

# SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS  
RAILROAD COMPANY



DALLAS and AUSTIN  
DIVISIONS

## SPECIAL INSTRUCTIONS No. 5

EFFECTIVE SUNDAY, DECEMBER 6, 1959

AT 12:01 A. M.

CENTRAL STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 4

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THESE INSTRUCTIONS CONSTITUTE A PART  
OF THE TIMETABLE CURRENTLY  
IN EFFECT

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G. W. KELLY,  
*General Manager.*

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

J. E. ADAMS,  
*Superintendent of Transportation.*

J. D. RAMSEY,  
*Superintendent.*

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS**

**RULE A.** Transportation Department rule revisions from December 1, 1951 to and including April 1, 1959 are shown on pages 1 and 2 of the Rules and Regulations of the Transportation Department. Employees must have revised pages covering these revisions in their copy of the Rules and Regulations of the Transportation Department.

**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 siding.

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

**RULE 10-G.** On the following branches:

Palestine  
Paris  
Waco  
Cameron  
Llano

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

**RULE 10-H.** On the Austin Subdivision between Pershing and Hempstead, Flatonia Subdivision between Flatonia and Yoakum, Palestine, Paris, Waco, Cameron Branches, and on that portion of the Llano Branch between Fairland and Llano a green signal will not be displayed to right of track at limit of restriction. Instead, limit of restriction will be indicated by a yellow signal displayed to left of track in direction of approach. Speed may be resumed when engine reaches the yellow signal so displayed, or when it is known by the engineer that rear of train has passed limit of restriction as specified in train order or timetable bulletin.

**RULE 10-J.** Speed signs prescribing an increase in speed will not be installed on the Palestine, Paris, Cameron and Llano Branches.

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

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

**RULE 99-C.** Will apply on the:

Jacksonville Branch  
Paris Branch  
Fort Worth Branch  
Waco Branch  
and Austin Subdivision

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

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

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

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

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

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

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

### **ELECTRIC SWITCH LOCKS**

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

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

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

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

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

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be

depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of electric lock. It is to be used only in case of electrical 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.

**RULE 605. INTERLOCKING**

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

**GENERAL REGULATIONS**

**RULE 824.** At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

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

**MISCELLANEOUS**

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

Cars gross weight in excess of limits shown must not be handled between the points named.

Between	Cars
Denison and Houston.....	251,000
Hearne and Yoakum.....	251,000
Cameron and Waco.....	251,000
Garrett and Fort Worth.....	251,000
Bremond and Waco.....	251,000
Hempstead and Fairland.....	251,000
Fairland and Llano.....	169,000
Fairland and Marble Falls.....	251,000
Bonita Junction and Dallas.....	251,000
Commerce and Paris.....	210,000
Rusk and Palestine.....	169,000

Between Llano and Fairland,  
Marble Falls and Fairland

Only single units of engines of class and number shown below are permitted to operate:

DF-1, DF-2, DF-4, DF-9, DF-11.....	Engines 300 to 381
DS-5, DS-6.....	Engines 10 and 11
DS-111.....	Engines 95 to 104

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

NOMINAL CLASS	MPH
DP.....	75
DF-1 to 14, except.....	65
Units 351, 352, 353, 535, 536, 537, 538, 539, 600 to 606, 609 to 612, 615 to 621, 623, 624, 630 to 636, 700, 702 to 706, 710, 713 to 715, 717 to 720, 722, 724.....	#70
Units 354, 355, 356, 357, 540, 541, 542, 543, 544, 545..	75
DF-115, 119.....	60
DF-302.....	65
DF-400, 401, 402.....	65
DF-600, 601, 604, 607, 611 & 612.....	65
DF-602.....	70
DS-5.....	45
DS-6.....	60
DS-105, 109, 111, 112, 114.....	60
DS-300, 301, 302, 303.....	60

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

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

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

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

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

Maximum speed of train handling engines in tow must not exceed the speed restriction for that engine.

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

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

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

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

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

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

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

NOTE: PROTECTED CURVES— SPEED SIGNS GOVERN	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
BETWEEN	MPH	MPH	MPH
Denison and North Sherman Junction.	55	50	50
North Sherman Junction & Miller.	40	40	40
Miller and Corsicana.	70	60	50
Corsicana and Hearne.	75	65*	50
Hearne and Eureka.	70	60	50
Fort Worth and Garrett.	40	40	40
Waco and Bremond.	25	25	25
Austin and MP 93 Austin Line.	35	35	35
MP 93 Austin Line and Hempstead.	40	40	40
Llano and MP 76.	15	15	15
Marble Falls and Fairland.	15	15	15
MP 76 Llano Branch and Austin.	30	30	30
Flatonia and Giddings.	60	60	50
Giddings and Hearne.	49	49	49
Flatonia and Yoakum.	30	30	30
Waco and Cameron.	25	25	25
Bonita Junction and Briggs.	35	35	35
Rusk and Palestine.	20	20	20
Commerce and Paris.	25	25	25

\*Where speed signs indicate a maximum speed of 60 MPH and where not otherwise restricted and when not handling tank cars or open top cars (except TOFC) with lading extending above side or over end of car.

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

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.

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 movement.

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

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

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

### MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

	MPH Main Tracks other than Branches, Flatonia Subdivision between Flatonia and Yoakum, and Austin Subdivision between Hempstead and Austin.	MPH Main Tracks on Branches, Flatonia Subdivision between Flatonia and Yoakum, and Austin Subdivision.
Scale test car.	40	25
Cars with arch bar trucks.	40	25
Steel piledrivers.	40	25
Crane Piledriver T&NO MW-591:		
With boom detached and trailing.	35	*
With boom attached and trailing.	25	*
Relief outfits with steam derrick Nos. 1099-1837.	40	25
Relief outfits with steam derrick Nos. 10, 14, 16, 19 and 1550.	35**	25**
Power shovels on own wheels.	35	20
Ditchers on own wheels.	35	20
Car top ditchers, if blocking and tie-down cables are removed.	35	20
Air dump cars (except T&NO 1000 to 1019, and SP 5100 to 5289).	35	20
Locomotive Cranes:		
With boom disconnected, heavy end forward.	35	20
With boom disconnected, light end forward.	20	20
With boom in place, either end forward.	25	20

\*Crane piledriver T&NO MW-591 must have boom in trailing position when handled in train and must not be operated on other main track unless specifically authorized by Chief Train Dispatcher, which authority will designate the maximum speed.

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

### OTHER MAXIMUM SPEEDS

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

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



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

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
<b>Denison Line</b>					
336.00	335.25	334.93	334.18	334.93	335.25
<b>Palestine Branch</b>					
18.50	17.75	17.60	On SSW	0.05	0.00
16.64	Over Bridge	15.89	11.25	Over Bridge	12.00
13.75	13.00	12.90	12.17	12.90	13.00
12.75	Over Bridge	12.00	15.14	Over Bridge	15.89
0.80	0.00	0.05	16.85	17.60	17.75

**RULE 70.** Tracks between T&P Junction and Briggs will be used jointly by trains of the Denison Line and the T&P Eastern Division.

Tracks between Briggs, Belt Junction and Forest Avenue will be used jointly by trains of the Denison Line, T&P Eastern Division and the Jacksonville Branch.

Tracks between Belt Junction and Miller will be used jointly by trains of the Denison Line and the Jacksonville Branch.

Movements between these points are governed by block signal indications.

Main track between Garrett and Ennis will be used jointly by trains of the Denison Line and the Fort Worth Branch. Movements between these points are governed by block signal indications.

Main track between Bonita Junction and Nacogdoches will be used jointly by trains of Shreveport Subdivision and Jacksonville Branch, subject to the Timetable and Special Instructions of the Houston Division.

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

West MP	East MP
Denison .....	335.19
332.00 Sherman .....	326.94
297.55 McKinney .....	295.13
283.00 Plano .....	281.00
273.61 Dallas (Denison Line) .....	257.11
Dallas (Jacksonville Branch) .....	313.93
233.26 Ennis .....	
243.31 Athens .....	240.66
203.43 Jacksonville .....	199.71
136.84 Nacogdoches (Shreveport Subdivision) .....	139.57
Fort Worth .....	49.43
13.65 Waxahachie .....	10.42

MKT trains and engines operate on main track between MKT Junction (MP 51.2) and Fort Worth under provisions of Rule 93. Main-track movements approaching and between these points must be made WITH CAUTION.

**Miller:** Yard engine foremen and engineers must have a written line-up of trains before making yard engine movements west of T&P Junction on Denison Subdivision main track.

Yard engine foremen must also confer with yardmaster to ascertain if there are any other yard engines west of T&P Junction and receive instructions as to how they are to operate with respect to each other.

Before yard engines foul main track west of T&P Junction, engine foremen and engineers must have written line-up of trains. This line-up can be secured from operator at Belt Junction by use of telephone.

**Paris:** The main track ends at MP 123.00. All tracks east of this point are yard tracks.

**Jacksonville:** There is no main track between MP 201.75 (west switch of yard) and MP 200.7 (Jax Junction). Between these points all tracks are yard tracks.

**Palestine:** The main track ends at MP 31.00. All tracks west of this point are yard tracks.

**Fort Worth:** The main track ends at MP 51.89 (Tower 126). All tracks west of this point are yard tracks.

**Ennis:** There is no main track between MP 230.6 and MP 232.7. Between these points all tracks are yard tracks.

**RULE 97.** Within CTC limits or on Double Track between T&P Junction and Miller and between Belt Junction and Forest Avenue trains may run extra without train-order authority, moving with the current of traffic on double track. Train signals or train indicators authorized or displayed before entrance will be displayed through these limits.

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED**

**Sherman.** Gate protecting crossing of S.S.W. and StLSF&T must, when crossing is not in use, be left across S.S.W. main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

**East Dallas.** A standard crossing gate, equipped with a light is installed at the grade crossing between the industrial lead track of the T&NO and main track of GC&SF Railway Company.

The normal position of this gate will be for GC&SF movements, the light on gate to display RED when gate is set against movements and GREEN when route is clear.

Movements approaching the crossing on either line must be made WITH CAUTION (restricted speed), prepared to stop before crossing is reached. When gate is set against T&NO movements, GC&SF movements over the crossing may be made, without stopping, not exceeding six (6) miles per hour. T&NO movements must stop, set gate against GC&SF movements, after observing that movement is not approaching on conflicting route, and when T&NO movement is completed over crossing, gate must be immediately restored to normal position.

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

**Commerce.** S.S.W. crossing protected by gates.

**S.S.W. Crossing.** MP 2.0 (McCrossin) Palestine Branch, protected by gates.

**RULE 103-A. MP 285.06.** Train and engine movements must not be made on spur over State Highway 5 crossing west of Plano, serving Wells Brothers Feed and Grain Company, MP 285.06 between 6:00 AM and 8:00 AM and between 4:00 PM and 6:00 PM.

**Cooper.** Trains and engines must stop short of highway crossing east of freight station and member of crew take position at the crossing to afford protection to traffic while movement is being made.

**Palestine.** Trains and engines must stop short of South Sycamore Street crossing and member of crew take position at the crossing to afford protection to traffic while movement is being made.

**Rusk.** All movements over crossings between junction switch and end of track must stop short of crossing and member of crew take position at the crossing to afford protection to traffic while movement is being made.

**Fort Worth.** For train, engine and switching movements over or into Broadway Street crossing, T&NO Yard, a member of the crew must take position at the crossing to afford protection to traffic.

**RULE 104.** Normal position of rigid switches at junctions and certain other locations:

Denison..... StLSF&T Ry..... For movement  
T&NO to  
StLSF&T Ry.

Bonita Junction... Shreveport Subdivision For through move-  
ment on Shreveport  
Subdivision.

Commerce..... S.S.W. Ry..... For through move-  
ment on S.S.W.  
main track.

**Stryker Creek.** Normal position of switch point derail in advance of spur track, springing off of industry lead, is for derailing from main track end.

**RULES D-251, D-253 and D-254** apply on double track between Forest Avenue and Belt Junction.

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

Eastward Signal	Protection	Westward Signal
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P-A Spring switch, lead, west end of yard, Ennis....

#### RULE 535. SPRING SWITCHES

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

Location	Normal Position
Ennis..... Lead, west end of yard.....	Main track

#### RULE 605. INTERLOCKING

**Tower 93 Two MKT Crossings Denison**

Whistle signals:

Main track eastward or westward from main track \_\_\_\_\_  
To and from KO&G transfer from any point o \_\_\_\_\_ o o

#### Sherman Tower 16

Whistle signals:

Main track eastward or westward \_\_\_\_\_  
StLSF&T main track from any point \_\_\_\_\_ o \_\_\_\_\_  
StLSF&T yard from any point o \_\_\_\_\_ o  
T&P transfer from any point o \_\_\_\_\_ o o

#### T&P Junction Tower 119, T&P Crossing

Whistle signals:

Through movement on T&NO main track \_\_\_\_\_  
To or from T&P main track connection o \_\_\_\_\_  
To or from T&P yard \_\_\_\_\_ o \_\_\_\_\_

#### Tower 19 GC&SF Crossing

Two unit light type interlocking signal governing eastward movement located on signal bridge 610 feet west of Forest Avenue, T&NO is the diverging route.

#### Between Tower 19 and Tower 10 Freight Route

GC&SF and T&NO main tracks, Dallas, between T&NO connection, Tower 19, and T&NO connection, Tower 10, are signalled for movements in either direction. Movements will be governed by signal indication. Light type signals and power-operated switches are controlled from Tower 19. The signal aspect, name and indication are as follows:

Aspect	Name	Indication
Green.....	Clear.....	Proceed. (See GC&SF and T&NO Operating Rule 281).
Yellow.....	Approach.....	Proceed prepared to stop at next signal. (See GC&SF and T&NO Operating Rule 285).
Red over Yellow.....	Restricting.....	Proceed at restricted speed prepared to enter diverging route. (See GC&SF Rule 290 and T&NO Rule 288).
Red.....	Stop.....	Stop. (See GC&SF Rule 292 and T&NO Rule 290).

(1) There is no superiority of trains on these tracks. Trains and engines must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) MPH. Tracks may be used not protecting against regular and extra trains and engines.

(2) Movements through turnouts, crossovers, and curves on these tracks must not exceed fifteen (15) MPH.

(3) When signal does not display desired indication and cause is not apparent, member of crew will communicate with control station.

(4) When train or engine is stopped by stop signal and cause is not apparent, member of crew will communicate with control station and will be governed by instructions. Telephones are conveniently located near each signal. If authorized to proceed, member of crew, before movement is made over them, must examine all switches and derails to next governing signal and flag over railroad crossings. If instructed to place dual control switches in hand operation and proceed, crew will be governed by instructions found in telephone box.

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

Whistle signals govern routes as follows on new freight route, Tower 10 and Tower 19, Dallas:

From T&NO yard to main track connection near Tower 10

From T&NO yard track over crossing at Tower 10

Movement from or to T&NO new main track and S.S.W. connection S.S.W. Yard

**Interlocking 10 GC&SF Crossing on yard track east of Dallas Yard:**

Signals controlled by signal operator, Tower 19.

Telephones for communication with signal operator are located as follows:

On mast of eastward home signal.

On post just east of westward home signal.

**Tower 55 T&P Crossing Fort Worth**

Whistle Signals:

Rock Island from T&NO

FW&D from T&NO

GC&SF freight yards from T&NO

T&P from T&NO

Fort Worth (Union Depot) from T&NO

One long, two short and one long ( ) sound of whistle indicates westward main track movement past the first interlocking signal and most easterly derail up to, but not beyond the next signal.

**Tower 126 GC&SF Crossing Fort Worth**

Whistle Signals:

Main track eastward or westward from main track

To or from Track No. 2

To or from lead

To or from Track No. 1

To or from GC&SF connection

**Waxahachie Compress track crossing with B-RI main track**

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

B-RI siding, which crosses T&NO compress tracks at this location, is not protected by interlocking.

Hayes derrails located on T&NO compress track on each side of B-RI crossing, normally set against movements approaching crossing. These derrails are operated by ground-throw switch located near crossing.

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

**RULE 680. AUTOMATIC INTERLOCKING**

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

Plano. S.S.W. Crossing.

S.S.W. Crossing, 0.3 miles east of Athens.

Paris. StLSF&T and T&P Crossings.

Fort Worth. Tower 53 MKT crossing.

Midlothian. GC&SF Crossing MP 23.1.

Waxahachie. Tower 67 MKT crossing.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows:
M	2581	Miller	Proceed on main track to west end of siding.
S	2581	Miller	Enter siding.

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

Between Denison and Sherman

Limits extend between:

Eastward absolute signal at MP 337.4, Denison and

Westward absolute signal at MP 329.1, Sherman.

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

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

Cotton Mill Spur MP 335.9 and Jaques Spur MP 336.3 are equipped with electric switch locks.

Spur track, Grayco MP 331.3 equipped with electric switch lock which operates in accordance with instructions governing electric switch locks except that to enter spur track, engine or car must be standing within 39 feet of switch.

Within CTC limits between Denison and Sherman, trains may run extra without train-order authority but must obtain clearance before commencement of trip, if at an open train-order office. Train signals or train indicators authorized or displayed before entrance will be displayed through these limits.

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

Eastward signal MP 337.6, Denison.

Eastward signal just east of main street crossing on StLSF&T track, Denison.

Westward signal MP 328.1, Sherman.

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



**Between T&P Junction and West End of Drill Track, Miller**

Limits extend between:

Eastward absolute signal at MP 4.8 (T&P Junction) and

Westward absolute signal at MP 260.0 (west end of drill track), Miller and

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

Power operated switches within these limits cannot be hand operated.

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

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

Hand-operated switch to Custom Manufacturing Company spur is equipped with electric switch lock which operates in accordance with instructions governing electric switch locks except that to enter spur track, engine or car must be standing within 25 feet of switch.

Jacksonville Branch trains approaching Briggs or Belt Junction will call for route in accordance with destination, either to Forest Avenue; to Miller; or to Jacksonville Branch main track at Briggs as the case may be, using at Briggs the same whistle code as at Belt Junction.

**Whistle signals:**

To Forest Ave. with current of traffic from any point  
o ——— o

To T&P Junction from any point o o ——— o o

To Miller from any point o ——— o

To Jacksonville Branch o ——— o o

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

To siding at Fox from any point o ———

To drill track at Miller from any point o o ——— o

**Between Garrett and Ennis**

Limits extend between:

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

Westward absolute signals located on main track at MP 232.5 west end of yard, Ennis, and on lead at fouling point of main track switch west end yard, Ennis.

Signals controlled by signal operator, yard office Ennis, acting upon authority of the train dispatcher.

The junction switch at Garrett is dual control, equipped with crank.

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

**GENERAL REGULATIONS**

**RULE 812.** Employes operating into or out of Union Terminal, Dallas, will operate in accordance with Union Terminal Company rules.

**Commerce.** Trains and engines must stop before reaching the fouling point of the S.S.W. main track and will not enter S.S.W. main track until proceed signal is received from member of crew. Before lining switch or giving proceed signal, member of crew required to handle switch must know that no train or engine is approaching on route to be used.

**RULE 825.** Cars may be set out on siding, Sherman, setting a sufficient number of hand brakes on east end of such cars to insure that they are properly secured.

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

Fort Worth—Not less than seven (7) hand brakes on west end of cuts of cars east of Broadway Street.  
Not less than three (3) hand brakes on west end of cuts of cars west of Broadway Street.

Jacksonville—Not less than two (2) hand brakes in Jacksonville yard.

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

Denison Line.....	299.00, East Fork of Trinity River
	260.18, Trinity River
	255.94, Five Mile Creek
Jacksonville Branch.....	268.65, East of Kemp
	268.61, East of Kemp
	268.00, East of Kemp
	209.84, East of Cuney
	207.31, East of Cuney
	189.08, East of Turney
	178.60 to 178.34, Angelina River east of Reklaw
Paris Branch.....	110.45 to 110.77, North Sulphur River east of Enloe
	112.93, Honey Creek west of Howland
	119.76, Auds Creek east of Howland
Palestine Branch.....	22.75, West of Kossuth
	21.58, East of Kossuth
	15.89, Neches River east of Herring
	12.00, Talles Creek west of Java
	4.82, Beans Creek west of station Beans Creek
Fort Worth Branch.....	28.31, East of Britton
	28.94, East of Britton



**MISCELLANEOUS**

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All engines..... Sherman	Over track scales at Quaker Oats Company.
All engines..... McKinney	Over track scales at Burrus Feed Mill Company.

Engines and cars must not be handled beyond STOP sign located on Van Alstyne Cotton Oil Company track, Van Alstyne.

Richardson Industrial District lead track, MP 277.90, must not be used beyond 4000 feet from point of main track switch.

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

MP	LOCATION	DESCRIPTION
<b>Denison Line</b>		
336.99	East of Tower 93	Bridge 336.99 ..... Side
326.28	East of Sherman	Bridge 326.28 ..... Overhead & Side
323.83	East of Sherman	Bridge 323.83 ..... Overhead & Side
299.00	West of McKinney	Bridge 299.00 ..... Overhead & Side
297.13	West of McKinney	Bridge 297.13 ..... Side
294.18	East of McKinney	Bridge 294.18 ..... Overhead & Side
292.27	East of McKinney	Bridge 292.27 ..... Side
289.55	East of McKinney	Bridge 289.55 ..... Side
286.29	West of Plano	Bridge 286.29 ..... Overhead & Side
273.80	West of Rawlins	Bridge 273.80 ..... Side
273.31	West of Rawlins	Bridge 273.31 ..... Overhead & Side
12.87	West of Rawlins	Bridge 12.87 ..... Side
12.17	West of Rawlins	Highway Overpass ..... Overhead
11.64	West of Rawlins	Bridge 11.64 ..... Side
9.37	Rawlins	Highway Overpass, main-siding.....Overhead
8.54	East of Rawlins	Bridge 8.54 ..... Side
8.03	East of Rawlins	Bridge 8.03 ..... Side
7.43	East of Rawlins	Bridge 7.43 ..... Side
6.13	West of T&P Jct.	Bridge 6.13 ..... Side
5.49	West of T&P Jct.	Bridge 5.49 ..... Side
5.31	West of T&P Jct.	Bridge 5.31 ..... Side
1.74	West of Belt Jct.	Signal bridge ..... Overhead
1.25	West of Belt Jct.	Signal bridge ..... Overhead
0.60	East of Forest Ave.	Signal bridge ..... Overhead
264.90	Dallas	Depot umbrella shed ..... Overhead & Side
260.18	West of Miller	Bridge 260.18 ..... Overhead & Side
258.28	Miller	Bridge 258.28 ..... Side
256.97	East of Miller	Bridge 256.97 ..... Side
240.65	West of Palmer	Bridge 240.65 ..... Overhead & Side
231.10	West of Ennis	Signal bridge ..... Overhead

**Jacksonville Branch**

295.22	West of Crandall	East Trinity River Bridge.....Overhead & Side
217.17	East of Frankston	Neches River Bridge ..... Overhead & Side
202.20	Jacksonville	I-GN Overpass ..... Overhead & Side
200.28	Jacksonville	S.S.W. Overpass ..... Overhead & Side

**Fort Worth Branch**

52.12	Fort Worth	Hattie Street Viaduct ..... Overhead
51.76	East of Tower 126	Bridge 51.76 ..... Side
49.53	East of Tower 53	Bridge 49.53 ..... Side
49.00	East of Tower 53	I-GN Overpass ..... Overhead
48.51	East of Tower 53	Bridge 48.51 ..... Overhead & Side
43.41	East of Forest Hill	Bridge 43.41 ..... Overhead & Side
34.38	West of Mansfield	Bridge 34.38 ..... Overhead & Side
34.31	West of Mansfield	Bridge 34.31 ..... Side
28.94	East of Britton	Bridge 28.94 ..... Overhead & Side
22.97	GC&SF Crossing	Eaves on Tower 94 ..... Side
16.32	West of Waxahachie	Bridge 16.32 ..... Side
14.15	West of Waxahachie	Bridge 14.15 ..... Overhead & Side
13.32	West of Waxahachie	Bridge 13.32 ..... Side
12.93	West of Waxahachie	Bridge 12.93 ..... Side
12.07	West of Waxahachie	Bridge 12.07 ..... Side
11.88	West of Waxahachie	Bridge 11.88 ..... Side
9.50	East of Waxahachie	Bridge 9.50 ..... Side
7.66	East of Waxahachie	Bridge 7.66 ..... Side

**SPEED RESTRICTIONS**

Trains and engines must not exceed:

**Denison Line**

- 20 MPH, Plano, between interlocking signals S.S.W. crossing.
- 25 MPH, T&P Junction, through connection between T&NO and T&P main tracks.
- 10 MPH, Tower 19, Curves on freight route, Dallas, between MKT compress crossing and GC&SF connection.
- 10 MPH, Wall Street underpass, connection between T&NO freight route, Dallas, and S.S.W. yard.
- 35 MPH, Belt Junction, to or from Dallas Union Station through switch at west end of Trinity River bridge.
- 25 MPH, Belt Junction, through crossover, end of double track.

**Jacksonville Branch**

- 20 MPH, Athens, between interlocking signals S.S.W. crossing.
- 15 MPH, Stryker Creek, spur track serving Texas Power & Light Company plant.

**Paris Branch**

- 20 MPH, Enloe, MP 107.1 and Paris.
- 20 MPH, Paris, between interlocking signals, StLSF&T and T&P crossings.
- 20 MPH, when handling cars with gross weight in excess of 210,000 pounds.

**Fort Worth Branch**

- 10 MPH, Bridge 51.76.
- 15 MPH, Tower 126, through interlocking limits.
- 20 MPH, Midlothian, GC&SF crossing between interlocking signals.

Through corporate limits, speed of trains restricted as follows:

Station	MPH
Denison	20
Sherman	20
Howe	30
Van Alstyne	20
McKinney	12
Plano	18
Dallas	20
Ferris	20
Ennis	20
Kaufman	20
Athens	18
Jacksonville	20
Fort Worth	20
Midlothian	25
Waxahachie	20

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

NOMINAL CLASS	JACKSONVILLE BRANCH			PARIS BRANCH
	Between MP 306.53 and MP 293.13	Between MP 283.46 and MP 254.77	Between MP 245.79 and MP 154.7	Between Commerce and Paris
DF-9-10-11-13.....	354 to 381 542 to 553	...	...	20 MPH
DF-14.....	600 to 636 700 to 724	30 MPH	30 MPH	30 MPH
DF-600-604-607 611.....	400 to 450	...	...	...
DF-601.....	240 to 249	30 MPH	30 MPH	30 MPH
DF-602.....	280 to 283	30 MPH	30 MPH	20 MPH
S. S. W. ....	313, 314 350 to 360	...	...	20 MPH

**SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION**

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

West MP		East MP
	Ennis .....	229.74
213.00	Corsicana .....	208.43
122.05	Hearne .....	
	Waco (Waco Branch) .....	40.9
166.02	Waco (Cameron Branch) .....	

**Ennis:** There is no main track between MP 230.6 and MP 232.7. Between these points all tracks are yard tracks.

**Hearne:** There is no main track between MP 119.00 and MP 120.8. Between these points all tracks are yard tracks.

**RULE 104.** Normal position of rigid switches at junctions.

Peach Street Junction, S.S.W. Ry. For through movement on S.S.W. main track.

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

Eastward Signal	Protection	Westward Signal
	Spring switch east end of siding Corsicana	P-2089
P-2044	Spring switch west end of siding Angus	
	Spring switch east end of siding Angus	P-2027
P-1874	Spring switch west end of siding Gude	
	Spring switch east end of siding Gude	P-1861
P-1710	Spring switch west end of siding Groesbeck	
	Spring switch east end of siding Groesbeck	P-1691
P-1432	Spring switch west end of siding Bremond	
P-1208	Spring switch, lead, west end of yard Hearne	

**RULE 505.** Key Releases are located both ends of siding Gude.

**RULE 516.** Overlap Posts are located as follows:

Gude	MP 186.45—governing westward trains
Mexia	MP 181.00—governing eastward trains
Springfield	MP 179.03—governing westward trains

**RULE 535. SPRING SWITCHES**

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

Location	Normal Position
Corsicana	East end of siding ..... Main Track
Angus	West end of siding ..... Main Track
Angus	East end of siding ..... Main Track
Gude	West end of siding ..... Main Track
Gude	East end of siding ..... Main Track
Groesbeck	West end of siding ..... Main Track
Groesbeck	East end of siding ..... Main Track
Bremond	West end of siding ..... Main Track

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

Location	Normal Position
Hearne	Lead, west end of yard ..... Main Track

Spring switch west end new track, paralleling Flatonia Subdivision main track, Hearne, is equipped with switch point indicator governing facing point movement and displays aspects and indications as follows:

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.

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

**RULE 605. INTERLOCKING**

**Corsicana S.S.W. Crossing**

Whistle signals:

Main track eastward or westward \_\_\_\_\_  
 Movements on siding eastward o \_\_\_\_\_  
 Movements on siding westward o \_\_\_\_\_ o o

**Springfield Tower 63, B-RI Crossing**

No signal operator on duty. Normally lined for T&NO.

**Hearne I-GN Crossing**

Whistle signals:

Main track eastward or westward \_\_\_\_\_  
 New No. 1 track from any point o \_\_\_\_\_

**Waco MKT Crossing, MP 170.6**

Signals controlled by signal operator Tower 21, telephone located at each home signal.

**Brazos Junction**

Signals controlled by signal operator Tower 21, telephone located at westward home signal.

**Waco Tower 21 S.S.W.—MKT Crossing**

Whistle signals:

To S.S.W. new main track from any point  
 \_\_\_\_\_ o \_\_\_\_\_  
 To S.S.W. old main track from any point \_\_\_\_\_  
 To south connection, Peach Street Jct. from any point  
 \_\_\_\_\_ o o  
 To T&NO yard, East Waco, from any point \_\_\_\_\_ o  
 To T&NO connection, Brazos Junction, from any point  
 \_\_\_\_\_

**RULE 680. AUTOMATIC INTERLOCKING**

**Marlin I-GN Crossing**

To enter interlocking limits from ice track or compress track, stop short of governing signal and if no train or engine approaching, open main track switch after which signal should display proceed indication if approach circuit on intersecting tracks is unoccupied.

When ice track or compress track is entered from interlocking limits, main track switch must be closed and then reopened in order to clear signal for a reverse movement.

# SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION

## RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum- inated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows:
M	2108	Corsicana	Proceed on main track to home signal S.S.W. crossing.
S	2108	Corsicana	Enter siding.
M	2089	Corsicana	Proceed on main track to home signal S.S.W. crossing.
S	2089	Corsicana	Enter siding.

## RULE 760. CENTRALIZED TRAFFIC CONTROL

### Between Seger and Hearne

Limits extend from eastward absolute signal MP 124.4 west end siding Seger and westward absolute signal MP 120.9 west end interlocking limits I-GN crossing, Hearne.

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

Both switches of siding Seger are dual control, equipped with selector lever and hand-throw lever.

West switch to west pass and interchange track, Hearne, equipped with electric switch lock.

## GENERAL REGULATIONS

**RULE 830.** Fire station, Calvert, is located third street west of station. This crossing must be opened promptly by freight trains after stopping. This and other crossings, Calvert, must not be blocked by trains moving very slowly to avoid opening crossings.

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

Ennis Line	215.39, Chambers Creek
	214.94, Chambers Creek
	199.76, Richland Creek
	132.22, Walnut Creek
	132.07, Walnut Creek
Waco Branch	14.46, Big Creek
	13.54, Big Creek
	4.86, Little Brazos River
Cameron Branch	121.37, Elm Creek

## MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All engines	Ennis—Over track scale, Planters Oil Company.
All engines	Marlin—Over track scales at Marlin Cotton Oil Co.

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

MP	LOCATION	DESCRIPTION
<b>Ennis Line</b>		
216.46	East of Rice	Bridge 216.46 Side
215.39	West of Corsicana	Bridge 215.39 Overhead & Side
213.94	West of Corsicana	Bridge 213.94 Side
212.30	West of Corsicana	Highway Overpass Overhead & Side
211.09	West of Corsicana	Bridge 211.09 Side
210.85	West of Corsicana	Bridge 210.85 Side
210.49	West of Corsicana	Signal Bridge Overhead
210.24	Corsicana	Train Shed Side
209.72	East of Corsicana	Bridge 209.72 Side
208.91	East of Corsicana	Bridge 208.91 Side
199.76	West of Richland	Bridge 199.76 Overhead & Side
198.30	East of Richland	Signal Bridge Overhead
185.64	East of Gude	Bridge 185.64 Side
182.97	West of Mexia	Bridge 182.97 Side
181.31	West of Mexia	Signal Bridge Overhead
178.66	East of Springfield	Bridge 178.66 Side
172.34	West of Groesbeck	Bridge 172.34 Overhead & Side
128.18	East of Calvert	Bridge 128.18 Side

### Waco Branch

37.76	East of Peach Street Jct.	Bridge 37.76 Overhead & Side
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### Cameron Branch

121.37	East of Cameron	Elm Creek Bridge Side
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## SPEED RESTRICTIONS

Trains and engines must not exceed:

20 MPH between interlocking signals I-GN crossing, Marlin.

10 MPH on curve east of Peach Street Junction, yard limit, Waco.

10 MPH on curves between MP 170.0 and Brazos Junction.

Through corporate limits, speed of trains restricted as follows:

Station	MPH	Station	MPH
Ennis	20	Kosse	20
Rice	45	Bremond	30
Corsicana	20	Calvert	20
Richland	20	Hearne	30
Mexia	20	Waco	18
Groesbeck	30	Marlin	10
Thornton	10	Cameron	20

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

Nominal Class	Engine Numbers	MP 117.4, Cameron Branch to East Waco
DF-14	600 to 636 and 700 to 724	20
DF-600, 604, 607, 611 & 612	400 to 458	
DF-601	240 to 249	
DF-602	280 to 283	
DF-9 & DF-11	354 to 381	
DF-10 & DF-13	542 to 553	



**RULE 4-B.** Special Instructions and timetable bulletins of the Houston Division apply within yard limits Houston. Trainmen and enginemen operating in yard limits, Houston, must have current issue of Houston Division Special Instructions.

**RULE 70.** Main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Flatonia Subdivisions, movements in accordance with Block Signal indications.

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

West MP	East MP
Hearne .....	117.90
102.00 Bryan .....	97.00
71.84 Navasota .....	69.65
52.44 Hempstead .....	49.99
9.00 Houston (Houston Terminals) .....	

**Hearne:** There is no main track between MP 119.00 and MP 120.8. Between these points all tracks are yard tracks.

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

Hearne Junction..... Flatonia Subdivision.....	For through movement on Hearne Subdivision.
Hempstead..... Austin Subdivision.....	For through movement on Hearne Subdivision.

**RULE 306.** The following block signals equipped with triangular plate bearing the letter "P" have included in their control limit, some special protective device. Interlocking Signals are listed "P-I":

Eastward Signal	Protection	Westward Signal
Spring switch east end of siding College Station.....		P-I
Spring switch east end of siding Hempstead.....		P-505

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**  
East switch of house track, College Station, equipped with electric switch lock.

**RULE 535. SPRING SWITCHES**

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

Location	Normal Position
College Station..... East end of siding.....	Main track

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

Location	Normal Position
Hempstead..... East end of siding.....	Main Track

Spring switch west end new track, paralleling Flatonia Subdivision main track, Hearne, is equipped with switch point indicator governing facing point movement and displays aspects and indications as follows:

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.

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

**RULE 680. AUTOMATIC INTERLOCKING**

Bryan Siding, Tower 36, I-GN crossing.  
College Station, Tower 7, I-GN crossing. Dwarf signal governs movement from east end siding. Sign reading "Approach Circuit" is located 200 feet west of this signal. When an eastward train is in siding to meet a westward train, the leading wheels of eastward train should not pass this sign until westward train to be met has entered interlocking limits. Key control box located east end of siding

for clearing dwarf signal for movement from siding to main track. If signal does not change to proceed indication after passing "Approach Circuit" sign, key release should be used and after three minutes signal may indicate proceed.

Navasota, Tower 9, I-GN crossing.  
Navasota, Tower 41, GC&SF crossing.

**RULE 740. ABSOLUTE-PERMISSIVE BLOCK**  
Between Hearne and Hearne Junction

Limits extend between:  
Absolute signal at MP 120.6 (west end yard, Hearne) and absolute signals at fouling points, Hearne Junction, on Hearne and Flatonia Subdivisions.

Absolute signal on Flatonia Subdivision at Hearne Junction should clear for movement to Hearne Subdivision or to ice dock track after switches have been lined for such movements.

Following switches equipped with electric switch locks:  
First crossover east of automatic block signal 1205;  
Two crossovers west of automatic block signal 1194.

These electric switch locks do not operate as provided in instructions on electric switch locks, but operate as follows:  
To operate locks, remove switch lock from hasp, then press bottom foot pedal which should release switch throw lever.

When entering yard tracks, engine or car must be standing in track circuit 15 feet in advance of switch.

Emergency lock release operates automatically when switch lock is removed from hasp; after 3 minutes electric lock should unlock and movement may be made only after necessary flag protection is provided.

When absolute signal indicates "STOP", movements will be made in accordance with provisions of Rules 507, Paragraph (b), 509, or 510, as the case may be.

Where no signal governs entrance to main track, movement may be made as provided in Rules 512 and 513.

**GENERAL REGULATIONS**

**RULE 826.** A sign reading "MEN WORKING IN CARS" (yellow lettering on red background) may be placed in middle of track serving International Shoe Company, Bryan, when cars are being unloaded or when dock board is being used between building and car. When this sign is displayed on track and switching is to be done, the foreman of the plant should be notified so employes and dock boards may be removed from cars before switch is made.

**MISCELLANEOUS**

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All engines..... Bryan.....	Track scales, Bryan Cotton Oil & Fertilizer Co.
All engines..... Navasota.....	Track scales at H. Schumacher Oil Works.

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

MP	LOCATION	DESCRIPTION
73.59	West of Navasota..... Bridge 73.59	Overhead & Side
66.84	West of Courtney..... Bridge 66.84	Side
51.99	West of Hempstead..... Bridge 51.99	Side
41.35	West of Waller..... Bridge 41.35	Side
36.22	West of Hockley..... Bridge 36.22	Side
24.87	East of Cypress..... Bridge 24.87	Side
18.11	East of Cypress..... Bridge 18.11	Side

**SPEED RESTRICTIONS**

Trains and engines must not exceed:  
45 MPH over I-GN Crossing, College Station.  
15 MPH on Salt Mine Spur, MP 33.

Through corporate limits, speed of trains restricted as follows:

Station	MPH
Hearne .....	30
Bryan .....	15
Navasota .....	25

**RULE 70.** Trains of the Flatonia Subdivision will be governed by the Special Instructions of the Hearne Subdivision as to movements between Hearne Junction and Hearne.

Trains and engines using San Antonio Division tracks at Flatonia will be governed by current Timetable and Special Instructions of that division.

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

West MP		East MP
	Yoakum .....	1.41
27.80	Flatonia .....	30.53
65.92	Giddings .....	57.13
4.37	Hearne .....	

**Hearne:** There is no main track between MP 119.00 and MP 120.8. Between these points all tracks are yard tracks.

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED**

**Giddings:** Austin Subdivision crossing protected by gate.

**RULE 104.** Normal position of rigid switches.

Hearne Junction, Hearne Subdivision. For through movement on Hearne Subdivision.

**RULE 535. SPRING SWITCHES**

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

Location	Normal Position
Hearne.....	Lead, west end of yard..... Main Track

Spring switch west end new track, paralleling Flatonia Subdivision main track, Hearne, is equipped with switch point indicator governing facing point movement and displays aspects and indications as follows:

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.

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

**RULE 605. INTERLOCKING**

**Flatonia Tower 3, T&NO Crossing**

Whistle signals:

Main track to or from Yoakum o ——— o

Main track to San Antonio Division ———

**RULE 680. AUTOMATIC INTERLOCKING**

**West Point, MKT Crossing.**

**Tatsie, I-GN Crossing.**

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as follows:
M	589	Giddings West end of siding	Proceed to train-order office.

**GENERAL REGULATIONS**

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

Flatonia Line.....	50.86, Colorado River
	19.48, Brazos River
	2.48, Little Brazos River

**MISCELLANEOUS**

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All Engines.....	Shiner..... Over track scales in Oil Mill Track.
All Engines.....	Flatonia..... Over track scales in Oil Mill Track.
All Engines except DS	Lansdale, MP 2.4... Tracks within plant General American Transportation Corp.

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

MP	LOCATION	DESCRIPTION
10.95	East of Shiner..... Bridge 10.95	Side
21.19	Moulton..... Bridge 21.19	Side
28.85	West of Flatonia..... Bridge 28.85	Side
51.14	East of West Point..... Colorado River Bridge	Overhead & Side
52.52	West of Winchester..... Bridge 52.52	Side
66.82	West of Giddings..... Bridge 66.82	Side
54.94	West of Dime Box..... Bridge 54.94	Side
48.09	West of Dime Box..... Bridge 48.09	Side
41.84	East of Dime Box..... Bridge 41.84	Side
38.43	Deanville..... Bridge 38.43	Side
31.92	West of Caldwell..... Bridge 31.92	Side
30.20	East of Caldwell..... Bridge 30.20	Side
28.50	East of Caldwell..... Bridge 28.50	Overhead
19.48	West of Varisco..... Brazos River Bridge	Overhead & Side
17.87	East of Varisco..... Bridge 17.87 (Main-Siding)	Side

**SPEED RESTRICTIONS**

Trains and engines must not exceed:

35 MPH over I-GN crossing, Tatsie.

Through corporate limits speed of trains restricted as follows:

Station	MPH
Flatonia.....	20
Giddings.....	6

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

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
4.91	4.16	3.54	2.79	3.54	4.16
24.69	23.94	23.53	22.78	23.53	23.94
59.48	58.73	58.52	57.77	58.52	58.73
79.53	Bridge	78.52	77.73	Bridge	78.52

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

West MP	East MP
Llano .....	97.46
70.28 Fairland .....	69.41
61.00 Wilkie .....	59.00
4.00 Austin Junction (Llano Branch) .....	
Austin (Austin Line) .....	110.79
57.75 Giddings .....	53.97
1.51 Hempstead .....	

**Llano:** There is no main track between MP 98.04 and MP 99.07. Between these points, all tracks are yard tracks.

**Giddings:** There is no main track between MP 55.38 and MP 56.52. Between these points all tracks are yard tracks.

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED**

**Giddings.** Flatonia Subdivision crossing protected by gate. MP 1.71, Llano Branch. Industry spur crossing.

**RULE 103-A.** Look out for trucks and roadway machines crossing track at MP 62.75, Gandy.

**RULE 104.** Normal position of rigid switches at junctions.

Hempstead, Hearne Subdivision, for movement on Hearne Subdivision.

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

Eastward Signal	Protection	Westward Signal
P-A	Spring switch, Austin Junction	
P-A	Spring switch, Pershing	

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

Location of Key-Releases	Time-Release
Pershing, Westward home signals .....	3 mins.
Austin Jct., Instrument Case .....	3 mins.
Neches Street, Eastward home signal .....	3 mins.

**RULE 535. SPRING SWITCHES**  
Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Austin Jct. ....	Austin Subdivision main track.
Pershing .....	T&NO main track.

**RULE 605. INTERLOCKING**

**McNeil, I-GN Crossing**

Normally lined for I-GN.

When on duty, train-order operator will operate interlocking, and whistle code for main track is \_\_\_\_\_.

When train-order operator not on duty a member of crew may operate interlocking. Manipulation chart posted in interlocking station.

Signals must be restored to normal position after use.

**RULE 680. AUTOMATIC INTERLOCKING**

**Elgin, MKT Crossing.**

**Brenham, GC&SF Crossing.**

**RULE 705. LETTER TYPE INDICATOR**

Indicator located as follows:

Illuminated Letter Signal	On Approaching	Authorizes and Requires Movement as follows:
T .....	D-20 .....	Austin Junction on Llano Branch .....
		Indicates that track between Austin Junction and Yard Office is unoccupied.

**RULE 740. ABSOLUTE-PERMISSIVE BLOCK**

**Between Austin and Pershing**

Limits extend between:

Eastward absolute signal MP 114.7, Austin, at fouling points on main track and Red River track, and Westward absolute signals at fouling points at Pershing on T&NO and MKT main tracks.

A train or engine may enter main track where a block indicator is located, if indicator indicates block clear. To enter main track where no block indicator is located or where indicator indicates block occupied, entry to main track must be protected as provided in Rule 513 and movement made as prescribed by Rule 744.

Other than provided in Rule 744, when the engineer of a train is informed by a member of a yard crew, that the yard crew is providing protection by flagman for the movement, a train, after stopping, may pass an absolute signal displaying stop indication and proceed at restricted speed, under the flag protection furnished.

Within A-PB limits between Austin and Pershing, trains may run extra without train-order authority but must obtain clearance before commencement of trip, if at an open train-order office. Train signals and train indicators authorized or displayed before entrance will be displayed through these limits.

**GENERAL REGULATIONS**

**RULE 869.** A trainman must be in position at rear of train while passing over the following bridge to watch for fires on or about this structure:

Llano Branch .....

78.52, Colorado River



**MISCELLANEOUS**

**Elgin.** Scale track serving Elgin Cotton Oil Company may be used only for weighing cars.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All engines.....Snead Spur.....	Beyond restriction signs
All engines.....Granite Mountain.....	Beyond restriction sign on following tracks: New spur. Shed track. Mountain track.

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

MP	LOCATION	DESCRIPTION
<b>Llano Branch</b>		
98.60	Llano ..... Bridge 98.60 .....	Side
97.65	East of Llano ..... Rock Cut .....	Side
94.90	East of Llano ..... Rock Cut .....	Side
94.18	East of Llano ..... Bridge 94.18 .....	Overhead & Side
93.90	East of Llano ..... Rock Cut .....	Side
92.70	East of Llano ..... Bridge 92.70 .....	Overhead & Side
91.36	East of Llano ..... Bridge 91.36 .....	Overhead & Side
89.31	East of Llano ..... Bridge 89.31 .....	Overhead & Side
85.74	East of Graphite ..... Bridge 85.74 .....	Overhead & Side
84.77	East of Graphite ..... Bridge 84.77 .....	Overhead & Side
83.91	East of Graphite ..... Bridge 83.91 .....	Overhead & Side
78.52	East of Kingsland ..... Bridge 78.52 .....	Overhead & Side
67.70	West of Sudduth ..... Rock Cut .....	Side
64.50	East of Sudduth ..... Rock Cut .....	Side
64.25	East of Sudduth ..... Rock Cut .....	Side
63.08	East of Sudduth ..... Bridge 63.08 .....	Side
62.72	West of Wilkie ..... Rock Cut .....	Side
0.81	Burnet ..... Rock Cut .....	Side
0.50	Burnet ..... Bridge 0.50 .....	Side
57.93	East of Wilkie ..... Rock Cut .....	Side
34.18	West of Leander ..... Rock Cut .....	Side
5.99	Marble Falls ..... Bridge 5.99 (Marble Falls Spur) .....	Side
<b>Austin Line</b>		
114.70	Austin ..... Signal (Main-Depot Tracks) .....	Side
109.41	East of Pershing ..... Bridge 109.41 .....	Overhead & Side
67.94	West of Paige ..... Bridge 67.94 .....	Side
27.76	West of Brenham ..... Bridge 27.76 .....	Side
7.03	East of Chappell Hill ..... Bridge 7.03 .....	Overhead & Side

**SPEED RESTRICTIONS**

Trains handling cars with gross weight in excess of 210,000 pounds must not exceed 5 MPH between Fairland and Marble Falls.

Trains and engines must not exceed:

20 MPH between interlocking signals I-GN crossing, McNeil.

10 MPH over following turnouts, Austin.

East End Lumber Company spur.

Arrow Mills spur.

South Texas Cotton Oil Mill spur No. 1.

West leg of wye.

20 MPH between interlocking signals MKT crossing, Elgin.

20 MPH between interlocking signals GC&SF crossing, Brenham.

Through corporate limits speed of trains restricted as follows:

Station	MPH
<b>Austin:</b>	
Passenger Station to East Avenue.....	6
East Avenue to City Limits.....	12
<b>Elgin</b> .....	20
<b>Giddings</b> .....	6
<b>Brenham</b> .....	6

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

### RATINGS OF ENGINES IN FREIGHT SERVICE—In Tons

CLASS	ENGINE NUMBERS	Denison	Sherman	Sherman	Miller	Miller	Ennis	Dallas	Seagoville	Seagoville	Dallas	Seagoville	Mabank	Mabank	Athens	Athens to MP 212,	Jacksonville to	Nacogdoches	MP 212	Jacksonville	Nacogdoches	Mahl	Mahl to Jackson-	Jacksonville	to
		&	&	&	&	&	&	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
DF-1-13	300 to 381, 500 to 553	5200	5800	6000	14000	14400	9640	7320	9640	6760	6760	9640	6760	9640	6760	9640	6760	9640	6760	9640	6760	9640	6760	9640	6760
DF-14	600 to 636, 700 to 724	8900	9800	10080	19000	20720	13900	10580	13900	9800	9800	13900	9800	13900	9800	13900	9800	13900	9800	13900	9800	13900	9800	13900	9800
DF-600, 601, 602, 604, 607, 611 & 612	400 to 410, 240 to 249, 280 to 283, 411 to 458	2225	2450	2520	4750	5180	3475	2645	3475	2450	2450	3475	2450	3475	2450	3475	2450	3475	2450	3475	2450	3475	2450	3475	2450
DF-400, 401, 402	108 to 112, 113 to 118, 123 to 128	1290	1425	1465	2800	3050	2030	1535	2030	1425	1425	2030	1425	2030	1425	2030	1425	2030	1425	2030	1425	2030	1425	2030	1425
DF-302	12 to 16	900	1000	1030	2000	2175	1440	1085	1440	1000	1000	1440	1000	1440	1000	1440	1000	1440	1000	1440	1000	1440	1000	1440	1000
DF-115 & 119	155 to 169, 170 to 176	2975	3200	3350	6375	6500	4625	3510	4625	3200	3200	4625	3200	4625	3200	4625	3200	4625	3200	4625	3200	4625	3200	4625	3200
DS-5 & 6	10 & 11	800	875	900	1750	1900	1260	945	1260	875	875	1260	875	1260	875	1260	875	1260	875	1260	875	1260	875	1260	875
DS-105, 111, 112 & 114	30 to 71, 89 to 94, 95 to 104, 105 to 107, 121 & 122	1225	1350	1395	2650	2900	1940	1460	1940	1350	1350	1940	1350	1940	1350	1940	1350	1940	1350	1940	1350	1940	1350	1940	1350
DS-109	72 to 88	1050	1175	1210	2325	2550	1685	1270	1685	1175	1175	1685	1175	1685	1175	1685	1175	1685	1175	1685	1175	1685	1175	1685	1175
DS-300, 301 & 302	187 to 190, 177 to 184	2400	2630	2700	5170	5650	3745	2835	3745	2630	2630	3745	2630	3745	2630	3745	2630	3745	2630	3745	2630	3745	2630	3745	2630
DS-303	185 & 186	2975	3200	3350	6375	6500	4635	3510	4625	3200	3200	4625	3200	4625	3200	4625	3200	4625	3200	4625	3200	4625	3200	4625	3200

CLASS	ENGINE NUMBERS	Ennis	Fort Worth	Ennis	Ennis	Hearne	Hearne	College Station	College Station	Hempstead	Hempstead	College Station	Hempstead	Houston	Hearne	Hearne	Yoakum	Hempstead	Hempstead	Austin	Austin	Llano	Waco	Waco	Bremond	Cameron	Waco
		to	to	to	&	&	&	to	to	to	to	to	to	to	&	&	&	&	&	&	&	&	&	&	&	&	&
DF-1-13	300 to 381, 500 to 553	6000	5600	7600	6800	9200	8000	10000	6800	6800	6400	6800	6800	6400	6800	6800	6400	6800	6800	6400	6800	6800	6400	6800	6800	6400	
DF-14	600 to 636, 700 to 724	10080	9400	12200	11120	17040	13900	21200	11120	9400	10080	10240	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	10200	
DF-600, 601, 602, 604, 607, 611 & 612	400 to 410, 240 to 249, 280 to 283, 411 to 458	2520	2350	3050	2780	4260	3475	5300	2780	2350	2520	2560	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	
DF-400, 401, 402	108 to 112, 113 to 118, 123 to 128	1465	1375	1775	1615	2500	2030	3500	1615	1375	1465	1500	1475	1475	1475	1475	1475	1475	1475	1475	1475	1475	1475	1475	1475	1475	
DF-302	12 to 16	1030	960	1260	1140	1780	1440	2700	1140	960	1030	1060	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	
DF-115 & 119	155 to 169, 170 to 176	3350	3150	4075	3690	5695	4625	6500	3690	3150	3350	3410	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	
DS-5 & 6	10 & 11	900	850	1100	995	1560	1260	1980	995	850	900	920	910	910	910	910	910	910	910	910	910	910	910	910	910	910	
DS-105, 111, 112 & 114	30 to 71, 89 to 94, 95 to 104, 105 to 107, 121 & 122	1395	1300	1675	1530	2390	1940	3500	1530	1300	1395	1420	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
DS-109	72 to 88	1210	1130	1475	1340	2080	1685	2640	1340	1130	1210	1240	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	
DS-300, 301 & 302	187 to 190, 177 to 184	2700	2550	3275	2980	4615	3745	5850	2980	2550	2700	2750	2740	2740	2740	2740	2740	2740	2740	2740	2740	2740	2740	2740	2740	2740	
DS-303	185 & 186	3350	3150	4075	3690	5695	4625	6500	3690	3150	3350	3410	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	3375	

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