

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

SOUTHERN PACIFIC COMPANY



SAN ANTONIO DIVISION SPECIAL INSTRUCTIONS

No. 1

EFFECTIVE SUNDAY, OCTOBER 25, 1964

AT 12:01 A. M.

CENTRAL STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY
IN EFFECT

G. W. KELLY,
General Manager.

L. R. SMITH,
B. M. STEPHENS,
Assistant General Managers.

J. E. ADAMS,
Superintendent of Transportation.

J. D. RAMSEY,
Superintendent, San Antonio Division.

RULE A. Employees must have a copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, with page revisions listed on Page 1, revised April 1, 1961.

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

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

Employees are prohibited from riding or walking on the roof of any moving car.

(Exception: Employees may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.)

RULE 1. Form prescribed for recording variations of standard clock with time signal has been discontinued.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H and 15. On the Eagle Pass Branch Gonzales Branch

yellow signals will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile beyond the torpedo and the yellow signal.

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

RULE 10-I and FORM Y TRAIN ORDER. A train or engine within limits of a Form Y Train Order at effective time of order must not proceed unless orally authorized by foreman in charge of work, or a proceed signal with green flag or light is received.

Where the term "Foreman" is used in these rules, Timetable Bulletins, Special Instructions and Form Y train orders, it will also apply to Southern Pacific employe in charge of work.

When engineer responds to oral authority of employe in charge of work to proceed beyond "Conditional Stop" sign, he must acknowledge such authority as prescribed by Form C.S. 3475 "ENGINEER'S ORAL ACKNOWLEDGMENT OF FORM Y CLEARANCE" shown below:

3-64-7M

C. S. 3475

**ENGINEER'S ORAL ACKNOWLEDGMENT
OF FORM Y CLEARANCE**

"This is engineer of SP Train

(Train No.)

(Direction)

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."

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

Eagle Pass Branch

Kerrville Branch

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

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

RULE 14(1). Where there are two or more road crossings in close proximity, standard whistle sign bearing letter "X" may have sign beneath it showing number of crossings involved and whistle must be sounded for each crossing in compliance with engine whistle signal 14(1).

RULE 16(e). Will not apply at El Paso, Sanderson and San Antonio.

RULE 16(k). El Paso, Sanderson and San Antonio: When standing apply or release air brakes.

RULE 19. When oil-burning markers are used, only one marker will be displayed.

Last sentence of Item (5) is cancelled.

RULES 20, 21, 21-A, 21-B, 21-C. Trains, except Nos. 1 and 2 or sections thereof, will not display train indicators but will display engine number in place provided for train indication. Engine number will not be removed on arrival at destination.

When engine is equipped with white classification lights they must be illuminated by day and by night when running as an extra train. When so equipped white flags will not be displayed as provided by Rule 21-B.

RULE 97. On double track or two main tracks or within Interlocking, CTC or A-PB limits trains may run extra without train-order authority moving with the current of traffic on double track, but must obtain clearance before commencement of trip, if at an open train-order office.

RULE 99-C. Will apply between the following stations:
Skidmore and Brownsville Beeville and Tower 112
Corpus Christi and Skidmore

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

RULE 104-A. When inside switches are not equipped with hooks or locks, it will not be necessary to otherwise secure or render report.

RULE 105. When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

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

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

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM
KEY-RELEASES**

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

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

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

ELECTRIC SWITCH LOCKS

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

Within CTC or Interlocking limits before lock-box door is opened to enter main track or controlled siding, permission must be obtained from train dispatcher or operator, who must be notified when work completed and lock-box door closed and locked.

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

Lock lever must not be returned to lock position until all movements over switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked.

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

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

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

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

MECHANICAL SWITCH LOCKS

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

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

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

RULE 535. Where switch point indicators are provided for protection of facing point movement over spring switches the following will govern:

Aspect	Indication
Green	Lined for normal movement
Red	Stop; open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

RULE 605. INTERLOCKING

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

CENTRALIZED TRAFFIC CONTROL

RULE 765. Within CTC or A-PB limits where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for meeting or passing of trains.

RULE 765-A. The first sentence is amended to read as follows: When track is obstructed or impassable or before Maintenance of Way and Structures employes obstruct track or in any way render track impassable between stations, foreman will obtain work limits and clock time limit between opposing absolute signals from train dispatcher unless protected by Form Y train order.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident, it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses, identification of train; confirmation that whistle, bell and headlight or headlights were operating; and direction of vehicle. Signed statements are not to be given. Should police officers desire any additional information, they should be courteously referred to Claims Department representative.

RULE 824. At terminals where Special Instructions require application of hand brakes on freight trains, outgoing crews may release surplus hand brakes but must know that the required number of hand brakes are not released until road engine is coupled and brake system charged.

RULE 827. Back-up movements must not be made for purpose of making inspection. When necessary to make back-up movement under other conditions, extreme care must be exercised to be sure all brakes are released and minimum necessary power used in starting and shoving train.

When setting out cars with hot boxes, packing must be removed from box, fire extinguished and packing left in safe location. Avoid leaving cars near wooden structures. If evidence of fire on car, responsible employe, using member of train crew if necessary, should be left in charge, with fire extinguisher or other fire-fighting material.

RULE 829. If hot bearing, brakes sticking, wheels sliding, dragging equipment, insecure lading, or any other dangerous condition is detected or crew notified of such condition, train must stop, have inspection made by crew, and condition corrected, if possible, or other action taken to insure safety.

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

RULE 880. Competent firemen may be provided with a card, form S-2209, issued by Road Foreman of Engines, permitting them to handle engines in presence and under direction of engineer, responsibility remaining with engineer, as follows:

1. In yard service not to exceed two hours in any eight hour shift, after fireman has had at least one year's experience.
2. In road freight service after fireman has had two years actual service and at least one year in road service.
3. Firemen, regardless of experience, shall not be permitted to operate engines handling occupied passenger and outfit equipment.

AIR BRAKE RULES

RULE 2. When temperature is 32 degrees above zero or less, air brake system must be blown out as follows before coupling any engine to any train:

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Place automatic brake valve handle on lap, then open angle cock at rear of engine, then move brake valve handle suddenly to release position, with selector cock in main reservoir position, causing heavy flow of air throughout brake pipe, which should blow out any condensation that may have accumulated in brake system. Similar action must be taken when yard air is used.

Before road test is made on any freight train, after engine is coupled to train, blow out air brake pipe hose on head end of train as follows:

Close angle cocks between second and third cars; break air hose under pressure; close angle cocks between first and second cars; break air hose under pressure; close angle cocks between first car and engine; break air hose under pressure; then couple hose and cut in all closed angle cocks. During this test, engineer must drain dirt collector on brake pipe.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br. Cyl. Rel.", or by a diamond shaped stencil or by noting that ends of release rods form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 23. The following series of cars are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

- SP 345000 - 345669 Gondolas
- SP 463500 - 463999 Hoppers (open top)
- SP 467500 - 467549 Hoppers (open top)
- SP 491000 - 491059 Hoppers (covered)
- SP 492000 - 492039 Hoppers (covered)
- SP 500604 Flat Car

Before leaving a station where such cars have been added to the consist, engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 33. When gross tonnage of freight trains handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of trains must not exceed 45 MPH.

MISCELLANEOUS

When trains or engines meet or pass in vicinity of public crossings at grade, they must take such additional measures as may be necessary to know that every reasonable effort is made to avoid vehicular accidents.

Cars with gross weight in excess of that shown below must not be handled between stations listed:

Between	Cars
El Paso and Glidden	300,000
Spofford and Eagle Pass	*263,000
San Antonio and Kerrville	**251,000
Harwood and Gonzales	251,000
San Antonio and Corpus Christi	***251,000
Gregory and Rockport	****251,000
Skidmore and McAllen	263,000
Edinburg Jct. and Brownsville	263,000

*Cars with gross weight exceeding 251,000 lbs. must not be handled over Bridge 34.42 Rio Grande River.

**When handling cars with gross weight of more than 210,000 lbs. speed of 20 MPH must not be exceeded over all bridges between Tower 112 and Kerrville.

***Cars with gross weight of 286,000 lbs. may be handled between Gregory and Beeville, and when gross weight of car exceeds 251,000 lbs., speed of 25 MPH must not be exceeded between Gregory and Skidmore.

Cars with gross weight of 263,000 lbs. may be handled between Beeville and San Antonio but must have an empty car on each side of any load in excess of 251,000 lbs. over Bridge 44.64 San Antonio River.

****Cars with gross weight of 286,000 lbs. may be handled between Gregory and Reynolds Aluminum plant, and when gross weight of car exceeds 251,000 lbs., speed of 20 MPH must not be exceeded.

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

NOMINAL CLASSIFICATION	RUNNING FORWARD	Train or Light
	With	BACKWARD
	Train or Light	With
DF-1 to 12 with 60/17 gear ratio trucks	75	#30
DF-1 to 15 with 61/16 gear ratio trucks	75	#30
DF-1 to 14 with 62/15 gear ratio trucks	70	#30
DF-100	65	#65
DF-101, 103 to 107, 109 and 112	35*	#35*
DF-115, 119, 123, 126	65	#65
DF-114, 117 with 62/15 gear ratio trucks	65	#65
DF-114, 117 with 65/12 gear ratio trucks	55	#55
DF-116, 118, 120	70	#70
DF-121, 122, 124, 125	70	#70
DF-127	65	#65
DF-500, 501	70	#70
DF-502	70	#70
DF-600, 601	70	#70
DF-602, 603, 606 with 60/17 gear ratio trucks	75	#75
DF-602, 603, 606 with 61/16 gear ratio trucks	75	#75
DF-604, 605, 607 to 616	70	#70
DF-617 to 624, 700, 701	75	#75
DF-800	70	#30
DF-801	70	#70
DF-802	75	#75
DP-4, 7, 12	75	#30
DP-5, 6, 8, 9, 10, 11	75	#30
DP-13	75	#30
DS-1, 4, 5	45	45
DS-6 to 12	60	60
DS-100 to 108, 110 to 115, 117 to 122	60	#60
DS-109	65	65
DS-200 to 205	35	35
DS-300 to 302	35*	#35*
DS-303	65	#65
DS-400 to 402	65	#65
DS-500 to 506	55	#55
DS-600 to 606	65	#65
DS-607	60	#60
RDC	75	#30
Any steam or diesel locomotive not listed	35	25
ENGINE NUMBERS		
SSW 750 to 763	75	#75
SSW 800 to 819	75	#75
SSW 820 to 831	70	#70
SSW 850 to 859	75	#75
SSW 901 to 975	70	#30

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

**When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

*Except when operating on branch lines speed restricted to 30 MPH and on all lines with less than 90 lb. rail must not exceed 25 MPH.

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

DF-1-15 and DP class engines operated with engineer in other than lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

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

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

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

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

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL or 26L brake equipment, may be handled in any convenient location in train.

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

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

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown on Page 5 is subject to further restrictions applicable to engines in train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on Page 4, **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AND OTHER MAXIMUM SPEEDS** appearing on Page 6 and **TONNAGE RATING TABLE** appearing on Pages 19 and 20 of Special Instructions for All Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

NOTE: PROTECTED CURVES— SPEED SIGNS GOVERN	PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT AND MIXED
	MPH	MPH
BETWEEN		
El Paso & Glidden.....	*75	60
Eagle Pass and Spofford.....	30	30
Kerrville and MP 266.5 (Kerrville Branch)...	25	25
MP 266.5 (Kerrville Branch) and Tower 112.....	30	30
Gonzales and Harwood.....	20	20
Beeville and Skidmore.....	50	50
Skidmore and Alice.....	49	49
Alice and Harlingen.....	45	45
Harlingen and Brownsville.....	35	35
Edinburg Jct. and McAllen.....	40	40
Corpus Christi and Skidmore.....	40	40
Beeville and Tower 112.....	49	49
Rockport and Gregory.....	20	20

*Light engine may operate at passenger train speed not exceeding 70 MPH.

Between El Paso and Flatonia, SP freight trains, unless otherwise restricted, containing no restricted cars (as described on page 6 under "Maximum Speed Permitted with Certain Equipment"), are authorized to operate at passenger trains speeds, not exceeding 65 MPH, and on restricted curves, speed signs for passenger trains will govern but not exceed 60 MPH, provided:

1. Do not exceed 120 cars and 40 tons per operative brake; or,
2. When carrying 90 pound brake pipe pressure, do not exceed:

Number of Cars	Tons per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50
125	49

Between Flatonia and El Paso, BSM connection handling 105 cars or less, when tonnage per operative brake does not exceed above tabulation, unless otherwise restricted, 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.

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPEED RESTRICTIONS FOR MAIN TRACK:	Not Exceeding MPH
Through turnout at east end of double track, East Yard	25
Through turnout at west end of double track, Withers	35

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
Through turnouts on other than sidings.....	10
On Branches	10

EL PASO TERMINAL

On all turnouts listed below:	
West and East turnouts Ice House crossover	25
Industry tracks	10
Repair, store and material tracks, shop yard	10

SAN ANTONIO DIVISION

Through turnouts and controlled sidings Alpine Junction, Paisano, Sierra Blanca, Lasca, Small, Finlay, McNary, Iser, Tornillo and Clint	25
Through turnouts T&P psgr. and frt. connections Sierra Blanca.....	25
Leaving east and west turnout No. 1 track Sanderson	25
Cadet Spur (San Antonio).....	20

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Maximum speed leaving the following siding turnouts is:

	MPH		MPH		MPH		MPH	
	West End	East End	West End	East End	West End	East End	West End	East End
Bola	25	25	Amistad	25	25			
Collado	20	20	Johnstone	25	25			
Chispa	25	25	Pinto	25	25			
Valentine	25	25	Spofford	25	25			
Quebec	25	25	Odlaw	25	25			
Aragon	20	20	Obi	25	25			
Marfa	25	25	Uvalde	25	25			
Altuda	25	25	Knippa	20	25			
Marathon	25	25	Sabinal	20	25			
Warwick	20	25	Hondo	25	25			
Tesnus	20	20	Dunlay	20	25			
Rosenfeld	25	25	Lacoste	25	25			
Emerson	20	20	Kirby	25	20			
Mofeta	20	25	Schertz	20	20			
Shaw	25	25	Seguin	20	20			
Malvado	25	25	Kingsbury	20	20			
Pumpville	20	20	Luling	25	20			
Langtry	20	25	Sandy Fork	25	25			
Shumla	25	—	Waelder	20	20			
Comstock	20	25	Flatonja	25	—			

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH El Paso to Glidden	MPH on Main Tracks East Yard to Brownsville, Skidmore to Corpus Christi	MPH on other Main Tracks
Scale Test Cars, except SP MW 2024 may operate at freight train speed for territory in which operated	40	40	30
Cars with arch bar trucks	40	35	25
Pile-drivers	40*	25*	20*
Relief outfits with steam derrick	35*	25*	20*
Power shovel on own wheels	35*	25*	20*
Ditcher on own wheels	35*	25*	20*
Locomotive cranes:			
with boom disconnected, light end forward	20*	20*	20*
with boom in place either end forward	25*	25*	20*
with boom disconnected, heavy end forward, except:			
SP MW 5858	45	25*	20*
	35*	25*	20*

When handling equipment shown above movement must not exceed 15 MPH between Gonzales and Harwood.

[‡]The maximum speed for twin or multiple loads between El Paso and Glidden is 60 MPH.

*On curves where authorized speed is more than 15 MPH, speed must be reduced to 5 MPH less than shown on speed signs.

Maximum speed permitted with relief outfits with relief cranes SP MW 5846, 5847, 5850, 5851, 7032 is 45 MPH on main track El Paso to Glidden. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

When SP MW 5852 locomotive crane pile driver is handled in trains boom must be in trailing position.

SP MW 5852 must not be operated between the following stations unless specifically authorized by Superintendent:

Spofford and Eagle Pass	Edinburg Jct. and Brownsville
Gregory and Corpus Christi	San Antonio and Kerrville
Gregory and Rockport	Harwood and Gonzales
Alice and McAllen	

Where permitted to operate, speeds are to be the same as shown for locomotive cranes under section headed "Maximum Speed Permitted With Certain Equipment".

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose	65	—
Passenger trains with caboose	65	—
Engine and caboose only, except must not exceed speed for same engine running light	—	65
Logs loaded on flat or logging cars, except on curves	—	25
through truss bridges and passing stations	—	20
	—	15

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

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

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

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

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

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

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

RULE 26. On diesel fueling tracks at Piedras and Laurel Sts., El Paso, a blue light will not be attached to reflectorized blue "Men At Work" signs when displayed at night.

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

West MP	East MP
1319.87	El Paso (No. 2 Track)_____
1291.54	" (No. 1 Track)_____
	" (Carrizozo Subdivision)_____ 1300.54
	San Antonio Division_____ 820.00

Freight trains must not enter receiving tracks unless proceed signal received from yardman, green flag by day, green light by night, or on oral instructions from yardmaster or his representative.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

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

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

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

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

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

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

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

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

Movements against the current of traffic between end of CTC, Anapra and Tower 196, El Paso, may be authorized by Train order or orally by the Train Dispatcher and protection for such movement authorized orally will be provided jointly by the Train Dispatcher and the Yardmaster, El Paso.

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

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

- Signal 8231 governs movement on Westward Track.
- Signal 8233 governs movement from drill track to Westward Track.

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

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

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

- Top unit governs movement on Eastward Track;
- Bottom unit governs movement into yard.

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

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

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

- Signal 8223 governs movement on Westward Track;
- Signal 8225 governs movement from yard to Westward Track and will not display any indication unless crossovers are lined for movement from yard to Westward Track.

RULE 535. SPRING SWITCHES

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

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

RULE 605. INTERLOCKING

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

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

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

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

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

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

Tower 47: Limits on No. 1 Track and No. 2 Track extend from eastward interlocking signals near (San Antonio Division) MP 828.20 east of trainway to westward interlocking signals at (San Antonio Division) MP 827.40 and on Carrizozo Subdivision to absolute signal at MP 1297.82.

Westward three-unit signal at MP 1297.82 Carrizozo Subdivision governs movements as follows:

- Top unit _____ Westward to No. 1 Track;
- Middle unit _____ Eastward to San Antonio Division Double Track;
- Bottom unit _____ To other diverging routes.

SPECIAL INSTRUCTIONS—EL PASO TERMINAL

Eastward two-unit signal at connection with Carrizozo Subdivision and San Antonio Division Double Track governs movement as follows:

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

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

GENERAL REGULATIONS

RULE 825. Before engine is detached in A, B, C and D units or before engine is detached from freight trains yarded on eastbound or westbound main track at Dallas Street, at least five hand brakes must be set on east end and five hand brakes on west end of trains and cuts of cars, unless authorized by Yardmaster on arrival to not set brakes on west or east end of train. Any employe releasing any of these brakes must first set as many others to replace them.

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

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

RULE 826. Indicator lights located above tracks at each end of East and West crossovers from C Yard lead to track 18 and at crossover leading from track 16 to track 17 of P.F.E. icing platform, govern movement on those tracks as follows:

- Green—Tracks may be used for train or switching movements.
- Yellow—Tracks may be entered, switched and engines, cars or cabooses added or detached.

- Red —Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
- Not lighted—Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

MISCELLANEOUS

The El Paso Terminal is under the jurisdiction of the Superintendent of the Tucson Division.

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

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

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

SPEED RESTRICTIONS ON MAIN TRACK:

Not Exceeding MPH

Between west limits Tower 196 (San Antonio Division) MP 829.90 and Dallas Street (San Antonio Division) MP 827.71.....	20
Between Dallas Street (San Antonio Division) MP 827.71 and east limits Tower 47 (San Antonio Division) MP 827.40, and between Dallas Street (San Antonio Division) MP 827.71, and east limits Tower 47 Carrizozo Subdivision MP 1297.82.....	15
Between east limits Tower 47 (San Antonio Division) MP 827.40 and (San Antonio Division) MP 820.00.....	35

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

(For movement within yard limits El Paso, also see Special Instructions, El Paso Terminal)

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

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

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

West MP		East MP
	El Paso (Valentine Subdivision).....	820.00
737.18	(East limits of CTC) Sierra Blanca.....	735.00
670.31	Valentine.....	665.96
634.82	Marfa.....	629.84
611.20	Alpine.....	604.00
579.00	Marathon.....	572.19
517.61	Sanderson.....	504.40

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

On Signal.....	Approaching
Eastward Signals.....	
East End Siding.....	Sierra Blanca
Westward Signals.....	
West End Siding.....	Marfa

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

Station	Location	Direction
Marathon.....	On train-order signal Eastward and Westward	
Marfa.....	On mast signal 6320.....	Westward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

When flashing white light on Signal 6320 or letter "M" is not displayed on Signals 6319 or 6317 governing westward trains, west end siding Marfa, permission must be obtained from train dispatcher before passing fouling point of siding.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

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)	
P-A	High water detector Bridge 784.05 (East end siding Iser)	P-A
P-A	(East end siding McNary)	
P-7672	High water detector Bridge 767.55	P-7671
P-7672	High water detector Bridges 766.86 and 766.94	P-7635
P-A	(East end siding Finlay)	
P-7578	High water detector Bridge 760.07	P-7579
P-7578	High water detector Bridge 756.60 (West end siding Small)	P-A
P-7326	High water detector Bridges 731.62 and 731.49	P-7307
P-7230	Spring switches, Bola	P-7213
P-7208	High water detector Bridges 719.70 and 718.73	P-7179
P-7180	High water detector Bridges 717.49, 716.45, 716.09 and 715.91	P-7155
P-7154	High water detector Bridges 714.65, 713.60 and 713.20	P-7125
P-7126	High water detector Bridges 710.77 and 709.10	P-7091
P-7090	High water detector Bridges 707.57, 707.14, 706.27 and 705.92	P-7057
P-7058	High water detector Bridge 705.32	{P-7047 P-7045
P-7046	Spring switches, Collado and High water detector Bridges 704.27 and 703.20	P-7027
P-7028}	High water detector Bridges 702.47	
P-7026}	and 702.11	P-7017
P-7016	High water detector Bridge 700.87 and Culvert MP 700.13	P-6997
P-6998	High water detector Bridges 699.31, 698.24, 697.92 and 697.78 and Culvert MP 698.74	P-6973
P-6846	Spring switches Chispa and High water detector Bridges 684.54 and 683.78	P-6829
P-6686	Spring switches, Valentine	P-6671
P-6608	Spring switches, Quebec	P-6591
P-6560	High water detector Bridge 653.94	P-6525
P-6526	High water detector Bridge 651.82	P-6519
P-6518	High water detector Bridge 651.00	P-6507
P-6506	High water detector Bridges 650.46 and 649.94	P-6489
P-6438	Spring switches, Aragon and High water detector Bridge 643.12	P-6421
P-6420}	High water detector Bridge 641.85	
P-6422}		P-6411
P-6388	High water detector Bridge 637.02	P-6369
P-6388	High water detector Bridge 636.41	P-6345
P-6320	Spring switches, Marfa	P-6303
P-6242	High water detector Bridge 622.51	P-6223
P-A	(East end siding Paisano)	
P-6176	High water detector Bridge 618.08	P-6153
P-6176	High water detector Bridge 617.30	P-6153
P-6152	High water detector Bridge 612.75	P-6127
P-6128	High water detector Bridge 610.69 (West end siding Alpine Junction)	P-A
P-6066	High water detector Bridge 605.35	P-6055
P-5984	High water detector Bridge 597.80	P-5957
P-5928	Spring switches, Altuda	P-5909
P-5908}	High water detector Bridge 590.61	
P-5910}		P-5899
P-5900	High water detector Bridge 588.80	P-5867
P-5868	High water detector Bridge 585.83	P-5835

Eastward Signal	Protection	Westward Signal
P-5786	Spring switches, Marathon and High water detector Bridge 577.57	P-5767
P-5684	Spring switches, Warwick	P-5665
P-5656	High water detector Bridge 564.54	P-5639
P-5600	High water detector Bridge 559.28	P-5585
P-5586	High water detector Bridge 556.61	P-5565
P-5534	Spring switches, Tesnus	P-5515
P-5516}	High water detector Bridges 551.45,	
P-5518}	550.52 and Culvert MP 550.94	P-5503
P-5482	High water detector Bridges 548.01, 547.45 and 546.90	P-5463
P-5444	High water detector Bridge 542.67	P-5421
P-5414	Spring switches, Rosenfeld	P-5395
P-5386	High water detector Bridge 536.80	P-5365
P-5366	High water detector Bridges 534.87 and 534.82	P-5345
P-5322	High water detector Bridges 531.91 and 531.08	P-5311
P-5288	High water detector Bridges 528.60 and 527.35	P-5271
P-5270	High water detector Bridge 526.50	{P-5257 P-5255
P-5258	Spring switches, Emerson	P-5241
P-5198	High water detector Bridges 519.50 and 518.39	P-5179
P-5168	Spring switch west end yard Sanderson	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time-Release
Bola, west and east end siding	3 mins.
Collado, west and east end siding	3 mins.
Chispa, west and east end siding	3 mins.
Valentine, west and east end siding	3 mins.
Quebec, west and east end siding	3 mins.
Aragon, west and east end siding	3 mins.
Marfa, west and east end siding	3 mins.
Altuda, west and east end siding	3 mins.
Marathon, west and east end siding	3 mins.
Warwick, west and east end siding	3 mins.
Tesnus, west and east end siding	3 mins.
Rosenfeld, west and east end siding	3 mins.
Emerson, west and east end siding	3 mins.
Sanderson, west end yard	3 mins.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location	Normal Position	
Bola	West and east end siding	Main track
Collado	West and east end siding	Main track
Chispa	West and east end siding	Main track
Valentine	West and east end siding	Main track
Quebec	West and east end siding	Main track
Aragon	West and east end siding	Main track
Marfa	West and east end siding	Main track
Altuda	West and east end siding	Main track
Marathon	West and east end siding	Main track
Warwick	West and east end siding	Main track
Tesnus	West and east end siding	Main track
Rosenfeld	West and east end siding	Main track
Emerson	West and east end siding	Main track

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

Location	Normal Position	
Sanderson	West end yard	Main Track
*Sanderson	Switch connecting east end	
	No. 1 and No. 2 track	No. 1 Track

*Equipped with switch point indicator.

This spring switch may be trailed through when lined for either No. 1 or No. 2 yard track.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	6686	Valentine	Proceed on main track to east end yard.
S	6686	Valentine	Enter siding.
2	6686	Valentine	Enter yard track No. 2.
3	6686	Valentine	Enter yard track No. 3.
M	6671	Valentine	Proceed on main track to west end yard.
S	6671	Valentine	Enter siding.
2	6671	Valentine	Enter yard track No. 2.
3	6671	Valentine	Enter yard track No. 3.
M	5168	Sanderson	Proceed on main track to fouling point east end No. 1 track.
S	5168	Sanderson	Enter yard track.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Belen and Sierra Blanca:

Limits extend between:

Absolute signals at fouling point end of double track Belen and absolute signals at T&P passenger junction, Sierra Blanca.

Dual control switches are equipped with selector lever and hand-throw lever.

Paisano and Alpine:

Limits extend between:

Eastward absolute signal located at west switch of siding Paisano and westward absolute signal located MP 606.6.

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

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

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

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

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 the required number of brakes will be set, as follows:

Sierra Blanca	—Not less than five brakes on east end.
All tracks	
Valentine	—Not less than four brakes on west end.
Alpine Junction	
Transfer Tracks	—Not less than ten brakes on east end.
Sanderson	—Not less than ten brakes on east end.

MISCELLANEOUS

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

MP	LOCATION	DESCRIPTION
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
619.10	East of Paisano..... Rock Cut.....	Side
618.80	East of Paisano..... Rock Cut.....	Side
515.82 } 515.90 }	Sanderson..... Brackets on poles south side main track.....	Overhead & Side

SPEED RESTRICTIONS

60 MPH Between MP 820.0 and Belen

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Marfa	60
Alpine	50

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public 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 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
301.93	1.22		

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

West MP	East MP	
517.61	Sanderson	504.40
380.56	Del Rio	373.91
343.70	Spofford (Del Rio Line).....	339.03
1.61	Spofford (Eagle Pass Branch).....	
320.98	Cline	318.20
303.28	Uvalde	299.17
260.65	Hondo	257.07
225.00	San Antonio	
	Eagle Pass	31.52
242.40	San Antonio (Kerrville 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.

Kerrville: Main track ends at Lumber Spur switch MP 308.27. All tracks west of this point are yard tracks.

RULE 103-A.

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

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

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

Eagle Pass	Quarry Street
Cline	Highway 90
Knippa	Highway 90

RULE 104.

Normal position of rigid switches at junction:

Spofford Stem wye switch Eagle Pass branch and west wye switch lined for movement Eagle Pass branch into yard track No. 2.

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

On Signal	Approaching
4434	Langtry

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

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

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

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

Eastward Signal	Protection	Westward Signal
P-4928	Spring switches, Mofeta	P-4909
P-4816	High water detector Bridge 480.54	P-4791
P-4778	Spring switches, Shaw	P-4759
P-4666	Spring switches, Malvado	P-4645
P-4594	High water detector Bridge 457.56	{P-4573 P-4571
P-4574	Spring switches, Pumpville	P-4555
P-4482	Falling rock detector west of Langtry	P-4465
P-4466	High water detector MP 445	P-4447
P-4448	High water detector MP 444	{P-4435 P-4433
P-4434	Spring switches, Langtry	P-4413
P-4396	High water detector MP 438	P-4381
P-4326	Spring switches, Shumla	P-4305
P-4284*	Dragging equipment detector Pecos River Bridge	P-4279#
P-4172	High water detector Bridge 415.66	P-4157
P-4144	Spring switches, Comstock	P-4123
P-4114	High water detector Bridge 409.94	P-4097
P-4038	High water detector Bridge 403.60	P-3995

Eastward Signal	Protection	Westward Signal
P-3944	*Dragging and wide load equipment detector Devil's River Bridge	{P-3925* P-3923*
P-3926	Spring switches, Amistad	P-3905
P-3858	High water detector Bridge 385.03	P-3835
	Spring switch east end yard, Del Rio	P-3775
P-3710	Spring switches, Johnstone	P-3693
P-3672	High water detector Bridge 365.99	P-3659
P-3556	Spring Switches, Pinto	P-3537
P-3418	Spring switches, Spofford	P-3401
P-3256	Spring switches, Odlaw	P-3239
P-3160	Spring switches, Obi	P-3143
P-3092	High water detector Bridge 307.79	P-3075
P-3032	Spring switches, Uvalde	P-3015
P-2906	Spring switches, Knippa	P-2889
P-2794	Spring switches, Sabinal	P-2777
P-2614	Spring switches, Hondo	P-2579
P-2492	Spring switches, Dunlay	P-2473
P-2360	Spring switches, Lacoste	P-2343

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

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

When signal displays stop indication without flashing white light, careful inspection must be made of entire train for derailed wheels, dragging equipment or other unsafe condition before proceeding in accordance with Rules 507, 509 or 510.

*Signal P-3944 governing eastward trains and signals P-3925 and P-3923 governing westward trains, at Devil's River Bridge are equipped with unit for display of flashing white light; see Rule 292.

When signal displays stop indication and, in addition, flashing white light, train may proceed in accordance with Rules 507, 509 and 510.

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 signal after which signal should indicate proceed. If signal fails to indicate proceed, Rules 507, 509 and 510 must be complied with.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Release	Time-Release
Mofeta, west and east end siding	3 mins.
Shaw, west and east end siding	3 mins.
Malvado, west and east end siding	3 mins.
Pumpville, west and east end siding	3 mins.
Langtry, west and east end siding	3 mins.
Shumla, west and east end siding	3 mins.
Comstock, west and east end siding	3 mins.
Amistad, west and east end siding	3 mins.
Del Rio, east end yard	3 mins.
Johnstone, west and east end siding	3 mins.
Pinto, west and east end siding	3 mins.
Spofford, west and east end siding	3 mins.
Odlaw, west and east end siding	3 mins.
Obi, west and east end siding	3 mins.
Uvalde, west and east end siding	3 mins.
Knippa, west and east end siding	3 mins.
Sabinal, west and east end siding	3 mins.
Hondo, west and east end siding	3 mins.
Dunlay, west and east end siding	3 mins.
Lacoste, west and east end siding	3 mins.

RULE 516: Overlap post:

Odlaw Eastward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location	Normal Position
Mofeta	West and east end siding Main track
Shaw	West and east end siding Main track
Malvado	West and east end siding Main track
Pumpville	West and east end siding Main track
Langtry	West and east end siding Main track
Shumla	West and east end siding Main track
Comstock	West and east end siding Main track
Amistad	West and east end siding Main track
Johnstone	West and east end siding Main track
Pinto	West and east end siding Main track
Spofford	West and east end siding Main track
Odlaw	West and east end siding Main track
Obi	West and east end siding Main track
Uvalde	West and east end siding Main track
Knippa	West and east end siding Main track
Sabinal	West and east end siding Main track
Hondo	West and east end siding Main track
Dunlay	West and east end siding Main track
Lacoste	West and east end siding Main track

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

Location	Normal position
Del Rio	East end yard Del Rio Main track
*Sanderson	Switch connecting East end No. 1 and No. 2 Tracks No. 1 track

*Equipped with switch point indicator.

This spring switch may be trailed through when lined for either No. 1 or No. 2 yard track.

RULE 605. INTERLOCKING

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

When signal does not display desired indication, member of crew must communicate with operator by telephone located near switch. When necessary to hand operate dual control switch, obtain permission from signal operator, then be governed by Rule 772.

Westward trains approaching Sanderson and finding governing interlocking signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track to fouling point west end No. 1 track.

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.

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

RULE 829: Hot box detectors are located at MP 313.3, between Cline and Uvalde, and at MP 243 between Dunlay and Lacoste.

When train enters approach circuit white light located at detector will display continuous illuminated white light while train is passing, and if light changes to flashing white light it will indicate a hot box. Light on south end of cross arm applies to south side of train, and light on north end of cross arm applies to north side of train.

When hot box is detected in addition to flashing white light a signal will be transmitted on radio as follows:

One beep indicates hot box on engineer's side and two beeps indicate hot box on fireman's side of train regardless of direction of movement.

When flashing white light is observed or beep signal is received on radio, train must be stopped immediately and inspected. If lights not burning, report should be made to Chief Train Dispatcher from next open train-order office.

MISCELLANEOUS

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	Overhead & Side
502.97	East of Sanderson	Highway 90 Overpass Overhead
481.80	East of Dryden	Rock cut Side
481.00	East of Dryden	Rock cut Side
475.47	East of Shaw	Thurston Canyon Bridge Overhead & Side
474.20	East of Shaw	Rock cut Side
473.34	East of Shaw	Thurston Canyon Bridge Overhead & Side
466.80	West of Malvado	Meyers Canyon Bridge Overhead & Side
440.35	East of Langtry	Rock cut Side
435.50	East of Langtry	Rock cut Side
430.20	East of Shumla	Rock cut Side
430.00	East of Shumla	Rock cut Side
429.10	East of Shumla	Rock cut Side
426.20	East of Shumla	Rock cut Side
422.80	West of Comstock	Rock cut Side
422.50	West of Comstock	Rock cut Side
421.80	West of Comstock	Rock cut Side
391.67	Amistad	Access Road Overpass Overhead
378.25	Del Rio	Texas Ave. Overpass Overhead
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
225.47	West of Withers	East Medina Bridge Overhead & Side

EAGLE PASS BRANCH

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

KERRVILLE BRANCH

285.54	East of Comfort	Guadalupe Bridge	Overhead & Side
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SPEED RESTRICTIONS

15 MPH between MP 276.95 and MP 277.05, (Kerrville Branch) account possibility of falling rock expecting to find large rocks on track.

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Del Rio	30
Sabinal	45
Hondo	45

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

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

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	
	EASTWARD	WESTWARD
208.80	0.50	207.35 207.98
		0.95 0.32

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

West MP	East MP
225.00	San Antonio (Del Rio Subdivision).....
242.40	San Antonio (Kerrville Branch).....
5.37	San Antonio (Alice Subdiv.).....
	San Antonio (Flatonja Subdivision)..... 201.00

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

MP 238.6 (Kerrville Branch)—M. P. crossing: Standard crossing gate equipped with light is located at grade crossing between main track of M. P. and main track of SP.

Light on gate will display RED when gate is set against route and GREEN when route is clear.

Movements approaching crossing on either line must be made with caution (restricted speed) prepared to stop before crossing is reached. When gate is set against M. P. movements, SP movements may be made over crossing without stopping by operating the power unit over crossing at restricted speed, not exceeding six (6) MPH, after which train may be operated at maximum authorized speed.

Should gate be inoperative or should light not be displayed by night, movements on either line must stop and route known to be clear before proceeding. Crews of both M. P. and SP will not be required to change position of gate after making move over crossing.

MP 238.2 (Kerrville Branch)—MKT crossing

RULE 103-A. Sherman, Burlleson, Lamar, Burnet, Dawson, Houston, Crockett, Center, Commerce, Montana, Wyoming, Dakota and South Flores Streets, San Antonio, are equipped with automatic crossing gates. Key-controller is provided at each crossing, except Sherman, Burlleson, Lamar, Burnet 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, Hildebrandt Avenue,
Cincinnati Avenue, Culebra Avenue,
and Probandt Street.

Speed may be resumed after crossing is covered.

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

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

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

Eastward Signal	Protection	Westward Signal
P-2188	Spring switch end double track Withers.....	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time-Release
Withers, Dwarf signal only.....	3 minutes

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 as applied to single track or Rule 510 will apply when signals display stop indication for trains moving against current of traffic.

RULE 535. SPRING SWITCH

Spring switch equipped with facing point lock located as follows:

Location	Normal position
Withers.....	End double track..... Eastward track

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

Location	Normal Position
San Antonio.....	West end crossover from station tracks to westward track..... Westward track

RULE 605. INTERLOCKING

Tower 105 (MP Crossing): When Signal 2140 (approaching Tower 105 eastward, on eastward track) displays stop indication, eastward trains or engines with more than 80 cars must stop clear of Kirk Street and communicate with operator before proceeding, to avoid blocking Zarzamora Street.

Tower 112 (MKT Crossing).

Tower 121 (Olive Street, San Antonio):

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

East Yard: 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.

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

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between MP 225.00 (Del Rio Subdivision) and Withers.

Absolute signals located at:

MP 225.00 on main track,

Fouling point on Priest Spur, MP 224.30, (Electric

Fouling point on Cadet Spur, MP 221.80, (Locks

Fouling point westward and eastward main track, Withers.

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 two 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.

SPECIAL INSTRUCTIONS—SAN ANTONIO YARD LIMITS

MISCELLANEOUS

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

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

MP	LOCATION	DESCRIPTION
223.90	West of Withers.....	Highway Overpass.....Overhead & Side
221.82	East of Withers.....	Loop 410 Overpass.....Overhead
217.89	East of Withers.....	Loop 13 Overpass.....Overhead
212.16	Del Rio Subdiv.....	Nogalitos Street Underpass.....Side
240.42	Kerrville Branch.....	Expressway Underpass.....Side
238.34	Kerrville Branch.....	Expressway Underpass.....Side
209.35	San Antonio Psgr. Sta.	Depot Umbrella Sheds.....Overhead & Side
208.10	Curve at Diesel Shop.....	Fence (westward track).....Side
206.24	Flatonia Subdiv.....	MKT Underpass.....Side
204.64	West of Kirby.....	Salado Creek Bridge.....Overhead & Side
203.89	West of Kirby.....	Highway Overpass.....Overhead
203.37	West of Kirby.....	Loop 13 Overpass.....Overhead

SPEED RESTRICTIONS

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

Between	MPH
MKT Underpass to East Yard office.....	40
East Yard office to Zarzamora Street.....	30
Zarzamora Street to West City Limits.....	40
Tower 112 to City Limits (Kerrville Branch).....	15
Tower 112 to MP 5.37 (Alice Subdivision).....	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

Do not exceed 10 MPH in eastward movement over Lone Star Boulevard, Mile Post 0.1, Alice Subdivision.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

(For movements within yard limits San Antonio, see Special Instructions, San Antonio Yard Limits. For movements between Flatonia and Hearne, see Special Instructions, Flatonia Subdivision Dallas Division.)

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	
		120.03	1.08
		119.91	1.20

Rule 93. Yard limits are established at the following stations:

West MP	East MP
San Antonio.....	201.00
180.00 Seguin.....	171.87
156.00 Luling.....	152.25
145.25 Harwood.....	142.00
122.76 Flatonia (San Antonio-Glidden).....	118.00
27.80 Flatonia (Yoakum-Hearne).....	30.53
108.40 Schulenburg.....	106.10
90.00 Glidden.....	78.16

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

RULE 103-A. 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 221. Unit for display of flashing white light installed at following location:

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

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

RULE 306. 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-2030	Spring switches, Kirby.....	P-2015
P-1928	Spring switches, Schertz.....	P-1917
P-1738	Spring switches, Seguin.....	P-1727
P-1648	Spring switches, Kingsbury.....	P-1635
P-1556	Spring switches, Luling.....	P-1535
P-1398	Spring switches, Sandy Fork.....	P-1387
P-1312	Spring switches, Waelder.....	P-1301
P-970	Collision detector highway underpass Bridge 95.36.....	P-933

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

Signs reading "Approach Circuit" located 200 feet east of Signal 1927 on north side of siding Schertz and 200 feet east of Signal 1395 on south side siding Sandy Fork, governs westward trains on siding, trains must not pass these signs or open a switch within approach circuit until opposing train has entered the block.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location	Normal Position
Kirby..... West and east end siding.....	Main track
Schertz..... West and east end siding.....	Main track
Seguin..... West and east end siding.....	Main track
Kingsbury..... West and east end siding.....	Main track
Luling..... West and east end siding.....	Main track
Sandy Fork..... West and east end siding.....	Main track
Waelder..... West and east end siding.....	Main track

RULE 605. INTERLOCKING

Flatonia (Tower 3, SP Crossing): West switch of siding is power-operated; switch and signals controlled by operator.

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letters	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	P-2030	Kirby	Proceed on main track to east end siding.
S	P-2030	Kirby	Enter siding.
M	P-2015	Kirby	Proceed on main track to west end siding.
S	P-2015	Kirby	Enter siding.
Z	P-1635	Kingsbury	Provided train holds timetable or train-order authority to continue on main track, it may pass signal displaying stop indication without stopping or inspecting spring switch as required by Rules 293 and 306 but must not exceed restricted speed through the block.

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 end siding, Kirby.

Signals controlled by operator, Tower 121, acting on 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.

Industry spur, MP 204.3.

Texaco spur, MP 203.7. (Electric lock)

Telephones for communication with operator, Tower 121, are located at the above tracks.

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.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines.....	Flatonia.....	Over track scales in Oil Mill Track.

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

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

SPEED RESTRICTIONS

6 MPH over St. Joseph Street crossing, Gonzales.

15 MPH through curve connecting Dallas Division and San Antonio Division, Flatonia

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Schertz.....	55
Seguin.....	45
Luling.....	40
Waelder.....	60
Flatonia.....	30
Schulenburg.....	30
Weimar.....	30

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—ALICE SUBDIVISION

(For movements within yard limits San Antonio, also see Special Instructions, San Antonio Yard Limits and for movements between Victoria and Beeville, see Special Instructions, Alice Subdivision Houston Division.)

RULE 10-J. Speed sign authorizing increase in speed to 25 MPH for eastward trains is located at Mile Post 146.53, just west of Reef Bridge, Corpus Christi. Speed may be increased immediately after engine passes sign.

LOCATION WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED.

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
ALICE SUBDIVISION					
18.88	18.24	17.13	16.40	17.13	18.24
BROWNSVILLE BRANCH					
143.65	142.89	142.65	142.00	142.65	142.89
160.61	159.25	159.00	158.22	159.00	159.25
171.69	170.97	170.73	170.07	170.73	170.97
173.15	172.81	172.61	171.92	172.61	172.81
192.02	191.36	191.13	190.52	191.13	191.36
204.40	203.74	203.25	202.53	203.25	203.74
McALLEN BRANCH					
144.90	144.11	143.93			

Rule 31. Corpus Christi city ordinance prohibits sounding of engine whistle except where there is imminent danger of an accident. In observing this ordinance, engineer should sound whistle if in his judgment an accident may be prevented.

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

West MP		East MP
	Brownsville	203.00
176.86	Harlingen	171.04
165.60	Santa Rosa	163.90
154.67	Elsa	152.56
	McAllen	150.50
145.00	Edinburg Yard (McAllen Branch).....	
143.97	Edinburg Yard (Brownsville Branch).....	138.87
81.50	Falfurrias	77.57
45.87	Alice	40.86
16.13	Mathis	10.99
	Corpus Christi	144.60
142.00	Gregory (Corpus Christi Branch).....	136.17
3.00	Gregory (Rockport Branch).....	
124.37	Sinton	121.23
106.30	Skidmore (Corpus Christi Branch).....	
1.60	Skidmore (Alice Subdivision).....	102.69
96.39	Beeville (Skidmore-East Yard).....	90.50
96.39	Beeville (Skidmore-Victoria)	143.00
63.05	Kenedy	60.35
	Kenedy (Yoakum Branch).....	174.68
5.36	San Antonio	

Brownsville: Main track ends at Edelstein spur, MP 203.88. All tracks west of this point are yard tracks.

McAllen: Main track ends at east switch of run-around track at Pecan Street, MP 151.13. All tracks west of this point are yard tracks.

Alice: There is no main track between MP 43.30 and MP 42.20. All tracks between these points are yard tracks.

Corpus Christi: Main track ends at MP 146.61. All tracks west of this point are yard tracks.

Kenedy: Main track ends at MP 174.68 (Yoakum Branch). All tracks west of this point are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

MP 205.1, Brownsville—M. P. Belt Crossing.

MP 152.0, McAllen—M. P. Crossing.

MP 43.4, Alice—Tex-Mex. Crossing: A standard crossing gate equipped with light is located at the grade crossing between main track of SP and main track of TEX-MEX.

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

Movements approaching crossing on either line must be made WITH CAUTION, (RESTRICTED SPEED), prepared to stop before crossing is reached. When gate is set against Tex-Mex movements, SP movements may be made over crossing without stopping by operating power unit over crossing at restricted speed, not exceeding six MPH, after which train may be operated at maximum allowable speed.

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

Drawbridges not interlocked:

Corpus Christi Ship Channel: Lift bridge on thoroughfare track is protected by gates equipped with lights. When gates are set for rail traffic, GREEN light may be displayed in center of track and on bridge above gate; when set for water traffic, a RED light may be displayed on gate in center of track and on bridge above gate. Trains or engines must approach gates with CAUTION and STOP if route is not clear. When route is clear trains or engines may proceed without stopping.

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

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

Harlingen	Highway crossing on tracks serving Valley Co-op Mill.
Elsa	Broadway, second crossing east of station.
McAllen	First highway crossing west of M. P. crossing, and over Pecan Street crossing.
Edinburg	Harriman Street, first crossing east of old passenger station.
Alice	Third Street and Fifth Street, except when engine is in lead in direction of movement.
Gregory	All crossings in Reynolds Aluminum Company Plant.
Kosmos	State Highway 35 crossing on Kosmos spur.
Rockport	Church Street, second street east of station.
Mathis	State Highway 359 crossing on M. P. Interchange track.

RULE 104. Normal position of rigid switches at junctions:
 Skidmore..... For Alice Line
 Kenedy..... For Alice Subdivision

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
	Spring switch east end wye, Edinburg Junction	P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

RULE 535. SPRING SWITCH

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

Location	Normal Position
Edinburg Junction..... Junction switch.....	Brownsville Line

- RULE 605. INTERLOCKING**
- Tower 112.** See Special Instructions San Antonio Yard Limits. **BROWNSVILLE BRANCH**
- Tower 151,** MP 191.3, M. P. Crossing—No operator on duty. Normally lined for SP.
- Tower 147,** MP 181.2, M. P. Crossing—No operator on duty. Normally lined for SP.
- Tower 146,** MP 155.3, M. P. Crossing—No operator on duty. Normally lined for SP.
- Tower 145,** MP 143.7, M. P. Crossing—No operator on duty. Normally lined for SP.
- Tower 149,** MP 136.0, M. P. Crossing—No operator on duty. Normally lined for SP.

RULE 680. AUTOMATIC INTERLOCKING

Harlingen..... Tower 138.....	M. P. Crossing.
Mathis..... Tower 159.....	M. P. Crossing.
Corpus Christi..... Thoroughfare Track.....	M. P. Crossing.
Sinton.....	M. P. Crossing.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK
Between Edinburg Junction and Edinburg Yard.
 Absolute signals at fouling points, Edinburg Junction, govern eastward movements on Brownsville Branch and from McAllen Branch.

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

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

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

Hand-operated main track switch serving International Paper Co. spur is not equipped with electric switch lock. Trains and engines using this spur must have main track occupied continuously or main track switch left open. This track must not be used for meeting or passing trains.

RULE 760. CENTRALIZED TRAFFIC CONTROL
 Skidmore and Beeville.
 Limits extend between:
 Eastward absolute signal, MP 103.8, east switch, Skidmore and

Westward absolute signals at junction of Alice-Victoria-East Yard Lines at Beeville.

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

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

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

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

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:

- Brownsville—Not less than two brakes on east end.
- Gregory—Not less than two brakes on west end.
- Skidmore—Not less than three brakes on east end.
- Karnes City—Not less than three brakes on west end.
- Arroyo, MP 180.06—Air brakes must be cut in on all cars handled beyond grain elevator on Port tracks.
- Burnell—Air brakes must be cut in on all cars handled on Pan American Petroleum tracks.

MISCELLANEOUS

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

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

Aransas Pass: Engines must not go beyond No. 2 track switch Great Lakes Dredge and Dock Co. tracks.

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

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

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

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

MP	LOCATION	DESCRIPTION
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ALICE-EAST YARD LINE

0.42	West of Skidmore..... Highway 181 Overpass.....	Overhead
13.88	West of Mathis..... Nueces River Bridge.....	Overhead & Side
44.64	West of Falls City..... San Antonio River Bridge.....	Overhead & Side
20.26	West of Saspmeco..... Calaveras Creek Bridge.....	Overhead & Side

BROWNSVILLE BRANCH

180.23	West of Harlingen Arroyo Bridge	Overhead & Side
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CORPUS CHRISTI BRANCH

144.75	East of Corpus Christi Reef Drawbridge.....	Overhead & Side
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SPECIAL INSTRUCTIONS—ALICE SUBDIVISION

SPEED RESTRICTIONS:

20 MPH within A-PB limits between Edinburg Junction and Edinburg Yard.

20 MPH through curve connecting Victoria and East Yard lines Beeville.

CORPUS CHRISTI BRANCH

18 MPH on thoroughfare track between MP 148 and joint SP-Tex-Mex yard, Corpus Christi.

25 MPH over Reef Bridge, Corpus Christi.

25 MPH over Fourth and Fifth Avenues Portland.

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Harlingen	18 except 6 over First Street (east of freight station)
Elsa	20
McAllen	15
Corpus Christi	18
Taft	15
Sinton	15
Beeville	20
Kenedy	20—until engine covers Calhoun and Main Streets, first crossings west and east of station.

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

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

CLASS	ENGINE NUMBERS	San Antonio	Kenedy	Kenedy	Beeville	Beeville	Corpus Christi	Beeville	Kenedy	Skidmore	Alice	McAllen	Edinburg Jct.	Brownsville	Gregory	Rockport
		and Kenedy	to Beeville	and Beeville	and Corpus Christi	to Kenedy	and Alice	and Edinburg Jct.	and Brownsville	and Gregory	and Rockport					
DP-3, 4, 7, 12.	5900 to 5909, 5916, 5917, 6000 to 6004, 6017, 6018, 6046 to 6054.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
DP-5, 6, 8 to 11.	5912, 5918 to 5924, 6007 to 6015, 6019 to 6045, 6055, 6057, 6058, 6060 to 6064.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
DF-1 to 11, 13.	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553.	1650	1500	3000	1600	1950	3730	3730	3000	—	—	—	—	—	—	—
DF-14.	600 to 637, 700 to 725.	2350	2150	5000	2250	3000	5300	5300	5000	—	—	—	—	—	—	—
DF-12 (With 60:17 gear ratio)	6446, 6448 to 6454, 6456, 6457.	1305	1185	2425	1225	1545	3165	3165	2425	—	—	—	—	—	—	—
DF-12 (With 62:15 gear ratio)	6447, 6455, 6458 to 6461.	1570	1425	2910	1475	1855	3800	3800	2910	—	—	—	—	—	—	—
DF-15 (With 61:16 gear ratio)	6462.	1440	1310	2670	1355	1705	3485	3485	2670	—	—	—	—	—	—	—
DF-100.	5200 to 5202.	1640	1495	3000	1545	1935	3900	3900	3000	—	—	—	—	—	—	—
DF-101, 103 to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278.	2580	2345	4775	2425	3045	5695	5695	4775	—	—	—	—	—	—	—
DF-109, 111.	4903 to 4905, 5252.	2995	2715	5560	2815	3540	6545	6545	5560	—	—	—	—	—	—	—
DF-114, 116, 117, 118.	5279 to 5293, 5308 to 5335.	2410	2190	4475	2265	2850	5725	5725	4475	—	—	—	—	—	—	—
DF-120, 121, 122, 124, 125.	5339 to 5444, 5449 to 5493.	2705	2460	5015	2545	3195	6570	6570	5015	—	—	—	—	—	—	—
DF-127.	7000 to 7020.	3240	2940	5995	3045	3825	6210	6210	5995	—	—	—	—	—	—	—
DF-500 to 501.	4800 to 4815.	3140	2555	5775	2950	3700	6585	6585	5775	—	—	—	—	—	—	—
DF-115, 119, 123, 126.	155 to 176, 5448, 5494 to 5507.	3150	2900	5700	3000	3700	6500	6500	5700	—	—	—	—	—	—	—
DF-502.	250 to 252.	3125	2850	5640	2945	3670	6415	6415	5640	—	—	—	—	—	—	—
DF-600 to 607, 610 to 616.	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895.	2350	2150	5000	2250	3000	5300	5300	5000	—	—	—	—	—	—	—
DF-608, 609.	5720 to 5722.	1808	1646	3280	1701	2126	4236	4236	3280	—	—	—	—	—	—	—
DF-617, 618, 620.	7200 to 7237, 7300 to 7309.	2686	2457	5714	2572	3429	6057	6057	5714	—	—	—	—	—	—	—
DF-619, 622, 623, 624.	7408 to 7484, 7500 to 7567.	3355	3070	7140	3215	4285	7570	7570	7140	—	—	—	—	—	—	—
DF-621.	7400 to 7407.	3020	2765	6425	2890	4240	6810	6810	6425	—	—	—	—	—	—	—
DF-700, 701.	8400 to 8402, 8500 to 8502.	—	6150	*14300	6430	8580	†15160	†15160	—	—	—	—	—	—	—	—
DF-800, 801, 802.	9000 to 9002, 9003 to 9017, 9018 to 9020.	—	4925	*11450	5150	6870	†12135	†12135	—	—	—	—	—	—	—	—
DS-6.	10.	850	790	1550	820	990	2310	2310	1550	—	—	—	—	—	—	—
DS-105, 111, 112, 114.	30 to 71, 89 to 94, 95 to 104.	1300	1200	2350	1250	1500	3500	3500	2350	—	—	—	—	—	—	—
DS-109.	72 to 88.	1300	1200	2350	1250	1500	3500	3500	2350	—	—	—	—	—	—	—
DS-300, 301, 302.	187 to 188, 189 to 190, 177 to 184.	2550	2300	4650	2400	3000	5850	5850	4650	—	—	—	—	—	—	—
DS-303.	185 to 186.	3150	2900	5700	3000	3700	6500	6500	5700	—	—	—	—	—	—	—
DS-400, 401, 402.	108 to 112, 113 to 118, 123 to 128.	1375	1350	2500	1450	1650	3500	3500	2500	—	—	—	—	—	—	—
DS-602.	12 to 16.	1000	900	1800	1000	1150	2700	2700	1800	—	—	—	—	—	—	—
Z-15.	925 to 959.	1315	1250	2500	1465	1665	2000	2000	2500	—	—	—	—	—	—	—
Z-17. 5-B-B.	820 to 831.	2350	2150	5000	2250	3000	5300	5300	5000	—	—	—	—	—	—	—
Z-20-B-B.	800 to 819.	2686	2457	5714	2572	3429	6057	6057	5714	—	—	—	—	—	—	—
Z-22-B-B.	750 to 763.	3020	2665	6425	2890	4240	6810	6810	6425	—	—	—	—	—	—	—
Z-24-C-C.	850 to 859.	3125	2850	5640	2945	3670	6415	6415	5640	—	—	—	—	—	—	—

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

① Restricted to 40 MPH.

† Restricted to 25 MPH.

* Class DF-700, 701, 800, 801, and 802 engines must not be operated between Gregory and Corpus Christi and must not exceed 40 MPH between Beeville and Skidmore and 25 MPH between Skidmore and Gregory.

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

CLASS	ENGINE NUMBERS														
		El Paso to Sierra Blanca	Sierra Blanca to Valentine	Valentine to MP 741	MP 741 to El Paso	Valentine to MP 420	MP 420 to Del Rio	Paisano to Valentine	Del Rio to Paisano	Del Rio to Sabal	Sabal and Lacoste	Lacoste and San Antonio			
DP-3, 4, 7, 12.....	5900 to 5909, 5916, 5917, 6000 to 6004, 6017, 6018, 6046 to 6054.....	1355	2185	1575	1920	1505	2030	2030	1425	1865	1480	2160			
DP-5, 6, 8 to 11.....	5912, 5918 to 5924, 6007 to 6015, 6019 to 6045, 6055, 6057, 6058, 6060 to 6064.....	1360	2190	1580	1920	1510	2035	2035	1430	1870	1480	2165			
DF-1 to 11, 13.....	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553.....	1250	1875	1550	1875	1400	1875	1875	1200	1425	1400	1875			
DF-14.....	600 to 637, 700 to 725.....	2650	3520	2550	3090	2425	3270	3270	2310	3025	2410	3475			
DF-12 (With 60:17 gear ratio).....	6446, 6448 to 6454, 6456, 6457.....	1205	1985	1410	1730	1345	1835	1835	1270	1680	1320	1960			
DF-12 (With 62:15 gear ratio).....	6447, 6455, 6458 to 6461.....	1450	2375	1695	2075	1615	2200	2200	1530	2015	1585	2345			
DF-15 (With 61:16 gear ratio).....	6462.....	1330	2180	1555	1905	1480	2020	2020	1405	1850	1455	2155			
DF-100.....	5200 to 5202.....	1520	2460	1770	2155	1690	2285	2285	1600	2095	1655	2430			
DF-101, 103 to 107, 110, 112.....	4900 to 4902, 5205 to 5248, 5253 to 5278.....	2385	3900	2780	3405	2650	3615	3615	2510	3310	2605	3850			
DF-109, 111.....	4903 to 4905, 5252.....	2770	4535	3230	3955	3080	4200	4200	2915	3845	3025	4475			
DF-114, 116, 117, 118.....	5279 to 5293, 5308 to 5335.....	2225	3650	2690	3185	2480	3380	3380	2345	3095	2430	3605			
DF-120, 121, 122, 124, 125.....	5339 to 5444, 5449 to 5493.....	2500	4095	2920	3570	2780	3790	3790	2635	3470	2730	4040			
DF-127.....	7000 to 7020.....	2995	4895	3490	4270	3330	4535	4535	3155	4150	3270	4830			
DF-500 to 501.....	4800 to 4815.....	2900	4725	3380	4130	3225	4380	4380	3055	4015	3165	4665			
DF-115, 119, 123, 126.....	155 to 176, 5448, 5494 to 5507.....	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410	4625			
DF-502.....	250 to 252.....	2900	4650	3360	4080	3215	4335	4335	3045	3975	3155	4595			
DF-600 to 607, 610 to 616.....	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895.....	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410	3475			
DF-608, 609.....	5720 to 5722.....	1673	2700	1946	2368	1857	2509	2509	1761	2303	1825	2668			
DF-617, 618, 620.....	7200 to 7237, 7300 to 7309.....	2686	4023	2914	3531	2771	3737	3737	2640	3457	2754	3971			
DF-619, 622, 623, 624.....	7408 to 7484, 7500 to 7567.....	3355	5030	3640	4415	3465	4670	4670	3300	4320	3440	3971			
DF-621.....	7400 to 7407.....	3020	4525	3275	3970	3115	4200	4200	2970	3885	3095	4465			
DF-700, 701.....	8400 to 8402, 8500 to 8502.....	6710	10060	7280	8830	6930	9340	9340	6600	8640	6880	9930			
DF-800, 801, 802.....	9000 to 9002, 9003 to 9017, 9018 to 9020.....	5380	8060	5840	7075	5555	7490	7490	5290	6925	5520	7955			
DS-6.....	10.....	850	1260	900	1115	860	1180	1180	820	1100	855	1260			
DS-105, 111, 112, 114.....	30 to 71, 89 to 94, 95 to 104.....	1300	1950	1410	1720	1340	1820	1820	1270	1690	1331	1940			
DS-109.....	72 to 88.....	1140	1700	1225	1495	1160	1585	1585	1100	1450	1155	1685			
DS-300, 301, 302.....	187 to 188, 189 to 190, 177 to 184.....	2540	3800	2740	3320	2600	3520	3520	2470	3250	2580	3745			
DS-303.....	185 to 186.....	3150	4690	3380	4110	3250	4355	4355	3060	4025	3200	4625			
DS-400, 401, 402.....	108 to 112, 113 to 118, 123 to 128.....	1365	2060	1480	1800	1400	1910	1910	1335	1750	1395	2030			
DS-602.....	12 to 16.....	960	1450	1040	1275	990	1355	1355	940	1250	980	1440			
SSW Engines { Z-15.....	925 to 959.....	1250	1875	1550	1875	1400	1875	1875	1200	1875	1400	1875			
{ Z-17 5-B-B.....	820 to 831.....	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410	3475			
{ Z-20-B-B.....	800 to 819.....	2686	4023	2914	3531	2771	3737	3737	2640	3453	2754	3971			
{ Z-22-B-B.....	750 to 763.....	3020	4525	3275	3970	3115	4200	4200	2970	3885	3095	4465			
{ Z-24-C-C.....	850 to 859.....	2900	4650	3360	4080	3215	4335	4335	3045	3975	3155	4995			

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

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

CLASS	ENGINE NUMBERS													
		San Antonio to Seguin	Weimar to Glidden	Glidden to Kingsbury	Seguin to Weimar	Kingsbury to San Antonio	San Antonio to Camp Stanley	Camp Stanley and Kerrville	Camp Stanley to San Antonio	Eagle Pass to Spofford	Spofford to Eagle Pass	Harwood and Gonzales		
DP-3, 4, 7, 12.....	5900 to 5909, 5916, 5917, 6000 to 6004, 6017, 6018, 6046 to 6054.....	2275	2275	1315	1315	1985	—	—	—	—	—	—	—	—
DP-5, 6, 8 to 11.....	5912, 5918 to 5924, 6007 to 6015, 6019 to 6045, 6055, 6057, 6058, 6060 to 6064.....	2275	2275	1315	1315	1990	—	—	—	—	—	—	—	—
DF-1 to 11, 13.....	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553.....	1875	1875	1500	1500	1875	1250	1250	1500	1875	1875	1900	—	—
DF-14.....	600 to 637, 700 to 725.....	3650	3650	2190	2190	3200	2100	2100	3860	3090	3960	3050	—	—
DF-12 (With 60:17 gear ratio).....	6446, 6448 to 6454, 6456, 6457.....	2065	2065	1165	1165	1795	1035	—	2185	1730	2250	1710	—	—
DF-12 (With 62:15 gear ratio).....	6447, 6455, 6458 to 6461.....	2475	2475	1400	1400	2150	1245	—	2615	2075	2695	2050	—	—
DF-15 (With 61:16 gear ratio).....	6462.....	2270	2270	1285	1285	1975	1140	—	2400	1905	2475	1880	—	—
DF-100.....	5200 to 5202.....	2560	2560	1470	1470	2230	1310	1310	2705	2155	2785	2130	—	—
DF-101, 103 to 107; 110, 112.....	4900 to 4902, 5205 to 5248, 5253 to 5278.....	4060	4060	2305	2305	3525	2050	2050	4295	3405	4420	3365	—	—
DF-109, 111.....	4903 to 4905, 5252.....	4725	4725	2675	2675	4100	2380	2380	5000	3955	5145	3910	—	—
DF-114, 116, 117, 118.....	5279 to 5293, 5308 to 5335.....	3800	3800	2150	2150	3300	1910	1910	4020	3185	4140	3135	—	—
DF-120, 121, 122, 124, 125.....	5339 to 5444, 5449 to 5493.....	4260	4260	2420	2420	3700	2150	2150	4510	3570	4640	3530	—	—
DF-127.....	7000 to 7020.....	5095	5095	2895	2895	4425	2580	2580	5390	4270	5550	4220	—	—
DF-500-501.....	4800 to 4815.....	4920	4920	2805	2805	4280	2500	2500	5200	4130	5355	4083	—	—
DF-115, 119, 123, 126.....	155 to 176, 5448, 5494 to 5507.....	4875	4875	2925	2925	4250	2520	2520	5140	4110	5290	4075	—	—
DF-502.....	250 to 252.....	4835	4835	2805	2805	4225	2500	2500	5100	4085	5245	4040	—	—
DF-600 to 607, 610 to 616.....	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895.....	3650	3650	2190	2190	3200	2100	2100	3860	3090	3960	3050	—	—
DF-608, 609.....	5720 to 5722.....	2808	2808	1620	1620	2451	1442	—	2964	2368	3048	2360	—	—
DF-617, 618, 620.....	7200 to 7237, 7300 to 7309.....	4171	4171	2503	2503	3657	2400	2400	4410	3532	4526	3486	—	—
DF-619, 622, 623, 624.....	7408 to 7484, 7500 to 7567.....	5215	5215	3130	3130	4570	3000	—	5515	4415	5655	4355	—	—
DF-621.....	7400 to 7407.....	4690	4690	2815	2815	4110	2700	—	2700	3970	5090	3920	—	—
DF-700, 701.....	8400 to 8402, 8500 to 8502.....	10440	10440	6260	6260	9150	—	—	—	8840	11320	—	—	—
DF-800, 801, 802.....	9000 to 9002, 9003 to 9017, 9018 to 9020.....	8360	8360	5015	5015	7330	—	—	—	7075	9070	—	—	—
DS-6.....	10.....	1320	1320	775	775	1150	660	660	1400	1115	1445	1100	—	—
DS-105, 111, 112, 114.....	30 to 71, 89 to 94, 95 to 104.....	2040	2040	1200	1200	1780	1040	1040	2150	1720	2220	1675	—	—
DS-109.....	72 to 88.....	1775	1775	1050	1050	1550	900	900	1875	1495	1930	1475	—	—
DS-300, 301, 302.....	187 to 188, 189 to 190, 177 to 184.....	3950	3950	2350	2350	3450	2025	2025	4160	3320	4285	3275	—	—
DS-303.....	185 to 186.....	4875	4875	2925	2925	4250	2520	2520	5140	4110	5290	4075	—	—
DS-400, 401, 402.....	108 to 112, 113 to 118, 123 to 128.....	2150	2150	1260	1260	1860	1100	1100	2260	1800	2320	1775	—	—
DS-602.....	12 to 16.....	1515	1515	900	900	1325	750	750	1600	1275	1650	1260	—	—
SSW Engines	Z-15.....	925 to 959.....	1875	1875	1500	1500	1875	1250	1500	1875	1875	1900	—	—
	Z-17 5-B-B.....	820 to 831.....	3650	3650	2190	2190	3200	2100	2100	3860	3090	3960	3050	—
	Z-20-B-B.....	800 to 819.....	4170	4170	2503	2503	3657	2400	2400	4411	3532	4526	3486	—
	Z-22-B-B.....	750 to 763.....	4690	4690	2815	2815	4110	2700	2700	4960	3970	5090	3920	—
	Z-24-C-C.....	850 to 859.....	4835	4835	2805	2805	4225	2500	2500	5100	4085	5245	4040	—

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.