



PB-27037

UNION PACIFIC RAILROAD

SAN ANTONIO

TIMETABLE #1

Effective 0001 Sunday, October 25, 1998

D. J. Duffy, Executive Vice President - Operations
S. R. Barkley, Vice President - Southern Region
M. F. Kelly, Vice President - Northern Region
J. L. Verhaal, Vice President - Western Region
J. H. Koch, Vice President - Field Operations
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G. L. Fletcher, Vice President - Risk Management
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J. N. Vargason, Chief Mechanical Officer - Cars
R. S. Kenyon, General Director Safety
J. C. Klaus, General Director Operating Practices

This document supersedes:

Union Pacific Railroad System Timetable 2, effective Oct. 29, 1995

Southern Pacific Lines Timetables 1
Western, Southern & Central Regions, effective April 14, 1996

EXPLANATION OF CHARACTERS

| Symbol represents: | | Symbol represents: | |
|--------------------|---|--------------------|--|
| CTC | CENTRALIZED TRAFFIC CONTROL | X | CROSSOVER BETWEEN MAIN TRACKS DUAL CONTROL SWITCHES |
| CTC | CENTRAL TRAFFIC CONTROL | Y | YARD LIMITS |
| ATC | AUTOMATIC TRAIN CONTROL | (9) | SPECIAL INSTRUCTIONS APPLY ITEM 9 |
| ATC | AUTOMATIC TRAIN CONTROL | (11) | SPECIAL INSTRUCTIONS ITEM 11 |
| ABS | AUTOMATIC BLOCK SIGNAL SYSTEM | N | NORTHWARD |
| DT | DOUBLE TRACK | S | SOUTHWARD |
| DTC | DIRECT TRAFFIC CONTROL | E | EASTWARD |
| DTC | DIRECT TRAFFIC CONTROL | W | WESTWARD |
| ABS | AUTOMATIC BLOCK SIGNAL SYSTEM | C | CENTER |
| TWC | TRACK WARRANT CONTROL | + | HEAD-END RESTRICTION ONLY |
| TWC | TRACK WARRANT CONTROL | (R) | REDUCE/RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION |
| ABS | AUTOMATIC BLOCK SIGNAL SYSTEM | (#) | HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR |
| #MT | MULTIPLE MAIN TRACK -#(number MT's) | # | HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR |
| ! | SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR | @ | HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS |
| (A) | AUTOMATIC INTERLOCKING | \$ | HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY |
| B | BASE RADIO STATION | % | DRAGGING EQUIPMENT DETECTORS WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY |
| D | DRAW BRIDGE | & | HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR |
| (G) | GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE | | |
| G | GATE-NORMAL POSITION AGAINST THIS SUBDIVISION | | |
| (M) | MANUAL INTERLOCKING | | |
| (S) | STOP SIGN | | |
| T | TURNING FACILITY | | |
| (X) | RAILROAD CROSSING AT GRADE | | |

OTHER AVAILABLE REFERENCE MATERIAL FROM DATA DOCUMENTS

| Area # | Area Name | TimeTable Item # | Area Profile Item # |
|--------|-----------------------------|---------------------|------------------------|
| 1 | Portland | PB-27020 | PB-27050 |
| 2 | Salt Lake | PB-27021 | PB-27051 |
| 3 | Roseville | PB-27022 | PB-27052 |
| 4 | Los Angeles | PB-27023 | PB-27053 |
| 5 | El Paso | PB-27024 | PB-27054 |
| 6 | Denver | PB-27025 | PB-27055 |
| 7 | North Platte | PB-27026 | PB-27056 |
| 8 | Council Bluffs | PB-27027 | PB-27057 |
| 9 | Kansas City | PB-27028 | PB-27058 |
| 10 | Salina | PB-27029 | PB-27059 |
| 11 | Iowa | PB-27030 | PB-27060 |
| 12 | Twin Cities | PB-27031 | PB-27061 |
| 13 | Chicago | PB-27032 | PB-27062 |
| 14 | St. Louis | PB-27033 | PB-27063 |
| 15 | North Little Rock | PB-27034 | PB-27064 |
| 16 | Dallas/Ft. Worth | PB-27035 | PB-27065 |
| 17 | Houston | PB-27036 | PB-27066 |
| 18 | San Antonio | PB-27037 | PB-27067 |
| N/A | All Area 3 Hole Singles | PB-27038 | |
| | 3" Binder | PB-27019 | |
| | Area Tabs (19 ea) | PB-27018 | |
| | System Special Instructions | PB-27015 | |

SAN ANTONIO AREA

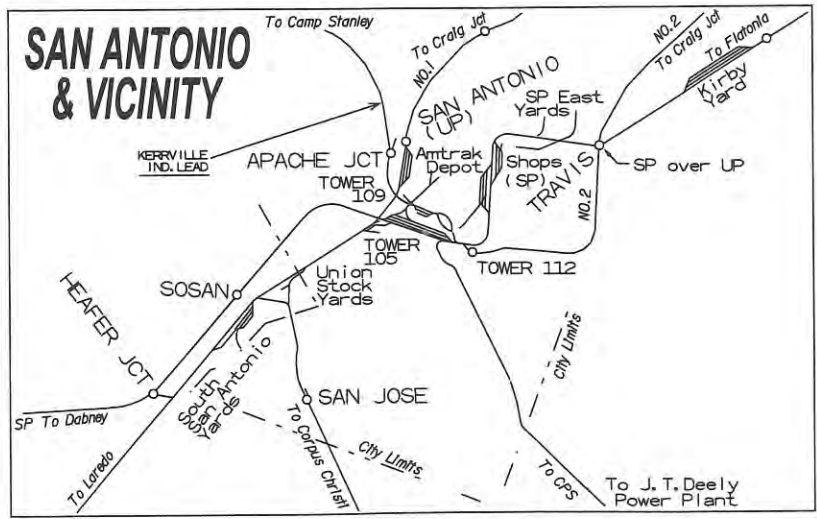
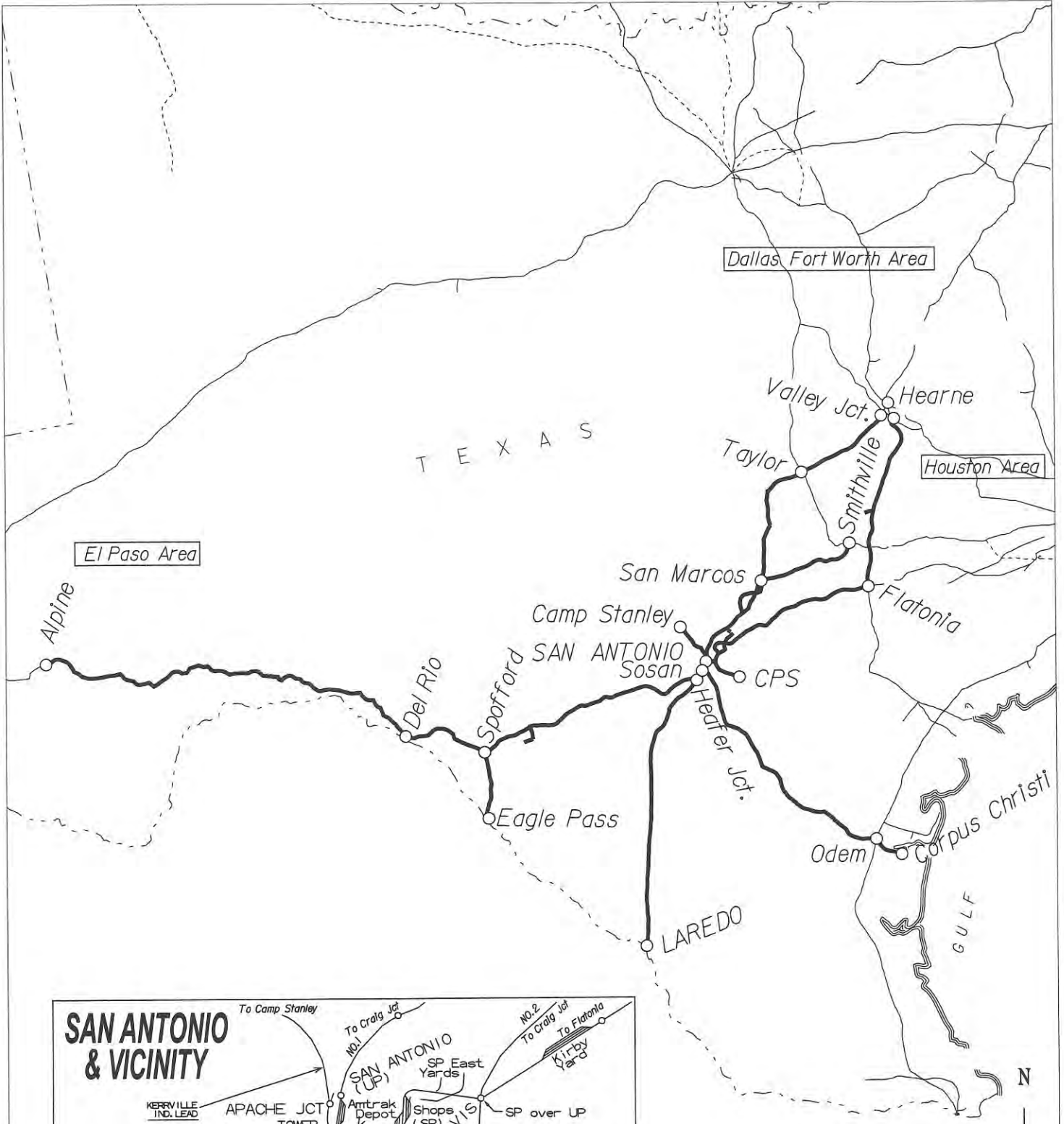
| SUBDIVISION / INDUSTRIAL LEAD NAME : | PAGE |
|--------------------------------------|------|
| AUSTIN (528)..... | 2 |
| Bergstrom Industrial Lead:..... | 2 |
| Cline Mine Industrial Lead:..... | 12 |
| CORPUS CHRISTI (534)..... | 8 |
| Dabney Industrial Lead:..... | 12 |
| DEL RIO (640)..... | 12 |
| EAGLE PASS (646)..... | 16 |
| FLATONIA (632)..... | 6 |
| Georgetown Industrial Lead:..... | 2 |
| KERRVILLE (641)..... | 9 |
| LAREDO (533)..... | 11 |
| LOCKHART (570)..... | 5 |
| Longhorn Industrial Lead:..... | 2 |
| ROCKPORT (644)..... | 10 |
| Rockport Industrial Lead:..... | 10 |
| SANDERSON (647)..... | 14 |

SAN ANTONIO AREA

| Station Name | Circ7 # | Subdivision | Page # | Station Name | Circ7 # | Subdivision | Page # |
|-----------------|---------|----------------|--------|----------------|---------|----------------|--------|
| (SPLIT DERAIL) | | LAREDO | 11 | HONDO | SO269 | DEL RIO | 12 |
| (X)CCTA(S) | | CORPUS CHRISTI | 8 | HORAN | | EAGLE PASS | 16 |
| (X)UP(A) | | AUSTIN | 2 | JOHNSTONE | SO379 | DEL RIO | 12 |
| (X)UP(G) | | KERRVILLE | 9 | KERR JCT. | | KERRVILLE | 9 |
| (X)UP(M) | | AUSTIN | 2 | KINGSBURY | SO163 | FLATONIA | 6 |
| AJAX | BA161 | LOCKHART | 5 | KIRBY | SO211 | DEL RIO | 12 |
| AJAX | BA161 | AUSTIN | 2 | KIRBY | SO211 | FLATONIA | 6 |
| ALPINE (Depot) | SO605 | SANDERSON | 14 | KNIPPA | SO299 | DEL RIO | 12 |
| ALTUDA | SO589 | SANDERSON | 14 | KYLE | AX282 | AUSTIN | 2 |
| AMANDA | SO372 | DEL RIO | 12 | LACOSTE | SO244 | DEL RIO | 12 |
| AMISTAD | SO400 | SANDERSON | 14 | LANGTRY | SO449 | SANDERSON | 14 |
| ANACACHO | SO343 | DEL RIO | 12 | LAREDO | AX494 | LAREDO | 11 |
| APACHE JCT. | AX341 | AUSTIN | 2 | LEHR | CC020 | CORPUS CHRISTI | 8 |
| BECKMANN | TO253 | KERRVILLE | 9 | LENOX | SO582 | SANDERSON | 14 |
| BERGSTROM | AX268 | AUSTIN | 2 | LEON SPRINGS | TO258 | KERRVILLE | 9 |
| BRACKEN | AX322 | AUSTIN | 2 | LOCKHART | BA146 | LOCKHART | 5 |
| CALDWELL | FL031 | FLATONIA | 6 | LONGFELLOW | SO530 | SANDERSON | 14 |
| CALLAGHAN | AX467 | LAREDO | 11 | LULING | SO152 | FLATONIA | 6 |
| CAMP STANLEY | TO259 | KERRVILLE | 9 | LULL | SO430 | SANDERSON | 14 |
| CAMPBELLTON | CC055 | CORPUS CHRISTI | 8 | MACDONA | SO233 | DEL RIO | 12 |
| CARL | TO365 | EAGLE PASS | 16 | MALVADO | SO473 | SANDERSON | 14 |
| CENTEX | AX288 | AUSTIN | 2 | MARATHON | SO575 | SANDERSON | 14 |
| CENTEX | AX288 | AUSTIN | 2 | MARJORIE | AX205 | AUSTIN | 2 |
| CIBOLO | SO197 | FLATONIA | 6 | MAXON | SO543 | SANDERSON | 14 |
| CLINE | SO325 | DEL RIO | 12 | MCNEIL | AX247 | AUSTIN | 2 |
| COAL PLANT JCT. | AZ015 | ROCKPORT | 10 | MELON | AX399 | LAREDO | 11 |
| COMSTOCK | SO420 | SANDERSON | 14 | MILANO | AX191 | AUSTIN | 2 |
| CONRADS | AX301 | AUSTIN | 2 | MOFETA | SO498 | SANDERSON | 14 |
| COOKS POINT | FL025 | FLATONIA | 6 | MP JCT. | CC146 | CORPUS CHRISTI | 8 |
| CORBYN | AX316 | AUSTIN | 2 | MULDOON | FL089 | FLATONIA | 6 |
| CORPUS CHRISTI | CC150 | CORPUS CHRISTI | 8 | MUMFORD | BV092 | FLATONIA | 6 |
| CRAIG JCT. | AX317 | AUSTIN | 2 | N. FLOOD GATE | | CORPUS CHRISTI | 8 |
| DEL RIO | SO387 | DEL RIO | 12 | N. PORT LAREDO | AX482 | LAREDO | 11 |
| DEL RIO | SO387 | SANDERSON | 14 | NEW BRAUNFELS | AX308 | AUSTIN | 2 |
| DIME BOX | FL045 | FLATONIA | 6 | NOLTE | SO185 | FLATONIA | 6 |
| DRYDEN | SO489 | SANDERSON | 14 | NORTH LOOP | AX333 | AUSTIN | 2 |
| DUNLAY | SO257 | DEL RIO | 12 | OBI | SO324 | DEL RIO | 12 |
| EAGLE PASS | TO384 | EAGLE PASS | 16 | ODEM | B155 | CORPUS CHRISTI | 8 |
| EAST MUMFORD | BV092 | FLATONIA | 6 | ODLAW | SO334 | DEL RIO | 12 |
| EAST YARD | SO216 | DEL RIO | 12 | OGDEN JCT. | AX317 | AUSTIN | 2 |
| EMERSON | SO522 | SANDERSON | 14 | PINTO | SO364 | DEL RIO | 12 |
| FEELY | SO411 | SANDERSON | 14 | PLEASANTON | CC034 | CORPUS CHRISTI | 8 |
| FEODORA | SO507 | SANDERSON | 14 | PUMPVILLE | SO463 | SANDERSON | 14 |
| FINLEY | AX451 | LAREDO | 11 | RANDOLPH | SO204 | FLATONIA | 6 |
| FLATONIA | SO119 | FLATONIA | 6 | ROSENFELD | SO538 | SANDERSON | 14 |
| GARDENDALE | AX422 | LAREDO | 11 | ROUND ROCK | AX243 | AUSTIN | 2 |
| GAUSE | AX181 | AUSTIN | 2 | S. FLOOD GATE | | CORPUS CHRISTI | 8 |
| GEORGE WEST | CC088 | CORPUS CHRISTI | 8 | S. PORT LAREDO | AX482 | LAREDO | 11 |
| GESSNER | AX360 | LAREDO | 11 | SABINAL | SO288 | DEL RIO | 12 |
| GIDDINGS | FL059 | FLATONIA | 6 | SAN ANTONIO | AX340 | AUSTIN | 2 |
| GOODWIN | AX302 | AUSTIN | 2 | SAN ANTONIO | AX340 | DEL RIO | 12 |
| GW JCT. | | LAREDO | 11 | SANDERSON | SO513 | SANDERSON | 14 |
| GW JCT. | | DEL RIO | 12 | SECO | SO280 | DEL RIO | 12 |
| HARWOOD | SO143 | FLATONIA | 6 | SHAW | SO483 | SANDERSON | 14 |
| HAYMOND | SO558 | SANDERSON | 14 | SHUMLA | SO438 | SANDERSON | 14 |
| HEAFER JCT. | AX348 | LAREDO | 11 | SMITHVILLE | BA110 | LOCKHART | 5 |
| HEARNE | AX171 | AUSTIN | 2 | SNEED | AX253 | AUSTIN | 2 |
| HEARNE | AX171 | FLATONIA | 6 | SOSAN | AX345 | LAREDO | 11 |
| HESTES | AX232 | AUSTIN | 2 | SOSAN | AX343 | AUSTIN | 2 |

SAN ANTONIO AREA

| Station Name | Circ7 # | Subdivision | Page # |
|---------------|---------|----------------|--------|
| SOSAN | AX345 | CORPUS CHRISTI | 8 |
| SPOFFORD | SO351 | DEL RIO | 12 |
| SPOFFORD | SO351 | EAGLE PASS | 16 |
| STROBEL | SO598 | SANDERSON | 14 |
| TAYLOR | AX226 | AUSTIN | 2 |
| TESNUS | SO550 | SANDERSON | 14 |
| THRALL | AX220 | AUSTIN | 2 |
| TOWER 105 | | DEL RIO | 12 |
| TOWER 105 | | AUSTIN | 2 |
| TOWER 112 | | KERRVILLE | 9 |
| TOWER 112 | | DEL RIO | 12 |
| TOWER 112 | | AUSTIN | 2 |
| TOWER 112 | | ROCKPORT | 10 |
| TOWER 121 | | DEL RIO | 12 |
| TRANSFER TRK. | | AUSTIN | 2 |
| UP JCT. | AX294 | AUSTIN | 2 |
| UVALDE | SO310 | DEL RIO | 12 |
| VALLEY JCT. | AX175 | AUSTIN | 2 |
| VARISCO | FL018 | FLATONIA | 6 |
| WAELDER | SO129 | FLATONIA | 6 |
| WARWICK | SO565 | SANDERSON | 14 |
| WEST HEARNE | | FLATONIA | 6 |
| WEST POINT | | FLATONIA | 6 |
| WINCHESTER | FL073 | FLATONIA | 6 |
| WITHERS | SO228 | DEL RIO | 12 |
| YARBROUGH | AX378 | LAREDO | 11 |



San Antonio Area

AUSTIN SUBDIVISION (528)

| Mile Post | Rule 6.3 | CP #'s | Radio Display: Hearne to Sosan -4242 | | Sta. #'s | Siding Feet | |
|-----------|-----------|---------------------|---|-----------------------|------------|-------------|------|
| | | | SOUTH ▼ STATIONS ▲ | NORTH ▲ STATIONS ▼ | | | |
| 89.6 | CTC | | HEARNE (3.8) | B | AX171 | Yard | |
| 93.4 | | | (X)UP(A) (0.2) | | | | |
| 93.6 | | Q094 | VALLEY JCT. (5.6) | | | AX175 | |
| 99.0 | | Q099 | GAUSE (10.9) | | ! | AX181 | 8151 |
| 100.7 | | Q101 | | | | | |
| 109.9 | | Q109 | MILANO (12.7) | | ! | AX191 | 7759 |
| 111.5 | | Q111 | | | (X)BNSF(A) | | |
| 122.6 | | Q122 | MARJORIE (14.7) | | ! | AX205 | 8254 |
| 124.4 | | Q124 | | | | | |
| 137.3 | | Q136 | THRALL (7.0) | | ! | AX220 | 8576 |
| 139.0 | | Q139 | | | | | |
| 144.3 | | Q145 | (X)UP(M) (0.5) | | | | |
| 144.4 | | | TAYLOR (5.1) | | B | AX226 | Yard |
| 146.2 | | Q146 | | | | | |
| 149.9 | | Q150 | HESTES (10.5) | | ! | AX232 | 7413 |
| 151.5 | | Q152 | | | | | |
| 160.4 | | Q160 | ROUND ROCK (5.7) | | ! | AX243 | 7148 |
| 161.8 | | Q162 | | | | | |
| 166.1 | | | MCNEIL (6.5) | | (X)LHR(A) | AX247 | |
| 172.6 | | Q173 | SNEED (14.0) | | ! | AX253 | 8494 |
| 174.3 | | Q174 | | | | | |
| 186.6 | | Q186 | BERGSTROM (13.6) | | ! | AX268 | 7543 |
| 188.1 | | Q188 | | | | | |
| 200.2 | | Q200 | KYLE (6.5) | | ! | AX282 | 7524 |
| 201.8 | Q202 | | | | | | |
| 206.7 | Q206 | CENTEX (5.3) | | ! | AX288 | 8249 | |
| 208.3 | Q208 | | | | | | |
| 212.0 | Q212 | UP JCT. (8.7) | | X | AX294 | | |
| 220.7 | Q220 | CONRADS (7.3) | | X | AX301 | | |
| 220.9 | Q221 | GOODWIN (6.8) | | ! | AX302 | 9900 | |
| 223.1 | Q223 | | | | | | |
| 227.7 | | NEW BRAUNFELS (6.7) | | (X)UP(M) | AX308 | | |
| 233.4 | Q233 | CORBYN (0.9) | | ! | AX316 | 7978 | |
| 235.0 | Q235 | | | | | | |
| 235.9 | Q236 | CRAIG JCT. (3.4) | | X | AX317 | | |
| 239.3 | Q239 | BRACKEN (11.3) | | ! | AX322 | 8428 | |
| 241.1 | Q241 | | | | | | |
| 250.6 | Q250 | NORTH LOOP (8.5) | | ! | AX333 | 7559 | |
| 252.1 | Q252 | | | | | | |
| 259.1 | YL | J259 | SAN ANTONIO (0.8) | | Y | AX340 | |
| 259.9 | | | APACHE JCT. (0.5) | | (X)UP(A) | AX341 | |
| 260.4 | YL ABS | | TOWER 105 (0.3) | | (X)UP(M) | | |
| 260.7 | | | TRANSFER TRK. (3.5) | | | | |
| 264.3 | YL | | SOSAN | BTY | AX343 | Yard | |

| TRACK NO. 2 | | | | | | |
|-------------|------------|------|---------------------|----------|-------|------|
| 208.3 | CTC | Q208 | CENTEX (0.8) | ! | AX288 | 8249 |
| 209.1 | | Q209 | AJAX (2.9) | | BA161 | |
| 212.0 | | Q212 | UP JCT. (8.7) | X | AX294 | |
| 220.7 | | Q220 | CONRADS (7.0) | X | AX301 | |
| 227.7 | | | NEW BRAUNFELS (8.2) | (X)UP(M) | AX308 | |
| 235.9 | TWC ABS | Q237 | OGDEN JCT. (23.9) | X | AX317 | |
| 259.8 | CTC 2MT | | TOWER 112 (0.6) | (X)UP(A) | | |
| 260.4 | | | TOWER 105 | (X)UP(M) | | |
| (174.7) | | | | | | |

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 89.6 and MP 208.3;
 CP Q145 to CP Q919(Waco Sub) on Wye;
 MP 208.3 (Trk. 1) and MP 259.1 (Trk. 1);
 MP 208.3 (Trk. 2) and MP 235.9 (Trk. 2);
 CP Q236 and CP Q237 connection Trk. 1
 to Trk. 2; Tower 112 (Trk. 2) and Tower 105.
TWC Between MP 235.9 (Trk. 2) and MP 259.8
 (Trk. 2).
ABS Between MP 235.9 (Trk. 2) and MP 259.8
 (Trk. 2); MP 260.4 and MP 264.3.
Yard Limits Between MP 259.0 (Trk. 1)
 and MP 264.3.

SI-02 MAXIMUM SPEED TABLE

| Maximum Speed | MPH |
|---------------------------|--------------------------|
| Between Mile Posts | |
| 89.6 and 144.5 | |
| (Except as Below)..... | 60 |
| 89.6 and 90.5 | 25+ |
| 93.4 (X) | 40 |
| 94.7 and 95.3 | 45 |
| 109.9 (X) | 40 |
| 118.7 and 119.9 | 50+ |
| 130.1 and 130.3 | 45 |
| 144.3 and 144.5 | 15 |
| Between Mile Posts | |
| 144.5 and 264.3 | |
| (Except as Below)..... | PSGR FRT 70 60 |
| 144.5 and 144.9 | 70 15 |
| 144.9 and 145.9 | 70 35 |
| 145.9 and 146.7 | 40 40 |
| 160.0 and 160.8 | 60 60 |
| 165.9 and 166.0 | 45 45 |
| 166.9 and 171.0 | 60 60 |
| 171.0 and 174.3 | 60 35+ |
| 174.3 and 178.2 | 50 35+ |
| 178.2 and 179.6 | 40 35+ |
| 179.6 and 179.8 | 15 15 |
| 179.8 and 186.1 | 35 35+ |
| 190.5 and 192.0 | 60 55 |
| 192.0 and 195.0 | 65 60 |
| 201.6 and 203.2 | 55 50 |
| 205.3 and 207.6 | 55 50 |
| 207.6 and 211.1 | 30 30 |
| 224.5 and 229.2 | 30 30+ |
| 229.2 and 232.0 | 60 50 |
| 232.0 and 235.6 | 60 60 |
| 240.3 and 240.7 | 60 60 |

AUSTIN SUBDIVISION (528)

| Between Mile Posts 144.5 and 264.3 | PSGR | FRT |
|--|-------------|------------|
| (Except as Below)..... | 70 | 60 |
| 242.8 and 244.3 | 60 | 60 |
| 247.4 and 248.6 | 60 | 60 |
| 248.6 and 256.1 | 45 | 45 |
| 256.2 and 257.4 | 40 | 40 |
| 257.4 and 258.5 | 30 | 30 |
| 258.5 and 264.3 | 20 | 20+ |
| Between Mile Posts 208.3 (Trk. 2) and 260.4 | PSGR | FRT |
| (Except as Below)..... | 50 | 50 |
| 208.3 and 220.7 | 25 | 25 |
| 220.7 and 235.9 | 20 | 20 |
| 235.9 and 248.2 | 50 | 50 |
| 248.2 and 259.0 | 40 | 40 |
| 259.0 and 260.4 | 25 | 25 |

SI-03 OTHER SPEED RESTRICTIONS

| Maximum Speed | MPH |
|--|-----|
| 1. Thru Sidings & Turnouts | |
| Siding Marjorie..... | 10 |
| 2. Dual Control Switch Turnouts | |
| CP Q145..... | 15 |
| Transfer Trk. (MP 260.8)..... | 10 |
| 3. Misc. Speed Restrictions | |
| Valley Jct. thru Trks. 113 & 114..... | 25 |
| Connecting track CP Q236 to CP Q237.... | 25 |
| Taylor Yard Cut Off Trk..... | 5 |
| Running Track Quintana Rd. to Guadalupe St..... | 20 |

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks CP Q208 (south end siding Centex) to MP 260.4 (Tower 105).

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

| | | |
|----------|----------|----------|
| (#)103.0 | (#)168.9 | (#)227.3 |
| (#)119.7 | (#)183.1 | (#)245.0 |
| (#)140.3 | (#)198.1 | |

SI-08 RULES ITEMS

Rule 1.45 Movement into and out of Transfer Trk(MP 260.7) controlled by Dispatcher #34 on Radio Display-4242(*34).

No. 22 and/or No. 22A will secure UP track warrant at Union Station San Antonio.
All trains secure track warrant at Taylor.

Special Instructions ITEM 2-E: That part of Special Instructions ITEM 2-E referring to "Fuel Conservation for Empty Bulk Commodity Unit Trains" does not apply.

McNeil (X): When signals indicate Stop, assure conflicting route signals indicate Stop and derail in proper position, then obtain permission to pass Stop indication from UP train dispatcher.

Sosan: Main track switches at the following locations may be left lined as last used: Martin St. (MP 259.1); Saug main (MP262.0); South main (MP 264.7).

In addition crossover switches at the following locations may be left lined as last used: Guadalupe St. (MP 259.6); Saug crossover (MP 262.0); and Quintana Rd. (MP 263.3). Approach these switches prepared to stop unless properly lined.

SI-09 FRA EXCEPTED TRACKS

Sosan: Trk. 502 and Trk. 503 are FRA excepted tracks.

SI-10 BUSINESS TRACKS

| Track Name | MP | STA. #'S |
|------------------------------------|-------|----------|
| Rockdale | 119.1 | AX201 |
| Thorndale | 132.2 | AX214 |
| Hutto | 153.4 | AX235 |
| Round Rock | 161.6 | AX243 |
| IBM N..... | 169.6 | AX251 |
| Hooper | 171.1 | AX254 |
| Stripling Blake N..... | 171.9 | AX253 |
| Steck Paper Co. S..... | 172.1 | AX253 |
| Austin | 179.1 | AX262 |
| Vinson S..... | 183.8 | AX265 |
| Buda | 194.2 | AX276 |
| Spectrum Cement S..... | 195.6 | AX276 |
| CTX Bld Supply S..... | 196.0 | AX278 |
| Texas Cement | 196.1 | AX278 |
| Cedar Supply S..... | 202.3 | AX284 |
| H.E.B. (No. 1) N..... | 211.6 | AX293 |
| Coleman S..... | 223.9 | AX302 |
| Landas Park | 227.8 | AX309 |
| McCoy Lbr. S..... | 229.5 | AX312 |
| Brauntex S..... | 230.8 | AX312 |
| Dittlinger | 231.1 | AX312 |
| Western RR Co. (Trk. 1 & 2)..... | 231.2 | AX312 |
| Ogden (No. 1)..... | 236.7 | AX318 |
| Wetmore (No. 1) N..... | 247.7 | AX329 |
| Longhorn (No. 1)T..... | 249.2 | AX330 |
| Green Light Spur (No. 1) N..... | 250.0 | AX331 |
| Towne Spur (No. 1)..... | 251.8 | AX333 |
| Adams (No. 1)..... | 254.0 | AX335 |
| Monotech (No. 2) N..... | 114.5 | AY030 |
| Instell (No. 2)..... | 115.1 | AY030 |
| Custom Brick (No. 2)..... | 123.9 | AY330 |
| San Marcos (No. 2)..... | 209.8 | AX291 |
| Southern Post Texas (No. 2) N..... | 211.3 | AX294 |
| Jama (No. 2)..... | 213.5 | AY005 |
| Hunter (No. 2)..... | 217.4 | AY008 |
| Longhorn (No. 2)..... | 247.0 | AX330 |
| Fratt (No. 2)..... | 248.6 | AY039 |
| Remount (No. 2)..... | 250.7 | AY041 |
| Travis (No. 2)..... | 254.3 | AY044 |

SI-11 INDUSTRIAL LEADS

Georgetown Industrial Lead: Round Rock to Kerr DX-002 2.0 miles. Trains must not leave Round Rock or Kerr without permission from train dispatcher.

Trains must stop West of Sam Bass Road and not proceed without permission from the train dispatcher or a clear (Green) distant signal indication.

Max. Gross Weight: 143 Tons.

When leaving trains on Lead, shut down all engines. In addition, line up behind to a clear track. One track must be left open for access to Georgetown.

Bergstrom Industrial Lead: 5.0 miles Vinson to End of Track.

Longhorn Industrial Lead: 3.3 miles (Track out of service Perrin-Bietel road MP 1.86 to MP 2.87.) FRA excepted track.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

AUSTIN SUBDIVISION (528)**SI-14 MISC. INSTRUCTIONS**

Radio communications concerning terminal operation at:
Sosan - Radio Display 8080
Southward trains arriving Sosan call yardmaster from North Loop MP 251.5.

Taylor: Do not use more than one 4-axle unit while switching on Williamson County Fertilizer Spur or Taylor cotton compress track.
All movements into or out of the north end of the cut-off track must be made from the freight-lead.

McNeil: North end siding transfer switch leave lined for LH RR movement.

Texas Cement: Do not allow locomotive to occupy scales on track 706 or 707. Do not allow more than one loaded car at a time to occupy these scales.

Dittlinger: MP 231.1, do not exceed 10 MPH on WRRRC tracks.

LOCKHART SUBDIVISION (570)

| Mile Post | Rule 6.3 | CP #'s | Radio Display: Smithville to Ajax -2424 | | Sta. #'s | Siding Feet |
|--|------------|--------|--|-------|-----------------|-------------|
| | | | SOUTH ▼ STATIONS ▲ | NORTH | | |
| 0.0 | TWC | | SMITHVILLE (36.4) | BY | BA110 | Yard |
| 36.4 38.5 | TWC ABS | | LOCKHART (15.1) | | BA146 | 9484 |
| 51.9 209.1 | TWC | Q209 | AJAX | | BA161 | |
| (51.9) | | | | | | |
| SI-01 MAIN TRACK AUTHORITY | | | | | | |
| ABS Between MP 36.4 and MP 38.5. | | | | | | |
| TWC Between MP 0.0 and MP 51.9. | | | | | | |
| Yard Limits Between MP 0.0 and MP 0.5. | | | | | | |
| SI-02 MAXIMUM SPEED TABLE | | | | | | |
| Maximum Speed | | | MPH | | | |
| Between Mile Posts | | | | | | |
| 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 MILE POST 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 | | | | | | |
| (#)39.0 | | | | | | |
| 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 | |
| Red Rock | | | 20.7 | | BA130 | |
| Livengood Feed N..... | | | 36.1 | | BA146 | |
| Reedville | | | 46.8 | | BA156 | |
| SI-11 INDUSTRIAL LEADS - None. | | | | | | |
| SI-12 TONNAGE RESTRICTIONS - None. | | | | | | |
| SI-13 TRAIN MAKE-UP RESTRICTIONS - None. | | | | | | |

SI-14 MISC. INSTRUCTIONS

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:

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.

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.

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.

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.

FLATONIA SUBDIVISION (632)

| Mile Post | Rule 6.3 | CP #'s | Radio Display: Hearne to Giddings -9696 Giddings to Kirby -1414 | | Sta. #'s | Siding Feet | |
|-----------|-----------|------------|---|----------------------|----------|-------------|------|
| | | | WEST ▼ STATIONS | EAST ▲ | | | |
| 0.0 | YL ABS | | HEARNE (2.4) | BTY | AX171 | | |
| 2.4 | CTC | | WEST HEARNE (8.3) | Y | | | |
| 10.7 | | | EAST MUMFORD (0.9) | \| | BV092 | 8154 | |
| 11.6 | | Q992 | MUMFORD (6.5) | X | BV092 | | |
| 18.1 | | | VARISCO (6.8) | \| | FL018 | 8606 | |
| 24.9 | | | COOKS POINT (5.9) | \| | FL025 | 8300 | |
| 30.8 | | | CALDWELL (14.2) | \| | FL031 | 10355 | |
| 45.0 | | | DIME BOX (14.0) | \| | FL045 | 8569 | |
| 58.6 | | DTC ABS | | GIDDINGS (14.9) | \| | FL059 | 8387 |
| 73.5 | | | | WINCHESTER (3.5) | | FL073 | 8602 |
| 77.0 | | | | WEST POINT (11.1) | (X)UP(A) | | |
| 88.1 | | | MULDOON (9.3) | | FL089 | 9600 | |
| 97.4 | CTC | | FLATONIA (10.3) | IBTY (X)UP(A) | SO119 | 9597 | |
| 120.0 | | | WAELEDER (13.6) | \| | SO129 | 8938 | |
| 130.3 | | | HARWOOD (9.4) | \| | SO143 | 8685 | |
| 143.9 | | | LULING (10.5) | \| | SO152 | 10282 | |
| 153.3 | | | KINGSBURY (12.7) | \| | SO163 | 8442 | |
| 163.8 | | | NOLTE (11.6) | \| | SO185 | 8342 | |
| 176.5 | | | CIBOLO (7.1) | \| | SO197 | 9673 | |
| 188.1 | | | RANDOLPH (7.0) | \| | SO204 | 8453 | |
| 195.2 | | KIRBY | IT | SO211 | 9653 | | |
| 202.2 | | | | | | | |

(169.2)

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 2.4 and MP 58.6;
MP 122.0 and MP 202.2.

DTC Between MP 58.6 and MP 97.0

ABS Between MP 0.0 and MP 2.4;
MP 52.1 and MP 122.0.

Yard Limits Between MP 0.0 and MP 2.4;
MP 119.8 and MP 122.0 on connector track to
Port Lavaca Sub..

SI-02 MAXIMUM SPEED TABLE

| Maximum Speed | MPH | |
|---|------|-----|
| Between Mile Posts | PSGR | FRT |
| 0.0 and 202.2 (Except as Below)..... | 75 | 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 6.9 | -- | 60 |
| 6.9 (X) | -- | 50 |
| 6.9 and 58.6 | -- | 60 |
| 59.4 and 67.5 | -- | 40 |
| 67.5 and 77.0 | -- | 55 |
| 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 120.1 | -- | 25 |
| 120.1 and 121.2 | 60 | 60 |
| 122.0 ** W | 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 202.2 | 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.

SI-03 OTHER SPEED RESTRICTIONS

| Maximum Speed | MPH |
|---|-----|
| 1. Thru Sidings & Turnouts Crossovers in sidings Flatonia..... | 10 |
| 2. Dual Control Switch Turnouts Flatonia turnout to Port Lavaca Subdivision within interlocking..... | 20 |
| 3. Misc. Speed Restrictions Hearne Yard - All yard tracks except Old Dalsa Main..... | 5 |

SI-04 MAIN TRACK DESIGNATIONS

Westward movements thru siding Mumford connects to Navasota Subdivision at South Mumford (CP Q092) only.

SI-05 MILE POST EQUATIONS

MP 97.4 = MP 120.0 (Flatonia).

SI-06 DTC BLOCK LIMITS

| WEST | BLOCK NAME | EAST |
|------|------------|------|
| 74.3 | Giddings | 58.6 |
| 89.0 | Winchester | 74.3 |
| 97.0 | Muldoon | 89.0 |

FLATONIA SUBDIVISION (632)

| SI-07 ITEM 13 TRAIN DEFECT DETECTORS | | |
|--------------------------------------|---------------|---------------|
| (#) 5.2 | (#) 91.9 | (#) 170.3 |
| (#) & 15.1 | (#) 126.0 | & 174.4 |
| % 21.5 | % 133.6 | (#) & 181.6 |
| % 24.0 | % 136.0 | % 185.0 |
| (#) 28.0 | (#) 141.9 | % 191.1 |
| (#) 39.0 | % 146.4 | (#) 198.9 |
| (#) 49.6 | % 150.9 | |
| (#) 65.3 | & 152.9 | |
| (#) 70.6 | (#) & 159.9 | |
| (#) & 80.6 | % 166.9 | |

SI-08 RULES ITEMS

Rule 6.32.1 At locations indicated below a member of crew must take position at crossing to afford warning to traffic.
 Hearne - Highway 6 on UP Transfer Track;
 Giddings - Highway 290 on siding;
 Blumberg Spur, MP 179.3 - Highway 78;
 Seguin - Movements on industry tracks over Highway 90. SMI Lead (MP 178.4) over Hwy. 78.

Rule 7.6. Instructions for Applying Hand Brakes:

Kirby: Unless otherwise instructed by yardmaster not less than five brakes on west end of cuts of cars.

Flatonia: Not less than five brakes on west end of each cut of cars in No. 1, No. 2, or Transfer Tracks.

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 30.1
 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.

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 | SO188 |
| Blumberg W..... | 179.3 | SO188 |
| Converse E..... | 196.7 | SO206 |

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

Between Hearne and Flatonia, do not exceed: 45 MPH when TPOB is over 132; 60 MPH when TPOB is 121 to 132; 70 MPH when TBOP is 120 or less.

Between Flatonia and San Antonio do not exceed: 45 MPH when TPOB is over 132; 60 MPH when TPOB is 121 to 132; 65 MPH when TPOB is 101 to 120; 70 MPH when TPOB is 100 or less.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Eastward trains between San Antonio and Flatonia must not exceed 13,000 tons excluding engines.

SI-14 MISC. INSTRUCTIONS

Six-axle locomotives are not to be operated on:
 Giddings: - Connection Track, Former Brenam Main Track.

CORPUS CHRISTI SUBDIVISION (534)

| Mile Post | Rule 6.3 | CP #s | Radio Display: Sosan to Corpus Christi -2020 | | Sta. #s | Siding Feet | |
|-----------|----------|-------|---|---------------|----------------|-------------|------|
| | | | SOUTH ▼ STATIONS ▲ | NORTH ▲ | | | |
| 3.1 | YL | | SOSAN (31.2) | TBY | AX345 | Yard | |
| 20.3 | TWC | | LEHR (14.0) | | CC020 | 2750 | |
| 34.3 | | | PLEASANTON (20.9) | | CC034 | 8307 | |
| 55.2 | | | CAMPBELLTON (20.6) | | CC055 | 7898 | |
| 75.8 | | | N. FLOOD GATE (2.0) | (M) | | | |
| 77.8 | | | S. FLOOD GATE (10.3) | (M) | | | |
| 88.1 | | | GEORGE WEST (44.1) | | CC088 | 7850 | |
| 132.2 | | | ODEM (13.4) | | TY (X)UP(S) | B155 | Yard |
| 145.6 | | YL | | MP JCT. (0.3) | | CC146 | |
| 145.9 | | | (X)CCTA(S) (3.1) | | | | |
| 149.0 | | | CORPUS CHRISTI | B(M)TY | CC150 | Yard | |

(145.9)

SI-01 MAIN TRACK AUTHORITY
TWC Between MP 8.0 and MP 140.5.
Yard Limits Between MP 3.1 and MP 8.0;
 MP 130.0 and MP 133.8;
 MP 140.5 and MP 149.0.

SI-02 MAXIMUM SPEED TABLE

| Maximum Speed Between Mile Posts | MPH |
|-------------------------------------|-----|
| 3.1 and 149.0 | 49 |
| (Except as Below)..... | 49 |
| 12.7 and 13.0 | 25 |
| 33.5 and 34.5 | 20 |
| 77.1 and 77.8 | 20+ |
| 113.1 and 113.2 | 30+ |
| 145.5 and 149.0 | 10 |

SI-03 OTHER SPEED RESTRICTIONS

| Maximum Speed | MPH |
|---|-----|
| 1. Thru Sidings & Turnouts All sidings and turnouts..... | 10 |
| 2. Dual Control Switch Turnouts (No Exceptions.) | |
| 3. Misc. Speed Restrictions South leg SAUG wye and MP 3.1..... | 10 |

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS
 (#) 46.3
 (#) 86.0

SI-08 RULES ITEMS
Rule 8.3 East leg of Wye switch (MP 132.3) may be left lined and locked as last used. Trains approach this switch prepared to stop.
Rule 8.20 Derails on both ends of siding at Campbellton and George West.

SI-09 FRA EXCEPTED TRACKS
Corpus Christi: Old Yard Trks 2, 3 and 4.

SI-10 BUSINESS TRACKS

| Track Name | MP | STA. #S |
|------------------------------|-------|---------|
| Lehr | 20.3 | CC020 |
| Leming | 27.2 | CC027 |
| Wilco Peanut | 31.6 | CC034 |
| McCoy | 46.3 | CC046 |
| San Miguel Power Plant | 53.0 | CC053 |
| Whitsett | 63.3 | CC063 |
| Sunniland | 68.0 | CC068 |
| Three Rivers | 77.3 | CC077 |
| Mathis | 113.0 | CC113 |
| Hubert | 124.7 | CC124 |
| Edroy | 126.1 | CC126 |
| Viola Yard | 141.2 | CC141 |

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: - 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS
Handle all radio communications concerning terminal operation Sosan on Radio Display-8080; Corpus Christi on Radio Display-2424.
Trains arriving Sosan call yardmaster from Loop 410, MP 8.7.
Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster at Corpus Christi. When yardmaster not on duty, contact the train dispatcher.
Flood gates located at MP 75.8 and MP 77.8 protected by interlocking signals which will display STOP when gates are not in position to permit train movement. Interlocking rules are in effect between northward absolute signal at MP 77.9 and southward absolute signal MP 75.7. When signal governing movement through gate displays STOP, crew member must ascertain that gate is in position to permit movement before proceeding. It will not be necessary for flagman to precede the movement as prescribed by Rule 9.12.2. Within these interlocking limits, signals do not relieve crews from providing flag protection against other movements when required.

KERRVILLE SUBDIVISION (641)

| Mile Post | Rule 6.3 | CP #s | Radio Display: | | Sta. #s | Siding Feet |
|-----------|----------|-------|---|---------------|---------|-------------|
| | | | WEST | EAST | | |
| | | | Tower 112 to Camp Stanley -1414 San Antonio Yard -2626 | | | |
| | | | ▼ STATIONS ▲ | | | |
| 237.0 | YL | | TOWER 112 (1.2) | (M)Y | | |
| 238.2 | | | (X)UP(G) (0.4) | Y | | |
| 238.6 | DTC | | KERR JCT. (14.2) | Y (X)UP(A) | | |
| 252.8 | NO MT | | BECKMANN (5.4) | | T0253 | |
| 258.2 | | | LEON SPRINGS (0.9) | | T0258 | |
| 259.1 | | | CAMP STANLEY | | T0259 | |

(23.8)

SI-01 MAIN TRACK AUTHORITY

Yard Limits Between MP 237.0 and MP 238.6.
DTC Between MP 238.6 and MP 252.0.
Other than Main Track: MP 252.0 to MP 259.1 (end of track).

SI-02 MAXIMUM SPEED TABLE

| Maximum Speed | MPH |
|------------------------|----------|
| Between Mile Posts | |
| 237.0 and 259.1 | PSGR FRT |
| (Except as Below)..... | 25 25 |
| 237.0 and 246.0 | 10 10 |

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

No Main Track: Rule 6.28 applies from MP 252.0 to Camp Stanley (end of track).

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS

| WEST | BLOCK NAME | EAST |
|-------|------------|-------|
| 242.4 | Hildebrand | 238.6 |
| 245.9 | Robards | 242.4 |
| 252.0 | Beckmann | 245.9 |

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 6.32.5 Trains tying up at Loop 410 in Beckmann Block must stop at MP 246.1 to prevent activation of crossing protection devices at Loop 410 access road MP 249.5 and Jackson-Keller Road MP 245.8

SI-09 FRA EXCEPTED TRACKS

MP 255.5 to MP 259.1 (end of track).

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

To avoid blocking crossings, eastward freight trains must not pass Kerr Jct. until permission is received from train dispatcher.

Border Patrol Inspections: When stop is made to allow Border Patrol to inspect train, air brakes must be set and not released until person in charge of inspection has advised that train is released.

ROCKPORT SUBDIVISION (644)

| | | | | | |
|------------------|-----------------|---------------|--|-----------------------|-----------------|
| | | | Radio Display: Tower 112 to Coal Plant Jct. -4242 | | |
| Mile Post | Rule 6.3 | CP #'s | SOUTH STATIONS | NORTH STATIONS | Sta. #'s |
| 0.0 | TWC | | TOWER 112 (11.0) | (M) | |
| 11.0 | | | COAL PLANT JCT. | | AZ015 |

(11.0)

SI-01 MAIN TRACK AUTHORITY

TWC Between MP 0.0 and MP 11.0.

SI-02 MAXIMUM SPEED TABLE

| | |
|------------------------|------------|
| Maximum Speed | MPH |
| Between Mile Posts | |
| 0.0 and 11.0 | |
| (Except as Below)..... | 25 |
| 0.2 and 1.0 | 10 |

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 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Rockport Industrial Lead: MP 11.0 to MP 16.0 (end of track). Wye switch at MP 12.6 leading to CPS plant may be left lined as last used.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Northward trains contact Del Rio Subdivision dispatcher prior to reaching MP 6.0 for permission to proceed to avoid blocking public crossings.



LAREDO SUBDIVISION (533)

| Mile Post | Rule 6.3 | CP #'s | Radio Display: Sosan to Laredo -2424 Sosan -8080 Port Laredo -2424 Laredo -2020 | | Sta. #'s | Siding Feet |
|--|----------|--------|---|-------|----------|-------------|
| | | | SOUTH ▼ STATIONS ▲ | NORTH | | |
| 264.3 | YL | | SOSAN (0.9) | BTY | AX345 | Yard |
| 265.2 | | | (SPLIT DERAIL) (0.5) | | Y | |
| 265.7 | CTC | J266 | HEAFER JCT. (2.0) | X | AX348 | |
| 267.7 | | J268 | GW JCT. (9.9) | X | | |
| 277.6 | | J278 | GESSNER (17.6) | ! | AX360 | 8737 |
| 279.3 | | J279 | | ! | | |
| 295.1 | | J295 | YARBROUGH (22.1) | ! | AX378 | 9100 |
| 296.9 | | J297 | | ! | | |
| 317.2 | | J317 | MELON (22.1) | ! | AX399 | 7653 |
| 318.7 | | J319 | | ! | | |
| 339.3 | | J339 | GARDENDALE (40.7) | IT | AX422 | 7721 |
| 340.8 | | J341 | | ! | | |
| 370.0 | YL | J370 | FINLEY (13.9) | ! | AX451 | 8444 |
| 371.6 | | J372 | | ! | | |
| 384.1 | | J384 | CALLAGHAN (16.4) | ! | AX467 | 8800 |
| 385.7 | | J386 | | ! | | |
| 400.2 | | J400 | N. PORT LAREDO (0.6) | BT | AX482 | |
| 400.9 | | J401 | S. PORT LAREDO (11.6) | BTY | AX482 | |
| 412.5 | | | LAREDO | BTY | AX494 | Yard |
| (147.9) | | | | | | |
| SI-01 MAIN TRACK AUTHORITY | | | | | | |
| <p>CTC Between: MP 265.7 and MP 400.9.</p> <p>Yard Limits: between MP 264.3 and MP 265.7; MP 400.9 and MP 412.5.</p> | | | | | | |
| SI-02 MAXIMUM SPEED TABLE | | | | | | |
| Maximum Speed | | | MPH | | | |
| Between Mile Posts | | | | | | |
| 264.3 and 412.5 | | | | | | |
| (Except as Below) | | | | | | 50 |
| 264.3 and 265.7 | | | | | | 20 |
| 400.9 and 412.5 | | | | | | 20 |
| SI-03 OTHER SPEED RESTRICTIONS | | | | | | |
| Maximum Speed | | | MPH | | | |
| 1. Thru Sidings & Turnouts (No Exceptions.) | | | | | | |
| 2. Dual Control Switch Turnouts | | | | | | |
| J268 | | | | | | 40 |
| J266 | | | | | | 20 |
| J278, J279, J317, J319, J339, J341, J384, J386 | | | | | | 15 |
| 3. Misc. Speed Restrictions | | | | | | |
| Connecting trk to Del Rio Sub(MP 267.7) | | | | | | 40 |
| Port Laredo-North & South Wye Tracks | | | | | | 10 |
| SI-04 MAIN TRACK DESIGNATIONS - None. | | | | | | |
| SI-05 MILE POST EQUATIONS - None. | | | | | | |
| SI-06 DTC BLOCK LIMITS - None. | | | | | | |

| | |
|---|--------------------|
| SI-07 ITEM 13 TRAIN DEFECT DETECTORS | |
| (#) 281.5 (#) 299.3 (#) 328.7 (#) 342.8 (#) 356.6 (#) 378.2 | |
| SI-08 RULES ITEMS - None. | |
| SI-09 FRA EXCEPTED TRACKS | |
| Sosan: Tracks No. 502 and No. 503. | |
| SI-10 BUSINESS TRACKS | |
| Track Name | MP STA. #'S |
| Natalia S..... | 287.3 AX368 |
| Devine N..... | 291.0 AX373 |
| Armour Chemical S..... | 310.1 AX390 |
| Pearsall | 313.0 AX394 |
| Derby N..... | 321.5 AX403 |
| Dilley N..... | 328.9 AX410 |
| Cotulla N..... | 345.2 AX427 |
| Atlee S..... | 367.6 AX449 |
| Encinal | 373.6 AX455 |
| UNITEC | 397.9 AX478 |
| Milo Distb. Ctr. | 404.8 |
| SI-11 INDUSTRIAL LEADS - None. | |
| SI-12 TONNAGE RESTRICTIONS - None. | |
| SI-13 TRAIN MAKE-UP RESTRICTIONS - None. | |
| SI-14 MISC. INSTRUCTIONS | |
| <p>Main Track Split-Derail, MP 265.2: Operating Instructions main track derail located at MP 265.25, normally lined for derailing position, is a power-operated, radio-activated derail equipped with switch point indicators. Radio operation is made by use of radio channel 2424. Movement over the derail must be made as follows:</p> <p>1. Derail circuit, located between MP 265.6 and MP 264.8, must be fouled by at least one engine or car. Switch point indicators, located approximately 100 feet on both sides of the derail, will display red aspects.</p> <p>2. To operate derail with radio or walkie talkie on channel 2424, press # 6 7 8 (pound, six, seven, eight). When derail lines for main track movement, switch point indicators will display green aspects, and movement may be made over derail.</p> <p>3. Movement beyond the derail circuit causes the derail to restore to the derailing position. Reverse movements must not be made until these steps are repeated. Aspects on switch point indicators do not convey movement authority.</p> <p>If derail does not line for main track movement after operation of radio, stop and inspect derail switch points. If obstruction is found, unlock the hand-throw latch, move switch handle to center (upright) position and clear points of obstruction. Return switch handle to normal position and lock switch, and repeat radio sequence. If switch still does not line for main track movement, unlock the hand-throw latch and operate the derail by hand. If necessary to operate derail by hand, derail must be returned to derail position after movement over derail is complete. Northbound trains and engines remain clear of derail and not line derail until permission is received from yardmaster to proceed to Sosan. Southbound trains and engines do not need permission to line derail.</p> | |

DEL RIO SUBDIVISION (640)

| Mile Post | Rule 6.3 | CP #s | Radio Display: Kirby to Withers -1414 Withers to Del Rio -9696 San Antonio Yard -2626 | | Sta. #s | Siding Feet |
|-----------|----------|-----------------|--|-----------|---------|-------------|
| | | | WEST ▼ STATIONS | EAST ▲ | | |
| 202.2 | CTC | | KIRBY (5.2) | IT | SO211 | 9653 |
| 207.4 | ABS 2MT | | EAST YARD (0.6) | BTY | SO216 | |
| 208.0 | DT ABS | | TOWER 121 (1.3) | (M)B | | |
| 209.3 | | | SAN ANTONIO (1.7) | | AX340 | |
| 211.0 | CTC 2MT | | TOWER 112 (1.7) | (X)UP(M) | | |
| 212.7 | | | TOWER 105 (6.1) | (X)UP(M) | | |
| 218.8 | | | WITHERS (1.3) | | SO228 | |
| 220.1 | CTC | | GW JCT. (4.3) | X | | |
| 224.5 | | | MACDONA (10.5) | \| | SO233 | 8459 |
| 235.0 | | | LACOSTE (13.3) | \| | SO244 | 8288 |
| 248.3 | | | DUNLAY (11.4) | \| | SO257 | 8344 |
| 259.7 | | | HONDO (11.0) | \| | SO269 | 8810 |
| 270.7 | | | SECO (7.9) | \| | SO280 | 8341 |
| 278.6 | | | SABINAL (11.0) | \| | SO288 | 8428 |
| 289.6 | | | KNIPPA (11.5) | \| | SO299 | 8358 |
| 301.1 | | | UVALDE (14.0) | \| | SO310 | 8305 |
| 315.1 | | | OBI (4.4) | \| | SO324 | 8207 |
| 319.5 | | | CLINE (5.2) | T | SO325 | |
| 324.7 | | | ODLAW (8.9) | \| | SO334 | 8271 |
| 333.6 | | | ANACACHO (8.1) | \| | SO343 | 8365 |
| 341.7 | | | SPOFFORD (12.9) | T\| | SO351 | 8843 |
| 354.6 | | | PINTO (8.2) | \| | SO364 | 9212 |
| 362.8 | | | AMANDA (7.3) | \| | SO372 | 8457 |
| 370.1 | | JOHNSTONE (8.4) | \| | SO379 | 8239 | |
| 378.5 | | DEL RIO | !B | SO387 | 9214 | |
| (176.3) | | | | | | |

SI-01 MAIN TRACK AUTHORITY

ABS Between MP 206.4 and MP 211.0.
CTC Between MP 202.2 and MP 206.4; MP 211.0 and MP 378.5.
Rule 9.14 Applies between MP 207.9 and MP 211.0
Rule 9.15 Applies between MP 206.4 and MP 211.0. Tower 121 Control Operator issues Track Permits.
Yard Limits Between MP 206.4 and MP 207.9

SI-02 MAXIMUM SPEED TABLE

| Maximum Speed | | MPH | |
|--------------------------|-------|-----------|-----------|
| Between Mile Posts | | PSGR | FRT |
| 202.2 and 378.5 | | | |
| (Except as Below) | | 79 | 70 |
| 202.2 and 206.3 | ..... | 30+ | 30+ |
| 206.3 and 212.7 | ..... | 25 | 25 |
| 212.7 and 214.3 | ..... | 40 | 40 |
| 214.3 and 215.8 | ..... | 45 | 45 |
| 215.8 and 218.8 | ..... | 50 | 50 |
| 218.8 and 225.5 | ..... | 55 | 50 |
| 225.5 and 228.5 | ..... | 70 | 60 |
| 228.5 and 230.3 | ..... | 65 | 60 |
| 230.3 and 236.5 | ..... | 70 | 60 |
| 236.5 and 249.7 | ..... | 55 | 55 |
| 249.7 and 251.3 | ..... | 40 | 40 |
| 251.3 and 251.9 | ..... | 50 | 50 |
| 251.9 and 253.8 | ..... | 60 | 60 |
| 253.8 and 257.5 | ..... | 75 | 70 |
| 257.5 and 259.6 | ..... | 60 | 60 |
| 259.6 and 266.3 | ..... | 75 | 70 |
| 266.3 and 268.4 | ..... | 70 | 70 |
| 268.4 and 272.2 | ..... | 60 | 60 |
| 272.2 and 279.1 | ..... | 75 | 70 |
| 279.1 and 280.6 | ..... | 55 | 55 |
| 280.6 and 286.0 | ..... | 60 | 60 |
| 290.1 and 290.9 | ..... | 70 | 70 |
| 290.9 and 291.6 | ..... | 40 | 40 |
| 291.6 and 299.7 | ..... | 75 | 70 |
| 299.7 and 300.7 | ..... | 55 | 55 |
| 300.7 and 304.0 | ..... | 70 | 60 |
| 304.0 and 307.0 | ..... | 79 | 60 |
| 307.0 and 307.3 | ..... | 55 | 55 |
| 307.3 and 322.1 | ..... | 60 | 60 |
| 322.1 and 332.0 | ..... | 75 | 70 |
| 322.0 and 334.3 | ..... | 70 | 70 |
| 334.3 and 338.7 | ..... | 75 | 70 |
| 338.7 and 340.8 | ..... | 65 | 65 |
| 340.8 and 342.0 | ..... | 70 | 70 |
| 355.0 and 356.4 | ..... | 70 | 70 |
| 356.4 and 357.6 | ..... | 55 | 55 |
| 357.6 and 361.3 | ..... | 70 | 70 |
| 361.3 and 366.2 | ..... | 65 | 65 |
| 366.2 and 366.5 | ..... | 55 | 55 |
| 366.5 and 367.6 | ..... | 60 | 60 |
| 367.6 and 371.3 | ..... | 75 | 70 |
| 371.3 and 372.4 | ..... | 70 | 70 |
| 372.4 and 375.0 | ..... | 60 | 55 |
| 375.0 and 378.3 | ..... | 45 | 45 |
| 378.3 and 378.5 | ..... | 30+ | 30+ |

| | | |
|--|------------|------------|
| SI-03 OTHER SPEED RESTRICTIONS | | |
| Maximum Speed | | MPH |
| 1. Thru Sidings & Turnouts (No Exceptions.) | | |
| Dunlay and Uvalde..... | | 25 |
| 2. Dual Control Switch Turnouts | | |
| Tower 121 crossover and Tower 112 crossover..... | | 10 |
| 3. Misc. Speed Restrictions | | |
| Wye tracks: Cline, Spofford..... | | 10 |
| Connecting track at GW Jct..... | | 40 |
| SI-04 MAIN TRACK DESIGNATIONS | | |
| Two main tracks between MP 206.4 and MP 218.8. | | |
| SI-05 MILE POST EQUATIONS - None. | | |
| SI-06 DTC BLOCK LIMITS - None. | | |
| SI-07 ITEM 13 TRAIN DEFECT DETECTORS | | |
| (#)210.1 Trk.1 | % 284.5 | % 351.1 |
| % 221.5 | & 287.9 | (#)359.0 |
| (#)227.7 | (#)292.8 | & 362.0 |
| % 231.9 | & 296.3 | % 366.6 |
| % 238.1 | & 304.7 | & 369.2 |
| (#)243.0 | (#) &311.0 | (#)374.0 |
| % 245.3 | % 318.2 | |
| % 251.2 | % 321.8 | |
| (#)257.4 | (#) &327.7 | |
| % 264.1 | % 337.0 | |
| (#) &274.5 | (#) &345.5 | |
| SI-08 RULES ITEMS | | |
| <p>Rule 6.24 Movement Double Track: Between Tower 121 and Tower 112, two main tracks are designated as Double track (current of traffic). Automatic Block Signal System is in effect in both directions on both tracks between Tower 121 and Tower 112. All block system rules apply when making movements against the current of traffic between Tower 121 and Tower 112.</p> <p>Rule 6.32.1: While switching, cars must not be kicked, or dropped over Knippa Highway 90 crossing and before making movements a member of crew must take position at crossing to afford warning to traffic.</p> <p>Rule 6.32.5 Del Rio: Sound detector mike located next to track on both sides Main Street. Trains stopped clear of Main Street on Main track must sound engine whistle to lower or keep crossing gates down before entering crossing. Push button control box is provided for manual operation of gates for other movements over crossing.</p> <p>Rule 7.11 Crews handling cuts of cars on east end of East Yard will not release hand brakes or start eastward movement out of track until air brakes are cut in and charged, as shown below: 10 to 20 cars - Minimum of 5 cars charged with air on east end; 21 to 40 cars - Minimum of 10 cars charged with air on east end; Over 40 Cars - Minimum of 15 cars charged with air on east end. This does not apply when switching cuts on east end of old yard when engine movement does not go east of scale crossover.</p> <p>Rule 8.2 Kirby: Normal position of Diesel facility track switch to lead at west end Kirby yard is for lead track. Diesel facility track switch at west end Kirby yard must be lined and locked for movement on lead unless switch is attended by an employee during switching operations.</p> <p>Rule 8.3 Spofford: Wye track switch on Eagle Pass Sub. must be left lined for east leg of wye track. Normal position of east and west leg of Wye track switches, from siding to Eagle Pass Sub., are lined for siding.</p> | | |

| | | |
|---|-----------|-----------------|
| SI-09 FRA EXCEPTED TRACKS | | |
| FRA Excepted Track: | | |
| Quincey Lead ---- Trk. 067 | | |
| HEB Lead ----- Trk. 761 | | |
| Cuervo Lead ----- Trk. 785 | | |
| Block Wine -----Trk. 850 | | |
| Old Yard ----- Trk. 041,043,044,048,049,050, and 052. | | |
| Coach Yard ----- Trk. 500,502,503,504, and 505. | | |
| Miller Hold Lead -Trk. 865 | | |
| SI-10 BUSINESS TRACKS | | |
| Track Name | MP | STA. #'S |
| D'Hanis | 267.0 | S0276 |
| SI-11 INDUSTRIAL LEADS | | |
| Cline Mine Industrial Lead: 6.0 miles, Cline MP 0.0 (MP 319.5 on Del Rio Sub.) to MP 6.0. FRA excepted track. | | |
| Dabney Industrial Lead: Off the Cline Mine Ind. Lead (3.5 miles) between Dabney (HX018) and Blewett (HX014) operated by Vulcan Materials. | | |
| SI-12 TONNAGE RESTRICTIONS/TPOB | | |
| Maximum gross weight: 158 Tons. | | |
| Freight trains having more than 132 TPOB must not exceed 45 MPH; more than 115 TPOB must not exceed 60 MPH; more than 100 TPOB must not exceed 65 MPH. | | |
| SI-13 TRAIN MAKE-UP RESTRICTIONS - None. | | |
| SI-14 MISC. INSTRUCTIONS | | |
| Border Patrol Inspections: When stop is made to allow Border Patrol to inspect train, air brakes must be set and not released until person in charge of inspection has advised that train is released. | | |

SANDERSON SUBDIVISION (647)

| Mile Post | Rule 6.3 | CP #s | Radio Display: Del Rio to Sanderson -9696 Sanderson to Alpine -1414 | | Sta. #s | Siding Feet |
|-----------|----------|----------------|---|-----------|---------|-------------|
| | | | WEST ▼ STATIONS | EAST ▲ | | |
| 378.5 | CTC | | DEL RIO (12.9) | \|B | SO387 | 9214 |
| 391.4 | | | AMISTAD (10.7) | \| | SO400 | 10345 |
| 404.6 | | | FEELY (8.8) | \| | SO411 | 8370 |
| 413.4 | | | COMSTOCK (10.0) | \| | SO420 | 10649 |
| 423.4 | | | LULL (8.1) | \| | SO430 | 8396 |
| 431.5 | | | SHUMLA (11.2) | \| | SO438 | 9027 |
| 442.7 | | | LANGTRY (13.8) | \| | SO449 | 9410 |
| 456.5 | | | PUMPVILLE (9.1) | \| | SO463 | 8275 |
| 465.6 | | | MALVADO (11.3) | \| | SO473 | 9345 |
| 476.9 | | | SHAW (6.0) | \| | SO483 | 8345 |
| 482.9 | | | DRYDEN (9.0) | \| | SO489 | 8747 |
| 491.9 | | | MOFETA (8.4) | \| | SO498 | 8356 |
| 500.3 | | | FEODORA (6.6) | \| | SO507 | 8182 |
| 506.9 | | | SANDERSON (9.0) | \|B | SO513 | 9061 |
| 524.9 | | | EMERSON (8.1) | \| | SO522 | 8470 |
| 533.0 | | | LONGFELLOW (7.4) | \| | SO530 | 8361 |
| 540.4 | | | ROSENFELD (5.6) | \| | SO538 | 8386 |
| 546.0 | | | MAXON (6.4) | \| | SO543 | 8535 |
| 552.4 | | | TESNUS (8.3) | \| | SO550 | 8322 |
| 560.8 | | | HAYMOND (6.7) | \| | SO558 | 8268 |
| 567.5 | | WARWICK (10.1) | \| | SO565 | 8209 | |
| 577.6 | | MARATHON (6.7) | \| | SO575 | 8385 | |
| 584.3 | | LENOX (7.5) | \| | SO582 | 8377 | |
| 591.8 | | ALTUDA (8.8) | \| | SO589 | 8757 | |
| 600.6 | | STROBEL (6.6) | \| | SO598 | 8056 | |
| 607.2 | | ALPINE (Depot) | B | SO605 | | |

(219.8)

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 378.5 and MP 607.2.

SI-02 MAXIMUM SPEED TABLE

| Maximum Speed | MPH | |
|------------------------|------|-----|
| Between Mile Posts | PSGR | FRT |
| 378.5 and 607.2 | | |
| (Except as Below)..... | 79 | 70 |
| 378.5 and 379.3 | 30+ | 30+ |
| 379.3 and 380.8 | 55 | 55 |
| 380.8 and 386.4 | 75 | 70 |
| 386.4 and 386.9 | 70 | 70 |
| 386.9 and 393.5 | 75 | 70 |
| 393.5 and 399.3 | 70 | 70 |
| 399.3 and 403.3 | 75 | 70 |
| 403.3 and 403.5 | 65 | 60 |
| 403.5 and 410.0 | 70 | 70 |
| 410.0 and 414.7 | 60 | 60 |
| 414.7 and 415.9 | 50 | 50 |
| 415.9 and 438.2 | 40 | 40 |
| 438.2 and 441.2 | 45 | 45 |
| 441.2 and 447.1 | 70 | 70 |
| 447.1 and 448.2 | 55 | 55 |
| 448.2 and 450.3 | 70 | 70 |
| 450.3 and 456.2 | 75 | 70 |
| 456.2 and 457.8 | 63 | 55 |
| 457.8 and 458.2 | 40 | 40 |
| 458.2 and 459.1 | 50 | 50 |
| 459.1 and 466.6 | 55 | 55 |
| 466.6 and 482.5 | 40 | 40 |
| 482.5 and 483.8 | 55 | 55 |
| 491.7 and 492.1 | 65 | 60 |
| 492.1 and 496.3 | 75 | 70 |
| 496.3 and 497.2 | 55 | 55 |
| 497.2 and 499.0 | 50 | 50 |
| 499.0 and 506.4 | 40 | 40 |
| 506.4 and 518.9 | 55 | 50 |
| 518.9 and 519.1 | 50 | 50 |
| 519.1 and 527.2 | 55 | 50 |
| 527.2 and 527.4 | 50 | 50 |
| 527.4 and 528.6 | 55 | 50 |
| 528.6 and 531.7 | 70 | 50 |
| 531.7 and 532.0 | 50 | 50 |
| 532.0 and 536.7 | 75 | 60 |
| 536.7 and 536.9 | 45 | 45 |
| 536.9 and 542.7 | 60 | 50 |
| 542.7 and 546.5 | 50 | 50 |
| 546.5 and 550.2 | 40 | 40 |
| 550.2 and 551.8 | 50 | 50 |
| 559.0 and 559.9 | 40 | 40 |
| 559.9 and 561.5 | 60 | 60 |
| 561.5 and 565.9 | 75 | 70 |
| 565.9 and 566.5 | 70 | 70 |
| 573.0 and 575.3 | 70 | 70 |
| 575.3 and 575.7 | 40 | 40 |
| 575.7 and 579.9 | 70 | 70 |
| 579.9 and 584.9 | 60 | 60 |
| 584.9 and 587.3 | 70 | 60 |
| 587.3 and 588.5 | 50 | 45 |
| 588.5 and 589.1 | 40 | 40 |
| 589.1 and 590.3 | 60 | 50 |
| 590.3 and 593.7 | 79 | 70 |
| 593.7 and 594.2 | 70 | 70 |
| 594.2 and 598.6 | 75 | 70 |
| 598.6 and 601.5 | 50 | 50 |
| 601.5 and 604.9 | 40 | 40 |
| 604.9 and 607.2 | 50 | 50 |

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 MILE POST EQUATIONS

MP 400.5 = MP 403.0
 MP 507.0 (Sanderson) = MP 515.9

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

| | | |
|-----------|------------|------------|
| (#) 603.9 | % 503.7 | % 424.2 |
| % 597.7 | (#) 497.2 | (#) 417.2 |
| # 595.6 | % 494.8 | % 410.4 |
| % 587.9 | % 488.3 | % 408.0 |
| (#) 580.7 | # 485.1 | (#) &398.7 |
| (#) 571.1 | % 480.0 | % 395.6 |
| % 564.2 | % 474.0 | & 388.2 |
| (#) 557.3 | (#) &471.9 | (#) 386.0 |
| % 549.1 | & 462.7 | % 381.5 |
| % 543.2 | (#) 459.2 | |
| (#) 538.7 | % 452.9 | |
| % 536.8 | (#) 448.4 | |
| % 530.0 | % 446.1 | |
| % 527.9 | % 439.3 | |
| (#) 521.5 | (#) 434.4 | |
| % 519.5 | % 427.9 | |

Protected Structures are as follows:
 San Felipe Creek, MP 377.4, Eastward Approach High Wide Detector located at MP 388.2.
 Devils River Bridge - MP 393.1, Westward Approach High Wide Detector located at MP 388.2, Eastward detector at MP 398.7.
 Myers Canyon Bridge - MP 466.8, Westward Approach High Wide Detector located at MP 462.7, Eastward detector at MP 471.9.
 Thurston Canyon No. 1 Bridge - MP 473.3, Westward Approach High Wide Detector located at MP 471.9.

SI-08 RULES ITEMS

Rule 6.29.1 Dragging equipment detectors at MP 434.4 and MP 424.2 protect the Pecos River Bridge. The detector at MP 424.2 will transmit a "No Defect" message if no defects are detected after the train passes the detector. When either of these detectors experience any of the detector failures outlined in System Special Instructions ITEM 13.7.1, freight trains must stop and inspect entire train for dragging equipment before reaching the bridge.

Rule 6.32.5: Alpine Crossing Gates at Fifth Street are "radio controlled". To lower gates, input 3 6 6 3 on radio keypad to activate gates.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

Freight trains having more than 100 TPOB or less must not exceed 70 MPH;
 110+ to 115 TPOB or less 65 MPH;
 115+ to 132 TPOB or less 60 MPH;
 over 132 TPOB 45 MPH.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Six-axle units must not operate into Spur Trk. at Sanderson.

Alpine: To avoid blocking crossings, inbound crews must contact outbound crews when possible prior to arriving to ascertain required paperwork necessary and any supplies necessary. Alpine crews stop short of Fifth street and Del Rio crews stop short of Main Street unless instructed otherwise.

EAGLE PASS SUBDIVISION (646)

| Mile Post | Rule 6.3 | CP #'s | Radio Display: Spofford to Eagle Pass -9696 | | Sta. #'s | Siding Feet |
|-----------|----------|--------|--|-----------|----------|-------------|
| | | | WEST ▼ STATIONS | EAST ▲ | | |
| 0.0 | DTC | | SPOFFORD (12.4) | TY | S0351 | |
| 12.4 | | | CARL (9.6) | | T0365 | 10000 |
| 22.0 | | | HORAN (12.5) | | | |
| 32.5 | YL | | EAGLE PASS | BY | T0384 | |

(32.5)

SI-01 MAIN TRACK AUTHORITY

DTC Between MP 1.6 and MP 27.0.
Yard Limits Between MP 0.0 and MP 1.6;
 MP 27.0 and MP 32.5.

SI-02 MAXIMUM SPEED TABLE

| Maximum Speed Between Mile Posts 0.0 and 32.5 | MPH |
|---|-----|
| (Except as Below)..... | 25 |
| 0.0 and 0.3 | 10 |
| 0.3 and 1.6 | 20 |
| 27.0 and 32.5 | 20 |

SI-03 OTHER SPEED RESTRICTIONS

| Maximum Speed | MPH |
|--|-----|
| 1. Thru Sidings & Turnouts | |
| Carl..... | 10 |
| 2. Dual Control Switch Turnouts (No Exceptions.) | |
| 3. Misc. Speed Restrictions | |
| Spofford Wye tracks..... | 10 |

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS

| WEST | BLOCK NAME | EAST |
|------|------------|------|
| 13.3 | Spofford | 1.6 |
| 21.1 | Paloma | 13.3 |
| 27.0 | Elm | 21.1 |

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 5.0
 % 14.5
 (#) 25.7
 % 31.0

SI-08 RULES ITEMS

Auxiliary Track: at Horan must not be used without permission from BNSF.
Rule 6.28 Eagle Pass: Main Track ends at MP 32.5.
Rule 7.6 Instructions For Applying Hand Brakes: Eagle Pass, minimum three brakes on west end of interchange tracks 611, 612, 613, 614, 615 and 616.
Rule 8.3 Spofford: Wye track switch on Eagle Pass Sub. may be left lined as last used. Approach this switch prepared to stop unless known to be lined for intended route. In addition, normal position of east and west leg of wye switches, from siding to Eagle Pass Sub., is lined for movement through siding.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

| Track Name | MP | STA. #'S |
|-------------------|------|----------|
| Ryans Ruin | 23.9 | T0376 |
| Clarks Park | 27.7 | |

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: - 125 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Border Patrol Inspections: When stop is made to allow Border Patrol to inspect train, air brakes must be set and not released until person in charge of inspection has advised that train is released.



SAFETY
IS MY
PERSONAL
RESPONSIBILITY