

**DO IT THE SAFE WAY
OR DON'T DO IT**

**OPERATIONS ASSISTANT
TO SUPERINTENDENT**

J. A. MULLINS..... San Antonio

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W. J. LINAM..... Sanderson
 J. Y. HOBSON..... Del Rio
 J. A. CHIHAI..... San Antonio
 K. E. HENDLEY..... San Antonio
 M. L. WELLS..... Hearne
 J. W. CLARK..... Ennis
 T. P. KELLY..... Ennis
 C. R. HUNTINGTON..... Dallas

ASSISTANT TRAINMASTERS

D. F. DUPRE..... San Antonio
 H. A. SKLOSS..... San Antonio

GENERAL YARDMASTER

MILTON SMITH..... San Antonio

ROAD FOREMEN OF ENGINES

J. R. EFAW..... El Paso
 J. W. HENDERSON..... Del Rio
 R. CAMPBELL..... San Antonio
 R. S. HUTCHESON..... Ennis

ASSISTANT ROAD FOREMEN OF ENGINES

K. L. SHURLEY..... San Antonio

SENIOR CHIEF TRAIN DISPATCHERS

E. L. HORD..... Houston
 L. F. McCLARD..... Houston
 F. J. SIEMS..... Houston

CHIEF TRAIN DISPATCHERS

F. G. BEAUDOIN..... Houston
 G. B. HENDERSON..... Houston

TERMINAL SUPERINTENDENTS

N. J. STOEVER..... San Antonio
 W. L. BENKE..... Dallas

**ASSISTANT TERMINAL
SUPERINTENDENTS**

M. J. O'NEAL..... San Antonio
 N. G. BULOT..... Dallas

ASSISTANT TO SUPERINTENDENT

H. C. HAUGHT..... San Antonio

SOUTHERN PACIFIC TRANSPORTATION COMPANY



SAN ANTONIO DIVISION TIMETABLE

6

**EFFECTIVE SUNDAY, APRIL 24, 1977
AT 12:01 A. M.
CENTRAL STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY.**

R. L. KING,
Vice President and General Manager.
W. J. LACY,
J. D. RAMSEY,
Regional Operations Managers.
C. T. BABERS,
Assistant General Manager.
J. J. WILLIS,
Asst. Vice President - Transportation.
J. W. BREEN,
*Manager of Operations
Planning and Control.*
D. J. BROWN,
Superintendent of Transportation.
W. E. CORBETT,
Superintendent.
R. D. BREDENBERG,
A. F. GREBLO,
M. D. ONGERTH,
Asst. Superintendents.

Timetable 5 eFF 31 Oct 1976
7 30 Oct 1977

SAN ANTONIO DIVISION TIMETABLE NO. 6, APRIL 24, 1977

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VALENTINE SUBDIVISION

EAST-WARD	Mile Post Location	STATIONS	Station Number	WEST-WARD
				FIRST CLASS
2		SIDING CAPACITIES AND FACILITIES		1
Psg.				Psg.
Lv. Mon. Wed. & Sat.				Ar. Tue. Thur. & Sat.
PM 4.55	829.3	TO-R EL PASO (Tower 196) BKIPQ		PM 3.55
	827.7	1.6 BKIYPQ	55005	3.25
		TO-REL PASO (Cotton Ave.)		
5.01	827.5	0.2 IPQ	55042	
		TOWER 47		
5.12	822.8	4.7 BPQ	55060	2.55
		ALFALFA		2.45
	815.2	7.6 P	60013	PM
		BELEN		
	808.0	8705 7.2 P	60021	
		CLINT		
	800.2	7.8 P	60029	
		FABENS		
	794.0	8589 6.2 P	60036	
		TORNILLO		
	783.6	9978 10.4 P	60046	
		ISER		
	770.1	8306 13.5 P	60059	
		MENARY		
	760.9	7835 9.2 P	60067	
		FINLAY		
	751.3	8479 5.7 P	60080	
		SMALL		
	746.1	8507 5.2 P	60085	
		LASCA		
	736.9	10425 9.2 KPQ	60090	
		SIERRA BLANCA		
	726.1	8375 10.8 P	60111	
		MALLIE		
	714.6	9368 11.5 P	60125	
		HOT WELLS		
	703.7	8661 10.9 P	60135	
		COLLADO		
	691.1	8394 12.6 P	60148	
		LOBO		
	679.9	8366 11.2 P	60162	
		WENDELL		
	667.8	8071 12.1 BKQP	60171	
		TO-R VALENTINE		
	660.0	8399 7.8 P	60179	
		QUEBEC		
	651.6	8362 8.4 P	60187	
		RYAN		
	642.9	8410 8.7 P	60196	
		ARAGON		
	632.8	8375 10.1 P	60210	
		MARFA		
	620.1	8647 12.7 P	60223	
		PAISANO		
	608.5	8314 11.6 P	60234	
		ALPINE JUNCTION		
s 8.48	607.2	1.3 KPQ	60240	s 11.33 AM
		ALPINE		
	600.6	8056 6.6 P	60247	
		STROBEL		
	591.8	8757 8.8 P	60256	
		ALTUDA		
	584.2	8377 7.6 P	60264	
		LENOX		
	576.0	8385 8.2 P	60272	
		MARATHON		
	567.5	8209 8.5 P	60280	
		WARWICK		
	560.0	8268 7.5 P	60284	
		HAYMOND		
	552.4	8322 7.5 P	60288	
		TESNUS		
	546.0	8535 6.4 P	60293	
		MAXON		
	540.4	8386 5.6 P	60299	
		ROSENFELD		
	533.0	8361 7.4 P	60309	
		LONGFELLOW		
	524.9	8470 8.1 P	60318	
		EMERSON		
s 10.28 PM	515.9	9061 9.0 BKQP	60336	9.35 AM
		TO-R SANDERSON		
Ar. Mon. Wed. & Sat.		(309.3)		Lv. Tue. Thur. & Sat.
2				1

ADDITIONAL STATIONS				
Capacity in Feet and Direction of entry into Spurs	Mile Post	NAME	Station Number	
2000	P	Yaleta	60010	
1947	P	Buford	60015	
495-E		Gypsum	60075	(apur)

SANDERSON SUBDIVISION

EAST-WARD	Mile Post Location	STATIONS	Station Number	WEST-WARD
				FIRST CLASS
2		SIDING CAPACITIES AND FACILITIES		1
Psg.				Psg.
Lv. Mon. Wed. & Sat.				Ar. Tue. Thur. & Sat.
PM 10.38	506.8	TO-R SANDERSON BKQP	60336	AM 9.20
	500.1	8182 6.9 P	60343	
		FEODORA		
	491.9	8356 8.2 P	60351	
		MOFETA		
	482.9	8747 9.0 P	60358	
		DRYDEN		
	476.9	8435 6.0 P	60366	
		SHAW		
	465.6	9345 11.3 P	60377	
		MALVADO		
	456.5	8275 9.1 P	60387	
		PUMPVILLE		
	442.7	9410 13.8 P	60408	
		LANGTRY		
	431.5	9027 11.2 P	60416	
		SHUMLA		
	423.3	8396 8.2 P	60423	
		LULL		
	413.4	10649 9.8 P	60433	
		COMSTOCK		
	404.6	8370 8.8 P	60442	
		FEELY		
	391.4	10345 10.7 P	60450	
		AMISTAD		
s 1.06 AM	378.5	9214 12.9 BKYPQ	60467	6.30 AM
		TO-R DEL RIO		
Ar. Sun. Tue. & Thur.		(125.9)		Lv. Tue. Thur. & Sat.
2				1

DEL RIO SUBDIVISION

EAST-WARD	Mile Post Location	STATIONS	STATION NUMBER	WEST-WARD
FIRST CLASS		SIDING CAPACITIES AND FACILITIES		FIRST CLASS
2				1
Lv. Sun. Tue. & Thur.				Ar. Tue. Thur. & Sat.
AM 1.09	378.5	9214 TO-R DEL RIO BKYPQ	60467	AM 6.25
	370.1	8239 8.4 JOHNSTONE P	60477	
	362.9	8457 7.3 AMANDA P	60485	
	354.6	9212 8.2 PINTO P	60493	
	341.7	8843 R 12.9 SPOFFORD YP	61000	
	333.6	8365 8.1 ANACACHO P	61008	
	324.7	8271 8.9 ODRAW P	61120	
	315.1	8207 9.6 OBI P	61132	
	301.1	8305 TO-R 14.0 UVALDE BPQ	61140	
	289.6	8358 11.5 KNIPPA P	61165	
	278.6	8428 11.0 SABINAL P	61215	
	270.7	8341 7.9 SECO P	61223	
	258.5	8810 12.2 HONDO P	61247	
	248.3	8344 10.2 DUNLAY P	61257	
	235.0	8288 13.3 LACOSTE P	61272	
	224.5	8459 10.5 MACDONA P	61280	
4.05	218.8	Yd Lmts 5.7 WITHERS P	61290	3.15
4.18	212.7	Yd Lmts 6.1 TOWER 105 IP	62005	3.07
4.22	211.0	Yd Lmts 1.7 TO-R TOWER 112 IPQ	62015	3.04
s 4.35 AM	209.3	Yd Lmts 1.7 R SAN ANTONIO BKPQ	62200	3.00 AM
	208.0	Yd Lmts 1.3 TOWER 121 IPQ	62233	
	207.4	Yd Lmts 0.6 TO-R EAST YARD BKIYPQ	62235	
Ar. Sun. Tue. & Thur.		(171.1)		Lv. Tue. Thur. & Sat.
2				1

EAST-WARD	Mile Post Location	KERRVILLE BRANCH	STATION NUMBER	WEST-WARD
		STATIONS		
		SIDING CAPACITIES AND FACILITIES		
	259.1	CAMP STANLEY Y	62138	
	211.0	22.1 TO TOWER 112 IPQ	62015	
	207.4	3.6 TO-R EAST YARD BKIYPQ	62235	
		(25.7)		

EAST-WARD	Mile Post Location	EAGLE PASS BRANCH	STATION NUMBER	WEST-WARD
		STATIONS		
		SIDING CAPACITIES AND FACILITIES		
	33.2	Yard Limits TO-R EAGLE PASS BPQ	61040	
	0.0	Yard Limits R SPOFFORD YP	61000	
		(33.2)		

EAST-WARD	Mile Post Location	BEEVILLE BRANCH	STATION NUMBER	WEST-WARD
		STATIONS		
		SIDING CAPACITIES AND FACILITIES		
	92.9	Yard Limits TO BEEVILLE PQ	63090	
	74.0	2955 18.9 BURNELL P	63081	
	61.6	12.9 KENEDY P	63068	
	17.4	6862 43.5 SASPAMCO P	63024	
	12.6	R 4.8 C. P. S. YP	63017	
	5.6	Yd. Lmts. 7.0 BERGS P	63011	
	211.0	5.6 TO TOWER 112 IPQ	62015	
	207.4	3.6 Yd. Lmts. TO-R EAST YARD BKIYPQ	62235	
		(96.6)		

ADDITIONAL STATIONS			
Capacity in Feet and Direction of entry into Spurs	Mile Post	NAME	Station Number
DEL RIO LINE			
1425 P	319.5	Cline	61126
1265 P	267.0	D'Hanis	61227
Beeville Branch			
350-W	81.9	Normanna (spur)	63086
515-W	77.1	Pettus (spur)	63084
819 P	54.9	Karnes City	63061
210-W	44.2	Falls City (spur)	63051
800-E	36.5	Poth (spur)	63043
815	29.7	Floresville	63036
1200-E	15.0	Elmendorf (spur)	63021
1260-W	9.0	Southton (spur)	63014
Kerrville Branch			
121-E	258.2	Leon Springs (spur)	62135
1317	253.9	Beckmann	62127

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

SAN ANTONIO DIVISION TIMETABLE NO. 6, APRIL 24, 1977

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FLATONIA SUBDIVISION

EASTWARD	Mile Post Location	STATIONS	Station Number	WESTWARD
FIRST CLASS		SIDING CAPACITIES AND FACILITIES		FIRST CLASS
2				1
Pgrr.				Pgrr.
Lv. Sun. Tue. & Thur.				Ar. Tue. Thur. & Sat.
AM 4.50	209.3	R SAN ANTONIO BKYPQ	62200	AM s 2.45
	208.0	Yard Limits 1.3 TOWER 121 IPQ	62233	
	207.4	TO-R 0.6 EAST YARD BKIYPQ	62235	2.15
5.00	202.2	9653 5.2 KIRBY P	62243	
	195.1	8453 7.1 RANDOLPH FIELD P	62258	
	188.1	9673 7.0 CIBOLO P	62257	
	176.5	8342 11.6 NOLTE P	62271	
	174.0	6435 2.5 SEGUIN P	62275	
	164.1	8442 9.9 KINGSBURY P	62284	
	153.3	10282 10.8 LULING P	62292	
	143.8	8685 9.5 HARWOOD P	62299	
	139.4	6268 4.4 SANDY FORK P	62410	
	130.7	8938 8.7 WAELDER P	62418	
6.44	120.0	9597 Yd Lmts 10.7 TO-R FLATONIA IPQ	70000	12.43
6.56	107.1	Yard Limits 12.9 SCHULENBURG P	75015	12.31
7.05	98.9	6849 8.2 WEIMAR P	75025	12.22
7.17 AM	87.1	Yard Limits 11.8 TO-R GLIDDEN BKYPQ	75037	12.10 AM
Ar. Sun. Tue. & Thur.		(122.2)		Lv. Tue. Thur. & Sat.
2				1

ADDITIONAL STATIONS FLATONIA SUBDIVISION			
Capacity in Feet and Direction of entry into Spurs	Mile Post	NAME	Station Number
2554 P	196.7	Converse.....	62248
1240-E P	184.9	Marion..... (spur)	62262
5361-W P	179.3	Blumberg..... (spur)	62268

EASTWARD	Mile Post Location	STATIONS	Station Number	WESTWARD
GONZALES BRANCH				
SIDING CAPACITIES AND FACILITIES				
	12.3	Yard Limits R GONZALES B	62325	
	0.0	R 12.3 HARWOOD P	62299	
		(12.3)		

AUSTIN SUBDIVISION

EASTWARD			Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD		
SECOND CLASS						FIRST CLASS	SECOND CLASS	
248	246	250				41	45	249
Freight	Freight	Freight				Freight	Freight	Freight
Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily			
PM 8.10	PM 1.10	AM 4.10	29.2	9597 Yard Limits TO-R FLATONIA IPQ	70000	AM 5.59	PM 12.39	PM 11.30
8.20	1.24	4.32	38.7	9600 MULDOON P	70010	5.45	12.25	11.16
8.35	1.39	4.52	53.1	8602 WINCHESTER P	70025	5.30	12.10	11.01
8.50	1.56	5.15	67.2 59.0	8387 Yd Lmts 14.1 TO GIDDINGS KYPQ	70040	5.15	11.56 AM	10.47
9.10	2.17	5.35	44.7	8569 14.3 DIME BOX P	70615	4.57	11.39	10.30
9.30	2.33	5.55	31.4	4847 TO 13.3 CALDWELL BKPQ	70630	4.39	11.21	10.14
9.58	2.50	6.12	18.2	8606 13.2 VARISCO P	70652	4.24	11.06	9.58
10.11	3.03	6.26	7.5	8589 10.7 TATSIE IP	70665	4.10	10.53	9.44
10.25 PM	3.15 PM	6.40 AM	0.0	Yd Lmts TO-R 7.5 HEARNE BKIYPQ	71110	4.01 AM	10.45 AM	9.35 PM
Arrive Daily	Arrive Daily	Arrive Daily		(97.0)		Leave Daily	Leave Daily	Leave Daily
248	246	250				41	45	249

EASTWARD	Mile Post Location	GIDDINGS BRANCH STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD
THIRD CLASS				THIRD CLASS
236				237
Local Freight				Local Freight
Lv. Mon, Wed. & Fri.				Ar. Tue, Thur. & Sat.
AM 12.10	113.5	Yard Limits TO-R AUSTIN BKYPQ	70280	AM 1.20
1.30	82.9	7162 Yard Limits BUTLER P	70230	11.00 PM
2.15	55.7	Yard Limits TO 27.2 GIDDINGS KYPQ	70040	10.00
3.30 AM	21.0	TO-R 34.7 BRENHAM BKIP	70130	8.00 PM
Ar. Mon, Wed. & Fri.		(92.5)		Lv. Mon, Wed. & Fri.
236				237

ADDITIONAL STATIONS			
Capacity in Feet and Direction of entry into Spurs	Mile Post	NAME	Station Number
IP	49.32	Austin Subdivision Tower 91 MKT Crossing.....	

Additional Stations — Shiner Branch, Cameron Branch, and Giddings Branch see page 6.

RULE 5. Hearne: Time applies at clearance point spring switch new track.

EASTWARD	Mile Post Location	MARBLE FALLS BRANCH STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD
THIRD CLASS				THIRD CLASS
236				237
Local Freight				Local Freight
6.2		MARBLE FALLS YP	70410	
4.0		2.2 GRANITE MOUNTAIN	70405	
0.0		Yard Limits 4.0 FAIRLAND YP	70390	
		(6.2)		

Between Fairland and Marble Falls, there is no main track and operations of engines will be in accordance with Rules and Regulations and Special Instructions governing movements on other than main tracks, except movements must be made at restricted speed.

CAMERON BRANCH			
R	CALDWELL BKPQ		70630
See AT&SF Ry. Co. Timetable Special Instructions and Rules for movement between Caldwell and Cameron.			
117.8	R	30.2 CAMERON	71660
133.3		15.5 ROSEBUD	71636
		(45.7)	

SHINER BRANCH			
0.0	Yard Limits TO-R	YOAKUM BKP	74030
29.2	Yard Limits TO-R	29.2 FLATONIA IPQ	70000
		(29.2)	

SAN ANTONIO DIVISION TIMETABLE NO. 6, APRIL 24, 1977

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AUSTIN SUBDIVISION

EASTWARD		Mile Post Location	LLANO BRANCH		Station Number	WESTWARD		ADDITIONAL STATIONS													
THIRD CLASS	SECOND CLASS		STATIONS			SECOND CLASS	THIRD CLASS	Capacity in Feet and Direction of entry into Spurs	Mile Post	NAME	Station Number										
256 Local Freight	254 Local Freight		SIDING CAPACITIES AND FACILITIES			253 Local Freight	255 Local Freight														
Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.					Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.														
	AM 8.00	98.8	TO-R	LLANO	BYP	70540															
	10.30	69.7	R	Yard Limits 29.1 FAIRLAND	YP	70390															
PM 12.30	10.50 AM	62.6	R	4696 7.8 GANDY	P	70378	PM 12.30	2.30 PM													
12.40		60.0	R	1.9 BURNET	YPQ	70375	11.59 AM														
12.50		56.2	R	1415 3.8 SUMMIT		70372	10.45														
1.15		49.5	R	3281 6.7 BERTRAM	P	70366	10.30														
2.30		16.5	R	Yard Limits 33.0 McNEIL	IP	70320	9.30														
4.00 PM		1.4	R	Yard Limits 15.1 AUSTIN	BKYPQ	70280	8.00 AM														
Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.			(97.4)			Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.													
256	254						253	255													

ENNIS SUBDIVISION

EAST- WARD	Mile Post Location	STATIONS		Station Number	WESTWARD		ADDITIONAL STATIONS														
		FORT WORTH BRANCH			SECOND CLASS		Capacity in Feet and Direction of entry into Spurs	Mile Post	NAME	Station Number											
		SIDING CAPACITIES AND FACILITIES			85 Freight	87 Freight															
					Ar. Daily	Ar. Daily															
	52.4	ABS	Yard Limits TO-R FORT WORTH	BKIPQ	AM 3.20	PM 5.20															
	34.1	R	18.1 MANSFIELD		2.32	4.32															
	11.7	R	22.4 WAXAHACHIE	I	1.34	3.34															
	0.0		11.7 GARRETT	P	1.04	3.04															
	231.7	R	Yard Limits TO-R ENNIS	BKYPQ	1.00 AM	3.00 PM															
			(54.2)		Lv. Daily	Lv. Daily															
					85	87															
ATHENS BRANCH																					
	259.0		R	MILLER	BKQP	72700															
	261.2	ABS	Yard Limits TO BELT JUNCTION	YPQ	72530																
	2.7	ABS	Yard Limits 5159 FOX	P	72635																
	315.0		Yard Limits BRIGGS	P	72680																
	201.2	R	Yard Limits JACKSONVILLE	BKP	78550																
			(118.1)																		

EAST- WARD	Mile Post Location	STATIONS		Station Number	WEST- WARD
		PARIS BRANCH			
		SIDING CAPACITIES AND FACILITIES			
	328.8	R	SHERMAN	BKIPQ	73540
See M.P. R.R. Co. Timetable Special Instructions and Rules for movement between Sherman and Paris.					
	124.3		PARIS		73880

Capacity in Feet and Direction of entry into Spurs	Mile Post	NAME	Station Number
Athens Branch			
1039	309.2	Elam	72664
559	302.2	Bobwyn	72657
102-E	300.7	Simonds (spur)	72655
425-E	298.6	Seagoville (spur)	72653
536-E	293.1	Crandall (spur)	72648
960	283.0	Kaufman	72638
1021-E	271.8	Kemp (spur)	72627
854-E	262.0	Mabank (spur)	72617
241-E	255.1	Eustace (spur)	72610
14, 144-E	250.3	Forrest Grove (spur)	72605
2031 Yd. Lmts	243.0	Athens	80080
1144-W	241.4	Smitty (spur)	78597
147-E	229.6	LaRue (spur)	78591
475-E	223.7	Poynor (spur)	78588
423	218.0	Frankston	78585
Fort Worth Branch			
2233-E	48.7	Brandt (spur)	72360
450	46.8	Forest Hill	72345
101-W	40.4	Bisbee (spur)	72339
300-W	29.6	Britton (spur)	72328
1006-W	25.6	Gifco (spur)	72325
751-W	23.1	Midlothian (spur)	72310

SAN ANTONIO DIVISION TIMETABLE NO. 6, APRIL 24, 1977

ENNIS SUBDIVISION

EASTWARD					Mile Post Location	STATIONS	Station Number	WESTWARD						
SECOND CLASS			FIRST CLASS					SECOND CLASS						
258 Freight Leave Daily	260 Freight Leave Daily	340 Freight Leave Daily	46 Freight Leave Daily	42 Freight Leave Daily				347 Freight Arrive Daily	337 Freight Arrive Daily	259 Freight Arrive Daily	339 Freight Arrive Daily	345 Freight Arrive Daily		
					337.9	Yard Limits R DENISON BKIP	73730							
					330.3	ABS TO-R Yd Lmts 7.6 BKIP NORTH SHERMAN JCT. CTO	73710							
					328.8	Yard Limits 1.5 BKIPQ TO-R SHERMAN	73540							
					326.7	2.1 FRISCO JCT. P	73531							
					324.6	2.1 SOUTH SHERMAN JCT. P CTO	73528							
					296.5	1559 Yard Limits 28.1 R MCKINNEY P	73511							
					288.2	3709 8.3 ALLEN P	73505							
					282.1	Yard Limits 6.1 KIPQ TO-R PLANO	73400							
						DALLAS UNION STA. IP	72702							
						1.5 TOWER 19 IP	72705							
					0.0	0.3 FORREST AVE. P	72703							
					2.0	2.0 Belt Junction YPQ DT	72530							
					282.1	Yard Limits TO-R PLANO KIPQ	73400							
					273.0	9.1 GIFFORD P	72683							
					13.8	9.0 TO T. & P. Junction IPQ								
					4.8	0.7 BRIGGS P	72680							
					4.1	5159 1.4 FOX P	72675							
					2.7	0.7 Belt Junction YPQ	72530							
					2.0	10195 2.2 R MILLER PQ	72700							
					261.2	5503 12.5 FERRIS P	72512							
					258.0	12.9 GARRETT P CTO	72030							
					246.5	Yard Limits TO-R ENNIS BKYPQ	72024			AM 10.45	PM 5.15		PM 11.25	
					233.6	3564 10.9 RICE P	72015			AM 10.25	4.59		11.09	
					231.7	Automatic Block Signal System 7551 Yd Lmts 11.1 TO-R CORSICANA KIPQ	71330	AM 2.10	AM 6.10	10.10	4.44		10.50	
						8412 6.1 ANGUS P	71322	2.01	6.00	10.01	4.35		10.37	
						6361 16.9 GUDE P	71305	1.41	5.41	9.43	4.13		10.18	
						5.7 MEXIA P	71240	1.25	5.35	9.37	4.07		10.12	
						8600 10.8 TO GROESBECK PQ	71230	1.11	5.11	9.24	3.54		10.01	
						5581 Yd Lmts 16.6 TO KOSSE P	71215	12.51	4.50	9.07	3.37		9.45	
						7091 11.2 TO BREMOND PQ	71143	12.30	4.35	8.56	3.26		9.30	
						8545 18.9 SEGER P CTO	71122							
					123.5	Yard Limits 2.8 BKYPQ TO-R HEARNE	71110	12.05 AM	4.10 AM	8.30 AM	3.00 PM		9.00 PM	
					120.7	(217.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	
258	260	340	46	42			347	337	259	339		345		

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

Ennis: Time applies at clearance point east switch long track MP 230.94 for eastward trains.

Gifford: Time applies at Old Dallas Main Switch.

Gifford: Old Dallas Main Track is Spur 3000 feet in length to first street crossing opening west.

ADDITIONAL STATIONS			
Capacity in Feet and Direction of entry into Spurs	Mile Post	NAME	Station Number
Ennis Line			
155-E	P	Jaques Spur (spur)	73719
2638-W	P	Cotton Mill Spur (spur)	73717
825	P	Howe	73525
994	P	Van Alstyne	73521
201-W	P	Anna (spur)	73518
429-W	..	Melissa (spur)	73516
617	P	Richardson	72920
338-W	..	Curtis (spur)	72915
963-W	..	Bouchard (spur)	72910
714-E	..	Hutchins (spur)	72521
650-E	..	Wilmer (spur)	72515
1506	..	Wortham	71311
..	IP	Tower 63, B-Ri Crossing
954-W	P	Calvert (spur)	71128

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

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

DEFINITIONS**HOLIDAYS:**

New Year's Day, January 1,
Washington's Birthday, third Monday in February,
Decoration Day, last Monday in May,
Independence Day, July 4,
Labor Day, first Monday in September,
Veterans' Day, fourth Monday in October,
Thanksgiving Day, fourth Thursday in November,
Christmas Eve, December 24,
Christmas Day, December 25.

NOTE. ADD: Flammable Compressed Gas (FCG) also applies to Flammable Gas (FG).

RULE 1. Standard Time may be obtained from Houston telephone extension 411 by employee charged with the duty of maintaining standard clock with correct time.

RULE 3. When conductors and engineers tie up at a point where there is no standard clock, time may be obtained from Houston telephone extension 411. At train-order offices and interlockings where there is no standard clock, operators may obtain standard time from Houston telephone extension 411.

RULE 21. Trains handling loads of excess dimensions covered by train order must be identified within CTC, Interlocking limits and on double track.

RULE S-72. Eastward trains are superior to trains of the same class in the opposite direction.

RULE 81-A. Item (f) is revised to read:

(f) View of track for entire length of block to be occupied and to end of adjoining block in both directions.

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

RULE 98. At interlocked railroad crossings at grade, cars or engines must not be cut off nor left within interlocking limits in such a way as to foul any part of the crossing frogs.

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

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a

vehicle or pedestrian to pass and must not be occupied continuously for longer than five minutes unless no vehicle or pedestrian is waiting at the crossing.

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

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

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

RULE 104-D. Running switches will be made only when in the judgment of the conductor it is necessary and with his personal supervision.

RULE 201 and 221-A. Train orders for trains of the San Antonio Division will be issued by authority and over the initials of Senior Chief Train Dispatcher and OK'd clearance must bear initials of Senior Chief Train Dispatcher.

RULE S-244. At locations where movement of extra trains are authorized by use of train register, all lines of each page of the train register must be used and filled in before turning and starting a new page.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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 other track is occupied.

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

RULE 508 is revised to read:

Except as provided in Rules 509, 663, or 744, when an automatic block signal governing movement ON SINGLE TRACK WITHIN YARD LIMITS displays stop indication, train or engine, after stopping, may proceed at RESTRICTED SPEED under one of the following conditions:

- (a) When a preceding train is seen in the block and intervening track is seen to be clear.
- (b) When view of track is clear to end of second block.
- (c) When no movement is seen or heard approaching, train or engine must be moved forward until leading wheels are past insulated joints at the signal and wait five minutes at that point.

RESTRICTED SPEED must not be exceeded until rear of train or engine has passed out of block.

LETTER-TYPE INDICATORS

RULE 705. Information concerning letter type indicators in connection with Hot Box Detectors and their appurtenances, refer to Rule 827, All Subdivisions.

GENERAL REGULATIONS

RULE 812. Section entitled "Safety Rules," pages II through II-12, and portion of section entitled "Emergency Procedures" on pages III-4 through III-6, contained in Amtrak's Manual of Instructions for Conductors and Trainmen in Amtrak Service, do not apply to employes of Southern Pacific Transportation Company.

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

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

Many new cars are equipped with truck mounted brakes. The hand brake is effective on these cars on "B" end only. It will be necessary to check "B" end of these cars to determine that hand brake has been released.

RULE 827. Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is INDICATION OF OVERHEATING.

When trains are stopped by Hot Box Detectors, Dragging and/or Derailed equipment detectors at locations where bridges, trestles, etc., are not provided with walkways, train may be moved slowly ahead a sufficient distance to permit inspection.

When an overheated journal is found, the following procedures must be followed before moving the car for set out:

- a. Cut out brakes on car with overheated journal, if practicable, to prevent journal seizure and subsequent failure. Brakes are to be cut back in after car is set out and before train crew departs.
- b. Use Texaco hot box coolant sticks in plain bearing journal boxes, if needed, to prevent further overheating when moving to set out point (see instructions on coolant wrapper).

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Where dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red beacon will be mounted on Hot Box Detector House, on post or relay case adjacent to detector and will be normally dark. When dragging/or derailed equipment detector is activated, the revolving red light will be displayed.

Unless otherwise provided revolving red beacon will apply to trains in both directions, and when activated enginemen or trainmen must stop train promptly in accordance with Air Brake Rule 5 Section D and make inspection of train and track, advising train dispatcher of conditions found.

ROLLER BEARINGS LOOSE OR MISSING CAP SCREWS

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and hotbox detector has not been activated and check with tempilstick reveals no overheated condition, train may proceed to the next terminal where car must be set out.

Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed with caution to the first available track where car must be set out.

HOT BOX DETECTORS

Four basic types of Hot Box Detectors are utilized. Crew members are to be familiar with the types and locations of these detectors.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must be alert for the light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available.

Absence of white light must be promptly reported to train dispatcher and does not require train inspection.

TYPE A: RULE 705. LETTER "H" INDICATOR WITH DIGITAL READ OUT

When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be brought to immediate stop and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection, train must not exceed 15 MPH from point of inspection until stop is made at location of readout locator and be governed by instructions posted inside case.

Member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing it not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

Unless entire train has been previously inspected after stopping for detector, all journals of train must be inspected when "H" is illuminated provided any of the following conditions exist:

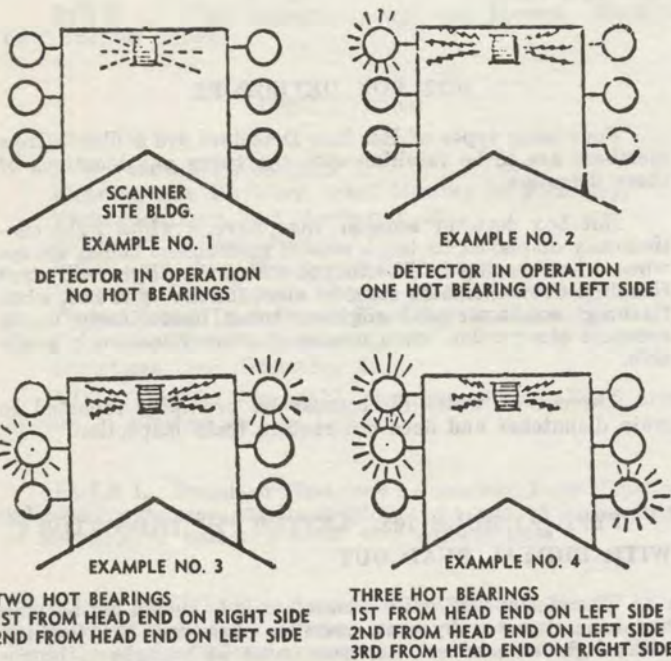
1. No count shown on readout locator.
2. Red light below readout marked "Locator Out of Service" is illuminated.
3. Digital readout locator displays erroneous indication such as a duplication of numbers.
4. Numbers displayed exceed the number of axles in train.

After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

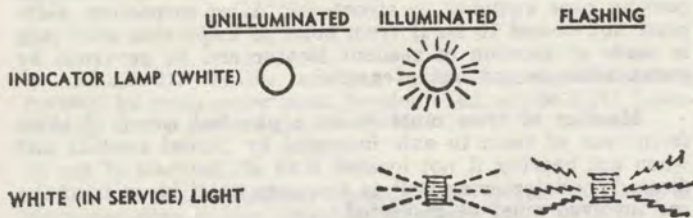
When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system. Following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping, speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

TYPE B: LIGHT INDICATOR ARRAY & WHEEL SPRAY



LEGEND



Detector instrument house is equipped with indicator array consisting of white lights as shown in diagram.

White light at top center of indicator array will be continuously displayed except when a hot bearing has been detected, at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

Three vertical white lights are located on each side of indicator array. Lights on right side will be displayed for hot bearings on right side of train, and lights on left side will indicate hot bearings on left side of train, in direction of movement. Top light indicates first hot bearing, second light indicates second hot bearing, and third light indicates third hot bearing. Lights will indicate a maximum of three hot bearings on each train.

Truck of car with hot bearing will be sprayed with fluorescent dye marker for identification.

Crew members must be alert when passing these locations, and if hot bearing is detected, train must be stopped promptly, and inspection made to locate car with hot bearing.

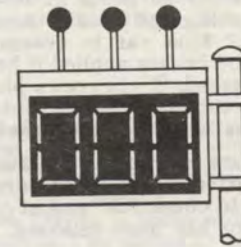
All bearings on car marked, as well as car ahead, must be inspected.

When indicator array indicates hot bearing on train, and no dye marker is observed, all bearings of train must be inspected.

TYPE C: MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS

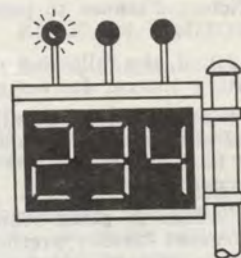
A Monitor Display Board and hot box indicator lights, as shown in diagram, are mounted on a signal mast at side of track. The display board is illuminated as train passes and will display zeros in the absence of a hot bearing. Two seconds after the train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

Absence of any numerical display after passage of a train must be promptly reported to train dispatcher.

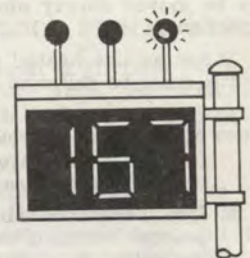


REAR OF TRAIN PASSES DETECTOR SITE. "000" DISPLAYED INDICATING NO HOT BOXES DETECTED.

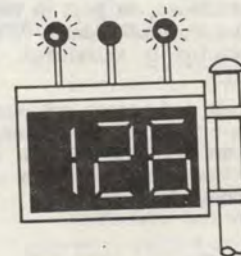
The indicator lights are normally dark, but when hot bearing is detected, will display flashing white aspect as illustrated below:



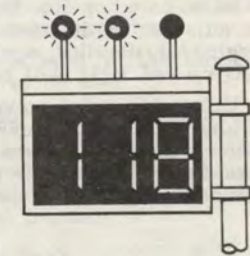
ONE HOT BOX ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (234) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



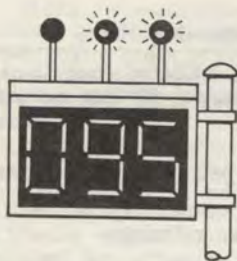
ONE HOT BOX ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (167) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



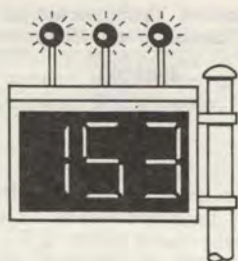
ONE HOT BOX EACH SIDE OF SAME AXLE COUNT (126) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



TWO OR MORE HOT BOXES ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (118) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



TWO OR MORE HOT BOXES ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (095) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



ONE OR MORE HOT BOXES ON EACH SIDE OF TRAIN. AXLE COUNT (153) FROM REAR OF TRAIN. INSPECT ALL JOURNALS ON BOTH SIDES, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.

LEGEND

UNILLUMINATED FLASHING

INDICATOR LAMP



As the train passes the detector, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal.

A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board.

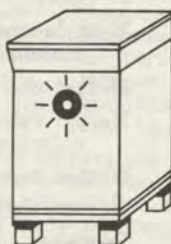
When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car with hot bearing.

Lights and illuminated numerals will automatically cancel out 90 seconds after entire train passes detector.

When hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

When it is known hot bearing has been detected by crew member observing the flashing white light displayed on track side of instrument house, and numerical readout is not displayed on the display board, then train must be stopped promptly and all bearings of train must be inspected.

TYPE D. REMOTE READOUT BY RECORDER AT TERMINAL



INSTRUMENT HOUSE

Readout is by recorder located at nearby terminal as shown under Rule 827 on each subdivision.

When white light is flashing on instrument house, train must be stopped promptly, except as otherwise provided in instructions shown for detector (Del Rio Subdivision, San

Antonio Yard Limits) at MP 210.10 and when means of communication is available, crew member must contact personnel at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined by personnel at recorder, inspection must be made of all bearings.

Terminal personnel at recorder will advise train crew of location of overheated journal. Location will be given as number of cars from caboose and location of journal from trailing end of car right or left: 1, 2, 3, 4 such as "R-3".

If lead truck of lead locomotive does not appear on tape, train crew is to be advised to carefully hand feel this truck.

If location of journal is furnished by personnel at recorder, but defect cannot be found inspect all bearings of indicated car as well as all bearings of five cars on either side.

CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Whenever an overheated journal is suspected due to hot box detector activation, rolling inspection or visual symptoms, a walking inspection must be made to find the exact car and journal and to observe for other physical defects on the train.

For roller bearing cars special attention must be given to proper use of tempilstiks, loose or missing cap screws, temperature sensitive cap screws and loose or leaking seals.

For plain bearing cars, look for low oil; brass, pad or wedge defective or out of place, or water in journal box.

REPORTING OF HOT BOXES

When hot box detectors are actuated the following information is to be reported at next terminal in telegraph message form identified by symbol H.B. addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Train Dispatcher, also General Manager Amtrak, San Francisco, when an Amtrak passenger train is involved.

1. Date and time stopped and M.P. location.
2. Train identification.
3. Car number and location in train (whether or not defect found).
4. Box location (1, 2, 3 or 4 from hand brake end of car, right or left side facing hand brake).
5. Disposition of car: If set out, state where. If inspection shows that it was not necessary to set out even though bearing was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.

NOTE: Report all cases where train passes over the detector without an indication having been displayed, but develops a hot bearing between detector and a point 20 miles beyond detector.

Whenever a roller bearing car experiences two successive hot box detector actuations and overheated journal or other cause of actuation cannot be found after required inspections were made and five cars checked either side, car may be continued in train with provision that conductor must report same at next terminal and inspection is made by qualified maintenance personnel.

Train dispatcher to notify terminal of mandatory inspection when brought to his attention.

If a roller bearing car experiences three successive hot box detector activations, it must be set out.

Train dispatcher must:

1. Notify Car Department of cars set out.
2. Notify Car Department of cars which are known to have had two successive hot box detector actuations.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

3. Submit CS-7159A "Preliminary Report of Overheated Journals" whenever hot box is experienced except if on actuation of type "D" yard approach hot box detector.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

CONTINUOUS WELDED RAIL (CWR) TRAINS

Continuous welded rail trains consist of a tiedown car and a number of roller-rack cars and may contain other cars, such as threader cars and elevator cars to accompany movement. A steel-end box car, refrigerator, or high-side gondola car must be positioned on each end of train as a buffer car during all movement except preparatory to and during unloading.

In addition to other requirements of this rule, when a train is stopped for any reason, inspection must immediately be made of as much of train as practicable and the following items checked if train is carrying a full or partial load:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tiedown rack on the tiedown car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.
- c. When a load contains continuous lengths of rail made up of more than one piece, check to see that rail joints are secured with at least four bolts, properly tightened and that rail ends have not pulled apart.
- d. Check coupler operating levers to make certain they are in position to prevent uncoupling and that coupler operating lever locking devices are in position and locked.

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

RULE 827-A.

FLAMMABLE COMPRESSED GAS:

Following will govern handling of flammable compressed gas:

At locations specified in instructions under Subdivisions, trains handling cars containing flammable compressed gas will stop and entire train must be inspected from both sides to determine that there is no obvious leakage of flammable compressed gas and that there is no other unsafe condition of equipment before proceeding.

When necessary to provide helper engine for trains handling cars containing flammable compressed gas helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from cars containing flammable compressed gas.

Unless specifically authorized by Superintendent, trains or cuts of cars containing flammable compressed gas must not exceed 8,000 ft., except between Eagle Pass and Spofford and between Spofford and Glidden must not exceed 10,000 ft..

Standard Transportation Classification Code	Shipping Name
4905705	Butadiene, inhibited (butadiene from alcohol)
4905704	Butadiene, inhibited (butadiene from petroleum)

Standard Transportation Classification Code	Shipping Name
4905703	Butadiene, inhibited (butadiene, impure, for further refining)
4905706	Butane
4905706	Liquefied petroleum gas (butane)
4905702	Butane (butane, impure, for further refining)
4905702	Liquefied petroleum gas (butane, impure, for further refining)
4905727	Compressed gases, nos (dispersant gases nec. flammable)
4905748	Compressed gases, nos (isobutene)
4905775	Compressed gases, nos (refrigerants, nec, liquid, flammable)
4905713	Cyclopropane
4905716	Difluoroethane
4905719	Difluoromonochloroethane
4905510	Dimethylamine, anhydrous
4905725	Dimethyl ether
4905734	Ethylene
4905749	Hydrocarbon gas, liquefied
4905749	Liquefied hydrocarbon gas
4905746	Hydrogen
4905745	Hydrogen, liquefied
4905410	Hydrogen sulfide
4905747	Isobutane
4905747	Liquefied petroleum gas (isobutane)
4905750	Isobutane (isobutane for further refinery processing)
4905750	Liquefied petroleum gas (isobutane for further refinery processing)
4905752	Liquefied petroleum gas
4905707	Liquefied petroleum gas (butene gas, liquefied)
4905711	Liquefied petroleum gas (butylene, impure for further refining)
4905780	Liquefied petroleum gas (pintsch gas)
4905758	Methylacetylene - propadiene, stabilized
4905761	Methyl chloride
4905764	Methyl chloride - methylene chloride mixture
4905520	Methyl mercaptan
4905530	Monomethylamine, anhydrous
4905781	Propane
4905781	Liquefied petroleum gas (propane)
4905785	Trifluorochloroethylene
4905540	Trimethylamine, anhydrous
4905792	Vinyl chloride
4905795	Vinyl methyl ether, inhibited

When necessary to provide helper engine for trains handling tank cars containing Flammable Compressed Gas, helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from tank cars containing Flammable Compressed Gas.

RULE 829. In addition to other train inspection requirements, when a train stops to be met or passed by a continuous welded rail train, the CWR train must also be inspected to determine rails are in position in the roller racks, that ends of continuous rails are not closer than 12 feet from the next empty roller and that they overhang the last supporting roller by at least 12 feet, and to see that cars are properly coupled with locking devices in place.

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

RULE 874. Forward brakeman on freight trains will ride the lead unit when a seat is available.

AIR BRAKE RULES

RULE 3. A full independent brake application on road engine classes EP636, GF628, EF630, EF636, EF642, GF630, GF633, and EF623 results in a brake cylinder pressure of 72 lbs. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 lbs. from a full independent brake application.

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

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

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

SP 337600 - 337699	Gondolas
SP 354750 - 355299	Gondolas
SP 463337 - 463486	Hoppers (Open Top)
SP 464000 - 465699	Hoppers (Open Top)
SP 590100 - 590131	Flat Cars (Anode)
SP 595500 - 595624	Cradle Flats

RULE 21. Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions from the yardmaster, who will see that members of the crew are notified in advance.

RULE 27. First paragraph is revised to read:

Refer to Rule 102 of the Rules and Regulations of the Transportation Department regarding procedures when a train or engine with a cut of cars, in motion, on main track or siding has an emergency application of air brakes.

MISCELLANEOUS

1. HELPER SERVICE

The following covers engine tractive effort in pounds:

Engine Model	Classification	Starting Tractive Effort
C 415	AS415	62,750
RS 11	AS418-1 to 6	65,000
RS 32	AS420	63,750
C 630	AS600-1	102,000
RSD 15	AS624-1	92,500
C 628	AS628-2	97,750
C 630	AS630-1	101,000
GP 9	EF418-1 to 9; EF418C-1-2; EF418E-1-2-3	64,200
GP 20	EF420-1-2; EF 420C-1-2	65,100
GP 30	EF423-1; EF423C-1	66,100
GP 35	EF425-1 to 4; EF425C-1-2-3	66,000
GP 40	EF430C-1	67,560
SD 9	EF618-1 to 5; EF618E-1-2	89,700
SD 39	EF623-1-2	104,150
SD 35	EF625-1	95,540
SD 40	EF630-1-2	102,750
SD 40-2	EF630-3-4	102,100
SD 45	EF636-1 to 6; EF 636C-1 to 5	103,470
SD 45-2	EF636-7 to 10-12-15; EF636C-6 to 9	102,600
SD 45X	EF642-1-2	103,240
DD 35	EF850B-1	131,750
GP 40P-2	EF430-1	70,200
SDP 45	EP636-1	102,500
SW 1200	ES412	62,250
SW 1500	ES415-1 to 6	65,000
MP 15	ES415-7	65,400
SD 7	ES615-1 to 4	82,500
SD 38	ES620-1	104,000
U 25 B	GF425-1-2-3	67,800
U 28 B	GF428-1	67,800
U 28 C	GF628-1	103,120
U 30 C	GF630-1-2	104,850
U 33 C	GF633-1 to 10	104,710
U 50	GF850	139,250

NOTE: For classification of engines, see Item 3.

A. Rule for entraining when only one helper engine:

- (1) On trains of less than 100 cars, helper engine consisting of not more than two six-axle operating units totaling 179,400 pounds tractive effort nor more than two four-axle operating units totaling 135,600 pounds tractive effort or a combination of one four-axle and one six-axle operating unit totaling 157,600 pounds tractive effort may be placed behind caboose.
- (2) On trains of 100 or more cars helper engine consisting of only one unit may be placed behind caboose.
- (3) Helper engine that does not qualify under (1) or (2) must be entrained as near as practicable to shove $\frac{1}{3}$ and pull $\frac{2}{3}$ of tonnage handled by helper engine.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

B. Rule for entraining more than one helper engine:

- (1) Trains having more than one helper engine must have each engine entrained as near as practicable so that it will shove $\frac{1}{3}$ and pull $\frac{2}{3}$ of tonnage handled.
- (2) Trains powered with two helper engines, one of which qualifies to be placed behind caboose, must entrain the swing helper as near as practicable to shove $\frac{1}{3}$ and pull $\frac{2}{3}$ of tonnage handled by the swing helper.

C. Air must be cut in on all helper engines and helper engine must not be coupled nor uncoupled while train is in motion.

D. Road engineer and helper engineer must communicate any change affecting the operation of their train when means of communication is available. When speed is being held above 8 MPH on ascending grade, helper engineer must regulate amperage during speed reductions or speed increases to maintain the amperage indicated before speed change; if speed of train drops below 8 MPH or when coming to a stop on ascending grade, helper engineer must regulate amperage during speed reduction to maintain the amperage indicated before speed change, then close throttle just before train stops.

E. When speed of trains powered with 12,000 or more horsepower on the head end and with helper engine, drops below 16 MPH, road engineer must reduce throttle to Run 6. When train speed drops below 16 MPH, head end power being reduced to Run 6 may result in helper power working in short rating. The short time rating must not be exceeded. If it appears that short time rating will be exceeded, assistance must be requested from train dispatcher. If assistance cannot be obtained, grade must be doubled.

F. Trailing tonnage must not exceed that amount of tonnage listed under column "Maximum Tonnage to be Handled by Road Engine With Helper Entrained" for territory over which helper will be used. Should the amount of tonnage computed exceed the maximum tonnage listed, it may be necessary to isolate road units or add helper power. If practical, isolate units behind the lead unit leaving operating units next to the train. Weight of those units isolated and separated from the train by operating units need not be added to train weight in computing location of helper.

If units have to be isolated next to the train, weight of these units must be added to the train when computing location of the helper.

If units are moved dead in consist, they should be placed next to the train and their weight added to the tonnage of the train.

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BY ROAD ENGINES WITH HELPERS ENTRAINED:

TERRITORY

All main lines.....10,000

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

TERRITORY

All main lines.....8,500

G. In locating helper engine(s) in train, the following example of calculating tonnage for road engine and helper engine(s) will be used:

- (1) Divide the road horsepower by the proper tonnage, as indicated by the chart, to determine the HP/T factor for the road engine.
- (2) Subtract the proper grade tonnage in (1) from the total tonnage.
- (3) Divide the helper horsepower by the amount determined in (2) to determine helper HP/T factor.

*(4) If the road HP/T factor is equal to or less than the helper HP/T factor, entrain the helper as follows:

* Does not apply to unit coal trains operated between Fort Worth and Elmendorf.

EXAMPLE:

Train: 42 loads, 87 empties = 5756 tons.

Four-unit road engine (2-GF630, 1-EF623, 1-EF625).

Three-unit helper engine (2-EF623, 1-EF630).

Total road horsepower	10800
Total helper horsepower	7600
Total horsepower	18400

- (1) Divide total horsepower by tonnage =

$$\frac{18400}{5756} = 3.196 \text{ HP/T}$$

- (2) Divide road horsepower by HP/T factor =

$$\frac{10800}{3.196} = 3379 \text{ tons}$$

Road engine will handle 3379 tons

- (3) Divide helper horsepower by HP/T factor =

$$\frac{7600}{3.196} = 2377 \text{ tons}$$

- (4) To determine $\frac{1}{3}$ of helper tonnage divide

$$\frac{2377}{3} = 792 \text{ tons}$$

Helper engine will shove 792 tons.

- (5) To determine $\frac{2}{3}$ of helper tonnage multiply 792 x 2 = 1584 tons
Helper engine will pull 1584 tons.

- (6) Under no circumstances should the tonnage that will trail the helper engine exceed that amount indicated in the chart.

- (7) Should tonnage trailing road or helper engine, as computed above, exceed the amount indicated in the chart it will be necessary to:

- (a) Reduce tonnage or
- (b) Relocate helper in compliance with instructions. (Item D under General) or,
- (c) Add additional helper(s) of sufficient horsepower to handle tonnage in excess of amounts indicated in chart. Additional helper(s) may be placed behind caboose if they meet requirements of item A 1., if not they are to be entrained as follows:

EXAMPLE:

Train: 170 loads, 2 empties = 13,980 tons

Three-unit road (1-EF630, 1-EF636, 1-GF633)

Four-unit swing helper (1-EF630, 2-EF636, 1-GF633)

Two unit rear helper (1-EF618, 1-EF630)

Total road horsepower	9900
Total swing helper horsepower	13500
Total rear helper horsepower	4800
Total horsepower	28200

- (1) Divide total horsepower by tonnage = $\frac{28200}{13980} = 2.017$ HP/T
- (2) Divide road horsepower by HP/T factor = $\frac{9900}{2.017} = 4908$ tons
Road engine will handle 4908 tons
- (3) Divide swing helper horsepower by HP/T factor = $\frac{13500}{2.017} = 6693$ tons
Swing helper will handle 6693 tons (total)
- (4) To determine $\frac{1}{3}$ of swing helper tonnage = $\frac{6693}{3} = 2231$ tons
Swing helper will shove 2231 tons
- (5) To determine $\frac{2}{3}$ of swing helper tonnage = $2231 \times 2 = 4462$ tons
Swing helper will pull 4462 tons
- (6) Divide rear helper horsepower by HP/T factor = $\frac{4800}{2.017} = 2380$ tons
Rear helper will handle 2380 tons (total)
- (7) To determine $\frac{1}{3}$ of rear helper tonnage = $\frac{2380}{3} = 793$ tons
Rear helper will shove 793 tons
- (8) To determine $\frac{2}{3}$ of rear helper tonnage = $793 \times 2 = 1586$ tons
Rear helper will pull 1586 tons.

GENERAL

- A. At locations designated by the Superintendent, road power must not exceed 24 axles of operative power.
- B. Helper engine must not be placed on head end of train without authority being obtained from train dispatcher.
- C. AS415, AS420, ES412 and ES 415 class, except ES415 class numbers 2680-2759 units must not be cut into train in helper service. ES415 class numbers 2400-2679 may be cut into train and used in helper service providing coupler stops are applied and locked on both ends of the engine. No more than two of these units may be placed behind the caboose.
- D. Should it become necessary to relocate the helper at other than shove $\frac{1}{3}$, pull $\frac{2}{3}$ location in order to separate helper from restrictive cars or in compliance with maximum tonnage trailing helper limitations, the helper may be relocated, but under no circumstances, in relocating may helper shove less than 30% nor more than 45% of total tonnage to be handled by the helper; except unit coal trains operated between Ft. Worth and Elmendorf with remote controlled helper in operation may have remote

consist positioned to shove not less than 20% nor more than 45% of the total tonnage to be handled by the remote controlled helper.

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

- (a) Following series of USAX or DODX cars are restricted to movement on rear of train and behind any helper engines:

38016 thru 38666 and
39095 thru 39199

Restricted cars will be indicated on conductor's train list at terminals. When cars listed in above series are picked up at locations other than terminal, they must be entrained on rear of train and behind any helper engine, unless it is determined that cars are not restricted.

- (b) Cars measuring less than 35 feet over coupler pulling faces must not be handled in train coupled to cars longer than 60 feet over coupler pulling faces. In addition empty tank cars under 35 feet outside length will be entrained within 20 rear cars of train. Either the Train Mass Profile (graph), conductor's train list and/or switch list furnished crew members will identify a car measuring less than 35 feet over coupler pulling faces with letter "S", Tank cars with the letters "TS". Cars measuring over 60 feet between coupler pulling faces will be identified by the letter "L".

3. CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:

E	F	4	15	A	C	01	
							Denotes Order of Purchase for Units of same Classification.
							Denotes Ownership if other than SPT Co.: C = SSW Ownership. E = SP Equipment Co. owned, leased to SPT Co. S = SP Equipment Co. owned, leased to SSW Ry.
							Denotes Car Body Type with Control Cab; B = Booster; No Letter = Road Switcher Type.
							Denotes Horsepower in Hundreds: 00 = Not Powered; 18 = 1750-1800 HP, etc.
							Denotes Number of Axles.
							Denotes Service Assignment: F = Freight; M = Misc.; P = Passenger; S = Switcher.

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

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

MAXIMUM SPEED AND LENGTH OF ENGINES (Between Pulling Faces of Couplers)

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
AS 600.....	1000-1002.....	70	70
ES 406.....	1004.....	45	44
ES 408.....	1100-1128.....	65	44

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
ES 408B...	1150-1153	65	44
ES 409...	1190-1199	65	44
AS 409...	1200-1281	60	45
ES 410...	1300-1337	65	44
ES 615...	1400-1442	70	61
ES 412...	2250-2316	65	44
AS 415...	2400-2409	65	54
ES 415...	2450-2689	65	45
ES 415...	2690-2759	65	48
AS 418...	2900-2903; 2905-2936	70	57
AS 618...	2951-2970	70	58
ES 620...	2971-2976	50	69
EP 418...	3001-3002; 3004-3010	70	56
AS 624...	3100-3102	25*	67
AS 628...	3110-3136	25*	69
AS 630...	3140-3153	25*	69
EP 418...	3186-3196	70	56
EP 430...	3197-3199	70	63
EP 636...	3200-3209	70	71
EF 418...	3300-3869	70	56
EF 618...	3870	70	61
EF 418...	3871-3872	70	56
EF 618...	3873-3875	70	61
EF 418...	3877-3879	70	56
EF 618...	3880-3964	70	61
AS 420...	4000-4009	70	57
EF 420...	4030-4153; 4500-4553; 4560-4576	70	56
EF 618...	4300-4451	70	61
EF 620...	4700-4724	70	61
EF 423...	5000-5037	70	56
GS 407...	5100-5109	55	37
EF 623...	5300-5325	70	66
EF 425...	6300-6303	70	56
EF 425...	6500-6681	70	56
GF 425...	6700-6767; 6800-6865	70	60
EF 625...	6900-6953	70	61
GF 428...	7025-7028	70	60
GF 628...	7150-7159	70	67
EF 430...	7600-7607	70	59
GF 630...	7900-7936	70	67
EF 630...	8300-8306; 8350-8356	50	71
EF 630...	8400-8488	70	66
GF 633...	8585-8796	70	67
EF 636...	8800-9156	70	66
EF 636...	9157-9404	50	71
EF 642...	9500-9505	50	71
EF 850B...	9900-9902	70	88
GF 850...	9950-9952	70	84
AMTRAK ENGINES:			
EP 415 A...	Model F7, 110-123	79	51
EP 430 A...	Model F 40 PH, 200-229	70	56
EP 630 A...	Model SDP 40 F, 500-649	70	72
GP 630 A...	Model P 30 CH, 700-724	70	72
BN ENGINES:			
EF 418...	1700-1980	70	56
EF 418...	1990-1998	70	56
EF 420...	2001-2071	70	56
EF 420...	2072-2109	70	59
EF 420...	2071-2109	70	59
EF 423...	2200-2251	70	56
EF 425...	2500-2545	70	56
EF 430...	3000-3039	70	59
AF 424...	4240-4246	70	59
AF 425...	4252-4264	70	59
AF 636...	4360-4369	70	70
GF 620...	5200-5208	70	67
GF 630...	5300-5394	70	67
GF 425...	5400-5429	70	56
GF 428...	5450-5465	70	60
GF 430...	5470-5484	70	60
GF 725...	5600-5641	70	65

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
GF 628...	5650-5677	70	67
GF 633...	5700-5765	70	67
GF 630...	5800-5839	70	67
GF 630...	5900-5944	70	67
EF 618...	6100-6206	70	61
EF 624...	6240-6255	70	61
EF 630...	6300-6334	70	66
EF 630...	6376-6385	50	71
EP 630...	6394-6399	70	66
EF 630...	6300-6334	70	66
EF 630...	6376-6385	50	71
EF 630...	6394-6399	70	66
EF 636...	6400-6567	70	66
EF 636...	6592-6599	70	71
EF 630...	6700-6752	50	71
EF 630...	6800-6836	50	71
EF 630...	6900-6928	50	71
B&O/C&O ENGINES:			
EF 430...	GM-50	70	59
EF 618...	1830-1840	70	61
EF 430...	1977	70	59
EF 423...	3000-3046	70	56
GF 630...	3300-3312	70	67
EF 425...	3500-3584	70	56
EF 430...	3684-3799	70	59
EF 420...	3800-3899	70	59
EF 423...	3900-3919	70	59
EF 430...	4000-4261	70	59
EF 420...	4800-4829	70	59
EF 418...	5901-6260	70	56
EF 418...	6425-6683	70	56
EF 423...	6900-6976	70	56
EF 618...	7300-7318	70	61
EF 625...	7400-7440	70	61
EF 630...	7445-7496	70	66
EF 630...	7500-7536	70	66
EF 630...	7550-7594	70	66
EF 630...	7597-7599	70	66
EF 630...	7600-7619	50	71
GF 425...	8100-8137	70	60
GF 430...	8200-8234	70	60
CR ENGINES:			
EF 420...	2100-2112	70	56
EF 423...	2168-2249	70	56
EF 425...	2250-2399	70	56
GF 425...	2500-2685	70	60
GF 423...	2700-2788	70	60
GF 428...	2822-2823	70	60
GF 430...	2830-2889	70	60
GF 433...	2890-2970	70	60
EF 430...	3000-3279	70	59
EF 430...	3000-3279	70	59
EF 425...	3620-3692	70	56
EF 625...	6000-6051	70	61
EF 636...	6066-6239	70	66
EF 630...	6240-6357	70	66
GF 625...	6500-6519	70	65
GF 628...	6520-6534	70	67
GF 630...	6535-6539	70	67
GF 633...	6540-6578	70	67
GF 630...	6579-6583	70	67
GF 636...	6587-6599	70	60
EF 636...	6654-6666	50	71
GF 623...	6700-6718	70	67
EF 618...	6900-6924	70	61
EF 620...	6925-6959	70	66
EF 418...	7000-7483	70	56
EF 418...	7496-7559	70	56
EF 420...	7656-8162	70	59

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
C&S ENGINES:			
EF 636	868-874	70	66
EF 630	875-887	70	66
GF 630	890-893	70	67
EF 630	900-925	50	71
EF 630	950-959	50	71
L&N ENGINES:			
EF 418	501-545	70	56
EF 418	900-904	70	56
AF 418	910-914	70	60
AF 418	950-959	70	57
EF 423	1000-1060	70	56
EF 425	1100-1128	70	56
EF 625	1200-1220	70	61
EF 630	1225-1258	70	66
EF 630	1259-1278	50	71
GF 630	1470-1499	70	67
GF 625	1500-1525	70	60
GF 628	1527-1533	70	65
GF 630	1534-1582	70	67
GF 425	1600-1626	70	60
GF 428	2500-2504	70	60
GF 430	2505-2509	70	60
GF 423	2701-2772	70	60
GF 423	2800-2824	70	60
EF 430	3000-3029	70	59
EF 630	3554-3583	50	71
EF 420	4000-4099	70	59
NW ENGINES:			
EF 425	200-239	70	56
EF 428	500-521	70	56
EF 423	522-565	70	56
EF 418	620-962	70	56
EF 425	1300-1328	70	56
EF 430	1329-1388	70	59
EF 625	1500-1579	70	61
EF 630	1580-1624	70	66
EF 630	1625-1652	50	71
EF 636	1700-1814	70	66
GF 428	1900-1929	70	60
GF 430	1930-1964	70	60
EF 418	2448-2534	70	56
EF 418	2700-2709	70	56
EF 418	2800-2814	70	56
EF 423	2900-2909	70	56
EF 425	2910-2918	70	56
EF 418	3484-3495	70	56
EF 420	4100-4159	70	59
EF 630	6073-6138	50	71
GF 630	8000-8002	70	67
GF 430	8465-8539	70	60
RI ENGINES:			
GF 433	190-199	70	60
GF 425	200-238	70	60
GF 428	240-281	70	60
GF 433	285-299	70	60
EF 425	300-333	70	56
EF 430	340-396	70	59
EF 418	1312-1353	70	56
EF 420	4300-4355	70	56
EF 418	4550-4559	70	56
GF 630	4582-4589	70	67
EF 430	4700-4719	70	59
EF 630	4790-4799	50	71
SCL ENGINES:			
GF 418	250-392	70	55
EF 420	500-555	70	59
EF 415	700-1002	70	56

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
EF 418	1003-1055	70	56
EF 418	1063-1065	70	56
AF 418	1202-1211	70	57
AF 420	1212-1239	70	60
AF 430	1275-1277	70	63
EF 423	1300-1343	70	56
EF 425	1400-1415	70	56
EF 430	1500-1635	70	59
EF 430	1640-1656	70	59
GF 430	1700-1718	70	60
GF 436	1720-1855	70	60
EF 625	1900-1970	70	61
EF 636	2000-2044	70	66
EF 636	2045-2059	50	71
GF 630	2121-2124	70	67
AF 630	2200-2213	70	70
SOU ENGINES:			
EF 425	210-214	70	56
EF 625	215-224	70	61
EF 423	2525-2644	70	56
EF 425	2645-2715	70	56
EF 420	2716-2822	70	59
EF 420	2823-2886	70	59
EF 625	3000-3099	70	61
EF 636	3100-3169	70	66
EF 630	3170-3200	70	66
EF 630	3201-3254	50	71
GF 630	3800-3804	70	67
GF 633	3805-3814	70	67
EF 420	5000-5171	70	59

Engines handled dead must not exceed speed shown in table.

When operated in multiple unit control, on head end of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 MPH. 'A' type units (indicated by letter 'A' following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 MPH.

* May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

Any locomotive not listed in these tables is not to be operated in trains unless authorized by train order indicating maximum permissible speed for locomotive which is then subject to any further restrictions imposed by the timetable or otherwise.

5. MOVEMENT OF LOCOMOTIVES

RULES GOVERNING MOVEMENT OF ENGINES NOT EQUIPPED WITH ALIGNMENT CONTROL COUPLERS

1. AS415, AS420, ES415, and following ES412 (2266, 2271, 2272, 2275, 2276, 2279, 2282, 2283, 2284, 2285, 2286, 2287, 2288) class engines must if practicable, be MU'd in accordance with rules. These engines are equipped with dynamic brake wire.

2. When necessary to entrain the following class engines

ES406	ES409	ES410	ES412	AS420
AS407	AS409	ES412	ES412E	
ES408	ES410E	FS412	ES415*	
ES408B	AS410	GS407	AS415	

placement in train will be as follows:

- (a) Foreign line engines not equipped with alignment control are to be considered in above listings.
- (b) Engines moved dead in train must be prepared for such movement.

- (c) These engines may be moved on the head end of train, provided train does not exceed 800 tons.
- (d) On trains of more than 800 tons, these engines must be moved not less than 5 cars nor more than 10 cars ahead of rear of train and behind any helper engine.
- (e) Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car no longer than 50 feet.
3. When only AS415, AS420, ES412 and ES415* units are used in engine consist, not more than two units may be on the line when making a reverse movement with cars or train and on line units must be located adjacent to the train.
4. One AS415, AS420, ES412 and ES415* unit may be MU'd on the head end of one road unit.
5. When a train being handled by a single unit road engine where no dynamic braking is required or reverse movements will be made, a single AS415, AS420, ES412 and ES415* unit may be placed next to the train.
6. When operating with mixed engine consist, where dynamic braking is required, not more than two AS415, AS420, ES415* and following ES412 units will be used:
- | | | |
|------|------|------|
| 2266 | 2279 | 2286 |
| 2271 | 2282 | 2287 |
| 2272 | 2283 | 2288 |
| 2275 | 2284 | |
| 2276 | 2285 | |
- (a) If one unit is used it will be placed as second unit in engine consist.
- (b) If two units are used, they will be placed as second unit and third units in engine consist.
- (c) A road unit must be coupled against the train.
- (d) If necessary to make a reverse move with cars or train, lead unit must be isolated.
7. If necessary to operate with more than two AS415, AS420, ES412 and ES415* class units in consist (including pick up of units from outlying points), these units must be placed in the lead. If reverse move is made with cars or train, all units ahead of the two rear units in these classes will be isolated.
8. Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.

ENGINES EQUIPPED WITH ALIGNMENT CONTROL COUPLERS

* Class ES415, Nos. 2680-2759 are equipped with alignment control couplers in buff and may be MU'd in Engine consist without regard to location. These engines may be moved dead on the head end of train.

1. Engines equipped with multiple unit controls (MU) and alignment control couplers, weighing 150,000 pounds or more, may be handled on head end of train; if weighing less than 150,000 pounds, must be placed near rear of train in accordance with Item 2.

INSTRUCTIONS FOR USE OF HINGED COUPLER STOPS

For use in switching service the coupler stops must be opened (swung back) against end of engine and locking pin secured in bracket provided.

For use in road service, MU service, or dead in train, the coupler stops must be closed (swung in) into coupler opening against coupler pocket side with locking pin secured behind coupler carrier on both ends of engine.

Locking pins must be in place (whether coupler stop is swung back or swung in) to insure securement of the coupler stop.

With the coupler stops in place, these engines may be MU'd in engine consist without regard to location, or may be moved dead on head of train.

Class ES415, Nos. 2450-2679 are equipped with hinged coupler stops.

PREPARATION OF AIR EQUIPMENT FOR MOVEMENT DEAD IN TRAIN

ALL UNITS: Reduce main reservoir pressure to 25 lbs. above zero.

Cut in dead engine feature.

Remove automatic brake valve handle in running position or with 26-L equipment, remove in handle off position.

If brake valve handles cannot be removed, they must be blocked in running position.

IN ADDITION:

24 RL equipment:

Close brake pipe cut out cock and place the dual ported cut out cock in cut-in position.

Open the end cocks on actuating pipe and independent application and release pipe.

6 SL or 14 EL Equipment:

Close the brake pipe cut out cock, or place the rotair valve or 3 position brake pipe cut out cock in dead position.

26 L Equipment:

Place the brake pipe cut off valve in cut-out position.

Place the dual ported cut out cock in open or cut in position, or place the MU 2a valve in lead or dead position.

Open the end cocks on actuating pipe and brake cylinder equalizing pipe.

6. 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.

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

8. When unit or units in locomotive consist emit excessive smoke through exhaust stacks other than from cold start, prompt report must be made to train dispatcher who will arrange to notify roundhouse foreman or locomotive maintenance forces on duty at first maintenance facility where train is scheduled to stop. Unit number, time and location where excessive smoking of unit was first observed must be reported.

When a yard engine is observed emitting excessive smoke, report must be made to roundhouse foreman or locomotive maintenance forces on duty.

In addition, engineer must make appropriate entry on work report, Form CS 2326.

9. Not more than ten diesel units in operation may be used on head end of any freight train.

10. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

11. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in Timetable Special Instructions or Line Clearance Circular for each branch line. Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

12. Except when handling cabooses on or near the head end in local or road switcher service when handling only a few cars, cabooses are not to be moved other than at rear of train, unless specifically authorized.

13. When setting out bad order cars enroute, when necessary, head portion of train, together with bad order car, must be taken to the nearest set out point in direction of movement, bad order car set out, engine detached and head portion of train left at set out point, when practicable. Rear portion of train is then be brought to set out point and head and rear portions of train coupled together.

14. Units SS W9052 through 9068 and 9090 through 9110 will have overspeed cut-out cocks blocked open and no attempt should be made to close them. In event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a train-line unit to clear the condition.

SPEED RESTRICTIONS

Following trains WCESP and PXESP containing no restricted cars, not exceeding 100 cars and/or 85 tons per operative brake, may operate at 55 MPH unless otherwise restricted.

Following trains WCESP, PXESP, containing not less than 90 percent mechanical refrigerator cars or any restricted cars, not exceeding 120 cars and/or 90 tons per operative brake, may be authorized by train order to operate at Column 1 speeds not exceeding 65 MPH, unless otherwise restricted.

Trains BSMFY and SCLAT, with operative radio-controlled remote locomotives, may operate at Column 1 speeds not exceeding 65 MPH provided train contains no restrictive cars, or empties except cabooses, and does not exceed 80 tons per operative brake and 150 cars.

15.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or multiple loads.....	55*	25
Scale test cars.....	40**	30
except SPMW 2024, 2025, WO-3.....	65	49
Relief outfits with steam derrick, Locomotive Crane/Pile Drivers SPMW 6603 & 6604	45*	25*
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
With boom disconnected and removable counterweight properly positioned, either end forward.....	55	25
SPMW 4028, 4029, SSW 96405:		
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	40	25
boom end forward.....	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward.....	40	25
SPMW 4027 SPMW 5870		
4088 5874		
4091 5899		
5437 6601		
5479 6602		
5595 SSW 96404		
5852 NWPMW 31		
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*
Steam pile driver SPMW 4053.....	35	25*
Jordan Spreaders:		
Running backward.....	25	20
Moving forward (prepared for travel)...	35	35

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

**Scale Test Car NBS-1 to be handled on trains not more than 20 cars ahead of cabooses and speed of train handling NBS-1 not to exceed 55 MPH.

①When moving in train with boom in place, operator must be on board.

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

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

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

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

MAXIMUM SPEED PERMITTED WITH RELIEF CRANES		
Location		Main Track
SP MW 7140 El Paso		45
SP MW 5846 Sanderson		45
SP MW 5848 Lafayette		35
SSW MW 96006 Pine Bluff		45
SP MW 5850 Texarkana		45
SP MW 7110 Houston		45

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

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

16.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose.....	65
Passenger trains with caboose.....	65
PC 598500-PC 598999 (Gondolas).....	55
Trains handling empty bulkhead flat cars equipped with roller bearings, except series SP 590000-590111; SP 591100-591124; SSW 88050-88099.....	55
Trains handling pipe loaded on 89 ft. cars.....	55

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

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

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

Empty tank cars under 35 feet, outside length, Car Code TS, must be entrained within 20 rear cars of train.

Train Mass Profile will identify a car measuring less than 35 feet over coupler pulling faces with the letter "S", and cars measuring over sixty feet between coupler pulling faces will be identified with the letter "L". The designation for the letter "L" will be changed from over 70 feet to over 60 feet as an aid in identifying combinations with cars less than 35 feet.

To aid in identification of the vast majority of cars less than 35 feet in length, tank cars under 35 feet will be identified with a new car kind code "TS".

17. REPEATER AIR CARS (RAC) SP 260 THRU 266

The repeater air car is utilized to increase efficiency of train air brakes on long trains and during cold weather. The purpose of repeater relay equipment is to accept pneumatic signals from brake pipe of forward portion of a train, and by relay action, produce a corresponding response in the brake pipe of the rear section of the train.

The repeater relay car has the ability to produce faster train charging time, reduce or eliminate brake pipe pressure gradient, more uniform braking forces, and faster brake application and release times.

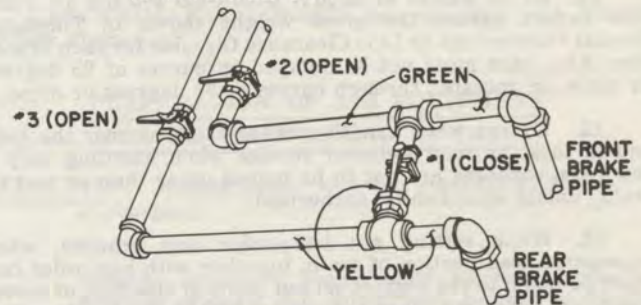
A. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN TO USE REPEATER CAR AIR EQUIPMENT.

1. Place as near to center of train as makeup will permit.
2. THE RAC car is operational in either direction. The front brake pipe must be coupled to the portion of the train to which the road engine is attached. The rear brake pipe must be coupled to the other end of the train.

The angle cock on the unused brake pipe on each end of the car must be closed.

3. Where repeater air car is positioned in train and front and rear brake pipes have been properly connected and opened, then close the brake pipe bypass cock No. 1 and open the two repeater relay cutout cocks Nos. 2 and 3, all located inside of car.

TO REPEATER UNIT



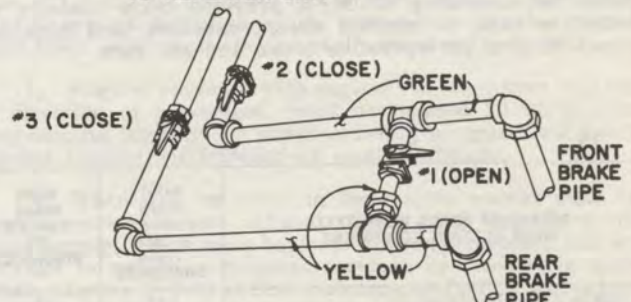
Note: If for any reason it becomes necessary to transfer control of air brakes to the helper engine located in the portion of the train behind the RAC car with the RAC air equipment in operation, the brake pipe hose connections must be changed. The forward brake pipe must be coupled to the portion of the train having the brake valve which is controlling the train. The rear brake pipe must be coupled to the other end of the train.

4. The repeater relay valve No. 5 is a variable valve and is employed to reestablish a satisfactory brake pipe pressure on the rear portion of train. A regulator and gage to indicate pounds of differential is provided. Trainline pressure on rear portion of train must not be increased above 90 PSI at RAC car. Preferred adjustment is to have the rear brake pipe 1.5 to 2 lbs. above the front brake pipe.

B. PROCEDURE FOR CUTTING THE RAC CAR OUT OF TRAIN.

1. Close the repeater relay cutout cocks Nos. 2 and 3.
2. Open the brake pipe bypass cock No. 1 — All located inside of car.
3. The car diesel engine and compressor are to remain running except during layover time.

TO REPEATER UNIT



C. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN WHEN REPEATER CAR AIR EQUIPMENT IS NOT TO BE USED.

1. Close the repeater relay cutout cocks Nos. 2 and 3.
2. Open the brake pipe bypass cock No. 1 — All located inside the car.
3. Forward brake pipe must be coupled to portion of the train to which the road engine is attached.

Rear brake pipe must be coupled to the other end of the train. The angle cock on the unused brake pipe on each end of the car must be closed.

D. TRAIN OPERATION OF REPEATER AIR CARS.

1. With the repeater air car in operation, proceed with terminal air test as prescribed in the air brake rules and regulations.
2. All rules outlined in the air brake rules and regulations governing train handling shall be adhered to while repeater air car is part of any train.
3. If required, the repeater air car may be cut out by closing the repeater relay cutout cocks Nos. 2 and 3 and opening the brake pipe bypass cock No. 1 — All located inside car. This provides for normal train operation without the repeater relay equipment operating.
4. If yard air is used to charge the train, it must be cut in ahead of the repeater air car.
5. The RAC car must not be kicked, dropped, or humped and must be handled next to switch engine when being cut into or out of train and when being moved to caboose track.
6. During a pickup or setout, or at any time the engine is separated from the train and the air car is in operation in the train, it is absolutely essential that the trainline angle cock be left open on the train.

E. LOSS OF MAIN RESERVOIR AIR ON RAC CAR.

1. The depletion of main reservoir air to below 100 lbs. will initiate a service brake pipe reduction in the forward and rear portions of the train. The rotating red light on top of car will operate.
2. In addition to the red rotating light, a radio signal will be initiated and will transmit a series of short beeps for a period of approximately ten seconds and then cease. It will reset itself automatically upon an increase of main reservoir pressure above 110 pounds.
3. If in power, throttle must be reduced to idle and automatic brake valve placed in full service zone until train stops.
4. If in dynamic braking, automatic brake valve must be placed in full service zone and dynamic braking lever handled as prescribed by rules.
5. Train must be immediately secured before determining reason for main reservoir air depletion.

F. SETTING RAC CAR OUT OF TRAIN.

1. If it becomes necessary to set RAC car out of train, shut down compressor engine in car and secure car per rules.

Instructions for starting and shutting down compressor engine posted inside of car.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

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

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

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

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

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

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

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

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

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

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

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

Valentine — No. 1 and No. 2.

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

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

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

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

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

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

RULE D-97. Applies between El Paso (Tower 196) and Belen.

RULE 103. Fabens:

Automatic crossing gates over Fabens Street. Key-controller is provided for manual operation during switching operation and it must be known that gates are down or crossing is protected before switching movements are made.

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

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

Rule D-252 will not apply to trains entering D-251 territory at Alfalfa.

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

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

Eastward Signal	Protection	Westward Signal
P-A	(West switch siding, Collado) High water detector Bridges 704.27 and 703.20.....	P-A
P-A	(East switch siding, Collado) High water detector Bridges 702.47, 702.11 and 700.87.....	P-7003
P-7002	High water detector Bridges 700.13, 699.31, 698.74, 698.24, 697.92 and 697.78.....	P-6975
P-6854	High water detector Bridges 684.54 and 683.78.....	P-6827
P-6546	(West switch siding Ryan) High water detector Bridge 653.94.....	P-A
P-A	(West switch siding Ryan) High water detector Bridges 651.82 and 651.00.....	P-A
P-A	(East switch siding, Ryan) High water detector Bridges 650.46 and 649.94.....	P-6485
P-A	(West switch siding, Aragon) High water detector Bridge 643.12 (East switch siding, Aragon).....	P-A
P-A	(East switch siding, Aragon) High water detector Bridge 641.85.....	P-6401
P-6400	High water detector Bridge 637.02.....	P-6369
P-6370	High water detector Bridge 636.41.....	P-6343
P-6230	High water detector Bridge 622.51 (West switch siding, Paisano).....	P-A
P-A	(West switch siding, Paisano) High water detector Bridge 620.32 siding Paisano.....	P-A
P-A	(East switch siding, Paisano) High water detector Bridges 618.08 and 617.30.....	P-6171
P-6130	High water detector Bridges 612.75 and 610.69 (West switch siding Alpine Junction).....	P-A
P-A	(East switch siding Alpine Junction) High water detector Bridge 605.35.....	P-6039
P-A	(East switch siding, Strobel) High water detector Bridge 597.80.....	P-5977
P-A	(East switch siding, Altuda) High water detector Bridges 590.61 and 588.80.....	P-5879
P-5880	High water detector Bridge 585.83 (West switch siding, Lenox).....	P-A
P-A	(West switch siding, Marathon) High water detector Bridge 577.57 (East switch siding, Marathon).....	P-A
P-A	(East switch siding, Warwick) High water detector Bridge 564.54.....	P-5641
P-A	(East switch siding, Haymond) High water detector Bridge 559.28.....	P-5579
P-5578	High water detector Bridge 556.61.....	P-5555
P-A	(East switch siding, Tesnus) High water detector bridges 551.45, 550.94 and 550.52.....	P-5491
P-5492	High water detector Bridges 548.01 and 547.45 (West switch siding, Maxon).....	P-A
P-A	(West switch siding, Maxon) High water detector Bridge 546.90 (West switch siding, Maxon).....	P-A

Eastward Signal	Protection	Westward Signal
P-5430	High water detector Bridge 542.67 (West switch siding Rosenfeld)	P-A
P-5368	High water detector, Bridges 534.87, 534.82 and 536.80 (West switch siding, Longfellow)	P-A
P-A	(West switch siding, Longfellow)	
P-A	High water detector Bridge 532.85 (East switch siding, Longfellow)	P-A
P-A	(East switch siding Longfellow)	
P-5300	High water detector Bridges 531.91 and 531.08	P-5301
P-5278	High water detector Bridge 528.60	P-5279
P-A	High water detector Bridges 527.35 and 526.50 (West switch siding Emerson)	P-A
P-A	(West switch siding, Emerson)	
P-5216	High water detector Bridge 524.97 (East switch siding, Emerson)	P-A
P-5196	High water detector Bridge 520.95	P-5195
	High water detector Bridges 519.50 and 518.39 (West switch siding, Sanderson)	P-A

RULE 538. SPRING SWITCHES

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

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

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

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

HOT BOX DETECTORS

RULE 827.

TYPE A. Hot Box Detector Systems in service at following locations:

- MP 788.8 between Tornillo and Iser
- MP 765.5 between McNary and Finlay

Illum. Letter	On Signal	Approaching	Location of Readout
W	7912	Iser	West switch siding
H	7913	Tornillo	Tornillo
H	7866	Iser	East switch siding Iser
W	7865	Tornillo	
H	On Mast MP		
	767.58	McNary	West switch siding McNary
W	7672	Finlay	
H	7636	Finlay	East switch siding Finlay
W	7635	McNary	

RULE 827. Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Direction
521.50	Sanderson and Emerson	C		{ Eastward and Westward
557.30	Tesnus and Haymond	C		{ Eastward and Westward

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Direction
580.70	Marathon and Lenox	C		{ Eastward and Westward
605.30	Strobel and Alpine	C		{ Eastward and Westward
626.00	Paisano and Marfa	C		{ Eastward and Westward
656.00	Ryan and Quebec	C		{ Eastward and Westward
688.20	Wendell and Lobo	C		{ Eastward and Westward
721.50	Hot Wells and Mallie	C		{ Eastward and Westward
811.50	Clint and Belen	C		{ Eastward and Westward

(Refer to "Hot Box Detectors," All Subdivisions)

RULE 827-A. At following crew change points, trains handling tank cars containing Flammable Compressed Gas must be given a rolling inspection by outbound train crew unless otherwise instructed:

Valentine

Refer to Rule 827-A, All Subdivisions.

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Detectors installed at the following locations:

Mile Post	Location
791.3	Between Tornillo and Iser
786.6	Between Tornillo and Iser
765.2	Between McNary and Finley
748.4	Between Small and Lasca
734.5	Between Sierra Blanca and Mallie
729.4	Between Sierra Blanca and Mallie
723.2	Between Mallie and Hot Wells
718.0	Between Mallie and Hot Wells
711.5	Between Hot Wells and Collado
706.8	Between Hot Wells and Collado
700.2	Between Collado and Lobo
694.2	Between Collado and Lobo
688.2	Between Lobo and Wendell
682.6	Between Lobo and Wendell
676.4	Between Wendell and Valentine
671.0	Between Wendell and Valentine
665.0	Between Valentine and Quebec
663.0	Between Valentine and Quebec
657.0	Between Quebec and Ryan
654.6	Between Quebec and Ryan
648.5	Between Ryan and Aragon
646.1	Between Ryan and Aragon
640.1	Between Aragon and Marfa
635.0	Between Aragon and Marfa
627.9	Between Marfa and Paisano
623.0	Between Marfa and Paisano
617.0	Between Paisano and Alpine Junction
612.9	Between Paisano and Alpine Junction
606.2	Between Alpine and Strobel
603.9	Between Alpine and Strobel
597.7	Between Strobel and Altuda
587.9	Between Altuda and Lenox
580.9	Between Lenox and Marathon

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
759.40	to 757.95..		55	55	536.85	to 547.10..		50	50
757.95	to 734.00..		70	55	547.10	to 547.50..		40	40
734.00	to 715.70..		50	50	547.50	to 559.00..		50	50
715.70	to 640.44..		70	55	559.00	to 559.88..		40	40
640.44	to 638.33..		60	55	559.88	to 575.25..		70	55
638.33	to 638.07..		50	50	575.25	to 575.71..		40	40
638.07	to 633.10..		70	55	575.71	to 584.10..		70	55
633.10	to 629.13..		60	55	584.10	to 584.90..		60	55
629.13	to 628.97..		45	45	584.90	to 588.50..		70	55
628.97	to 625.30..		70	55	588.50	to 589.08..		40	40
625.30	to 625.00..		55	55	589.08	to 593.80..		70	55
625.00	to 621.06..		70	55	593.80	to 595.30..		60	55
621.06	to 604.85..		50	50	595.30	to 598.58..		70	55
604.85	to 601.48..		40	40	598.58	to 601.48..		50	50
601.48	to 598.58..		50	50	601.48	to 604.85..		40	40
598.58	to 595.30..		70	55	604.85	to 621.06..		50	50
595.30	to 593.80..		60	55	621.06	to 625.00..		70	55
593.80	to 589.08..		70	55	625.00	to 625.30..		55	55
589.08	to 588.50..		40	40	625.30	to 628.97..		70	55
588.50	to 584.90..		70	55	628.97	to 629.13..		45	45
584.90	to 584.10..		60	55	629.13	to 633.10..		60	55
584.10	to 575.71..		70	55	633.10	to 638.07..		70	55
575.71	to 575.25..		40	40	638.07	to 638.33..		50	50
575.25	to 559.88..		70	55	638.33	to 640.44..		60	55
559.88	to 559.00..		40	40	640.44	to 715.70..		70	55
559.00	to 547.50..		50	50	715.70	to 734.00..		50	50
547.50	to 547.10..		40	40	734.00	to 757.95..		70	55
547.10	to 536.85..		50	50	757.95	to 759.40..		55	55
536.85	to 536.69..		45	45	759.40	to 815.20..		70	55
536.69	to 516.90..		50	50	815.20	to 820.00			
516.90	to 515.92..		30	30	(Westward Main).....		40	40	
El Paso to Belen Against Current of Traffic (on Westward Main)					Belen to El Paso Against Current of Traffic (on Eastward Main)				
820.00	to 815.20		20	20	815.20	to 820.00		20	20

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, and must not exceed 30 MPH at the following locations:

West MP	Station	East MP
820.00	Ysleta	815.20
801.00	Fabens	799.60

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

Between El Paso and Sanderson SP Freight Trains with symbol identity APLAA, APLAB, BSMFY, PBPXF, SCLAT, SOLAY, LAEST, LAHOT, WCESP, PXESP, and NGESP, unless otherwise restricted, containing no restricted cars (as prescribed on pages 19 and 20 under "Maximum Speed Permitted with Certain Equipment"), are authorized to operate at passenger train speed (column 1), not exceeding 65 MPH and on restricted curves, speed signs for passenger trains will govern but not exceed 60 MPH, providing trains do not exceed 80 tons per operative brake and 120 cars.

Between El Paso and Sanderson, BSMFF connection, unless otherwise restricted, containing no restricted cars and not exceeding 80 tons per operative brake and 120 cars may operate 70 MPH on tangent track and unprotected curves; on protected curves, speed signs for passenger trains will govern, but do not exceed 65 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
On Branches	10
Crossover between No. 2 and No. 3	
Tracks Sanderson	10
Crossover between siding and No. 1	
Track Valentine	10

Maximum speed entering, leaving and through sidings between El Paso and Sanderson is 25 MPH except:

	MPH
Ryan	20
Sanderson	20

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

SPEED RESTRICTIONS

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
633.63	Marfa	632.32	60
608.71	Alpine	605.84	50

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

SPECIAL INSTRUCTIONS—SANDERSON SUBDIVISION

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

MP	LOCATION	DESCRIPTION
506.90	} Sanderson	Brackets on poles
506.98		south side main track
502.97	East of Sanderson	Highway 90 Overpass
481.80	East of Dryden	Rock cut
481.00	East of Dryden	Rock cut
474.20	East of Shaw	Rock cut
473.34	East of Shaw	Thurston Canyon Bridge
466.80	West of Malvado	Meyers Canyon Bridge
440.35	East of Langtry	Rock cut
435.50	East of Langtry	Rock cut
430.20	East of Shumla	Rock cut
430.00	East of Shumla	Rock cut
429.10	East of Shumla	Rock cut

MP	LOCATION	DESCRIPTION
426.20	East of Shumla	Rock cut
422.80	West of Comstock	Rock cut
422.50	West of Comstock	Rock cut
421.80	West of Comstock	Rock cut
391.67	Amistad	Access Road Overpass
378.25	Del Rio	Texas Ave. Overpass

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

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

SPECIAL INSTRUCTIONS—SANDERSON SUBDIVISION

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

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

RULE 103.

Del Rio: Automatic Crossing Gates over Main Street.

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

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

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

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

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

Eastward Signal	Protection	Westward Signal
P-A	(East end siding Dryden) High water detector, Bridge 480.54	P-4801
P-A	(West end siding Malvado) High water detector, Bridge 465.03 (East end siding, Malvado)	P-A
P-4594	High water detector, Bridge 457.56 (West end siding, Pumpville)	P-A
P-4492	Falling rock detector, MP 447.3	P-4461
P-4460	High water detectors, MP 445.03 and MP 444.0 (West end siding, Langtry)	P-A
P-4392	High water detector, Bridge 438.20	P-4371
P-A#	(East end siding Shumla) Dragging equipment detector Pecos River Bridge	P-4279#
P-4172	High water detector, Bridge 415.66 (West end siding, Comstock)	P-A
P-4104	High water detector, Bridge 409.94	P-4079
P-A	(East end siding Feely) High water detector, Bridge 403.60	P-3987
P-3950#	Dragging and wide load detector Devil's River Bridge (West end siding, Amistad)	P-A#
P-3882	High water detector, Bridge 385.03	P-3849

#Signals are equipped with a unit for display of flashing white light; see Rule 292.

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

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

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

RULE 538. SPRING SWITCHES

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

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

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

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

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

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

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

If deraill fails to close and/or absolute signal fails to display desired indication, movement must be stopped before reaching deraill and member of crew must contact train dispatcher. If authority is received from train dispatcher to pass absolute signal, push button should be operated and if signal does not clear, member of crew must again contact train dispatcher to receive authority to manually operate deraill and pass absolute signal. Push button instructions posted at location. After movement over deraill has been completed, member of crew must notify train dispatcher when selector lever has been returned to motor position.

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

RULE 760. CENTRALIZED TRAFFIC CONTROL

West switch Sanderson and east switch Del Rio.

Limits extend between:

Absolute signals at west switch, Sanderson, and absolute signal at east switch, Del Rio.

Dual control switches and absolute signals between Sanderson and east switch, Del Rio, inclusive, will be under the control of train dispatcher located in Southern Pacific General Office Building, Houston, Southwestern Bell telephone number (AC 713) 222-1121, which may be called in case of failure of all railroad communications.

HOT BOX DETECTORS

RULE 827. Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Direction
386.00	Del Rio and Amistad	C		{ Eastward and Westward
419.70	Comstock and Lull	C		{ Eastward and Westward
448.40	Langtry and Pumpville	C		{ Eastward and Westward
471.90	Shaw and Malvado	C		{ Eastward and Westward
497.75	Mofeta and Feodora	C		{ Eastward and Westward

(Refer to "Hot Box Detectors," All Subdivisions)

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Detectors installed at the following locations:

MP	Location
503.70	Between Sanderson and Feodora
497.75	Between Mofeta and Feodora
494.83	Between Mofeta and Feodora
488.30	Between Mofeta and Dryden
479.93	Between Dryden and Shaw
474.00	Between Shaw and Malvado
471.40	Between Shaw and Malvado
461.93	Between Pumpville and Malvado
459.43	Between Malvado and Pumpville
452.93	Between Pumpville and Langtry
446.07	Between Pumpville and Langtry
439.27	Between Langtry and Shumla
434.44	Between Langtry and Shumla
427.86	Between Shumla and Lull
426.20	Between Shumla and Lull
424.21	Between Shumla and Lull
420.03	Between Lull and Comstock
417.10	Between Lull and Comstock
410.43	Between Comstock and Feely
407.95	Between Comstock and Feely
398.67	Between Feely and Amistad
388.24	Between Amistad and Del Rio
381.54	Between Amistad and Del Rio

(Refer to "Dragging and/or derailed equipment detectors", All Subdivisions)

GENERAL REGULATIONS

RULE 825. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than 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.
—Not less than four brakes on east end of cuts of cars east of highway overpass.

Portable rail skid located at:
Mofeta —East end of siding.

RULE 827-A. At following crew change points, trains handling tank cars containing Flammable Compressed Gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed:

Del Rio
Refer to Rule 827-A, All Subdivisions.

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

AIR BRAKE RULES

RULE 24. Will apply at Sanderson.

RULE 24-G. Will apply at Del Rio.

MISCELLANEOUS

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

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

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

2. Load limits (car and contents):

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

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

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

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

3. When average weight of cars in train, other than trains with symbol identity LAEST or LAHOT, locals or switchers is more than sixty (60) tons per car, do not handle any cars which weigh less than fifty (50) tons within five cars of road engine.

These instructions also apply to through trains picking up on line.

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 pages 15, 16 and 17 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on pages 19 and 20 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by Timetable Bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Sanderson to Del Rio:					Del Rio to Sanderson:				
507.00	to 506.47..		30	30	378.50	to 380.14..		55	55
506.47	to 502.46..		50	50	380.14	to 405.00..		70	55
502.46	to 501.12..		40	40	405.00	to 408.10..		55	55
501.12	to 497.24..		50	50	408.10	to 414.70..		70	55
497.24	to 496.33..		60	55	414.70	to 415.30..		60	55
496.33	to 486.50..		70	55	415.30	to 438.19..		40	40
486.50	to 482.46..		55	55	438.19	to 441.20..		45	45
482.46	to 466.60..		40	40	441.20	to 447.08..		70	55
466.60	to 459.12..		55	55	447.08	to 448.20..		55	55
459.12	to 458.15..		50	50	448.20	to 457.78..		70	55
458.15	to 457.78..		40	40	457.78	to 458.15..		40	40
457.78	to 448.20..		70	55	458.15	to 459.12..		50	50
448.20	to 447.08..		55	55	459.12	to 466.60..		55	55
447.08	to 441.20..		70	55	466.60	to 482.46..		40	40
441.20	to 438.19..		45	45	482.46	to 486.50..		55	55
438.19	to 415.30..		40	40	486.50	to 496.33..		70	55
415.30	to 414.70..		60	55	496.33	to 497.24..		60	55
414.70	to 408.10..		70	55	497.24	to 501.12..		50	50
408.10	to 405.00..		55	55	501.12	to 502.46..		40	40
405.00	to 380.14..		70	55	502.46	to 506.47..		50	50
380.14	to 378.50..		55	55	506.47	to 507.00..		30	30

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Between Sanderson and Del Rio SP Freight Trains with symbol identity APLAA, APLAB, BSMFY, PBPXF, SCLAT,

SPECIAL INSTRUCTIONS—SANDERSON SUBDIVISION

SOLAY, LAEST, LAHOT, WCESP, PXESP, and NGESP, unless otherwise restricted, containing no restricted cars (as prescribed on pages 19 and 20 under "Maximum Speed Permitted with Certain Equipment"), are authorized to operate at passenger train speed (column 1), not exceeding 65 MPH and on restricted curves, speed signs for passenger trains will govern but not exceed 60 MPH, providing trains do not exceed 80 tons per operative brake and 120 cars.

Between Sanderson and Del Rio, BSMFF connection, unless otherwise restricted, containing no restricted cars and not exceeding 80 tons per operative brake and 120 cars may operate 70 MPH on tangent track and unprotected curves; on protected curves, speed signs for passenger trains will govern, but do not exceed 65 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except: Through slip switches (including tangents)	10

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
On Branches	10
Crossover between No. 2 and No. 3 Tracks Sanderson	10

Maximum speed entering, leaving and through sidings between Sanderson and Del Rio is 25 MPH.

SPEED RESTRICTIONS

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
379.31	Del Rio	376.10	30

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

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

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

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

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

EAGLE PASS BRANCH

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

KERRVILLE BRANCH

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

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

RULE 10-H. Exceptions.

- On the
- Eagle Pass Branch
- Beeville Branch
- Kerrville Branch

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

RULE 15. Exceptions.

- On the
- Eagle Pass Branch
- Beeville Branch
- Kerrville Branch

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

RULE S-71. There is no superiority of trains on main track between following points and trains and engines moving between these points must move with caution:

Beeville.....	East end of CTC Limits and Train-Order Signal.
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RULE 82-A. Westward first-class trains originating San Antonio may assume schedule or sections, as ordered, without clearance, but must obtain clearance bearing the OK, time and initials of the Senior Chief Train Dispatcher before leaving Tower 112.

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

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

Eastward trains identifying trains in either direction at Alice, or between Alice and Beeville will not be required to check against the same train before leaving Beeville.

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

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

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

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

RULE 99-C. Will apply between the following stations:
 Beeville and Tower 112
 Eagle Pas sand Spofford

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

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

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

RULE 103.

Del Rio: Automatic Crossing Gates over Main Street.

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

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

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

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

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

Eagle Pass Quarry Street
 Knippa Highway 90

RULE 104. Normal position of rigid switches at junction:

Spofford—Stem wye switch, Eagle Pass Branch, lined for movement to west leg of wye, west leg lined for No. 1 track and east wye switches lined for movement on siding.

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

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

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

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

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

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

RULE 760. CENTRALIZED TRAFFIC CONTROL

Withers and west switch Del Rio:

Limits extend between absolute signals Withers and west switch Del Rio. Absolute signals and dual control switches will be under the control of train dispatcher located in Southern Pacific General Office Building, Houston Southwestern Bell telephone number (AC 713) 222-1121, which may be called in case of failure of all railroad communications.

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

HOT BOX DETECTORS

RULE 827. Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Direction
243.00	Lacoste and Dunlay	C		{ Eastward and Westward
274.50	Seco and Sabinal	C		{ Eastward and Westward
311.00	Uvalde and Obi	C		{ Eastward and Westward
345.50	Spofford and Pinto	C		{ Eastward and Westward
374.00	Johnstone and Del Rio	C		{ Eastward and Westward

(Refer to "Hot Box Detectors," All Subdivisions)

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Detectors installed at the following locations:

MP	Location
374.00	Between Johnston and Del Rio
366.60	Between Amanda and Johnston
359.00	Between Pinto and Amanda
344.30	Between Spofford and Pinto
351.10	Between Spofford and Pinto
337.00	Between Anacacho and Spofford
330.30	Between Anacacho and Odlaw
321.80	Between Obi and Odlaw
318.20	Between Obi and Odlaw
308.50	Between Uvalde and Obi
296.30	Between Knippa and Uvalde
284.50	Between Sabinal and Knippa
275.70	Between Sabinal and Seco
273.60	Between Sabinal and Seco
264.10	Between Hondo and Seco
255.70	Between Hondo and Dunlay
251.17	Between Hondo and Dunlay
245.33	Between Dunlay and Lacoste
238.09	Between Dunlay and Lacoste
231.90	Between Lacoste and Macdona
227.73	Between Lacoste and Macdona
221.50	Between Withers and Macdona

(Refer to "Dragging and/or derailed equipment detectors", All Subdivisions)

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

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

Eagle Pass—Not less than three brakes on west end of interchange tracks 1, 2 and 3 and Piedras Negras main track.

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

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

Portable rail skid located at:

Anacacho.....At set out track
 Odlaw.....At set out track
 Obi.....At set out track
 Dunlay.....At set out track

Refer to Rule 825, all subdivisions.

RULE 826.

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

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

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

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

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

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

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

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

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

<u>Aspect</u>	<u>Indication</u>
Green	Proceed into unloading facility.
Red	Stop.

RULE 827-A. At following crew change points, trains handling tank cars containing Flammable Compressed Gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed:

Del Rio

Refer to Rule 827-A, All Subdivisions.

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

AIR BRAKE RULES

RULE 24-G. Will apply at Del Rio.

MISCELLANEOUS

1. Trap Rock: Engines must not move under industry hopper.

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

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

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

5. Load limit (car and contents):

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

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

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

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

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

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

6. When average weight of cars in train, other than trains with symbol identity LAEST or LAHOT, locals or switchers is more than sixty (60) tons per car, do not handle any cars which weigh less than fifty (50) tons within five cars of road engine.

These instructions also apply to through trains picking up on line.

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 pages 15, 16 and 17 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on pages 19 and 20 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by Timetable Bulletin.

<u>EASTWARD</u>			<u>PSGR TRAINS</u>	<u>FRT</u>	<u>WESTWARD</u>			<u>PSGR TRAINS</u>	<u>FRT</u>
<u>MP</u>	<u>MP</u>	<u>Column:</u>	<u>1</u>	<u>2</u>	<u>MP</u>	<u>MP</u>	<u>Column:</u>	<u>1</u>	<u>2</u>
Del Rio to San Antonio East Yard:					San Antonio East Yard to Del Rio:				
378.50 to 376.95..			55	55	(Westward Main Track).....				
376.95 to 372.40..			65	55	207.40 to 212.70..			25	25
372.40 to 366.53..			70	55	212.70 to 214.30..			40	40
366.53 to 366.16..			55	55	214.30 to 215.80..			45	45
366.16 to 357.63..			70	55	215.80 to 218.80..			50	50
357.63 to 356.40..			40	40					
356.40 to 312.40..			70	55					

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT	
MP	MP	Column:	1	2	MP	MP	Column:	1	2	
312.40	to 307.14..		40	40	218.80	to 224.00..		50	50	
307.14	to 300.71..		70	55	224.00	to 236.60..		70	55	
300.71	to 299.68..		60	55	236.60	to 239.50..		40	40	
299.68	to 285.60..		70	55	239.50	to 249.70..		60	55	
285.60	to 280.55..		65	55	249.70	to 250.15..		40	40	
280.55	to 279.33..		55	55	250.15	to 251.90..		50	50	
279.33	to 270.85..		70	55	251.90	to 253.26..		65	55	
270.85	to 259.50..		60	55	253.26	to 259.50..		70	55	
259.50	to 253.26..		70	55	259.50	to 270.85..		60	55	
253.26	to 251.90..		65	55	270.85	to 279.33..		70	55	
251.90	to 250.15..		50	50	279.33	to 280.55..		55	55	
250.15	to 249.70..		40	40	280.55	to 285.60..		65	55	
249.70	to 239.50..		60	55	285.60	to 299.68..		70	55	
239.50	to 236.60..		40	40	299.68	to 300.71..		60	55	
236.60	to 224.00..		70	55	300.71	to 307.14..		70	55	
224.00	to 218.80..		50	50	307.14	to 312.40..		40	40	
					312.40	to 356.40..		70	55	
					356.40	to 357.63..		40	40	
					357.63	to 366.16..		70	55	
					366.16	to 366.53..		55	55	
					366.53	to 372.40..		70	55	
					372.40	to 376.95..		65	55	
					376.95	to 378.50..		55	55	
(Eastward Main Track)					East Yard to Withers					
218.80 to 215.80..				50	50	Against Current of Traffic on EASTWARD MAIN TRACK				
215.80 to 214.30..				45	45	207.40 to 218.80				20
214.30 to 212.70..				40	40					20
212.70 to 207.40..				25	25					20
Withers to East Yard Against Current of Traffic on WESTWARD MAIN TRACK						Spofford to Eagle Pass:				
218.80 to 207.40				20	20	0.00 to 11.60..				25
						11.60 to 15.70..				20
						15.70 to 22.60..				10
						22.60 to 28.00..				20
						28.00 to 32.52..				10
Eagle Pass to Spofford:						Tower 112 to Camp Stanley:				
32.52 to 28.00..				10	10	237.00 to 259.10..				10
28.00 to 22.60..				20	20					10
22.60 to 15.70..				10	10					10
15.70 to 11.60..				20	20					20
11.60 to 0.00..				25	25					10
Camp Stanley to Tower 112:						Tower 112 to Beeville:				
259.10 to 237.00				10	10	0.19 to 4.20..				20
						4.20 to 15.00..				25
						15.00 to 34.00..				20
						34.00 to 60.83..				25
						60.83 to 74.00..				20
						74.00 to 92.90..				25
Beeville to Tower 112:										
92.90 to 74.00..				25	25					
74.00 to 60.83..				20	20					
60.83 to 34.00..				25	25					
34.00 to 15.00..				20	20					
15.00 to 4.20..				25	25					
4.20 to 0.19..				20	20					

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH,

train must be operated at 5 MPH less than maximum authorized speed and must not exceed 30 MPH at the following locations:

West MP	Station	East MP
301.60	Uvalde	300.20

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

With Caution
Not Exceeding
MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
On Branches	10

Maximum speed entering, leaving and through sidings between Del Rio and East Yard is 25 MPH.

SPEED RESTRICTIONS

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
379.31	Del Rio	376.10	30
280.25	Sabinal	279.04	55
259.55	Hondo	257.48	45

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

Between Del Rio and East Yard, SP Freight Trains with symbol identity APLAA, APLAB, BSMFY, PBPXF, SCLAT, SOLAY, LAEST, LAHOT, WCESP, PXESP, and NGESP, unless otherwise restricted, containing no restricted cars (as prescribed on pages 19 and 20 under "Maximum Speed Permitted with Certain Equipment"), are authorized to operate at passenger train speed (column 1), not exceeding 65 MPH and on restricted curves, speed signs for passenger trains will govern but not exceed 60 MPH, providing trains do not exceed 80 tons per operative brake and 120 cars.

Between Del Rio and East Yard, BSMFF connection, unless otherwise restricted, containing no restricted cars and not exceeding 80 tons per operative brake and 120 cars may operate 70 MPH on tangent track and unprotected curves; on protected curves, speed signs for passenger trains will govern, but do not exceed 65 MPH.

SPECIAL INSTRUCTIONS—SAN ANTONIO YARD LIMITS

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

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

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

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

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

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

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

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

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

MP 238.2 (Kerrville Branch)—MKT crossing

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

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

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

Speed may be resumed after crossing is covered.

RULE 104. San Antonio: Normal position of inside crossover switch from station tracks west end passenger station to westward track, is for movement to the tail track.

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

Rule D-252 will not apply to trains entering D-251 territory at Tower 112 from Beeville or Kerrville Branch.

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

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

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

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

RULE 538. SPRING SWITCHES

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

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

RULE 605. INTERLOCKING

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

Tower 112 (MKT Crossing).

Tower 121 (Olive Street, San Antonio)

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

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

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

RULE 760. CENTRALIZED TRAFFIC CONTROL

East Yard and Kirby.

Limits extend between:

Eastward absolute signal MP 206.2, East Yard, and westward absolute signals west switch siding, Kirby.

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

Main track switches listed below are hand-operated and absolute signal is provided to govern movement from these tracks to main track (See Rule 774).

- Humble spur, MP 205.6 Scobey spur, MP 205.8
- Industry spur, MP 204.3 Texaco spur, MP 203.7
- Southern Transfer spur, MP 205.3

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

HOT BOX DETECTORS

RULE 827. Location and type detector system as follows:

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

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

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

(Refer to "Hot Box Detectors", All Subdivisions)

GENERAL REGULATIONS

RULE 825. 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 three brakes on east end of cuts of cars west of walkway, and not less than ten brakes on east end of cuts of cars east of walkway.

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

AIR BRAKE RULE

RULE 24. Will apply at East Yard.

MISCELLANEOUS

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

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
On Branches	10

SPEED RESTRICTIONS

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

Between	MPH
MKT Underpass to Probandt Street.....	25
Probandt Street to Brady Boulevard.....	40
Brady Boulevard to Cupples Road.....	45
Tower 112 to Loop 410 (Kerrville Branch).....	10
Tower 112 to S.E. Military Drive (Beeville Branch).....	20
S.E. Military Drive to MP 7 (Beeville Branch).....	25

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

- 10 MPH in eastward movement over Lone Star Boulevard, Mile Post 0.1, Beeville Branch.
- 15 MPH on westward main track approaching interlocking signal, Tower 112, MP 210.9.
- 20 MPH on eastward main track approaching interlocking signal, Tower 112, MP 211.2.
- 10 MPH on westward main track approaching interlocking signal, Tower 121, MP 207.8.
- 10 MPH on eastward main track approaching interlocking signal Tower 121, MP 208.2.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

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

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

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

MP	LOCATION	DESCRIPTION
108.31	West of Schulenburg.....Foster Bridge.....	Side
103.41	East of Schulenburg.....East Navidad Bridge.....	Overhead & Side
102.40	East of Schulenburg.....Interstate 10 Overpass.....	Overhead
95.36	East of Weimar.....Highway Underpass.....	Side
2	Gonzales Branch.....I H 10 Overpass.....	Overhead

RULE 10-H. Exceptions.

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

RULE 15. Exceptions.

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

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

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

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

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

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

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

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

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

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

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

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

RULE 95. Sections of eastward first-class trains originating at San Antonio may be authorized at East Yard by clearance bearing the words "Green Signals" or "No Signals".

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

- Blumberg Spur, MP 179.3 — Highway 78.
- Nolte Spur, MP 178.2 — Highway 78.
- Seguin — All movements on industry tracks over Highway 90.

Gonzales — St. Joseph Street.

RULE 104. Normal position of rigid switch at junction:
Flatonia.....Shiner Branch, for San Antonio Line.

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

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

RULE 221.

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

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

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

RULE 605 AND 760. INTERLOCKING AND CENTRALIZED TRAFFIC CONTROL

Flatonia (Tower 3, SP Crossing):

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

RULE 760. CENTRALIZED TRAFFIC CONTROL

West switch Kirby and west switch Flatonia.

Limits extend between:

Absolute signals at west switch Kirby and absolute signals at west switch Flatonia.

Dual control switches and absolute signals will be under the control of train dispatcher located in SP General Office Building, Houston, Southwestern Bell Telephone (AC 713) 222-1121, which may be called in case of failure of all railroad communication.

Sidings at Seguin and Sandy Fork equipped with hand operated switches and electric switch locks.

HOT BOX DETECTORS

RULE 827. Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Direction
93.87	Glidden and Weimar	C		{ Eastward and Westward
126.00	Flatonia and Waelder	C		{ Eastward and Westward
159.90	Luling and Kingsbury	C		{ Eastward and Westward
181.60	Nolte and Cibolo	C		{ Eastward and Westward

(Refer to "Hot Box Detectors," All Subdivisions)

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Detectors installed at the following locations:

MP	Location
199.20	Between Kirby and Randolph Field
191.10	Between Randolph Field and Cibolo
185.00	Between Cibolo and Nolte
181.51	Between Cibolo and Nolte
170.30	Between Seguin and Kingsbury
166.90	Between Seguin and Kingsbury

MP	Location
159.80	Between Kingsbury and Luling
150.90	Between Luling and Harwood
146.43	Between Luling and Harwood
136.00	Between Sandy Fork and Waelder
133.57	Between Sandy Fork and Waelder
127.23	Between Waelder and Flatonia
124.09	Between Waelder and Flatonia
93.80	Between Weimar and Glidden

(Refer to "Dragging and/or derailed equipment detectors", All Subdivisions)

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

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

Portable rail skid located at:

Kingsbury..... East end of siding

Refer to Rule 825, all subdivisions.

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

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

AIR BRAKE RULES

RULE 24-G. Will apply at Glidden.

MISCELLANEOUS

1. Load limit (car and contents):

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

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

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

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

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

Miscellaneous Item 12 All Subdivisions will not apply between East Yard and Flatonia.

2. When average weight of cars in train, other than trains with symbol identity LAEST or LAHOT, locals or switchers is more than sixty (60) tons per car, do not handle any cars which weigh less than fifty (50) tons within five cars of road engine.

These instructions also apply to through trains picking up on line.

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 pages 15, 16 and 17 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on pages 19 and 20 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by Timetable Bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
San Antonio to Glidden:					Glidden to San Antonio:				
209.30	to 205.90				87.10	to 111.00..		40	40
(Via Eastward Main Track)			25	25	111.00	to 173.90..		70	55
205.90	to 191.10..		50	50	173.90	to 174.31..		45	45
191.10	to 174.31..		70	55	174.31	to 191.10..		70	55
174.31	to 173.90..		45	45	205.90	to 209.30		50	50
173.90	to 111.00..		70	55	(Via Westward Main Track)...			25	25
111.00	to 87.10..		40	40					
San Antonio To East Yard Against Current of Traffic on the Westward Main Track.					East Yard to San Antonio Against Current of Traffic on Eastward Main Track.				
209.30	to 206.26		25	25	206.26	to 209.30		25	25
Gonzales to Harwood:					Harwood to Gonzales:				
12.30	to 0.00...		10	10	0.00	to 12.30.		10	10

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed and must not exceed 30 MPH at the following locations:

West MP	Station	East MP
206.2	Cibolo-Converse	189.6

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15

Except:

Through slip switches (including tangents)	10
On Branches	10

Maximum speed entering, leaving and through sidings between East Yard and Glidden is 25 MPH except:

	MPH
Seguin	10
Sandy Fork	10
Weimar	10

Between East Yard and Flatonia, SP Freight Trains with symbol identity APLAA, APLAB, BSMFY, PBPXF, SCLAT, SOLAY, LAEST, LAHOT, WCESP, PXESP, and NGESP, unless otherwise restricted, containing no restricted cars (as prescribed on pages 19 and 20 under "Maximum Speed Permitted with Certain Equipment"), are authorized to operate at passenger train speed (column 1), not exceeding 65 MPH and on restricted curves, speed signs for passenger trains will govern but not exceed 60 MPH, providing trains do not exceed 80 tons per operative brake and 120 cars.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

Between East Yard and Flatonia, BSMFF connection, unless otherwise restricted, containing no restricted cars and not exceeding 80 tons per operative brake and 120 cars may operate 70 MPH on tangent track and unprotected curves; on protected curves, speed signs for passenger trains will govern, but do not exceed 65 MPH.

Between East Yard and Glidden, trains with symbol identity LAHOT, unless otherwise restricted, containing no restricted cars, are authorized to operate at passenger train speed, not exceeding 65 MPH; and on restricted curves, speed signs for passenger trains will govern but not exceed 60 MPH, providing train does not exceed 80 tons per operative brake and 120 cars.

SPEED RESTRICTIONS

6 MPH over St. Joseph Street crossing, Gonzales.

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
174.33	Seguin	173.07	45
154.41	Luling	152.21	40
120.08	Flatonia	118.93	45
107.78	Schulenburg	106.78	45
99.52	Weimar	98.34	30

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

SPECIAL INSTRUCTIONS—AUSTIN SUBDIVISION

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

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

SHINER BRANCH

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

CAMERON BRANCH

121.37	East of Cameron.....Elm Creek Bridge	Side
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LLANO BRANCH

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

MARBLE FALLS BRANCH

5.99	Marble Falls.....Bridge 5.99	Side
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GIDDINGS BRANCH

109.41	East of Austin.....Bridge 109.41	Overhead & Side
67.94	West of Hills.....Bridge 67.94	Side
27.76	West of Brenham.....Bridge 27.76	Side

RULE 10-H. Exceptions.

On the
Shiner Branch
Cameron Branch
Marble Falls Branch

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

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

Giddings Branch

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Westward	
56.60	1.40

RULE 15. Exceptions.

On the
Shiner Branch
Cameron Branch
Marble Falls Branch

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

RULE S-71. There is no superiority of trains on main track between following points and trains and engines moving between these points must move with caution:

Giddings.....East leg of wye and west switch to siding
Hearne.....Signal 1186 east end yard and interlocking signal governing westward movements, west end yard
Austin.....MP 113.1 and MP 115.1

RULE 82-A. Crew arriving Gandy on No. 254 may assume the schedule of No. 256 and leave without a clearance.

Crew assigned Austin-Llano local arriving Gandy on No. 253 or section of No. 253, may assume schedule of No. 255 and leave Gandy without a clearance.

Crew arriving Fairland on No. 254 must make trip to Marble Falls unless otherwise instructed.

Crew arriving Fairland on No. 255 must not make trip to Marble Falls unless instructed to do so.

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

Austin Subdivision trains originating at Hearne (other than trains operating through with same conductor) will receive clearance and train orders at the yard office, Hearne. Clearance and train orders will be sent via pneumatic tube by train-order operator.

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

At the following stations only the trains indicated will register:

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

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

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

Flatonia.....All Trains

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

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

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

RULE 93. Yard limits are established at the following locations

West MP		East MP
74.00	Fairland	69.41
65.00	Burnet	55.00
18.00	McNeil	15.00
4.00	Austin (Llano Branch)	
	Austin (Giddings Branch)	109.50
86.50	Butler	80.50
119.96	Yoakum (Yoakum-Shiner Branches)	1.41
65.92	Giddings	56.20
57.75	Giddings (Giddings Branch)	55.00
4.37	Hearne	

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

Cameron: Main track ends at MP 119.68. All tracks west of this point are yard tracks.

Brenham: Main track ends at MP 22.5. All tracks east of this point are yard tracks.

Giddings: Giddings Branch trains may use Austin Subdivision main track complying with Rule 93.

Austin: Giddings and Llano Branches.

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

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

RULE 99. On the Shiner Branch

flagman, when going back to protect train, will place torpedoes one-half mile and one mile and will return toward rear of train, remaining a sufficient distance, but not less than one-half mile from rear, to enable him to stop a following train.

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

Flatonia and Yoakum
 Austin and Benham
 Austin and Llano

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

Stolz, MP 90.5 — Highway 29.
 Austin — Waller Street.

Giddings — All switching movements over Highway 290 must be protected by member of crew at crossing to afford protection to traffic while movement is being made.

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

Caldwell — Harvey Street, protected by automatic crossing gates. Crews of trains or engines making stop, reverse movements or switching movements over crossing must know gates are down or flag protection provided for vehicular traffic before entering crossing. To facilitate switching moves over this crossing, key-release devices are located near gates. Before entering crossing if gates are not down, gates must be lowered manually by inserting switch key in key-release and turn slowly one complete turn to the right which will lower gates for one minute.

RULE 104. Normal position of rigid switch at junction:

Flatonia.....Shiner Branch, for San Antonio Line.
 Hearne.....Hearne Subdivision, for Austin Subdivision.

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

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

RULE 208.

Fourth paragraph does not apply to eastward trains at Giddings. When train-order signal remains in stop position and has not been operated as prescribed by Rule 211, train may proceed without stopping, but must not pass fouling point of switch at which an opposing train may enter siding until it is known train orders received do not restrict train at that station.

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

Station	Location	Direction
Giddings.....	Block Signal No. 586.....	Westward
Caldwell.....	Signal Mast, MP 31.5.....	Eastward

SPECIAL INSTRUCTIONS—AUSTIN SUBDIVISION

RULE S-240. Staff System

Territory	Register Location
Cameron Branch	Cameron
Cameron - Rosebud	

RULE 286. Near Hearne, distant signal D-38 when displaying yellow aspect indicates proceed not exceeding medium speed prepared to stop short of switch point indicator west end New track MP 2.4.

Westward trains must approach Signal D-553, east of Giddings, prepared to proceed with caution to next signal if Signal D-553 displays yellow aspect.

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

Eastward Signal	Protection	Westward Signal
Spring switch, east end siding, Giddings		P-567

RULE 516. Overlap Posts:

Winchester	Westward trains
Hearne Jct. MP 2	Westward trains

RULE 538. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location	Normal Position
Giddings East end siding	Main track

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

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

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

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

RULE 605. INTERLOCKING

Flatonia (Tower 3, SP Crossing):

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

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

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

Signals must be restored to normal position after use.

RULE 680. AUTOMATIC INTERLOCKING

Elgin, MP 87.7 Giddings Branch, MKT Crossing.

Brenham, MP 21.3, Giddings Branch, AT&SF Crossing.

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

Tatsie, MP 6.8, M.P. Crossing.

HOT BOX DETECTORS

RULE 827.

TYPE A HOT BOX DETECTOR SYSTEM IN SERVICE AT FOLLOWING LOCATIONS:

- MP 45.8 between Muldoon and Winchester
- MP 49.6 between Dime Box and Giddings
- MP 23.6 between Caldwell and Varisco

Illum. Letter	On Signal	Approaching	Location of Readout
W	On Mast	Muldoon	MP 46.9

Illum. Letter	On Signal	Approaching	Location of Readout
H	On Mast	Muldoon	MP 41.76
			MP 43.76
W	On Mast	Winchester	
			MP 43.0
H	On Mast	Winchester	MP 49.2
			MP 47.74
H	On Mast	Giddings	MP 53.32
			MP 51.57
H	On Mast	Dime Box	MP 44.21
			MP 47.23
T	On Mast	Varisco	
			MP 27.67
W	On Mast	Varisco	
			MP 25.77
H	On Mast	Caldwell	MP 27.67
			MP 25.77
H	On Mast	Varisco	MP 19.70
			MP 21.53
W	On Mast	Caldwell	
			MP 21.53
T	On Mast	Caldwell	
			MP 19.70

T indicator, when illuminated, indicates proceed prepared to stop at "W" signal.

TYPE C HOT BOX DETECTOR SYSTEM IN SERVICE AT FOLLOWING LOCATION:

MP 5.2 between Tatsie and Hearne Jct.

For eastward and westward trains

(Refer to "Hot Box Detectors," All Subdivisions)

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Detectors installed at the following locations:

Detector	Indicator	Location
MP 47.74	49.85	Muldoon - Winchester
	49.00	Muldoon - Winchester
	47.74	Muldoon - Winchester
MP 56.6	56.6	Winchester - Giddings
MP 25.77	25.77	Caldwell - Varisco
MP 21.53	21.53	Caldwell - Varisco
	20.00	Caldwell - Varisco
	19.70	Caldwell - Varisco

(Refer to "Dragging and/or derailed equipment detectors", All Subdivisions)

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

MISCELLANEOUS

1. Load limit (car and contents):

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

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

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

SPECIAL INSTRUCTIONS—AUSTIN SUBDIVISION

SPEED RESTRICTIONS

“With Caution” between MP 77.33 and MP 77.50, Llano Branch, expecting to find large rock on track.

20 MPH eastward trains on Shiner Branch approaching interlocking signal, Flatonia.

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

LLANO BRANCH

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

MARBLE FALLS BRANCH

Westward Fairland to Marble Falls		
MP	MP	MPH
	4.00	6.43
		20

*Through corporate limits speed of trains restricted as follows:

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
28.97	Flatonia	29.83	45
66.09	Giddings	57.32	25
0.31	Hearne	—	35
119.05	Cameron	ATSF Connection	20

LLANO BRANCH

Austin:		
6th Street to Anderson Lane		25
Anderson Lane to North City Limits		35

GIDDINGS BRANCH

Austin:		
Congress Ave. to Canadian St.	—	10
Canadian St. to Springdale Road	—	20
Springdale Road to City Limits	—	35

West MP	Station	East MP	MPH
88.53	Elgin	87.31	20
56.16	Giddings	54.62	10
22.12	Brenham	20.11	25

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

SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION

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

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

MP	LOCATION	DESCRIPTION
336.99	East of Denison Bridge	336.99 Side
326.28	East of Sherman Bridge	326.28 Overhead & Side
299.00	West of McKinney Bridge	299.00 Overhead & Side
297.13	West of McKinney Bridge	297.13 Side
294.18	East of McKinney Bridge	294.18 Overhead & Side
292.27	East of McKinney Bridge	292.27 Side
289.55	East of McKinney Bridge	289.55 Side
286.29	West of Plano Bridge	286.29 Overhead & Side
273.80	West of T&P Jct. Bridge	273.80 Side
240.65	West of Palmer Bridge	240.65 Overhead & Side
216.46	East of Rice Bridge	216.46 Side
215.39	West of Corsicana Bridge	215.39 Overhead & Side
213.94	West of Corsicana Bridge	213.94 Side
212.30	West of Corsicana Highway Overpass	Overhead & Side
211.09	West of Corsicana Bridge	211.09 Side
210.85	West of Corsicana Bridge	210.85 Side
210.24	Corsicana Train Shed	Side
209.72	East of Corsicana Bridge	209.72 Side
208.91	East of Corsicana Bridge	208.91 Side
199.76	West of Richland Bridge	199.76 Overhead & Side
185.64	East of Gude Bridge	185.64 Side
182.97	West of Mexia Bridge	182.97 Side
172.34	West of Groesbeck Bridge	172.34 Overhead & Side

ATHENS BRANCH

295.22	West of Crandall	East Trinity River Bridge	Overhead & Side
212.39	East of Frankston	Neches River Bridge	Overhead & Side
202.20	Jacksonville	M.P. Overpass	Overhead & Side
200.28	Jacksonville	SSW Overpass	Overhead & Side

FORT WORTH BRANCH

49.53	East of Tower 53	Bridge	49.53	Side
49.00	East of Tower 53	M.P. Overpass		Overhead
48.51	East of Tower 53	Bridge	48.51	Overhead & Side
43.41	East of Forest Hill	Bridge	43.41	Overhead & Side
34.38	West of Mansfield	Bridge	34.38	Overhead & Side
34.31	West of Mansfield	Bridge	34.31	Side
28.94	West of Midlothian	Bridge	28.94	Side
22.97	AT&SF Crossing	Eaves on Tower 94		Side
13.32	West of Waxahachie	Bridge	13.32	Side
12.93	West of Waxahachie	Bridge	12.93	Side
12.07	West of Waxahachie	Bridge	12.07	Side
11.88	West of Waxahachie	Bridge	11.88	Side
9.50	East of Waxahachie	Bridge	9.50	Side
7.66	East of Waxahachie	Bridge	7.66	Side

RULE 10-H. Exceptions.

On the Athens Branch

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

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

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

RULE 15. Exceptions.

On the Athens Branch

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

RULE S-71. There is no superiority of trains on main track between following points and trains and engines moving between these points must move with caution

Denison	Denison and beginning of interlocking.
Miller	East end of CTC and fouling point east end of siding.
Ennis	Fouling point west end No. 1 track and beginning of CTC
Sherman	Train-Order Signal and Frisco Jct.

- Corsicana East switch to siding and interlocking signal governing westward movements.
- Hearne Signal 1186 east end yard and interlocking signal governing westward movements, west end yard.

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

RULE 82-A. Eastward trains of the Athens Branch originating at Miller must obtain clearance bearing OK, time and initials of Senior Chief Train Dispatcher before leaving Belt Jct.

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

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

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

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

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

- Denison Trains originating or terminating except SLSF trains.
- North Sherman Jct. Trains originating or terminating.
- Sherman Trains originating or terminating except SLSF Ry trains.
- McKinney Trains directed by train order.
- Plano Trains originating or terminating and trains directed to do so by train order.
- Waxahachie (MKT interchange) MP 12.6 Trains directed to do so by train order.
- Forest Hill, MP 46.8 Trains directed to do so by train order.
- Miller Trains to or from Athens Branch and SSW trains originating or terminating and trains directed by train order.
- Corsicana All trains.
- Mansfield Trains originating or terminating or directed by train order.

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

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

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

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

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

Eastward trains originating T&P Jct. may leave without clearance if train-order signal is displaying proceed indication, locations:

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

West MP		East MP
	Denison	337.40
330.70	Sherman	326.94
297.01	McKinney	295.77
283.00	Plano	281.00
260.18	Miller (Ennis Line)	257.11
	Belt Jct.	1.80
273.61	T. & P. Jct.	4.81
	Miller (Athens Branch)	313.93
232.70	Ennis	228.00
213.00	Corsicana	208.43
120.80	Hearne	117.90
	4.37 Hearne (Austin Subdivision)	
245.00	Athens	240.66
203.43	Jacksonville	199.71
156.00	Kosse	151.50
	Fort Worth	48.03

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

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

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

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

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

(c) Second class, extra trains and yard engines may run ahead of first-class trains between 17th Street and North Fort Worth Interlocking Tower without train order authority, but will not occupy main tracks within these limits when it is known a first class train will be delayed.

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

(e) While using CRIP main tracks between 17th Street and Trinity River, a member of yard crew must ride rear car of cut while moving, and in event stop is made must go back a sufficient distance to rear of cut to stop a following train or engine moving at restricted speed. At night, or during obscured weather, yard crew must secure a white light and member of crew riding rear car of cut must have such white light burning and displayed to rear of cut, and in event stop is made, such light must be used to give stop signals to a following train or engine.

SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION

(f) When making deliveries to CRIP—if clear signal is displayed, proceed on northward main track. If stop signal displayed, identify yourself to CRIP dispatcher, but do not "butt in" on dispatcher if transmitting a train order; after you have identified yourself to dispatcher, he will either display a proceed signal for movement on northward main track, or line crossover switches for movement on southward main track. A signal indication to crossover does not modify requirements of paragraph (d) to have verbal permission to move against current of traffic.

(g) When necessary to go beyond end of two main tracks, Trinity River, trains and engines receiving clear signal per Rule 281 may proceed without flag protection. If northward governing signal at end of two main tracks indicates stop per Rule 291 or Approach Rule 285, single main track must not be obstructed without permission from train dispatcher and under flag protection when required.

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

- (a) Between MP 251.2 (west end Lancaster Yard) and MP 243.9 (east end East Yard), directions eastward and westward.
- (b) Between Fort Worth interlocking, MP 245.6 and Peach Street, MP 243.2, directions northward and southward.

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

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

- (a) When authorized by train order.
- (b) When movement is protected as prescribed by Rule 99.

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

- (a) All tracks are yard tracks.
- (b) Tower 55 and Tower 60 are Interlocking and Interlocking Signals and rules govern.
- (c) Movements must not exceed 20 MPH.
- (d) When block signal, without number plate, displays stop indication, train or engine after stopping may proceed after being authorized by FWD yardmaster, North Yard.
- (e) Westward movements must not pass fouling point Drill Track MP 2 without authority of FWD yardmaster North Yard.
- (f) Eastward movement leaving FWD North Yard must obtain permission from FWD yardmaster before leaving North Yard.
- (g) Switch point derail located east end FWD North Yard must be lined for movement in both directions.
- (h) FWD yardmaster North Yard has SP radio.

Your attention is called to Uniform Code of Operating Rules, Rule 104, which requires that trains and engines remain in clear of all other tracks until switches are lined for their movement, and in making crossover movements, switches at each end of crossover must be lined before movement is started, and crossover must be completed before switches are restored to normal position.

Before lining a hand-operated switch, train and yardmen must see that there is no train or engine approaching on conflicting route, and when lining a hand-operated switch to enter a main track, or cross from one main track to another where there is no block signal or block indication to govern movement, the train or engine must not foul the main track or crossover until after three minutes after switch has been lined.

RULE D-97. Applies between Forrest Ave. and Belt Junction.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

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

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

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

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

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

South Sherman Jct. and
Gifford

Fort Worth and Garrett

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

Fort Worth—Broadway Street.
Waxahachie—Highway 287.

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

Key Control Boxes are provided at following locations:

Cherry Street—Sherman
Jones Street—Sherman
7th Street—Corsicana
Palestine Street—Mexia

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

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

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

RULE 104. Normal position of rigid switches at junctions:

Denison	SLSF Ry.	For SLSF Ry.
Plano	SSW	SP Main track.*
Hearne Junction	Austin Subdiv.	For Austin Subdiv.

*Spring switch

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

Station	Location	Direction
Groesbeck	Signal 1709	Eastward

Following are train-order offices only as indicated:

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

Crews arriving Denison will retain orders pertaining to track conditions between Sherman and Denison to be used on next eastward trip.

RULE D-251. Will apply on double track between: Forrest Avenue and Belt Junction

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

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

RULE 538. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

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

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

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

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

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

*Unit for display of flashing white light installed on Signal D-2815. When white light is flashing, it indicates spring switch is in normal position. When white light is not flashing or is extinguished, trains must stop and open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

RULE 605. INTERLOCKING

- Sherman Tower 16 MP 328.8.
- Tower 55 M.P. Crossing Fort Worth
- Fort Worth AT&SF Connection

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

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

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

Waxahachie Compress track crossing with B-RI main track

No operator on duty. Normally lined for B-RI.

B-RI siding, which crosses SP compress track at this location, is not protected by interlocking.

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

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

Corsicana SSW Crossing MP 210.2

Tower 63, B-RI Crossing MP 179.1

No operator on duty. Normally lined for SP.

Hearne M.P. Crossing MP 120.7

RULE 680. AUTOMATIC INTERLOCKING

Denison MKT Crossing Tower 93, MP 337.4.

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

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

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

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

Plano, SSW Crossing, MP 282.1.

Athens, SSW crossing, MP 242.5, Athens Branch.

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

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

Waxahachie, Tower 67 MP 12.8, Fort Worth Branch.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

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

HOT BOX DETECTORS

RULE 827.

TYPE A HOT BOX DETECTOR SYSTEM IN SERVICE AT FOLLOWING LOCATIONS:

MP 175.0 between Mexia and Groesbeck
MP 146.9 between Kosse and Bremond

Illum. Letter	On Signal	Approaching	Location of Readout
H	1777	Groesbeck	MP 179.5
W	1752	Mexia	
W	1729	Groesbeck	
H	1728	Mexia	MP 169.6
H	on mast		
	MP 148.9	Kosse	MP 150.9
W	1478	Bremond	
W	1447	Kosse	
H	1446	Bremond	MP 141.8

Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder at Mechanical Facility	Direction
127.90	Seger and Bremond	C		Eastward and Westward
205.10	Angus and Corsicana	C		Eastward and Westward
225.00	Rice and Ennis	D	Ennis	Westward
237.70	Garrett and Ferris	D	Ennis	Eastward
6.50	Fort Worth Branch	D	Ennis	Eastward

(Refer to "Hot Box Detectors," All Subdivisions)

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Detectors installed at the following locations:

MP	Location
144.70	Between Bremond and Kosse
166.1	Between Kosse and Groesbeck
172.80	Between Groesbeck and Mexia
177.7	Between Groesbeck and Mexia
196.0	Between Gude and Angus
207.40	Between Angus and Corsicana

RULE 760. CENTRALIZED TRAFFIC CONTROL

Denison and Sherman

Limits extend between:

Eastward absolute signal at MP 337.4, Denison and
Westward absolute signal at MP 329.1, Sherman.

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

Junction switch North Sherman Junction is dual control, equipped with crank.

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

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

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

Westward signal MP 328.1, Sherman.

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

Frisco Jct. and South Sherman Jct.

Limits extend between Eastward absolute signals fouling point SP and SLSF main tracks, Frisco Jct., and Westward absolute signals fouling points SP and SLSF main tracks, South Sherman Jct.

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

Junction switch South Sherman Jct., is dual control, equipped with selector lever.

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

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

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

Garrett and Ennis

Limits extend between:

Eastward absolute signals at fouling points Ennis Line and Fort Worth Branch at Garrett, and

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

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

Junction switch Garrett is dual control, equipped with crank.

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

Bremond and Hearne

Limits extend between Eastward absolute signal west switch siding Bremond and Westward absolute signal west end interlocking limits, Hearne.

Dual control switches equipped with selector lever and hand-throw lever located:

Both switches sidings Bremond and Seger.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen or yardmen will set sufficient hand brakes to hold cars. The required number of brakes must be set, as follows:

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

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

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

Jacksonville—Not less than two brakes in Jacksonville yard.

SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION

West MP	Station	East MP
143.3	Bremond	141.6
34.4	Mansfield	32.6

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
On Branches	10
Hearne and Ennis Yard and other Tracks.....	10

Maximum speed entering, leaving and through following sidings is:

	MPH
Corsicana	10
Angus	10
Gude	10
Groesbeck	10
Kosse	10
Bremond	10
Seger	10
Rice	10
Ferris	10
Fox	10
Allen	10
McKinney	10

SPEED RESTRICTIONS

ENNIS SUBDIVISION

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

FORT WORTH BRANCH

- 20 MPH Eastward trains on Fort Worth Branch approaching absolute signal, Garrett.
- 5 MPH over compress track, Waxahachie.

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

FORT WORTH BRANCH

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

Between Corsicana and Hearne; SP Freight Trains with symbol identity APLAA, APLAB, BSMFY, BPXFX, LAEST, WCESP, PXESP, and NGESE, unless otherwise restricted, containing no restricted cars (as prescribed on pages 19 and 20 under "Maximum Speed Permitted with Certain Equipment"), are authorized to operate at passenger train speeds (column 1), not exceeding 65 MPH and on restricted curves speed signs for passenger trains will govern but not exceed 60 MPH, providing trains do not exceed 80 tons per operative brake and 120 cars.

Between Corsicana and Hearne; BSMFF connection, unless otherwise restricted, containing no restricted cars and not exceeding 80 tons per operative brake and 120 cars may operate 70 MPH on tangent track and unprotected curves; on protected curves, speed signs for passenger trains will govern, but do not exceed 65 MPH.

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

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
337.98	Denison	335.13	20
330.18	Sherman	327.28	20
298.40	McKinney	293.15	30
282.91	Plano	280.89	30
280.89	Richardson	276.34	20
255.80	Hutchins	251.57	40
246.36	Ferris	245.44	45
239.12	Palmer	238.07	60
232.81	① Ennis	228.60	30
212.86	Corsicana	209.21	30
198.77	Richland	198.09	65
183.23	Mexia	179.85	40
170.41	Groesbeck	168.94	45
129.83	Calvert	127.49	50
120.99	Hearne	119.49	35
51.30	Fort Worth	46.87	20
46.87	Forest Hill	44.61	30
23.70	Midlothian	22.44	30
13.96	Waxahachie	10.45	20
283.60	Kaufman	282.15	20
245.13	Athens	240.80	18
202.63	Jacksonville	200.19	20

① Applies between and including Lampasas and Casa Linda St.

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

SPECIAL INSTRUCTIONS—MILLER YARD LIMITS

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

MP	LOCATION	DESCRIPTION
273.31	West of T&P Jct. Bridge 273.31	Overhead & Side
12.87	West of T&P Jct. Bridge 12.87	Side
12.17	West of T&P Jct. Highway Overpass	Overhead
11.64	West of T&P Jct. Bridge 11.64	Side
8.54	West of T&P Jct. Bridge 8.54	Side
7.43	West of T&P Jct. Bridge 7.43	Side
6.13	West of T&P Jct. Bridge 6.13	Side
5.49	West of T&P Jct. Bridge 5.49	Side
5.31	West of T&P Jct. Bridge 5.31	Side
264.90	Dallas Depot umbrella shed	Overhead & Side
260.18	West of Miller Bridge 260.18	Overhead & Side
258.28	Miller Bridge 258.28	Side

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

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

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

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

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

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

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

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

RULE 538. SPRING SWITCH

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

Location	Normal Position
Miller East end siding	Main Track

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

RULE 605. INTERLOCKING

T&P Junction Tower 119, M.P. Crossing

Dallas Tower 19, ATSF Crossing

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

Between Tower 19 and Tower 10

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

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

Movements through turnouts, crossovers, and curves must not exceed 15 MPH.

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

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

Interlocking 10 ATSF Crossing on yard track east of Dallas Yard:

Signals controlled by operator, Tower 19.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

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

RULE 760. CENTRALIZED TRAFFIC CONTROL

T&P Junction and West End Drill Track, Miller

Limits extend between:

Eastward absolute signal at MP 4.8 (T&P Junction) and Westward absolute signal at MP 260.0 (west end drill track), Miller and

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

Power operated switches within these limits cannot be hand operated except those equipped with selector levers.

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

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

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

Switch to Industry track MP 4.2, near Briggs hand operated. To enter main track, permission must first be obtained from operator, then if block indicator indicates "block clear" switch may be lined. When switch is lined, absolute signal at fouling point should display proceed.

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

GENERAL REGULATIONS

RULE 812. Employees using the facilities of the Union Terminal Company will be governed by the rules and regulations of the Southern Pacific Company subject to General Orders and Special Instructions issued by General Manager of the Union Terminal Co. General Orders and Special Instructions of the Union Terminal Co. posted in enginemen and yardmen register rooms Miller.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	15
Except:	
Through slip switches (including tangents)	10
On Branches	10
T&P Junction through connection between SP and M.P. main tracks	20
Tower 19, Dallas, curves on freight route between MKT Compress crossing and ATSF connection	10
Wall Street Underpass, Dallas, connection between SP and SSW	10

SPEED RESTRICTIONS

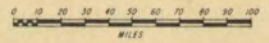
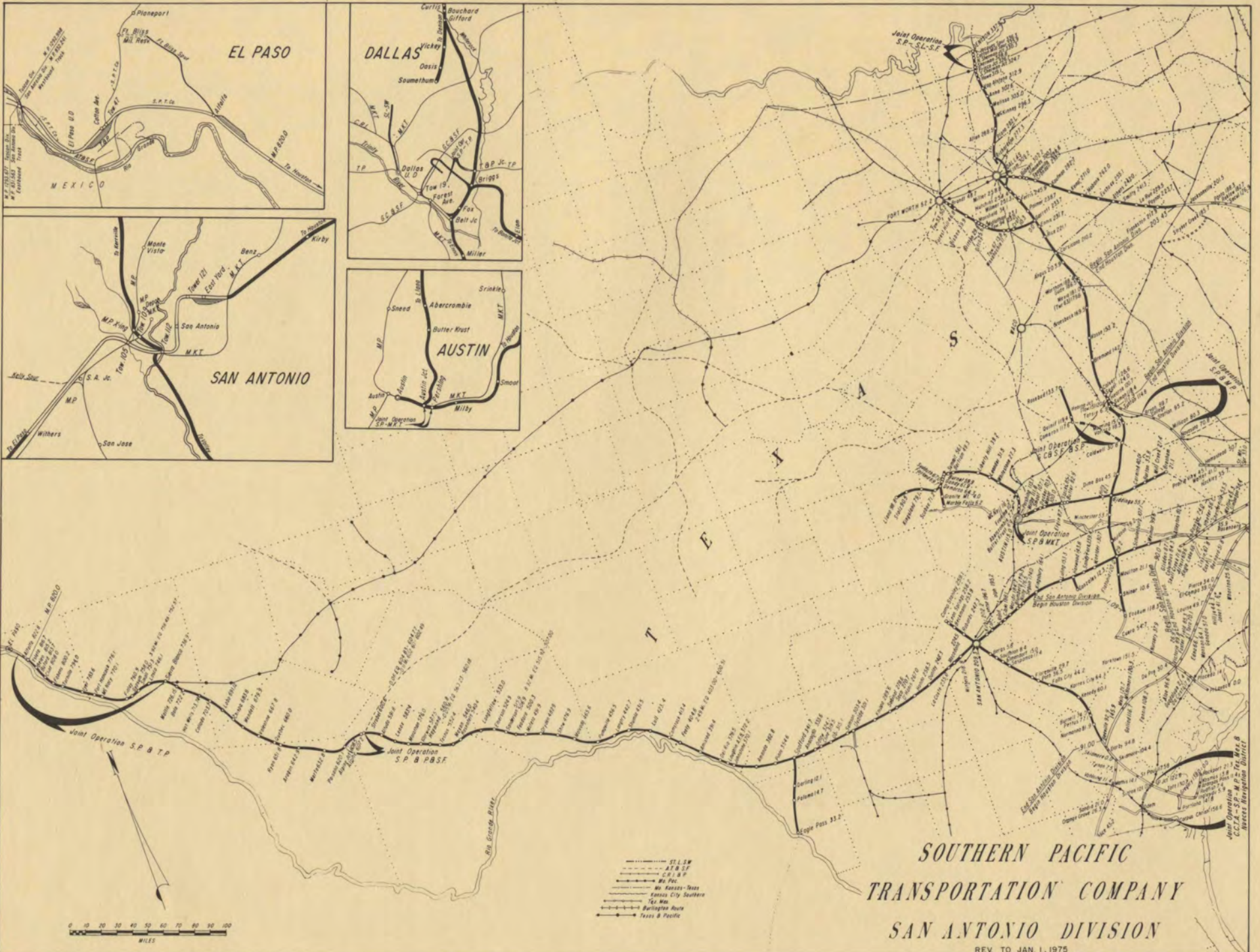
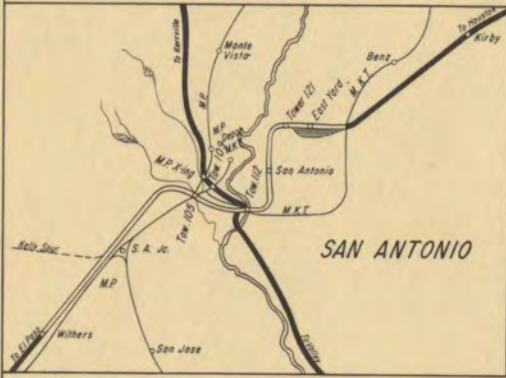
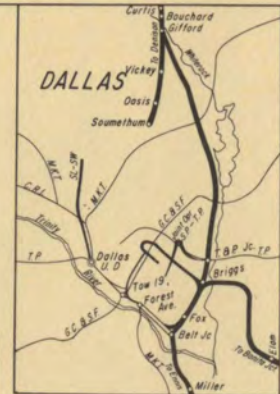
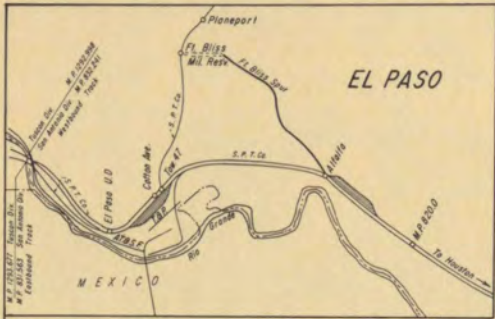
20 MPH westward trains on Athens Branch approaching absolute signal Briggs

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

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
275.14	Dallas	256.07	20

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



- ST. L. & N. O.
- A. T. & P.
- C. R. I.
- M. P.
- M. K. T.
- M. K. T. - Texas
- Eastern City Southern
- T. & M.
- San Antonio
- Texas & Pacific

SOUTHERN PACIFIC
TRANSPORTATION COMPANY
SAN ANTONIO DIVISION
 REV. TO JAN. 1, 1975

SAN ANTONIO DIVISION TIMETABLE NO. 6, APRIL 24, 1977

RULE 10-1

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

"SP FOREMAN AT MP CALLING SP (Train No.)"

After train answers giving his identification (i.e.) SP Train

Foreman's Response

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

Engineer's Response

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

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . , BETWEEN MP AND MP MPH* OK."

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

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs in multiple main track territory must be worded in following forms:

Foreman's Response

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

Engineer's Response

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

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . ON TRACK . . . BETWEEN MP . . . AND MP . . . MPH OK."

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6