex movements, T&NO movements may be made over crossing without stopping by operating the power unit over crossing at restricted speed, not exceeding six (6) MPH, after which train may be operated at maximum allowable speed.

Should gate be inoperative or should light not be displayed by night, movements on either line must stop and the route known to be clear before proceeding.

RULE 103-A. At public crossing indicated below, train or engine movements must stop short of the crossing and member of the crew take position at the crossing to afford protection to traffic while movement is being made, using red flag by day or burning fusee by night:

Brownsville—All movements over paved street across main track between wye switches and paved street crossing across both legs of wye.

Harlingen—All movements over paved highway crossing on tracks serving Valley Co-op Mill.

Elsa—All switching movements over Broadway, second crossing east of station.

McAllen—All movements over first highway crossing west of M. P. Crossing, and over Pecan Street Crossing.

Edinburg—All movements over Harriman Street, first crossing east of old passenger station.

Dixie—All movements over U. S. Highway 281.

Alice—Switching movements over Third and Fifth Street Crossings.

RULE 104. The normal position of rigid switches at junction points as follows:
Edinburg Junction—For Brownsville Line.

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

Eastward Signal	Protection	Westward Signal
	Spring switch east end of wye, Edinburg Junction	P-A

RULE 505.

Location of Key Releases		Time Release
Edinburg Junction	Signal P-A	1 minute

RULE 535. SPRING SWITCHES

Spring Switches not equipped with facing point locks are located as follows:

Location	Normal Position
Edinburg Junction—East wye switch	For Brownsville Line

RULE 605. INTERLOCKING

Tower 151, MP 191.3, M. P. RR Crossing—No signal operator on duty. Normally lined for T&NO.

Tower 147, MP 181.2, M. P. RR Crossing—No signal operator on duty. Normally lined for T&NO.

Tower 146, MP 155.3, M. P. RR Crossing—No signal operator on duty. Normally lined for T&NO main track movement. Derail located at fouling point east end house track is pipe connected to and operated by lever of hand-operated main track switch which opens within interlocking limits. Dwarf signal located at fouling point east end house track governs movement to main track, but will not display proceed indication until two minutes and twenty seconds after switch and derail have been lined.

Tower 145, MP 143.7, M. P. RR Crossing, Brownsville Line—No signal operator on duty. Normally lined for T&NO.

Tower 149, MP 136.0, M. P. RR Crossing—No signal operator on duty. Normally lined for T&NO.

RULE 680. AUTOMATIC INTERLOCKING

Tower 138, MP 172.6, M. P. RR crossing.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Edinburg Junction and Edinburg Yard.

Absolute signals at fouling points, Edinburg Junction, govern eastward movements on Brownsville Line and from McAllen Branch.

Absolute signal located at west crossover switch, Edinburg Yard, MP 141.1 governs westward movements.

Overlaps of absolute signal, Edinburg Yard, extend to fouling point of west wye switch on McAllen Branch and west wye switch on Brownsville Line, Edinburg Junction and are indicated by overlap posts.

Trains or engines may enter main track from:

International Paper Co. spur, or through

West switch of Tail track, Edinburg Yard

when block indicator indicates "block clear." To enter main track when indicator indicates "block occupied" movement may be made in compliance with Rules 513 and 744.

Time release feature has been added to the Absolute-Permissive Block system between Edinburg Junction and Edinburg Yard and operates as follows:

When a train, engine or car enters the overlap at Edinburg Junction from either route and the block is unoccupied, the signal will normally display proceed indication. If the block is not entered within a time interval of two minutes forty seconds, the signal will return to stop indication, and push button switch, which has been installed on the west side of instrument case opposite signals at Edinburg Junction, may be used to return signal to display proceed indication.

To hold authority to main track, a train or engine at International Paper Company Spur, must occupy main track continuously, or main track switch left open. If track is cleared and switch restored to normal position, main track may be re-entered and movement to end of block made, only under protection of flagman in both directions, a sufficient distance to insure full protection, regardless of the indication of block indicator.

RULE 837. Air brakes must be cut in and operated on all cars handled beyond grain elevator on Port tracks, Arroyo, Mile Post 180.06.

RULE 869: A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

158.47 Resaca Trestle.....West of LaVilla

MISCELLANEOUS

Petroleum section located on No. 3 track, Harlingen Air Base, Palmetal, is enclosed by fence with gates across track 400 feet apart. These gates are equipped with switch locks and must be left closed and locked after use. Engines must not pass through these gates while gasoline is being unloaded by transport trucks.

Conveyor is installed across Air Base tracks 1 and 2 between building T-560 on track No. 1 and building T-553 on track No. 2. Movements beyond this location must not be made until it is known that conveyor has been removed.

Gate has been installed over United Carbon Company Plant track at Dixie, Mile Post 87.6, Brownsville Subdivision. This gate is equipped with switch lock and must be left closed and locked after use.

Engines listed must not be operated on tracks shown below:

Class of Engine	Station	Restricted Track
All Engines	Palmetal	Harlingen Air Base, East turnout of No. 4 track to east end first warehouse west.
All Engines	Loggins	Beyond 125 feet west of west end scales on Swift Oil Mill lead.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
180.23	West of Harlingen	Arroyo Bridge	Overhead & Sides

SPEED RESTRICTIONS

Trains with class of engine shown are further restricted between points shown, as follows:

NOMINAL CLASS	ENGINE NUMBERS	MP 183.00 TO ALICE	McALLEN TO EDINBURG JUNCTION
DF-1, DF-2, DF-4	300 to 353		
DF-1, DF-2	500 to 524		
DF-302	12 to 16		
DS-105	30 to 71		
DS-105, DS-111	89 to 104	40	40
DF-9, DF-11	354 to 381		
DF-4, DF-9, DF-10, DF-13	535 to 553		
DF-400, DF-401	108 to 118		
DF-402	123 to 128		
DS-109	72 to 88		
DS-112	105 to 107		
DS-114	121 to 122	35	35
DF-14	600 to 634		
DF-14	700 to 724		
DF-600, DF-604, DF-607, DF-611, DF-612	400 to 458		
DF-601	240 to 249		
DF-602	280 to 283	35	35

Through corporate limits speed of trains restricted as follows:

Station	MPH	
Harlingen	18	except
	6	over First Street (east of freight station)
Elsa	5	over Broadway Street (second crossing east of station)
McAllen	15	
Falfurrias	20	between MP 79 and MP 80.

Trains must not exceed 20 MPH through interlocking limits over M. P. Crossing Tower 146, MP 155.3.

RULES 30 and 31. Corpus Christi city ordinance provides: "That it shall be unlawful to blow, or cause to be sounded, any railroad engine whistle, horn, siren or other noise making device on any engine or locomotive, except engine bell, within any area specifically designated as a recreational area, except in case of emergency.

"That the engine bell shall be rung when starting to move and also when approaching and entering all crossings.

"Railroad engines or trains approaching Bascule Bridge over Corpus Christi Ship Channel may blow or sound whistle, or horn, for not exceeding five seconds.

"The recreational area, known as North Beach, extends from Bascule Bridge to Reef Bridge. In this area, the following street crossing locations are designated where whistles, horns, sirens or other noise making device shall be sounded not to exceed ten seconds:

By eastbound trains:

Navigation Boulevard (MP 148.24), 375 feet east of Bascule Bridge.

Golf Place (MP 147.72) nine poles east of MP 148.

Oxford Street (MP 147.20) twenty-four poles east of MP 148.

By westbound trains:

Fogg Street (MP 146.69) twenty-one poles west of MP 146.

Oxford Street (MP 147.20) six poles west of MP 147.

Golf Place (MP 147.72) twenty-one poles west of MP 147."

To more clearly identify crossings within the North Beach Area where whistle must be sounded not to exceed ten (10) seconds, such crossings will be identified by two yellow stripes painted horizontally under the letter "X" on the whistling boards applying to such streets.

In observing this ordinance, engineers should sound whistle if in their judgment an accident may be prevented.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	Corpus Christi	144.60
139.26	Gregory (Corpus Christi Line)	136.17
3.00	Gregory (Rockport Branch)	
132.31	Taft	128.90
124.37	Sinton	121.23
	Alice	40.86
15.33	Mathis	10.99
105.80	Skidmore (Corpus Christi Subdivision)	102.69
1.60	Skidmore (Alice Subdivision)	102.69
96.39	Beeville (Corpus Christi Subdivision)	90.99
96.39	Beeville (Alice Subdivision)	145.02
63.05	Kenedy	60.35
5.36	San Antonio	
94.74	Victoria (Alice Subdivision)	

Alice: The main track, Brownsville Subdivision, ends at Main Street crossing, MP 43.30. The main track, Alice Subdivision, ends at State Highway 44 crossing, MP 42.20. All tracks between these points are yard tracks.

Victoria: The main track, Rosenberg Subdivision, Houston Division, ends at Ben Wilson road crossing, MP 89.23. The main track, Alice Subdivision, ends at Goodwin Street crossing, MP 90.89. All tracks between these points are yard tracks.

Corpus Christi: The main track ends at Humble spur, MP 146.61. All tracks west of this point are yard tracks.

Rockport: The main track ends at main lead switch, MP 19.64. All tracks west of this point are yard tracks.

RULE 98. Railroad Crossings at Grade not Interlocked:

MP 90.8 Victoria—Port Lavaca Branch Crossing, protected by gate. Normal position lined and locked against Port Lavaca Branch. When lined against Port Lavaca Branch, Alice Subdivision trains are not required to stop for crossing.

Drawbridges not interlocked:

MP 146.6, Reef Drawbridge is protected by gates equipped with lights and located 400 feet east and west of draw span. When gates are set for rail traffic, a green light may be displayed on the gate, to the right of track in direction of approach; when set for water traffic, a red light may be displayed on gate in center of track. Trains or engines must approach gates with CAUTION and STOP if route is not clear. When route is clear train or engine may proceed without stopping.

ALICE: A standard crossing gate equipped with a light is located at the grade crossing between the main track of the T&NO and the main track of the TEX-MEX.

The light on gate to display RED when gate is set against movements and GREEN when route is clear.

Movements approaching crossing on either line must be made WITH CAUTION, (RESTRICTED SPEED), prepared to stop before crossing is reached. When gate is set against Tex-Mex movements, T&NO movements may be made over crossing without stopping by operating the power unit over crossing at restricted speed, not exceeding six (6) MPH, after which train may be operated at maximum allowable speed.

Should gate be inoperative or should light not be displayed by night, movements on either line must stop and the route known to be clear before proceeding.

RULE 103-A. Cars must not be kicked or dropped over the following crossings and before making train, engine or switching movements over such crossings, a member of the crew must take position at the crossing to afford protection to traffic while the movement is being made:

Gregory.....All crossings on all tracks in Reynolds Aluminum Company Plant.

Kosmos.....State Highway 35 crossing on Kosmos spur.

Rockport.....Church Street, second street east of station.

Alice.....Third Street and Fifth Street, except that cars may be kicked or dropped over these crossings, provided a member of the crew takes position at the crossing to afford full protection to traffic while the movement is being made.

Mathis.....State Highway 359 crossing on M. P. Interchange track.

Aloe.....U. S. Highway 59 crossing on spur.

Victoria.....Laurent Street Crossing:

Unless protected by an employee who has given a proceed signal, train, engine and switching movements must stop short of Laurent Street and member of crew take position at crossing to afford protection to traffic while movement is being made.

Corpus Christi city ordinance provides:

"Street crossings where vehicular traffic is controlled by traffic signal lights, the light will govern the movement of engines or trains entering the crossings.

Cars shoved ahead of engine on any crossings, shall not exceed the speed of twelve miles per hour entering the crossing.

In addition to compliance with signal light indications, a flagman must be in position on front of engine or car entering crossing to afford additional warning to vehicular and pedestrian traffic."

RULE 104. The normal position of rigid switches at junction points are as follows:

Gregory.....For continuous movement on Corpus Christi Line.

Skidmore.....For continuous movement on Alice Subdivision.

Kenedy.....For continuous movement on Corpus Christi Subdivision.

RULE 605. INTERLOCKING

Bascule Drawbridge MP 148.3 over ship channel.

Whistle signals:

Main Track ———.

To or from Port Terminal Lead ——— o.

A push button annunciator is located on the mast of flasher signal at Market Street, Corpus Christi, and is provided for trainmen and yardmen to notify bridge tender when it is desired to move from Market Street over Bascule Bridge Interlocking.

Tower 112. See Special Instructions San Antonio Yard Limits.

RULE 680. AUTOMATIC INTERLOCKING

Sinton.....M. P. RR Crossing.

Mathis.....Tower 159.....M. P. RR Crossing.

Victoria.....Tower 90.....M. P. RR Crossing.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Between Skidmore and Beeville.

Limits extend between:

Eastward absolute signal, MP 103.8, east switch, Skidmore Yard and

Westward absolute signals located back of fouling points at junction of Alice and Corpus Christi Subdivisions at Beeville.

Signals controlled by signal operator Skidmore, acting upon authority of the train dispatcher.

Siding, Darby, has dual control switches equipped with crank, each end.

Junction switch, Beeville, is dual control equipped with crank.

Siding, Beeville, has hand-operated switches each end.

Spur track MP 94.54, near Darby, is equipped with Electric Switch Lock.

Telephones for communication with signal operator, Skidmore, are located as follows:

Skidmore.....East switch of yard.

Signal 1003.....On Pole.

Darby.....Both ends of siding.

Beeville.....Freight Station.

Signal case at junction switch.

Within CTC limits between Skidmore and Beeville, trains may run extra without train-order authority, but must obtain clearance before commencement of trip if at an open train-order office.

GENERAL REGULATIONS

RULE 824. Kenedy—Engines must not be detached from train or cars that are to be left standing on grade west of Archer-Daniels elevator unless not less than five brakes are set on east end to hold cars.

RULE 837. Burnell—Account grade conditions, Pan American Petroleum Corp. trackage, no movements in either direction will be made between main track and the refinery unless air brakes are cut in and operative on all cars being handled.

RULE 869. A trainman must be in position at the rear of train while passing over the following bridges to watch for fires on or about these structures:

CORPUS CHRISTI SUBDIVISION

144.75	Reef Bridge	East of Corpus Christi

ALICE SUBDIVISION

18.88	Nueces River	East of Sandia
117.09	San Antonio River	West of Goliad
93.74	Guadalupe River	West of Victoria
93.36	Guadalupe River	West of Victoria
92.01	Guadalupe River	West of Victoria

MISCELLANEOUS

Engines must not be operated and cars must not be placed or moved beyond a point 50 feet east of scales on tracks B and C, Sherwin Plant, Gregory.

Engines must not be operated on scales of Cotton Oil Mill Track and on Lumber Spur, Taft.

Kenedy—Structures adjacent to Compress Track No. 3 will not clear equipment of any type more than 60 feet in length.

Aransas Pass—City of Aransas Pass has placed swinging traffic barricades secured by switch locks and equipped with red lights across track in Huff Street along waterfront near spur serving the turning basin. Trainmen will handle barricades in customary manner as industrial gates, leaving barricades locked on departure.

Trains with class of engine shown below are further restricted between points shown as follows:

NOMINAL CLASS	ENGINE NUMBERS	CORPUS CHRISTI AND SKIDMORE
DF-9, DF-11	354 to 381	
DF-4, DF-9, DF-10, DF-13	535 to 553	
DF-400, DF-401	108 to 118	
DF-402	123 to 128	
DS-109	72 to 88	
DS-112	105 to 107	
DS-114	121 to 122	35
DF-14	600 to 634	
DF-14	700 to 724	
DF-600, DF-604, DF-607, DF-611, DF-612	400 to 458	
DF-601	240 to 249	
DF-602	280 to 283	35

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

MP	LOCATION		DESCRIPTION
CORPUS CHRISTI SUBDIVISION			
148.30	Corpus Christi	Bascule Bridge	Overhead & Side
144.75	East of Corpus Christi	Reef Drawbridge	Overhead & Side
44.64	West of Falls City	San Antonio River Bridge	Overhead & Side
20.26	West of Saspamco	Calaveras Creek Bridge	Overhead & Side
ALICE SUBDIVISION			
18.88	West of Mathis	Nueces River Bridge	Overhead & Side
137.97	East of Beeville	Medio Creek Bridge	Overhead & Side
133.60	West of Berclair	Blanco Creek Bridge	Overhead & Side
117.09	West of Goliad	San Antonio River Bridge	Overhead & Side
112.94	West of Fannin	Manahuilla Creek Bridge	Overhead & Side
100.93	West of Aloe	Coleto Creek Bridge	Overhead & Side
92.01	West of Victoria	Guadalupe River Bridge	Overhead & Side

SPEED RESTRICTIONS:

Trains and engines must not exceed maximum speed indicated:

Location		MPH
Corpus Christi	Over curved switching leads and through turnouts at both ends storage track No. 3, Hughes St. Yard	10
	Over Bascule Drawbridge	12
	Reef Bridge	25
	(Except while engine is passing over draw span)	10
Rockport Branch	On turnouts and other than main track	10
Beeville	Through Alice Subdivision connecting track	10
Corpus Christi Subdivision	Between MP 5.37 and Tower 112	18

Through corporate limits speed of trains restricted as follows:

Station	MPH
Corpus Christi	18
Taft	15—between MP 130 and MP 131.
Sinton	15—between MP 122.0 and MP 123.5.
Mathis	15—between MP 13.9 and MP 14.5.
Beeville	20
Kenedy	20—until engine covers Calhoun and Main Streets, first crossings west and east of station.
Victoria	18

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	El Paso to Sierra Blanca	Sierra Blanca to Valentine	Valentine to Etholen	Etholen to El Paso	Valentine to Lull	Lull to Del Rio	Paisano to Valentine	Del Rio to Paisano	Del Rio and Sabinal	Sabinal and LaCoste
DF-1-13	300-381, 500-553	5000	7500	6200	7500	5600	7500	7500	4800	7500	5600
DF-14	600-634, 700-724	9400	14080	10200	12360	9700	13080	13080	9240	12100	9640
DF-600-601-602-604-607-611-612	400-410, 240-249, 280-283, 411-458	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410
DF-400-401-402	108-112, 113-118, 123-128	1365	2060	1480	1800	1400	1910	1910	1335	1750	1395
DF-302	12-16	960	1450	1040	1275	990	1355	1355	940	1250	980
DF-115-119	170-176, 155-169	3150	4690	3380	4110	3250	4355	4355	3060	4025	3200
DS-5 & 6	10-11	850	1260	900	1115	860	1180	1180	820	1100	855
DS-105	30-71, 89-94	1300	1950	1410	1720	1340	1820	1820	1270	1690	1330
DS-109	72-88	1140	1700	1225	1495	1160	1585	1585	1100	1450	1155
DS-111	95-104	1300	1950	1410	1720	1340	1820	1820	1270	1690	1330
DS-112-114	105-107, 121-122	1275	1930	1390	1695	1325	1795	1795	1255	1650	1315
DS-300-301-302	187-188, 189-190, 177-184	2540	3800	2740	3320	2600	3520	3520	2470	3250	2580
DS-303	185-186	3150	4690	3380	4110	3250	4355	4355	3060	4025	3200

CLASS	ENGINE NUMBERS	LaCoste and San Antonio	San Antonio to Seguin & Weimar to Glidden	Glidden to Kingsbury & Seguin to Weimar	Kingsbury to San Antonio	San Antonio to Kerrville & Kerrville to Camp Stanley	Camp Stanley to San Antonio	Eagle Pass to Spofford	Spofford to Eagle Pass	Harwood and Gonzales	
DF-1-13	300-381, 500-553	7500	7500	6000	7500	5000	6000	7500	7500		
DF-14	600-634, 700-724	13900	14600	8760	12800	8400	15440	12360	15840		
DF-600-601-602-604-607-611-612	400-410, 240-249, 280-283, 411-458	3475	3650	2190	3200	2100	3860	3090	3960		
DF-400-401-402	108-112, 113-118, 123-128	2030	2150	1260	1860	1100	2260	1800	2320		
DF-302	12-16	1440	1515	900	1325	750	1600	1275	1650		
DF-115-119	170-176, 155-169	4625	4875	2925	4250	2520	5140	4110	5290		
DS-5 & 6	10-11	1260	1320	775	1150	660	1400	1115	1445	1100	
DS-105	30-71, 89-94	1940	2040	1200	1780	1040	2150	1720	2220		
DS-109	72-88	1685	1775	1050	1550	900	1875	1495	1930		
DS-111	95-104	1940	2040	1200	1780	1040	2150	1720	2220		
DS-112-114	105-107, 121-122	1910	2000	1190	1750	1025	2120	1695	2180		
DS-300-301-302	187-188, 189-190, 177-184	3745	3950	2350	3450	2025	4160	3320	4285		
DS-303	185-186	4625	4875	2925	4250	2520	5140	4110	5290		
	TNO-17		—	—	—	—	—	—	—	550	

CLASS	ENGINE NUMBERS	Victoria and Beeville	San Antonio and Kenedy	Kenedy to Beeville	Beeville and Corpus Christi	Beeville to Kenedy	Skidmore and Alice	Alice, McAllen and Brownsville				
DF-1-4	300-353, 500-541	7500	5250	5000	10000	5850	6650	8000				
DF-9-13	354-381, 542-553	8800	6600	6000	12000	6400	7800	14920				
DF-14	600-634, 700-724	14000	9400	8600	20000	9000	12000	21200				
DF-115-119	155-176	4250	3150	2900	5700	3000	3700	6500				
DF-302	12-16	1350	1000	900	1800	1000	1150	2700				
DF-400-401-402	108-112, 113-118, 123-128	1850	1375	1350	2500	1450	1650	3500				
DF-600-604-607-611-612	400-458	3500	2350	2150	5000	2250	3000	5300				
DF-601-602	240-249, 280-283	3500	2350	2150	5000	2250	3000	5300				
DS-105-111	30-104	1750	1300	1200	2350	1250	1500	3500				
DS-112	105-107	1750	1300	1200	2350	1250	1500	3500				
DS-114	121-122	1750	1300	1200	2350	1250	1500	3500				
DS-300-301	187-190	3450	2550	2300	4650	2400	3000	5850				
DS-302	177-184	3450	2550	2300	4650	2400	3000	5850				
DS-303	185-186	4250	3150	2900	5700	3000	3700	6500				

Ratings shown for nominal class DF-1 through 14 are applicable to 4-unit engines. To determine rating with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.