

SAN ANTONIO DIVISION TIMETABLE

1

**EFFECTIVE SUNDAY, APRIL 10, 1994
AT 12:01 A.M.**

G. P. MICHAEL
Vice President - Operations

A. M. HENSON
Vice President - Transportation

C. W. CALDER
General Manager

C. BRADLEY
Superintendent

ROAD FOREMEN OF ENGINES

H. W. Bigham	Dallas
B. J. Baker	San Antonio

TRAINMASTER-ROAD FOREMAN OF ENGINES

D. R. Deville	Del Rio
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TRAINMASTERS

J. H. Hutson	Dallas
R. D. Hobbs	Hearne
J. F. Byous	Victoria
W. D. Baird	San Antonio
D. R. Allison	San Antonio
D. R. Denecamp	San Antonio
E. G. Flores	Eagle Pass

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EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- g — Gate, Normal Position against conflicting movement.
- G — Gate, Normal Position against this subdivision.
- G — Gate, Left in Position last used.
- M — Manual Interlocking
- Q — Radio Base Station
- R — Radio-Controlled Dual-Control Switch
- S — Railroad Crossing Protected By Stop Sign
- T — Turning Facility
- Y — Yard Limits
- #MT— Multiple Main Tracks, # Represents Number of tracks.
- ABS— Automatic Block Signal System
- BRT— Block Register Territory
- CTC— Centralized Traffic Control
- DTC— Direct Traffic Control
- DT — Double Track



NO job is so important,
no service is so urgent,
that we cannot take the time
to perform all work safely.



COMMERCE SUBDIVISION

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet	Commerce Line		Mile Post
48900		MT PLEASANT	Q	479.5
...		0.8 DALLAS JCT	CTC	480.2
48835	2384	8.2 WINFIELD		488.5
48820		6.8 MT VERNON		495.3
48615	4487	22.5 SULPHUR SPRINGS		517.8
48800	4960	19.2 COMMERCE		537.0
48793	1880	14.3 GREENVILLE		551.3
...		0.3 KCS CROSSING	A	551.7
...		1.6 D&NE CROSSING	A	553.2
48775	5031	6.5 CLINTON		559.7
48225	6579	29.8 PLANO	Y	589.5
...		0.1 SP CROSSING	A	589.6
48215	1142	8.7 ADDISON	TY	598.3
48200	1603	4.9 CARROLLTON (UP-BN XING)	AQY	603.2
48130	1533	10.2 GRAPEVINE		613.4
...		14.3 UP CROSSING	A	627.7
48100		2.5 HODGE	TY	630.2
...		1.9 BN CROSSING	MY	632.1
...		0.1 TOWER 60 (UP CROSSING)	MY	632.2
...		0.4 ATSF CROSSING	MY	632.3
48036		EAST FORT WORTH	Y	632.7
(153.2) (ROUTE TCC) Main track out of service between MP 550.0 and MP 575.5.				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	COMMERCE LINE	ALL TRAINS
MT. PLEASANT and FT. WORTH		25
Exceptions:		
480.2 and 480.8	20	601.0 and 608.3
551.2 and 553.3	10	608.3 and 611.0
574.5 and 575.5	10	*616.8 and 620.9*
587.0 and 590.5	10	625.8 and 629.4
590.5 and 601.0	20	629.4 and 634.3

*RULE 5.5. Speed may be increased as soon as lead locomotive has passed increase speed sign at this location.

COMMERCE SUBDIVISION

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet	Sherman Line		Mile Post
48300		SHERMAN		328.8
4.1 Movements between Sherman and South Sherman Jct are over joint trackage with the BN RR				
48279		28.4 SOUTH SHERMAN JCT		324.7
48255	1559	7.8 MCKINNEY	D	296.3
48250		6.4 ALLEN	T	288.5
48230		18.1 PLANO (SP CROSSING)	A C	282.1
Movements between Plano and MP Jct are over joint trackage with DART. SP timetable and rules apply.				
...		2.8 MP JCT	M	4.8
Movements between MP Jct and Belt Jct will be governed by timetable and rules of the Union Pacific RR.				
44486		0.4 BELT JCT	MQT CTC	261.2
48500	10195	MILLER	QY ABS	258.8
(68.0) ROUTE THA, Plano to Miller ROUTE THA, South Sherman Jct to Plano				

Dallas Passenger Line

DALLAS UNION STATION				
Movements between Dallas Union Station and Belt Jct will be governed by timetable and rules of the Union Pacific RR.				
44486		BELT JCT	QTY	261.2
(ROUTE THA)				

Elam Branch

END OF TRACK				
48420		11.4 BRIGGS	D T C	307.7
(11.4) (ROUTE TJA)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

SHERMAN LINE			
	Psgr	Frt	
328.8 and 326.9	10	261.4 and 260.7	25
326.9 and 324.7	35	260.7 and 260.1	
324.7 and 280.9	25	(Trinity River Bridge)	10 10
280.9 and 280.0	10	260.1 and 256.1	25 25

10 MPH through BN turnout connection Sherman.
10 MPH through SP connection and Jct Switches, Plano and Sherman.

ELAM BRANCH

BRIGGS and END OF TRACK, MP 307.7		25
Exceptions:		
Bridge 310.05		10
309.5 and 307.7		5

Reduce speed signs (10 MPH) for movement over Trinity River Bridge (MP 260.7 and MP 260.1) are displayed at point where restriction begins in both directions.

COMMERCE SUBDIVISION

SPEED ON OTHER THAN MAIN TRACK:

MP Jct through connection between SP and UP main tracks	10
Locomotive maintenance facility tracks using derail	5
Greenville, Track 6401	5
All other tracks, Commerce Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Commerce Line			Elam Branch		
485.3	Cams	48840	309.2	Elam	48580
554.2	Simtrott	48780	Sherman Line		
569.0	Nevada	48770	319.1	Howe	48275
579.8	Wylie	48665	312.9	Van Alstyne	48270
584.2	Murphy	48660	303.0	Melissa	48260
607.9	Dallas P. & L.	48160	277.3	Richardson	48405
609.5	Coppell	48150			
610.6	DFW	48140			
622.3	Smithfield	48120			

SPECIAL INSTRUCTIONS

RULE 1.14. Sherman and South Sherman Jct.: Movements between Sherman and South Sherman Jct. are under the supervision and direction of Burlington Northern RR and are dispatched by BN Train Dispatcher in Springfield, Missouri. Movements will be governed by the General Code of Operating Rules, Burlington Northern RR timetable, and Burlington Northern general orders.

Plano and MP Jct.: Movements between Plano and MP Jct. are over trackage owned by DART and are under the direction of Southern Pacific Lines and are dispatched by SP train dispatcher in Houston, Texas. Movements will be governed by the General Code of Operating Rules, Southern Pacific Lines timetable, and Southern Pacific Lines general orders.

MP Jct. and Belt Jct.: Movements between MP Jct. and Belt Jct. are under the supervision and direction of the Union Pacific Railroad and are dispatched by the UP train dispatcher in Omaha, Nebraska. Movements will be governed by the General Code of Operating Rules, Union Pacific Railroad Co. timetable, and Union Pacific general orders.

Dallas Union Station and Belt Jct.: Movements will be governed by the General Code of Operating Rules and Union Pacific Railroad Co. timetable.

RULE 1.20. Impaired side clearance:

MP	Description	MP	Description
Commerce Line			
585.6	Bridge	273.8	Bridge
597.2	Bridge	273.3	Bridge
Sherman Line			
		12.9	Bridge
		11.6	Bridge
299.0	Bridge	8.5	Bridge
297.1	Bridge	7.4	Bridge
294.2	Bridge	6.1	Bridge
292.3	Bridge	5.5	Bridge
289.6	Bridge	5.3	Bridge
286.3	Bridge	260.2	Bridge

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RULE 6.2. Before occupying main track between MP Jct. and Dallas Union Station, trains and engines must receive a UP track warrant. In addition to obtaining a UP track warrant, the following information must be given to the UP train dispatcher:

- Names of crew members;
- On duty time;
- Train tonnage;
- Any wide load information;
- UP train dispatcher's phone number is 1-800 726-1084.

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

Commerce Line

- Mt. Pleasant: Tracks Nos. 4 and 5 and Refinery sidings
- Sulphur
- Springs: Co-op Lead and House Track
- Commerce: Paris Branch Lead and all yard tracks
- Greenville: Compress Track
- Simtrott: All industrial tracks

Sherman Line

- Sherman: SSW Yard Tracks.
- McKinney: Old L&A Line, from fouling point.
- Miller: Yard Tracks Nos. 11 through 15
- Austin Street yard tracks
- Old H&TC Main Track
- Old T&NO yard tracks, Dallas yard

RULE 6.13. Location of Yard Limits:

East MP		West MP
587.0	Plano	589.7
597.6	Addison — Carrollton	605.4
628.0	Hodge — East Ft. Worth	634.3
260.7	Miller	257.1

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
485.3	F1	524.7	F1	591.6	F1
497.5	F1	544.9	E1, E2	619.5	F1
504.7	E1, E2	562.0	F1	625.0	F1

RULE 6.32.2. Greenville. Monday through Friday trains will not enter city limits of Greenville, Texas during the following hours of curfew:

- 7:00 — 7:15 a.m. and 7:45 — 8:15 a.m.; and between
- 11:45 a.m. — 12:15 p.m. and 4:45 — 5:15 p.m.

Addison. 7:30 to 8:30 a.m. Monday through Friday, trains will not enter the city limits of Addison during the hours of curfew.

Plano. Trains will observe a curfew of 6:30 a.m. until 8:30 a.m. in the city of Plano, five days a week, Monday through Friday. If unable to leave before 6:30 a.m., train will not couple crossings to depart until after 8:30 a.m.

Commerce Line: Stop signs installed on main track in advance of the following crossings: MP 480.7, MP 488.5, MP 501.5, MP 520.4, MP 510.7, MP 622.8, MP 623.1, MP 623.2, MP 623.5, MP 624.5, MP 624.9, MP 627.2, MP 628.3.

RULE 7.6. Sherman: BN Yard — not less than three hand brakes must be set.

RULE 8.2. A power split derail has been installed at Tower 60 Mile Post 632.3 with normal position against the SP governing movement over the UP crossings. Trains and engines encountering this derail must contact ATSF train dispatcher at Schaumburg, Illinois.

RULE 8.10. Plano: Spring switch SP Conn.: Unit for display of flashing white light located on Signal D-2815. When white light is flashing, spring switch is in normal posi-

COMMERCE SUBDIVISION

tion, lined for Commerce Line main track. When white light is not flashing or is extinguished, trains must stop and open and close switch, removing any obstruction.

RULE 8.12. Plano. Switch leading from siding Plano to SP Connection track must be lined and locked for connection track when not in use.

Highway 5 crossover will be lined and locked for movement through crossover at Plano.

Hodge Yard. Main track switch at Deen Road may be left lined as last used.

RULE 10.1. CTC in effect on main track between MP 260.7 (east end Trinity River Bridge) and Belt Jct. Signals controlled by Control Operator, Belt Jct.

RULE 15.1. SP trains operating on Sherman Line between MP Jct. and Belt Jct. must obtain a UP track warrant or ascertain from the UP Train Dispatcher that there are no track bulletins required.

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP	East MP	Block Name	West MP
Commerce Line					
480.2	Mt. Pleasant	489.0	605.4	Coppell	613.3
489.0	Winfield	500.0	613.3	Smithfield	628.0
Sherman Line					
500.0	Mt. Vernon	517.7	324.7	Melissa	297.0
517.7	Sulphur Springs	536.0	297.0	McKinney	287.3
536.0	Commerce	537.8	287.3	Allen	283.0
537.8	Neyland	551.2	283.0	Plano	280.0
551.2	Greenville	559.0	280.0	Richardson	274.4
559.0	Clinton	569.0	274.4	Curtis	4.9
569.0	Nevada	579.0	Elam Branch		
579.0	Wylie	587.0	307.7	Summit	314.9
589.7	Renner	597.6			

MISCELLANEOUS

1. Six-axle locomotives are not to be operated on tracks listed below:

- Commerce — Hunt County Lumber Spur, Ben E. Keith Track
- Nevada — Fertilizer Spur
- Plano — Gap Lead
- Smithfield — Martin Lumber Spur & Team Track
- Grapevine — Sequoia Lumber Spur
- Sulphur Springs — All Yard Tracks including Team Track
- Mt. Vernon — House Track
- Commerce — Sherwood Medical Spur, Outside City Track
- US Brass Spur
- Winfield — Texas Utility Track
- Refinery Siding — Inside Siding and Outside Siding
- Greenville — All yard and industry tracks

2. Eastward KEY trains must stop and crew make walking inspection of entire train from both sides at MP 319 between McKinney and South Sherman Jct.

ENNIS SUBDIVISION

WESTWARD ↓		STATIONS		↑ EASTWARD		
Station Numbers	Siding Feet	Ennis Line			Mile Post	
48500	10195	MILLER	QY	ABS	258.8	
		12.2				
44476	5503	FERRIS		DTC	246.6	
		12.9				
44410		GARRETT		CTC	233.7	
		2.0				
44400		ENNIS	QY	ABS	231.7	
		10.6				
44325	10067	RICE			221.1	
		10.9				
43900	7551	CORSICANA	Q	A B S	210.2	
		6.3				
43875	8412	ANGUS			203.9	
		17.4				
43865	8293	GUDE		D T C	186.5	
		5.5				
43860		MEXIA			181.0	
		11.5				
43850	8798	GROESBECK		C T C	169.5	
		16.3				
43845	12832	KOSSE			153.2	
		10.5				
43835	9791	BREMOND			142.7	
		19.0				
43825	8545	SEGER			123.7	
		3.0				
43800		HEARNE (UP CROSSING)	MQTY	ABS	120.7	
		(138.1)	(Route THD)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

MILLER and HEARNE

LIMITS	Pagr Frt	LIMITS	Pagr Frt
260.1 and 256.1	25 25	180.4 and 178.2	70 70
256.1 and 252.6	40 40	178.2 and 178.1	60 60
252.6 and 250.2	35 35	178.1 and 170.4	70 70
250.2 and 246.2	60 60	*170.4 and 168.9*	60 60
246.2 and 245.7	50 50	168.9 and 163.3	70 70
245.7 and 233.5	60 60	163.3 and 163.0	55 55
233.5 and 232.8	40 40	163.0 and 143.3	70 70
232.8 and 229.4	30 30	143.3 and 141.6	60 60
229.4 and 213.0	60 60	141.6 and 138.6	70 70
213.0 and 210.9	60 30	138.6 and 138.2	60 60
210.9 and 209.9	40 30	138.2 and 129.6	70 70
209.9 and 208.5	50 30	129.6 and 127.5	50 50
208.5 and 207.8	50 50	127.5 and 123.0	70 70
207.8 and 202.4	70 70	123.0 and 121.1 (West only)	50 50
202.4 and 202.1	65 65	121.1 and 123.0 (East only)	65 65
202.1 and 181.2	70 70	121.1 and 120.7	30 30
181.2 and 180.4	40 40		

*RULE 5.5. Speed may be increased as soon as lead locomotive has passed increase speed sign at this location.

ENNIS SUBDIVISION

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

APPLIES TO ENNIS LINE

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
120 or less	70 MPH
120+ to 132	60 MPH
Over 132	45 MPH

In addition to the above maximum speeds, freight trains must be governed by the applicable speed column as required by train's TPOB in the following table.

Signal Number	EASTWARD			
	80 TPOB or Less	80+ to 100 TPOB	100+ to 120 TPOB	Over 120 TPOB
1227	60	55	50	50
"A" signal MP 124.3			65	
1397		65	55	55
1417				55
"A" signal MP 143.6		65	60	55
1457		65	60	55
1529			60	55
1795		65	60	55
1857	65	60	55	50
1875	65	60	50	50
2193		55	50	45
2439			55	50
2459			45	45
2471				55
	WESTWARD			
1626		60	60	50
"A" signal (MP 124.3)	55	50	50	45

Each speed restriction applies until engine passes signal location or until signal comes into view and signal is seen to display any aspect other than ADVANCE APPROACH (flashing yellow) or APPROACH (yellow).

ENNIS SUBDIVISION

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Flatonia Line			Mile Post
43800		HEARNE	MQTY	ABS	0.0
...		2.4			2.4
...		WEST HEARNE	Y		6.9
...		4.5		A	7.5
...		UP CROSSING	A		18.1
43740	8589	TATSIE		C	24.9
43730	8606	10.6			30.8
43720	8300	VARISCO		T	45.0
43705	10355	6.8			59.0
32825	8569	COOKS POINT		C	67.2
32800	8387	5.9			52.8
32725	8602	CALDWELL		A	49.3
...		14.2			37.2
32705	9600	DIME BOX		R	29.2
32300	9597	14.0			120.0
32290	8938	GIDDINGS		ABS	130.3
32255	8685	14.4			143.9
32250	10282	WINCHESTER		C	153.3
32245	8442	3.5			163.8
32235	8342	WEST POINT (UP CROSSING)	A	T	176.5
32220	9673	10.1			188.1
32212	8453	MULDOON		C	195.2
32204	9653	10.0			202.2
31029		FLATONIA (SP CROSSING)	MQT	ABS	207.4
31025		10.3			208.0
31100		WAEOLDER		Q	209.3
...		13.6			
...		HARWOOD		DT	
...		9.4			
...		LULING		Q	
...		10.5			
...		KINGSBURY		Q	
...		12.7			
...		NOLTE		Q	
...		11.6			
...		CIBOLO		Q	
...		7.1			
...		RANDOLPH FIELD		Q	
...		7.0			
...		KIRBY		Q	
...		5.2			
...		EAST YARD	QTY	2MT ABS	
...		0.6			
...		TOWER 121	MQ	ABS	
...		1.3			
...		SAN ANTONIO	Q	DT	
...					
(176.3) (Route TFH Hearne — Flatonia) Route THE Flatonia — San Antonio					

ENNIS SUBDIVISION
MAXIMUM AUTHORIZED SPEED FOR TRAINS
Flatonia Line

HEARNE and SAN ANTONIO				
LIMITS		Pggr Frt	LIMITS	Pggr Frt
0.0 and 1.0	1.0 and 1.4	25	121.2 and 123.5	79 70
1.4 and 2.4	2.4 and 3.8	10	123.5 and 147.7	70 70
3.8 and 6.9	6.9 (UP King, Tatsie)	25	147.7 and 151.7	75 70
6.9 and 58.6	58.6 and 66.1* (Giddings)	50	151.7 and 152.2	70 70
66.1 and 58.9	58.9 and 49.4	60	152.2 and 154.4	40 40
49.4 and 46.6	46.6 and 29.8	50	154.4 and 157.2	70 70
29.8 and 29.3	29.3 and 120.1 (Dalsa connection)	60	157.2 and 161.4	75 70
120.1 and 121.2		45	161.4 and 173.1	70 70
		25	173.1 and 174.3	45 45
		40	174.3 and 189.2	70 70
		60	189.2 and 191.4	55 55
		40	191.4 and 195.2	70 70
		60	195.2 and 197.8	40 40
		45	197.8 and 201.2	70 70
		25	201.2 and 206.3*	30 30
		70 70	206.3 and 212.7	25 25

*RULE 5.5. Speed may be increased when lead locomotive of westward train has passed increase speed sign at this location.

#When lead locomotive has passed MP 58.6 speed may be increased to 40 MPH. When rear of train has passed MP 58.6, speed may be increased to 60 MPH.

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following tables taking into account the train's tons per operative brake.

APPLIES BETWEEN HEARNE AND FLATONIA

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
120 or less	70 MPH
120+ to 132	60 MPH
Over 132	45 MPH

APPLIES BETWEEN FLATONIA AND SAN ANTONIO

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
100 or less	70 MPH
100+ to 120	65 MPH
120+ to 132	60 MPH
Over 132	45 MPH

In addition to the above maximum speeds, freight trains exceeding 80 TPOB must be governed by the applicable speed column as required by train's TPOB in the following table.

Signal Number	WESTWARD		
	80+ to 100 TPOB	100+ to 120 TPOB	Over 120 TPOB
"A" SIGNAL (MP 122.0)		55	55

Each speed restriction applies until engine passes signal location or until the signal comes into view and signal is seen to display any aspect other than ADVANCE APPROACH (flashing yellow) or APPROACH (yellow) aspect.

ENNIS SUBDIVISION

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Corsicana Line			Mile Post
46300		TYLER YARD	QTY	A B S	546.2
...		0.3 UP CROSSING	GY		546.5
44273		LUFKIN JCT		C	548.7
44270	6699	9.9 CHANDLER			558.5
44260	9800	16.7 MURCHISON		T	575.2
44255		8.1 ATHENS			583.3
44250		0.7 WEST ATHENS		C	584.5
44245	6998	3.4 DAUPHIN			587.9
44225	8483	19.3 KERENS		Y	607.2
44210	8063	12.8 HILL YARD			620.0
...		1.0 BN CROSSING	MY	B	621.0
43900		0.3 CORSCICANA	QTY		S
(75.1) (Route TCT)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

TYLER and CORSCICANA

LIMITS	Pggr Frt	LIMITS	Pggr Frt
546.2 and 546.9	20 20	595.2 and 595.5	55 55
546.9 and 548.6	25 25	595.5 and 600.8	60 60
548.6 and 552.2	40 40	600.8 and 607.0	70 70
552.2 and 573.0	60 60	*607.0 and 607.5*	45 45
573.0 and 573.9	50 50	607.5 and 616.0	70 70
573.9 and 583.3	60 60	616.0 and 619.0	60 60
583.3 and 584.4	40 40	619.0 and 620.5	40 40
584.4 and 595.2	60 60	620.5 and 621.0	20 20

*RULE 5.5. Speed may be increased as soon as lead locomotive has passed increase speed sign at this location.

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

APPLIES TO CORSCICANA LINE

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
120 or less	70 MPH
120+ to 132	60 MPH
Over 132	45 MPH

ENNIS SUBDIVISION

In addition to the above maximum speeds, freight trains exceeding 80 TPOB must be governed by the applicable speed column as required by train's TPOB in the following table.

Signal Number	80+ to 100 TPOB			100+ to 115 TPOB			Over 115 TPOB		
	EASTWARD								
5904	60					55			
5768	55			50		45			
5749				55		55			
WESTWARD									
5553						55			
5727						50			
5817				55		55			
5845	55			50		50			
"A" MP 609.1	65			60					

Each speed restriction applies until engine passes signal or until signal comes into view and signal is seen to display any aspect other than APPROACH (yellow) aspect.

ENNIS SUBDIVISION

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Athens Branch			Mile Post
44255		ATHENS - 13.0		B	243.0
48592		EUSTACE - 3.4		R	256.0
...		END OF TRACK		T	259.4
(16.4) (Route TJA)					

Gatesville Branch					
43800		HEARNE - 68.6	MQTY		120.7
MOVEMENTS BETWEEN HEARNE AND UP JCT ARE OVER THE TRACKAGE OF UP R.R.					
		UP JCT - 0.9			674.1
43940		EAST WACO - 0.2	QTY		675.0
...		SSW EAST JCT - 0.7	Y		675.2
MOVEMENTS BETWEEN SSW EAST JCT AND SSW WEST JCT ARE OVER THE TRACKAGE OF THE UP R.R.					
...		SSW WEST JCT - 0.3	Y		675.9
...		UP CROSSING - 8.7	gY		676.2
44164	1355	RITCHIE - 0.9	Y		684.9
44168	1227	ATCO - 0.8	Y		685.8
...		END OF TRACK	Y		686.6
(12.5) (Route TCT)					

Fort Worth Branch					
...		TOWER 55 (UP CROSSING) - 0.5	QMTY		52.7
48000		FORT WORTH - 0.9	QY		52.2
...		ATSF CONNECTION - 1.1	Y	ABS	51.3
44459		UP CROSSING - 3.4	AY		50.2
44454		FOREST HILL - 6.4			46.8
44446	8420	BISBEE - 6.3			40.4
44442		MANSFIELD - 11.0			34.1
44430		MIDLOTHIAN (ATSF CROSSING) - 10.3	A	D	23.1
44425		UP CROSSING - 1.3	A	T	12.8
44420		WAXAHACHIE - 11.5		C	11.5
44410		GARRETT			0.0
(52.7) (Route TFW)					

ENNIS SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

ATHENS BRANCH

ATHENS AND END OF TRACK, MP 259.4 10

GATESVILLE BRANCH

EAST WACO AND END OF TRACK, MP 686.6 10

Trains must proceed prepared to stop short of rocks on track between MP 685.6 and MP 685.8 Gatesville Branch.

BETWEEN FORT WORTH BRANCH ALL TRAINS

FORT WORTH AND GARRETT 35
 LOADED UNIT COAL TRAINS 25

Exceptions:

51.3 and 50.2	20
50.2 (UP crossing)	10
50.2 and 49.0	20
49.0 and 44.5	25
23.7 and 22.4	30
13.0 and 10.0	20
0.5 and 0.0	20
Junction Switch, Garrett	20

***Rule 5.5.** Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

SPEED ON OTHER THAN MAIN TRACK:

Flatonia Line, dual control switch turnouts and controlled sidings	25
Exception: Crossover switch between siding and Glidden Line, Flatonia	10
Sidings, Winchester and Muldoon	25
Corsicana Line, dual control switch turnouts and controlled sidings	30
Exceptions: Siding Chandler Turnouts Lufkin Jct and Hill Yard	25 10
Ennis Line: dual control switch turnouts and controlled sidings	25
Exceptions: Sidings Groesbeck, Gude, Angus and Corsicana	25
Siding Rice	20
All tracks Fort Worth	5
Compress Track Waxahachie	5
Paragon Spur, (MP 32.8, Fort Worth Branch)	5
Hearne Yard, all yard tracks except old Dalsa main track	5
Kirby Track 601	10
Kirby Diesel Tracks 606 and 607	5
All other tracks, Ennis Subdivision	10

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
Ennis Line			Corsicana Line		
254.4	Hutchins	44485	566.8	Brownsboro	44265
251.3	Wilmer	44480	593.7	Malakoff	44240
188.4	Wortham	43870	598.7	Trinidad	44235
147.0	Twin Oaks	43840	601.1	Nipak	44230
136.5	Hammond	48333	Fort Worth Branch		
Flatonia Line			48.7	Brandt	
196.7	Converse	32208	25.6	Gifco	44434
184.7	Marion	32225	Athens Branch		
179.3	Blumberg	32230	250.5	Forrest Cove	48596
174.0	Seguin	32240			

ENNIS SUBDIVISION

SPECIAL INSTRUCTIONS

RULE 1.14. Movements over foreign railroads in the Fort Worth Terminal will be governed by the General Code of Operating Rules and movements must not exceed 10 MPH unless otherwise specified.

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

- (a) Between 17th Street and Trinity River, Fort Worth yard limits, two main tracks are in service signalled for movements only with current of traffic.
- (b) At 6th Street Jct and Purina Jct there are Interlockings; signals and remote controlled switches handled by UP Train Dispatcher.
- (c) All trains and yard engines will move with the current of traffic, except may move against current of traffic between 6th Street Jct and Trinity River upon verbal permission of UP Train Dispatcher or UP Yardmaster.
- (d) When necessary to go beyond end of two main tracks, Trinity River, trains and engines observing signal displaying green aspect may proceed without flag protection. If northward governing signal at end of two main tracks displays a yellow or red aspect, single main track must not be obstructed without permission from train dispatcher and under flag protection when required.

Following will govern movements on UP tracks, Fort Worth Yard:

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

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

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

- (a) All tracks are yard tracks.
- (b) Tower 55 and Tower 60 are manual interlockings.
- (c) Movements must not exceed 20 MPH except must not exceed 10 MPH through interlocking limits at Tower 55.
- (d) When absolute signal displays stop indication, train or engine after stopping may proceed after being authorized by BN yardmaster, North Yard.
- (e) Eastward movements must not pass fouling point Drill Track, MP 2, without authority of BN yardmaster, North Yard.
- (f) Westward movements leaving BN North Yard must obtain permission from BN yardmaster before leaving North Yard.

ENNIS SUBDIVISION

RULE 1.20. Impaired Side Clearances:

MP	Description	MP	Description
Ennis Line			
258.3	Bridge	41.8	Bridge
240.6	Bridge	38.4	Bridge
216.5	Bridge	31.9	Bridge
215.4	Bridge	30.2	Bridge
213.9	Bridge	19.5	Bridge
212.3	Overpass	17.5 (Main & Siding)	Bridge
211.1	Bridge	127.1	Bridge
210.8	Bridge	140.0	Bridge
209.7	Bridge	156.5	Bridge
208.9	Bridge	178.4	Bridge
199.8	Bridge	206.2	UP Underpass
185.6	Bridge	208.1	Fence (Westward Track)
182.9	Bridge	209.4	Depot Umbrella Shed
172.3	Bridge	Fort Worth Branch	
Corsicana Line			
596.0	Detector	49.5	Bridge
599.5	Bridge	48.5	Bridge
603.5	Detector	43.4	Bridge
Flatonia Line			
45.8	Detector	34.4	Bridge
51.1	Bridge	34.3	Bridge
55.7	Detector	28.9	Bridge
66.8	Bridge	13.3	Bridge
54.9	Bridge	12.9	Bridge
48.1	Bridge	12.1	Bridge
		11.9	Bridge
		9.5	Bridge
		7.7	Bridge

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

	Ennis Line
Ennis:	No. 3 Track
	Corsicana Line
Tyler:	William Cameron Spur Rip and Balloon Tracks Diesel Facility Tracks Roundhouse Tracks Ball Park Tracks Old Lufkin Branch Tracks Massey Fertilizer Spur
Kerens:	
Corsicana—	
Lower Yard:	Tom Peanut Spur, K-Mart Track, U.S. Gypsum Spur and El Dorado Chemical Track
Hill Yard:	Crestline Track, Abex Track, Amoco Track, Jetco Track and Plexco Track
Athens Branch:	All tracks
Gatesville Branch:	All tracks, including main track (also includes tracks at East Waco)

RULE 6.13. Location of yard limits:

West MP	East MP
257.1	260.7
230.6	233.5
117.4	120.8
2.4	
207.9	206.4
122.0	119.8
548.7	544.5
621.4	619.0
686.6	673.5
49.4	51.3

ENNIS SUBDIVISION

RULE 6.15. Block Register Territory:

Territory	Register Location
Athens Branch MP 240.0 and 259.4	(phone box) 583.5

RULE 6.24. Movement Double Track: Between Tower 121 and Tower 112, two main tracks are designated as Double track (current of traffic). Automatic Block Signal System is in effect in both directions on both tracks between Tower 121 and Tower 112.

RULE 6.26. Applies between east end of East Yard MP 206.4 and Withers.

Main tracks within these territories are designated eastward and westward tracks.

RULE 6.28. East Waco: There is no main track between UP Jct. and East Waco.

Fort Worth: Main track ends at MP 51.3.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
Ennis Line		Corsicana Line			
237.7	E1	39.0	E1, E2	553.7	E1, E2
225.0	E1	49.6	E1, E2	565.6	E1, E2
207.4	F1	55.7	F1, E2	572.7	F1
205.1	E1	61.2	E1, E2	579.4	E1, E2
196.0	F1	45.8	E1, E2, E4	581.6	F1
189.9	E1, E2	126.0	E1, E2	584.8	F1
175.0	E1, E2	133.6	F1	590.5	F1
166.1	F1	136.0	F1	596.0	F1, F2
161.0	E1, E2	141.9	E1, E2	598.5	E1, E2
147.0	E1, E2	146.4	F1	603.5	F1, F2
139.7	F1	150.9	F1	611.1	F1
127.9	E1, E2	152.9	F2	616.7	E1, E2
Flatonia Line		159.9	E1, E2, E4	Fort Worth Branch	
5.2	E1	166.9	F1	38.3	E1, E2
15.1	E1, E2, E4	170.3	E1, E2	29.7	E1, E2
21.5	F1	174.4	F2	19.2	E1, E2
24.0	F2	181.6	E1, E2, E4	6.5	E1, E2
28.0	E1, E2	185.0	F1		
34.5	E1, E2	191.1	F1		
		198.9	E1, E2		

RULE 6.32.1. At locations indicated below a member of crew must take position at crossing to afford warning to traffic:

Waxahachie	— Highway 287 on compress lead
Hearne	— Highway 6 on UP Transfer Track
Giddings	— Highway 290.
Blumberg Spur, MP 179.3	— Highway 78.
Seguin	— Movements on industry tracks over Highway 90.

RULE 7.6. Instructions for applying hand brakes:

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

Gifco — Not less than five brakes.

Mansfield — When switching Carnation Can Company, crews must cut in air brakes and must set hand brakes on all cars left in Carnation spur.

Ennis — Not less than five brakes on west end of cars left unattended on either main track or long track west of Martin Luther King Drive.

San Antonio (Passenger Station) — Not less than three hand brakes on west end.

East Yard — Unless otherwise instructed by yardmaster, not less than three brakes on east end of cuts of cars west of walkway and not less than ten brakes on east end of cuts of less than 25 cars east of walkway and not less than 15 brakes on east end of cuts of 25 or more cars east of walkway.

Hand brakes on outbound trains must not be released until engine is coupled to train, air test completed and blue signal removed.

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Kirby — Unless otherwise instructed by yardmaster not less than five brakes on west end of cuts of cars.

When engines not coupled to cars are to be left unattended at west end Kirby yard, engineer must not leave engines unattended until a portable derail has been placed west of engines by a mechanical department employe.

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

RULE 7.11. Crews handling cuts of cars on east end of East Yard will not release hand brakes or start eastward movement out of track until air brakes are cut in and charged, as shown below:

Number of Cars Handling	Minimum number of cars charged with air on east end
10 to 20	5
21 to 40	10
Over 40	15

This does not apply when switching cuts on east end of old yard when engine movement does not go east of scale crossover.

RULE 8.2. Kirby: Normal position of Diesel facility track switch to lead at west end Kirby yard is for lead track. Diesel facility track switch at west end Kirby yard must be left lined and locked for movement on lead unless switch is attended by an employee during switching operations.

RULE 8.10. Spring Switches equipped with switch point indicator.

Station	Location
	Corsicana Line
Corsicana (Corsicana Line)	545.2
Tyler	546.8

RULE 8.12. East Waco: West lead switch may be left lined in position last used.

Corsicana: Normal position of Corsicana Line connection spring switch is lined for movement from siding to Corsicana Line.

RULE 9.5.8. Block signals with "P" plates:

Westward	Protection	Eastward
	Ennis Line	
1354	Culvert and embankment, MP 132.0	1307
	Flatonia Line	
400	Collision detector Bridge 38.4 between Caldwell and Dime Box	37.7

RULE 9.1.5. On the Corsicana Line the indication of signal, Rule 9.1.5 as shown in System Special Instructions is revised to read:

"PROCEED PREPARED TO STOP AT SECOND SIGNAL AND BE PREPARED TO ADVANCE ON DIVERGING ROUTE AT NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT"

RULE 9.12.2. Interlocking at Hearne is controlled by HD12 Train Dispatcher.

Interlocking at MP 621.0 between Hill Yard and Corsicana is controlled by HD 11 Train Dispatcher. Westward absolute signals west switch Hill Yard, MP 620.5, will only protect movement from west switch Hill Yard to eastward signal, MP 621.1. When these signals display stop indication, westward trains or engines will stop and if signal does not change to proceed within 5 minutes, a member of crew will communicate with train dispatcher. If movement is out of yard tracks Nos. 1 or 2, switches must be lined to receive proceed indication.

RULE 9.12.3. The radio-controlled dual-control switch at west end Muldoon is equipped with radio receiver. Located in advance of the switch is a sign that displays the unique four-digit code which will activate that switch. When the unique four-digit command is transmitted by an approaching train within one mile after passing the approach sign, by use of the numerical buttons on an equipped radio or a hand-held encoder, the dual-control switch will line automatically for a diverging route. When switch is in the

ENNIS SUBDIVISION

reverse position, the absolute signal governing movement will display Restricting aspect. If radio signal fails to operate switch train must stop and be governed by the instruction posted on side of signal control house located at switch.

In addition to utilizing the radio command to reverse a switch to allow a train on the main track to enter the siding, the command signal can also reverse the switch to allow a train in the siding to enter the main track.

When Absolute signal governing movement over remote controlled dual-control switch displays Stop indication, train must stop and be governed by the instructions posted near the dual control switch control buttons on the signal house. **Rule 9.13.1 does not apply.**

The location of the sign and the specific digital command code are as follows:

Remote Controlled Switch Location	Approach Sign Location	Reverse Switch Command No.
West end Muldoon	MP 30.1	9459

RULE 9.14. Applies between Tower 112 and Tower 121.

RULE 9.15. Applies between Tower 112 and Tower 121.

Track permits between Tower 112 and Tower 121 will be issued by control operator Tower 121.

RULE 9.17. Flatonia: Hand-operated switches governing entrance to main track located within yard limits Flatonia must not be lined or main track fouled with permission from Control Operator.

RULE 10.1. CTC is in effect on main track and sidings between Lufkin Jct. (MP 548.7) and east switch Hill Yard (MP 619.0); east switch Kosse and east interlocking limit Hearne; West Hearne and west switch Giddings; Flatonia siding; west siding switch Flatonia and east end East Yard; and between opposing Absolute signals at Garrett.

CTC between East Yard and west end Randolph Field is controlled by Tower 121 Control Operator (dual control switch at west end siding Randolph Field is controlled by HD14 Train Dispatcher).

CTC is in effect between opposing absolute signals at ATSF Connection, Fort Worth, controlled by ATSF Train Dispatcher.

RULE 15.12. Conductor of train enroute Tyler is responsible for delivery of track warrant and track bulletins to relieving crew. If not personally relieved, conductor will leave track warrant and track bulletins on control stand of lead unit.

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP	East MP	Block Name	West MP
Ennis Line			Flatonia Line		
257.1	Wilmer	246.1	37.5	Muldoon	29.3
246.1	Ferris	233.6	52.1	Winchester	37.5
230.6	Rice	221.1	58.6	Giddings	52.1
221.1	Corsicana	210.1	Fort Worth Branch		
210.1	Angus	202.8	49.4	Forest Hill	46.0
202.8	Gude	185.9	46.0	Bisbee	40.2
185.9	Groesbeck	169.7	40.2	Mansfield	32.0
169.7	Kosse	155.5	32.0	Gifco	24.0
			24.0	Midlothian	18.0
			18.0	Waxahachie	8.2
			8.2	Boyce	0.0

MISCELLANEOUS

1. Following restrictions apply to use of tracks, Ennis: Loaded bulk commodity trains may use Main track and No. 1 track only. Freight trains handling more than 20 cars may use Tracks Nos. 1, 2 and 4.

Freight trains, locals and switching movements handling less than 20 cars may use all tracks.

No. 3 track may be used by any train to double over.

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2. Six-axle locomotives are not to be operated on following tracks:

- Tyler —All Industrial Tracks
- Athens Branch: —Main Track
- Short House Track, Team Track, House Track, Redman Spur
- Malakoff —House Track
- Nipak —Nipak Lead
- Kerens —Massey Spur, House Track
- Corsicana —Hill Yard - All yard tracks
- ABX Track
- Aamco Track
- Genco Track
- Crestline Track

- Ennis Line**
- MP 212.3 —U.S.G. Spur
 - Mexia —Lynn Adams Beer Co. Spur
 - Giddings —Wye Track
 - Former Brenham Main Track

- Fort Worth Branch**
- Craft —Burleson's Honey Spur
 - Midlothian —Team Track
 - Waxahachie —El Dorado Chemical Co. Spur
 - Waxahachie Warehouse Spur
 - Mansfield —Paragon Plastic Spur
 - Unimast Spur
 - Carnation Co. Spur
 - Forest Hill —Finger Furniture Spur
 - Master Builders Spur

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

VICTORIA SUBDIVISION

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Port Lavaca Branch		Mile Post!	
32300		FLATONIA (SP CROSSING)	MQTY		29.2
		29.2			
32395		YOAKUM		D	0.0
		17.2			118.2
32410		CUERO		T	135.4
		13.9			55.1
32415	8568	THOMASTON		C	41.2
		13.4			
32500		VICTORIA	QTY		27.8
		12.8			
32575		PLACEDO (UP CROSSING)	M	D	14.2
		14.2		T	
32580		PORT LAVACA		C	0.0
		(100.7)	(ROUTE TPS)		

Coletto Creek Branch

32500		VICTORIA	QTY	D	90.8
		16.8		T	
32540		COLETO CREEK	T	C	106.6
		(16.8)	(ROUTE TVB)		

Corpus Christi Branch

...		SP JCT	AY		122.6
		20.8			
Movements Between MP JCT and SP JCT Are Over UP Trackage					
...		MP JCT	TY		152.8
		3.8			
31410		CORPUS CHRISTI	QTY		156.6
		(24.6)	(ROUTE TSG)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

PORT LAVACA BRANCH		LOADED COAL TRAINS	ALL OTHER TRAINS
Between Flatonia and Port Lavaca		30	40
Exceptions:			
Flatonia (Glidden Line Crossing)			20
11.0 and 10.3			30
1.0 and 120.1			20
134.2 and 135.2			25
135.2 and 55.2			10
55.2 and 53.3*			25
* 31.0 and 28.0			30
28.0 and 26.8			10
26.8 and 24.4			20
14.5 and 1.0			20
1.0 and 0.0			10
COLETO CREEK BRANCH			ALL TRAINS
Victoria and Coletto Creek			25
CORPUS CHRISTI BRANCH			
Corpus Christi and MP Jct.			10

*RULE 5.5. Speed may be increased as soon as when lead engine has passed increase speed sign at this location.

VICTORIA SUBDIVISION

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Brownsville Branch			Mile Post
31700		BROWNSVILLE (UP CROSSING)	STY	D	205.2
...		24.0		T	
		UP CROSSING	g	C	181.2
...		6.9			
31500		HARLINGEN	QY		174.3
...		1.7			
		HARLINGEN JCT (UP CROSSING)	SY		172.6
...		7.9			
31520		SANTA ROSA		D	164.7
...		11.0			
31540		ELSA		T	153.7
...		11.0		C	
31560		EDINBURG JCT	T		142.7
...		0.9			
31565		EDINBURG			143.6
...		7.9			
31585		McALLEN			151.5
		(70.4)	(ROUTE TBE)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Brownsville and Harlingen	25
Exceptions:	
205.2 and 203.0*	10
175.5 and 174.3	10
Harlingen and Edinburg Jct	25
Exceptions:	
174.3 and 172.5	10
144.1 and 142.4	10
Edinburg Jct and McAllen	20
Exceptions:	
142.4 and 145.4	10
*150.4 and 151.5	10
*RULE 5.5. Speed may be increased when lead engine has passed increase speed sign at these locations.	
SPEED ON OTHER THAN MAIN TRACK:	10

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
Port Lavaca Branch			Brownsville Branch		
10.6...	Shiner	32350	193.8...	Los Fresnos	31695
21.1...	Moulton	32325	188.9...	Lacoma	31685
21.2...	Guadalupe	32560	180.1...	Arroyo	31675
Coleta Creek Branch			162.0...	Rogers Lacy	31525
96.6...	Aloe	32530	155.6...	Edcouch	31535
			148.8...	San Carlos	31550
			149.0...	Merito	31580

RULE 1.20. Impaired Side Clearance, Coleta Creek Branch:

MP 92.0	Bridge	MP 100.9	Bridge
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VICTORIA SUBDIVISION

SPECIAL INSTRUCTIONS

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:
Brownsville Branch: All tracks, including main track, from MP 170.0 to end of track, McAllen.

RULE 6.13. Location of Yard Limits:

West MP	East MP	
28.5...	Flatonia (Port Lavaca Branch)	29.2
26.6...	Victoria (Port Lavaca Branch)	28.0
91.7...	Victoria (Coleta Creek Branch)	90.8
203.0...	Brownsville	205.0
175.6...	Harlingen	170.0
156.6...	Corpus Christi	152.8

RULE 6.17. The normal position for junction switch at Harlingen Jct. is for movement through connection to UP main track.

RULE 6.28. Main track ends at MP 151.5, McAllen.

RULE 6.29.1 Trackside Detectors:

MP	Type	MP	Type
Port Lavaca Branch			
14.6	E1, E2	121.9	F1
32.5	F1	132.0	E1, E2
51.7	F1		

RULE 6.32.1. Cars must not be kicked or dropped over the following crossings and before making movements over such crossings, a member of crew must take position to afford warning to traffic:

Harlingen	Highway crossing on tracks serving Valley Co-op Mill.
McAllen	Pecan Street crossing.
Aloe	Highway 59.

RULE 6.32.2. Brownsville Branch: Stop signs installed on main track in advance of crossings at following locations in McAllen: MP 149.63, MP 150.35, MP 150.82, MP 151.03, MP 151.17 and MP 151.61.

RULE 7.6. Corpus Christi: All movements delivering cars to Texas Mexican Railway yard Corpus Christi must secure cars with a minimum of three handbrakes on west end of cut.

RULE 7.11. Arroyo, MP 180.1—Air brakes must be cut in on all cars handled beyond grain elevator on Port tracks.

RULE 8.10. Variable switch equipped with switch point indicator.

Station	Location
Flatonia	MP 29.1
	Spring switch equipped with switch point indicator.

Station	Location
Victoria	Coleta Creek Wye Track

RULE 9.12.2. Placedo: Interlocking signals controlled by UP Train Dispatcher, Omaha, Nebraska.

VICTORIA SUBDIVISION

RULE 16.1. Direct Traffic Control designated limits:

West MP	Block Name	East MP
Port Lavaca Branch		
20.1	Moulton	28.5
9.0	Shiner	20.1
125.0	Yoakum	9.0
52.0	Cuero	125.0
40.6	Nursery	52.0
28.0	DuPre	40.6
17.5	Victoria	26.6
14.4	Placedo	17.5
0.0	Port Lavaca	14.4
Coleta Creek Branch		
106.6	Coleta Creek	91.7
Brownsville Branch		
151.5	McAllen	146.0
146.0	Santa Rosa	170.0
175.6	Arroyo	189.1
189.1	Los Fresnos	203.0

DEL RIO SUBDIVISION

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet				Mile Post
32204	9653	KIRBY		CTC	202.2
		5.2			
31029		EAST YARD	QTY	2MT ABS	207.4
		0.6			
31025		TOWER 121	MQ	ABS DT	208.0
		1.3			
31100		SAN ANTONIO			209.3
		1.7			
31095		TOWER 112			211.0
		1.7			
31085		TOWER 105 (UP XING)		2MT CTC	212.7
		6.1			
31075		WITHERS			218.8
		5.7			
30990	8459	MACDONA			224.5
		10.5			
30985	8288	LACOSTE			235.0
		13.3			
30980	8344	DUNLAY			248.3
		11.4			
30975	8810	HONDO			259.7
		11.0			
30966	8341	SECO			270.7
		7.9			
30962	8428	SABINAL			278.6
		11.0			
30958	8358	KNIPPA			289.6
		11.5			
30950	8305	UVALDE			301.1
		14.0			
30940	8207	OBI			315.1
		4.4			
30935		CLINE	T		319.5
		5.2			
30930	8271	ODLAW			324.7
		8.9			
30915	8365	ANACACHO			333.6
		8.1			
30835	8843	SPOFFORD	T	CTC	341.7
		12.9			
30830	9212	PINTO			354.6
		8.2			
30820	8457	AMANDA			362.8
		7.3			
30810	8239	JOHNSTONE			370.1
		8.4			
30800	9214	DEL RIO	Q		378.5
		12.9			
30760	10345	AMISTAD			391.4
		10.7			
30755	8370	FEELY			404.6
		8.8			
30750	10649	COMSTOCK			413.4
		10.0			
30745	8396	LULL			423.4
		8.1			
30740	9027	SHUMLA			431.5
		11.2			
30735	9410	LANGTRY			442.7
		13.8			
30730	8275	PUMPVILLE			456.5
		9.1			
30725	9345	MALVADO			465.6
		11.3			
30720	8345	SHAW			476.9
		6.0			
30715	8747	DRYDEN			482.9
		9.0			
30710	8356	MOFETA			491.9
		8.4			
30705	8182	FEODORA			500.3
		5.6			
30700	9061	SANDERSON	Q		506.9
		(302.2)	(Route THE)		

DEL RIO SUBDIVISION

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
KIRBY AND SANDERSON**

LIMITS	LIMITS		LIMITS	
	PSGR	FRT	PSGR	FRT
201.2 and 206.3	30	30	340.4 and 340.8	65 65
206.3 and 212.7	25	25	340.8 and 342.0	70 70
212.7 and 214.3	40	40	342.0 and 355.0	79 70
214.3 and 215.8	45	45	355.0 and 356.4	70 70
215.8 and 225.5	50	50	356.4 and 357.6	55 55
225.5 and 249.7	60	60	357.6 and 361.3	70 70
249.7 and 250.2	40	40	361.3 and 366.2	65 65
250.2 and 251.9	50	50	366.2 and 366.5	55 55
251.9 and 253.3	65	65	366.5 and 367.6	60 60
253.3 and 257.1			367.6 and 372.4	70 70
(Eastward)	70	70	372.4 and 375.0	55 55
257.1 and 259.6			375.0 and 378.3	45 45
(Eastward)	45	45	*378.3 and 379.3*	30 30
253.3 and 257.5			379.3 and 380.1	55 55
(Westward)	70	70	380.1 and 410.0	70 70
257.5 and 259.6			410.0 and 414.7	60 60
(Westward)	45	45	414.7 and 415.9	50 50
259.6 and 268.4	70	70	415.9 and 438.2	40 40
268.4 and 270.8	60	60	438.2 and 441.2	45 45
270.8 and 273.7	70	70	441.2 and 447.1	70 70
273.7 and 279.1	75	70	447.1 and 448.2	55 55
279.1 and 280.6	55	55	448.2 and 456.2	70 70
280.6 and 286.0	65	65	456.2 and 457.8	55 55
286.0 and 290.1	79	70	457.8 and 458.2	40 40
290.1 and 294.6	70	70	458.2 and 459.1	50 50
294.6 and 299.7	75	70	459.1 and 466.6	55 55
299.7 and 300.8	55	55	466.6 and 482.5	40 40
300.8 and 304.0	60	60	482.5 and 483.8	55 55
304.0 and 307.0	79	70	483.8 and 485.0	70 70
307.0 and 309.3	60	60	485.0 and 491.0	79 70
309.3 and 313.2	65	65	491.1 and 491.7	70 70
313.2 and 322.1	70	70	491.7 and 492.1	60 60
322.1 and 326.5	79	70	492.1 and 496.3	70 70
326.5 and 329.3	75	70	496.3 and 497.2	60 60
329.3 and 334.2	70	70	497.2 and 499.0	50 50
334.2 and 338.7	79	70	499.0 and 506.1	40 40
338.7 and 340.4	70	70	506.1 and 507.0	30 30

***RULE 5.5.** Speed may be increased when lead engine passes increase speed sign at these locations.

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
100 or less	70 MPH
100+ to 115	65 MPH
115+ to 132	60 MPH
Over 132	45 MPH

DEL RIO SUBDIVISION

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Kerrville Branch			Mile Post
31095		TOWER 112	YM		237.0
...		UP CROSSING	Yg		238.2
...		KERR JCT (UP CROSSING)	YA	D	238.6
31165		BECKMANN		T	252.8
		(15.8)	(Route TKB)	C	

Rockport Branch

31095		TOWER 112			211.0
31206		BERGS		D	5.6
31214		CPS	T	T	12.6
31222	6682	SASPAMCO		C	17.4
31235		FALLS CITY			44.2
31244		KENEDY			61.6
Abandoned between MP 62.8 and MP 91.8					
31256		BEEVILLE		D	92.9
31273		SINTON	Y	T	121.0
		SP JCT (UP CROSSING)	AY	C	122.6
31300		GREGORY	QT		138.2
31340		KOSMOS		DTC	14.2
		(122.0)	(Route TSV)		
Main track out of service between MP 18.5 and MP 62.8.					

Cline Mine Branch

30935		CLINE	T	D	0.0
...		BLEWETT		T	6.0
		(6.0)	(Route TGC)	C	

Eagle Pass Branch

30835		SPOFFORD	TY	D	0.0
30900		EAGLE PASS	QY	T	32.5
		(32.5)	(Route TAR)	C	

DEL RIO SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	KERRVILLE BRANCH	ALL TRAINS
BECKMANN and TOWER 112		25
Exceptions:		
246.0 and 237.0		10
ROCKPORT BRANCH		
TOWER 112 and KOSMOS		25
Exceptions:		
211.0 and 0.2		10
0.2 and 2.8		20
91.8 and 94.5*		20
103.7 and 104.9		10
120.8 and 122.2		20
122.2 and 123.5		10
130.3 and 131.5		10
* RULE 5.5. Speed may be increased when lead locomotive passes increase speed sign at these locations.		
CLINE MINE BRANCH		
CLINE and BLEWETT		25
Exceptions:		
Wye track, Cline		10
5.4 and 6.4 (End of track, Blewett)		10
EAGLE PASS BRANCH		
EAGLE PASS and SPOFFORD		40
Loaded Bulk Commodity Trains		25
Exceptions:		
32.5 and 27.0		25
0.3 and 0.0		10
SPEED ON OTHER THAN MAIN TRACK:		
Remotely Controlled turnouts and sidings		25
Exception:		
Sanderson, Spofford		20
Wye track, Cline		10
Kirby:		
Track 601		10
Tracks 606, 607 (Diesel tracks)		5
Kerrville Branch:		
MP 252.8 to end of track, Camp Stanley		10
All other tracks Del Rio Subdivision		10

ADDITIONAL STATIONS

MP	Station	Station Number	MP	Station	Station Number
Del Rio Line					
267.0	D'Hanis	30970			
Kerrville Branch					
259.1	Camp Stanley	31175			
258.2	Leon Springs	31170			
Rockport Branch					
11.0	Aransas Pass	31335			
5.8	Ingleside	31320			
130.7	Taft	31288			

DEL RIO SUBDIVISION

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP	Description	MP	Description
507.0-506.9	Brackets on poles	339.5	Bridge
481.8	Rock cut	334.5	Bridge
481.0	Rock cut	332.7	Bridge
474.2	Rock cut	330.3	Underpass
473.3	Bridge	307.8	Bridge
471.9	Detector	300.1	Bridge
466.8	Bridge	291.4	Bridge
462.7	Detector	291.0	Bridge
440.4	Rock cut	285.0	Bridge
435.5	Rock cut	280.6	Bridge
430.2	Rock cut	267.8	Bridge
430.0	Rock cut	253.3	Bridge
429.1	Rock cut	240.4	Underpass
426.2	Rock cut	212.2	Underpass
422.8	Rock cut	209.4	Depot Umbrella Sheds
422.5	Rock cut	208.1	Fence (westward track)
421.8	Rock cut	206.2	UP Underpass
388.2	Detector	Eagle Pass Branch	
398.7	Detector	34.4	Bridge
377.4	Bridge	26.6	Bridge
366.0	Bridge	Kerrville Branch	
365.8	Bridge	Yoakum Bend, No. 1 Track	
356.1	Bridge	237.2	

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

- Kerrville Branch: Former main track, MP 255.5 to MP 259.1 (end of track)
- Rockport Branch: Main track between MP 91.8 and MP 119
- Blewett: North and South interchange/setout tracks

RULE 6.13. Location of yard limits:

West MP	East MP
238.6	Kerr Jct.-Tower 112 (Kerrville Branch) 237.0
207.9	East Yard (Both Main Tracks) 206.4
1.6	Spofford (Eagle Pass Branch) 0.0
125.3	Sinton 120.0

RULE 6.24. Movement Double Track: Between Tower 121 and Tower 112, two main tracks are designated as double track (current of traffic). Automatic Block Signal System in effect in both directions on both tracks between Tower 121 and Tower 112.

RULE 6.26. Two main tracks between east end East Yard and Withers are designated as Eastward Track and Westward Track.

RULE 6.28. Eagle Pass: Main track ends at MP 32.5.

Kosmos: Main track ends at MP 13.5.

Kerrville Branch: Main track ends at MP 252.8.

DEL RIO SUBDIVISION

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
503.7	F1	408.0	F1	304.7	F2
497.2	E1,E2	398.7	E1,E2,E4	296.3	F1,F2
494.8	F1	395.6	F1	292.8	E1,E2
488.3	F1	388.2	E1,E2,E4	287.9	F2
485.1	E1	386.0	E1,E2	284.5	F1
480.0	F1	381.5	F1	274.5	E1,E2,E4
474.0	F1	374.0	E1,E2	264.1	F1
471.9	E1,E2,E4	369.2	F2	257.4	E1,E2
462.7	F1,F2	366.6	F1	251.2	F1
459.4	E1,E2	362.0	F2	245.3	F1
452.9	F1	359.0	E1,E2	243.0	E1,E2
448.4	E1,E2	351.1	F1	238.1	F1
446.1	F1	345.5	E1,E2,E4	231.9	F1
439.3	F1	337.0	F1	227.7	E1,E2
434.4	E1,E2	327.7	E1,E2,E4	221.5	F1
427.9	F1	321.8	F1	210.1	E1,E2,E5
424.2	F1	318.2	F1	Eagle Pass Branch	
419.7	E1,E2	311.0	E1,E2,E4	31.0	F1
417.1	F1			14.5	F1
410.4	F1			5.0	F1

Instructions pertaining to Type E-4 and F-2, High-Wide load detector, as shown in System Special Instructions, permits a train to continue movement under the conditions listed, if detector is not in advance of a structure which it is protecting. The following identifies the detector location, direction of approach which it protects and the structure being protected. Detectors not protecting in both directions are shown in bold face and may be dual purpose detectors. Be governed by instructions pertaining to each type of detector shown.

Westward Approach W/L Detector Location	Structure Protected	Eastward Approach W/L Detector Location
274.5	Seco River Bridge MP 267.8 Sabinal River Bridge MP 280.6 Blanco River Bridge MP 285.0	274.5
287.9	East Frio River Bridge MP 291.0 West Frio River Bridge MP 291.4	287.9
296.3	Leona River Bridge MP 300.1	296.3
304.7	Nueces River Bridge MP 307.8	304.7
311.0	Highway 90 Overpass, MP 322.5	311.0
327.7	East Elm Creek Bridge 332.7 West Elm Creek Bridge MP 334.5 Lindsey Creek Bridge MP 339.5	327.7
345.5	Pinto Creek Bridge MP 356.1	345.5
362.0	East and West Sycamore Creek Bridges MP 366.0	362.0
369.2	San Felipe Creek MP 377.4	369.2
388.2	Devils River Bridge MP 393.1	388.2
462.7	Myers Canyon Bridge MP 466.8	462.7
471.9	Thurston Canyon No. 1 Bridge MP 473.3	471.9

RULE 6.32.1. Cars must not be kicked, or dropped over the following crossings and before making movements a member of crew must take position at crossing to afford warning to traffic:

Knippa	Highway 90
Gregory	All crossings in Dupont and Reynolds Aluminum plants.

RULE 6.32.2. Rockport Branch: Stop signs are displaced at MP 5.8 for westward trains at crossing FM 1069 and at MP 5.2 for eastward trains at Highway 361 at Ingleside.

RULE 6.32.5. Del Rio: Sound detector mike located next to track on both sides Main Street. Trains stopped clear of Main Street on main track must sound engine whistle to lower or keep crossing gates down before entering crossing.

DEL RIO SUBDIVISION

Push button control box is provided for manual operation of gates for other movements over crossing.

Kerrville Branch: Trains tying up at Loop 410 in Beckmann Block must stop at MP 246.1 to prevent activation of crossing protection devices at Loop 410 access road MP 249.5 and Jackson-Keller Road MP 245.8.

RULE 7.6. Instructions for applying hand brakes:

Sanderson —Not less than ten brakes on east end of cuts of cars.
Del Rio —Not less than four brakes on west end of cuts of cars west of high-way overpass.
 —Not less than four brakes on east end of cuts of cars east of high-way overpass.
Eagle Pass —Not less than three brakes on west end of interchange tracks 111, 112, 113, 114 and 115.

San Antonio (Passenger Station) —Not less than three brakes on west end.
East Yard —Unless otherwise instructed by yardmaster, not less than three brakes on east end of cuts of cars west of walkway and not less than ten brakes on east end of cuts of less than 25 cars east of walkway and not less than 15 brakes on east end of cuts of 25 or more cars east of walkway.

—Hand brakes on outbound trains must not be released until engine is coupled to train, air test completed and blue signal removed.

Kirby —Unless otherwise instructed by yardmaster, not less than five brakes on west end of cuts of cars.

—When engines not coupled to cars are to be left unattended at west end Kirby yard, engineer must not leave engines unattended until a portable deraill has been placed west of engines by a mechanical department employe.

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

RULE 7.11. Crews handling cuts of cars on east end of East Yard will not release hand brakes or start eastward movement out of track until air brakes are cut in and charged, as shown below:

Number of Cars Handling	Minimum Number of cars charged with air on east end
10 to 20	5
21 to 40	10
Over 40	15

This does not apply when switching cuts on east end of old yard when engine movement does not go east of scale crossover.

RULE 8.2. Kirby: Normal position of Diesel facility track switch to lead at west end Kirby yard is for lead track. Diesel facility track switch at west end Kirby yard must be left lined and locked for movement on lead unless switch is attended by an employe during switching operations.

RULE 8.3. Spofford: Wye track switch on Eagle Pass Branch must be left lined for east leg of wye track. Normal position of east and west leg of Wye track switches, from siding to Eagle Pass Branch, are lined for siding.

Rockport Branch. Normal position of main track switch at CPS is for movement to the coal plant.

RULE 8.10. Spring switches equipped with switch point indicator:

Station	Location
Sanderson	Siding
San Antonio	West End Passenger Station, Track #1

DEL RIO SUBDIVISION

RULE 9.5.8. Block signals equipped with "P" plates:

Eastward	Protection	Westward
Absolute	(East Switch siding Dryden)	
Absolute	High water detector, Bridge 480.5	4801
	(West Switch siding Malvado)	
4594	High water detector, Bridge 465.0	Absolute
	(East Switch siding, Malvado)	
4492	High water detector, Bridge 457.6	Absolute
	(West switch siding, Pumpville)	
4460	Falling rock/slide fence detector, MP 447.3	4461
	High water detectors, MP 445.0 and MP 444.2 (West Switch siding, Langtry)	
4392	High water detector, Bridge 438.2	4371
Absolute#	(East switch siding Shumla)	
4172	Dragging equipment detector Pecos River Bridge	4279#
	High water detector, Bridge 415.7	
	(West Switch siding, Comstock)	Absolute
4104	High water detector, Bridge 409.9	4079
Absolute	(East switch siding Feely)	
3950#	High water detector, Bridge 403.6	3987
	Dragging and wide load detector Devil's River Bridge	
	(West Switch siding, Amistad)	Absolute#
3882	High water detector, Bridge 385.0	3849
3666	High water detector, Bridge 366.0	
	(West switch siding, Amanda)	Absolute
3086	High water detector, Bridge 307.8	3053

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

RULE 9.12. Sanderson: Indicators located 1,000 feet west of absolute signals, east switch, Sanderson. Signal north of main track governs eastward trains on main track. Signal south of siding governs eastward trains out of yard, Sanderson.

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

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

If derail fails to close and/or absolute signal fails to display desired indication, member of crew must contact train dispatcher. If authority is received from train dispatcher to pass absolute signal, push button should be operated and if signal does not clear, member of crew must again contact train dispatcher to receive authority to manually operate derail and pass absolute signal.

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

RULE 9.14. Applies between Tower 112 and Tower 121.

RULE 9.15. Applies between Tower 112 and Tower 121.

Track permits between Tower 121 and Tower 112 will be issued by Control Operator, Tower 121.

RULE 10.1. CTC in effect on main track and sidings between west switch Sanderson and Withers; both main tracks between Withers and Tower 112, and main track and siding between east end East Yard and Kirby.

DEL RIO SUBDIVISION

CTC between Kirby and East Yard is controlled by Tower 121 Control Operator. CTC between Tower 112 and Withers is controlled by HD14 Train Dispatcher (signals and dual control switch at Withers are controlled by HD15 Train Dispatcher).

RULE 15.1. UP trains enroute CPS must obtain SP track warrant and track bulletins at Smithville. These track warrants and bulletins will be used on roundtrip between Tower 112 and CPS. If crew is changed prior to completion of trip, the conductor is responsible for delivering track warrants and track bulletins to relieving crew. If not personally relieved, conductor will leave track warrants and bulletins on control stand of lead locomotive.

RULE 16.1. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
Cline Mine Branch			Rockport Branch		
3.5	Turkey Creek	0.0	13.5	Kosmos	5.0
6.0	Blewett	3.5	5.0	Gregory	136.3
			136.3	Taft	125.3
Eagle Pass Branch					
32.5	Eagle Pass	27.0	120.0	Skidmore	102.7
27.0	Elm	22.0	102.7	Beeville	91.8
22.0	Paloma	14.0	62.8	Kenedy	59.0
14.0	Spofford	1.6	59.0	Saspamco	13.7
			13.7	CPS	5.8
			5.8	Bergs	0.0
Kerrville Branch					
252.8	Beckmann	245.9			
245.9	Robards	242.4			
242.4	Hildebrand	238.6			

AIR BRAKE RULE 51.9. Applies at East Yard and Kirby, when advised by car foreman.

MISCELLANEOUS

1. Loaded bulk commodity trains are not to be operated in Train Yard Tracks Nos. 107, 108, 109 and 110, East Yard.
2. **Rockport Branch:** To avoid blocking crossings, eastward trains must not pass MP 6.0 until permission is received from train dispatcher.
3. **Border Patrol Inspections:** When stop is made to allow Border Patrol to inspect train, air brakes must be set and not released until person in charge of inspection has advised that train is released.

**SAN ANTONIO DIVISION
SPECIAL INSTRUCTIONS**

Section A. ADJUSTED TRAIN TONNAGE AND LOCOMOTIVE TONNAGE RATINGS

To determine the recommended power requirements for a train first calculate the adjusted tonnage for a train by multiplying the adjustment factor for the applicable territory times the number of cars in the train. When the train contains articulated cars, use System Special Instructions Section C SPEED RESTRICTIONS — TRAINS, to compute equivalent cars. This figure is then added to the actual train tonnage. This total is the adjusted tonnage for the train.

When calculating the adjusted tonnage of a train, the weight of any dead locomotives in engine consist must be added to the actual train tonnage.

After adjusted tonnage for a train is calculated, use the following locomotive tonnage ratings to determine the power requirements. The total locomotive tonnage ratings should exceed the train's adjusted tonnage. The locomotive tonnage ratings are guideline only.

TERRITORY	GP-30 GP-35 GP-38	GP-40 B-30-7 B-30 B-36-7	GP-60 GP-40M B-40-8 B-39-8	SD-40 SD-40T2 SD-45 SD-45T2	SD-50 SD-60 SD-60M C-40-8 DRGW5341- 5413(PTC)	Adjust- ment Factor
Between Sanderson & San Antonio	1575	1850	2550	2900	3200	3
Between San Antonio & Glidden	1400	1850	2400	2600	3000	3
Between Flatonia & Tyler	1575	1850	2550	2900	3200	3
Between Fort Worth & Ennis	1250	1550	2500	2700	3000	3
Between Houston & Hearne	1800	2050	2900	3000	3700	3

SD-40 type locomotives equipped with Positive Traction Control (PTC) are rated the same as SD-50's.

When GP-type locomotives are used in a mixed consist, their short-time rating will govern all other locomotives in the same consist.

Locomotives equipped with PTC will have a short-time rating plate denoting short-time rating for that locomotive. This short-time rating plate is to be used instead of the short-time rating on the loadmeter.

**SAN ANTONIO DIVISION
SPECIAL INSTRUCTIONS**

Section B. LOAD LIMIT:

1. Unless authorized heavier loads will not be handled where load limit is shown.
When load limit is 132 tons or higher and load limit of car is not exceeded, the following load limits apply.

6 axle car — 197 ton
8 axle car — 263 ton

2. Unless authorized, all relief outfit cranes, locomotive cranes, cranes and pile drivers must not operate over branches listing a load limit less than 132 tons.

3. Load limit will not apply to articulated cars.

4. Load Limit Lines: 158 tons
 Exceptions
 Sherman-Richardson 132 tons
 Commerce (Mt. Pleasant-Hodge) 132 tons

- Branches: 132 tons
 Exceptions:
 Athens 125 tons
 Elam 125 tons
 Eagle Pass 125 tons
 Rockport (Skidmore-Kosmos) 125 tons
 Port Lavaca (Placedo-Port Lavaca) 125 tons

- # Tank cars DUPX 28001-28040 not exceeding 158 tons may be handled on Port Lavaca Branch and between Sinton and Gregory on Rockport Branch.

Fort Worth Branch: When handling tank cars in excess of 132 tons they must be separated by a car of less than 132 ton and train must not exceed 10 MPH over bridges 7.66, 9.50, 28.94 and 34.38.

**SAN ANTONIO DIVISION
SPECIAL INSTRUCTIONS**

Section C. RADIO CHANNEL ASSIGNMENT:

Radio channel assignment for locomotives and other radios is Road 1 which is F-1 or 96-96 on all channel radios, or Road 2 which is F-2 or 14-14 on all channel radios.

The following list shows where Road 1 or Road 2 is used.

When entering or leaving assigned channel areas, wayside signs are placed reading "CHECK YOUR RADIO CHANNEL".

Trackside detectors will transmit on the channel assigned to the territory in which they are located.

Train will monitor only the Road channel which is assigned to the territory in which the train is operating.

COMMERCE SUBDIVISION		Road 2
HEARNE SUBDIVISION		
	Tyler - Corsicana; Athens Branch	Road 2
	Miller - Giddings	Road 1
	Giddings - San Antonio	Road 2
	Fort Worth and Gatesville Branches	Road 1
VICTORIA SUBDIVISION		Road 2
DEL RIO SUBDIVISION		
	Kirby - Withers	Road 2
	Withers - Sanderson	Road 1
	Kerrville & Rockport Branches	Road 2
	Cline Mine and Eagle Pass Branches	Road 1

YARD CHANNELS

Yard	Yard Channel	4 Channel	All Channel
San Antonio			26-26
Dallas			08-08
Ennis			08-08
Hearne			08-08

ADDITIONAL RADIO CHANNELS

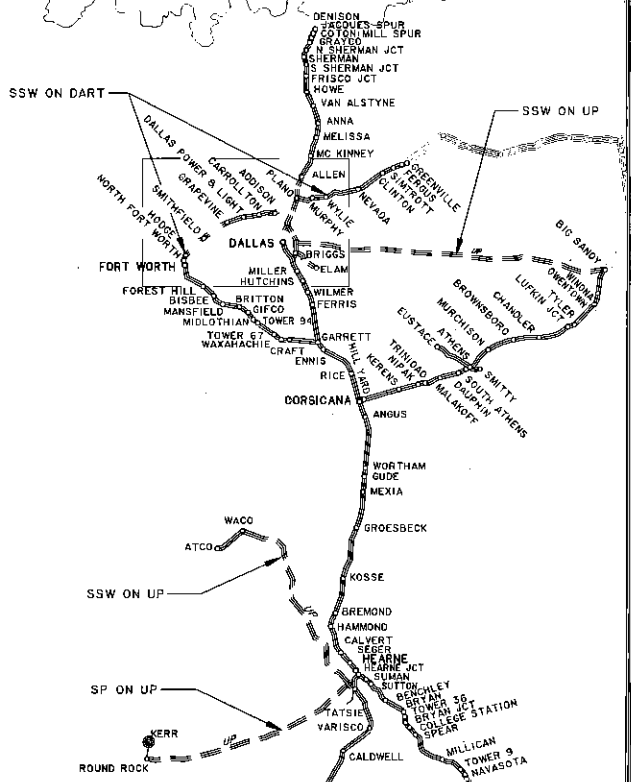
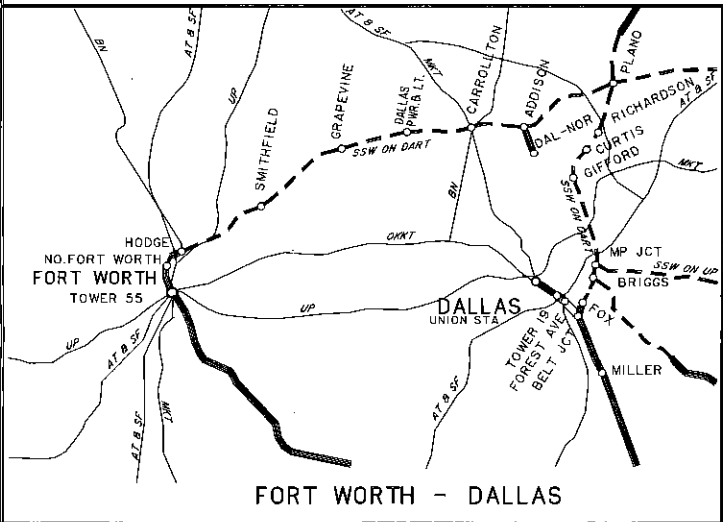
UP Dispatcher - Hearne Area	24-24
UP Dispatcher - Big Sandy - Dallas	24-24
UP Dispatcher - Victoria Subdivision	20-20
UP Dispatcher - Round Rock - Hearne	42-42
UP Road - San Antonio	42-42
UP Road - Ft. Worth	24-24
BN Road - Ft. Worth	66-66
ATSF Road - Ft. Worth	36-36
ATSF Yard - Ft. Worth	84-84
ATSF Dispatcher - Caldwell Area	72-72
Georgetown Railroad	59-59
Tex-Mex Corpus Christi	74-74

**SAN ANTONIO DIVISION
SPECIAL INSTRUCTIONS**

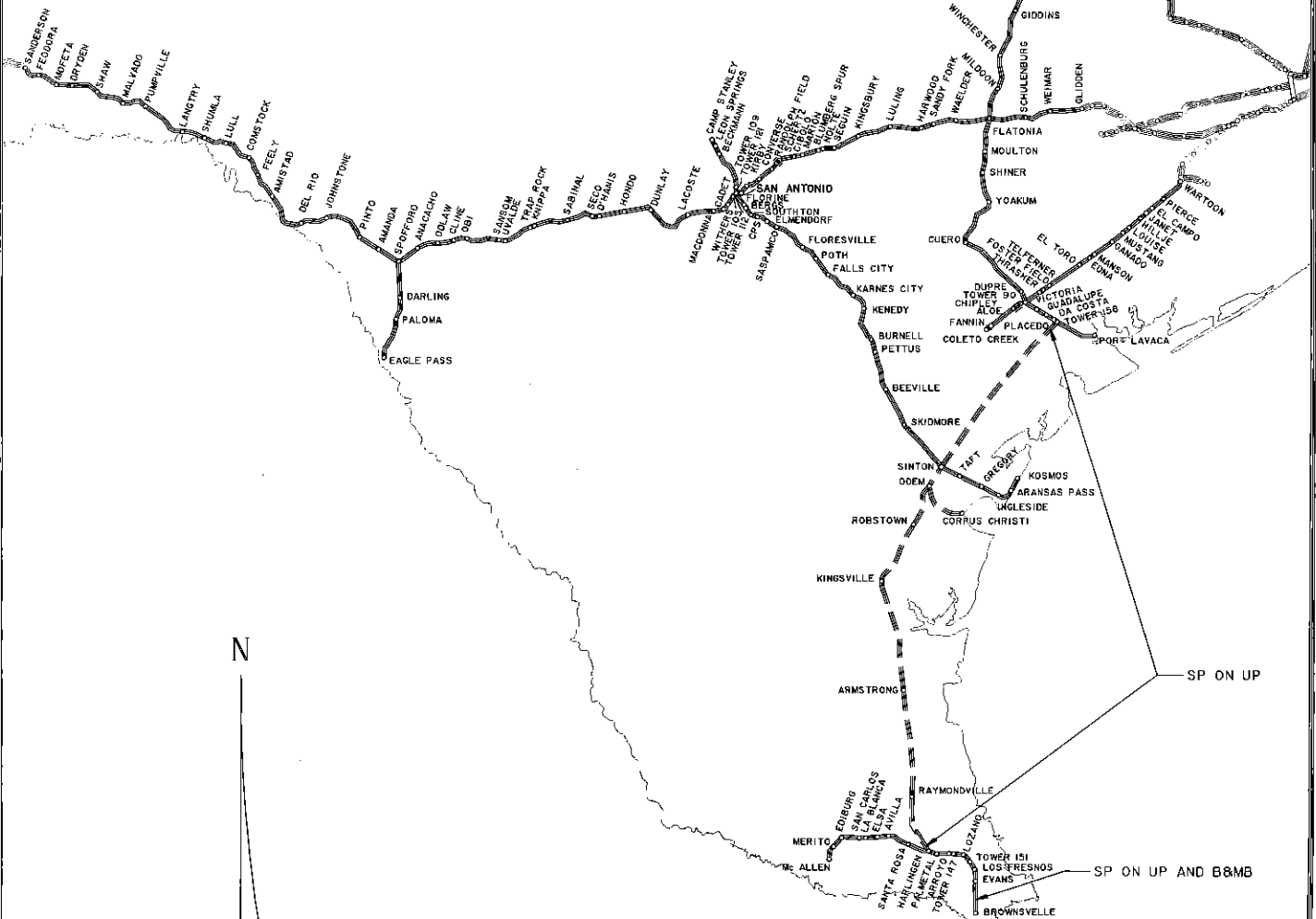
Section D. PBX RADIO:

Channel Nos.	Code #	Area
62/52	11	Fabens to 10 mi east of Lobo
70/56	11	20 mi west of Lobo to Aragon
62/52	16	Aragon to Maxon
70/56	16	Maxon-Malvado 20 mi east of Dryden
62/52	15	Malvado to Amistad
70/56	15	Amistad to Comstock
62/52	14	Comstock to Pinto
70/56	14	Pinto-Odlaw
62/52	13	Odlaw-D'Hanis & Eagle Pass
70/56	13	D'Hanis to San Antonio
62/52	12	15 mi east of San Antonio to Luling
70/56	12	Luling to Glidden
62/52	15	Hearne-Kosse
70/56	14	Kosse to Angus
86/38	13	Wortham to Ennis
92/46	13	Ennis to Dallas-Ft Worth
62/52	16	Muldoon-Caldwell

OKLAHOMA



TEXAS



SAN ANTONIO DIVISION