

## 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 ▲		
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			TAYLOR (5.5)	TB	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)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
(170.5)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
<p><b>CTC Between</b> 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).</p> <p><b>CTC in effect</b> CP Q090 to Austin Jct. (Ennis Sub) on connector track. Movement authority on this track controlled by the Austin Sub dispatcher.</p> <p><b>TWC Between</b> MP 236.8 (Trk.2) and MP 259.8 (Trk.2).</p> <p><b>ABS Between</b> MP 236.8 (Trk.2) and MP 259.8 (Trk.2).</p> <p><b>Yard Limits between</b> MP 259.1 (Trk.1) and Tower 105</p>						

# AUSTIN SUBDIVISION (0528)

<b>SI-02 MAXIMUM SPEED TABLE</b>			
Maximum Speed	MPH		
<b>Between Mileposts</b>			
<b>89.6 and 260.4 (Trk.1)</b>	<b>PSGR</b>	<b>FRT</b>	
(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+	
<b>Between Mileposts</b>			
<b>208.3 (Trk.2) and 259.8 (Trk.2)</b>	<b>PSGR</b>	<b>FRT</b>	
(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	

<b>SI-03 OTHER SPEED RESTRICTIONS</b>	
Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Siding Marjorie.....	10
<b>2. Dual Control Switch Turnouts</b>	
CP Q145.....	15
<b>3. Misc. Speed Restrictions</b>	
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)AUAR (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 WRRC 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.