

**AUSTIN & NORTHWESTERN RAILROAD
COMPANY**

TIMETABLE NUMBER 6

in effect 12:01 a.m. Central Standard Time

Sunday, February 21, 1993

For the government of employees concerned

James R. Merritt

General Manager

AUSTIN & NORTHWESTERN RAILROAD COMPANY

WEST	LLANO BRANCH	EAST	
Milepost	Stations And Business Tracks	Station Numbers	Sidings In Feet
56.4	Austin Junction JT	00564	
62.6	Abercrombie	00625	485
65.5	Fromme B	00646	
71.5	McNeil JAX	00712	660
82.3	Whitestone	00820	
86.5	Leander	00865	
104.5	Bertram	01042	3280
111.2	Summit	01112	1415
114.9	Burnet T	01149	
117.2	Gandy	01165	4696
119.5	Demarco	01193	1400
122.3	Sudduth	01220	780
123.8	Delta	01238	
124.8	Fairland JT	01246	1080
125.0	Cactus Canyon	01250	825
127.7	Scobee	01277	
134.0	Kingsland	01340	625
145.5	Stoltz	01455	
154.1	Llano T	01530	

FRA Excepted Track: MP 56.0 to MP 62.45
 MP 117.0 to MP 118.00
 MP 124.0 to MP 154.10
 Wye track at Fairland
 Scobee Industrial Spur

Yard Limits:

Following are locations of yard limits:

EAST MP	LOCATION	WEST MP
56.4	Austin Jct. - McNeil	71.5
71.5	McNeil - Whitestone	82.3
82.3	Whitestone-Burnet	114.9
114.9	Burnet - Llano	154.1

Trains and engines operate under the authority of Rule 93.

***CONDITIONAL YARD LIMITS:** Between MP 82.3 and MP 114.9 between 9:01 p.m., Sunday, and 6:30 a.m., Saturday, and between 9:01 p.m., Saturday, and 6:30 a.m., Sunday, yard limits WILL BE in effect. Between 6:30 a.m., Saturday, and 9:01 p.m., Saturday, and between 6:30 a.m., Sunday and 9:01 p.m., Sunday, yard limits are not in effect between MP 82.3 and MP 114.9. Conditional Yard Limit signs will be displayed for westward trains at MP 82.3 and for eastward trains at MP 114.9.

Rule 226 is in effect:

RULE 226:

Absolute Block Register Territory will be designated in the timetable. A register labeled "Absolute Block Register Territory" will apply only on that designated territory. A train or operator in charge of on-track equipment is authorized to occupy Absolute Block Register Territory under the following conditions:

1. Following information must be entered in register on first blank line:

A	B	C	D	E
Train or On-Track Equip.	Conductor or MofW Employee	Date	Time Territory Occupied	Time Territory Cleared

Column A: Enter the train identification or MofW on-track equipment

Column B: Enter last name of conductor or operator in charge of equipment

Column C: Current date

Column D: Time entry is made in register

Column E: Time clearance entry is made in register

2. If the territory is occupied by a preceding train movement entry cannot be made on register until engineer of preceding movement has been contacted and advised territory will be jointly occupied. When territory is jointly occupied by a train, Maintenance of Way on-track equipment and/or another train, all train movements must be made at RESTRICTED SPEED prepared to stop short of men and equipment fouling the track within the territory.
3. After movement has been completed, the time the territory was cleared must be entered in Column E. A line is then to be drawn through the entire entry. The required exit entry may be completed by any authorized employee.

ABSOLUTE BLOCK REGISTER TERRITORY

Between 6:30 a.m., Saturday, and 9:01 p.m., Saturday, and between 6:30 a.m., Sunday, and 9:01 p.m., Sunday, Absolute Block Register is in effect between MP 82.3 and MP 114.9. Register will be located in box at MP 82.3.

Maximum Authorized Speeds:

BETWEEN	MP	56.40	and	62.40	10 MPH
		62.40		66.70	20 MPH
		66.70		73.65	10 MPH
		73.65		78.50	20 MPH
		78.50		78.95	5 MPH
		78.95		80.00	10 MPH
		80.00		88.35	20 MPH
		88.35		92.00	10 MPH
		92.00		110.80	20 MPH
		110.80		112.10	10 MPH
		112.10		113.80	20 MPH
		113.80		154.10	10 MPH

Impaired Side Clearance:

MP	89.10	Rock Cut
	112.90	Rock Cut
	119.50	Rock Cut
	122.70	Rock Cut
	138.90	Bridge
	140.70	Bridge
	144.30	Bridge
	146.40	Bridge
	147.70	Bridge
	148.90	Rock Cut
	149.20	Bridge
	149.90	Rock Cut
	152.70	Rock Cut
	153.60	Bridge

Spring Switches Equipped With Switch Point Indicator:

<u>STATION</u>	<u>LOCATION</u>	<u>NORMAL POSITION</u>
Austin Jct.	Llano-Giddings Branch Connection	Llano Branch

Industrial Spur:

Scobee Industrial Spur 3.2 miles long Connection at MP 127.7

Automatic Interlocker:

McNeil - MP 71.50, Llano Branch, UP Crossing

Normally lined for UP. No operator on duty. Signals must be restored to normal position after use.

Operating instructions are posted at control box immediately west of crossing.

Elgin - MP 30.50, Giddings Branch, UP Crossing.

Signals will normally display stop indication, and on approach of a train or engine, will display proceed indication if no movement is approaching on intersecting track.

If home signal does not display stop indication, and no movement is approaching on intersecting track, member of crew must be sent to the crossing to operate time-release.

Instructions for operating time-release, and length of time that must be allowed for release to function, will be posted inside time-release box.

WEST MARBLE FALLS BRANCH EAST

Milepost	Stations And Business Tracks	Station Numbers	Sidings In Feet
0.00	Fairland JT	01246	
0.60	Holloway	10006	770
4.30	Granite Mountain	10043	
6.50	Marble Falls T	10062	990

FRA Excepted Track: MP 0.00 through MP 6.50.

Yard Limits: Marble Falls Branch between MP 0.00 (Fairland) and MP 6.50 (Marble Falls). Trains and engines operate under the authority of Rule 93.

Maximum Authorized Speed: 5 MPH.

Impaired Side Clearance:

MP 5.60 Bridge

SPECIAL INSTRUCTIONS

1. RULE 6 (A) - EXPLANATION OF CHARACTERS

- | | |
|----------------------------|--------------------------------|
| A - Automatic Interlocking | S - Stop Sign |
| B - Radio Base Station | T - Turntable or Wye |
| J - Junction | X - Railroad Crossing at Grade |
| M - Manual Interlocking | Y - Yard Limits |

2. SPEED RESTRICTIONS

Tracks other than main track (Rule 105) 5MPH

3. INTERLOCKING SIGNALS

Rule	Name	Aspect	Indication
245A	Clear	Ⓤ	Proceed.
245D	Approach	Ⓨ	Proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.
245Q	Stop	Ⓡ	Stop before any part of train or engine passes the signal.

Ⓤ = Green

Ⓨ = Yellow

Ⓡ = Red

4. RULE 105

Is in effect on tracks other than the main track.

5. RULE BOOKS IN EFFECT ON AUSTIN & NORTHWESTERN RAILROAD

General Code of Operating Rules (GCOR)	Eff.	10/29/89
RailTex Air Brake & Train Handling Rules	Eff.	10/29/89
Instructions for Handling Hazardous Mtls.	Eff.	10/29/89
Safe Work Practices in Rule Book	Eff.	10/29/89
RailTex Employee Handbook	Eff.	08/01/90

6. FEDERAL RAILROAD ADMINISTRATION (FRA) EXCEPTED TRACK

Operations on segments of track identified as "FRA Excepted Track" will be under the following conditions:

- (1) No train shall be operated at speeds in excess of 10 miles per hour;
- (2) No revenue passenger train shall be operated; and
- (3) No freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations.

7. TRAIN MAKE-UP AND EQUIPMENT RESTRICTIONS

In train make-up, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length. When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly secured, and, when practicable, boom must be trailing.

8. HI - WIDE LOADS

Before a dimensional or special shipment requiring clearance verification can be moved in a train, employees involved in handling such load must determine:

- a. General Manager's authorization before moving on AUNW track
- b. Connecting carrier authorization before entering connecting carrier track

9. WEIGHT RESTRICTIONS

Six-axle diesel-electric locomotives will be permitted on the Austin & Northwestern Railroad ONLY with the written permission of the General Manager or authorized designate.

10. LOAD LIMIT

LOAD LIMIT RESTRICTIONS:

Giddings Branch	MP	00.00 - MP	56.40	263,000 lbs.
Llano Branch	MP	56.40 - MP	127.70	263,000 lbs.
	MP	127.70 - MP	154.10	210,000 lbs.
Marble Falls Branch	MP	00.00 - MP	6.50	263,000 lbs.

Where maximum load limit shown is 263,000 pounds or more, gross loads of 395,000 pounds may be handled on six (6) axle cars when load limit of car is not exceeded.

Where maximum load limit shown is 263,000 pounds or more, gross loads of 526,000 pounds may be handled on eight (8) axle cars, with a maximum of three (3) cars coupled together, when load limit of cars is not exceeded.

Unless specifically authorized, all locomotive cranes and pile drivers must not operate over lines having maximum load limits of less than 263,000 pounds.

Load limit will not apply to articulated cars.

Unless authorized by General Manager, heavier loads will not be handled.

11. TEMPORARY RESTRICTIONS

Rule 10 (D) is in effect on all branches of the AUNW.

Where yellow flag is required it will be placed one-half mile in advance of location where train movement is to be restricted.

12. TONNAGE RATING CHART

Ruling Grade	Location	GP-9	GP-38	SW-1200	
1.3%	Austin to Giddings	1559 11 or 12	1913 14 or 15	1400 10 or 11	TONS LOADS
1.0%	Giddings to Austin	1949 14 or 15	2384 18	1500 11 or 12	TONS LOADS
1.3%	Austin to Fairland	1559 11 or 12	1913 14 or 15	1400 10 or 11	TONS LOADS
2.0%	Fairland to Austin	1046 8 or 9	1290 9 or 10	946 7 or 8	TONS LOADS
0.5%	Fairland to Marble Falls	3248 24 or 25	3956 30	3048 23 or 24	TONS LOADS
1.3%	Marble Falls to Fairland	1559 11 or 12	1913 14 or 15	1400 10 or 11	TONS LOADS

13. AX BOXES

Each of our locomotives has been provided with an AX Box to be used in the event of an accident or other occurrence. The contents of the AX Box should be checked daily by a member of each crew using the engine. For your reference, each AX Box should contain the following items:

- | | | |
|---|---|--------------------------------|
| 1 | Handheld cassette recorder | 1 or more blank cassette tapes |
| 1 | Polaroid instant camera | 1 film in camera and 1 spare |
| 1 | 35 mm camera | 1 film in camera and 1 spare |
| 1 | Emergency Handling of Hazardous Materials Guide and Emergency Phone Number List | |
| 1 | Tape Measure (6 ft.) | 1 blank notepad and marker |
| 1 | Lumberman's chalk | Accident forms |

If items are missing from the box, it is the responsibility of the AX Box assignee to get a replacement.

The AX Box makes it easy for you to gather facts about an accident or unusual situation, so that the railroad is protected from unnecessary risk and expense.

YOU MUST HAVE A FULLY STOCKED AX BOX AND USE IT PROPERLY WHEN CONDITIONS REQUIRE.

14. INSPECTION OF RAILROAD FREIGHT CARS

Employees of the Austin & Northwestern Railroad Company are obligated by Federal law to perform certain inspections of locomotives and freight cars handled on the line.

For freight cars, there are at least two types of inspections;

- I. Where picking up and setting out cars, and
 - II. Where interchanging cars to/from a connecting carrier.
- I) When picking up and setting out cars on line, be sure to look for the following hazardous conditions:
1. Car Body
 - (a) leaning or listing to the side
 - (b) sagging downward
 - (c) positioned improperly on truck
 - (d) object dragging below
 - (e) object extending from side
 - (f) door not securely attached
 - (g) broken or missing safety appliance (ladder, sill step, hand brake)
 - (h) lading leaking from a placarded hazardous material car
 2. Draft coupling not secure.
 3. Overheated wheel or journal.
 4. Broken or extensively cracked wheel.
 5. Brake that fails to release.
 6. Any other apparent safety hazard likely to cause accident before the train arrives at its destination.

II. Freight car inspections at interchange points:

The following are penalty defects and must be refused in interchange:

WHEELS

- * Rim, flange or hub cracked or broken.
- * Flat spot more than 2 1/2 inches in length.
- * Signs of being severely overheated or welded.

BEARINGS -- Friction bearings and Roller bearings

- * No visible oil in friction bearing journal box.
- * Box cover broken or missing.
- * Loose or missing cap screws on roller bearings.
- * Evidence of leaking lubrication on roller bearings.

ADAPTERS

- * Cracked or broken.
- * Not in proper position.

TRUCKS

- * Side frame broken or cracked.
- * Side bearings missing, broken or improper clearance.
- * Outer truck springs broken or missing.

COUPLERS

- * Knuckle pin or knuckle thrower missing or inoperative.
- * Inoperative cut lever.
- * Coupler lock is missing, inoperative, bent, cracked or broken.

SAFETY APPLIANCES

- * Hand brakes, end platforms, sill steps, ladders, handholds broken, missing bolts, bent out of shape or otherwise unsafe to use.

In addition to the penalty defects you need to be aware of and inspect for, you need to be aware of cars that may have "DEFECT CARDS" attached to them.

A car may be moving to a car shop for repairs, after it has had its safety appliances repaired, but the car may have structural damage and should carry an A.A.R. defect card per rule 95-B-1-D3.

If the car does not have a defect card, it must not be accepted in interchange and the car should be set back, notifying the AUNW office and the road you are setting the car back to.

If you have any questions about the terms used above, contact a supervisor for an explanation. This is very important!

15. EMERGENCY RESPONSE

Railroad employees are to be prepared for emergency situations that may be encountered on the job. These include crossing accident, derailment, fire, personal injury, release of hazardous materials and others. The General Code of Operating Rules, Air Brake and Train Handling Rules, Safety Rulebook and Instructions for Handling Hazardous Materials handbook all include some information about proper emergency response.

For your further guidance, please keep the following in mind:

1. Your first priority is the safety and protection of human life. Check on the condition of your fellow crew members and any third parties that may be affected by the emergency. Do not move unconscious or injured parties unless failure to do so presents a clear and certain danger of death.

In event of personal injury to a fellow crew member, seek medical help at the first opportunity.

Your responsibility to protect company property, public and private property, lading in freight cars, livestock, all comes after you have taken the necessary steps to protect human lives.

2. Your second priority is to notify railroad supervisors and (if necessary) professional emergency responders such as EMS, police, highway patrol or fire department. When doing so you must clearly state your name, company name, location of the incident, type of incident (fire, car accident, derailment, etc.). A telephone is the preferred method, but you may use a radio or beeper if necessary. You should have a list of emergency phone numbers available while on duty.
3. Your third priority is to gather the facts and assist with the response. Take note of everything that occurs, especially witnesses, times that emergency responders are called and when they arrive on the scene, names of police and highway patrol officers, location of haz mat cars within the train, condition of derailed cars, license plate numbers of vehicles, positions of train crew members when accident occurs, etc.

The AX Box is designed to help with this investigation by making it easy for you to gather the facts.

In the event of a hazardous material spill, you should find the shipping papers and response guidelines and have them available to fire and public safety personnel. Detailed information about the condition of the freight cars, if it can be gathered safely, is very helpful in formulating a response.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify general manager and/or local emergency response team. If fire or large vapor cloud is present, move to safety -- generally upwind and to higher ground -- determine train's status from there. Take the shipping papers with you. Using waybills, wheel reports and emergency response data, identify:
 - portion of train involved.
 - initial and number of cars involved.
 - name, hazard class, UN/AW number of commodities involved in accident.
 - any hazardous materials in proximity of accident.
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT.

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise the General Manager of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fuses. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give the General Manager as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, 1/2" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise General Manager and all crew members of this location.
 6. Cooperate with the response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.
16. 49CFR Part 219.309
Notification of Presumption of Impairment

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

A complete copy of the Federal Regulations is available for your review at the General Office.

17. RULE 103 (C) - CLEAR OF CROSSING AND CIRCUIT

The last paragraph in Rule 103 (C) is canceled and the following wording substituted:

"When it can be avoided, cars or engines must not be left standing nearer than 50 feet to road crossing".

TABLE OF TRAIN SPEEDS											
Min Per Mi.	Sec Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mile	Sec. Per Mile	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.4	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

TABLE OF RUNNING TIME OF TRAINS

TIME IN MINUTES

Distance Miles	40 MPH	35 MPH	30 MPH	25 MPH	20 MPH	15 MPH
1	1	1	2	2	3	4
2	3	3	4	4	6	8
3	4	5	6	7	9	12
4	6	6	8	9	12	16
5	7	8	10	12	15	20
6	9	10	12	14	18	24
7	10	11	14	16	21	28
8	12	13	16	19	24	32
9	13	15	18	21	27	36
10	15	17	20	24	30	40
11	16	18	22	26	33	44
12	18	20	24	28	36	48
13	19	22	26	31	39	52
14	21	23	28	33	42	56
15	22	25	30	36	45	60
16	24	27	32	38	48	64
17	25	29	34	40	51	68
18	27	30	36	43	54	72
19	28	32	38	45	57	76
20	30	34	40	48	60	80
21	31	35	42	50	63	84
22	33	37	44	52	66	88
23	34	39	46	55	69	92
24	36	41	48	57	72	96
25	37	42	50	60	75	100
26	39	44	52	62	78	104
27	40	46	54	64	81	108
28	42	47	56	67	84	112
29	43	49	58	69	87	116
30	45	51	60	72	90	120

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

Loaded cars placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Cars placarded:	

RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:	Engine, occupied caboose or passenger car	X	X	X	X	X	NO RESTRICTIONS
	Car occupied by guard or escort	X(1)	X(1)		X(1)		
	Loaded plain flat car	X	X		X		
	Loaded bulkhead flat car	X(2)	X(2)		X(2)		
	Loaded TOFC/COFC flat car	X(3)	X		X(4)		
	Flat Car loaded with vehicles	X	X		X(5)		
	Open top car with shiftable load	X(2)	X(2)		X(2)		
	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X		
	Car placarded EXPLOSIVES A		X	X	X	X	
	Car placarded POISON GAS	X	X	X	X	X	
	Car placarded RADIOACTIVE	X	X	X	X	X	
	Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or open-top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

