



UNION PACIFIC RAILROAD

SAN ANTONIO AREA

TIMETABLE #2

Effective 0001 Sunday, October 29, 2000

D. J. Duffy, Executive Vice President - Operations
S. R. Barkley, Vice President - Southern Region
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J. N. Vargason, Chief Mechanical Officer - Cars
R. S. Kenyon, General Manager Safety
R. B. Brown, General Manager Operating Practices

This document supersedes:

Union Pacific Railroad San Antonio Area Timetable 1, effective Oct. 25, 1998

EXPLANATION OF CHARACTERS

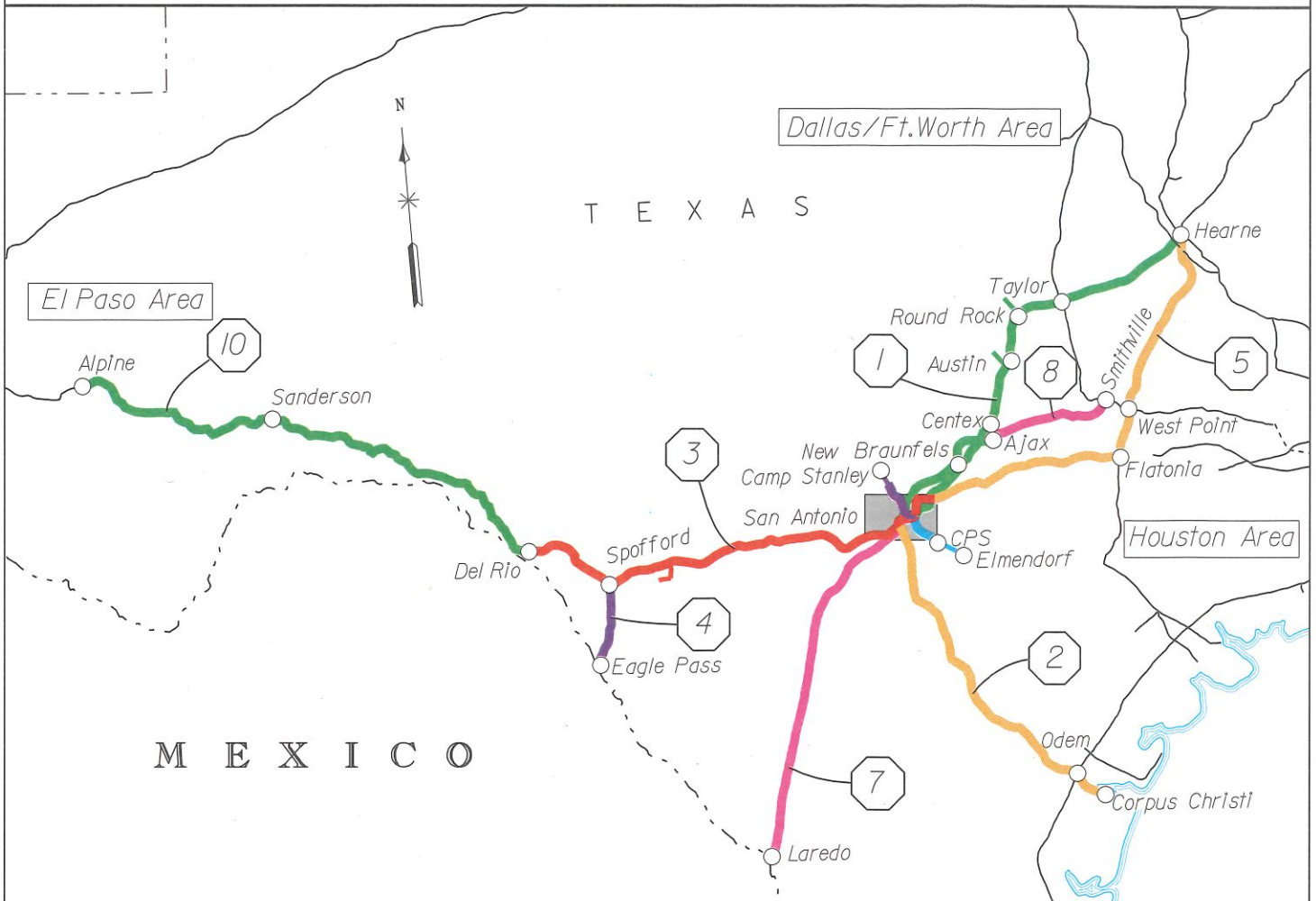
	Symbol represents:		Symbol represents:
CTC	CENTRALIZED TRAFFIC CONTROL	X	CROSSOVER BETWEEN MAIN TRACKS DUAL CONTROL SWITCHES
CTC	CENTRAL TRAFFIC CONTROL	Y	YARD LIMITS
ATC	AUTOMATIC TRAIN CONTROL	(9)	SPECIAL INSTRUCTIONS APPLY ITEM 9
ATC	AUTOMATIC TRAIN CONTROL	(11)	SPECIAL INSTRUCTIONS ITEM 11
ABS	AUTOMATIC 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

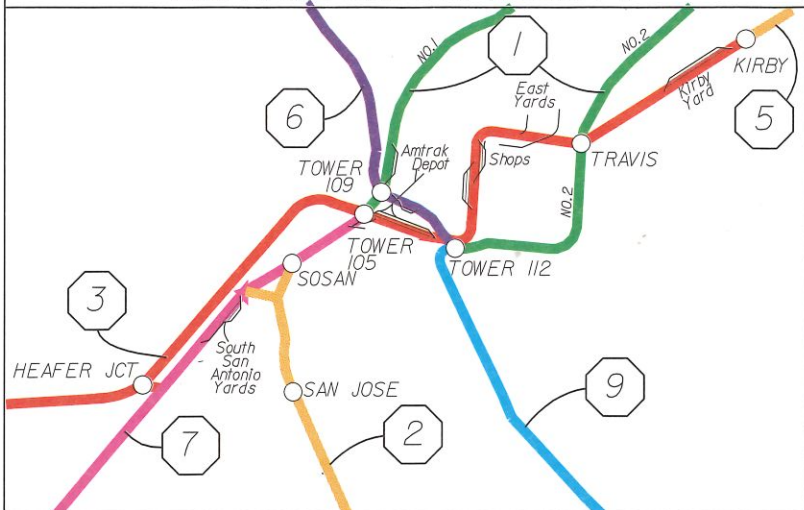
Area #	Area Name	TimeTable Item #	Area Profile Item #
1	Portland	PB-27020	PB-27050
2	Salt Lake	PB-27021	PB-27051
3	Roseville	PB-27022	PB-27052
4	Los Angeles	PB-27023	PB-27053
5	El Paso	PB-27024	PB-27054
6	Denver	PB-27025	PB-27055
7	North Platte	PB-27026	PB-27056
8	Council Bluffs	PB-27027	PB-27057
9	Kansas 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



SAN ANTONIO & VICINITY



- 1. AUSTIN(0528)
- 2. CORPUS CHRISTI(0534)
- 3. DEL RIO(0640)
- 4. EAGLE PASS(0646)

- 5. FLATONIA(0632)
- 6. KERRVILLE(0641)
- 7. LAREDO(0533)

- 8. LOCKHART(0570)
- 9. ROCKPORT(0644)
- 10. SANDERSON(0647)

SAN ANTONIO AREA

SUBDIVISION / INDUSTRIAL LEAD NAME :	PAGE
AUSTIN (0528).....	2
Bergstrom Industrial Lead:.....	4
Camp Stanley Industrial Lead:.....	9
Cline Mine Industrial Lead:.....	15
CORPUS CHRISTI (0534).....	8
Dabney Industrial Lead:.....	15
DEL RIO (0640).....	14
EAGLE PASS (0646).....	18
FLATONIA (0632).....	6
Georgetown Industrial Lead:.....	4
KERRVILLE (0641).....	9
LAREDO (0533).....	12
LOCKHART (0570).....	5
ROCKPORT (0644).....	10
Rockport Industrial Lead:.....	10
SANDERSON (0647).....	16

SAN ANTONIO AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
(X)CCTA(S)		CORPUS CHRISTI	8	HEARNE	AX171	AUSTIN	2
(X)UP(A)		AUSTIN	2	HESTES	AX232	AUSTIN	2
(X)UP(M)		AUSTIN	2	HONDO	SO269	DEL RIO	14
AJAX	BA161	AUSTIN	2	HORAN		EAGLE PASS	18
AJAX	BA161	LOCKHART	5	JOHNSTONE	SO379	DEL RIO	14
ALAMO JCT.		DEL RIO	14	JUDE	AX301	AUSTIN	2
ALPINE HOLD OUT		SANDERSON	16	JUDE	AX301	AUSTIN	2
ALPINE JCT.	SO606	SANDERSON	16	KINGSBURY	SO163	FLATONIA	6
ALPINE SIDING	SO607	SANDERSON	16	KIRBY	SO211	FLATONIA	6
ALTUDA	SO589	SANDERSON	16	KIRBY	SO211	DEL RIO	14
AMANDA	SO372	DEL RIO	14	KNIPPA	SO299	DEL RIO	14
AMISTAD	SO400	SANDERSON	16	KYLE	AX282	AUSTIN	2
ANACACHO	SO343	DEL RIO	14	LACOSTE	SO244	DEL RIO	14
APACHE JCT.	AX341	AUSTIN	2	LANGTRY	SO449	SANDERSON	16
APACHE JCT.	AX341	KERRVILLE	9	LAREDO	AX494	LAREDO	12
BERGSTROM	AX268	AUSTIN	2	LEHR	CC020	CORPUS CHRISTI	8
BRACKEN	AX322	AUSTIN	2	LENOX	SO582	SANDERSON	16
CALDWELL	FL031	FLATONIA	6	LOCKHART	BA146	LOCKHART	5
CALLAGHAN	AX467	LAREDO	12	LONGFELLOW	SO530	SANDERSON	16
CAMPBELLTON	CC055	CORPUS CHRISTI	8	LULING	SO152	FLATONIA	6
CARL	TO365	EAGLE PASS	18	LULL	SO430	SANDERSON	16
CENTEX	AX288	AUSTIN	2	MACDONA	SO233	DEL RIO	14
CENTEX	AX288	AUSTIN	2	MALVADO	SO473	SANDERSON	16
CIBOLO	SO197	FLATONIA	6	MARATHON	SO575	SANDERSON	16
COAL PLANT JCT.	AZ015	ROCKPORT	10	MARJORIE	AX205	AUSTIN	2
COMSTOCK	SO420	SANDERSON	16	MAXON	SO543	SANDERSON	16
CONRADS		AUSTIN	2	MCNEIL	AX247	AUSTIN	2
CONRADS		AUSTIN	2	MELON	AX399	LAREDO	12
COOKS POINT	FL025	FLATONIA	6	MILANO	AX191	AUSTIN	2
CORBYN	AX316	AUSTIN	2	MOFETA	SO498	SANDERSON	16
CORPUS CHRISTI	CC150	CORPUS CHRISTI	8	MP JCT.	CC146	CORPUS CHRISTI	8
CP-SA206		DEL RIO	14	MULDOON	FL089	FLATONIA	6
CRAIG JCT.	AX317	AUSTIN	2	MUMFORD	BV092	FLATONIA	6
DEL RIO	SO387	SANDERSON	16	N. FLOOD GATE		CORPUS CHRISTI	8
DEL RIO	SO387	DEL RIO	14	N. PORT LAREDO	AX482	LAREDO	12
DIME BOX	FL045	FLATONIA	6	NEW BRAUNFELS	AX308	AUSTIN	2
DRYDEN	SO489	SANDERSON	16	NEW BRAUNFELS	AX308	AUSTIN	2
DUNLAY	SO257	DEL RIO	14	NOLTE	SO185	FLATONIA	6
EAGLE PASS	TO384	EAGLE PASS	18	NORTH LOOP	AX333	AUSTIN	2
EAST MUMFORD	BV092	FLATONIA	6	NORTH SCHERTZ	AX319	AUSTIN	2
EAST TRANSFER (Trk.2)		DEL RIO	14	OBI	SO324	DEL RIO	14
EAST YARD	SO216	DEL RIO	14	ODEM	B 155	CORPUS CHRISTI	8
EMERSON	SO522	SANDERSON	16	ODLAW	SO334	DEL RIO	14
END MAIN TRACK		KERRVILLE	9	OGDEN JCT.	AX318	AUSTIN	2
FEELY	SO411	SANDERSON	16	PINTO	SO364	DEL RIO	14
FEODORA	SO507	SANDERSON	16	PLEASANTON	CC034	CORPUS CHRISTI	8
FINLEY	AX451	LAREDO	12	PUMPVILLE	SO463	SANDERSON	16
FLATONIA	SO119	FLATONIA	6	RANDOLPH	SO204	FLATONIA	6
GARDENDALE	AX422	LAREDO	12	ROSENFELD	SO538	SANDERSON	16
GAUSE	AX181	AUSTIN	2	ROUND ROCK	AX243	AUSTIN	2
GEORGE WEST	CC088	CORPUS CHRISTI	8	S. FLOOD GATE		CORPUS CHRISTI	8
GESSNER	AX360	LAREDO	12	S. PORT LAREDO	AX482	LAREDO	12
GIDDINGS	FL059	FLATONIA	6	SABINAL	SO288	DEL RIO	14
GOODWIN	AX302	AUSTIN	2	SAN ANTONIO	AX340	AUSTIN	2
HARWOOD	SO143	FLATONIA	6	SAN ANTONIO	AX340	DEL RIO	14
HAYMOND	SO558	SANDERSON	16	SANDERSON	SO513	SANDERSON	16
HEAFER JCT.	AX348	LAREDO	12	SECO	SO280	DEL RIO	14
HEARNE	AX171	FLATONIA	6	SHAW	SO483	SANDERSON	16

SAN ANTONIO AREA

Station Name	Circ7 #	Subdivision	Page #
SHUMLA	SO438	SANDERSON	16
SMITHVILLE	BA110	LOCKHART	5
SNEED	AX253	AUSTIN	2
SOSAN	AX345	LAREDO	12
SOSAN	AX345	CORPUS CHRISTI	8
SOUTH SCHERTZ	AX319	AUSTIN	2
SOUTH TRANSFER		LAREDO	12
SPOFFORD	SO351	EAGLE PASS	18
SPOFFORD	SO351	DEL RIO	14
STROBEL	SO598	SANDERSON	16
TAYLOR	AX226	AUSTIN	2
TESNUS	SO550	SANDERSON	16
THRALL	AX220	AUSTIN	2
TOWER 105		LAREDO	12
TOWER 105		AUSTIN	2
TOWER 105		DEL RIO	14
TOWER 112	SO220	KERRVILLE	9
TOWER 112	SO220	ROCKPORT	10
TOWER 112	SO220	AUSTIN	2
TOWER 112	SO220	DEL RIO	14
TOWER 121		DEL RIO	14
UP JCT.	AX294	AUSTIN	2
UP JCT.	AX294	AUSTIN	2
UVALDE	SO310	DEL RIO	14
VALLEY JCT.	AX175	AUSTIN	2
VARISCO	FL018	FLATONIA	6
WAELDER	SO129	FLATONIA	6
WARWICK	SO565	SANDERSON	16
WEST HEARNE		FLATONIA	6
WEST POINT		FLATONIA	6
WILHELM JCT.		LAREDO	12
WINCHESTER	FL073	FLATONIA	6
WITHERS	SO228	DEL RIO	14
YARBROUGH	AX378	LAREDO	12

AUSTIN SUBDIVISION (0528)

Mile Post	Rule 6.3	CP #s	Radio Display: Hearne to Tower 105: 4242 (*62)		Sta. #s	Siding Feet	
			SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼			
89.6	CTC	Q090	HEARNE (3.8)		TB AX171	Yard	
93.4			(X)UP(A) (0.2)				
93.6		Q094	VALLEY JCT. (5.4)		T 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) (0.1)				
144.4							
146.2		Q146	TAYLOR (5.5)		TB AX226	Yard	
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)AUAR(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)		X! AX288	8249		
208.3	Q208						
212.0	CTC TRK #1	Q212	UP JCT. (7.0)		X AX294		
219.0		Q219	JUDE (1.7)		X AX301		
220.7		Q220	CONRADS (0.2)		X		
220.9		Q221	GOODWIN (6.8)		! AX302	9900	
223.1		Q223					
227.7		Q227	NEW BRAUNFELS (5.7)	(X)UP(M)		AX308	
233.4		Q233	CORBYN (2.6)		! AX316	7978	
235.0		Q235					
236.0		Q236	CRAIG JCT. (1.8)		X AX317		
237.8		Q238	SOUTH SCHERTZ (1.5)		X AX319		
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 TRK #1	J259	SAN ANTONIO (0.8)		Y AX340	
259.9				APACHE JCT. (0.5)	(X)UP(A)		AX341
260.4			SA213	TOWER 105			(X)UP(M)

TRACK NO. 2						
208.3	CTC TRK #2	Q208	CENTEX (0.8)	X	AX288	
209.1		Q209	AJAX (2.9)		BA161	
212.0		Q212	UP JCT. (7.0)	X	AX294	
219.0		Q219	JUDE (2.0)	X	AX301	
221.0		Q220	CONRADS (6.0)	X		
227.0		Q227	NEW BRAUNFELS (8.9)	(X)UP(M)	AX308	
235.9		Q237	OGDEN JCT. (0.9)	X	AX318	
236.8		TWC ABS	Q937	NORTH SCHERTZ (23.0)	X	AX319
259.8			SA211	TOWER 112	X	SO220
					(X)UP(M)	

(170.5)

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 89.6 and MP 208.3;
 MP 208.3 (Trk. 1) and MP 259.1 (Trk. 1);
 MP 208.3 (Trk. 2) and MP 236.8 (Trk. 2);
 CP Q236 (Trk. 1) and CP Q237 (Trk. 2);
 CP Q238 (Trk. 1) and CP Q937 (Trk. 2).

CTC in effect CP Q090 to Austin Jct. (Ennis Sub) on connector track. Movement authority on this track controlled by the Austin Sub dispatcher.

TWC Between MP 236.8 (Trk.2) and MP 259.8 (Trk.2).

ABS Between MP 236.8 (Trk.2) and MP 259.8 (Trk.2).

Yard Limits between MP 259.1 (Trk.1) and Tower 105

AUSTIN SUBDIVISION (0528)

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts		
89.6 and 260.4 (Trk.1)	PSGR	FRT
(Except as Below).....	70	60
89.6 and 90.5.....	25+	25+
93.4 (X).....	40	40
94.7 and 95.3.....	45	45
109.9 (X).....	40	40
130.1 and 130.3.....	45	45
144.3 and 144.9.....	15	15
145.9 and 146.7.....	40	40
146.7 and 147.7.....	60	45
160.0 and 161.8.....	60	60
165.9 and 166.0.....	25	25
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
242.8 and 244.3.....	60	60
247.4 and 248.6.....	60	60
248.6 and 256.1.....	45	45
256.1 and 257.4.....	40	40
257.4 and 258.5.....	30	30
258.5 and 260.4.....	20+	20+
Between Mileposts		
208.3 (Trk.2) and 259.8 (Trk.2)	PSGR	FRT
(Except as Below).....	50	50
208.3 and 220.7.....	25	25
220.7 and 224.7.....	40	40
224.7 and 228.1.....	25+	25+
228.1 and 235.9.....	40	40
248.2 and 259.0.....	40	40
259.0 and 259.8.....	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
3. Misc. Speed Restrictions	
Valley Jct. thru Wye trks. 113 & 114....	25
Connecting track CP Q236 to CP Q237....	25
Connector track CP Q090 to Ennis Sub....	25

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks as follows:
 CP Q208 (south end siding Centex) on Trk. 1 to MP 260.4 (Tower 105);
 CP Q208 (south end siding Centex) on Trk. 2 to MP 259.8 (Tower 112).

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 103.0	(#) 221.4 Trk.2
(#) 119.7	(#) 227.3 Trk.1
(#) 140.3	(#) 243.6 Trk.2
(#) 168.9	(#) 245.0 Trk.1
(#) 183.1	
(#) 198.1	

SI-08 RULES ITEMS

Rule 1.45 Tower 105 manual interlocking controlled by Control Operator at Tower 121-use Radio Display 1414.

McNeil (X)AUA(A): 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.

Rule 8.3 Exception: Main track switches at the following locations may be left lined as last used:

North end San Fernando Yd. (MP 259.1);
 Guadalupe St. (MP 259.8).

Approach these switches prepared to stop unless properly lined for your movement.

Rule 10.3: Track and time rule (10.3) applies within the manual interlocking limits at Tower-112 and Tower-105.

SI-09 FRA EXCEPTED TRACKS

Longhorn business track off Trk. 1 (MP 249.2).

AUSTIN SUBDIVISION (0528)

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	.....
Steck Paper Co. S.	172.1	.....
Austin	179.1	AX262
Vinson S.	183.8	AX265
Buda	194.2	AX276
Spectrum Cement S.	195.6	.....
CTX Bld Supply S.	196.0	.....
Texas Cement	196.1	AX278
Cedar Supply S.	202.3	AX284
H.E.B. (No. 1) N.	211.6	.....
Coleman S.	223.9	.....
Landas Park	227.8	AX309
McCoy Lbr. S.	229.5	.....
Brauntex S.	230.8	.....
Dittlinger	231.1	AX312
Western RR Co.	231.2	.....
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	.....
Adams (No. 1)	254.0	AX335
San Marcos (No. 2)	209.8	AX291
Southern Post Texas (No. 2) N.	211.3	.....
Jama (No. 2)	213.5	AY005
Hunter (No. 2)	217.4	AY008
Univ. Forest Products (No. 2) N.	236.7	.....
Custom Brick (No. 2)	237.1	.....
Monotech (No. 2) N.	238.4	.....
Instell (No. 2)	238.6	.....
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 DX002 2.0 miles. Trains must not leave Round Rock or Kerr without permission from train dispatcher.

Trains must stop west of road crossing (MP 1.0) 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, 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.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Radio communications concerning terminal operation at Sosan use Radio Display 6767. Southward trains enroute to Sosan call the 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 AUAR 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.

Hunter, Texas (AY008): When necessary to leave engines unattended on North Wye, South Wye or TXI Lead, in addition to tying hand brakes on each unit, rail skates must be applied to the rail directly in front of both lead wheels of the locomotive nearest the main track. Rail skates are available at the south derail switch, the north derail switch, and switch entering the TXI Lead.

LOCKHART SUBDIVISION (0570)

Mile Post	Rule 6.3	CP #s	SOUTH ▼ STATIONS ▲	NORTH ▲	Sta. #s	Siding Feet
Radio Display: Smithville to Ajax: 2424 -('61)						
0.0	TWC		SMITHVILLE (36.6)	BY	BA110	Yard
36.6	TWC		LOCKHART (15.3)		BA146	9484
38.5	ABS					
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).....						
						40
0.0 and 0.3.....						10
0.3 and 2.0.....						25
35.8 and 37.0.....						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.						

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.

Lockhart: only empty cars are permitted on trackage south of Pecos Street at Nine Points Grain.

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	!	FL018	8606
18.9		FL019				
24.1		FL024	COOKS POINT (6.9)	!	FL025	8300
25.9		FL026				
31.0		FL031	CALDWELL	!	FL031	10355
31.5		FL032				
33.0		FL033		(13.1)		
44.1	FL044	DIME BOX	!	FL045	8569	
45.9	FL046		(12.7)			
56.8	FL057	GIDDINGS	!	FL059	8387	
58.7	FL059		(16.7)			
73.5	TWC ABS		WINCHESTER (3.5)		FL073	8602
77.0			WEST POINT (11.1)	(X)UP(A)		
88.1			MULDOON (9.3)		FL089	9600
120.0	CTC	SA120	FLATONIA	BTX!	SO119	9597
122.0		SA122		(9.4)	(X)UP(M)	
129.4		SA129	WAELDER	!	SO129	8938
131.2		SA131		(12.9)		
142.3		SA142	HARWOOD	!	SO143	8685
143.9		SA144		(11.2)		
153.5		SA153	LULING	!	SO152	10282
155.6		SA156		(9.5)		
163.0		SA163	KINGSBURY	!	SO163	8442
164.7		SA165		(12.6)		
175.6		SA176	NOLTE	!	SO185	8342
177.3	SA178		(11.5)			
187.1	SA187	CIBOLO	!	SO197	9673	
189.1	SA189		(7.2)			
194.3	SA194	RANDOLPH	!	SO204	8453	
196.1	SA196		(7.1)			
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.**

FLATONIA SUBDIVISION (0632)

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.)

CORPUS CHRISTI SUBDIVISION (0534)

Mile Post	Rule 6.3	CP #s	Radio Display: Sosan to Corpus Christi: 2020 -(*53)		Sta. #s	Siding Feet	
			SOUTH ▼ STATIONS	NORTH ▲			
3.1	TWC		SOSAN (17.2)	TBY	AX345	Yard	
20.3			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 B 155 (X)UP(S)	Yard	
145.6		YL		MP JCT. (0.3)	Y	CC146	
145.9				(X)CCTA(S) (3.1)	Y		
149.0			CORPUS CHRISTI		BTY	CC150	Yard

(145.9)

SI-01 MAIN TRACK AUTHORITY

TWC Between MP 4.7 and MP 140.5.
 Yard Limits Between MP 3.1 and MP 4.7;
 MP 130.0 and MP 133.8;
 MP 140.5 and MP 149.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 3.1 and 149.0 (Except as Below).....	49
12.7 and 13.0.....	25
33.5 and 34.5.....	30+
77.1 and 77.8.....	20+
113.1 and 113.2.....	40+
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 MILEPOST 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
Leming	27.2	CC027
Wilco Peanut	31.6	. . . .
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.

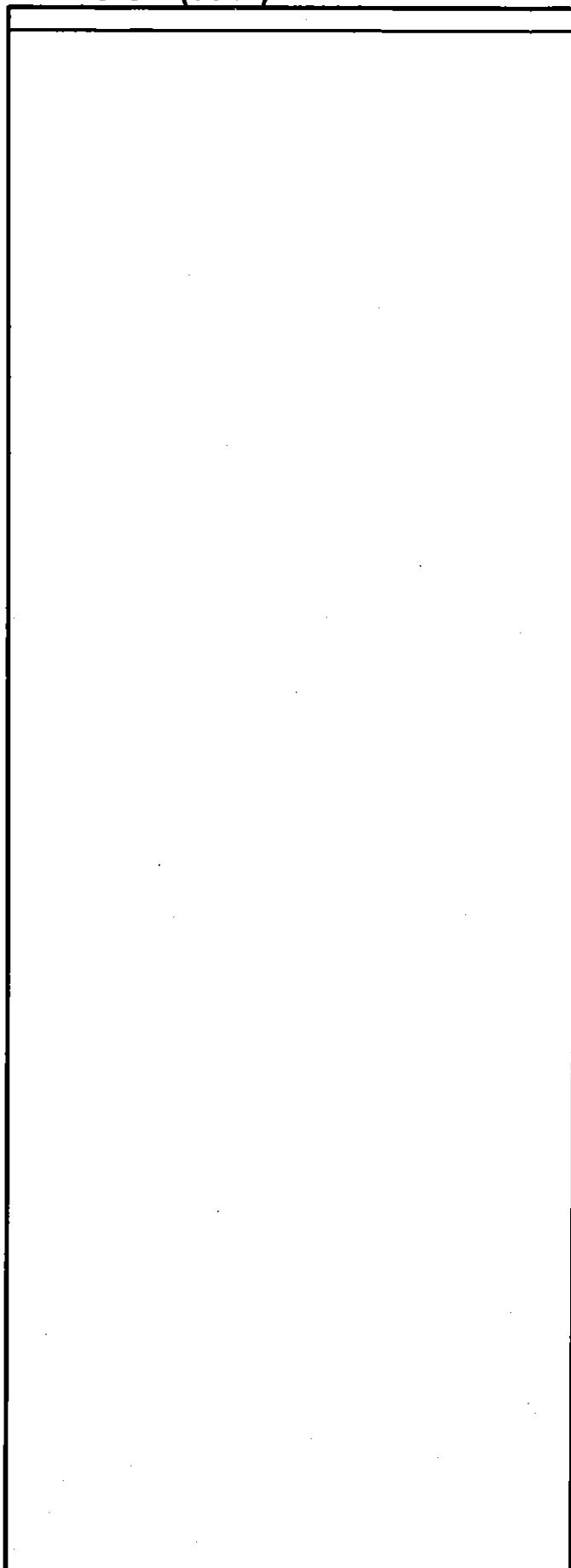
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Handle all radio communications concerning terminal operation Sosan on Radio Display-6767; Corpus Christi on Radio Display-2424.
 Trains arriving Sosan call yardmaster from Loop 419, 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.
 Corpus Christi: Loads in excess of 21 feet 3 inches high must not use Savage Lane track account of overhead clearance.

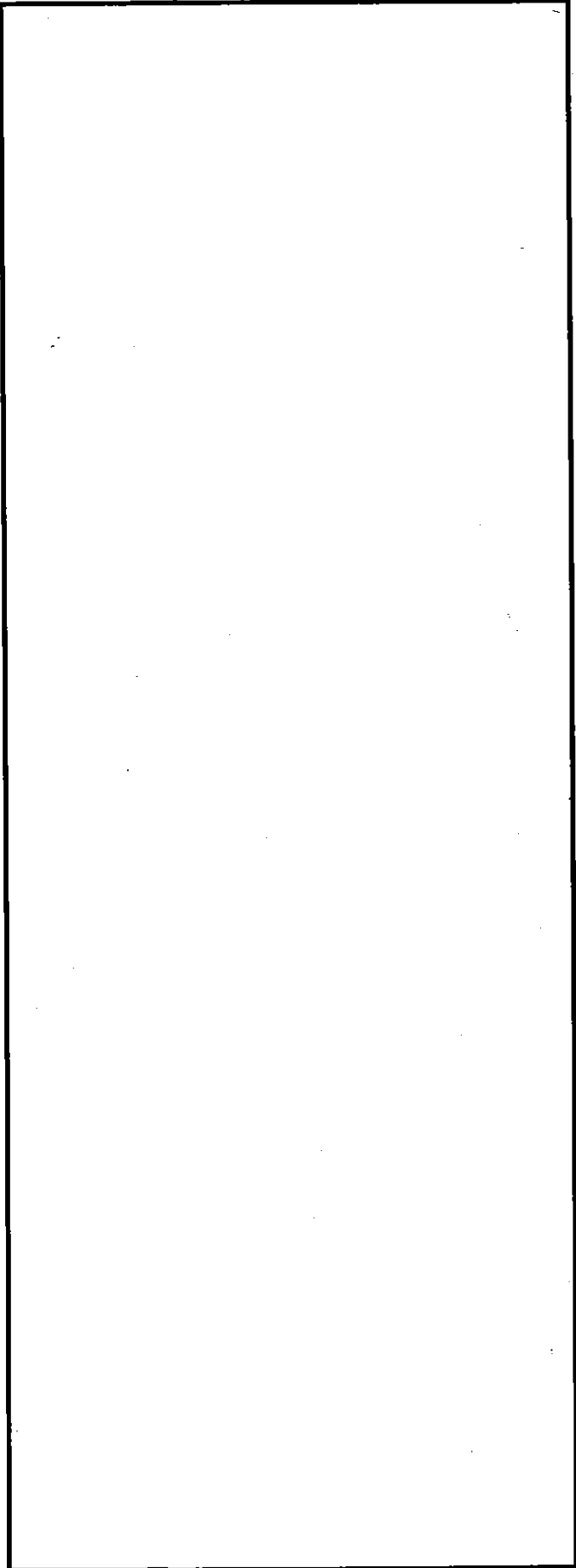
KERRVILLE SUBDIVISION (0641)

Mile Post	Rule 6.3	CP #s	WEST ▼ STATIONS	EAST ▲	Sta. #s	Siding Feet
Radio Display: Tower 112 to Camp Stanley - 1414 - (*58) San Antonio Yard -2626						
0.0	YL	SA211	TOWER 112 (1.6)	Y (X)UP(M)	SO220	
1.6	TWC		APACHE JCT. (13.4)	(X)UP(A)	AX341	
15.0			END MAIN TRACK			
(15.0)						
SI-01 MAIN TRACK AUTHORITY						
Yard Limits Between MP 0.0 and MP 1.6.						
TMC Between MP 1.6 and MP 15.0.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mileposts						
0.0 and 15.0			PSGR FRT			
(Except as Below).....			25 25			
0.0 and 3.4.....			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 - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 DTC BLOCK LIMITS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS						
Rule 6.32.5 To prevent excessive activation of crossing protection devices, eastward trains approaching Loop 410 must not pass MP 9.2 until contacting East Yard Yardmaster to verify movement past Tower 112 will be authorized.						
Rule 10.3: Track and Time applies within manual interlocking limits at Tower 112.						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS - None.						
SI-11 INDUSTRIAL LEADS						
Camp Stanley Industrial Lead: From MP 15.0 (End Main Track) to MP 20.0 (end of track) controlled by AGCRR. Rule 6.28 in effect. FRA excepted track from MP 18.5 to MP 20.0 (end of track).						
Business Tracks			MP		Sta.#s	
Beckmann			15.9		TO253	
SI-12 TONNAGE RESTRICTIONS/TPOB						
Maximum Gross Weight - 143 tons.						
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.						
SI-14 MISC. INSTRUCTIONS - None.						



ROCKPORT SUBDIVISION (0644)

Mile Post	Rule 6.3	CP #s	Radio Display: Tower 112 to Coal Plant Jct. -4242		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
0.0	TWC	SA211	TOWER 112 (11.0)	(X)UP(M)	SO220	
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 Mileposts						
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 MILEPOST 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. Maximum gross weight-143 tons.						
SI-12 TONNAGE RESTRICTIONS/TPOB						
Maximum gross weight: 143 tons.						
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.						
SI-14 MISC. INSTRUCTIONS						
Northward trains to avoid blocking public crossings, verify movement is authorized past Tower 112 before proceeding beyond MP 11.0.						



LAREDO SUBDIVISION (0533)

Mile Post	Rule 6.3	CP #s	Radio Display: Tower 105 to Laredo: 2424 -(*61) Sosan -6767 Port Laredo: 2424 -(*61) Laredo -2020		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
260.4	YL	SA213	TOWER 105 (0.4)	(X)UP(M)		
260.8		J261	SOUTH TRANSFER (3.5)			
264.3			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	WILHELM JCT. (9.9)	X		
277.6		J278	GESSNER (17.5)	!	AX360	8276
279.3		J279				
295.1		J295	YARBROUGH (22.1)	!	AX378	9100
296.9		J297				
317.2		J317	MELON (22.1)	!	AX399	7379
318.7		J319				
339.3		J339	GARDENDALE (30.7)	IT	AX422	7240
340.8		J341				
370.0		J370	FINLEY (14.1)	!	AX451	7983
371.6		J372				
384.1		J384	CALLAGHAN (16.1)	!	AX467	8448
385.7		J386				
400.2	J400	N. PORT LAREDO (0.7)	BT	AX482		
400.9	YL	J401	S. PORT LAREDO (11.6)	BTY	AX482	
412.5			LAREDO	BTY	AX494	Yard

(152.1)

SI-01 MAIN TRACK AUTHORITY

CTC Between: MP 265.7 and MP 400.9.

CTC in effect on both connecting tracks to Del Rio Subdivision from Heafer Jct. and Wilhelm Jct.

Yard Limits: between MP 260.4 and MP 265.7; MP 400.9 and MP 412.5.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 260.4 and 412.5	
(Except as Below).....	60
260.4 and 265.7.....	20
292.9 and 293.2.....	50
300.5 and 303.1.....	50
345.0 and 399.2.....	50
399.2 (Over crossing).....	20+
399.2 and 400.9.....	50
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	
CP J268.....	40
CP J266.....	20
CP J278, CP J279, CP J339, CP J341, CP J370, CP J372, CP J384, CP J386, CP J261.....	15
3. Misc. Speed Restrictions	
Transfer Track (MP 260.8).....	15
Track No. 905.....	20
Connecting track to Del Rio Subdivision (MP 266.7).....	20
Connecting track to Del Rio Subdivision (MP 267.7).....	40
Port Laredo-North & South Wye Tracks... 10	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

- (#) 281.5
- (#) 299.3
- (#) 328.7
- (#) 342.7
- (#) 356.6
- (#) 378.2

SI-08 RULES ITEMS

Rule 1.45 Movement into and out of Transfer Trk. (CP J261) controlled by Twr. 121 on Radio Display 1414.

Rule 8.3 Exceptions:

Sosan-Main track switches at the following locations may be left lined as last used: Track No. 905 (MP 260.9); Saug crossover (MP 262.0); South main (MP 264.7); Quintana Road (MP 263.3. Laredo-Main track switch at MP 408.4 (RG Run-around). Approach these switches prepared to stop unless properly lined for movement.

ITEM 5. System Special Instructions-Exception:

Excessive dimension loads received in interchange at Laredo may be moved to Port Laredo, not beyond MP 397.0, without Manager Clearance and/or a track bulletin concerning movement. The conductor must notify other crew members of the presence of excessive dimension loads and dimensional loads before movement of the train.

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/TPOB

Maximum gross weight - 143 tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

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:

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.
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.
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.

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.

DEL RIO SUBDIVISION (0640)

Mile Post	Rule 6.3	CP #s	Radio Display: Kirby to Withers -1414 Withers to Del Rio: 9696 -(*59) San Antonio Yard -2626		Sta. #s	Siding Feet	
			WEST ▼ STATIONS	EAST ▲			
201.4 203.5	CTC	SA201	KIRBY		TI	SO211	9653
		SA203	(5.0)				
206.4	CTC 2MT	SA206	CP-SA206				
				(1.0)			
207.4			EAST YARD		BT	SO216	
			(0.6)				
208.0		SA208	TOWER 121			XB	
			(1.3)				
209.3			SAN ANTONIO			AX340	
			(1.7)				
211.0		SA211	TOWER 112			SO220	
			(1.6)			(X)UP(M)	
212.6		SA212	EAST TRANSFER (Trk.2)				
			(0.1)				
212.7		SA213	TOWER 105				
			(6.1)			(X)UP(M)	
218.8	CTC	J219	WITHERS			X	SO228
				(1.3)			
220.1		J220	ALAMO JCT.			X	
			(3.5)				
223.6 225.3		SA224	MACDONA			!	SO233
		SA226	(10.6)				8459
234.2		SA234	LACOSTE			!	SO244
235.9		SA236	(13.2)				8288
247.4		SA247	DUNLAY			!	SO257
249.1		SA249	(12.2)				8344
259.6		SA260	HONDO			!	SO269
261.4		SA262	(10.3)				8810
269.9		SA270	SECO			!	SO280
271.6		SA272	(7.8)				8341
277.7		SA278	SABINAL			!	SO288
279.4		SA280	(11.2)				8428
288.9		SA289	KNIPPA			!	SO299
290.6		SA291	(12.5)				8358
301.4		SA301	UVALDE			!	SO310
303.1		SA303	(13.9)				8305
314.3		SA314	OBI			!	SO324
316.0		SA316	(9.6)				8207
323.9		SA324	ODLAW			!	SO334
325.6		SA326	(8.9)				8271
332.8		SA333	ANACACHO			!	SO343
334.5		SA335	(7.2)				8365
340.0		SA340	SPOFFORD			TI	SO351
341.8		SA342	(13.6)				8843
353.6		SA364	PINTO			!	SO364
355.5		SA366	(8.4)				9212
362.0		SA362	AMANDA			!	SO372
363.7		SA364	(7.3)				8457
369.3		SA369	JOHNSTONE			!	SO379
371.0		SA371	(8.2)				8239
377.5		SA377	DEL RIO			BI	SO387
379.4		SA379					9214

(178.0)

SI-01 MAIN TRACK AUTHORITY

CTC Entire subdivision.
CTC on both connecting tracks to Laredo Sub at Withers and Alamo Jct.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed		MPH	
Between Mileposts		PSGR FRT	
201.4 and 206.3	30+ 30+	79	70
206.3 and 211.0	20 20	30	30
211.0 and 218.8	30 30	55	50
218.8 and 225.5	70 60	65	60
225.5 and 228.5	70 60	70	60
228.5 and 230.3	70 60	75	70
230.3 and 236.5	55 55	80	70
236.5 and 249.7	40 40	85	70
249.7 and 251.3	50 50	90	70
251.3 and 251.9	60 60	95	70
251.9 and 253.8	75 70	100	70
253.8 and 257.5	60 60	105	70
257.5 and 259.6	75 70	110	70
259.6 and 266.3	70 70	115	70
266.3 and 268.4	60 60	120	70
268.4 and 272.2	75 70	125	70
272.2 and 279.1	55 55	130	70
279.1 and 280.6	60 60	135	70
280.6 and 286.0	70 70	140	70
290.1 and 290.9	40 40	145	70
290.9 and 291.6	75 70	150	70
291.6 and 299.7	55 55	155	70
299.7 and 300.7	70 60	160	70
300.7 and 304.0	79 60	165	70
304.0 and 307.0	55 55	170	70
307.0 and 307.3	60 60	175	70
307.3 and 322.1	75 70	180	70
322.1 and 332.0	70 70	185	70
332.0 and 334.3	75 70	190	70
334.3 and 338.7	65 65	195	70
338.7 and 340.8	70 70	200	70
340.8 and 342.0	70 70	205	70
355.0 and 356.4	55 55	210	70
356.4 and 357.6	70 70	215	70
357.6 and 361.3	65 65	220	70
361.3 and 366.2	55 55	225	70
366.2 and 366.5	60 60	230	70
366.5 and 367.6	75 70	235	70
367.6 and 371.3	70 70	240	70
371.3 and 372.4	60 55	245	70
372.4 and 375.0	45 45	250	70
375.0 and 378.3	30+ 30+	255	70
378.3 and 379.4		260	70

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Dunlay and Uvalde	25
2. Dual Control Switch Turnouts	
Tower 121 crossover and Tower 112 crossover	10
Transfer Track (CP SA212)	15
3. Misc. Speed Restrictions	
Wye tracks: Cline, Spofford	10
Connecting track at Alamo Jct.	40
Transfer Track (Del Rio to Laredo Sub)	15
Connector Track Withers to Laredo Sub.	20

SI-04 MAIN TRACK DESIGNATIONS Two main tracks between MP 206.4 and MP 218.8.		
SI-05 MILEPOST EQUATIONS - None.		
SI-06 DTC BLOCK LIMITS - None.		
SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
% 221.9	(#) 292.8	% 366.6
(#) 227.7	& 296.3	& 369.2
% 231.9	& 304.7	(#) 374.0
% 238.1	(#) & 311.0	
(#) 243.0	% 318.2	
% 245.3	% 321.8	
% 251.2	(#) & 327.7	
(#) 257.4	% 337.0	
% 264.1	(#) & 345.5	
(#) & 274.5	% 351.1	
% 284.5	(#) 359.0	
& 287.9	& 362.0	
SI-08 RULES ITEMS		
<p>Rule 1.45: CTC between West siding switch Randolph and East Siding switch Macdona controlled by Control Operator at Tower 121.</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 at MP 378.5. 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. No normal position for east leg of Wye track switch from siding to Eagle Pass Sub. This switch may be left lined and locked as last used.</p> <p>Rule 10.3: Track and Time applies within the manual interlocking limits at Tower-112 and Tower-105.</p>		
SI-09 FRA EXCEPTED TRACKS		
FRA Excepted Track:		
Quincey Lead ---- Trk. 067		
HEB Lead ----- Trk. 761		
Cuero 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	SO276
Cline (T)	319.5	SO325
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;		
115 TPOB must not exceed 60 MPH;		
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 and inspectors are in the clear.		

SANDERSON SUBDIVISION (0647)

Mile Post	Rule 6.3	CP #s	Radio Display:		Sta. #s	Siding Feet
			WEST STATIONS	EAST		
			Del Rio to Sanderson: 9696 -(*59) Sanderson to Alpine: 1414 -(*60)			
379.4	CTC	SA379	DEL RIO (11.0)		B SO387	
390.4		SA390	AMISTAD (10.5)		! SO400	10345
392.4		SA392				
403.8		SA404	FEELY (8.5)		! SO411	8370
405.6		SA406				
412.3		SA412	COMSTOCK (10.2)		! SO420	10649
414.4		SA414				
422.5		SA422	LJULL (8.0)		! SO430	8396
424.3		SA424				
430.5		SA431	SHUMLA (11.0)		! SO438	9027
432.4		SA433				
441.5		SA441	LANGTRY (14.2)		! SO449	9410
443.4		SA443				
455.7		SA456	PUMPVILLE (8.6)		! SO463	8275
457.4		SA458				
464.3		SA464	MALVADO (11.7)		! SO473	9345
466.6		SA466				
476.0		SA476	SHAW (6.1)		! SO483	8345
477.7		SA478				
482.1		SA482	DRYDEN (8.9)		! SO489	8747
483.8		SA484				
491.0	SA491	MOFETA (8.4)		! SO498	8356	
492.8	SA493					
499.4	SA499	FEODORA (6.8)		! SO507	8182	
501.1	SA501					
506.2	SA506	SANDERSON (8.9)		B! SO513	9061	
516.9	SA517					
524.0	SA524	EMERSON (8.2)		! SO522	8470	
525.8	SA526					
532.2	SA532	LONGFELLOW (7.4)		! SO530	8361	
533.9	SA534					
539.6	SA540	ROSENFELD (5.5)		! SO538	8386	
541.3	SA542					
545.1	SA545	MAXON (6.5)		! SO543	8535	
547.0	SA547					
551.6	SA552	TESNUS (8.3)		! SO550	8322	
553.3	SA554					
559.9	SA560	HAYMOND (6.8)		! SO558	8268	
561.7	SA562					
566.7	SA567	WARWICK (10.2)		! SO565	8209	
568.3	SA569					
576.9	SA577	MARATHON (6.5)		! SO575	8385	
578.6	SA579					
583.4	SA583	LENOX (7.5)		! SO582	8377	
585.1	SA585					
590.9	SA591	ALTUDA (8.9)		! SO589	8757	
592.7	SA593					
599.8	SA600	STROBEL (6.5)		! SO598	8056	
601.5	SA602					
606.3	SA606	ALPINE HOLD OUT (2.2)				
608.5	SA608	ALPINE JCT. (1.3)			SO606	
609.3	SA609	ALPINE SIDING			SO607 8314	
610.7	SA611					
(222.4)						
SI-01 MAIN TRACK AUTHORITY						
CTC Entire Subdivision						

SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
379.4 and 610.7		
(Except as Below).....	79	70
379.4 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.....	70	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
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 609.7.....	50	50

SANDERSON SUBDIVISION (0647)

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 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		
% 381.5	% 474.0	(%) 580.7
(%) 386.0	% 480.0	% 587.9
& 388.2	# 485.1	# 595.6
% 395.6	% 488.3	% 597.7
(%)& 398.7	% 494.8	(%) 603.9
% 408.0	(%) 497.2	
% 410.4	% 503.7	
(%) 417.2	% 519.5	
% 424.2	(%) 521.5	
% 427.9	% 527.9	
(%) 434.4	% 530.0	
% 439.3	% 536.8	
% 446.1	(%) 538.7	
(%) 448.4	% 543.2	
% 452.9	% 549.1	
(%) 459.2	(%) 557.3	
& 462.7	% 564.2	
(%)& 471.9	(%) 571.1	
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 13.6.1, freight trains must stop and inspect entire train for dragging equipment before reaching the bridge.		
Rule 6.32.5: Alpine Crossing Gates at road crossing, MP 607.1, 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: 132 TPOB must not exceed 45 MPH; 115 TPOB must not exceed 60 MPH; 110 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 and inspectors are in the clear.

EAGLE PASS SUBDIVISION (0646)

Mile Post	Rule 6.3	CP #s	Radio Display Spofford to Eagle Pass: 9896 -(*59)		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST		
0.0	TWC		SPOFFORD (12.4)	TY	SO351	
12.4			CARL (9.6)		TO365	10000
22.0			HORAN (12.5)			
32.5	YL		EAGLE PASS	BY	TO384	

(32.5)

SI-01 MAIN TRACK AUTHORITY

TWC 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	MPH
Between Mileposts	
0.0 and 32.5	
(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
Horan-BNSF auxiliary track.....	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

- (#) 6.0
- % 14.5
- (#) 25.7
- % 31.0

SI-08 RULES ITEMS

Auxiliary Track: at Horan must not be used without permission from BNSF Railroad.

Rule 8.3 Spofford: Wye track switch on Eagle Pass Sub. must be left lined for east leg of wye track. East and west leg of Wye track switches, from siding to Eagle Pass Sub may be left lined and locked as last used.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Ryans Ruin	23.9	TO376
Clarks Park	27.7	

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: - 143 tons

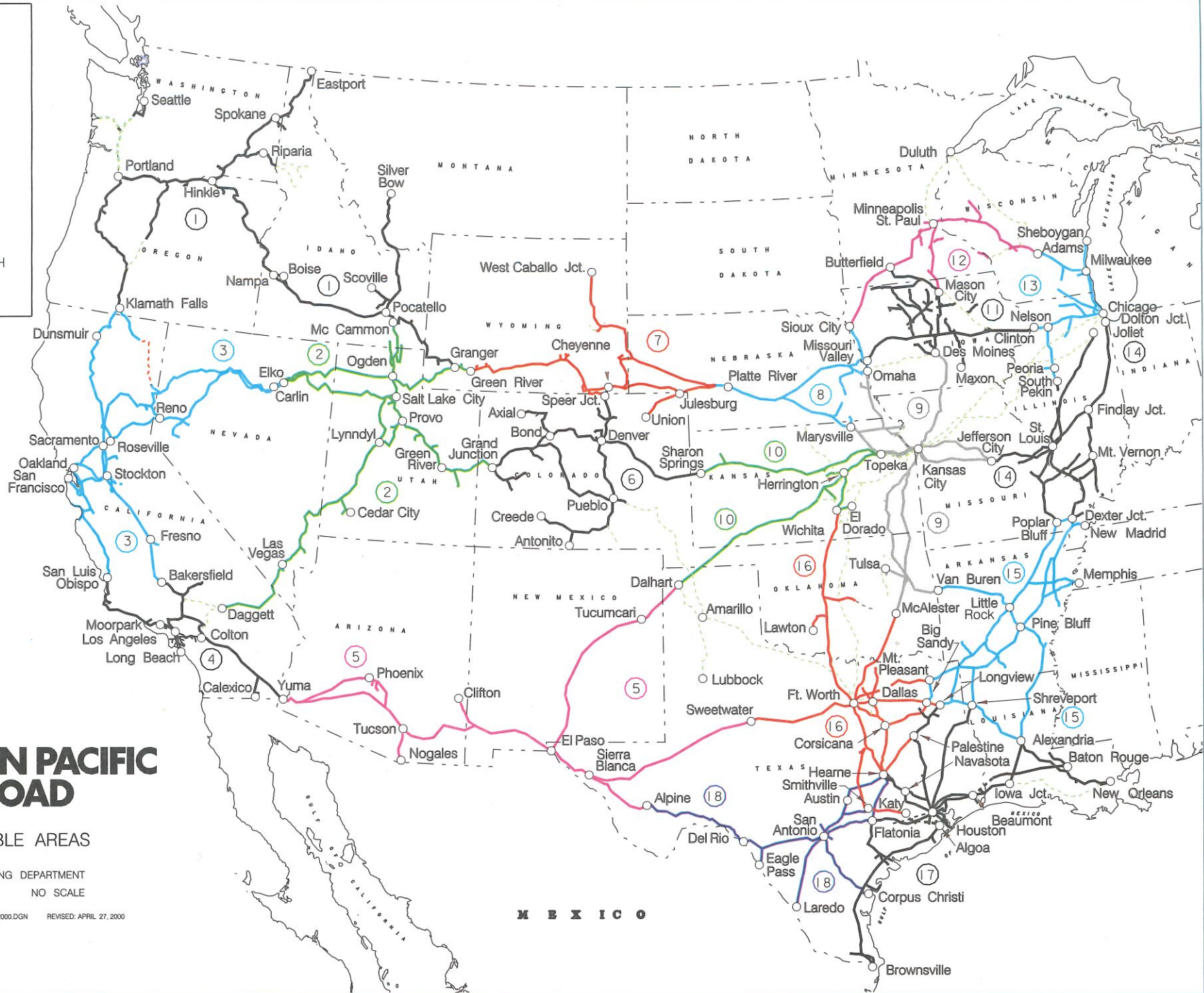
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

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.

LEGEND

- 1 PORTLAND
- 2 SALT LAKE
- 3 ROSEVILLE
- 4 LOS ANGELES
- 5 EL PASO
- 6 DENVER
- 7 NORTH PLATTE
- 8 COUNCIL BLUFFS
- 9 KANSAS CITY
- 10 SALINA
- 11 IOWA
- 12 TWIN CITIES
- 13 CHICAGO
- 14 ST. LOUIS
- 15 N. LITTLE ROCK
- 16 DALLAS/FT. WORTH
- 17 HOUSTON
- 18 SAN ANTONIO
- TRACKAGE RIGHTS



UNION PACIFIC RAILROAD

TIME TABLE AREAS

THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE

FILE Q:\TT_MAPS\TT_SYSTEM_MAP_2000.DGN REVISED: APRIL 27, 2000

MEXICO



SAFETY
IS MY
PERSONAL
RESPONSIBILITY