

FLATONIA SUBDIVISION (0632)

Mile Post	Rule 6.3	CP #'s	Radio Display: Hearne to Giddings -9696 Giddings to Kirby: 1414 -(*58)		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
0.0	YL ABS		HEARNE (2.4)	BTY	AX171	
2.4	CTC	FL002	WEST HEARNE (8.3)	Y		
10.7		FL011	EAST MUMFORD (0.9)	!	BV092	8154
11.6		Q992	MUMFORD (5.6)	X	BV092	
17.2		FL017	VARISCO (6.9)	!	FL018	8606
18.9		FL019				
24.1		FL024	COOKS POINT (6.9)	!	FL025	8300
25.9		FL026				
31.0		FL031	CALDWELL (13.1)	!	FL031	10355
31.5		FL032				
33.0		FL033				
44.1		FL044	DIME BOX (12.7)	!	FL045	8569
45.9		FL046				
56.8		FL057	GIDDINGS (16.7)	!	FL059	8387
58.7		FL059				
73.5		TWC ABS		WINCHESTER (3.5)		FL073
77.0			WEST POINT (11.1)	(X)UP(A)		
88.1			MULDOON (9.3)		FL089	9600
120.0	CTC	SA120	FLATONIA (9.4)	BTX! (X)UP(M)	SO119	9597
122.0		SA122				
129.4		SA129	WAELDER (12.9)	!	SO129	8938
131.2		SA131				
142.3		SA142	HARWOOD (11.2)	!	SO143	8685
143.9		SA144				
153.5		SA153	LULING (9.5)	!	SO152	10282
155.6		SA156				
163.0		SA163	KINGSBURY (12.6)	!	SO163	8442
164.7		SA165				
175.6		SA176	NOLTE (11.5)	!	SO185	8342
177.3	SA178					
187.1	SA187	CIBOLO (7.2)	!	SO197	9673	
189.1	SA189					
194.3	SA194	RANDOLPH (7.1)	!	SO204	8453	
196.1	SA196					
201.4	SA201	KIRBY	T!	SO211	9653	

(178.8)

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 2.4 and MP 58.7;
MP 120.0 and MP 201.4.

TWC Between MP 58.7 and MP 97.4

ABS Between MP 0.0 and MP 2.4;
MP 58.7 and MP 97.4

Yard Limits Between MP 0.0 and MP 2.4.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
0.0 and 120.0	
(Except as Below)	70
0.0 and 1.0	25
1.0 and 1.4	10
1.4 and 2.4	25
2.4 and 3.8	50
3.8 and 6.8	60
6.8 and 7.1	55
7.1 and 58.6	60
58.6 and 59.4	25+
59.4 and 67.5	40
67.5 and 76.9	55
77.0 (X)	30
77.0 and 79.8	40
79.8 and 84.8	60
84.8 and 85.1	55
85.1 and 90.8	60
90.8 and 96.6	55
96.6 and 97.1	45
97.1 and 120.0	25

Between Mileposts
120.0 and 201.4 **PSGR FRT**

(Except as Below)	75	70
120.0 (X)	25	25
120.1 and 121.2	60	60
122.0 **WWD	55+	55
128.4 and 128.6	70	65
138.4 and 138.7	65	65
143.8 and 144.9	70	70
145.7 and 147.7	70	65
152.2 and 154.4	40+	40+
156.7 and 157.0	40	40
165.1 and 165.5	70	65
168.2 and 168.6	70	65
173.1 and 174.3	45	45
174.3 and 178.7	60	60
189.2 and 191.4	55	55
191.4 and 196.3	70	70
196.3 and 197.1	40+	40+
197.1 and 201.2	70	70
201.2 and 201.4	30+	30+

** Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.

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SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Crossovers in siding Flatonia.....	25
2. Dual Control Switch Turnouts	
Mumford.....	40
Flatonia turnout to Port Lavaca Subdivision within interlocking.....	20
Flatonia east siding switch turnout to Glidden Subdiv.....	15
3. Misc. Speed Restrictions	
Hearne Yard Tracks:	
Old Dalsa Main.....	10
Other tracks.....	5
Giddings Yard.....	5

SI-04 MAIN TRACK DESIGNATIONS
Westward movements thru siding Mumford connects to Navasota Subdivision at South Mumford (CP Q092) only.
CP FL032: Refer to this control point as "Caldwell Jct."

SI-05 MILEPOST EQUATIONS
 MP 97.4 = MP 120.0 (Flatonia).

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#)	%	%
5.2	133.6	191.1
(& 15.3	136.0	(#) 198.9
% 21.7	(#) 141.9	
& 24.2	% 146.4	
(#) 28.1	% 150.9	
(#) 39.1	& 152.9	
(#) 49.7	(#) & 159.9	
(#) 65.3	% 166.9	
& 70.6	(#) 170.3	
(#) & 80.6	& 174.4	
(#) 91.9	(#) & 181.6	
(#) 126.0	% 185.0	

SI-08 RULES ITEMS

Rule 6.32.1 At Blumberg Spur, MP 179.3 (Highway 78), a member of crew must take position at crossing to afford warning to traffic.

Rule 9.12.3 The radio-controlled dual-control switch at west end Muldoon is equipped with radio receiver. Located in advance of the switch is a sign that displays the unique four-digit code which will activate that switch. When the unique four-digit command is transmitted by an approaching train within one mile after passing the approach sign, by use of the numerical buttons on an equipped radio or a hand-held encoder, the dual-control switch will line automatically for a diverging route. When switch is in the reverse position, the absolute signal governing movement will display Restricting aspect. If radio signal fails to operate switch train must stop and be governed by the instruction posted on side of signal control house located at switch.

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

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

The location of the sign and the specific digital command code are as follows:
 Radio-Controlled Switch Location - West end Muldoon
 Approach Sign Location - MP 96.0
 Reverse Switch Command No. - 9459

Rule 9.12.4 When absolute signal governing a facing point movement over a radio controlled dual-controlled switch displays Stop indication, Rule 9.12.4. Will not apply.

When absolute signal on the main track governing a trailing point movement over a radio controlled dual-controlled switch displays Stop indication, comply with Rule 9.12.4.A. before being governed by the instructions posted near the dual control switch.

Rule 10.1 CTC between East Yard (Del Rio Sub.) and west end Randolph is controlled by Tower 121 Control Operator. Dual control switch at west end siding Randolph is controlled by the Train Dispatcher.

Rule 10.3 Track and time Rule (10.3) applies within manual interlocking limits at Flatonia (SA120), MP 120.0.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Sandy Fork E.....	138.3	SO138
Seguin	174.0	SO173
SMI Lead E.....	178.4	SO186
Blumberg W.....	179.3	SO188
Converse	196.7	SO206

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum gross weight: 158 Tons.

Between Hearne and Flatonia:
 Freight trains having more than-
 132 TPOB must not exceed 45 MPH;
 120 TPOB must not exceed 60 MPH.

Between Flatonia and San Antonio:
 Freight trains having more than-
 132 TPOB must not exceed 45 MPH;
 120 TPOB must not exceed 60 MPH;
 100 TPOB must not exceed 65 MPH.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

WESTWARD TRAINS HOLDING MAIN TRACK AT WINCHESTER:
 Westward train not authorized beyond the west switch Winchester must contact dispatcher to determine if a meet will take place at Winchester. If unable to contact dispatcher, do not pass east switch Winchester until contact is made.

If a meet will occur, follow these instructions:
 1. Westward train must not pass east switch until communication is established with the eastward train and verified that the eastward train has occupied the interlocking limits at West Point.
 2. Then movement may proceed to west switch as prescribed by the rules .
 3. Wait a minimum of two minutes after eastward train clears the main track at Winchester before returning the west switch to normal position.
 (This will allow interlocking signal at West Point to line for westward movement.)