

BROWNSVILLE SUBDIVISION (0542)

Mile Post	Rule 6.3	CP #'s	Radio Display: Bloomington to Brownsville: 2020 - (*53)		Sta. #'s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
221.0 219.1	CTC	H221	BLOOMINGTON	BT	B 219	Yard
216.0		H219	(5.0)			
206.0 204.4	TWC	H206 H205	BARGE CANAL	(MID)		
193.4				INARI		B 205
180.8	CTC		GRETA		B 193	7252
161.8				WOODSBORO		B 180
161.2 159.0	TWC	J162	SINTON JCT.		B 163	
156.4			J161 J159	SINTON		B 162
154.6	TWC	J156	N.ODEM (Hold Signal)			
154.5			J155	ODEM	TY	B 155
142.2 141.4	TWC		(X)UP(S)			
118.3			RC142 RC141	ROBSTOWN		B 141
98.0	TWC		KINGSVILLE	(X)TM(A)	B 119	Yard
77.9				SARITA		B 098
67.1	TWC		ARMSTRONG		B 077	7456
48.0				NORIAS		B 068
26.9	TWC		RAYMONDVILLE		B 046	5730
25.6				HARLINGEN JCT.		
19.0	TWC		HARLINGEN	BTY	B 025	Yard
7.6				SAN BENITO		B 019
0.7	YL		OLMITO JCT.			
			BROWNSVILLE	BY	B 000	Yard

(220.3)

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 221.0 and MP 204.4;
MP 161.8 and MP 154.6.
TWC Between MP 204.4 and MP 161.8;
MP 153.0 and MP 6.0.
Yard Limits Between MP 154.6 and MP 153.0;
MP 119.0 and MP 114.9;
MP 28.2 and MP 22.2;
MP 6.0 and End of track .

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 221.0 and 204.3	
(Except as Below).....	50
219.3 and 219.0.....	25
216.1 and 216.0.....	35
Between Mileposts 204.3 and 0.7	
(Except as Below).....	49
186.8 and 184.9.....	25
155.1 and 154.5.....	20
141.5 and 141.4.....	25
48.0 and 45.4.....	35
42.2 and 41.4.....	40
22.1 and 18.0.....	35+

UP RR Passenger Trains: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at ten (10) MPH above maximum authorized speed for freight trains.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts Greta, Woodsboro.....	10
2. Dual Control Switch Turnouts. CP J155.....	10
3. Misc. Speed Restrictions All Wye tracks at Odem.....	10

SI-04 MAIN TRACK DESIGNATIONS

CP RC141 at MP 141.4 located on the siding is designated as "Laredo Jct". The "RC" part of this control point number and RC142 refers to the fact that these switches are Radio Controlled.

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 209.9	(#) 148.5	(#) 74.0
(#) 189.7	(#) 134.2	(#) 54.0
(#) 178.8	(#) 114.0	(#) 34.4
(#) 167.5	(#) 98.6	(#) 14.5

SI-08 RULES ITEMS

Rule 8.3: Exception - Following switches may be left lined and locked as last used. Trains must approach these switches prepared to stop unless know the switch is in proper position for movement.
* Both switches of the northwest Wye track MP 132.1 (Corpus Christi Sub.) to MP 154.4 (Brownsville Sub.).
* Switches within Yard Limits between Harlingen and Brownsville as follows:
- Varmicon track switch at MP 27.1;
- Drill track switch at MP 25.2;
- Storage track switch at MP 0.8.

BROWNSVILLE SUBDIVISION (0542)

SI-09 FRA EXCEPTED TRACKS
Brownsville Track Nos.: 110, 111, 701 thru 708.
Russeltown Track Nos.: 765, 766, 767.
San Benito Track Nos.: 113, 771, 774.
Harlingen Track Nos.: 790, 791, 815, 820, 504, 505, 805, 806, 807, 808, 605, 606, 803, 812, 813.
Sebastain Track No. 792.
Raymondville Track Nos.: 780, 781, 782.
Armstrong Track No.: 773.
Kingsville Track No.: 501
Bishop Track No.: 106.
Driscoll Track No.: 730.
Robstown Track Nos.: 718 and 621.
Lon Hill Track No.: 716.
McFaddin Track No.: 820.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
McFaddin N.....	209.6	B 209
Refugio S.....	186.0	B 186
Cranell S.....	173.5	B 174
Corpus Christi Filtration S.....	147.3	. . .
Lon Hill N.....	146.7	. . .
Nueces N.....	138.6	B 139
Driscoll	131.9	B 132
Bishop	125.2	B 125
Chemcel	123.2	B 123
Ricardo	112.1	B 112
Lyford S.....	41.2	B 041
Sebastian N.....	37.1	. . .
Russelltown	14.1	B 014

SI-11 INDUSTRIAL LEADS
Kosmos Industrial Lead: (0547) Off main track at Sinton Jct.(CP J162). MP 0.0 to Kosmos MP 29.3. Maximum speed 20 MPH except:
 MP 7.3 to MP 8.3....10 MPH
 MP 14.5 to MP 15.2....10 MPH
 Maximum Gross Weight - 134 tons, except Loaded Unit Rock Trains may handle cars up to 143 tons and must not exceed 10 MPH over the entire Industrial Lead.
 FRA Excepted Tracks:
 Gregory tracks 110, 111, 500, 715.
 Taft track 701.
 Aransas Pass tracks 720, 725.

Business Tracks	MP	Sta.#'s
Taft	7.4	BF106
Gregory	15.2	BF114
Reynolds	17.2	. . .
OXY Chemical	19.1	. . .
ALER Marine	23.7	. . .
Aransas Pass	26.5	BF125
Kosmos	29.3	BF128

Sinton Industrial Lead: (0548) Sinton Jct. (CP J162) northward 1.8 miles to Sinton (B 162). Maximum Gross Weight 125 tons.

Santa Rosa Industrial Lead: (0549) MP 0.0 (Harlingen Jct.) westward to MP 11.5. Entire lead and all business tracks are FRA Excepted track.

Business Tracks	MP	Sta.#'s
Santa Rosa	7.9	BB039
Rogers Lacy	10.6	BB042

Mission Industrial Lead: (0545) Harlingen from MP 0.0 to MP 1.0. FRA Excepted track from MP 1.0 to end of track.

SI-12 TONNAGE RESTRICTIONS/TPOB
Max. Gross Weight: Odem to Brownsville-143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS
Tex-Mex Railroad (Robstown): All movements on Tex Mex RR will be governed by General Code of Operating Rules, Tex Mex timetable, Special Instructions and general orders.
Sidings at Norias and Sarita equipped with derrails and must not be used for meeting or passing trains unless otherwise instructed by the train dispatcher.
Laredo Jct. (MP 141.4 on siding) is a (RC) radio controlled dual control switch normally lined for siding track movement. Reverse switch operation is by radio control using Radio Display 2020 as follows:

Authority-Trains or engines operating from Tex-Mex RR to Robstown siding must obtain authority from the Brownsville Subdivision dispatcher before operating dual control switch.

Signal Indication-Southward or Northward movements continuing on siding will activate signals to display lunar over red aspect (southbound) or lunar aspect (northbound). Southbound or Northbound movements through Tex-Mex connection will display red over green, red over yellow or red over red. If the signal displays other than the desired indication, movement must stop and hand-operate switch as outlined in Rule 9.13.1.

Remote Switch Operation-To operate switch by radio for southward movement from siding to Tex-Mex connection or Northward from Tex-Mex to siding, after train has entered approach track identified by wayside sign reading "SWITCH CONTROL" press 3 # 2 1 (three, pound, two, one) on radio tone-pad or hand held encoder. Signal governing movement over switch will display a proceed indication. If signal governing movement over switch displays other than a proceed indication, movement must stop and hand-operate switch as outlined in Rule 9.13.1. After movement clears the switch control circuit, it will return to normal position.

Speed-Do not exceed 10 MPH through turnout to or from siding and Tex-Mex RR.

BROWNSVILLE SUBDIVISION (0542)**SI-14 MISC. INSTRUCTIONS Cont...**

Robstown (MP 142.2): North siding switch is a (RC) radio controlled dual control switch for movement to or from main track to siding. Southward trains approaching this switch will encounter a wayside sign labeled "SWITCH CONTROL" at MP 1441. To reverse switch, use Radio Display 2020 as follows:

Authority-Trains or engines operating from Robstown siding to main track must obtain TWC authority from the Brownsville Subdivision dispatcher before operating the dual control switch. Movements continuing on the main track beyond the north switch must obtain TWC authority from the Brownsville Subdivision Dispatcher regardless of signal indication.

Signal Indication-Movements continuing on the main track will display green over red aspect for southbound movement and green aspect for northbound. Movements through the turnout will display red over green or red over yellow aspect for southward movement and green aspect for northward movement. If signal displays other than desired indication, movement must stop and hand-operate the switch as outlined in Rule 9.13.1.

Remote Switch Operation-For Southward or Northward movement through this switch, within 60 seconds after passing the "SWITCH CONTROL" sign, press 1 # 2 3 (one, pound, two, three). Signal governing movement over the switch will display a diverging route aspect for southward movement and a proceed aspect for northward movement. If signal displays other than the desired aspect, movement must stop and hand-operate the switch as outlined in Rule 9.13.1.

(Note: If movement is further desired to enter the Tex-Mex connection off the siding, comply with instructions for that switch within 60 seconds after entering the radio combination for the north siding switch.)