

LOCKHART SUBDIVISION (0570)

| Mile Post | Rule 6.3 | CP #'s | Radio Display: Smithville to Ajax: 2424 -(*61) | | Sta. #'s | Siding Feet |
|--|------------|--------|---|------------|----------|-------------|
| | | | SOUTH ▼ STATIONS | NORTH ▲ | | |
| 0.0 | TWC | | SMITHVILLE (36.6) | BY | BA110 | Yard |
| 36.6 38.5 | TWC ABS | | LOCKHART (15.3) | | BA146 | 9484 |
| 51.9 | TWC | Q209 | AJAX | | BA161 | |
| (51.9) | | | | | | |
| SI-01 MAIN TRACK AUTHORITY | | | | | | |
| TWC Between MP 0.5 and MP 51.9. | | | | | | |
| ABS Between MP 36.6 and MP 38.5. | | | | | | |
| Yard Limits Between MP 0.0 and MP 0.5. | | | | | | |
| SI-02 MAXIMUM SPEED TABLE | | | | | | |
| Maximum Speed | | | MPH | | | |
| Between Mileposts | | | | | | |
| 0.0 and 51.9 | | | | | | |
| (Except as Below) | | | | | | |
| 0.0 and 0.3..... | | | 40 | | | |
| 0.3 and 2.0..... | | | 10 | | | |
| 35.8 and 37.0..... | | | 25 | | | |
| | | | 25+ | | | |
| SI-03 OTHER SPEED RESTRICTIONS | | | | | | |
| Maximum Speed | | | MPH | | | |
| 1. Thru Sidings & Turnouts (No Exceptions.) | | | | | | |
| 2. Dual Control Switch Turnouts (No Exceptions.) | | | | | | |
| 3. Misc. Speed Restrictions (No Exceptions.) | | | | | | |
| SI-04 MAIN TRACK DESIGNATIONS - None. | | | | | | |
| SI-05 MILEPOST EQUATIONS | | | | | | |
| MP 51.9 = MP 209.1 on Austin Sub. Trk.2 | | | | | | |
| SI-06 DTC BLOCK LIMITS - None. | | | | | | |
| SI-07 ITEM 13 TRAIN DEFECT DETECTORS | | | | | | |
| (#) 20.6 | | | | | | |
| (#) 40.0 | | | | | | |
| SI-08 RULES ITEMS | | | | | | |
| Smithville: Distributive Power trains operating through connection from the Smithville or Waco Subdivisions to the Lockhart Subdivision must not exceed run six (6) in power on the distributive power units at the rear of the train. | | | | | | |
| SI-09 FRA EXCEPTED TRACKS - None. | | | | | | |
| SI-10 BUSINESS TRACKS | | | | | | |
| Track Name | | MP | STA. #'S | | | |
| Rosanky | | 10.4 | BA120 | | | |
| Livengood Feed N..... | | 36.1 | . . . | | | |
| Reedville | | 46.8 | BA156 | | | |
| SI-11 INDUSTRIAL LEADS - None. | | | | | | |
| SI-12 TONNAGE RESTRICTIONS/TPOB | | | | | | |
| Maximum gross weight: 143 Tons. | | | | | | |
| SI-13 TRAIN MAKE-UP RESTRICTIONS - None. | | | | | | |

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| <p>SI-14 MISC. INSTRUCTIONS</p> <p>Dual Control Switch (MP 36.4) Operating Instructions: Dual control switch normally lined for main track movement operated by radio control for reverse switch movement by use of radio display 2424 as follows:</p> <p>A. Southward or northward train movements continuing on main track will activate signals to display proceed indication (green, yellow or lunar). If signal governing movement over switch displays other than a proceed indication, train must stop and operate switch by hand until points are seen to move. Then line switch for route to be used and after at least one unit or car has passed over switch, power must be restored.</p> <p>B. Southward movement from main track to siding - to operate switch for southward movement from main track to siding with radio, after train has entered approach track identified by wayside sign, press 1 # 2 3 (one, pound, two, three). Distant signal will display yellow aspect and signal governing movement over switch will display red over lunar aspect. If signal governing movement over switch display other than red over lunar, movement must stop and switch operated by hand until points are seen to move. Then switch must be lined for route to be used, and after at least one unit or car has passed over switch, power must be restored.</p> <p>C. Northward movement from siding to main track - to operate switch for northward movement from siding to main track with radio, after train has entered approach track identified by wayside sign, press 1 # 2 3 (one, pound, two, three). Signal governing movement over switch to main track will display a green or lunar aspect. If signal governing movement over switch displays other than a green or lunar aspect, movement must stop and operate switch by hand until points are seen to move. Then switch must be lined for route to be used, and after at least one unit or car has passed over switch, power must be restored.</p> <p>Main track authority at this location governed by track warrant. Signal indication does not convey authority to occupy main track. After movement clears dual control switch, it will return to normal position.</p> <p>Lockhart: only empty cars are permitted on trackage south of Pecos Street at Nine Points Grain.</p> | |
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