

SOUTHERN PACIFIC LINES

**TEXAS AND NEW ORLEANS
RAILROAD COMPANY**



SAN ANTONIO DIVISION SPECIAL INSTRUCTIONS

No. 1

**EFFECTIVE
SATURDAY, DECEMBER 1, 1951
AT 12:01 A. M.
CENTRAL STANDARD TIME**

**These Instructions Constitute a Part
of the Timetable Currently in
Effect**

T. M. SPENCE,
General Manager

J. J. MOORE,
Assistant General Manager

E. W. TORIAN,
General Superintendent of Transportation

T. B. OLLIS,
Superintendent of Transportation

R. DE WAAL,
Superintendent

G. W. KELLY,
Superintendent, Houston Terminals

INTERLOCKING WHISTLE CODES

TOWERS 6 AND 196, EL PASO

Main track movements in westward direction _____
 Main track movements in eastward direction o _____
 Main track movements to Union Depot Yard westward direction _____ o o _____
 Main track movements to Union Depot Yard eastward direction o _____ o

TOWER 47, EL PASO

Main track movements in westward direction _____
 Main track movements in eastward direction _____ o
 "C" Yard, Eastward _____ o o _____
 "C" Yard, Westward _____ o _____
 "D" Yard, Eastward o _____ o
 "D" Yard, Westward o o _____ o
 To T. & P. main track o o _____ o
 Westward to "A" or "B" Yard o _____ o o
 To "E" Yard _____ o o
 Eastward to "A" or "B" Yard o _____ o
 From Alamogordo Subdivision to "C" or "D" Yard o _____
 From Alamogordo Subdivision to "A" or "B" Yard o o _____ o
 From "C" or "D" Yard to Alamogordo Subdivision _____ o o
 From "A" or "B" Yard to Alamogordo Subdivision _____ o
 From any point to S. P. Shop Lead, Eastward o o _____ o o
 From any point to S. P. Enginehouse Lead, Eastward o _____ o o

TOWER 105, I.-G. N. and S. A. B. & T. CROSSINGS, SAN ANTONIO

Westward main track with current of traffic from any point _____
 Westward main track against current of traffic from any point o _____
 Eastward main track with current of traffic from any point _____ o o _____
 Eastward main track against current of traffic from any point _____ o
 Union Stock Yard lead from any point _____ o o
 TOWER 112, S. A. B. & T. CROSSING, SAN ANTONIO
 Westward main track with current of traffic from any point _____
 Westward main track against current of traffic from any point o _____
 Eastward main track with current of traffic from any point _____ o o _____
 Eastward main track against current of traffic from any point _____ o
 To Victoria Division from any point o _____ o
 To Kerrville Subdivision from any point _____ o o

TOWER 109, S. A. B. & T. CROSSING, (Kerrville Subdivision) SAN ANTONIO

Main track from any point _____
 To S. A. B. & T. _____ o o _____
 Duerler Spur o _____
 Campbell Lumber Company o o _____

TOWER 121 (OLIVE STREET), SAN ANTONIO

Westward main track with current of traffic from any point _____
 Eastward main track with current of traffic from any point _____ o o _____
 East yard from any point _____ o _____
 Enginehouse lead from any point o _____ o o
 Industry Yard from any point _____ o o

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

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

Yard engines moving through Interlocking from vicinity of Burleson Street, will first communicate with signal operator from Burleson Street crossing tower.

TOWER 3, T. & N. O. CROSSING, FLATONIA

Main track from any point _____
 To south siding from any point _____ o o _____
 To north siding from any point o _____
 To Dallas and Austin Divisions from any point _____ o _____

TOWER 115, T. & N. O. and G. C. & S. F. CROSSING, EAGLE LAKE

Main track, Glidden Subdivision, eastward from any point _____
 Main track, Glidden Subdivision, westward from any point o _____ o
 Main track, Bellaire Subdivision, from any point o _____ o o
 Main track, Yoakum Subdivision, from any point o o _____ o
 To Glidden Subdivision East Siding, from any point _____ o o
 To Rice Mill Spur from any point _____ o o
 East end ice track switch and Alamo Lumber Co. Spur

switch are electrically locked and cannot be hand operated until released by signal operator.

Telephone located on pole just east of Rice Mill track.

TOWER 17, G. C. & S. F. CROSSING, ROSENBERG

Main track, from any point _____
 To siding Tower 17, from any point _____ o o _____
 To siding Rosenberg, from any point o _____
 Victoria Division from any point _____ o _____
 G. C. & S. F. from any point _____ o o

S. L. R. R. CROSSING, SUGAR LAND

(Cabin Interlocking)

All trains must be governed by signal indication. Normal position of signals for trains on T. & N. O. main track is "proceed". If signal is in stop position member of crew will operate interlocking in accordance with instruction or be governed by Rule 663. Ground throw interlocking machine equipped with electric switch lock is located 10 feet east of S. L. R. R. track and 10 feet north of T. & N. O. track. Instructions for operation of interlocking located on mast at ground throw interlocking machine.

TOWER 13, EUREKA

Main track for movement with the current of traffic, from main track except San Antonio Division main track westward _____
 San Antonio Division main track westward o _____
 Eastward main track eastward, from any other point _____ o o _____
 Westward main track westward, from any other point o _____ o
 Eastward main track westward, from any point o _____
 Westward main track eastward, from any point _____ o _____
 To Wye track, from any point o o _____ o

I.-G. N. CROSSING, STELLA

(Cabin Interlocking)

All trains must be governed by signal indication. Normal position of signals for trains on T. & N. O. main track is "proceed." If signal is in stop position member of crew will operate interlocking in accordance with instructions located within cabin interlocking station.

TOWER 30, T. & N. O. and G. H. & H. CROSSINGS, HARRISBURG

To Houston Division main track, from any point _____
 Glidden Subdivision main track, from any point o _____
 To saw mill, from any point _____ o o _____
 To Cut Off between Harrisburg and Manchester o _____ o

TOWER 81, G. C. & S. F. CROSSING,

Glidden Subdivision main track eastward or westward _____
 Transfer from any point o _____

TOWER 86, H. B. & T. CROSSING

Main track for movement with the current of traffic from any point _____
 Eastward main track eastward from any point _____ o o _____
 Westward main track eastward from any point _____ o _____
 Bethlehem Supply Co. Spur from any point _____ o o

TOWER 26, I.-G. N., H. B. & T. and T. & N. O. CROSSINGS BETWEEN SEMMES JUNCTION, ENGLEWOOD AND NORTH YARD

Main track for movement with the current of traffic from main track _____
 Eastward main track eastward from any other point _____ o o _____
 Westward main track westward from any other point o _____ o
 Eastward main track westward, from any point o _____ o o
 Westward main track eastward from any point _____ o _____
 Shreveport Line Transfer, from any point o o _____ o o
 Freight main track westward, from any point o _____
 Inbound Enginehouse Lead, from any point _____
 Outbound Enginehouse Lead, from any point _____ o o
 New Lead from any point o _____ o

TOWER 68, WEST END ENGLEWOOD

Main track movement with the current of traffic, from main track _____
 Eastward main track eastward, from any other point _____ o o _____
 Westward main track westward, from any other point o _____ o
 Eastward main track westward, from any point o _____ o o
 Westward main track eastward, from any point _____ o _____
 West leg of wye, from any point _____
 South Switching lead, from any point o _____ o
 Middle Switching lead, from any point o _____ o
 North Switching lead, from any point _____ o _____
 Freight Main West from any point o o _____
 Freight Main East from any point _____ o o
 Old Wye from any point o o _____
 New Wye from any point _____ o
 For ice house track o o _____ o o
 New lead from any point o o o o _____
 G. C. & S. F. CROSSING, PASSENGER STATION, WALLIS
 Main track _____

GENERAL

1. Rules hereinafter numbered are amended as follows:

Rule 14(k). (Single track). To call attention of engine crews and train crews of trains of the same class, inferior trains and yard engines, and of trains at train-order meeting or waiting points, to signals displayed for a following section, unless otherwise provided by special instructions. Failure to receive acknowledgment by signal 14 (g) and 12 (c) must be reported.

Signal 14(k) also to be sounded when passing rear of freight trains.

(Double track). To call the attention of engine crews and train crews of trains of the same class and of inferior trains moving in either direction, and of yard engines to signals displayed for a following section.

Rule 15. Within the State of Louisiana only, the explosion of one torpedo is a signal to stop. When an unattended torpedo is exploded, train, after stopping, may then proceed with caution to a point not less than one mile from point where torpedo was exploded.

The explosion of two torpedoes is a signal to proceed with caution for not less than one mile.

Torpedoes must not be placed near station buildings, nor on public crossings.

Torpedoes are explosive, and must not be affixed to end gates and railings, or left lying on platforms of cars or elsewhere, where children or unauthorized persons may pick them up.

Rule 20. All sections, except the last, will display green flags by day and by night, in addition to green lights, on the front of the engine to indicate a following section.

Rule 21. Trains will be identified by train indicators displayed on the engine when so equipped; if not so equipped, engine number must be used in train orders when known.

An inferior train identifying a superior train in either direction on double track or within C. T. C. limits will not be required to check against the same train before passing from double to single track or before leaving C. T. C. limits.

Rule 85. When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class. Second and inferior class and extra trains may pass and run ahead of second and inferior class and extra trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders with the section to be passed, each section to change indicators, and display signals if necessary, responsibility resting with the conductor and engineer of each section. The change in sections must be reported from the first open train-order office.

Rule 99. Conductors and engineers are responsible for the protection of their trains or engines.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted fuses at proper intervals and take such other action as may be necessary to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure protection.

If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart.

If not recalled, one-half mile from rear of train he must place two torpedoes on the rail three rail-lengths apart; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two additional torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes.

When a train is seen or heard approaching when flagman is recalled, or before he has reached required flagging distance, he must immediately place two torpedoes on the rail, and go toward the approaching train, displaying stop signals. Lighted fusee must be displayed when conditions warrant.

When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the torpedoes nearest his train where he must remain until relieved by another flagman or recalled. When recalled and

safety to train will permit, he may remove the two torpedoes nearest train, and return, leaving lighted fusee at such intervals as conditions warrant.

When circumstances require, train must be moved forward a sufficient distance to afford protection.

When a train stops under circumstances in which it may be overtaken by another train, the engineer will immediately signal the flagman to protect the rear. Before proceeding he will recall the flagman.

The front of the train must be protected in the same way when necessary by the brakeman, or by the fireman if brakeman not available.

The train or engine must be protected in the same manner before fouling main track when protection by flagman is required as prescribed by Rules 81 and 513. Engineer or conductor at the fouling point must know that such protection has been provided.

When rear of train is standing between opposing absolute or interlocking signals, at a station, flag protection to the rear is not required.

Rule 99(a). During station stops, flagman of a train carrying passengers will take position not less than thirty feet behind rear of train except when required to go farther to afford protection.

Rule 221. Additional Provisions:

If an operator has no orders restricting the movement of any train in the same direction at that point, he may lower train-order signal arm twice and immediately return it to stop position as an indication that the train is to receive orders which do not restrict it at that station, or is to receive a clearance without orders; but outside of block system limits and for movements into territory outside of block system limits, except when a clearance only is to be delivered, the operator must obtain permission from the train dispatcher before thus operating train-order signal for an approaching train. The operator will then make delivery without causing the train to be stopped. After receipt of clearance, and orders if there be any, train may proceed without stopping, unless restricted by timetable, or by train orders previously received.

Train-order office hours will be shown in the timetable.

Train-order signal arms will indicate proceed, and light will be extinguished when train-order office is closed.

2. When trains, or engines with or without cars, meet or pass in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.

When trains are on siding or main track to meet or to allow trains to pass and crossings are cut, opening must be provided as required by Rule 825 and member of crew must, when practicable, protect the open crossing while coupling up and against movement of other trains that are to be met or allowed to pass.

3. Employees are forbidden to ride on pilots of road engines, are forbidden to ride on foot boards of yard engines in direction of movement, and are forbidden to take position, either seated or standing, on handrails of yard or road engines.

4. Roadmasters, B. & B. and signal supervisors, signal foreman, linemen, traveling track-car repairmen, water-service repairmen, operators of roadway machines, and any employees who operate track cars, must use watches as prescribed by Rule 2, and must be provided with current timetable while operating track cars and roadway machines.

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

6. Otherwise than as provided by Rules 17 and 18, when an engine is running, headlight must be displayed to the front in direction of movement during daylight hours, which involves crossing of streets, roads or highways at grades.

7. When an automatic block signal number plate is reversed, showing yellow, and signal indicates "stop," train, without stopping, may proceed with caution through the block, not exceeding fifteen miles per hour within yard limits.

8. Emergency air brake valve is located in cab of diesel road engines and in gangway of steam road engines. When necessary, in case of emergency, members of crew must open emergency valve immediately, leaving it open until train or engine comes to a stop.

LOCAL

23. Freight trains handled by steam engines must be inspected at each water stop. When conditions are favorable, and in the judgment of the conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, except freight trains handled by diesel engine must be inspected at least once on each Subdivision.

Trainmen are not relieved of making inspections as prescribed by Rule 827 when stop is made for any other purpose. Provisions of Rule 829 must be closely observed.

24(a). Spring switches equipped with facing point locks are located as follows, with normal position for main track unless otherwise stated:

Belen	—East end double track, normal position for westward track.
Madden	—East end of siding.
Sierra Blanca	—West end of siding.
Marathon	—East end of siding.
Haymond	—East end of siding.
Longfellow	—East end of siding.
Shaw	—East and West end of siding.
Pumpville	—East and West end of siding.
Langtry	—West end of siding.
Shumla	—East end of siding.
High Bridge	—West end double track, normal position for eastward track.
Lull	—East and West end of siding.
Comstock	—East end of siding.
Devil's River	—East and West end of siding.
D'Hanis	—West end of siding.
Withers	—West end double track, normal position for eastward track
Waelder	—West end of siding.

(b). Spring switches not equipped with facing point locks are located as follows, normal position for main track unless otherwise stated:

Ramey	—East end of siding.
Small	—East end double track, normal position for westward track.
Small	—West end double track, normal position for eastward track.
Torcer	—East end of siding.
Lasca	—East end of siding.
Marfa	—East and West end of siding.
Sanderson	—West end of siding.
Sanderson	—Derail in No. 1 track, west of east crossover, normal position to derail eastward movements.
High Bridge	—East end double track, normal position for westward track.
San Antonio	—Switch connecting west lead track with westward track at Victoria Street, normal position for westward track.
East Yard	—East end double track, normal position for westward tracks.
West Junction	—Switch connecting westward track of double track to single track, normal position for single track.
Bellaire Jct.	—East switch of crossover.
Boulevard Jct.	—Switch connecting westward track of freight route with westward track from direction of passenger station, normal position for through movements from direction of passenger station.
Niles	—East end double track, normal position for westward track.

Spring switch at Victoria Street, San Antonio, has no block signal protection. Speed of 15 MPH must not be exceeded in facing point movement over this spring switch while moving against the current of traffic.

Where reduction of speed over other spring switches is required, it will be indicated by speed signs, or by other speed restrictions within the same limits.

When spring switches are located within the limits of Centralized Traffic Control or Absolute-Permissive Block and an absolute signal governing facing point movement over such switches indicates "STOP," in addition to complying with the rules and special instructions applying thereto, a careful inspection must be made of the switches and it must be known that the route is safe for the passage of trains before proceeding.

A spring switch is so located at the east end double track, Niles.

25. The following automatic block signals are equipped with triangular number plates, bearing the letter "P" in addition to signal number:

Signals	Location
8151—Belen	—Spring switch, end of double track.
7657—Madden	—Spring switch, east end of siding.
7623—Ramey	—Spring switch, east end of siding.
7542—Small	—Spring switch, west end double track.
7531—Small	—Spring switch, east end double track.
7491—Torcer	—Spring switch, east end of siding.
7451—Lasca	—Spring switch, east end of siding.
7382—Sierra Blanca	—Spring switch, west end of siding.
7366—Between Mallie	
7357 and Sierra Blanca	—High load detector, Bridge 736.38.
6334—Marfa	—Spring switch, west end of siding.
6325—Marfa	—Spring switch, east end of siding.
5986—Between Strobel	
5971 and Altuda	—High-water detector, Bridge 597.80.
5757—Marathon	—Spring switch, east end of siding.
5601—Haymond	—Spring switch, east end of siding.
5321—Longfellow	—Spring switch, east end of siding.
5168—Sanderson	—Spring switch, west end of siding.
4772—Shaw	—Spring switch, west end of siding.
4759—Shaw	—Spring switch, east end of siding.
4568—Pumpville	—Spring switch, west end of siding.
4557—Pumpville	—Spring switch, east end of siding.
4486—Between Osman	
4463 and Langtry	—Falling-rock detector.
4434—Langtry	—Spring switch, west end of siding.
4305—Shumla	—Spring switch, east end of siding.
4284—High Bridge	—Dragging equipment detector.
4280—High Bridge	—Spring switch, west end double track.
4279—High Bridge	—Dragging equipment detector.
4269—High Bridge	—Spring switch, east end double track.
4212—Lull	—Spring switch, west end of siding.
4203—Lull	—Spring switch, east end of siding.
4131—Comstock	—Spring switch, east of siding.
3936—Devil's River	—Spring switch, west end of siding.
3925—Devil's River	—Spring switch, east end of siding.
3916—Between	
3909—Devil's River	
3896 and	
3889 McKees	—Falling-rock detector.
2678—D'Hanis	—Spring switch, west end of siding.
2188—Withers	—Spring switch, end of double track.
2067—East Yard	—Spring switch, east end of double track.
1316—Waelder	—Spring switch, west end of siding.

26. In addition to location shown on schedule page of timetable, timetable bulletin and circular books are located as follows:

El Paso	—Dieselhouse; S. P. Enginehouse; T. & P. yard office.
Valentine	—Enginehouse.
Sanderson	—Enginehouse.
Del Rio	—Enginehouse.
San Antonio	—Enginehouse; Yardmaster's office, under Viaduct.
Glidden	—Enginehouse.
Houston	—Enginemen's register room, Hardy St. Trainmen's register room, Hardy St. Union Station, G.C.&S.F. Enginemen's register room, Houston Avenue.
Hearne	—Enginehouse; Train-order office; Yardmaster's office.
Yoakum	—Enginehouse; Train-order office.
Victoria	—Enginehouse; Freight yard.

Timetable bulletin books are located as follows:

Houston	—Yardmen's register room, Hardy St. Chaney yard office. Polk Avenue yard office. Yardmen's register room, West End Englewood. Enginemen's register room, West End Englewood. Navigation yard office.
Galveston	—Passenger station and enginehouse, G.C.&S.F.
Bellville	—Yard office, G.C.&S.F.
Temple	—Passenger station, G.C.&S.F.
Toyah	—Yard office, T.&P.
San Angelo	—Yard office, P.&S.F.

27. In addition to location shown on schedule page of timetable, standard clocks are located as follows:

El Paso	—S. P. Enginehouse; T. & P. yard office.
Del Rio	—Enginehouse.
San Antonio	—Enginehouse.
Houston	—Enginemen's register room, Hardy St. Enginemen's register room, Houston Ave.

28. When trains, yard drags or cars are left standing in yard, a sufficient number of hand brakes must be set to properly secure cars.

Instructions for setting hand brakes at following locations:
 El Paso Union Depot—At least two brakes on east end.
 El Paso Freight Yard—At least five brakes on east and west end, and more if necessary to properly secure cars, A, B, C, and D Yards.

Valentine—At least four brakes on west end.
 Alpine Jct., transfer tracks—At least ten brakes on east end.
 Sanderson—At least eight brakes on east end.
 Del Rio—At least four brakes on west end.
 San Antonio Passenger Station—At least two brakes on west end.
 East Yard—At least two brakes on east end west of walkway and four brakes on east end east of walkway.
 Glidden—At least five brakes on east end.

Diesel engines are equipped with hand brake located inside of unit. When left unattended hand brake must be set and care exercised to insure hand brake released before moving. When handled by another engine air brakes must be cut in and in service.

29. The following equipment must not be operated by own power or towed through water in excess of height above top of rail as indicated below. When operated by own power or towed through water above top of rail, speed of 3 MPH must not be exceeded. When diesel engines are operated by own power, controller should be in series position:

1. Diesel engines 3 inches
2. Streamlined passenger equipment..... 6 inches
3. Steam engines and conventional passenger equipment 12 inches

30. F-4 and F-5 class engines must not be doubleheaded or coupled together in pairs for operation between Houston and El Paso; and GS-1 class engines between Houston and Sanderson. When towed or used in trains between those points, such engines must be separated by at least two cars.

31. Company material such as rip rap, ballast, ties, stringers or any other restricted loads referred to in Special Instructions, must not be handled on section of CB, IV, SSE, MS or BSM Connections, without special instructions from the Chief Dispatcher.

32. A trainman is required to ride on rear platform of train while crossing the following bridges and to watch for fires on or about these structures:

Sanderson Subdivision:

- Bridge 466.80, Meyers Canyon.
- Bridge 427.97, High Bridge, Pecos River.
- Bridge 399.84, Seminole Canyon.
- Bridge 395.82, Castle Canyon No. 2.
- Bridge 395.20, Castle Canyon No. 1.
- Bridge 394.56, Devil's River.

Del Rio Subdivision:

- Bridge 365.99, West Sycamore Creek.
- Bridge 365.83, East Sycamore Creek.
- Bridge 307.79, Nueces River, west of Hacienda.
- Bridge 291.44, West Frio River.
- Bridge 290.98, East Frio River.
- Bridge 225.82, Medina River Overflow.
- Bridge 225.47, Medina River.

San Antonio Subdivision:

- Bridge 204.64, Salado Creek, east of East Yard.
- Bridge 193.10, Cibolo River, Schertz.
- Bridge 178.43, Guadalupe River, East of Hilda.
- Bridge 156.48, San Marcos River, west of Luling.
- Bridge 156.30, San Marcos River, west of Luling.

Glidden Subdivision:

- Bridge 84.06, Colorado River, Columbus.
- Bridge 50.93, East Bernard River, East Bernard.
- Bridge 32.42, Brazos River, Richmond.

Kerrville Subdivision:

- Bridge 285.54, Guadalupe River, east of Comfort.
- Bridge 280.10, Joshua Creek.
- Bridge 267.19, Cibolo Creek, between Camp Stanley and Boerne.

Bellaire Subdivision:

- Bridge 49.70, East Bernard River.
- Bridge 40.87, Brazos River.
- Bridge 38.70, Crump Creek.

Eagle Pass Subdivision:

- Bridge 26.83, Elm Creek Overflow.
- Bridge 26.77, Elm Creek Overflow.
- Bridge 26.58, Elm Creek.

33. Yard engines, trains or engines, having operated over a grade crossing protected by automatic crossing signals, must not make a reverse movement over the crossing without flag protection against highway traffic, unless the movement has passed entirely out of control circuit before beginning reverse movement.

Burnet and South Flores Streets, San Antonio, equipped with automatic crossing gates. If trains and engines on eastward or westward tracks stop within 375 feet of crossing and then proceed movement must be protected over crossing unless gates are down. West lead and Staffel spur tracks at Burnet Street have key-controller located north side Staffel spur and ten feet east of crossing. Key-controller operated by switch key in slot and making one complete turn will place gates in operation for forty seconds.

Movements over Burnet Street, must be spaced at least 1000 feet to permit a preceding movement to clear the circuit control before a following movement enters the starting circuit which governs operation of crossing gates.

34. Water and oil cranes serving engines on main track have been equipped with switch locks and these cranes when not in use must be locked in normal (clear) position.

35. Extra precaution must be used when operating Class MK-5, F-1, F-4, F-5, GS-1, GS-2, MT or Diesel engines on other than main tracks and sidings.

36. Location of Speed Signs not located at the distance prescribed by Rule 10 (J):

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD TRAINS		WESTWARD TRAINS	
206.82	0.58	120.74	0.37
253.96	0.70	379.36	0.41
301.17	0.50	620.09	0.56
477.18	1.05	766.54	0.54
498.22	0.59	783.19	0.89
506.55	0.10	783.97	0.69
533.32	1.37	821.37	1.81
619.68	0.04 (P&SF only)		
703.53	0.32		

37. Cars, gross weight in excess of limits shown, and engines heavier than class indicated, must not be handled between the points named:

Between	Cars	Class Engine	
		Freight	Passenger
El Paso and San Antonio	251,000	F-5, GS-1	GS-1
San Antonio and Houston (via Glidden Subdivision)	251,000	F-5, GS-1	GS-1
Eagle Lake and Houston (via Bellaire Subdivision)	251,000	F-5, GS-1	GS-1
Spofford and Eagle Pass	251,000	F-1	P-13-14
San Antonio and Boerne	251,000	MK-5	MK-5
Boerne and Kerrville	210,000	C-24, C-9	C-24, C-9
Harwood and Gonzales	210,000	T-28	T-28

38. The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,010 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "
200,000 "	6 1/2 x 12	251,000 "

Except: Hart convertible type ballast cars, load limit must not exceed 90,000 pounds.

EL PASO SUBDIVISION

40. Operation of joint yard at El Paso is under the jurisdiction of the Superintendent of the Rio Grande Division, headquarters, El Paso.

41. Employees of the T. & N. O. R. R. Company are governed by rules and regulations of the El Paso Union Depot Company within the limits of that company.

42. First and inferior class trains, extra trains and engines must move with caution within El Paso yard limits.

43. Westward trains approaching Tower 47 must move from Piedras Street to limits of Tower 47 with caution, expecting to find main track occupied by yard engines.

44. Trains approaching automatic block signal 8263 will sound whistle code for route and if stopped must call signal operator, Tower 47, from telephone on pole about opposite signal 8263, and be governed by his instructions before applying block signal rules to proceed.

45. Westward trains entering train yard, El Paso, between sunset and sunrise will receive proceed signals with green light before entering receiving track.

46. Freight trains, in cutting crossing just east of station building at Fabens, must leave the cuts clear of the walkways.

Loading platform and roof of shed the entire length of the platform on south track, cotton compress at Fabens, will not clear a man on north side of a car or engine.

47. T&P Railway Texas Type Engines (Numbers 600 to 669, inclusive) must not be double-headed or coupled together in pairs for operation between Sierra Blanca and El Paso. When towed or used in train, these engines must be separated by at least two cars.

48. Oil and water columns between main track and track No. 1, Valentine yard, do not afford standard clearance. Employees must exercise extreme care in riding or getting on or off cars and engines in this vicinity.

49. Normal position for inside cross-over switch east end Valentine is for No. 1 track.

DEL RIO SUBDIVISION

50. F-1 class or heavier engines must not use Moore Spur, Del Rio.

51. F-4 class or heavier engines must not use Uvalde Rock Asphalt spur, Cline.

52. Eastward movements handling more than 80 cars approaching Tower 105, San Antonio, will stop at Signal 2140 unless interlocking signal indicates route CLEAR for movement through the plant. If necessary to stop, member of crew will communicate with signal operator, Tower 105, by telephone located on pole, MP 214, opposite signal 2140. This in order to avoid blocking Zarzamora St. crossing.

53. If block indicator located at east switch to Union Stock Yard track, San Antonio, indicates route clear, switch may be set; after line up has been made, signal will indicate proceed if route is clear. Derail operates in connection with this switch.

54. Steam engines must not be operated over diesel inspection pit tracks at enginehouse, San Antonio.

SAN ANTONIO SUBDIVISION

55. Steam engines must not be operated over diesel inspection pit tracks at enginehouse, San Antonio.

56. Flag protection for vehicular traffic must be afforded before making movement on industry tracks across Highway 90, Seguin.

57. MK-5 class and heavier engines must not use the following tracks:

Government Tracks, Randolph Field, beyond the second switch.

Seguin—Oil-sump track.

Sullivan storage track.

Luling—Gin spur and Magnolia spur track east of Luling.

58. F-4 class and heavier engines must not use the following tracks:

Seguin Brick and Tile tracks.

59. Engines must not be operated over scales in Oil Mill track, Flatonina.

GLIDDEN SUBDIVISION

60. Gravel loading devices on gravel pit tracks within yard limits Glidden will not clear man on top or side of coal car and will not clear box car or engine.

61. MK-5 class and heavier engines must not operate beyond cattle guards at gravel pit tracks Nos. 1 and 2, Ramsey. No. 3 gravel pit track may be used by all class power for distance of 150 ft. beyond cattle guards, Ramsey.

62. Road engines must not use rice mill warehouse track, which is track nearest GC&SF main track; and, Alamo Lumber Company spur, Eagle Lake.

63. Siding at Rosenberg has automatic block signals, governing movements within the siding in both directions. Eastward movements in siding will be governed by signal 364 located at fouling point west end of siding. Westward movements in siding will be governed by SA signal located east of switch east end of siding.

64. Overlap posts are located: Stafford—(to the left of main track), governing eastward trains. Richmond—(to the left of main track) governing westward trains. Eagle Lake, west siding—(to the left of main track) governing eastward trains.

HOUSTON TERMINALS

70. Movements in Houston Terminals will be made in accordance with the timetables of the various divisions as follows:

Between West Junction and Eureka and between West Junction and Harrisburg—The San Antonio Division.

Between Harrisburg and Englewood—The San Antonio Division, and Houston Division.

Between Eureka and Houston Passenger Station and between Boulevard Junction and Tower 26 via Freight Route—The San Antonio Division and the Dallas and Austin Divisions.

Between Tower 26 and Englewood—The San Antonio Division, the Dallas and Austin Divisions and the Houston Division.

Other movements, Houston Terminals—The Houston Division.

71. There are numerous yard engine movements on track between Holico and Harrisburg and between West Junction and Eureka. Trainmen, enginemen and yardmen in this territory must be on constant look-out for engines and trains operating, and make all movements strictly in accordance with provisions of Rule 93.

72. When using Holico Spur stop must be made before making any movements over highway and member of crew must protect crossing with red flag by day and red lantern by night to give warning to highway traffic of approaching movement.

73. On double track between West Junction and Boulevard Junction, and between Boulevard Junction and Houston (Passenger Station); between Tower 26 and Englewood, and between Englewood and Tower 86, trains and engines will operate in compliance with Rules Governing the Movement of Trains and Engines in the Same Direction by Block Signals (See Rule D-251), except that second class and inferior trains and engines will not occupy the main track when it is known that a first-class train will be delayed thereby. Trains may run extra, moving with the current of traffic, without train-order authority. Movement against the current of traffic may be made only under protection of flagman.

74. Circuits controlling automatic crossing gates at Bellaire Boulevard, Richmond Road and on eastward main track Westheimer Road between Bellaire Junction and West Junction, are arranged to lower the gates across the road when a train or engine enters the circuit at a distance of approximately 2200 feet before reaching the crossing. This point is marked by a sign reading "FIRST GATE CONTROL".

The gates will then remain lowered across the road for one minute and forty-five seconds unless the train or engine passes the second control circuit marked by a sign reading "SECOND GATE CONTROL".

In the event a train or engine stops between the first and second gate control signs or uses more than one minute and forty-five seconds between these signs, the gates will automatically raise. If a stop is made or speed is reduced to where more than one minute and forty-five seconds time is used between these signs, trains must not exceed a speed of 6 MPH between second gate control sign and roadway.

Eastward trains or engines from Bellaire Subdivision must not exceed speed of 15 MPH from Bellaire Junction until engine crosses Westheimer Road.

75. Within yard limits west of Bellaire Junction on the Bellaire Subdivision, trains and engines must move with caution, expecting to find the main track occupied without flag protection.

76. Fixed distant signal located just east of the Post Oak Road Crossing over the S.A.&A.P. track near Bellaire Junction. Telephone located on the signal case is connected to the pony circuit between West Junction and Eureka.

When handling more than 87 cars, eastward trains on Bellaire Subdivision will stop before blocking Post Oak Road if this signal is not in "Proceed" position. Member of crew must communicate with Signal Operator at Eureka, and receive instructions about proceeding.

77. Maximum speed for trains and engines over San Felipe and Westheimer crossings, MP 3, between Eureka and Bellaire Junction, is 40 MPH.

78. Maximum speed for trains and engines between Boulevard Junction and Niles on freight route is 15 MPH.

79. Train and engine movements must approach Hardy Street crossing, Houston, with caution, prepared to stop if necessary to avoid collision with vehicles.

80. Trains and engines entering or leaving or operating through passenger station yard at Houston must run with caution, not exceeding 12 MPH between San Jacinto Street Crossing at Tower 108, east of the station yard and Houston Avenue Underpass, west of the station yard.

81. Trains and engines approaching or leaving passenger yard, Houston, proceed with caution and be governed by signals from switch tender as follows: PROCEED signal with green flag by day and green light by night before entering passenger yard; PROCEED signal with yellow flag by day and yellow light by night before leaving passenger yard. The following whistle code will be sounded at Houston Avenue Underpass for guidance of switch tender in handling switches at entrance to passenger station yard:

San Antonio Division Trains ——— o
Victoria Division Trains oo ——— o

82. G.C.&S.F. 3440 and 3450 class engines in passenger service must not exceed 35 MPH between Tower 81 and West Junction.

83. Eastward trains or engines on main track stopped by signal 72 and in siding stopped by signal 74, east end Harrisburg siding, must communicate with signal operator before passing signal indicating "STOP". If advised by operator no opposing train in block, proceed as authorized by Rule 507. Telephone located at signal 72.

84. Drawbridge not shown in timetable between Harrisburg and Tower 86, MP 5.2:

Buffalo Bayou (Interlocked)

85. Westward trains and yard engines with more than 40 cars approaching Tower 86 will stop clear of Kress Street unless interlocking signal Tower 86 indicates "PROCEED". If necessary to stop, member of crew will communicate with signal operator, Tower 86, by telephone located in box approximately 30 feet west of Kress Street on south side of track. This in order to avoid blocking Kress Street crossing.

86. Eastward freight trains and yard engines handling more than 56 cars finding signal 026 at Market Street between Baer Junction and Englewood indicating "STOP" will stop clear of Market Street and remain there until indication of Signal 026 is changed to either "Proceed" or "Proceed Not Exceeding Medium Speed, Prepared To Stop Short Of Next Home Signal." This to avoid blocking Market Street and Lyons Avenue crossings when route is not open for movement into Englewood Yard.

87. Train and engine movements westward on No. 26 Lead, Englewood, will approach Wallisville Road Crossing at a speed not to exceed 5 MPH and crew will see that automatic crossing gates are lowered before entering the crossing.

88. MK-5 class or heavier engines must not head through curved side of Puzzle Switches located on Middle Buster Lead Tracks Middle 10 and 12, Englewood Yard.

BELLAIRE SUBDIVISION

89. Westward trains approaching Eagle Lake will stop clear of first road crossing east of G.C.&S.F. crossing unless route is clear, in order to avoid blocking crossings. Member of crew must communicate with operator by telephone located in box on post 150 feet east of the first road crossing east of G.C.&S.F. crossing on north side of track at MP 60.5.

90. Southwestern Bell telephone located at Fulshear is available through small door equipped with switch lock on track side for use of train crews to phone Tower 17, Rosenberg—Number 107—no toll charge.

91. P-6 class or heavier engines must not use the following tracks:

Chesterville—Team Track
Flewellen—Siding
Clodine—Team Track

Engines must not operate beyond road crossing on spur track, Frels.

KERRVILLE SUBDIVISION

92. Trains and engines must not exceed speed of 15 MPH between Tower 112 and West Yard Limit Sign, MP 242.5, and must not exceed 10 MPH in movements through ALL turnouts on Kerrville Subdivision.

94. Steam engines must not be operated over diesel inspection pit tracks at enginehouse, San Antonio.

95. Within yard limits at Beckmann and Camp Stanley trains must move with caution, expecting to find main track occupied without flag protection.

96. Loading devices McDonough Brothers, Quarry loading tracks at Beckmann will not clear man on top or side of coal car.

97. Engine must not be operated beyond straight track on old Schreiner Wool spur at Kerrville city track.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

100. 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 8 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the 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.

BETWEEN	TRAINS HANDLING											
	Streamlined Passenger Trains, when handled by diesel passenger engines.	Streamlined Passenger Trains, when handled by P-3, P-6, P-14, GS-1, class engines.	Conventional Passenger Trains, Steam or Diesel	Manifest Freight Trains	Freight and Mixed Trains	Freight Trains Handling Retrieted Cars, Item 119.	Air dump cars, loaded or empty, derricks, ditchers, power shovels.	Pile Drivers	Scale Test Cars	Locomotive Cranes on Own Wheels		
										Boom disconnected heavy end forward	Boom disconnected light end forward	Boom in place—either end forward
MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
El Paso and Belen.....	60	60	60	50	40	40	35	30	25	35	20	25
Belen and West Junction.....	79	75	70	60	50	40	35	30	25	35	20	25
West Junction and Houston (Via Eureka)	60	60	60	60	50	40	35	30	25	35	20	25
West Junction and Harrisburg.....			40	30	30	30	20	20	20	20	20	20
Eagle Lake and Bellaire Jct.....			45	30	30	30	25	25	25	25	20	25
Eagle Pass and Spofford.....			40	30	30	30	25	25	25	25	20	25
Kerrville and Boerne.....			30		25	25	20	20	20	20	20	20
Boerne and San Antonio.....			35		30	25	20	20	20	20	20	20
Gonzales and Harwood.....			30		25	25	15	15	15	15	15	15

NOTE: Protected Curves—Speed Signs Govern.

Unprotected Curves—Maximum Speed 75 MPH between Belen and West Junction.

101. Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated:

Station	MPH	Station	MPH
El Paso	25	Flatonia	20
Marfa	25	Schulenburg	20
Alpine	15	Weimar	30
Del Rio	30	Columbus	30
Sabinal	25	Eagle Lake	20
Hondo	30	Rosenberg	18
Seguin	30	Richmond	25
Luling	25	Sugar Land	15
Waelder.....	30	Houston	18

San Antonio—M.K.&T. Underpass to East Yard Office.....	40
East Yard Office to Hays St.....	30
Hays St. to Dakota St.....	20
Dakota St. to Zarzamora St.....	30
Zarzamora St. to West City Limits.....	40
Tower 112 to City Limits (Kerrville Subdivision) 15	

102. Trains and engines run with caution between Dakota and Wyoming Streets and between Crockett and East Houston Streets, San Antonio, looking out for cross-over movements to and from passenger station yard.

During hours named below, must not exceed 6 MPH over the following street crossings, if necessary, send flagman ahead before proceeding:

SAN ANTONIO: Sherman, Burluson and Lamar10:15 PM to 6:15 AM

SAN ANTONIO (Kerrville Subdivision):
Culebra Ave., Probandt St., and Cincinnati Ave.All Hours

GONZALES: St. Joseph St.....All Hours

SPEED RESTRICTIONS FOR ENGINES

103. Steam yard engines..... 20 MPH
 Diesel yard engines in service running forward or backward, with or without cars or being handled in trains forward or backward..... 40 MPH
 Diesel road engines, when running forward light, or dead in trains..... 50 MPH
 Diesel road engines, when running backward, or with controlling unit trailing, with or without cars..... 30 MPH
 Road engines in tow, in charge of messenger, and under sufficient steam to lubricate, moving forward, rods in place..... 50 MPH
 Steam road engines running forward, light, unless otherwise directed 40 MPH
 Road engines moving backward, in service, or in tow, rods in place..... 30 MPH
 Road engines, running under own steam, or handled in train when all weight has been removed from only one pair of drivers, or engine truck removed..... 20 MPH
 Road engines moving forward or backward, main or side rods, or both removed..... 20 MPH
 Road engines, moving forward or backward, main rod only removed..... 20 MPH
 Road engines, moving forward or backward, side rod only removed..... 30 MPH
 Road engines, moving forward or backward, both main and side rods removed..... 20 MPH
104. The Speed Restrictions For Engines indicated must not be exceeded at any point by engines listed below.

30 MPH

481, 867 to 893

35 MPH

804, 813, 820, 831, 838, 845, 895, 896.

40 MPH

482, 484, 485, 486, 487, 488, 489, 490, 800, 801, 806, 808, 809, 810, 815, 817, 821, 822, 823, 826, 829, 830, 833, 834, 835, 836, 837, 839, 840, 841, 842, 843, 846, 848, 849.

50 MPH

900 to 949

55 MPH

688 to 699

65 MPH

DF-1-7—300 to 353

SPEED

105. Trains and engines must not exceed 10 MPH in movements through slip (puzzle) switches, and 15 MPH on sidings.

106. Unless otherwise authorized trains must not exceed 15 MPH through cross-overs, junctions and other diverging switches; 25 MPH over drawbridges; and 45 MPH over railroad crossings at grade.

107. Round, yellow speed signs, with black figures, unless otherwise further restricted, indicate the maximum speed for streamlined trains handled by diesel passenger engines.

(a) Speed prescribed by train order, or timetable bulletin, for passenger trains must not be exceeded by streamlined trains.

(b) Train consisting of streamlined cars when handled by other than diesel passenger engines, P-5, P-6, P-14 or GS-1 class engines, or when handling conventional equipment, must not exceed speed prescribed for other steam passenger trains or class of engine used.

108. Engines with two wheel engine trucks, when used in passenger service, must not exceed Manifest Freight Train speed.

109. Engines not equipped with trailer trucks, when used in passenger service, must not exceed 55 MPH.

110. Passenger trains handling box cars equipped for passenger service with steel wheels only or box cars equipped with ride-control trucks, AB brakes and steel wheels must not exceed the following maximum speed:

- 50 MPH between El Paso and Belen
- 60 MPH between Belen and Houston

111. Between El Paso and Sierra Blanca, T.&P. I-1 type engines, Numbers 600 to 669, inclusive, equipped with valve-pilot and nickel-steel rods and T.&P. H-2-R type engines Numbers 800 and 810, when handling passenger trains, may make 55 MPH on straight track and 50 MPH on unprotected curves where speed is not otherwise further restricted, and will be governed by restrictions applying to freight trains on protected curves.

112. Trains and engines must not exceed 30 MPH over Little Flower Road Crossing, MP 822.50, Alfalfa.

113. First-class trains and extra trains operating through Valentine, without stopping, must run with caution not exceeding 40 MPH between east and west switches.

114. Trains and engines must not exceed 15 MPH on Uvalde Rock Asphalt Company Spur between Cline and interchange tracks.

115. Engines using Cadet Spur tracks, San Antonio Yard, must not exceed 20 MPH. Derails located east end run-around track and in east end of the two warehouse tracks.

116. First-class trains and extra trains operating through Glidden, without stopping, must run with caution not exceeding 40 MPH between east and west switches.

117. When not otherwise restricted, maximum speed of GS-1, F-4 and F-5 class engines is 30 MPH over the Bellaire Subdivision.

118. P-6 class or heavier engines using sidings, Bellaire Subdivision, must not exceed 10 MPH.

119. Freight trains may operate at speeds authorized for manifest trains, Item 100, when not handling:

Twins or multiple loads or any loads requiring idler cars. Open top cars loaded to excessive height or width; or with weight not properly distributed.

Cars with arch bar type trucks. Transformers on open top cars, twin or other multiple loads of steel, poles or piling.

Drag lines. Equipment shown in last 6 columns of Item 100.

120. The maximum speed for freight trains handling logs loaded on flat or logging cars..... 25 MPH.

121. The maximum speed for freight trains handling cars loaded with asphalt, sand, gravel, crushed rock or company ballast and loaded system tank cars 12,000 gallons or over..... 50 MPH.

RATINGS OF ENGINES IN FREIGHT SERVICE—IN TONS

CLASS	ENGINE NUMBERS	El Paso to Sierra Blanca	Sierra Blanca to Valentine	Valentine to Etholen	Etholen to El Paso	Valentine to Lull	Lull to Del Rio	Paisano to Valentine	Del Rio to Paisano	Del Rio and Sabinal	Sabinal and La Coste	La Coste and San Antonio
		DF-1-7	300 - 353.....	4960	7500	6120	7500	5530	7500	7500	4730	7500	5560	7500
F-4-5	900 - 949.....	2300	3600	2925	3800	2650	3975	3000	2300	3815	3050	4575
GS-1	700 - 710.....	2075	3115	2600	3380	2250	3375	2390	2075	3250	2600	3900
F-1	954 - 999.....	1825	2740	2200	2860	2000	3000	2300	1840	3000	2400	3600
MK-5	738 - 794.....	1500	2250	1825	2370	1650	2475	1910	1525	2345	1875	2565
9-13	622 - 633.....	1185	1780	1450	1885	1300	1950	1500	1200	1815	1450	2175
-6	610 - 621.....	1065	1600	1300	1690	1175	1765	1345	1075	1625	1300	1950

CLASS	ENGINE NUMBERS	San Antonio to Seguin and Weimar to Glidden	Glidden to Kingsbury and Seguin to Weimar	Kingsbury to San Antonio	Glidden to Ramsey	Ramsey to Houston and Houston to Glidden	San Antonio to Kerrville and Kerrville to Camp Stanley	Camp Stanley to San Antonio	Eagle Pass to Spofford	Spofford to Eagle Pass	Harwood and Gonzales
		DF-1-7	300 - 353.....	7300	5850	7300	9000	9000
F-4-5	900 - 949.....	3500	2800	3500	8500	8500	.....	.....	.....	.....	.....
GS-1	700 - 710.....	3000	2400	3000	7500	7500	.....	.....	.....	.....	.....
F-1	954 - 999.....	2940	2350	2940	7000	7500	.....	.....	3675	4375	.....
MK-5	738 - 794.....	2315	1850	2315	5000	6000	1550	2000	2545	3030	.....
C-8-9	800 - 849.....	1905	1525	1905	4250	4500	1400	1750	2120	2530	.....
P-9-13	622 - 633.....	1690	1350	1690	4000	4250	1250	1600	2050	2450	.....
P-6	610 - 621.....	1490	1190	1490	3500	3750	1050	1400	1840	2190	.....
P-5	600 - 609.....	1155	925	1155	2500	2750	900	1250	1425	1700	735
M-4	432 - 459.....	1115	890	1115	2250	2500	750	1050	1370	1640	700
M-6	499.....	1240	990	1240	2750	3000	950	1100	1545	1825	795
M-9	475 - 480.....	1275	1020	1275	2750	3000	1000	1200	1615	1920	820
M-10	460 - 474.....	1275	1020	1275	3000	3250	1000	1200	1615	1920	820
M-11	491 - 492.....	1275	1020	1275	2750	3000	1000	1200	1615	1920	820
M-21	482 - 490.....	1750	1400	1750	4000	4250	1200	1600	2000	2375	.....
C-20	867 - 869.....	.....	.....	.....	.....	.....	725	1000	1360	1615	700
C-23	878 - 884.....	.....	.....	.....	.....	.....	875	1250	1505	1790	775
C-24	885 - 893.....	.....	.....	.....	.....	.....	950	1350	1580	1880	820
C-25	895 - 896.....	.....	.....	.....	.....	.....	1200	1600	1835	2240	950
E-23	263 - 272.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	515
E-40	260 - 261.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	465
T-28	688 - 699.....	1350	1080	1350	3000	3250	1000	1150	1670	2000	850

REMOTE INTERLOCKING

EL PASO

The main tracks between Tower 47, Tower 196, and Tower 6 are designated north track as No. 1, middle track as No. 2 and south track, between Campbell Street and West Main Street, as No. 3.

Main tracks Nos. 1 and 2 between Tower 47, Tower 196, and Tower 6, and main track No. 3 between Campbell Street and West Main Street are within interlocking limits and are signaled for movements in either direction. Interlocking signals will govern the use of either of these routes and movements within these limits must be made WITH CAUTION, not exceeding 20 MPH.

When the signals are not cleared or switches not set for the route required, trainmen or enginemen will communicate with signal operator at Tower 196 by telephone located on mast at east end of depot yard, yardmaster's booth on station platform, all signal cases, and in all safety niches between West Main Street and MP 828.

Switches just east of Union Depot Yard governing movements in and out of Union Depot tracks in cross-over movements from main tracks Nos. 1, 2, and 3, are interlocked and operated from Tower 196. Yardmaster or engine foreman will communicate with signal operator as to the route to be used into Union Depot yard tracks.

Yardmaster or engine foreman in charge of switching in Union Depot yard will inform signal operator by telephone when he is ready to start switching over Union Depot connections and signal operator will set the switches and clear signal, leaving them in that position until yardmaster or engine foreman informs him switching has been completed.

Yardmaster, Union Depot, will inform signal operator at Tower 196 by telephone when passenger trains are ready to leave. When yardmaster is not available, conductors must furnish this information.

Light interlocking signal, Tower 47, located MP 827.4, El Paso Subdivision, governs westward movements to all yards, including route into T.&P. yard. Top light governs movements on main track, lower light governs movements on diverging route.

Light interlocking signal, Tower 47, located MP 1297.6, Alamogordo Subdivision, governs westward movements. Top light governs movements on main track, lower light governs movements on diverging route.

When signals are not cleared or switch not set for the route required, trainmen or enginemen will communicate with the signal operator Tower 47, by telephone located in box on each signal case in vicinity of interlocking signal.

Instructions for operating switches by hand, when so authorized by signal operator, are located in telephone box.

SIERRA BLANCA

T. & P. freight switch located 1893 feet east of the west switch of siding, and T. & P. passenger switch located 3632 feet east of T. & P. freight switch at Sierra Blanca are power operated from train-order office. Interlocking signals and interlocking rules will govern movements over these switches. Movements from T. & P. tracks to main track will be governed by light-type signals located a short distance east of the switches.

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

The east switch of siding Sierra Blanca will be operated from train-order office at Sierra Blanca. Normal position will be for the main track and interlocking signals, and interlocking rules will govern movements over this switch. Inferior westward trains approaching east switch of siding and finding the switch set for main track movements and the governing signal clear are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

When signals are not clear or the switch is not set for the route required, member of the crew will communicate with the signal operator by telephone located in box on pole near switch. Instructions for operating switch by hand when so authorized by signal operator, are located in telephone box.

Cars or engines must not be left standing on power operated switches, or between the home signals located east and west thereof, thereby preventing the operator from operating the switches.

SANDERSON

The switch at east end of Sanderson yard is power operated from the train-order office. Interlocking signals and interlocking rules will govern movements over this switch.

When the signals are not cleared or the switch is not set for the route required, train or enginemen will communicate with the operator by telephone located in box on iron post on north side of track just east of the switch; one long ring for operator; two long rings for maintainer. Instructions for operating the switch by hand, when so authorized by the operator, are located in telephone box.

When making movement into or out of yard over No. 1 extension switch, the switch will automatically return to normal position for main-track movement and the derail located west of the switch will automatically be set to derail an eastward movement from track No. 1 as soon as the train or engine for which the route was lined has cleared the home signals located just east and west of the switch and derail, and trains moving westward into yard must not make a reverse movement until the signal has been cleared or the operator has authorized the movement.

EAST YARD

The switch connecting east end of yard with main track and tail track switch at east end, East Yard, are power operated from train-order office at East Yard. Normal position for tail track switch is for tail track movement, except when being used for movement to or from the main track.

When the signal is not cleared or the switch is not set for the route required, trainmen or enginemen will communicate with the operator at East Yard by telephone. Telephones located in box on east side of instrument case opposite power operated switch at main track, on signal mast 291 feet west of power operated switch on main track and on signal mast 42 feet east of power operated tail track switch between main track and No. 1 track. When authorized by the operator at East Yard, switch may be manipulated by hand, instructions for which are located in the telephone box on instrument case.

FLATONIA

West switches north and south sidings at Flatonia are power operated from Tower 3. These switches can be cranked by hand by a member of train crew when authorized by signal operator by telephone. Instructions for cranking the switches are located on the cover of the box in which the crank is housed, located on side of instrument case.

Interlocking signals and interlocking rules will govern movements over these switches.

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone.

Inferior eastward trains approaching this switch and finding the switch set for main track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

REMOTE INTERLOCKING

EAGLE LAKE

West switch of east siding Eagle Lake is power operated from Tower 115. This switch cannot be hand cranked by a member of train crew.

Interlocking signals and interlocking rules will govern movements over this switch.

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone.

Inferior eastward trains approaching this switch and finding the switch set for main track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

ROSENBERG

West switch of siding Tower 17 is power operated from Tower 17. This switch cannot be hand cranked by a member of train crew.

Inferior eastward trains approaching this switch and finding the switch set for main track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

East switch of siding Rosenberg is power operated from Tower 17. This switch can be cranked by hand by a member of train crew when authorized by signal operator by telephone. Instructions for cranking the switch are located inside door of telephone box on west side of instrument house.

Interlocking signals and interlocking rules will govern movements over these switches.

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone.

Inferior westward trains approaching this switch and finding the switch set for main track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

WEST JUNCTION

The switch connecting the single main track with the eastward main track of double track is power operated from Tower 13, Eureka; the normal position is for single track movement. Interlocking signals and interlocking rules will govern movements over this switch.

When signal is not cleared or the switch is not set for the route required, trainmen or enginemen will communicate with the operator at Tower 13 by telephone which is located in the box on west end of instrument case opposite power switch. When authorized by the operator, switch may be manipulated by hand, instructions for which are located in telephone box.

Westward trains moving with the current of traffic from double to single track shall be governed by home interlocking signal and trail through spring switch, and when the signal is not clear to authorize movement through the switch, trainmen or enginemen will communicate with the signal operator at Eureka by telephone for instructions.

When governing signal indicates proceed, movements are restricted to maximum speed as follows:

Westward: From double track trailing through spring switch 20 MPH.

Eastward: On diverging route to double track through power operated switch 15 MPH.

Eastward: On straight track facing point movement through spring switch 35 MPH.

BELLAIRE JUNCTION

Junction switch and west crossover switch, Bellaire Junction, are operated from Eureka. East switch of cross-over is a spring switch; normal position for main track movement.

Interlocking signals and interlocking rules will govern movements over these switches.

Trains on the eastward main track desiring to move through the crossover to the westward main track or to the Bellaire Subdivision must stop in advance of dwarf signal located just east of spring switch and observe position of block indicator. If block indicator shows block clear, spring switch should be set for crossover, and if signal indicates proceed, route may be used. If signal indicates stop, call signal operator at Eureka on telephone and request that route be cleared.

Switch connecting SA&AP industrial lead with eastward main track, Bellaire Junction, is equipped with electric switch lock. Before entering or leaving this track, trains should stop in advance of the dwarf light type signals governing route and a member of the crew secure permission from the operator at Eureka, by telephone.

When operator releases lock, indicator in lock box will show clear. Trainmen should then set switch for the diverging route and remove derail at fouling point from rail. Dwarf signals should then change indication to show proceed.

After restoring switch to normal position, turn lock crank to right and close and lock door of box. Replace derail on rail at fouling point.

Telephone for communication with operator at Eureka is located on west side of instrument house.

BOULEVARD JUNCTION

Both switches of the cross-over just east of Heights Boulevard and the switch connecting eastward main track of freight route with westward main track from the direction of passenger station are operated from Eureka.

Semi-automatic dwarf light signal, located to the north of Chaney Yard, yard lead track, west of Harvard Street, governs westward movements entering the interlocking limits from any of the Chaney Yard tracks; normal position is stop. The route must be set against conflicting movements by the signal operator at Eureka, and the west switch of the lead must be set for the lead by a member of the crew before semi-automatic dwarf light signal will indicate proceed. Trains or engines must not enter main track from lead, Chaney Yard, unless so authorized by telephone by signal operator at Eureka, when telephone communication is possible.

Location of local telephones connected with Eureka:

Mechanism case at signal bridge.

Mechanism case east of Harvard Street.

Instrument house, Heights Boulevard.

CENTRALIZED TRAFFIC CONTROL**Centralized Traffic Control Limits between Alpine and Paisano.**

Absolute signal located just west of train-order office, Alpine Depot, governs westward movements.

Absolute signal located sixty feet west of the west switch of the siding at Paisano governs eastward movements.

Approach signal east end of siding, Paisano, governs movements approaching absolute signal at P.&S.F. connection and absolute signal at fouling point, west end of siding.

Approach signal west end of siding, Paisano, governs movements approaching absolute signal at P.&S.F. connection and absolute signal at fouling point, east end of siding.

Trains or engines entering the main track at the west end of the siding or house track, Alpine and at P. & S. F. transfer tracks, must secure permission from the signal operator at Alpine before fouling the main track and then be governed by position of block indicator located at the west switch of siding, Alpine, and cross-over switch at P. & S. F. transfer tracks, west of Alpine before lining the switch of either track.

Trains or engines, after having cleared the main track and lined the switch and derail to permit a main track movement at the crusher track Toronto, must secure permission from the signal operator at Alpine before re-entering the main track, and then be governed by the position of block indicator before lining the switch and derail. Indicators between Toronto and Paisano are for information of maintenance of way forces and not for train operation.

Signal Operator at Alpine will not line a switch and clear the signals for trains from the P. & S. F. Railway to enter main track at Paisano or at Alpine Junction without first securing permission from the train dispatcher.

Trains from and to the P. & S. F. Railway at Alpine Junction will enter and leave the main track at the switch at the west end of the T. & N. O. transfer track.

Switch where Santa Fe track connects into west transfer track, Alpine Junction, is protected by C. T. C. signals.

The siding switches at Toronto and Paisano, the main track switch at Alpine Junction and the Junction switch at Paisano, are power-operated by the signal operator at Alpine. If necessary to operate a power-switch by hand, a crank is located in a box on one end of the instrument case at the switch and printed instructions are located in the telephone box on other end of instrument case. The crank must be replaced in box and box locked after having been used.

Sand must not be used over movable parts over power-operated switches.

Trains must not blow out boilers when passing over power-operated switches or when passing signals.

Rule 93 will apply within centralized traffic control limits between Alpine and west yard limit sign.

Centralized Traffic Control Limits between Tower 26 and Niles (Freight Route)

Absolute signal located at West interlocking limits, Tower 26, just west of Maury Street, governs westward movements:

Absolute signal located at fouling point on eastward track, and Absolute signal located at fouling point on westward track at Niles, govern eastward movements.

Yard engines may enter main track from diverging tracks where block indicators are located when the indicator indicates "Block Clear". To enter main track when the indicator indicates "Block Occupied", or to enter main track where no indicator is located, permission must first be obtained from the Signal Operator at Maury Street, and movements must be made in compliance with Rule 776.

Trains must not exceed 15 MPH between Tower 26 and Niles and must proceed with caution.

Telephones for communication with the signal operator at Maury Street and with the assistant yardmaster at Hardy Street are located as follows: SA Yard cross-over west of Hardy Street, on Signal X-51, north side westward main track, between Shepherd Drive and Eureka, old freight house lead, first signal west of North Main Street underpass, west end shop lead, signal at Houston Avenue, and Niles.

Centralized Traffic Control Limits between Tower 86 and Tower 30, Harrisburg.

Absolute signal located on signal bridge west of Tower 86, MP 4.5.

Absolute signal located at MP 7, east of Glidden Subdivision switch, Harrisburg.

Trains and engines may enter main track from diverging tracks within C. T. C. between Tower 30, Harrisburg and Tower 86 when block indicators indicate "Block Clear".

Signal operator is located at Tower 30.

Trains and engines must proceed with caution between Tower 86 and Tower 30, Harrisburg.

ABSOLUTE-PERMISSIVE BLOCK**Absolute-Permissive Block Limits Between East Yard and Salado Junction.**

Absolute signal located MP 204.6, east end of East Yard, governs movements from that point to Salado Junction.

Absolute signal located on the San Antonio Subdivision, east of Salado Junction switch, and absolute signal located on the Victoria Division at Salado Junction, govern movements Salado Junction to east end of East Yard.

Overlap extends east of Salado Junction to MP 203 on San Antonio Subdivision.

Westward inferior trains of the San Antonio Subdivision, waiting for superior trains from the Victoria Division to enter the Absolute-Permissive Block Limits at Salado Junction or East Yard, must wait east of overlap post at MP 203.

Trains entering Absolute-Permissive Block Limits from Victoria Division at Salado Junction, if indicator located at Salado Junction switches indicates "Block Clear," switch may be set. After proper lineup has been made, and after waiting one minute, signal will indicate "Proceed" if block is clear.

Trains entering Absolute-Permissive Block Limits from Victoria Division at Salado Junction, as per Rule 744, w absolute signal located on the Victoria Division at Salado Junction, at STOP and indicator at switch indicating "Block Occupied," must protect themselves against westward trains on the San Antonio Subdivision.

Absolute-Permissive Block Limits Between End of Double Track Withers and Cadet Spur, MP 221.8.

Absolute signals located east of switch on westward track and east of switch on eastward track at end of double track, Withers, govern movements from that point to Cadet Spur.

Absolute signals located west of switch on main track and west of switch on spur track, Cadet Spur, govern movements from that point to end of double track, Withers.

Cadet Spur switch is equipped with electric switch lock.

To enter Cadet Spur from main track train or engine must stop within 300 feet of switch, open door of case at block indicator, turn crank to left, unlock switch and set for movement, remove derail. After movement completed restore switch to normal position, turn crank to the right, close and lock door a restore derail to normal position.

To leave Cadet Spur, if block indicator indicates "Block Clear" open door on case at block indicator, wait for two minutes or until indicator again indicates "Clear," turn crank to left, set switch for movement, and remove derail. After movement completed restore derail to normal position, restore switch to normal position, turn crank to right, close and lock door of case. (Instructions in case.) If block indicator indicates "Block Occupied" and absolute signal is at "Stop", Rule 744 will govern. Crank, switch and derail must not be operated as described above until flagman is at least one-half mile ahead. Train or engine entering main track under these conditions must also protect against eastward movements on main track.

Absolute-Permissive Block Within Yard Limits at Glidden

Between west end yard tracks and east end yard tracks. Absolute signal MP 87.6, west end yard tracks at Glidden Yard, governs eastward movements.

Absolute signal MP 86.7, at east end yard tracks, governs westward movements.

Overlap extends from signal MP 86.7, eastward to signal 859.

Overlap extends from signal MP 87.6, westward to signal 888.

Block indicator located at east end crossover switch, west end siding.

Within yard limits at Glidden, when absolute signal within A-P.B. limits, indicates "Stop," movements will be made in accordance with provisions of Rules 507, Paragraph (b), 509, Paragraphs (a) or (b), or 510, as the case may be.