

# LORDSBURG SUBDIVISION (0678)

Radio Display: Piedras St. to Lizard - 014-014 *10 Lizard to Afton - 096-096 *10 Afton to Vail Crossovers - 008-008 *60 Vail Crossovers to 36th St. - 014-014 *65 Santa Teresa Intermodal Ops - 058-058						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST EAST Stations/Control Points	Sta. #s	Siding Capacity
826.9 =1298.5		CTC 6MT	SA827	EL PASO (PIEDRAS ST.) XBT	TP860	
1298.0			S1301	EAST LEG WYE TX		
1297.9			S1300	TOWER 47 WEST XBT	TP859	
1297.7			S1299	CP S1299 X		
1297.6			S1297	CAMPBELL STREET (0.3)		
1297.6			S1296	CIVIC CENTER X		
1296.5		CTC 3MT	S1295	AMTRAK DEPOT (off MT 4)		1290
1296.2			S1294	TOWER 196 (MT 4) (1.5)		
1296.0		CTC 2MT	S1294	ICEHOUSE X		
1295.7			S1285	LIZARD (6.2)	(11-2)X	SP012
1295.4			S1280	TARMAC (2.2)	(11-2)X	
1294.2			S1277	EAST STRAUSS (0.3)	X	
1293.6			S1276	EAST FUEL X		
1285.3						
1285.1						
1279.1						
1279.0						
1276.9						
1276.7						
1276.6						
1276.4						
1276.4	CTC TRACKS		FUEL TRACKS 6 THRU 12 (2.6)			
1273.8						
1273.8	CTC 2MT	S1274	WEST FUEL X			
1273.6						
1273.5		S1273	WEST STRAUSS (2.2)	X		
1273.4		S1271	SANTA TERESA TERMINAL (3.3)	(11-2)X	SP020	
1271.3		S1268	LANARK (9.8)	(11-2)X	SP029	
1271.1		S1258	AFTON (10.3)	(11-2)X	SP039	
1268.0		S1248	ADEN (10.5)	(11-2)X	SP050	
1267.8		S1237	DONA (9.6)	(11-2)X	SP060	
1258.2		S1228	AKELA (10.5)	(11-2)X	SP069	
1257.9		S1217	CARNE (10.2)	(11-2)X	SP078	
1247.9		S1207	DEMING JCT. (7.8)	(11-2)X	SP090	
1247.6		S1199	TUNIS (2.0)	(11-2)X		
1237.4		S1197	WEST TUNIS (MT 2) (7.6)	!	SP100 8286	
1237.1		S1190	GAGE (9.4)	(11-2)X	SP110	
1227.8	S1180	COUNTY LINE (2.3)	(11-2)X	SP119		
1227.6	S1178	WILNA (MT 2) (8.2)	!	SP121 8312		
1217.3	S1176	BORROW PIT (9.5)	(11-2)X	SP129		
1217.0						
1207.1						
1206.9						
1199.3						
1199.0						
1197.3						
1189.7						
1189.4						
1180.3						
1180.0						
1178.0						
1176.2						
1169.8						
1169.6						

Mile Post	Track Layout	Rule	CP #s	WEST EAST Stations/Control Points	Sta. #s	Siding Capacity	
1160.3		CTC 2MT	S1160	LISBON (MT 2) !	SP139	8406	
1158.5							
1158.2			S1158	(10.5)	(11-2)X		
1149.8			S1150	LORDSBURG (MT 1) B	SP149	10846	
1147.6			S1148	(3.2)			
1146.6			S1146	LORDSBURG JCT. (4.3)	(11-2)X		
1146.2							
1142.3			S1142	GARY (MT 1) !	SP157	8246	
1140.6			S1141	(3.4)			
1138.9			S1139	ALKALI FLATS (9.2)	(11-2)X	SP160	
1138.7			S1130	STEINS (3.5)	X	SP169	
1129.7			S1126	CAVOT (5.2)	X		
1129.5			S1121	VANAR (11.6)	X	SP176	
1126.2			S1109	KARRO (11.0)	(11-2)X	SP188	
1126.0			S1098	BOWIE (MT 1) !	SP200	7989	
1120.9			S1097	(9.9)	(11-2)X		
1109.4			S1089	LUZENA (7.1)	(11-2)X		
1109.1			S1081	RASO (8.8)	(11-2)X	SP215	
1098.4			S1072	W L L COX (11.1)	(11-2)X	SP223	
1096.7			S1061	APACHE (11.2)	T(11-2)X	SP238	
1096.5							
1088.5							
1088.3							
1081.4							
1081.1							
1072.6							
1072.3							
1061.5							
1061.2							
1050.3	S1050	TULLY (6.7)	X	SP254			
1050.2	S1044	SIBYL (8.6)	X	SP260			
1043.6	S1035	FENNER (5.6)	X	SP265			
1043.5	S1029	CHAMISO (6.0)	X	SP273			
1035.0	S1023	MESCAL (14.9)	X	SP276			
1034.9							
1029.4							
1029.2							
1023.4							
1023.2							
1008.5							
1000.1	S1000	VAIL XOVERS (3.0)	X	SP298			
999.9	SP997	EAST KOLB (MT 2) (3.2)					
997.1	SP994	WEST KOLB (6.0)	X				
993.9	SP988	36TH STREET X	SP313				
993.7							
987.9							
987.7							
(309.5)							

# LORDSBURG SUBDIVISION (0678)

**SI-01 MAIN TRACK AUTHORITY**

**CTC Entire Subdivision.**

**PTC between:**

CP SA827 and CP SP988.

**Deming:** Movement over SWRR trackage between East MP 1130.6(SWRR) and West MP 5.7(SWRR) governed by the General Code of Operating Rules, UPRR Sunset Area timetable and UPRR System Special Instructions. Rule 6.13 (Yard Limits) is in effect on SWRR main track within these limits. Maximum speed on SWRR trackage, including main track, is 10 MPH.

**Benson:** Operation over trackage of the San Pedro & Southwestern Railroad is governed by the General Code of Operating Rules, UPRR Sunset Area Timetable and UPRR System Special Instructions. UPRR trains and engines must not operate beyond SPSR MP 1.0. Within this territory Rule 6.13 Yard Limits is in effect. Maximum speed is 10 MPH.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH	
Between Mileposts	PSGR FRT	
<b>1298.5 and 987.9</b>		
<b>(Except as Below)</b>		
1298.5 and 1296.7 MT 1,2	30	30
1298.5 and 1298.3 MT 6	20	20
1298.3 and 1296.7 MT 3,4,5,6	20	20
1296.7 and 1295.5 MT 1,2,4	20	20
1295.5 and 1293.8 MT 4	40	40
1295.5 and 1276.6 MT 1,2	40	40
1247.5 and 1244.2	75	70
1130.2 and 1128.8	55	50
1128.8 and 1124.4	45	40
1124.4 and 1121.4	55	50
1091.0 and 1082.7	65	60
1058.0 and 1052.4	55	50
1052.4 and 1051.7	45	40
1051.7 and 1041.9	40	40
1041.9 and 1036.8	45	40
1036.8 and 1023.1	55	45
1023.1 and 1017.9 MT 2	40	40
1017.9 and 1014.1 MT 2	60	40
1014.1 and 1004.4 MT 2	25	25
1023.1 and 1020.9 MT 1	40	40
1020.9 and 1009.3 MT 1	65	60
1009.3 and 1008.4 MT 1	60	55
1008.4 and 1007.4 MT 1	55	50
1007.4 and 1005.5 MT 1	70	60
990.3 and 988.4	55	55
988.4 and 987.9	40	40

**SI-03 OTHER SPEED RESTRICTIONS**

**Maximum Speed** **MPH**

**1. Thru Sidings & Turnouts.**

All dual control switches and turnouts at and between West Strauss and East Strauss ..... 30  
 Amtrak Depot ..... 10

**2. Dual Control Switch Turnouts.**

**Crossovers:**  
 Santa Teresa Terminal, Lanark, Afton, Aden, Dona, Akela, Carne, Deming Jct., Tunis, Gage, County Line, Borrow Pit, CP S1158, CP S1146, Alkali Flats, Karro, CP S1097, Luzena, Willcox, CP SP994 ..... 50  
 Icehouse, Lizard, Tarmac, Raso, Apache, Vail, 36th St ..... 40  
 To Clifton Industrial Lead at CP S1146 ..... 30  
 Civic Center, Campbell Street, East Leg Wye, all crossovers in Trainway, CP S1301, CP SP997 (turnout to Port of Tucson Lead), CP SP994 (turnout to track 122) ..... 10

**3. Misc. Speed Restrictions.**

East Intermodal Lead between CP S1279 and CP S1280 ..... 40  
 West Intermodal Lead between CP S1271 and CP S1272 ..... 40  
 Track 7 (west fueling lead) between CP S1271 and CP S1273 ..... 30  
 Track 10 (east fueling lead) between CP S1277 and CP S1280 ..... 30  
 Santa Teresa fueling tracks 6 thru 12 between CP S1273 and CP S1276 ..... 30  
 Hand operated crossover west end of Main Tracks 3 & 4 (MP 1296.6) ..... 10  
 Bowie: All Arizona Eastern RR tracks. 5  
 Apache: MP 1061.7 Arizona Electric Power Inc., within plant inside gate with bell ringing ..... 5  
 Willcox: All Industrial tracks ..... 5  
 El Paso: On/Off diesel facility turntable ..... 3

**4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)**

## LORDSBURG SUBDIVISION (0678)

### SI-04 MAIN TRACK DESIGNATIONS

**Six main tracks between:**

CP SA827 and CP S1297.

**Between CP SA827 and CP S1297**

6 main tracks are designated as follows:

- MT 1: north track;
- MT 2: second track to south;
- MT 3: third track to south;
- MT 4: fourth track to south;
- MT 5: fifth track to south;
- MT 6: sixth track to south.

**Three main tracks between:**

CP S1297 and CP S1294.

**Between CP S1297 and CP S1294**

3 main tracks are designated as follows:

- MT 1: north track;
- MT 2: second track to south;
- MT 4: third track to south.

**Two main tracks between:**

CP S1294 and CP S1276;

CP S1274 and CP SP988.

**MT 1 is designated as:**

North track between Mescal and MP 1008.5;  
 South track between MP 1008.5 and MP 987.7.  
 (To and including eastward signal at CP SP988).

**MT 2 is designated as:**

South track between Mescal and MP 1008.5;  
 North track between MP 1008.5 and MP 987.7.  
 (To and including eastward signal at CP SP988).

### SI-05 MILEPOST EQUATIONS

**MT 1:**

- MP 1298.48 = MP 826.92 (Valentine Sub.);
- MP 1292.88 = MP 1293.00;
- MP 1125.11 = MP 1125.25;
- MP 1044.48 = MP 1045.00;
- MP 1040.26 = MP 1040.60;
- MP 1021.63 = MP 1023.00

**MT 2:**

- MP 1298.48 = MP 826.92 (Valentine Sub.);
- MP 1298.45 = MP 1298.47;
- MP 1292.49 = MP 1293.00;
- MP 1125.11 = MP 1125.25;
- MP 1044.48 = MP 1045.00;
- MP 1040.26 = MP 1040.60;
- MP 1021.87 = MP 1023.00

### SI-06 RCL OPERATIONS

**Remote Control Areas:**

Gila, Nogales, Lordsburg Subdivisions: Remote Control Area with limits of MP 977.8 (Stockham) on the Gila Sub, MP 997.0 (Wilmot) on the Lordsburg Sub, and MP 5.5 on the Nogales Sub., including all main tracks, industrial leads and yard tracks.

**Remote Control Zones:**

See Valentine Subdivision for El Paso area zone information and Gila Subdivision for Tucson area zone information. See Superintendent Bulletins for detailed RCL operation information.

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 1295.0 MT 4	% 1201.1	(#)+ 1119.0
% 1291.7 MT 2	% 1197.2 MT 1	% 1112.7
% 1291.5 MT 1	% 1195.6	% 1110.9
(#)+ 1287.8	% 1193.9	% 1107.4
% 1281.3	(#)+ 1193.3	% 1105.6
% 1269.9	% 1192.5	% 1103.8
(#)+ 1266.5	% 1191.1	(#)+ 1102.6
% 1264.1	% 1187.8	% 1102.0
% 1262.0	% 1186.0	% 1100.2
% 1260.0	% 1184.8	% 1098.3 MT 2
(#)+ 1256.1	(#)+ 1182.9	% 1094.3
% 1254.3	% 1181.8	% 1091.8
% 1252.6	% 1177.8 MT 1	% 1090.4
% 1251.2	% 1176.3 MT 1	(#)+ 1087.4
% 1249.5	% 1174.6	% 1086.8
% 1246.2	% 1172.8	% 1085.0
(#)+ 1244.2	% 1171.3	% 1078.9
% 1242.7	% 1167.8	(#)+ 1077.0
% 1240.7	% 1165.9	% 1074.8
% 1239.0	(#)+ 1165.0	% 1070.5
% 1235.4	% 1164.1	% 1068.7
(#)+ 1234.0	% 1162.2	% 1067.0
% 1231.6	% 1160.1 MT 1	% 1065.1
% 1229.7	% 1156.3	(#)+ 1064.0
(#)+ 1226.0	% 1154.8	% 1059.3
% 1224.0	% 1153.2	(#)+ 1051.8
% 1222.3	(#)+ 1152.0	% 1046.2
% 1219.3	% 1149.8 MT 2	% 1041.2
(#)+ 1215.4	% 1148.3 MT 2	(!)+ 1036.7
% 1213.8	% 1144.4	& 1030.7
% 1212.2	% 1142.7 MT 2	(#)+ 1025.9
% 1210.8	% 1140.6 MT 2	% 1017.5 MT 2
% 1209.0	(#)+ 1136.9	(#)+ 1013.1 MT 2
% 1204.9	% 1135.3	(#)+ 1012.9 MT 1
% 1203.0	% 1133.6	(#)+ 997.9
(#)+ 1202.2	% 1131.9	% 991.5

Detectors at MP 1030.7 and MP 1036.7 protect structure at MP 1033.7.

High Wide detector located at MP 1030.7 equipped with recall feature. Detector will transmit the last train exit message when the detector milepost location and track number are entered on radio keypad. Example: Pressing the numbers "103071" will recall the last train exit message at the detector located at MP 1030.7 on MT 1.

**SI-08 RULES ITEMS**

**Joint UPRR-BNSF Levee Track:** Crossing BNSF connection to International Bridge located 387' North of the center of the BNSF International Bridge. STOP signs are located on both sides of the BNSF connection to the International Bridge. Movements over this crossing may be made after stopping and crew member has preceded the movement.

**Rule 5.8.4:** Item 9 of the System Special Instructions applies at:  
MP 1208.16 (Ruby Street) DOT# 741963R;

applies at:  
MP 1098.46 (Central Ave.) DOT# 741403J;

applies at and between:  
MP 1076.04 (Pattie Road) DOT 741399W and  
MP 1074.75 (Maley Street) DOT# 741397H;

applies at:  
MP 1053.89 (Dragoon Road) DOT# 741390K.

**Rule 6.8:** Does not apply at the following locations:  
\* Main tracks 5 & 6 at Piedras St. fueling facility for eastward trains.  
\* Main tracks 3, 4, 5 & 6 at Campbell St.

**Rule 7.6:** Cars set out on any track at Benson must have a minimum of fifty percent (50%) of operable hand brakes applied with a minimum of two operable hand brakes if two cars are set out.

**Rule 8.3 Benson:** The normal position for the wye switch is for movement from the SPSW RR to the east leg of wye. Switch must be left lined and locked in normal position when not in use. Cars must not be left on west leg of wye.

**Rule 8.20:** Flop-over derails on all tracks within SPSW RR Yard must be left lined and locked in the derailing position after use by Union Pacific crews. Missing or defective locks must be reported to the train dispatcher immediately.

**Rule 10.1:** CTC in effect on the following tracks at Santa Teresa:  
Fueling tracks 6 thru 12  
between CP S1273 and CP S1276;  
Track 7 between CP S1271 and CP S1273;  
Track 10 between CP S1276 and CP S1280;  
West Intermodal Lead between  
CP S1271 and CP S1272;  
East Intermodal Lead between  
CP S1279 and CP S1280.

**Rule 10.2:** During new construction, a work train may clear at a hand operated switch not equipped with an electric switch lock or signal governing movement to a CTC track when the clearing switch is:

- \* Equipped with an engineering department lock.
- \* Exclusively operated by an engineering department employee.

Note: This does not change the requirement to obtain CTC authority prior to occupying the track where CTC is in effect.

**Rule 15.1 El Paso:** When track warrant contains the station name El Paso as either the 'From' or 'To' station on the address, the track warrant will include a list of all track bulletins in effect between MP 1290.0 and Belen and between Tower 47 West and Planeport.

**Rule 15.1 Santa Teresa:** When track warrant contains the station name "Santa Teresa" as either the 'From' or 'To' station on the address, the track warrant will include a list of all track bulletins in effect between MP 1258.1 and 1298.4 on the Lordsburg Subdivision.

**SI-09 FRA EXCEPTED TRACKS**

**El Paso: Yard 05**  
(Dallas St. Yard MP 1296.2 to MP 1297.3):  
Tracks 700, 701.

(Piedras St. Roundhouse MP 1297.3 to MP 1297.6):  
Tracks 500 - 509.

**Overland Yard:**  
All tracks except tracks 123, 501 and 012.

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Phelps Dodge, Separ .....	1172.0	SP131
Dragoon (MT 1)W .....	1053.4	SP244
Benson (MT 2) .....	1032.6	SP268
Marsh (MT 1)W .....	1012.4	SP288
Wilmot .....	994.8	SP306

**SI-11 INDUSTRIAL LEADS**

**Grade Crossings:** All movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

**International Industrial Lead (0649)**  
2.8 miles. MP 0.0 to MP 2.8.  
Maximum Gross Weight Restrictions:  
143 Tons, Restrictions A and S.  
Wye (Trk. 122 & Trk. 100) MP 0.0 ..... 10 MPH

**Clifton Industrial Lead (0690)**  
3.4 miles. MP 1146.6 to MP 1150.0.  
Maximum Gross Weight Restrictions:  
134 Tons, Restrictions A and S.  
Maximum speed 10 MPH.  
Movements beyond MP 1150.0 are governed by Arizona Eastern Railroad.

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum Gross Weight Restrictions:**  
MP 987.7 to MP 1285.3:  
158 Tons, Restrictions A and N;  
MT 1: MP 1285.3 to MP 1296.5:  
158 Tons, Restrictions A and N;  
MT 2: MP 1285.3 to MP 1296.5:  
158 Tons, Restrictions A and O;  
MT 4: MP 1293.5 to MP 1296.5:  
158 Tons, Restrictions A and O;  
MP 1296.5 to MP 1298.5:  
158 Tons, Restrictions A and N.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed
80+ to 100	N/A	65 MPH
100+ to 132	N/A	60 MPH
Over 132	N/A	45 MPH

**SI-13 TRAIN MAKE-UP RESTRICTIONS**

Intra-Yard Cross Haul trains may be handled with up to 1250 tons per powered axle (TPA).

SSI Item 5-B Maximum Train Length:  
Auto Trains: A train made up entirely of loaded multi-level cars (auto racks) with 80 cars or more and up to 8,500 feet requires a rear helper. If train length exceeds 8,500 feet, a cut-in helper must also be placed in the train according to SSI Item 5-C part 3-B. Train length must not exceed 10,000 feet. Up to five (5) conventional cars weighing 45 tons or more may be placed on the head end of the train.

No additional restrictions to system requirements.

## LORDSBURG SUBDIVISION (0678)

### SI-14 MISC. INSTRUCTIONS

**Train operation** on the Lordsburg Subdivision will be governed by Mountain Time.

**Irvington Station** Coal Plant MP 992.4, has impaired side clearances at the coal dumper on track 5198. Mirrors, sun visors, and arm rests will not clear side of dumper unless pulled to engine body as close as possible. It will be the responsibility of the engineer and train crew to see that these devices have been moved toward the engine body before entering dumper with engines. Side clearances will not allow employees to ride on side of cars or engines; therefore, employees on engines must be in the cab with windows shut when operating in the coal dumper.

**El Paso:** When notified of Border Patrol Inspection, trains must not exceed 5 MPH at location specified. Track speed must not be resumed until inspecting officers notify train that inspection has been completed.

**Santa Teresa Information:** Fuel Track Numbering: North track designated as Fueling Track 6. Tracks numbered consecutively southward. South track designated as Fueling Track 12. Fuel Track Blue Signals Protection: All tracks between East Fuel (CP S1276) and West Fuel (CP S1274) are equipped with dispatcher controlled blue signals and dual control derails located within the control point at the entrance to each track.

**Intermodal Operations:** All trains and engines departing the Intermodal Ramp must contact the Santa Teresa Yardmaster prior to passing hold signals at CP S1272 or CP S1279.

**Train Departure:** After blue flag protection is removed, outbound crews can depart on signal indication without an additional job briefing with the control yardmaster. Trains are to depart only on signal indication more favorable than approach.

**Local Freight Operations:** When working the Santa Teresa Industries, local crews must call the Santa Teresa Yardmaster on 096-096 at least twenty minutes before they are ready to return on the main track.

**Slips, Trips, and Falls:** When crew changing in the fueling facility, all train crew members must use the designated sidewalk to the paved road crossing to access and depart the fuel risers. Crews are not to cross the tracks in an area without a paved crossing.

**Santa Teresa Hold Signals:** Hold signals CP S1279 and CP S1272 located on Intermodal Lead #1 and #2. When signals display Stop in either direction, authority from the train dispatcher must be obtained before passing the Stop indication.

**Benson:** All rolling equipment left unattended on the west leg of wye must be secured south of the 602/603 switch. The 602/603 switch is to be left lined for 603 (east leg of the wye).

**Coal Train Instructions:** Train crews arriving Deming on empty coal trains must clear the west end of the Southwest Railroad Yard at Deming and, if necessary cut the road crossing (Ruby Street) on the east end.

**Lordsburg Yard Switching Instructions:**

Track #047 must not be used as a switching lead, use Clifton #105. Speed on track #047 must not exceed five (5) MPH. Couplings must not be made on track #047 between the east switch and a point 400 feet west of the east switch.

### SI-14 MISC. INSTRUCTIONS Continued....

**SPECIAL CONDITION-INITIAL TERMINAL AIR BRAKE TEST**  
The Union Pacific Railroad Company (UPRR) petitioned the Federal Railroad Administration (FRA) to grant a temporary waiver of compliance from certain provisions of Title 49 Code of Federal Regulations (CFR) Part 232, Brake System Safety Standards for Freight and other Non-Passenger Trains and Equipment; End-of-Train Devices, CFR Part 229, Railroad Locomotive Safety Standards, and CFR Part 215, Railroad Freight Car Safety Standards. The waiver has been granted under the following conditions:

1. This waiver shall apply only to the movement by UPRR of interchanged trains from the International Yard located in El Paso, TX, to UPRR Dallas Street and Alfalfa Yards, also located in El Paso, TX.
2. An accurate train consist and proper hazardous material documents must be presented to the UPRR train crew before departure from FXE interchange point in International Yard.
3. A Locomotive Daily Inspection as prescribed by Union Pacific Railroad Company Air Brake Rules is not required when train is received in interchange from FXE at International Yard, TX, but must be completed upon train's arrival at UPRR Dallas Street or Alfalfa Yards, El Paso, TX.
4. A roll-by inspection will be performed by a qualified operating or mechanical UPRR employee as the train comes off the International bridge. Any non-complying condition identified by the roll-by inspection shall be addressed in accordance with Federal regulations.
5. At point of interchange, a set and release of the interchanged train's brake system (Class III) is completed by UPRR train crew, as prescribed by Union Pacific Railroad Company Air Brake Rules, prior to departure to UPRR Dallas Street Yard, El Paso, Tx, where an Initial Terminal Air Brake Test, as prescribed by Union Pacific Railroad Company Air Brake Rules, and mechanical inspection meeting the requirements of CFR Part 215 must be performed.
6. A Transfer Train Movement Air Test as prescribed by Union Pacific Railroad Company Air Brake Rules is required after UPRR train crews take charge of each interchanged train at the FXE interchange point, prior to departure to UPRR Alfalfa Yard, El Paso, Tx, where an Initial Terminal Air Brake Test, as prescribed by Union Pacific Railroad Company Air Brake Rules, and mechanical inspection meeting the requirements of CFR Part 215 must be performed.
7. Unless further restricted, the maximum authorized speed of each interchanged train from the FXE interchange point to UPRR Dallas Street yard, El Paso, TX is 10 MPH.
8. FRA reserved the right to modify or rescind this waiver at any time upon receipt of information pertaining to the safety of rail operations or in the event of noncompliance with any conditions of this waiver.
9. All TE&Y employees must have a copy of the waiver as outlined above in these instructions readily available at all times when working into or out of International Yard, El Paso, TX. The conditions granted under the waiver have been extended until further notice by FRA. Union Pacific has applied for an extension to the original waiver and all previous conditions remain in effect until further notice.

# LORDSBURG SUBDIVISION (0678)

**SI-14 MISC. INSTRUCTIONS Continued....**

**International Yard Instructions:**

Conductor is responsible to notify the Locomotive Engineer when:

1. U.S. Customs or any other regulatory agency or contractor(s) are working on or around the train or cut of cars in International Yard;
2. Those working on or around the train are clear.

**Chief Engineer Bulletin 136.4.9: applies:** A Train Approach Warning System (TAWS - for use by engineering employees) has been installed, inspected and is certified for use at the following locations:

CP S1277, CP S1268, CP S1258, CP S1248, CP S1237, CP S1228, CP S1217, CP S1190, CP S1180, CP S1170, CP S1139, CP S1109, CP S1097, CP S1089, CP S1072.

**Siding equipped with hand throw derails:**

Hand throw derails installed at both ends of the following sidings. Signals governing movement into these sidings will display Stop or Restricting when derails are in the derailing position:

Gary, Lisbon, Wilna, Tunis.

**Hot Wheel Detectors:**

As referenced in SSI Item 13.1, bridge with a through truss structure located at the following location:

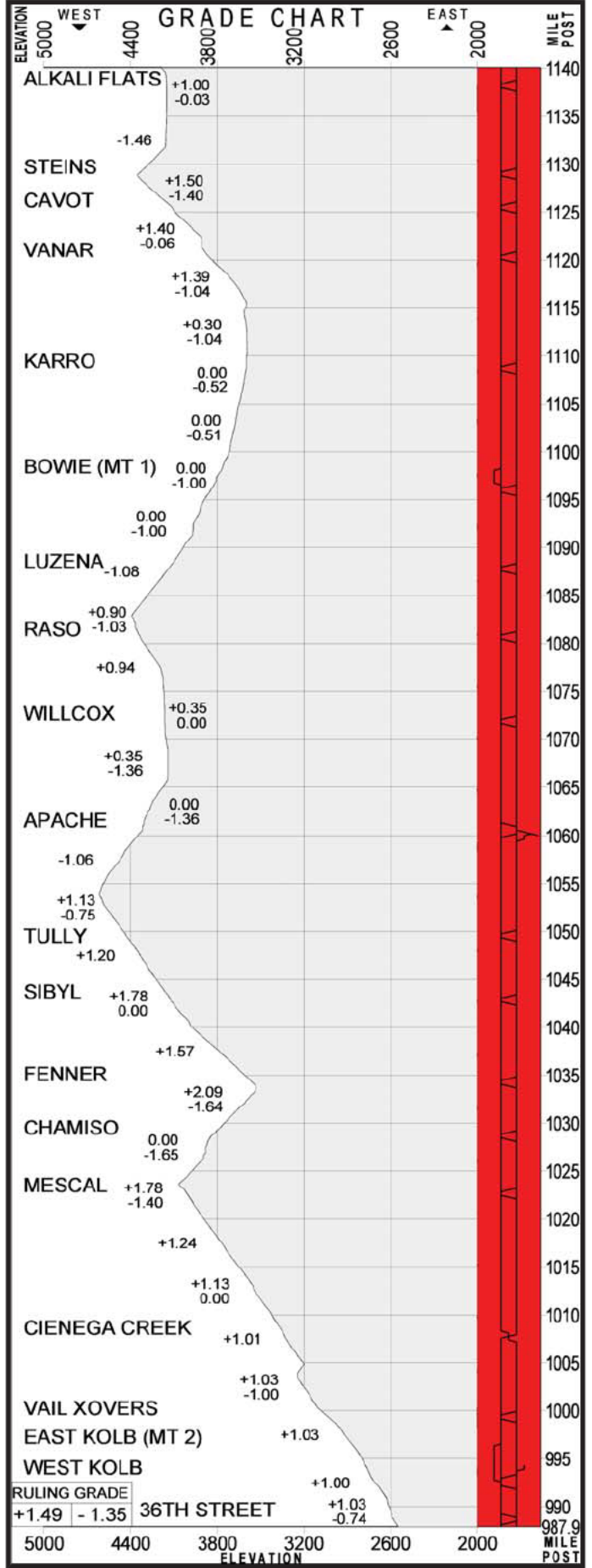
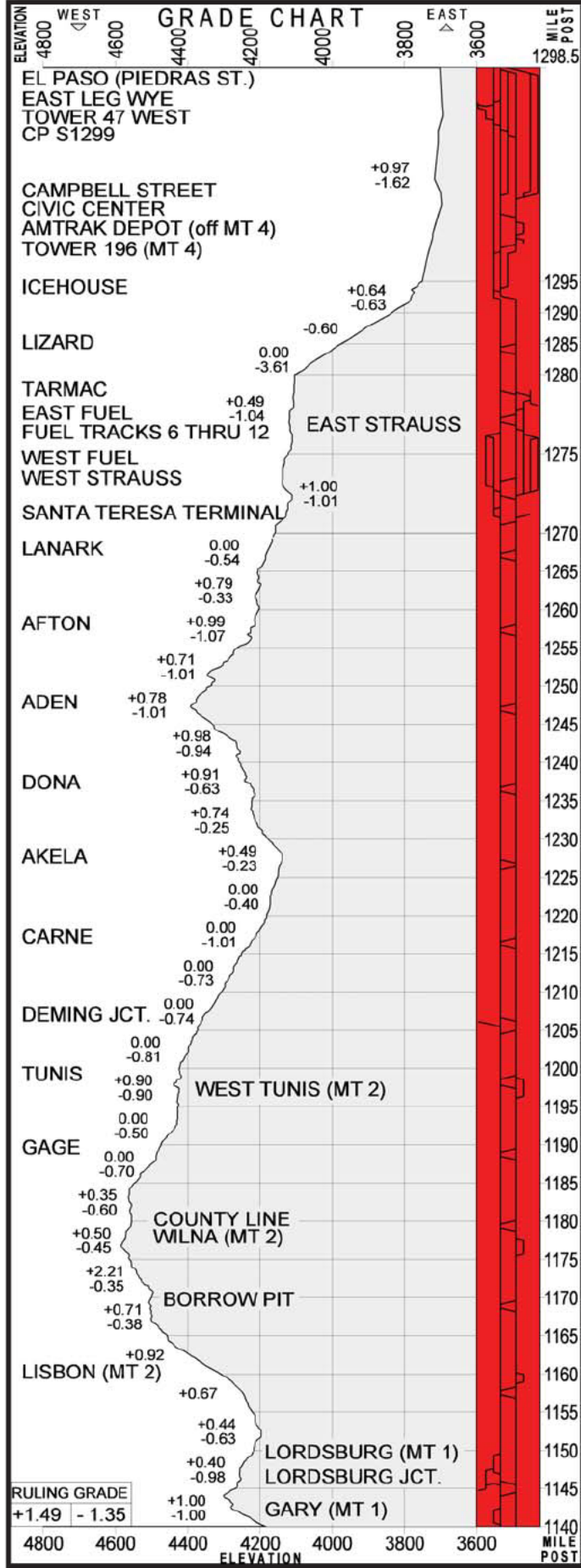
MP 1033.65 MT 1

**SI-14 MISC. INSTRUCTIONS Continued....**

**Set Out Tracks**

MP	Name	Track	Access Direction	Length
994.0	Wilmot	MT 1	West	2000
1004.1	Vail	MT 2	East	500
1012.4	Marsh	MT 1	West	400
1017.8	Pantano	MT 2	East	1000
1023.0	Mescal	MT 1	West	1600
1033.5	Benson	MT 2	East	800
1041.5	Sibyl	MT 2	East	1850
1053.3	Dragoon	MT 1	West	1800
1064.1	Cochise	MT 2	Both	600
1082.7	Raso	Both	Both	475
1097.1	Bowie	MT 2	Both	600
1107.2	Karro	Both	Both	600
1113.6	San Simon	MT 1	West	1820
1123.2	Cavot	MT 2	East	1800
1128.4	Steins	MT 1	West	1550
1129.3	Steins	MT 2	East	2000
1142.2	Gary	Siding	East	7500
1146.9	Lordsburg Jct.	MT 2	Both	600
1158.8	Lisbon	Siding	West	300
1158.9	Lisbon	MT 1	Both	600
1169.2	Borrow Pit	Both	Both	600
1176.5	Wilna	MT 1	Both	600
1176.5	Wilna	Siding	Both	300
1186.2	Gage	Both	Both	600
1196.5	Tunis	Both	Both	600
1197.5	Tunis	Siding	West	200
1211.0	Deming	Both	Both	600
1222.1	Carne	Both	Both	600
1230.4	Akela	Both	Both	600
1239.6	Dona	Both	Both	600
1249.2	Aden	Both	Both	600
1262.1	Afton	Both	Both	600
1279.5	Strauss	MT 1	Both	375

# LORDSBURG SUBDIVISION (0678)



**NOTES:**

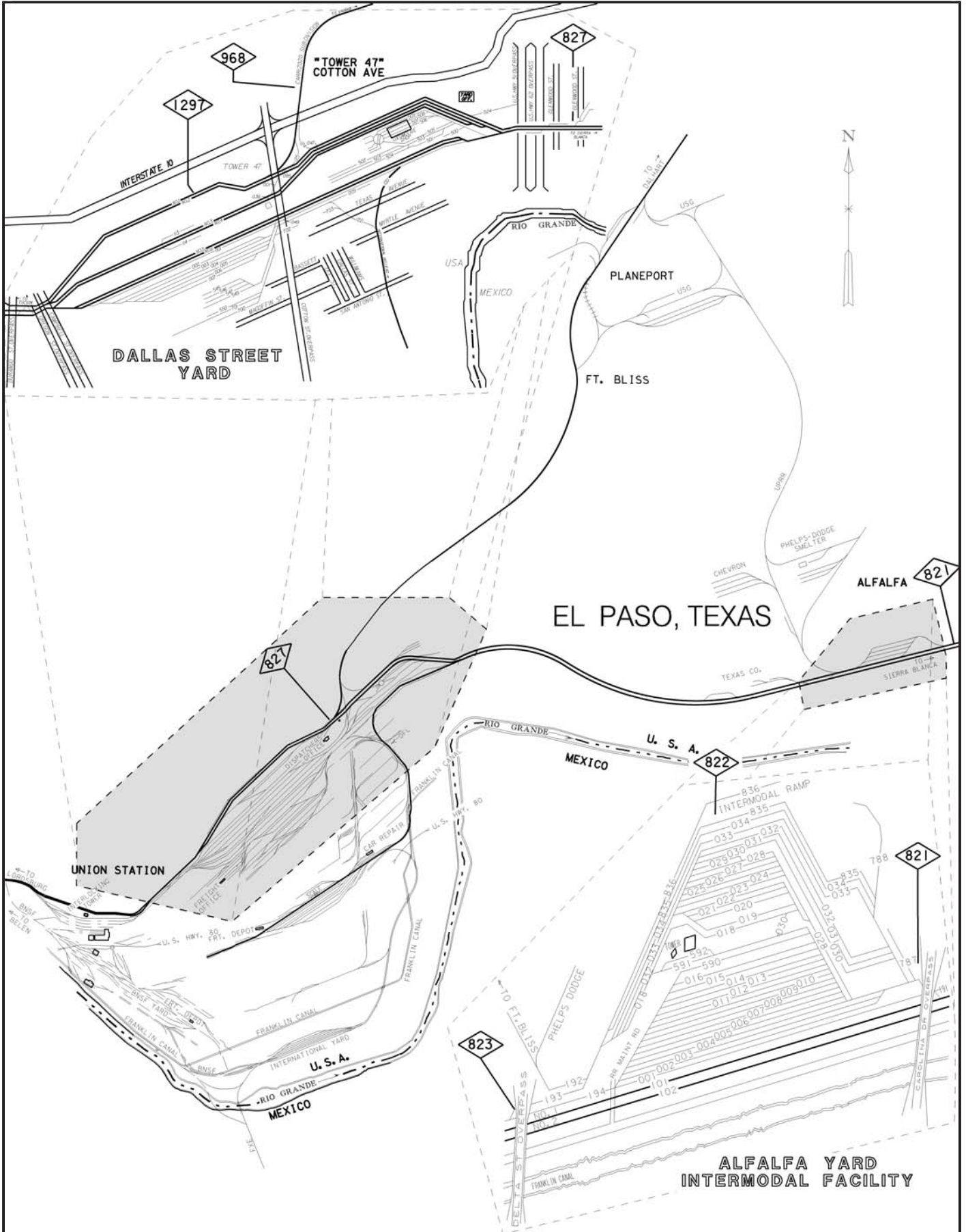
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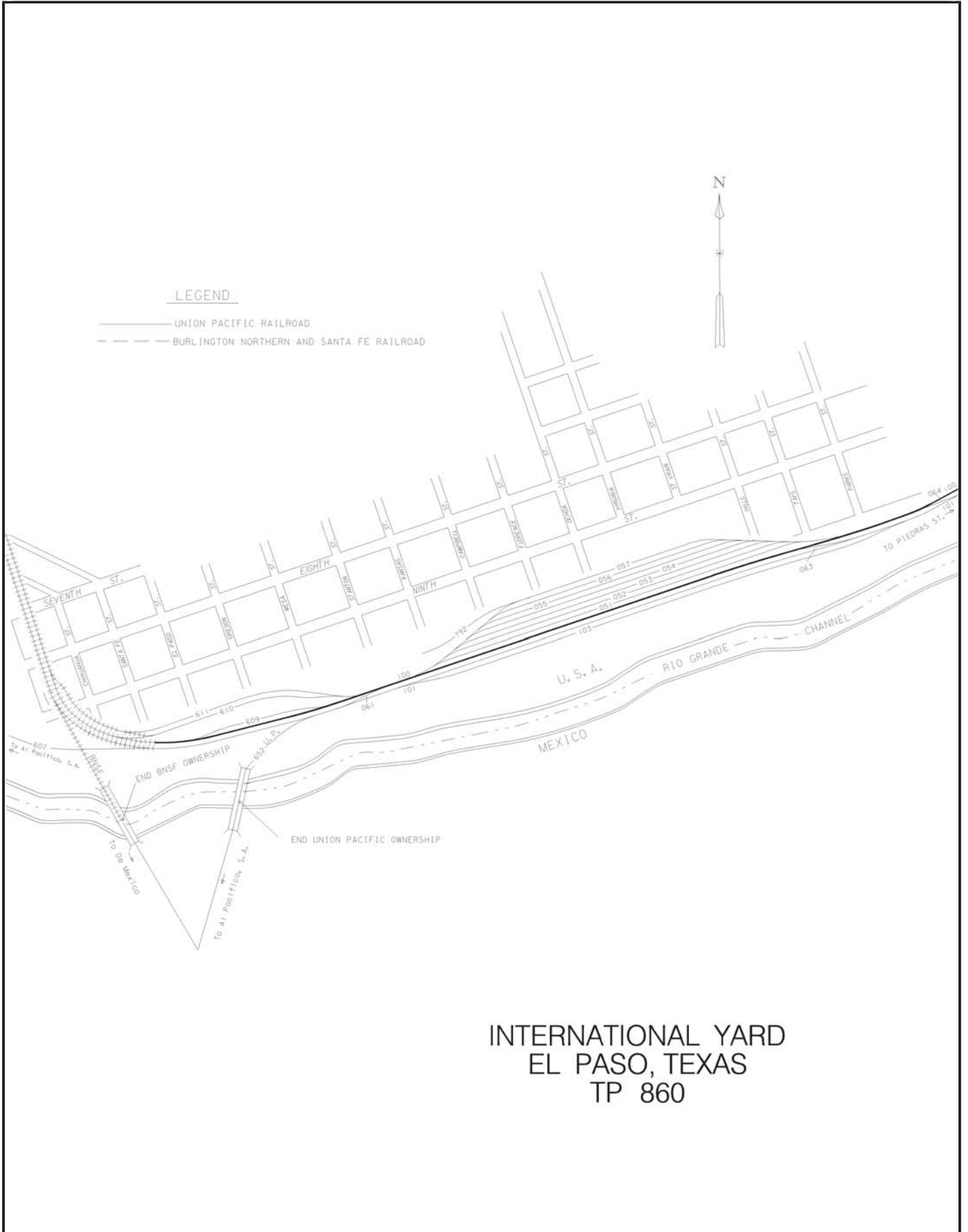




# El Paso Terminal Map and Dallas Street Yard

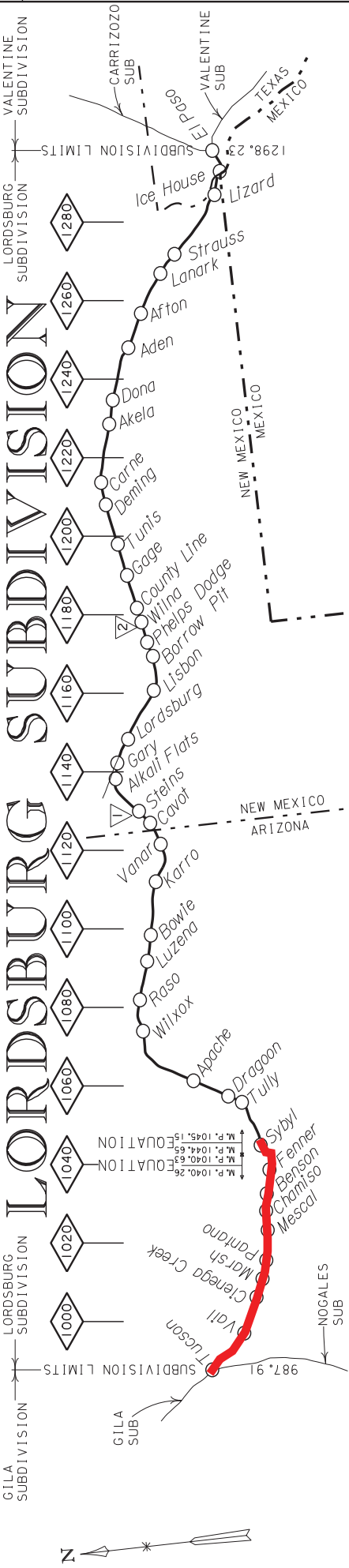


# International Yard at El Paso



## CONTACT LIST:

<b>MTM:</b>	<b>Bradley Givens</b> MP 987.91 – 1003.80	ce	[REDACTED]
<b>MTM:</b>	<b>Adam Gonzalez</b> MP 1003.80 – 1147.57	off	[REDACTED]
<b>DTM:</b>	<b>Omar Monge</b> MP 987.91 – 1003.80	ce	[REDACTED]
<b>DTM:</b>	<b>Joseph Burnham</b> MP 1003.80 – 1298.48	ce	[REDACTED]
<b>MBM:</b>	<b>Wes Wright</b>	ce	[REDACTED]
<b>MSM:</b>	<b>Thomas Gordon</b>	ce	[REDACTED]
<b>DSM:</b>	<b>William Ritter</b>	ce	[REDACTED]
<b>SMTO:</b>	<b>Timothy Wellman</b>	cell	[REDACTED]
<b>Yardmaster</b>	<b>Andrew Straight</b>	ce	[REDACTED]
<b>Scrap contractor contact:</b>	<b>Barrett Johnson</b>	Cell	[REDACTED]
<b>Disp: #242 mp</b>	<b>987.70 – 1000.00</b>		[REDACTED]
<b>Disp: #240 mp</b>	<b>1000.00 – 1286.00</b>		[REDACTED]
<b>Corridor Manager:</b>	<b>Tucson</b>	office	[REDACTED]
<b>Occupational Health Nurse:</b>	<b>Daniel Marquez</b>	office cell	[REDACTED]



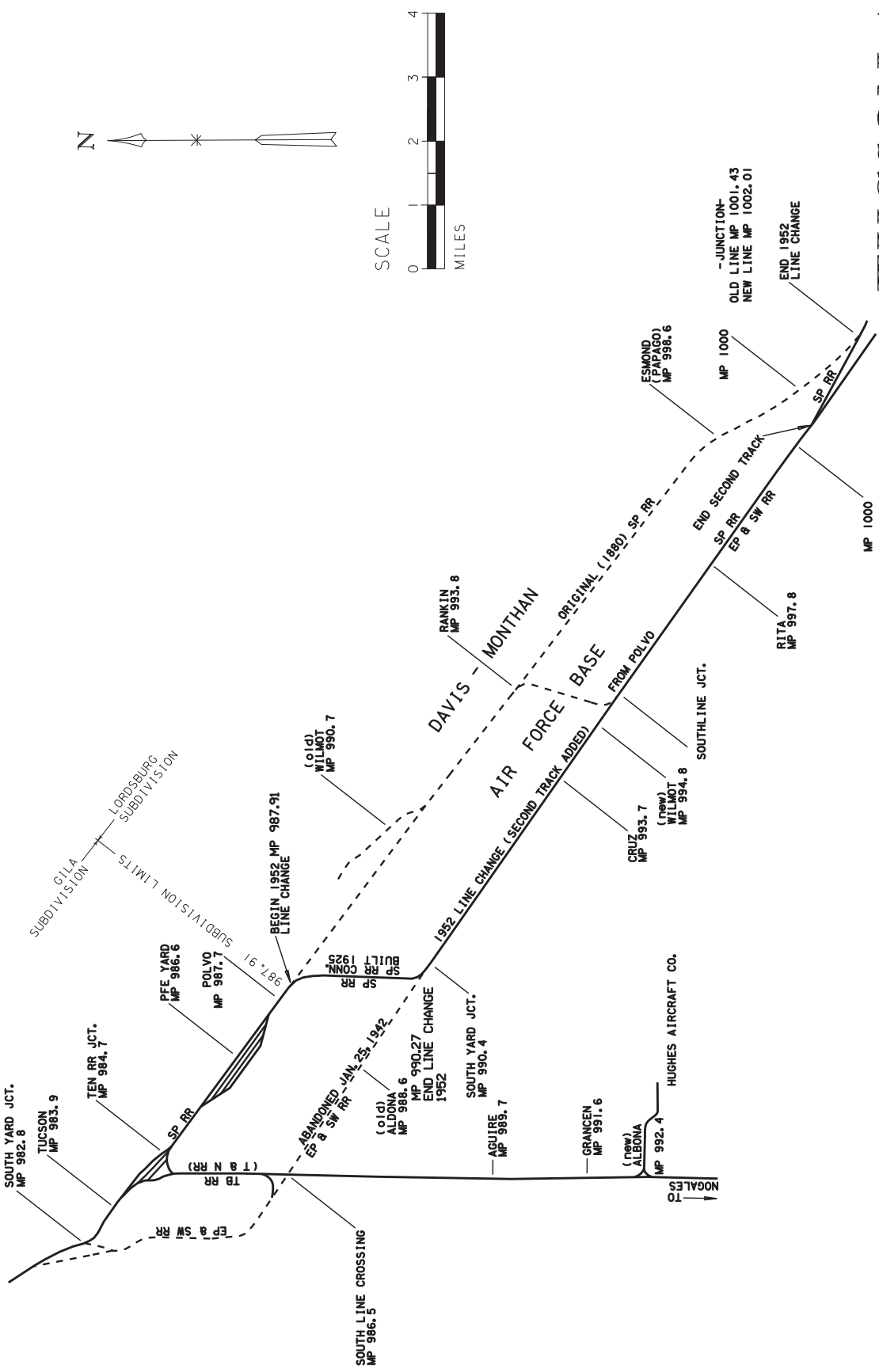
**Lordsburg Sub Cross Tie Project**  
 PID 117251 Workorder 57273  
 Main 1 MP 987.91 - 996.00 5,779 Ties  
 YARD MP 994.00 - 995.54 1,101 Ties  
 Main 1 MP 966.00 - 1042.00 50,327 Ties  
 Main 2 MP 1042.00 - 1023.00 17,349 Ties  
 Main 2 MP 1000.00 - 987.97 10,401 Ties

**Lordsburg Sub Switch Tie Project**  
 PID 117444 Workorder 57539  
 Main 1 MP 989.40 - 1034.95 517 Ties  
 Main 2 MP 1041.72 - 999.54 463 Ties  
 YARD MP 994.69 - 995.19 20 Ties

**STATIONS ON LORDSBURG SUBDIVISION**

MP	STATION NAME	CIRC-7	PAGE	MP	STATION NAME	CIRC-7	PAGE	MP	STATION NAME	CIRC-7	PAGE
1247.77	ADEN	SP050	60	1180.15	COUNTY LINE	SP119	47	1285.24	LIZARD	SP012	68
1258.03	AFTON	SP039	62	1207.00	DEMING JCT.	SP090	52	149.77	LORDSBURG	SP149	40
1277.68	AKELA	SP069	56	1237.24	DONA	SP060	58	146.38	LORDSBURG JCT.	SP149	40
1158.82	ALKALI FLATS	SP180	38	1053.29	DRAGON-W	SP244	21	198.41	LUZENA	SP207	28
1061.37	APACHE	SP238	23	1276.40	EAST FUEL	SP314	66	102.37	MARSH-W	SP288	13
1125.08	AZ/NM ST LINE	SP123	36	1276.87	EAST STRAUSS	SP019	66	102.33	MESCAL	SP276	15
1033.20	BENSON	SP268	17	829.30	EL PASO	SP860	75	136.94	MONDEL	SP162	38
1169.70	BORROW PIT	SP129	44	1034.94	FENNER	SP265	17	1292.96	NM/TX STATE LINE	SP162	38
1098.33	BOWIE	SP200	30	1189.55	GAGE	SP110	48	1017.92	PANTANO-E	SP281	10
1217.14	CARNE	SP078	54	142.31	GARY	SP157	39	172.06	PHELPS DODGE	SP131	45
1029.22	CHAMISO	SP273	16	1293.55	ICE HOUSE	SP188	32	181.23	RASO	SP215	27
1008.49	CIENEGA CREEK	SP234	23	109.25	KARRO	SP029	64	171.17	SANTA TERESA	SP134	43
1064.00	COCHISE	SP234	23	158.39	LISBON	SP139	42	165.00	SEPAR	SP260	19
								143.55	SYBYL	SP169	36
								123.61	STELNS	SP169	36
								120.96	VANAR	SP176	35
								120.96	WEST FUEL	SP012	65
								1273.41	WEST STRAUSS	SP012	65
								1072.44	WILLCOX	SP100	50
								994.78	WILMOT	SP223	25
								1177.96	WILNA	SP306	04
										SP121	46



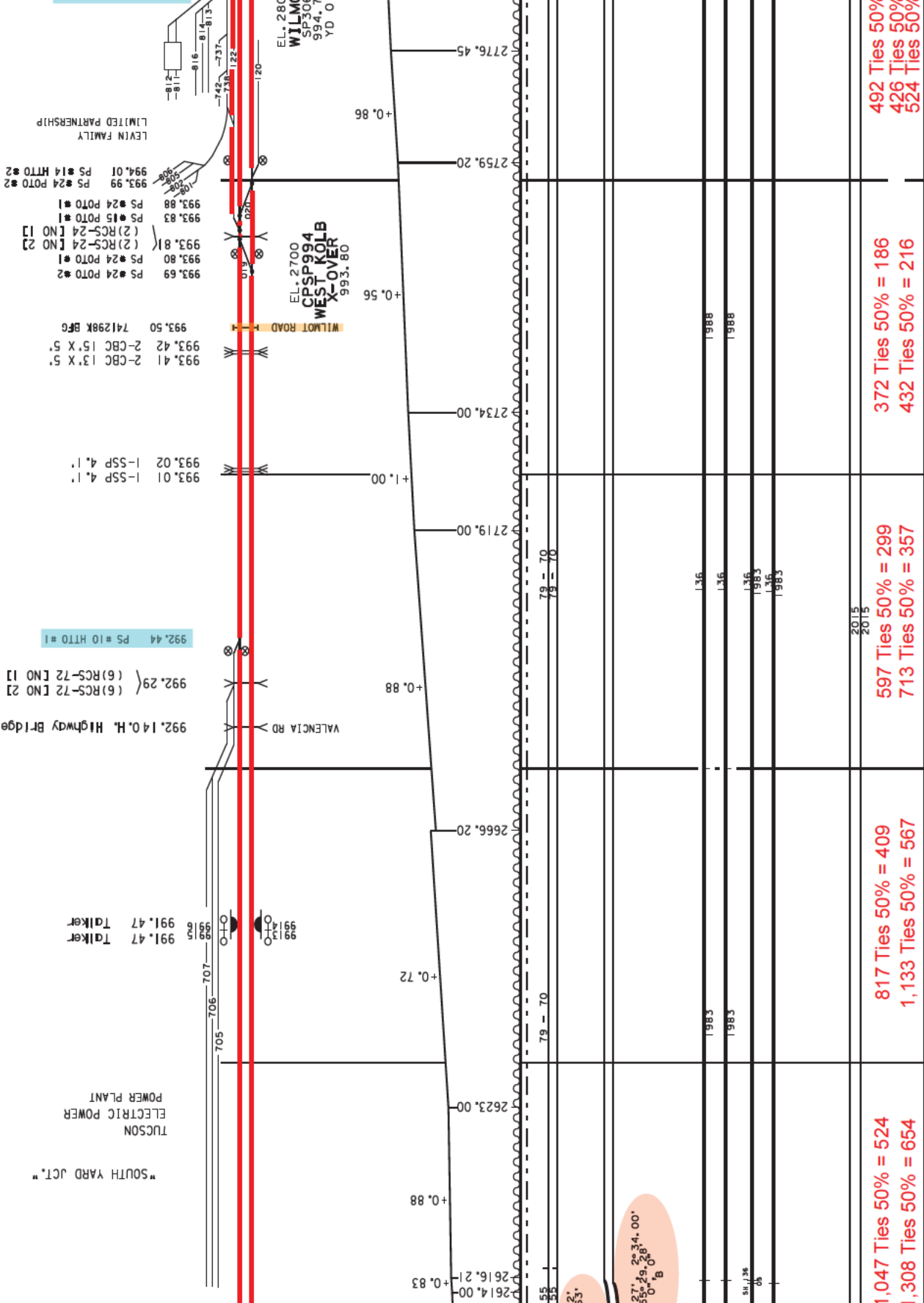
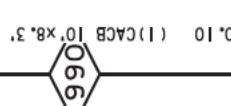
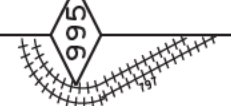
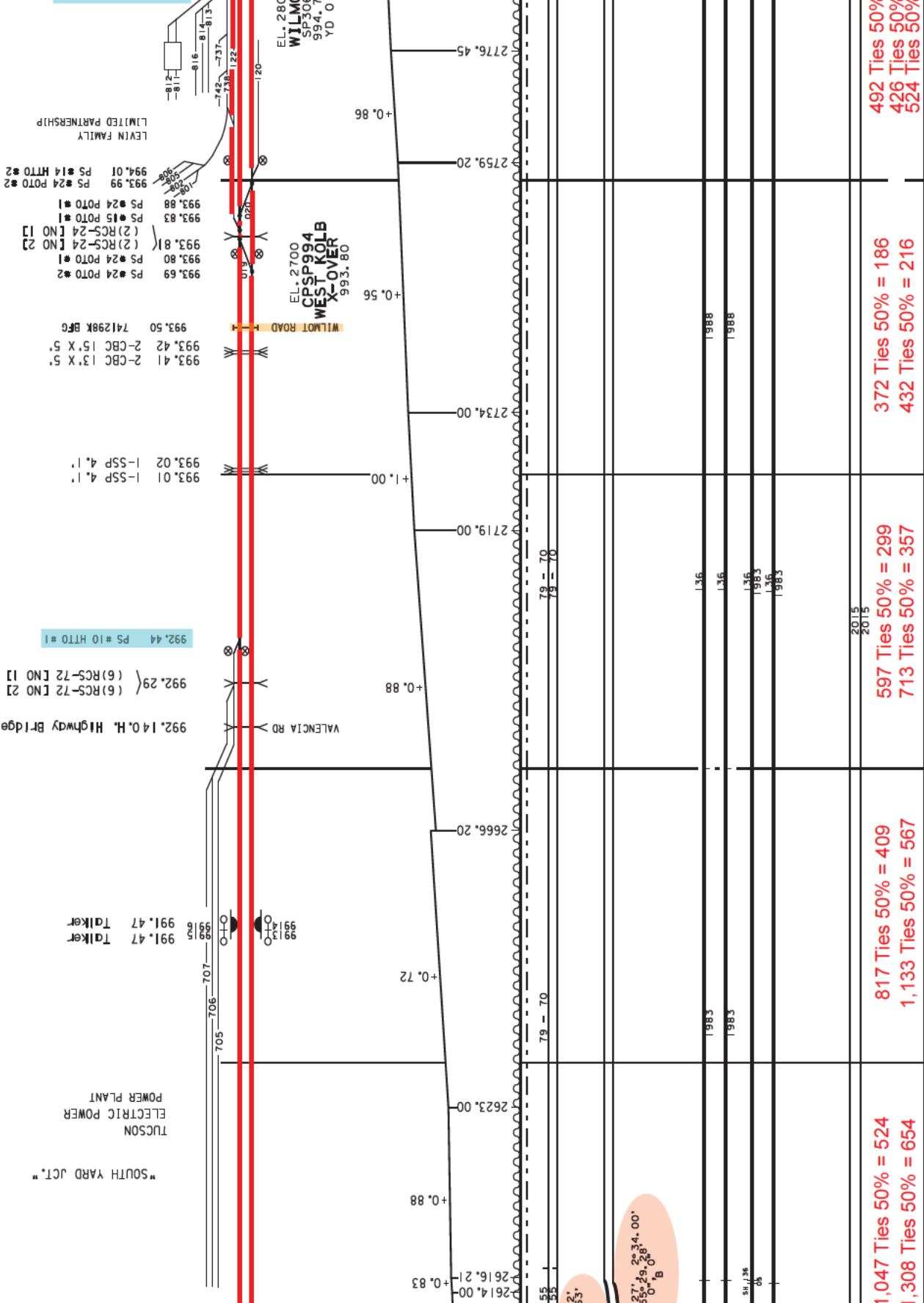
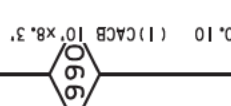
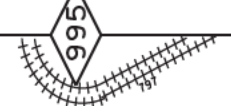
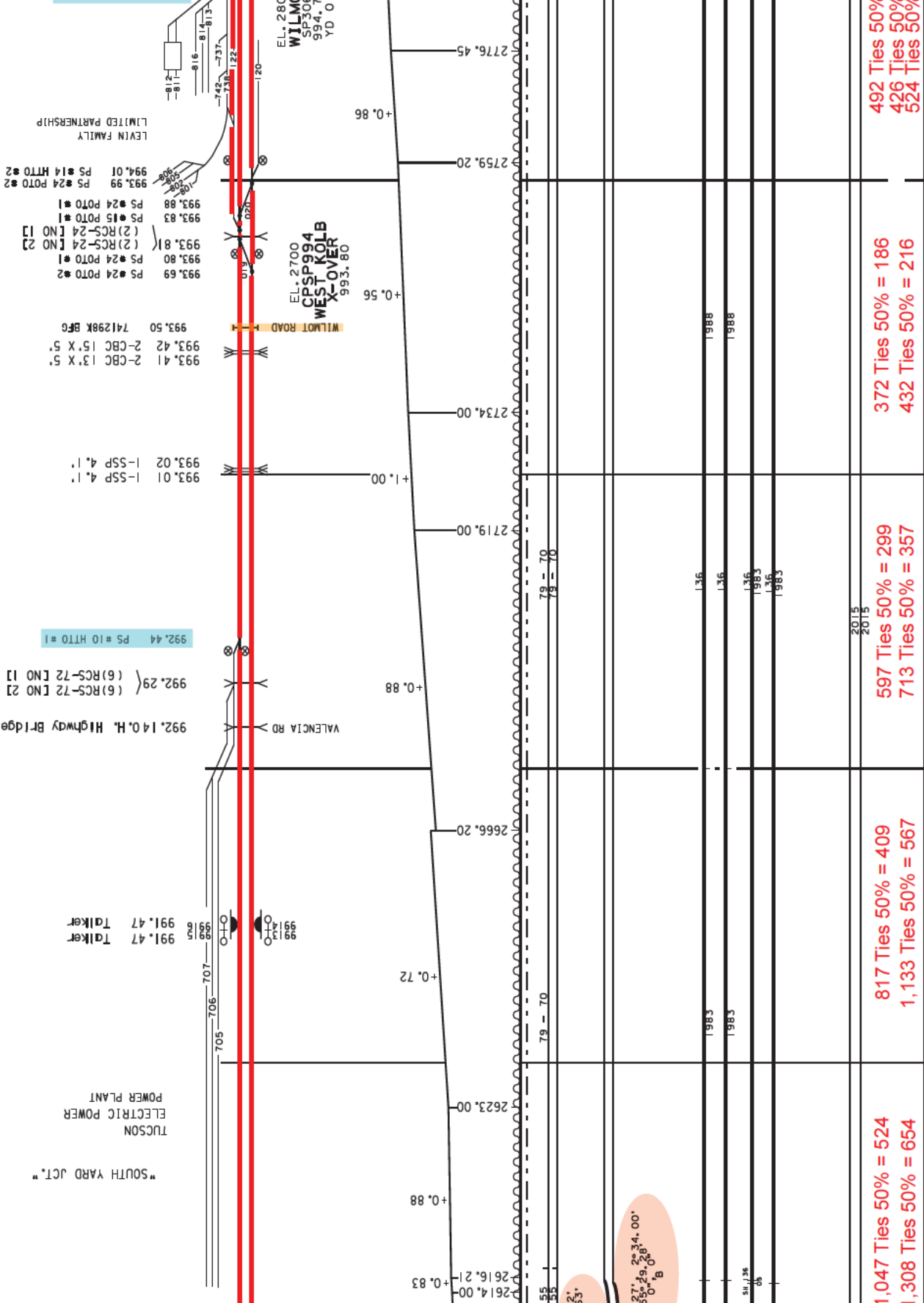
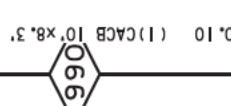
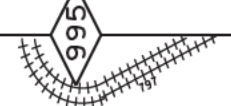
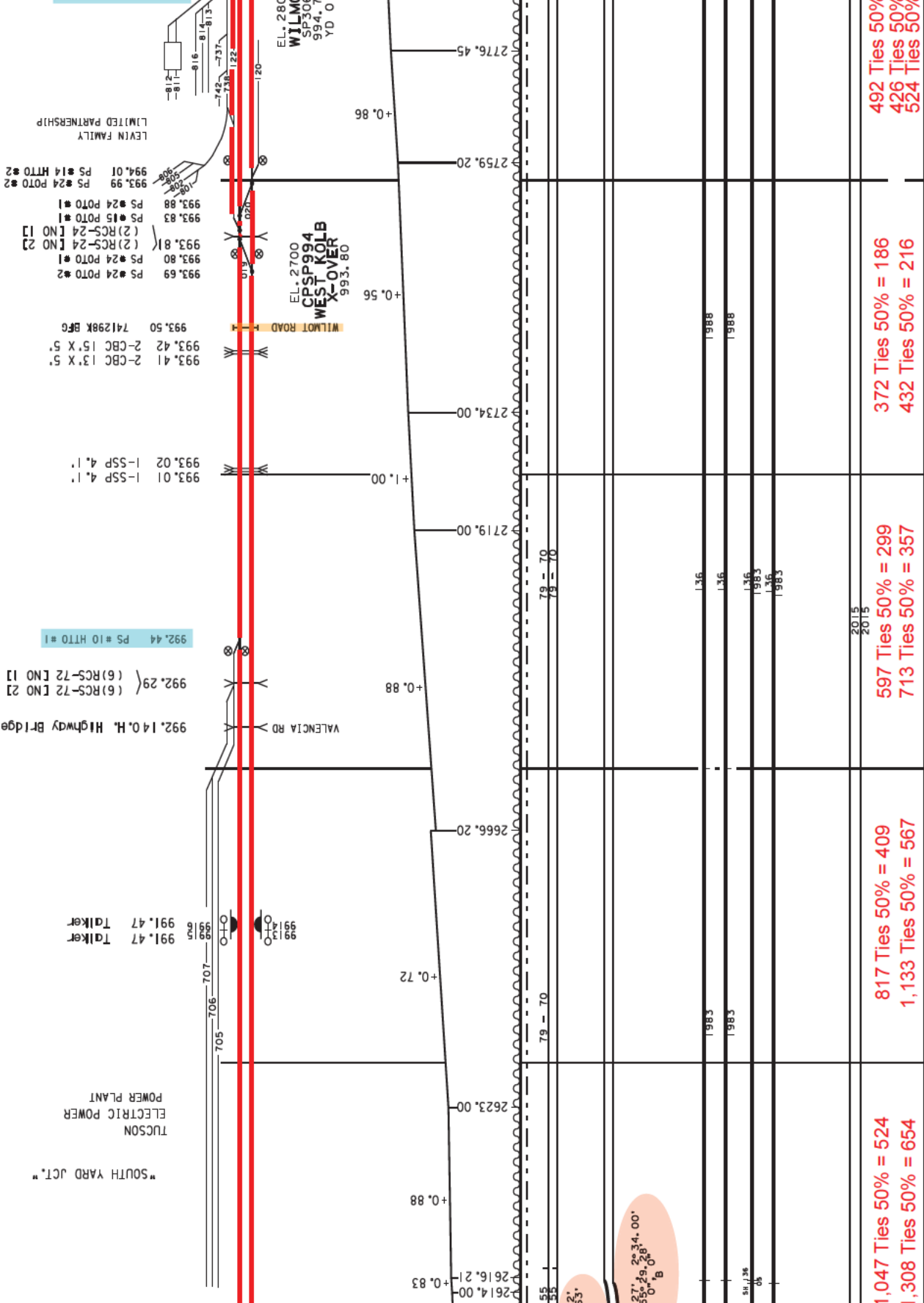
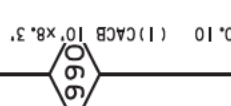
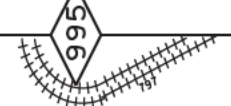
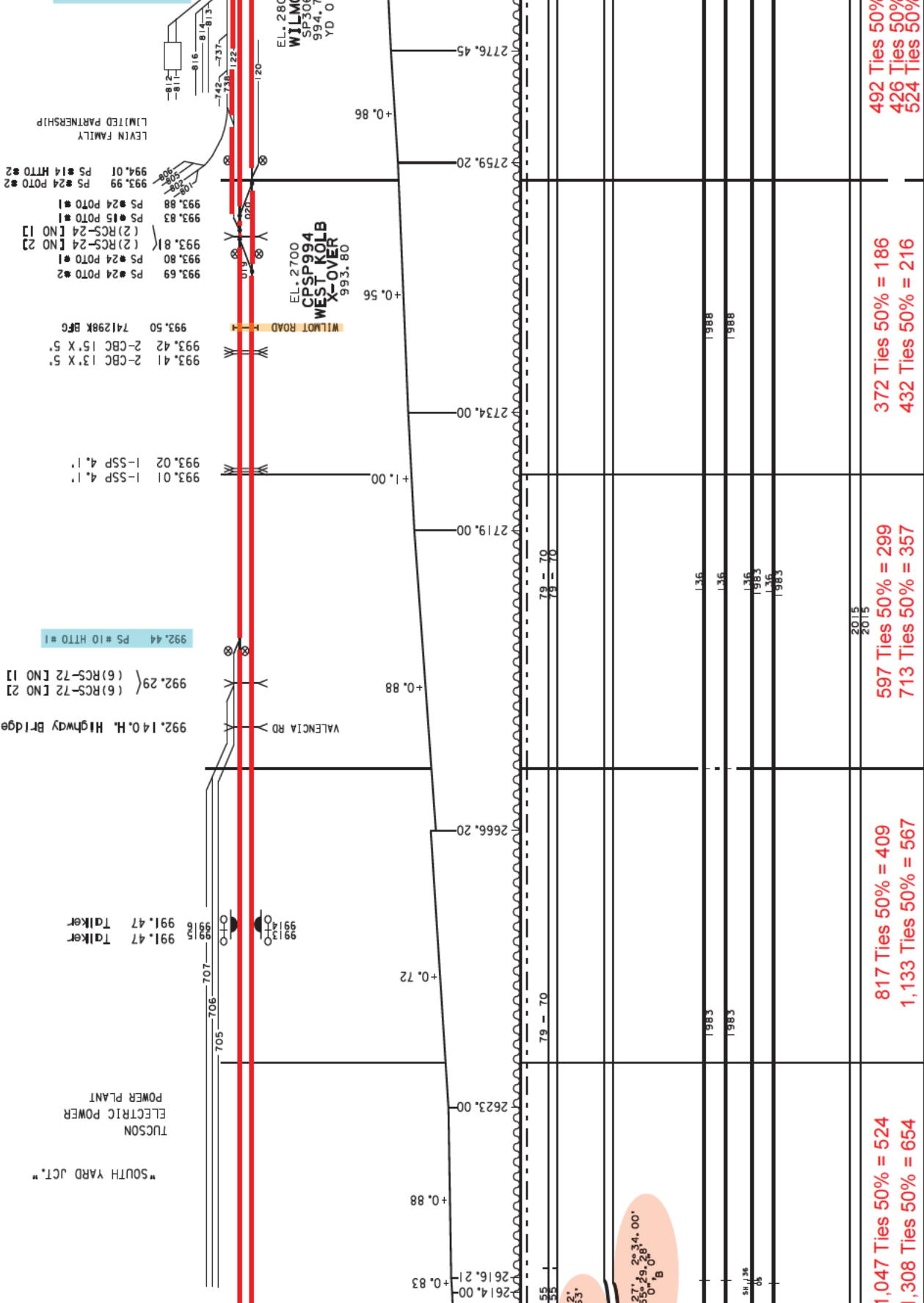
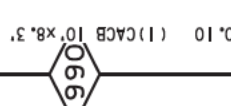
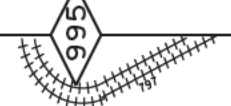
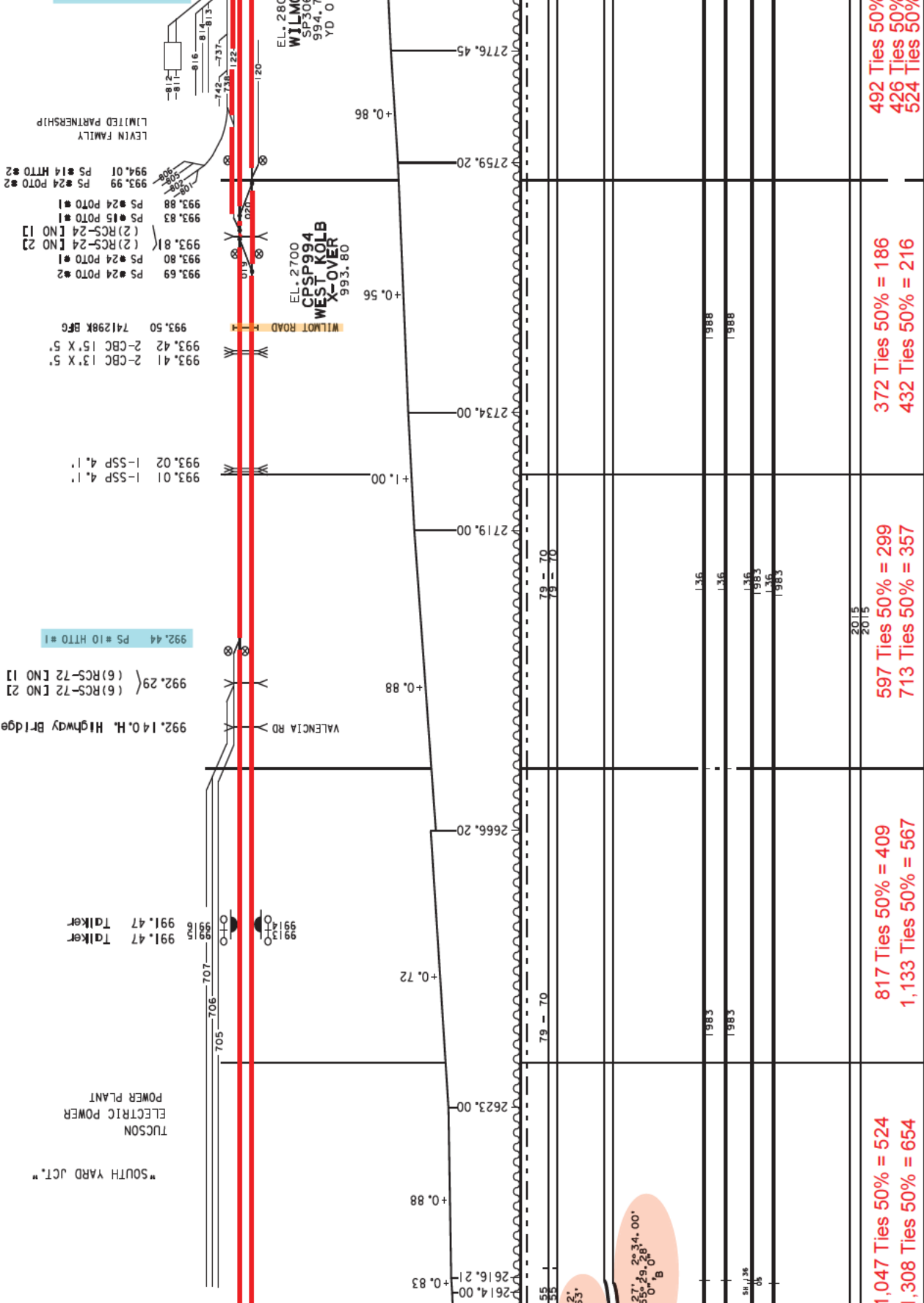
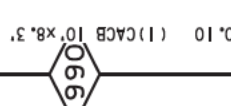
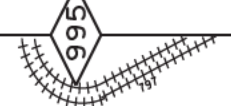
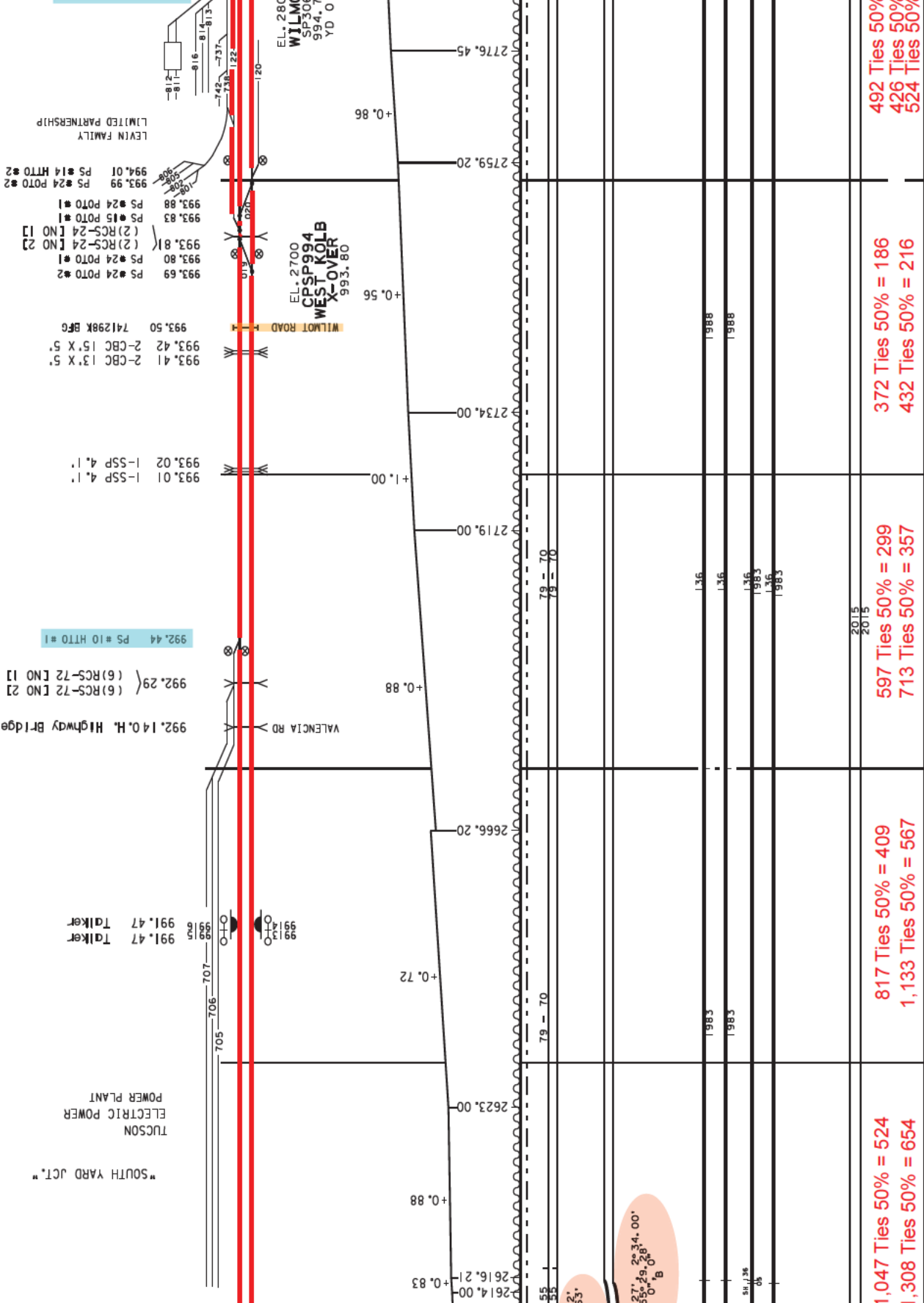
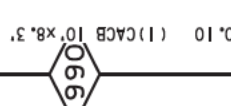
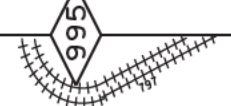
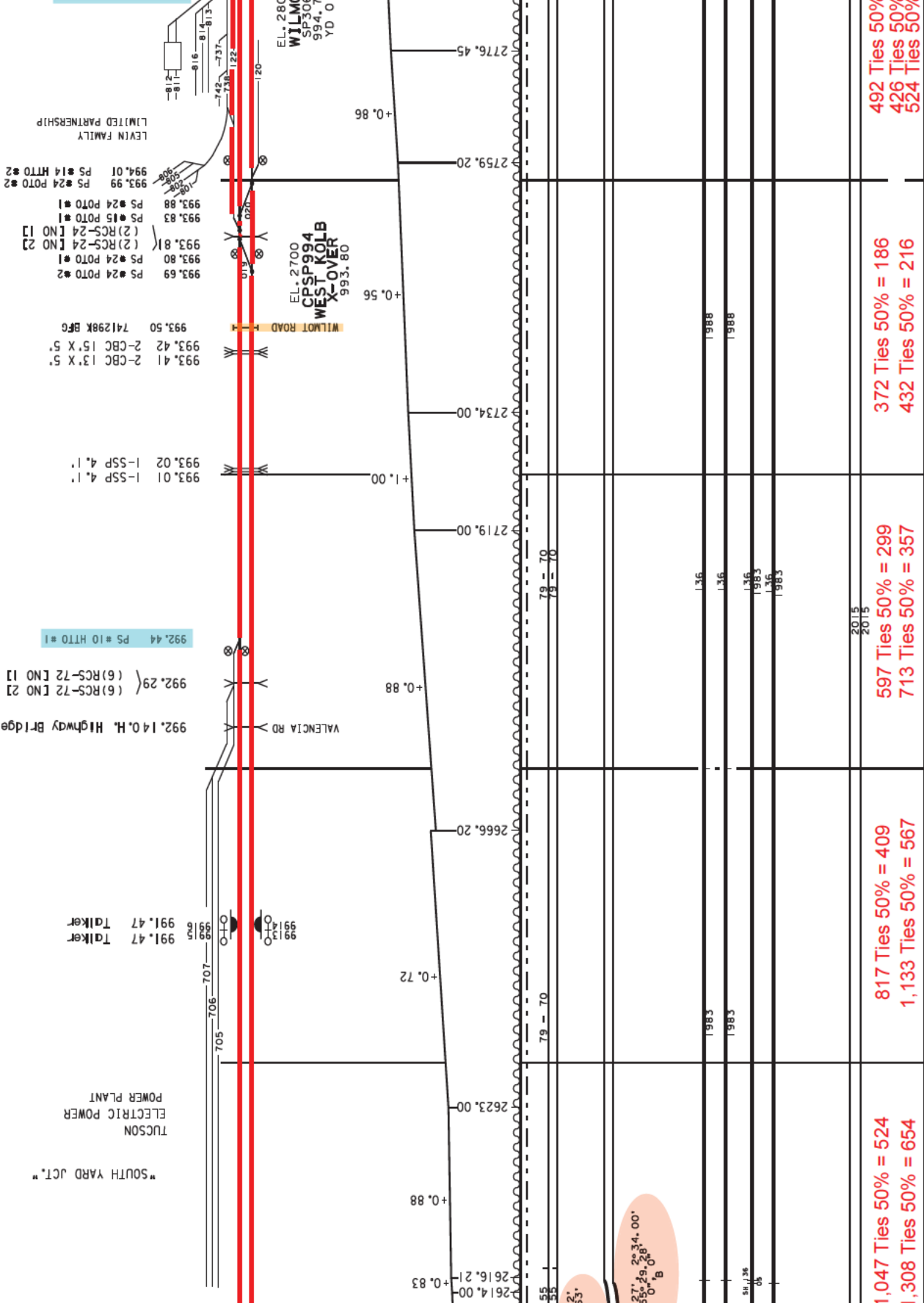
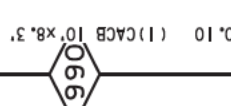
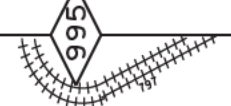
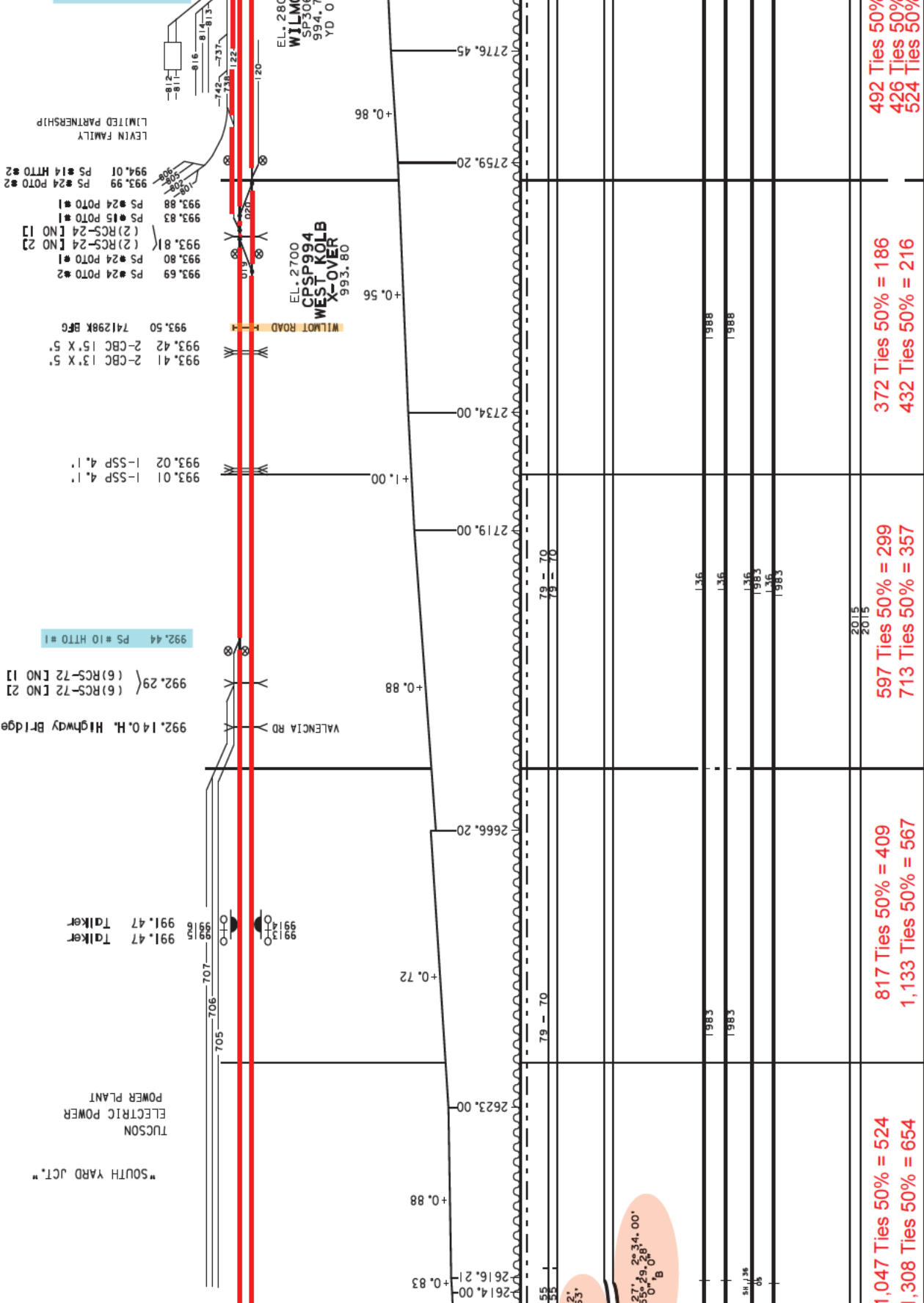
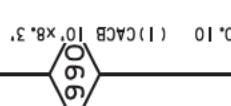
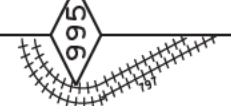
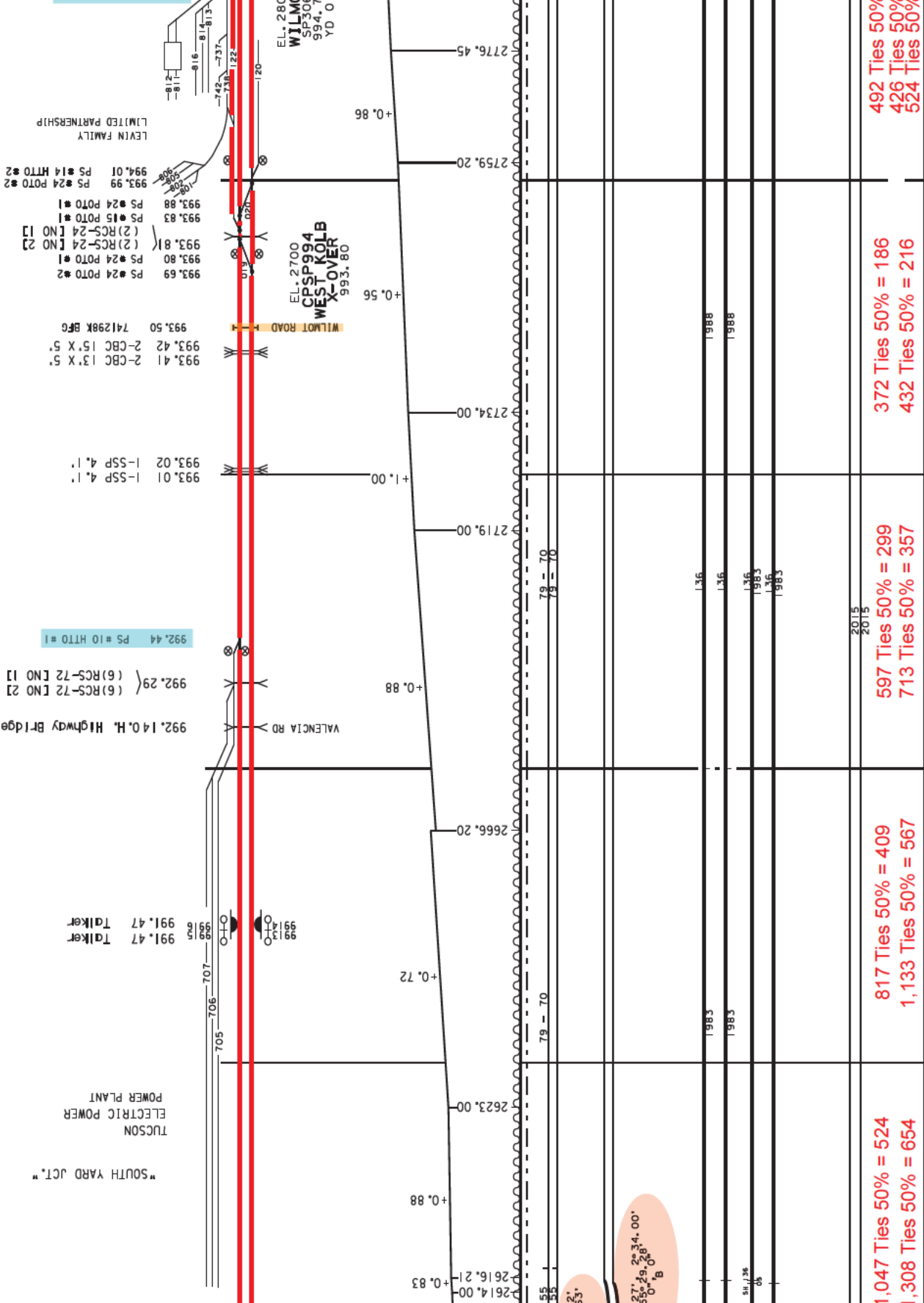
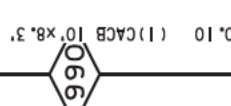
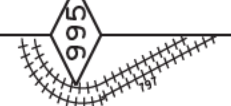
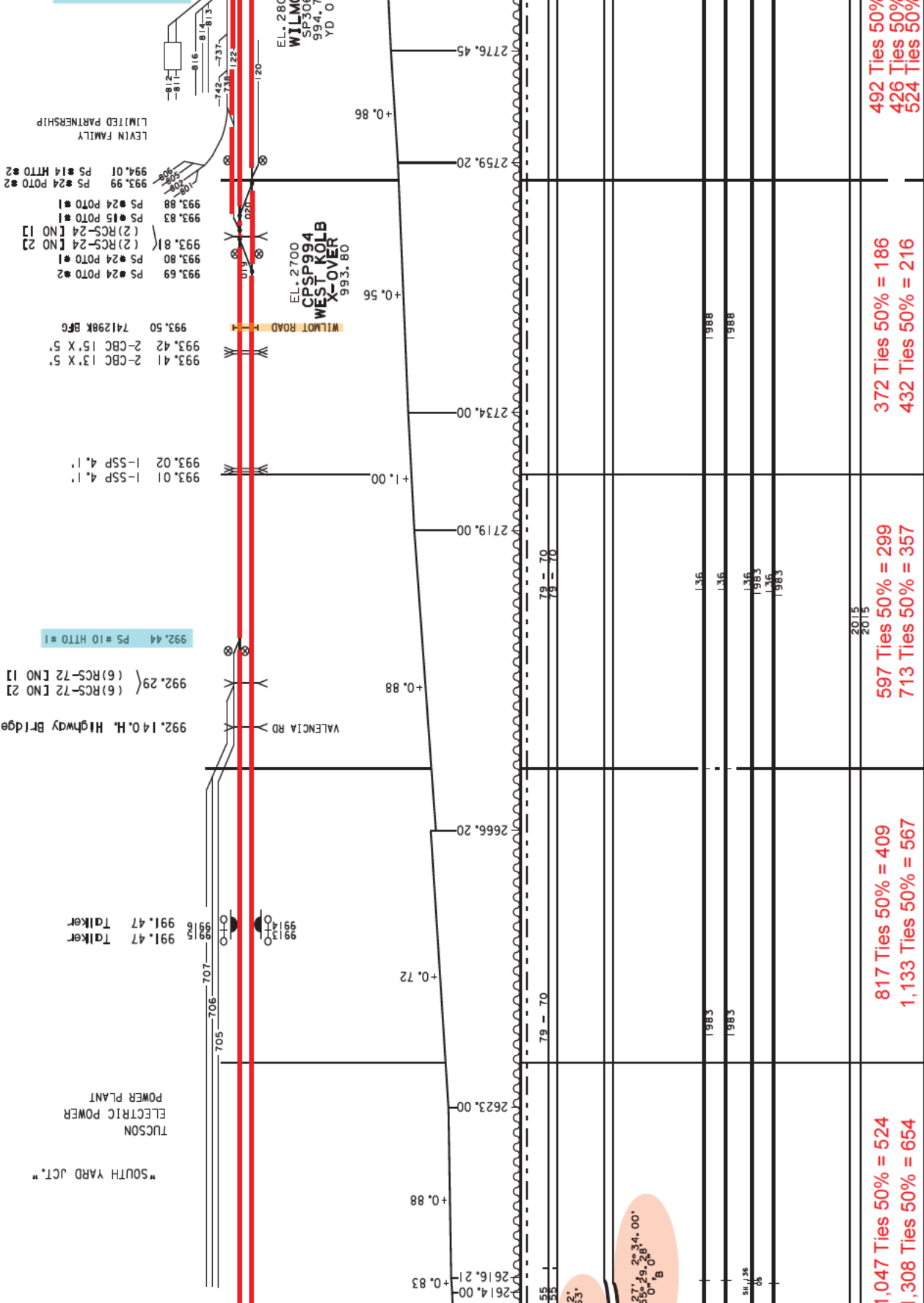
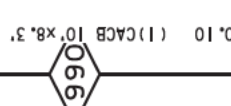
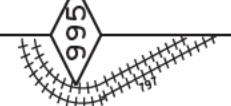
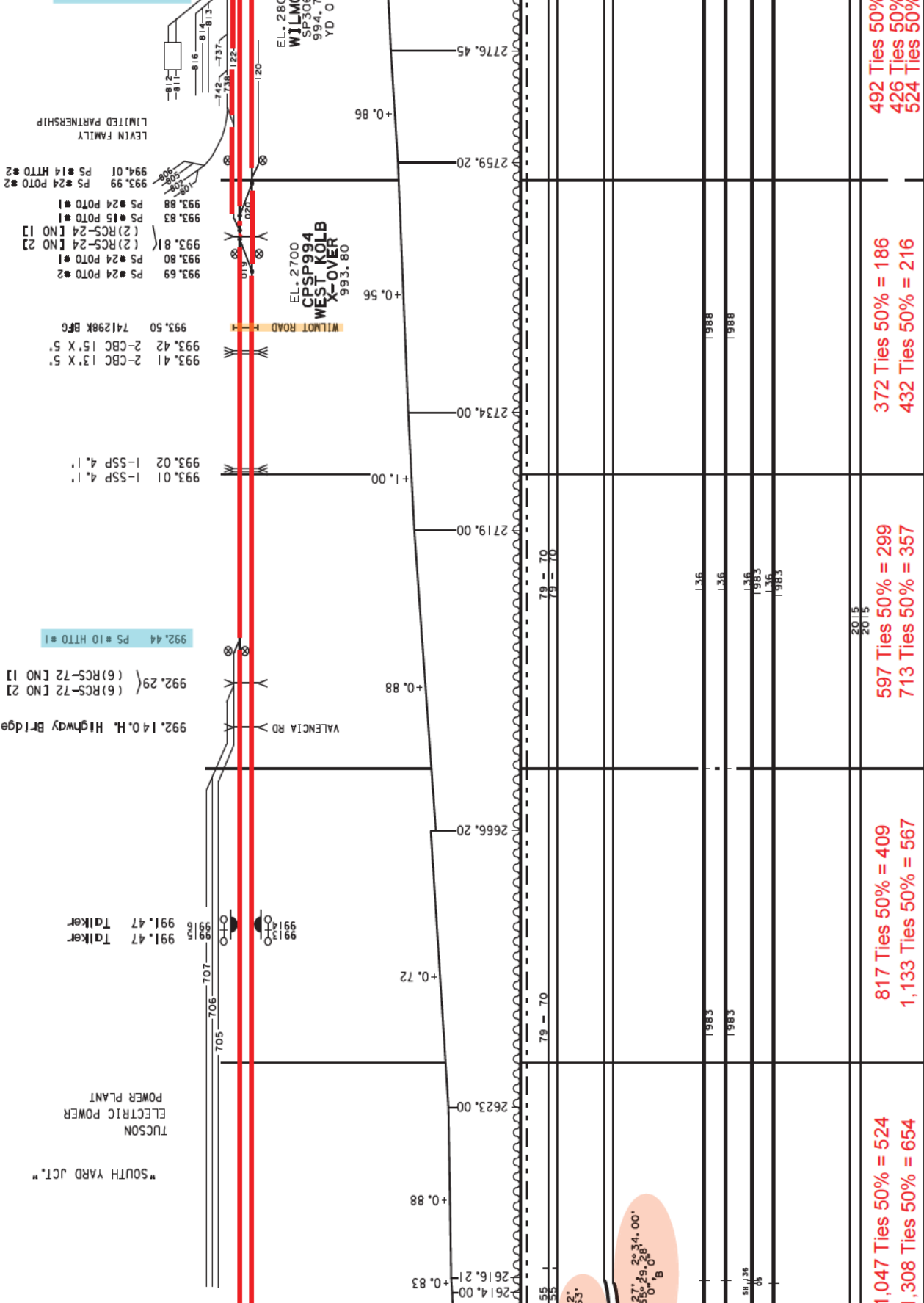
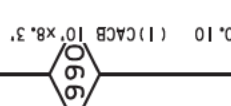
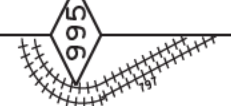
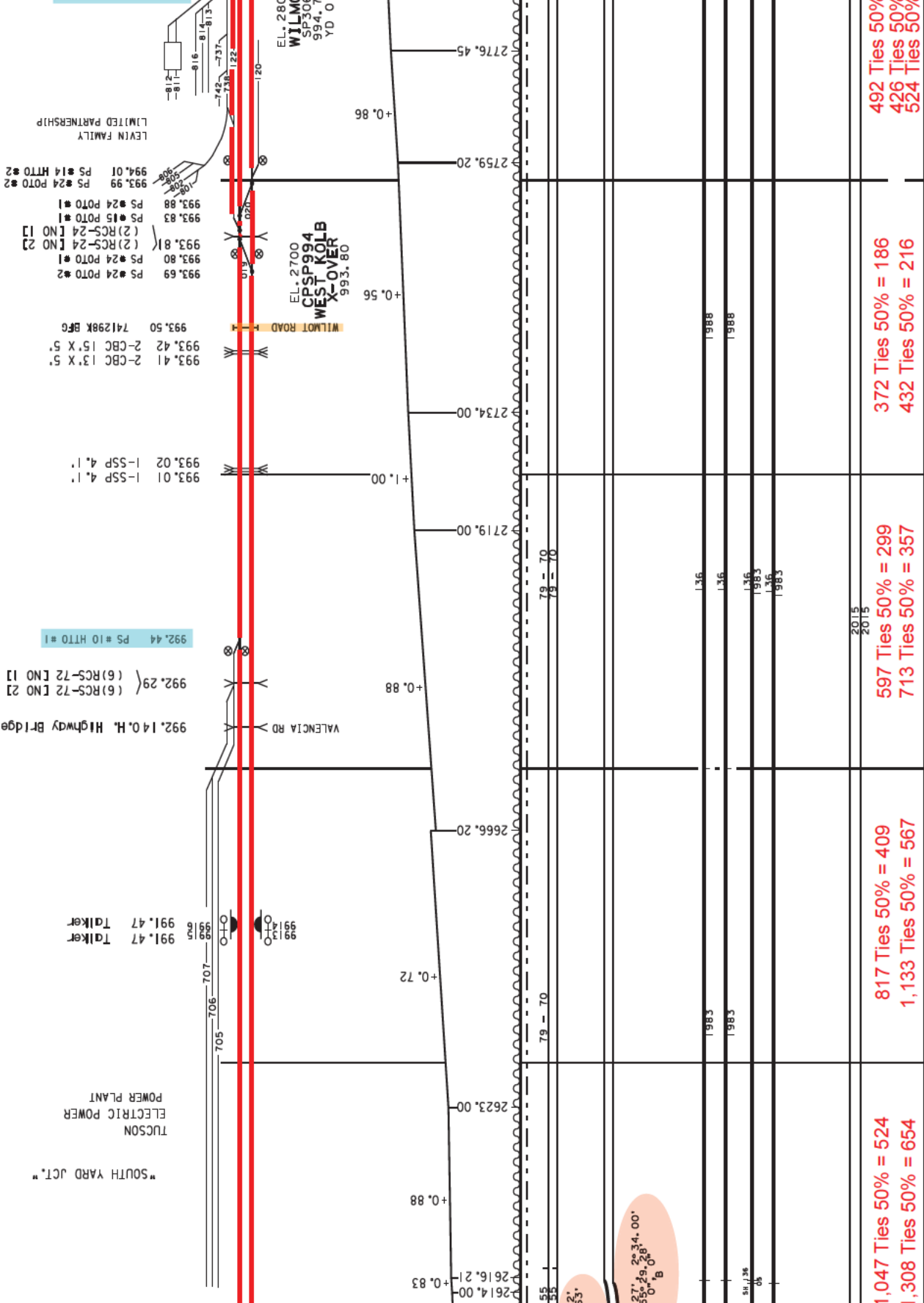
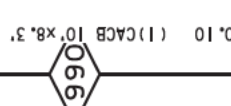
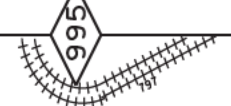
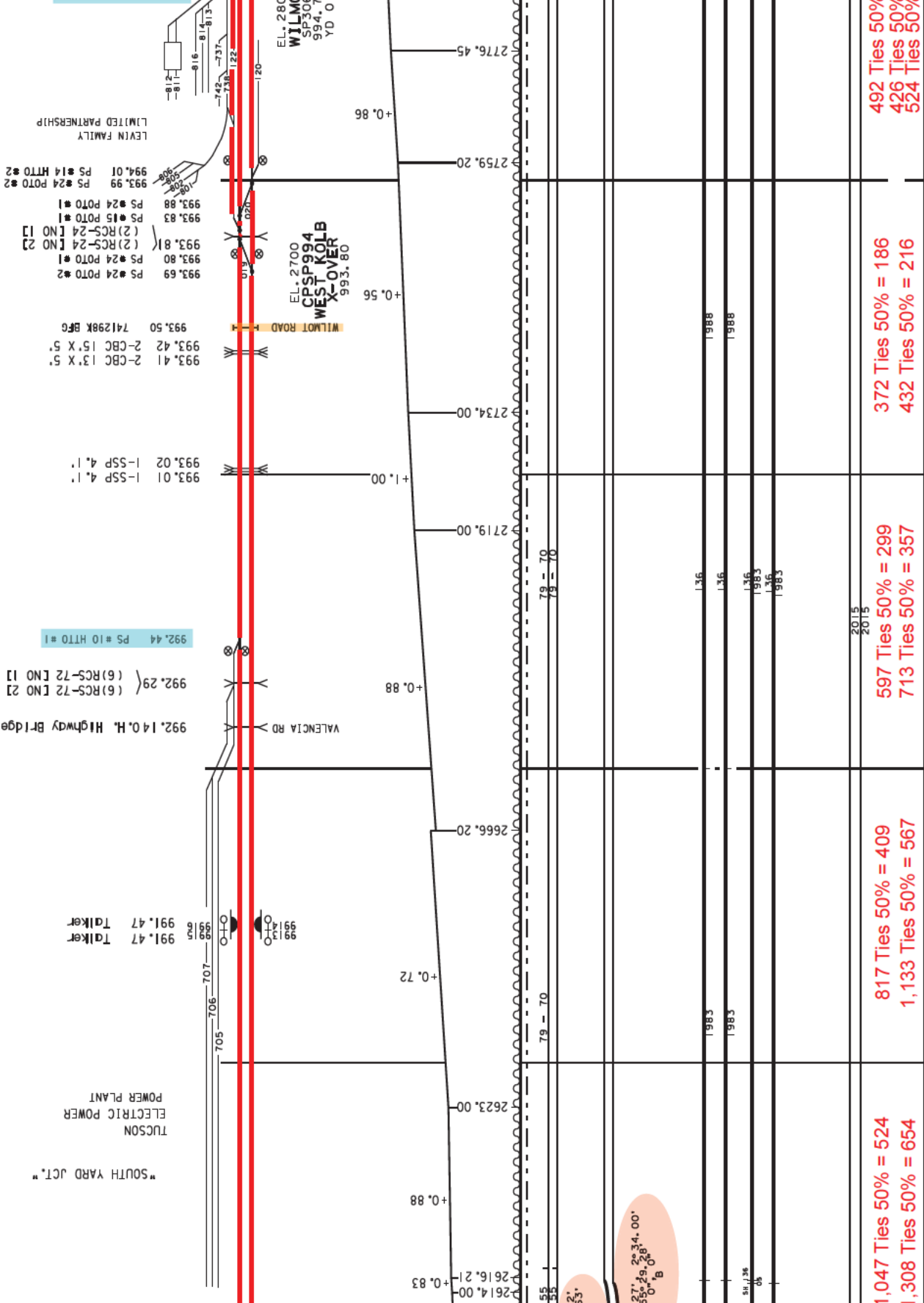
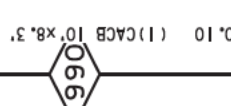
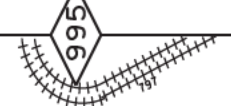
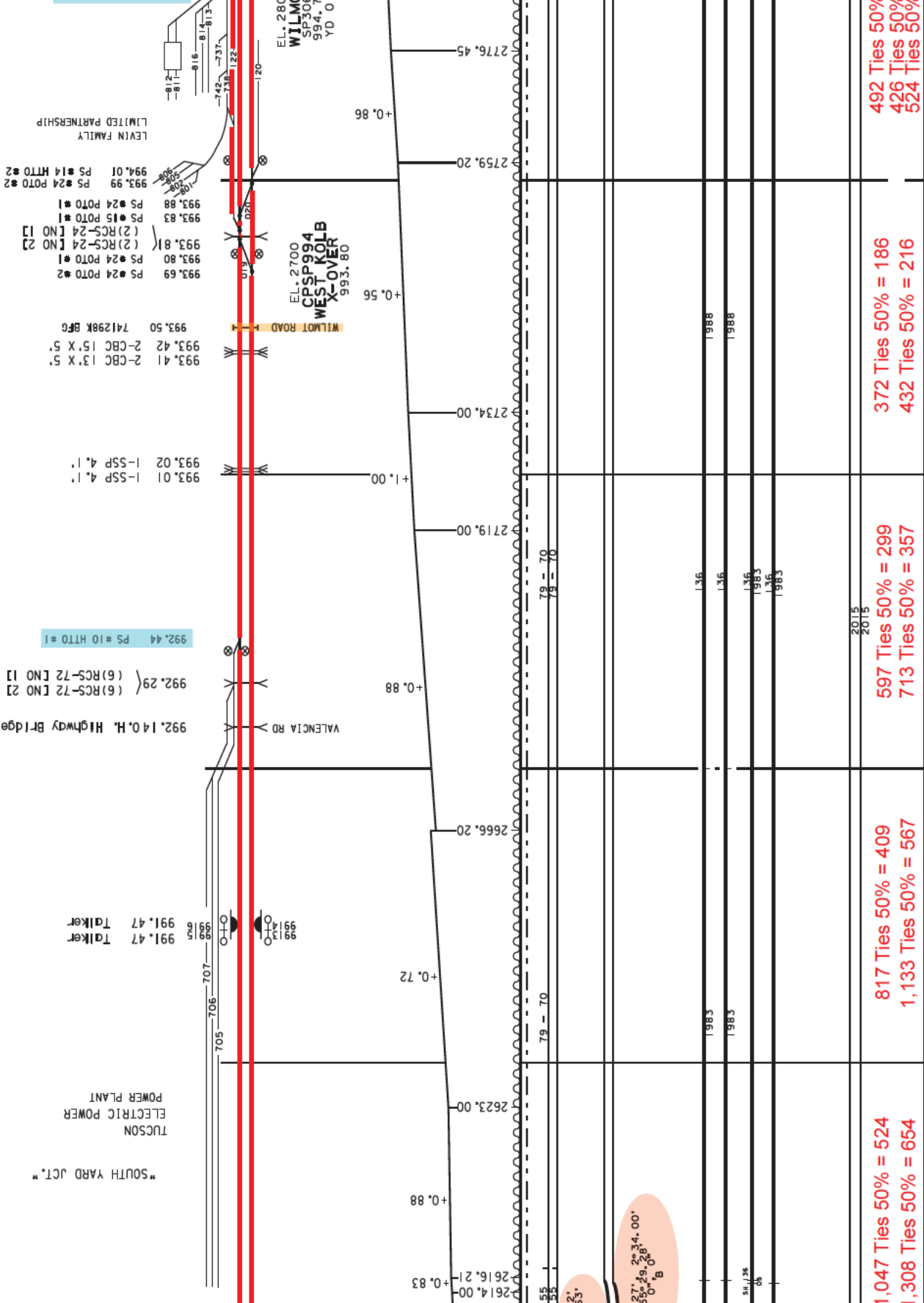
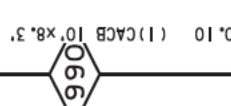
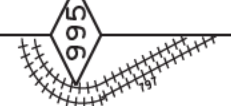
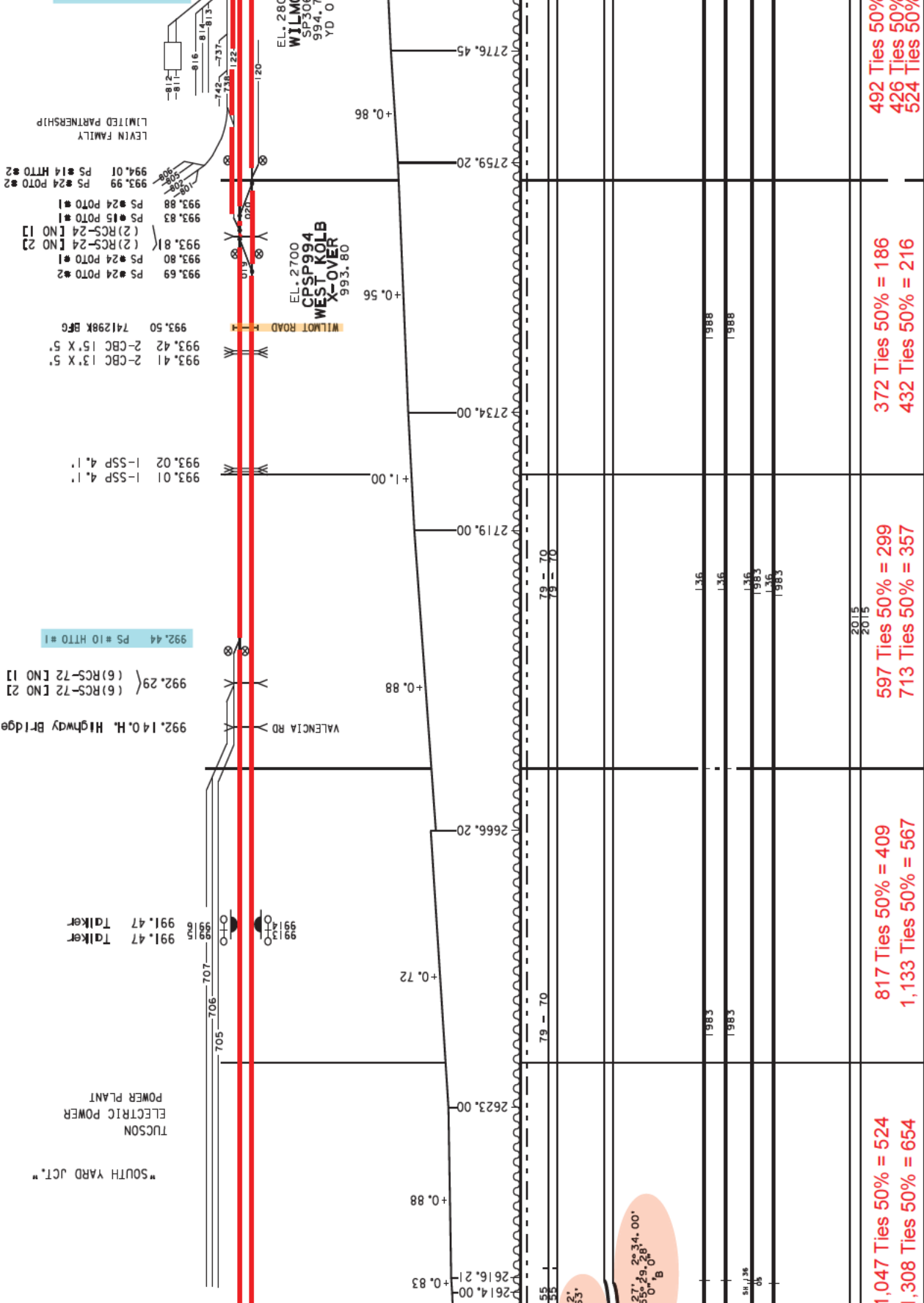
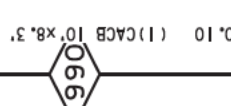
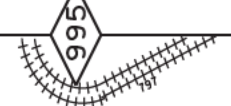
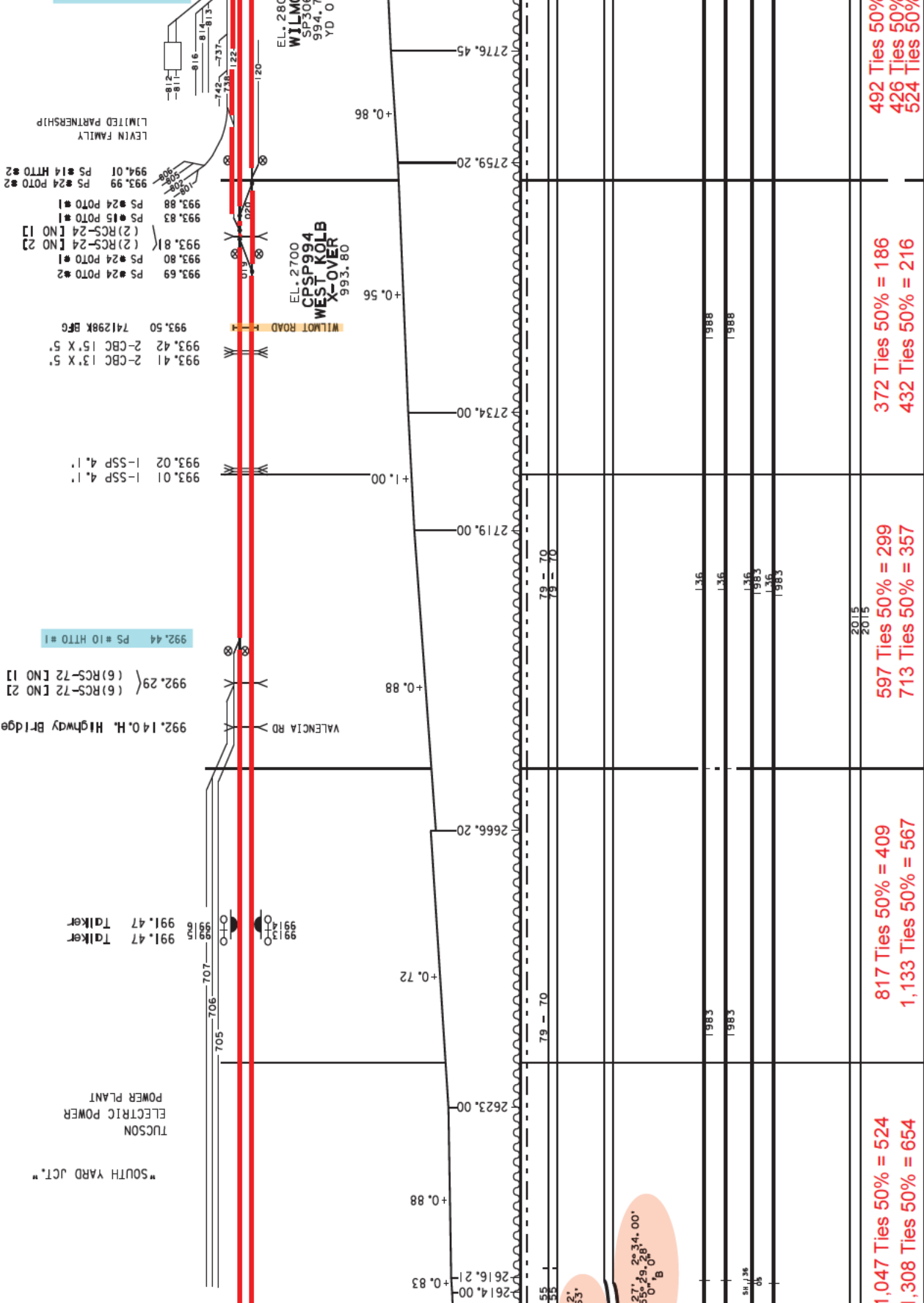
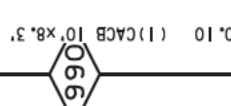
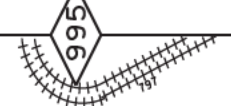
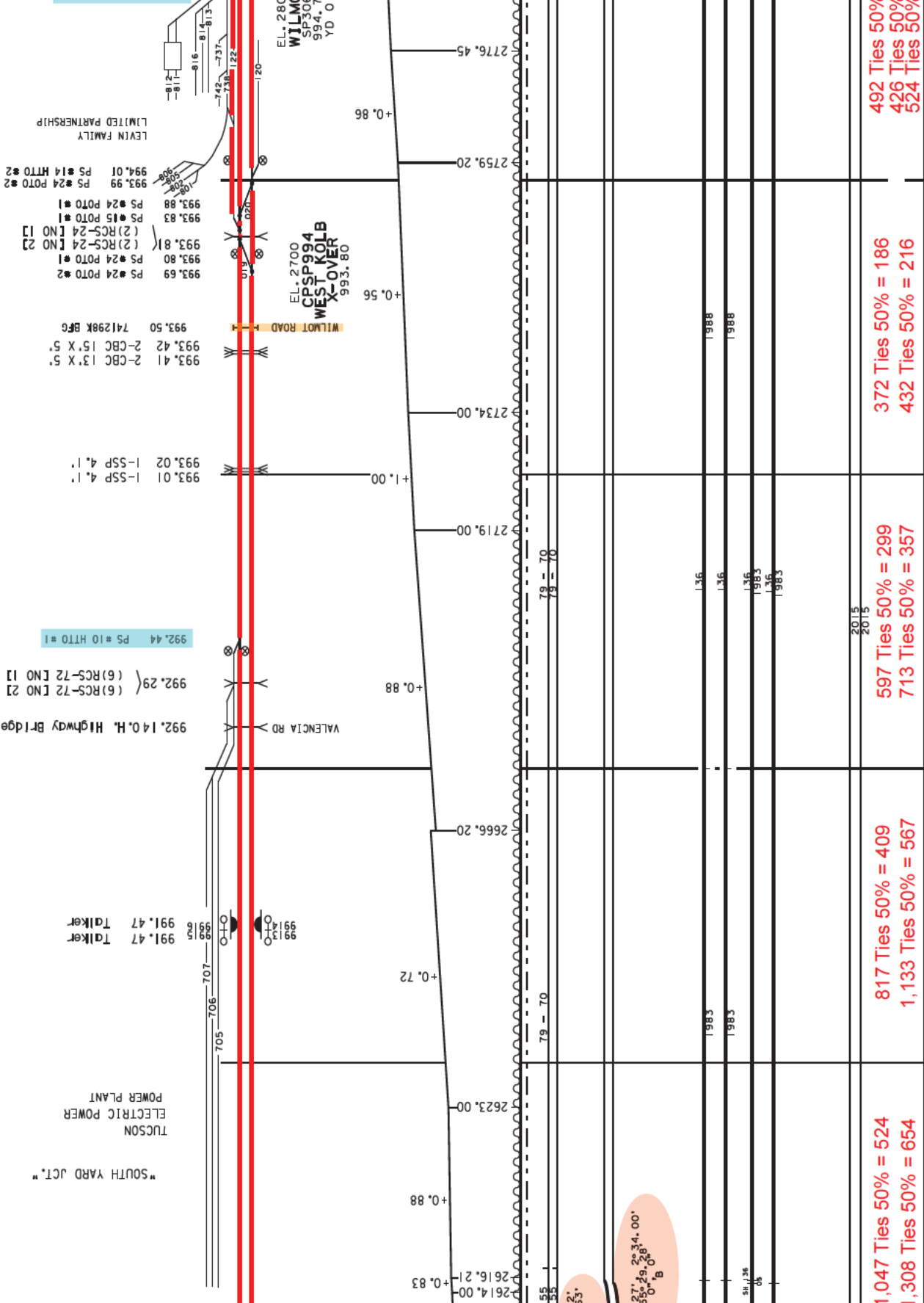
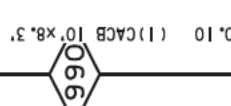
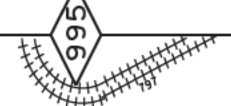
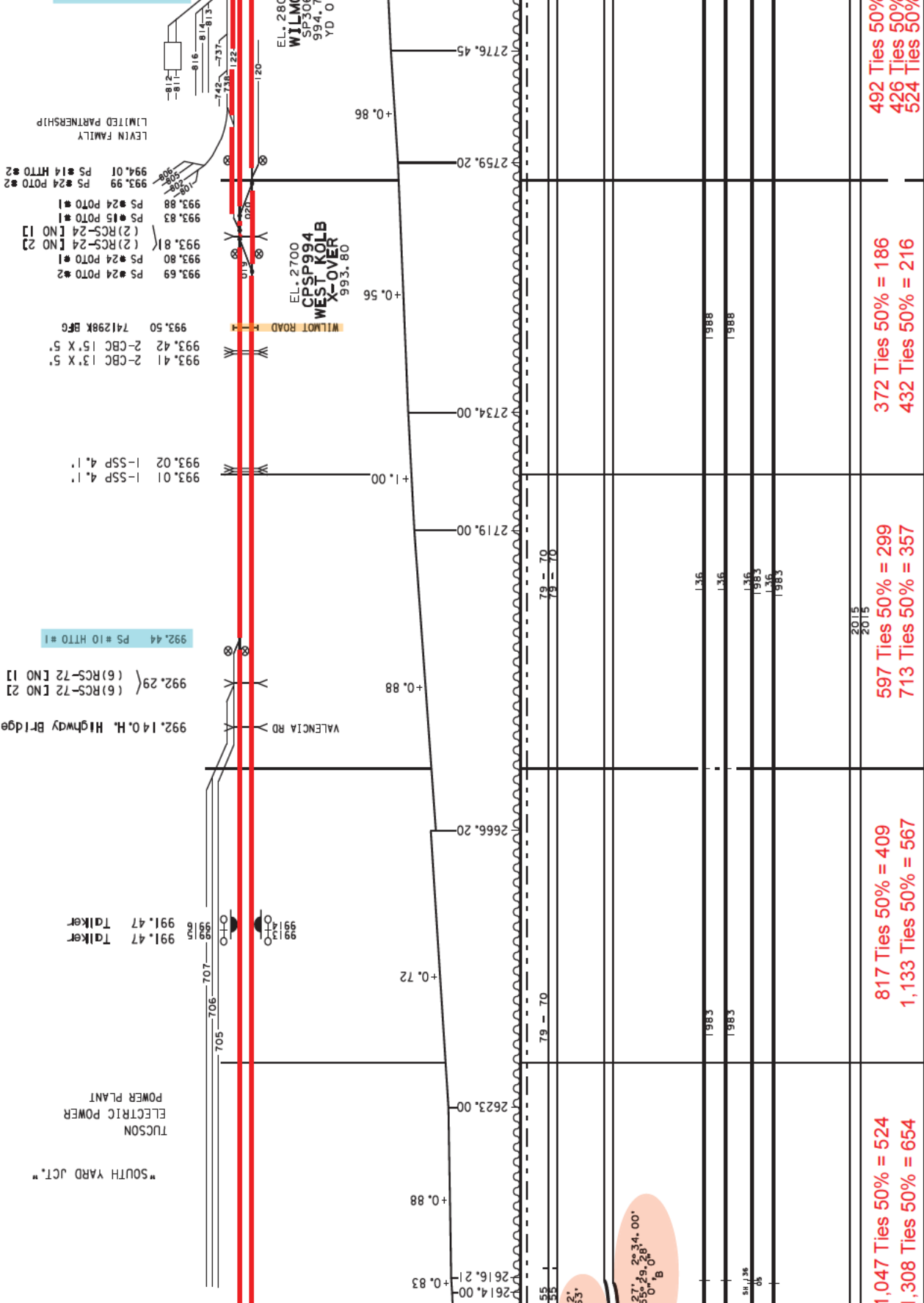
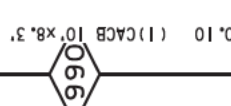
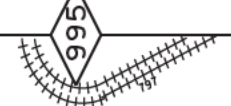
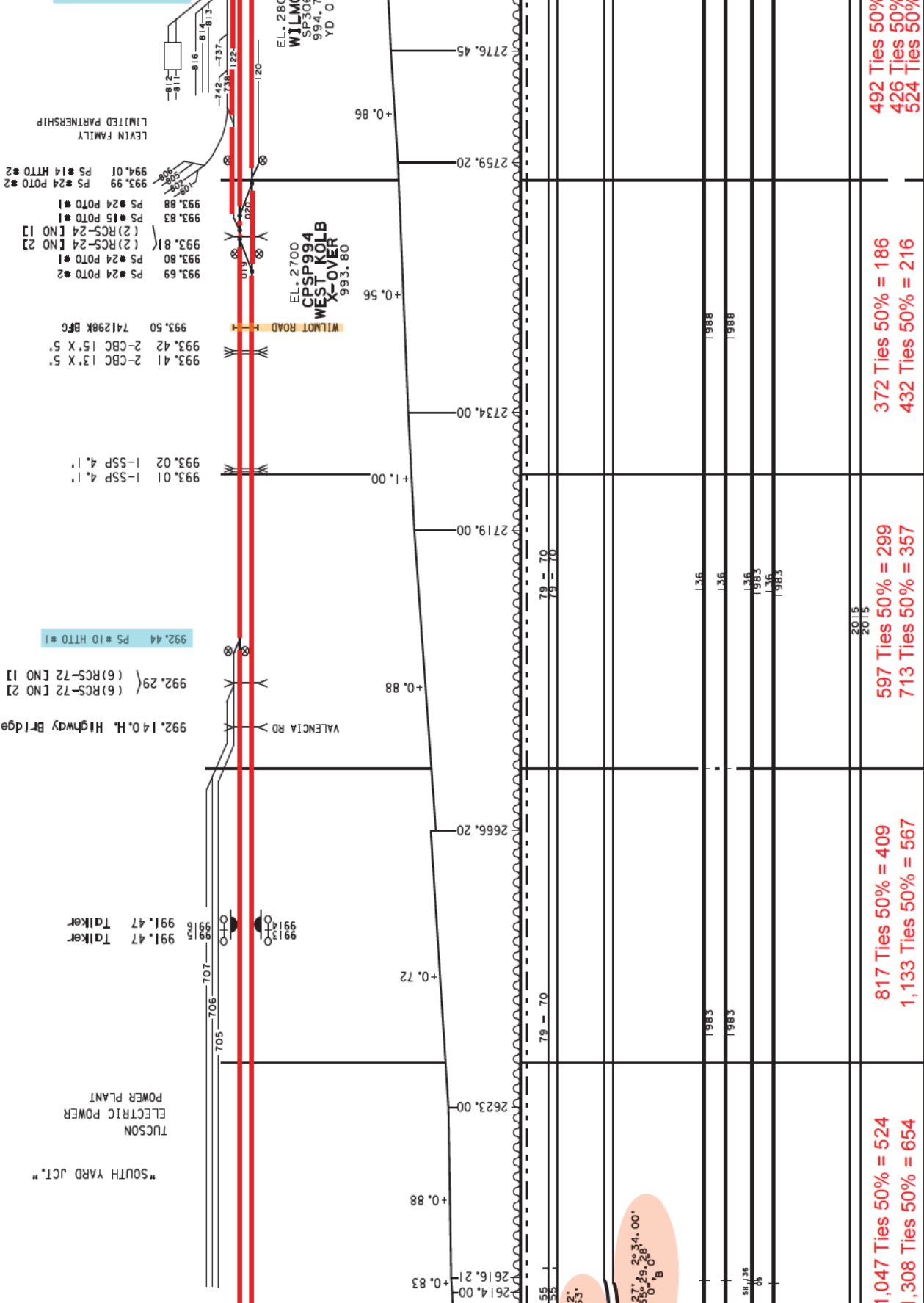
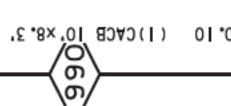
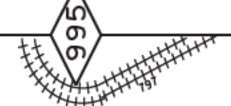
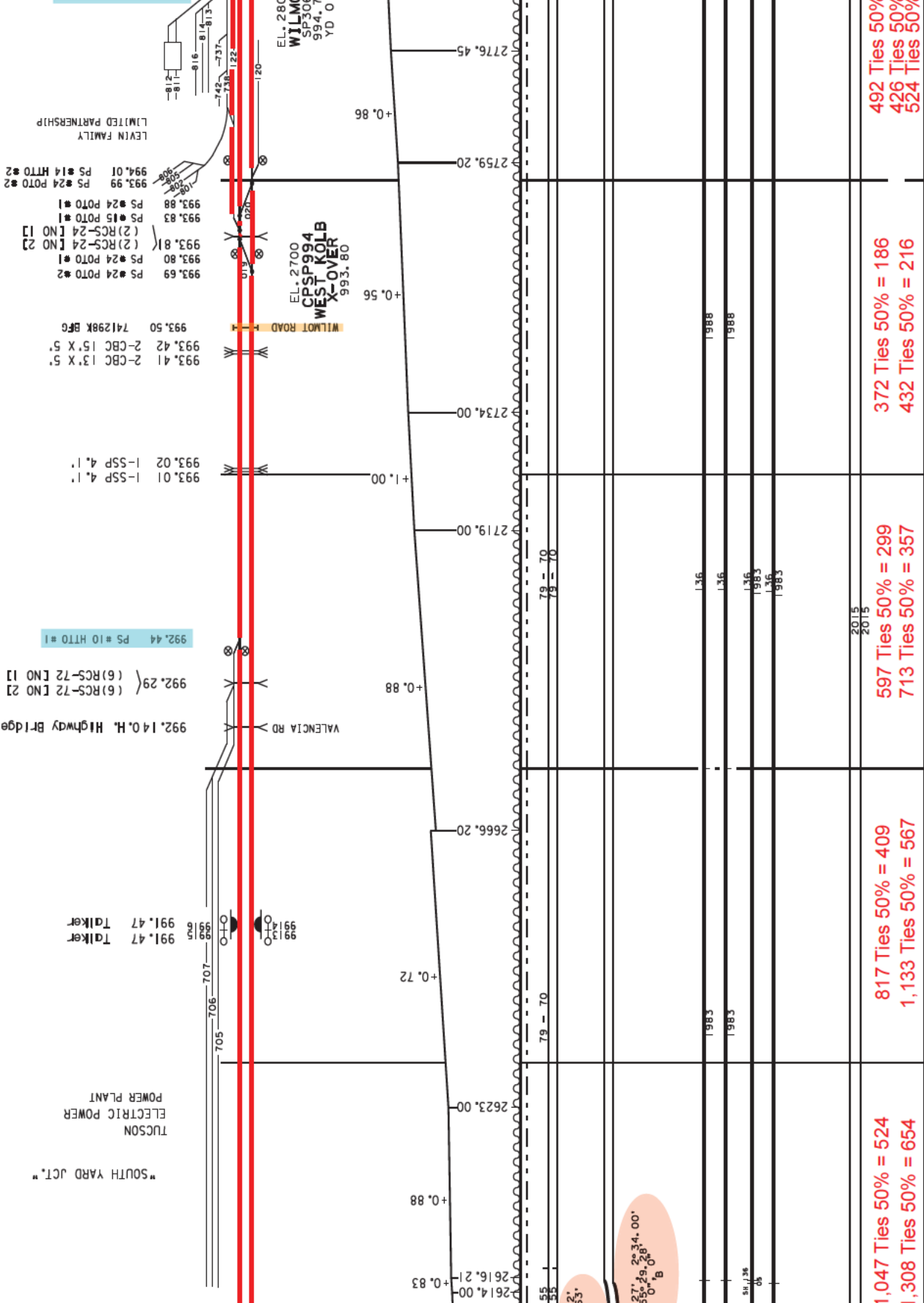
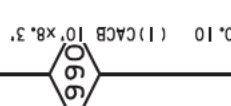
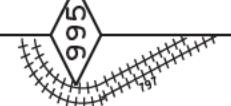
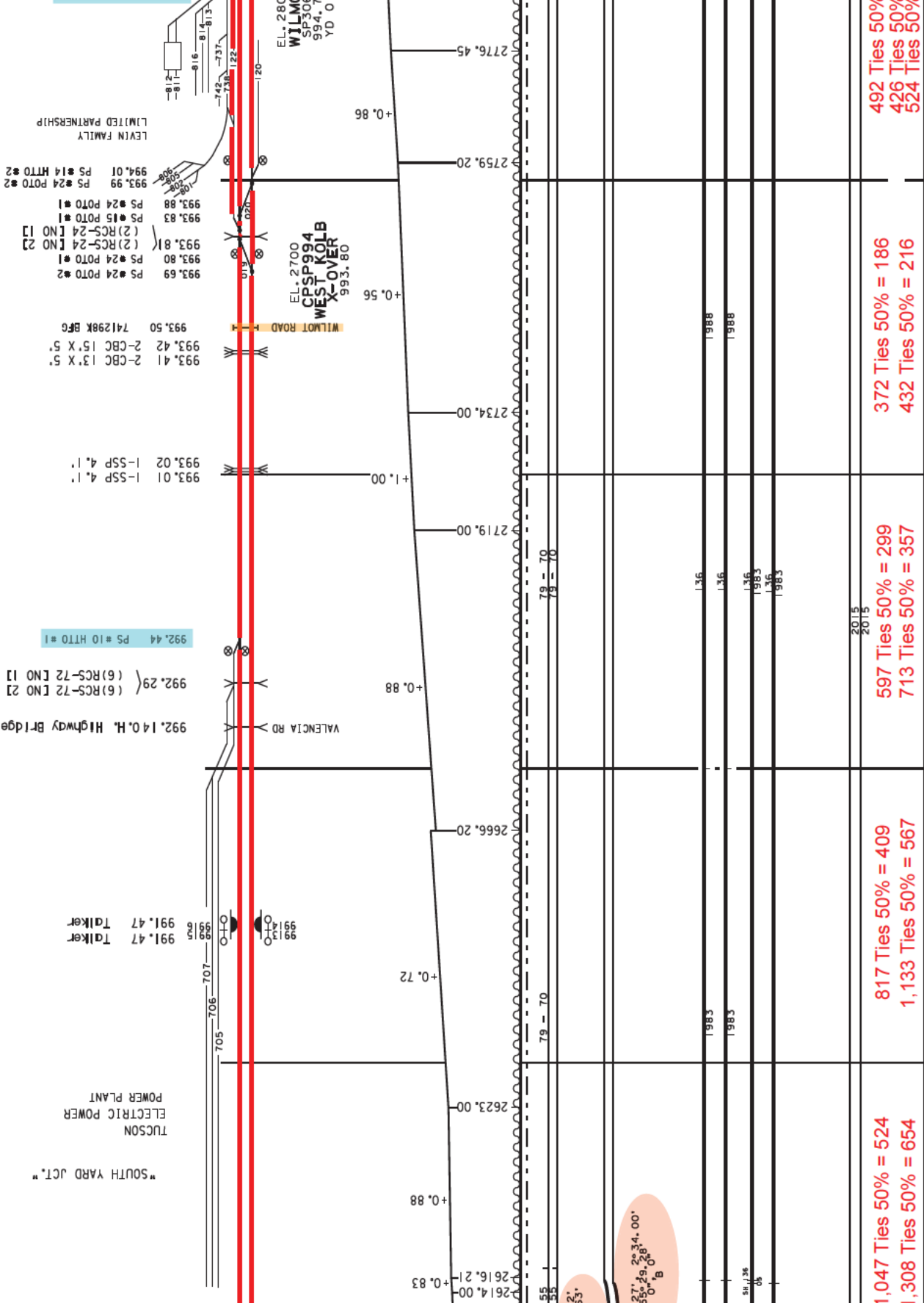
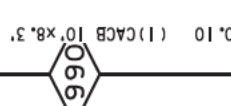
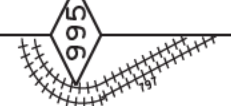
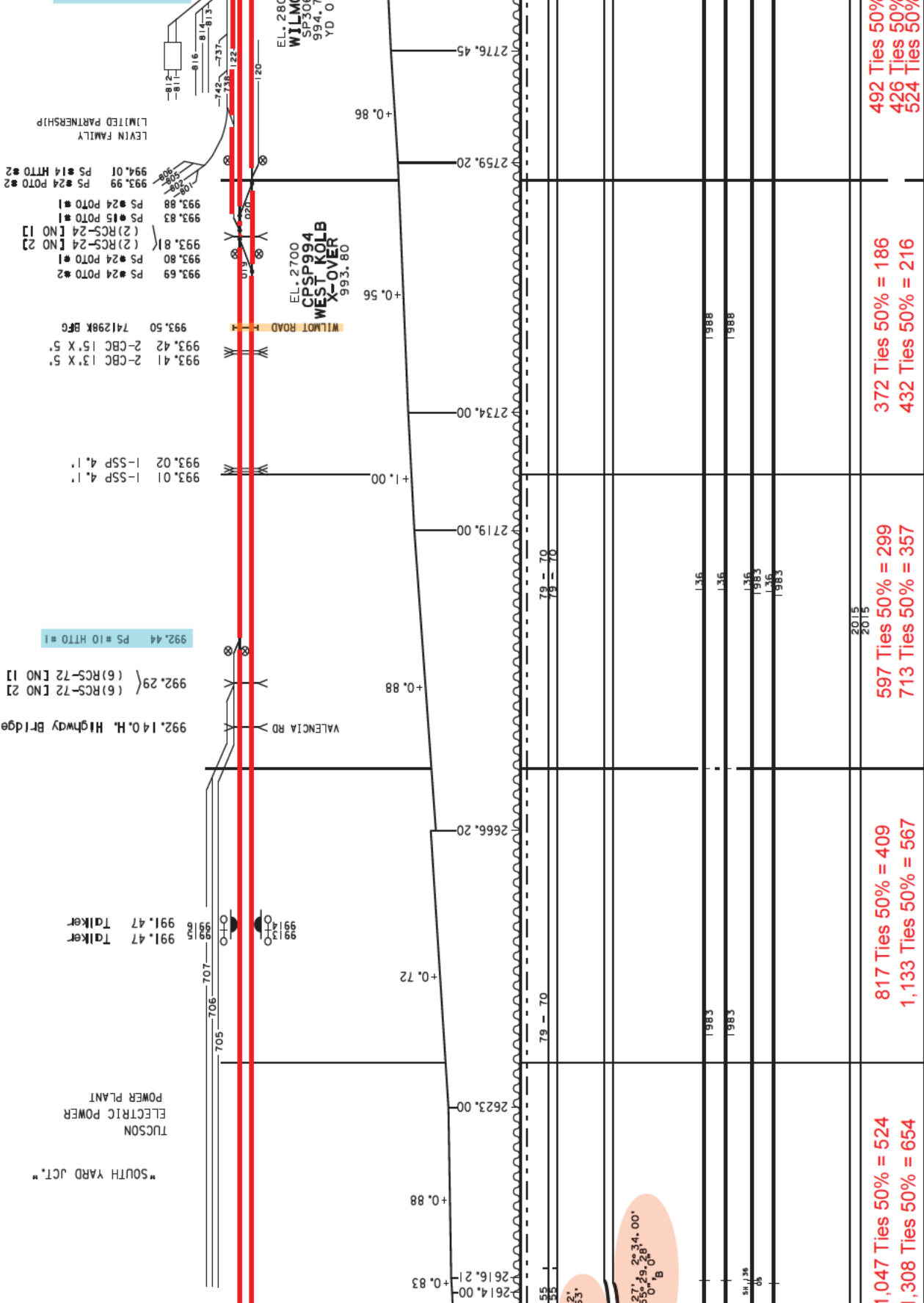
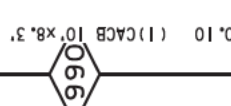
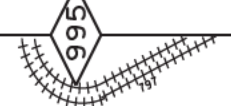
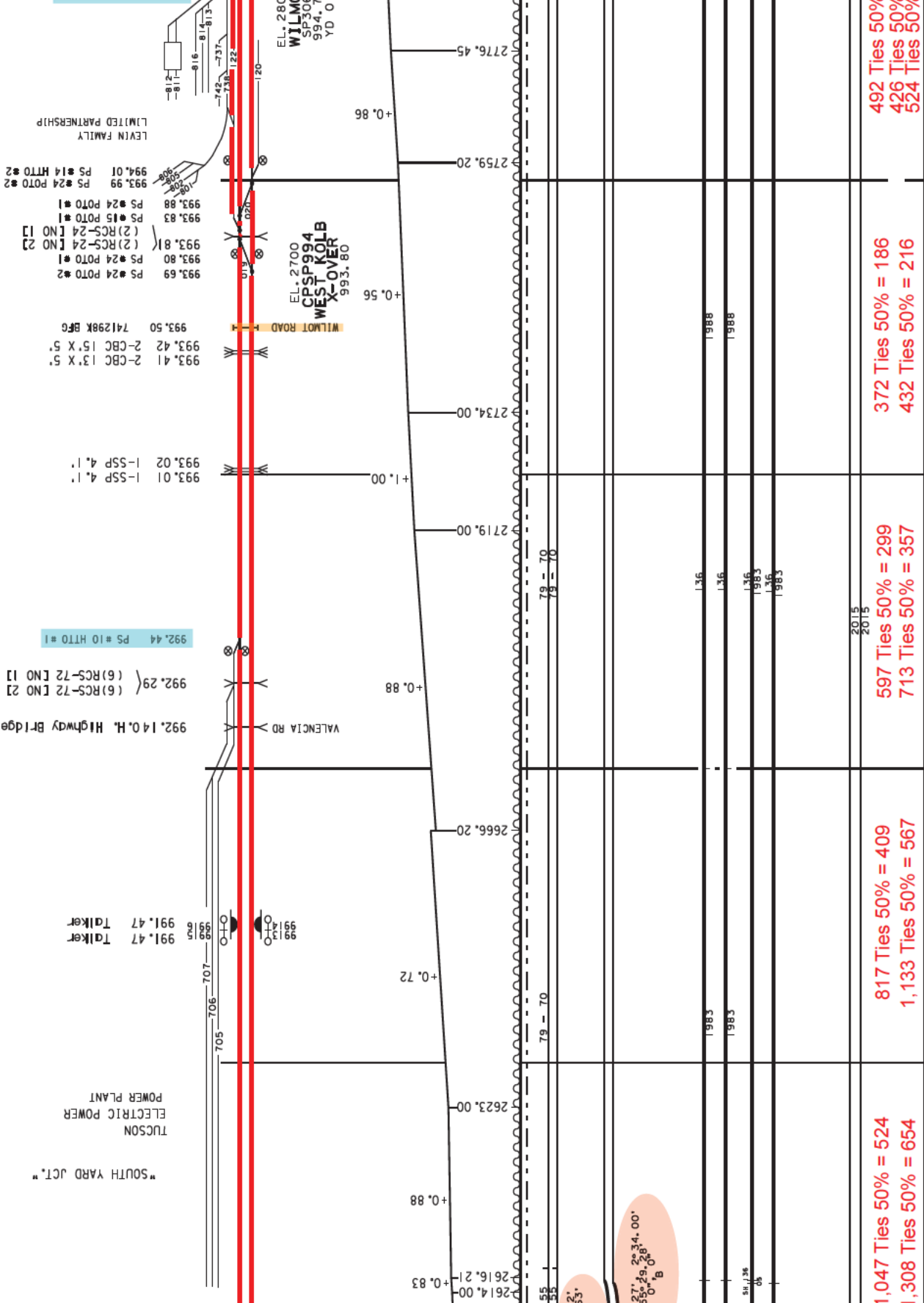
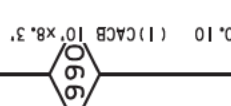
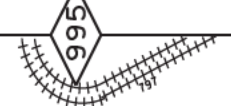
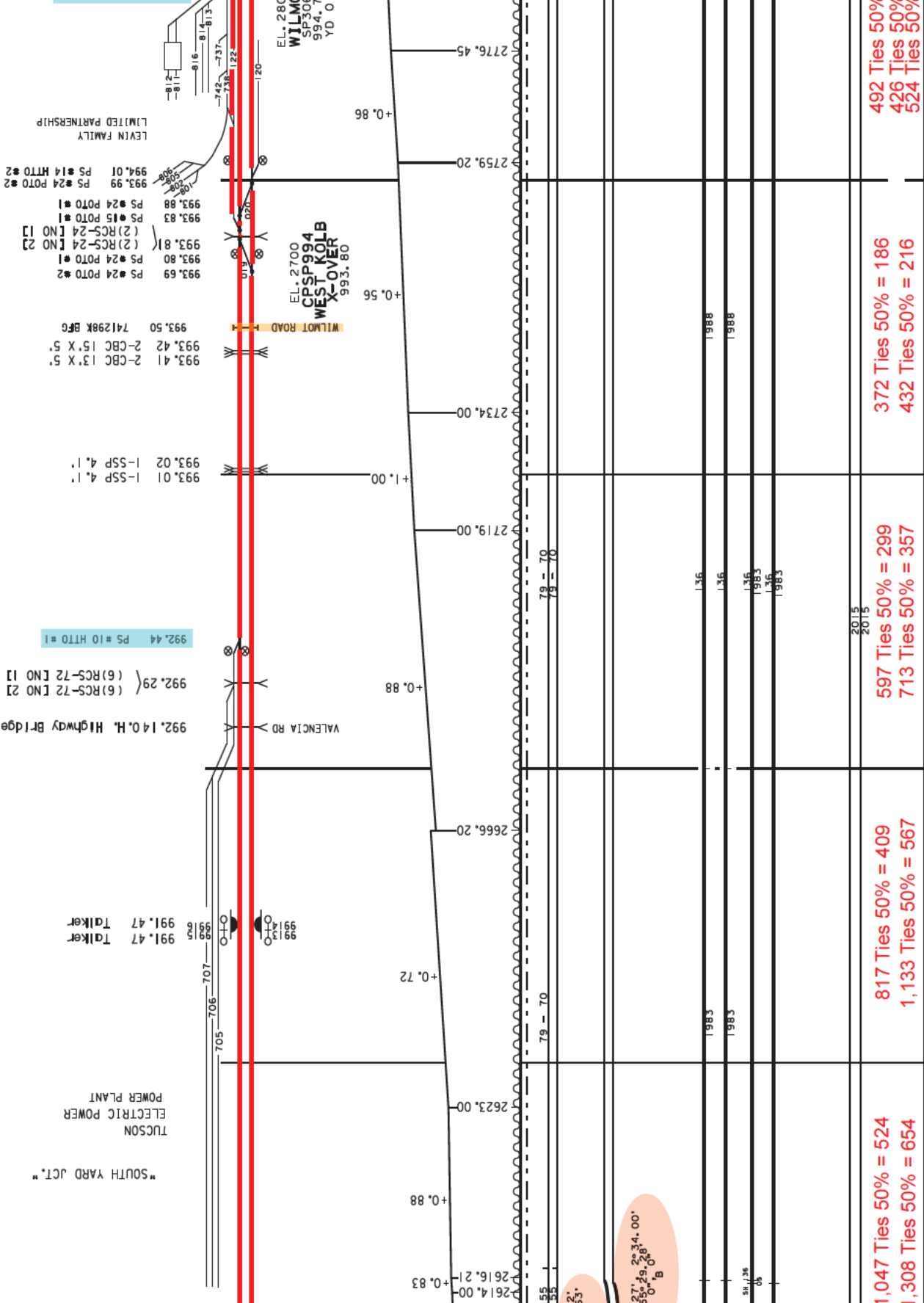
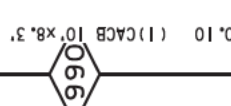
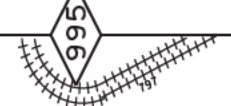
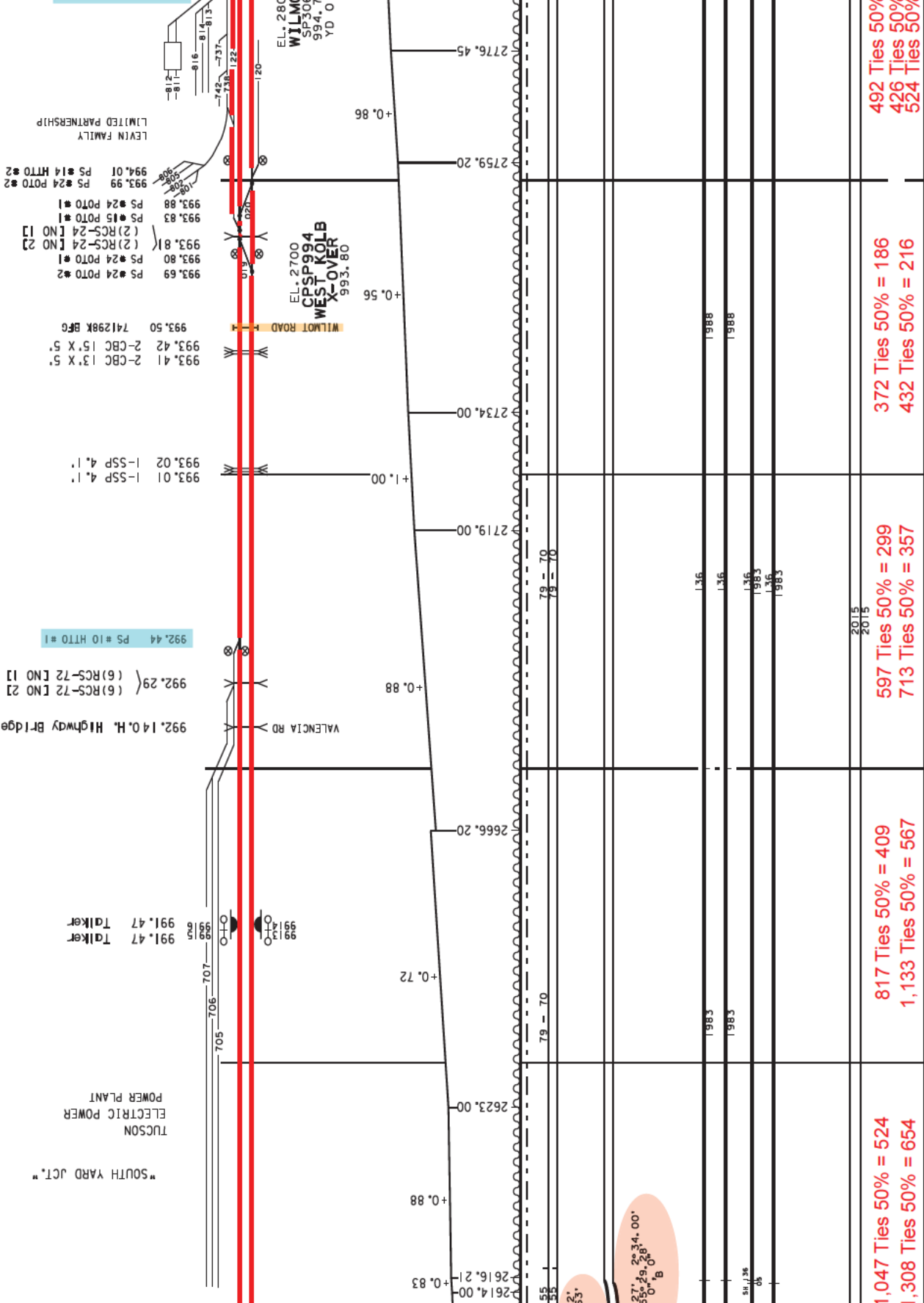
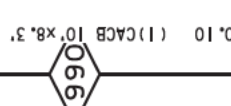
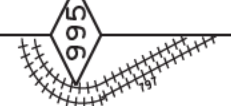
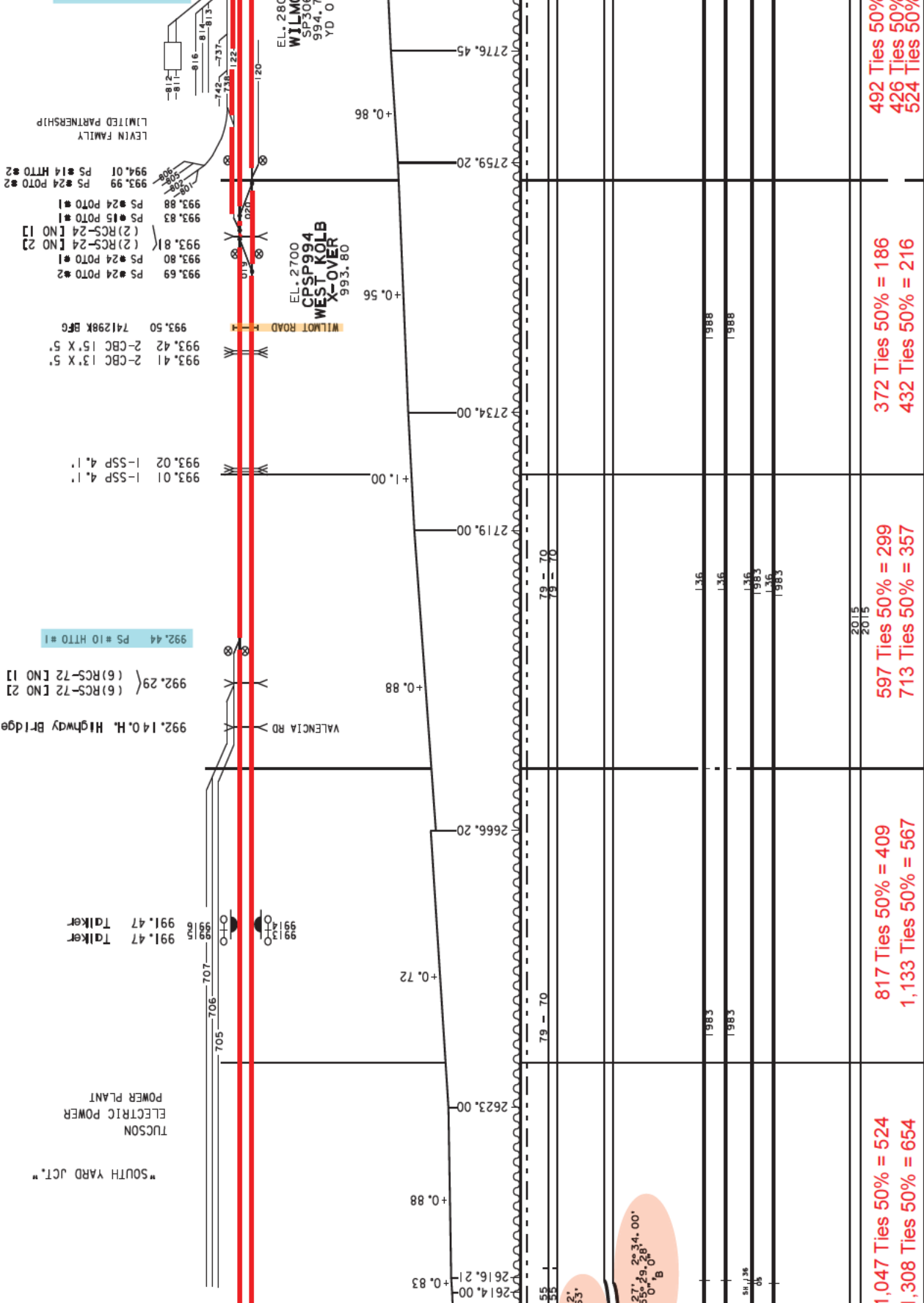
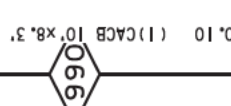
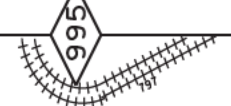
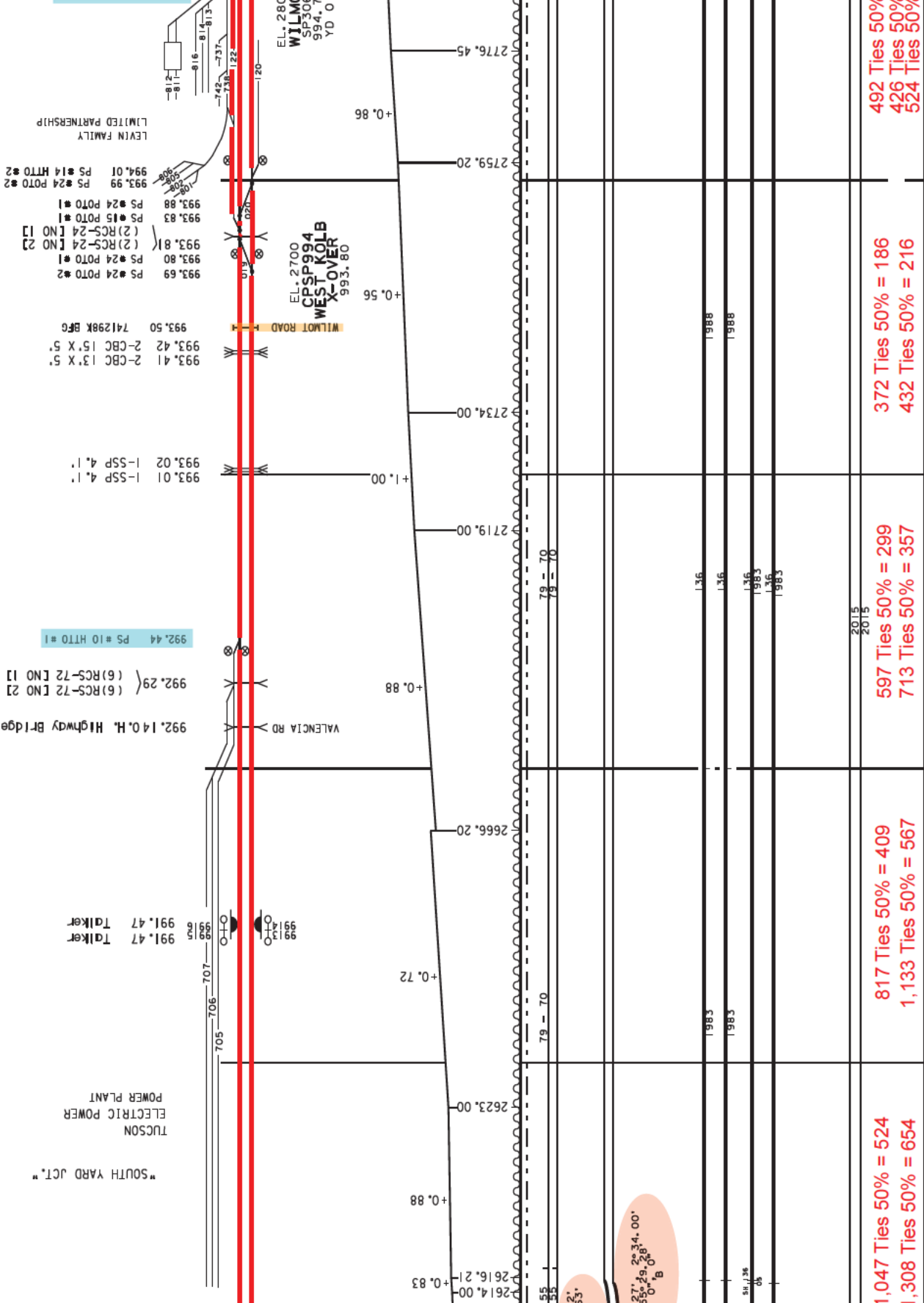
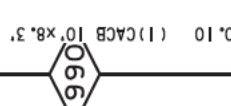
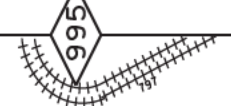
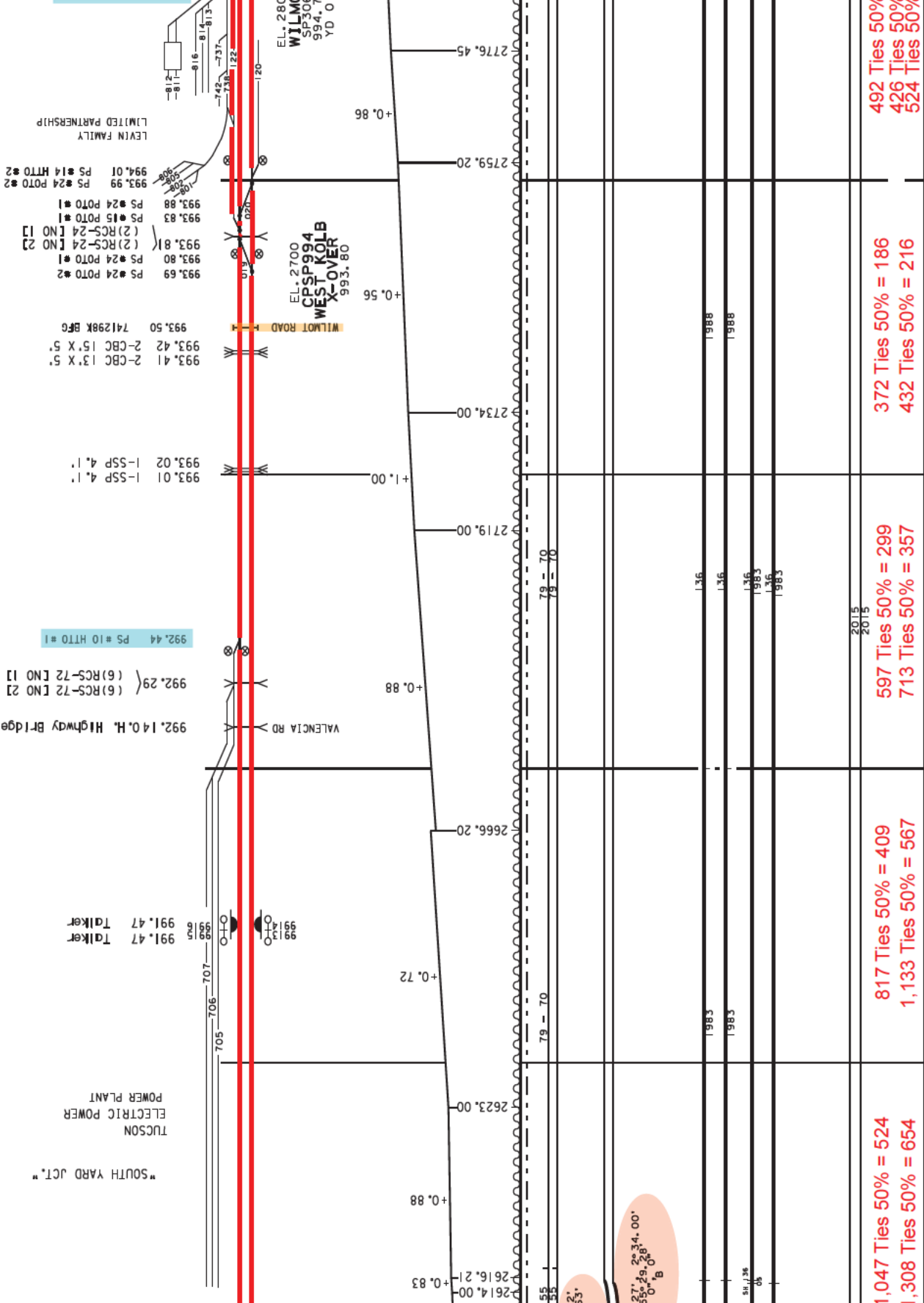
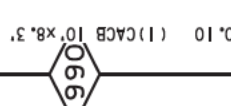
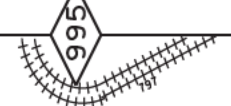
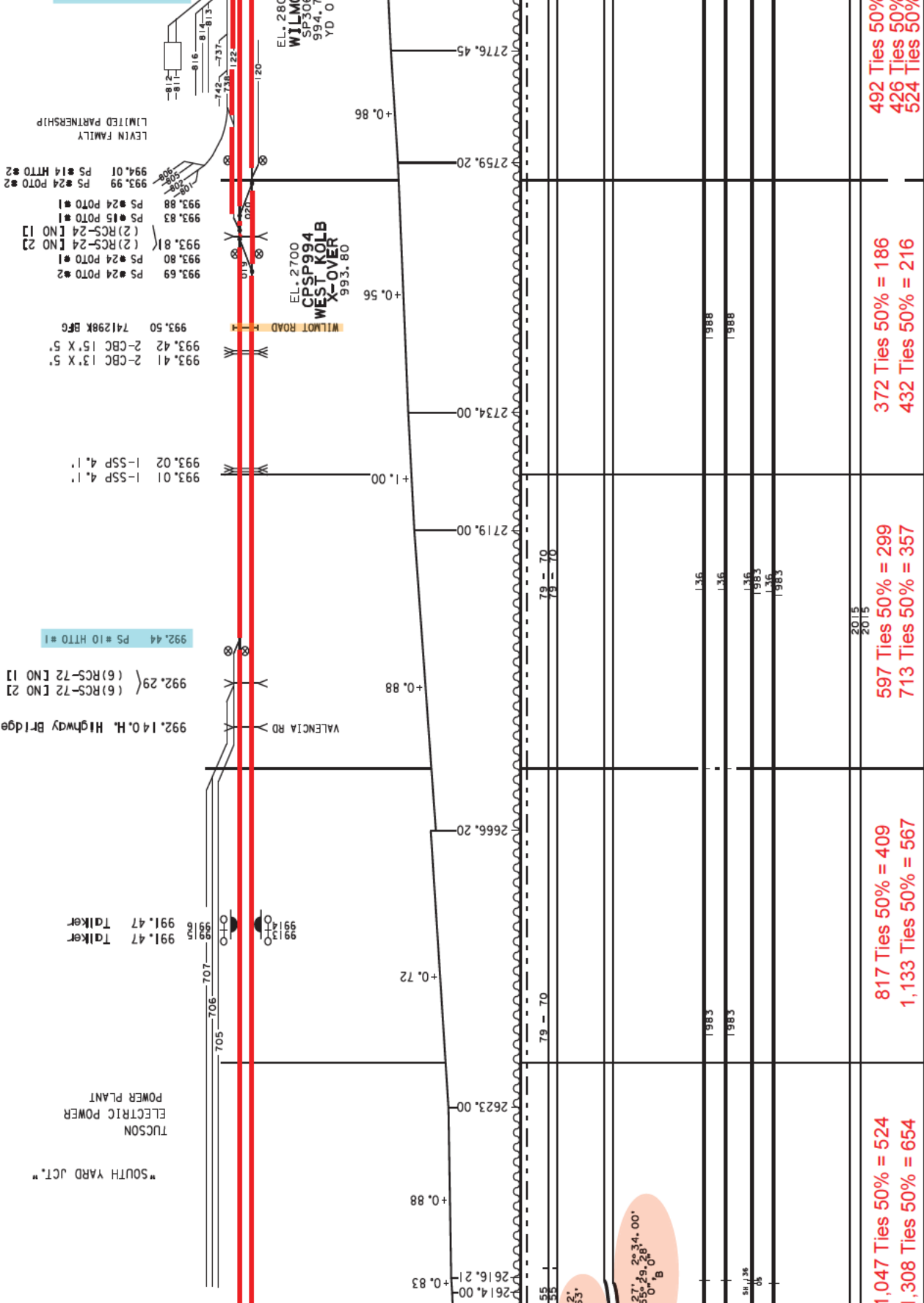
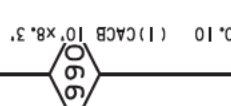
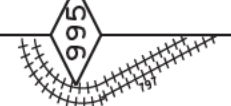
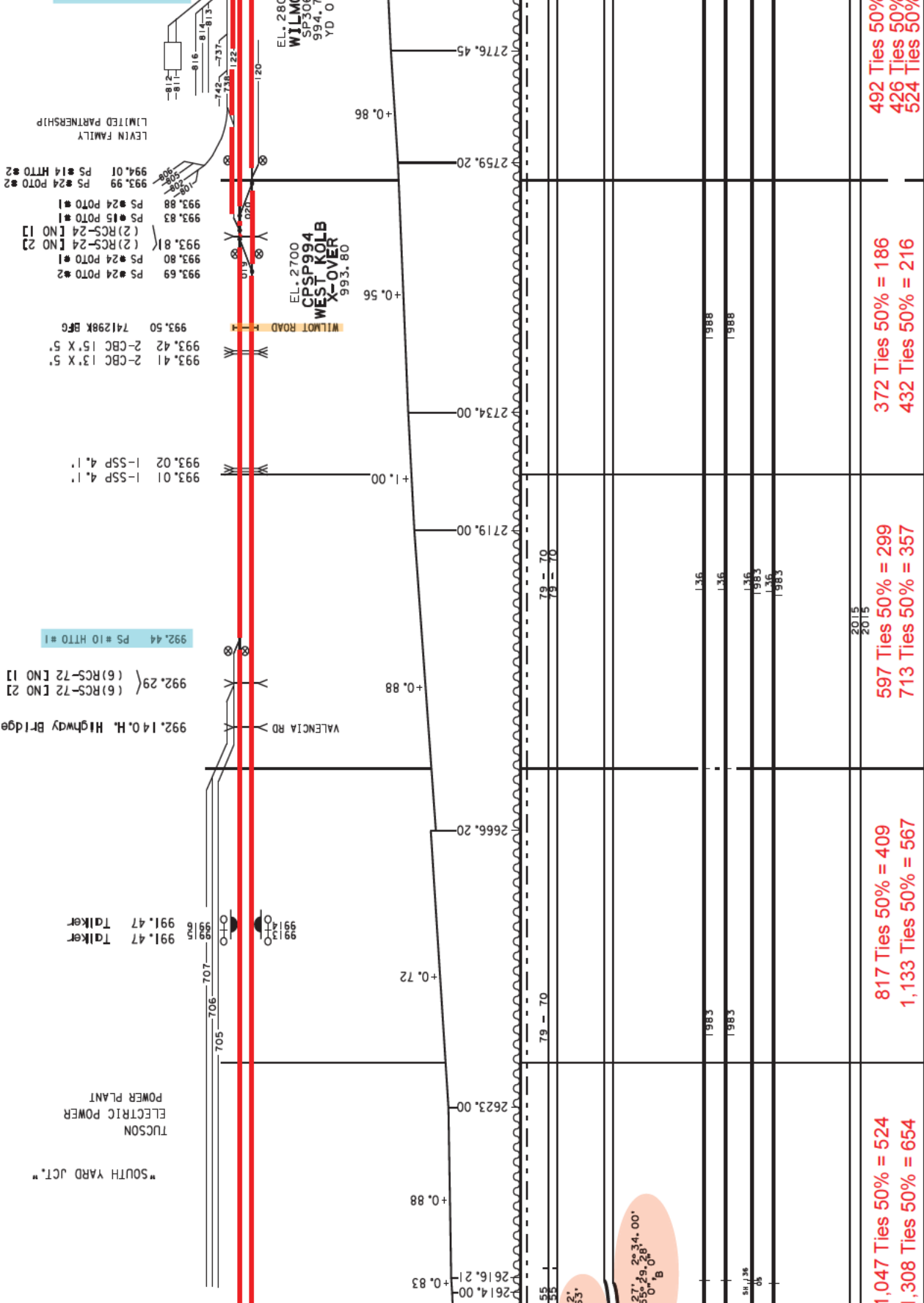
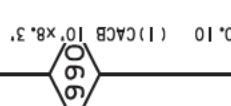
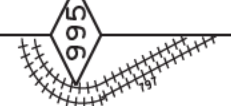
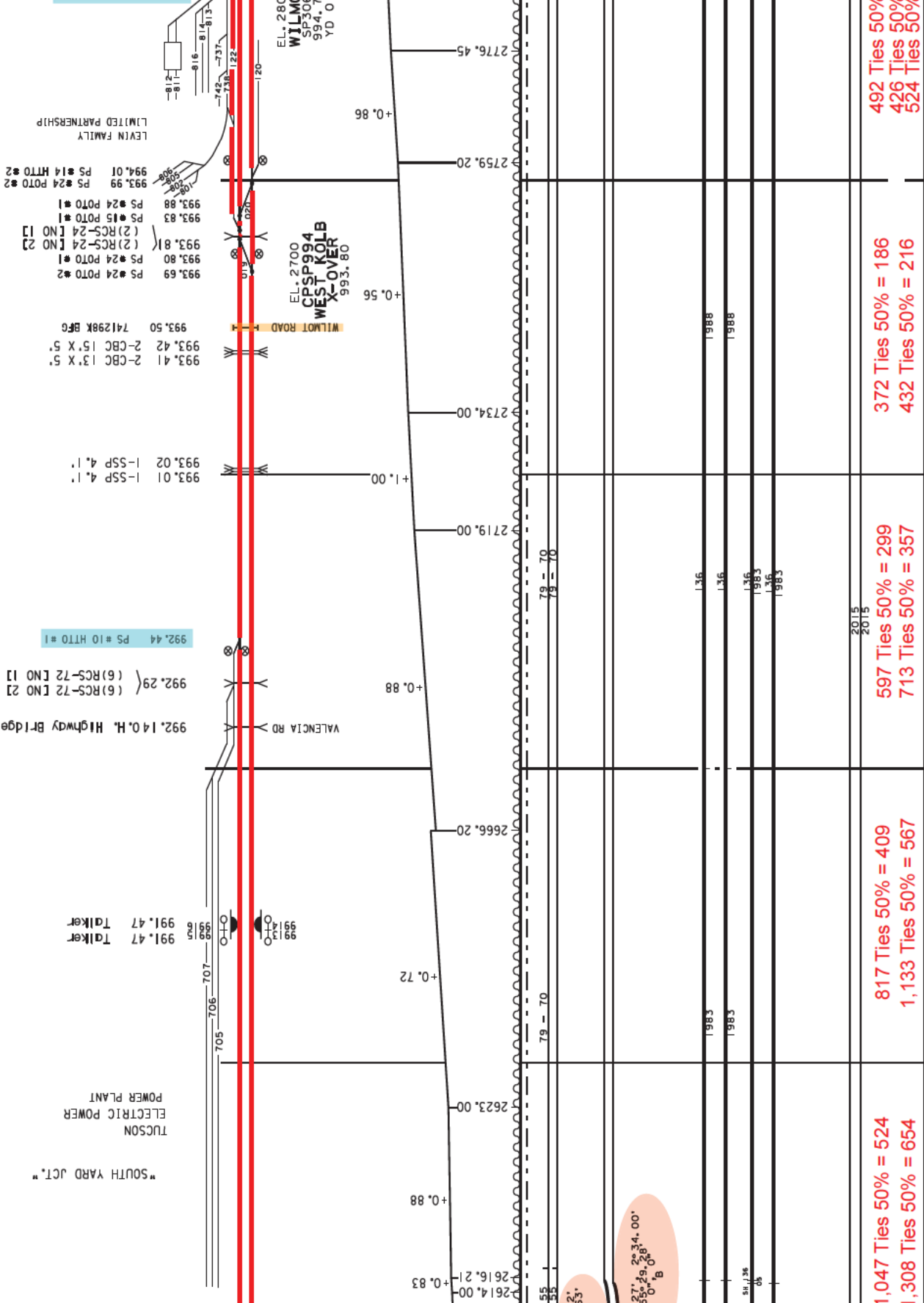
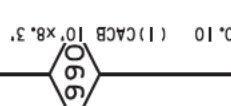
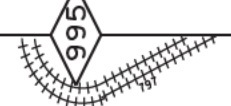
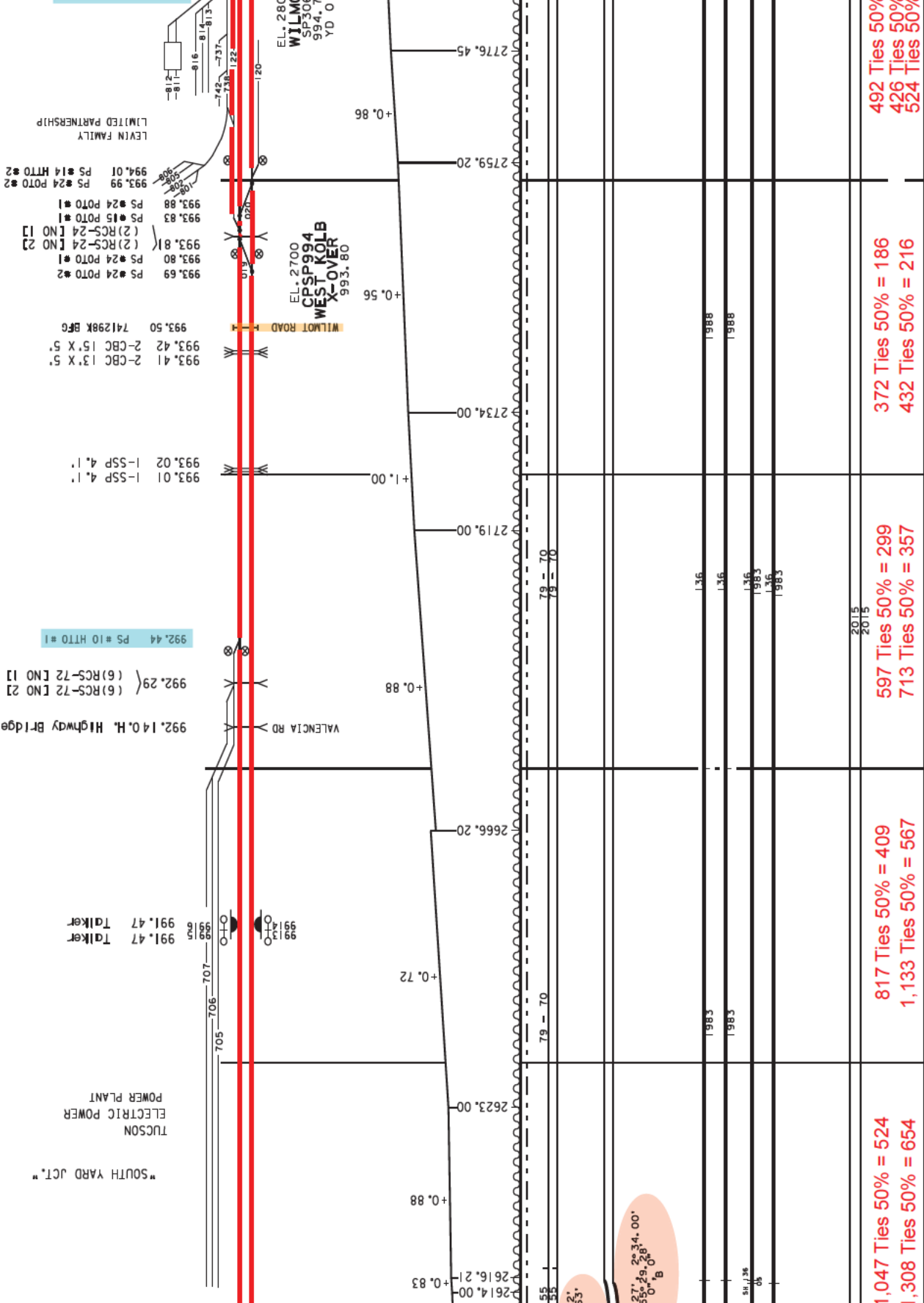
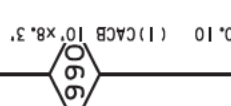
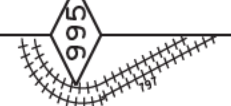
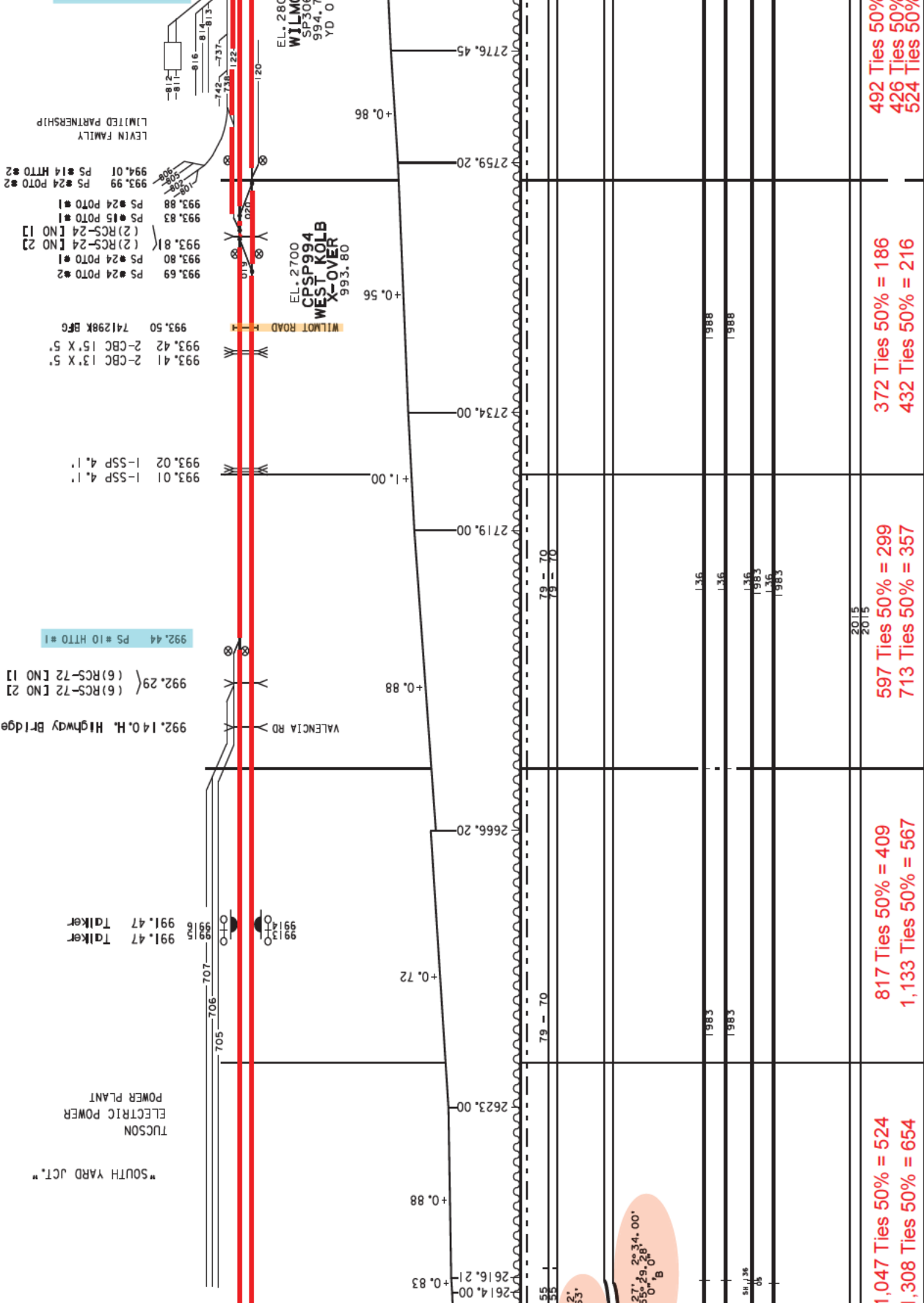
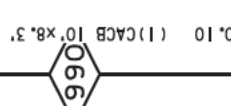
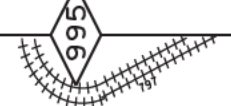
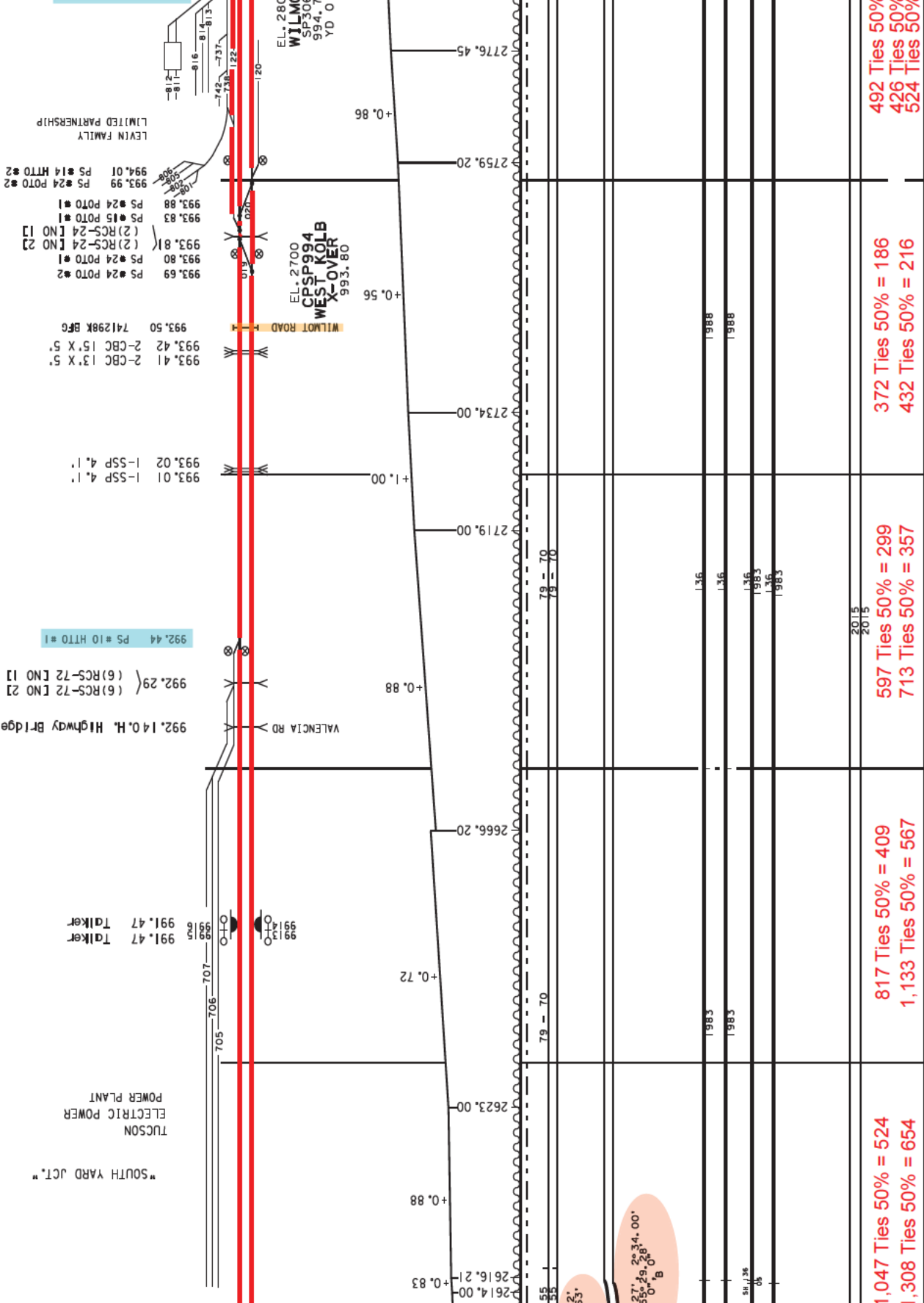
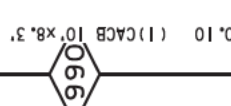
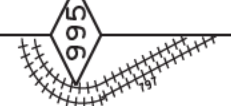
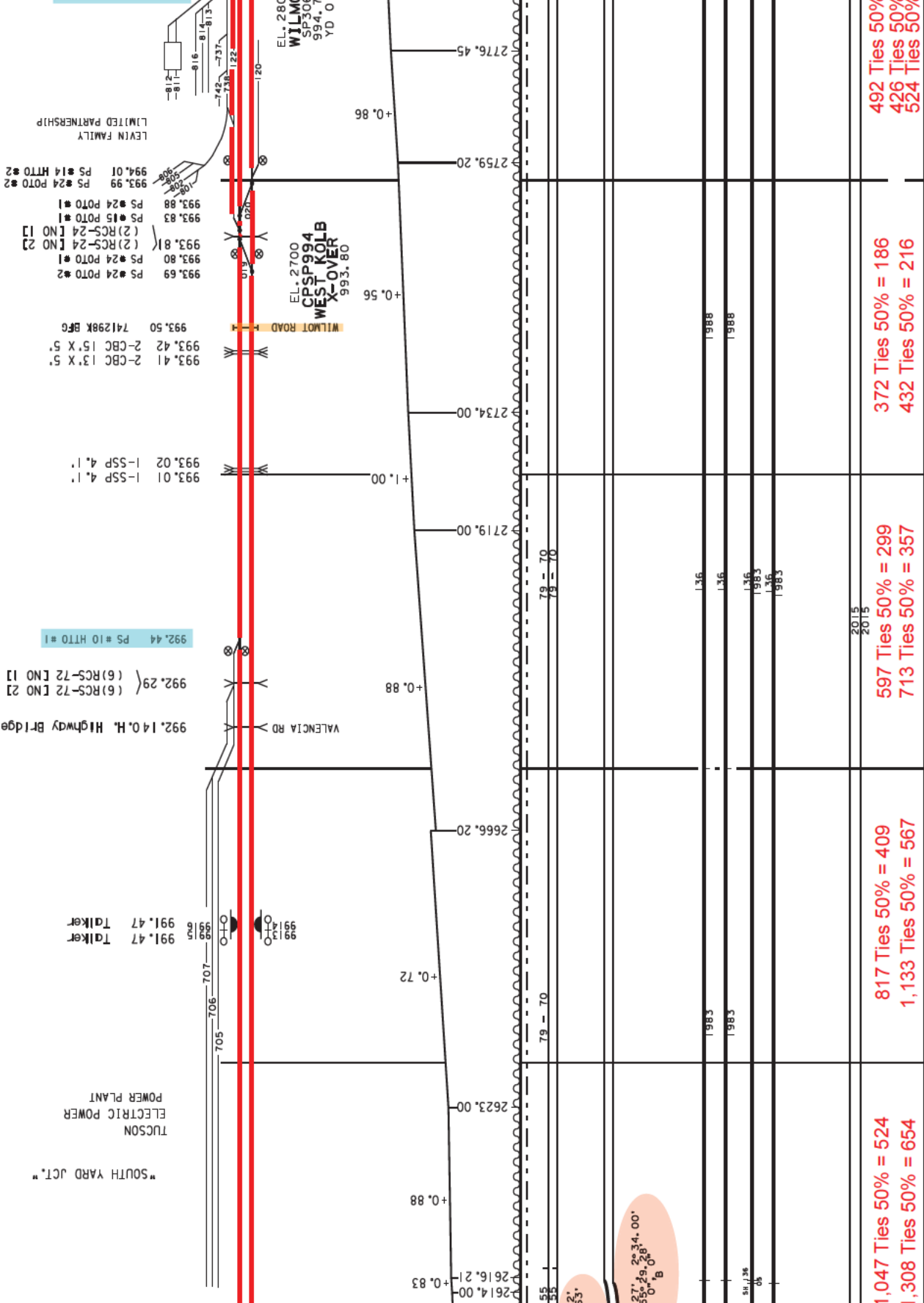
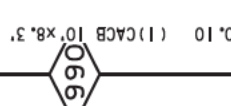
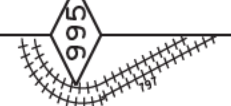
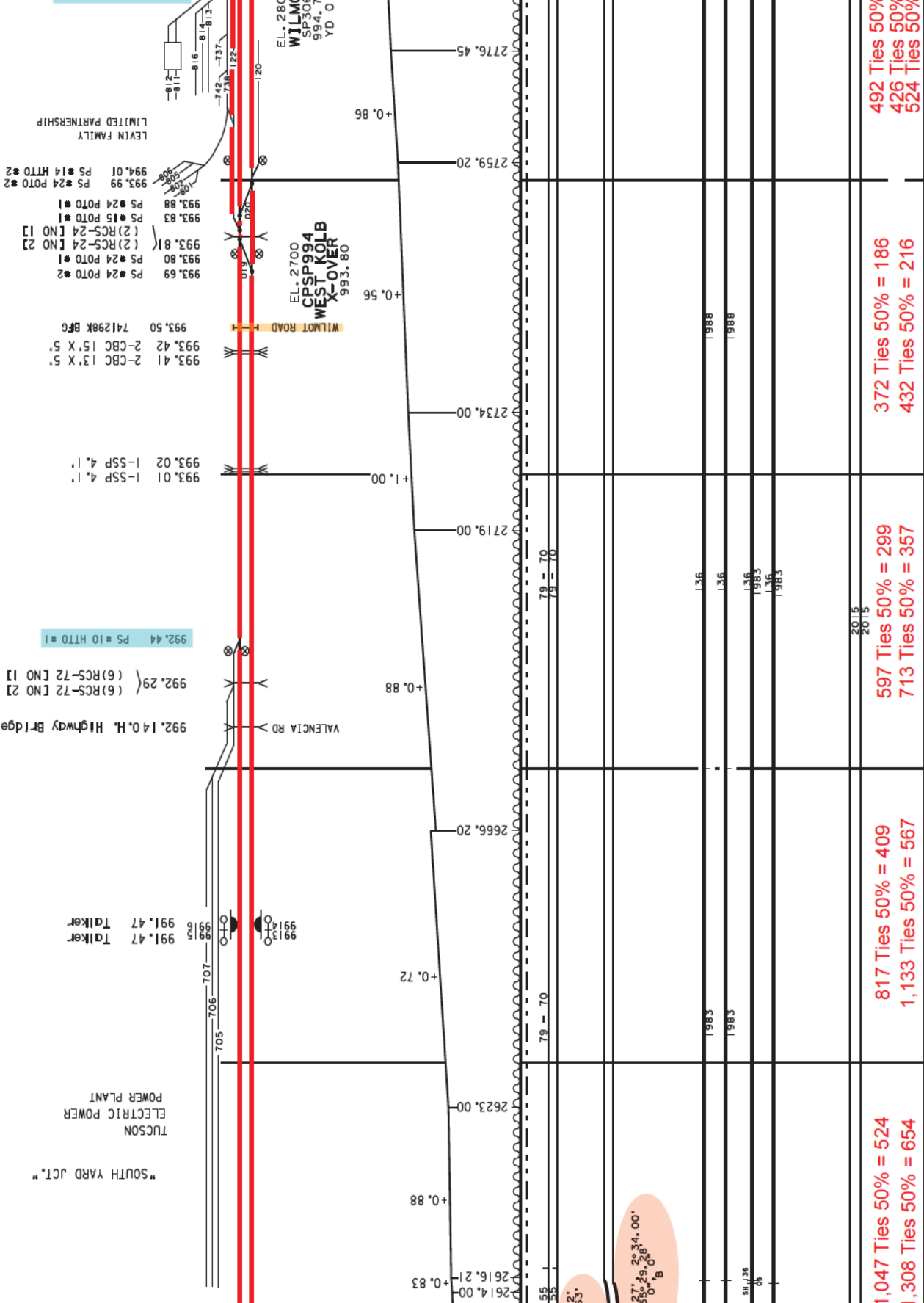
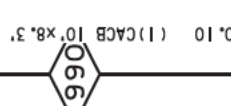
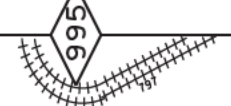
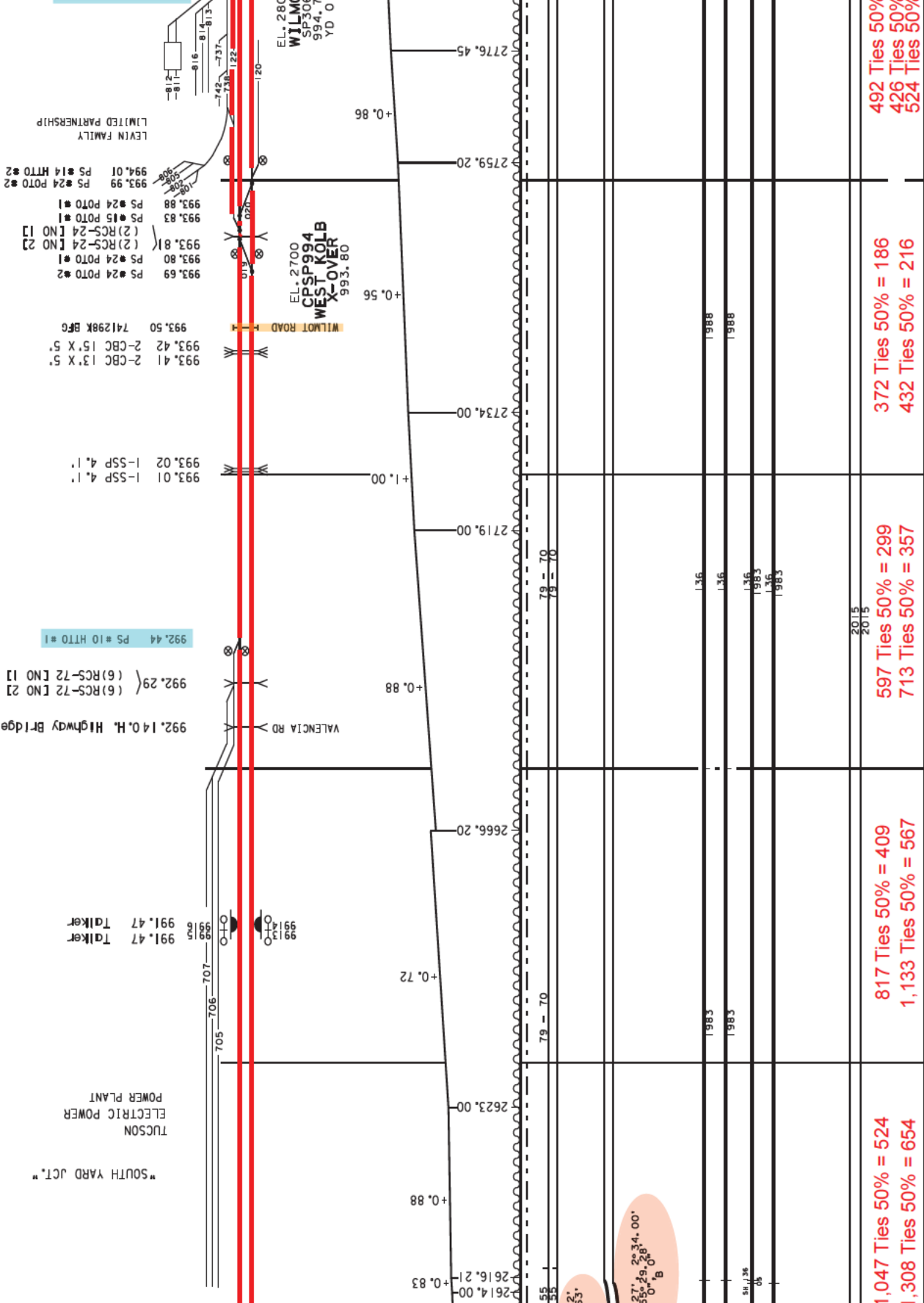
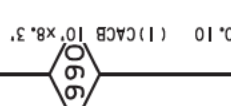
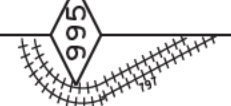
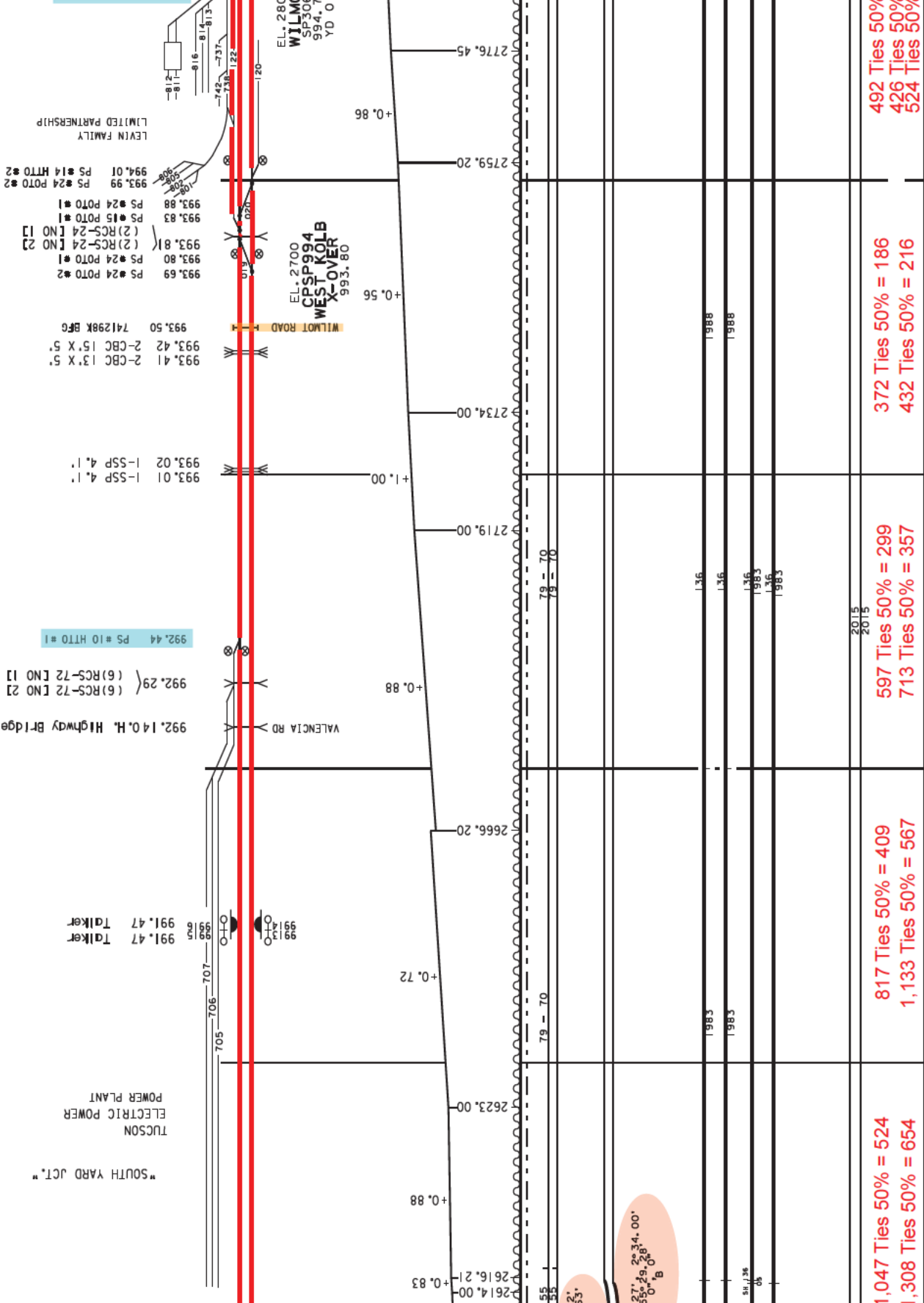
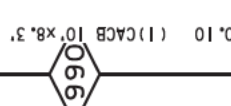
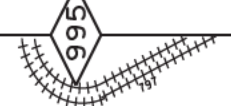
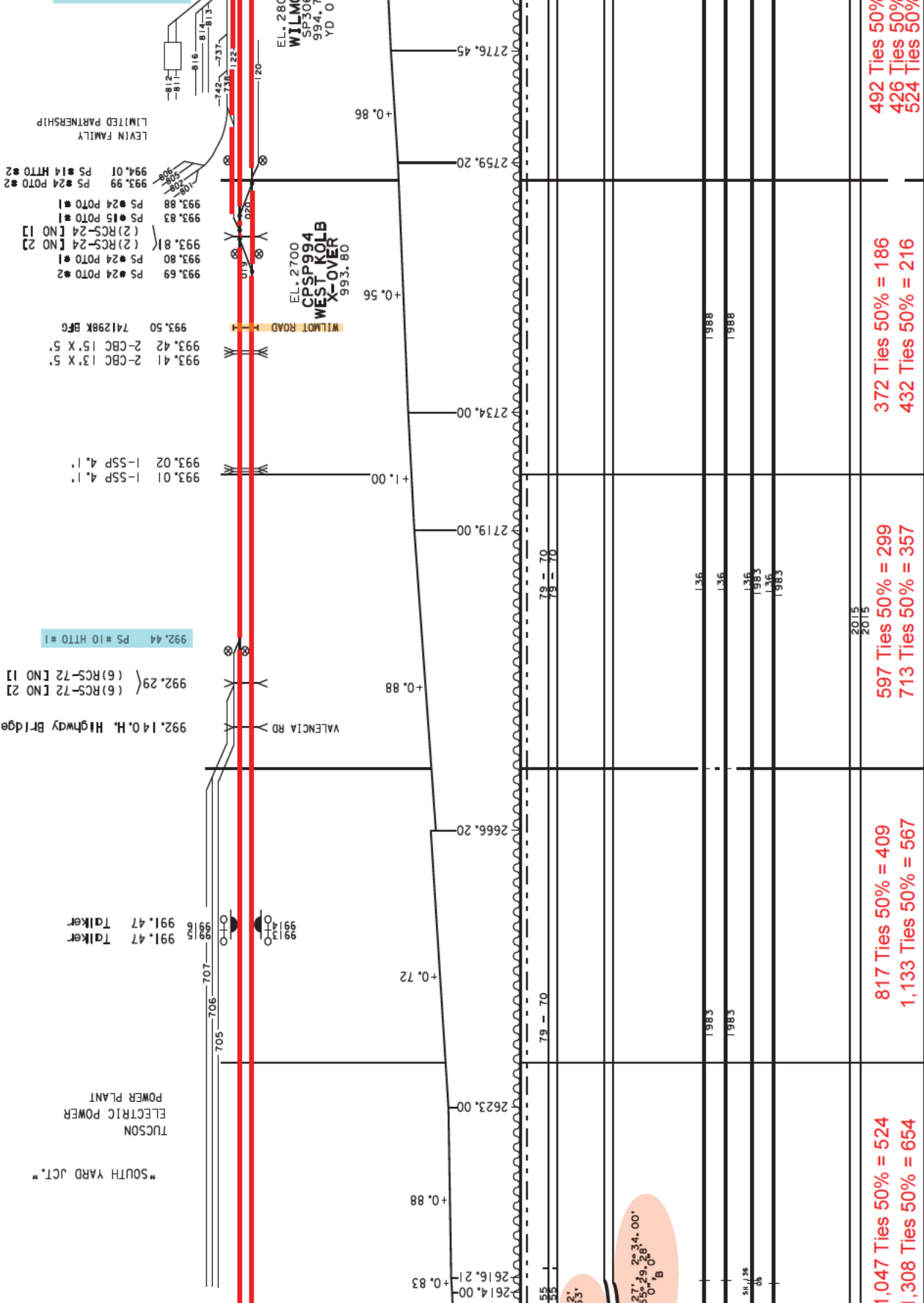
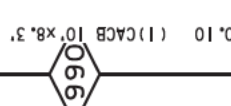
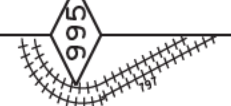
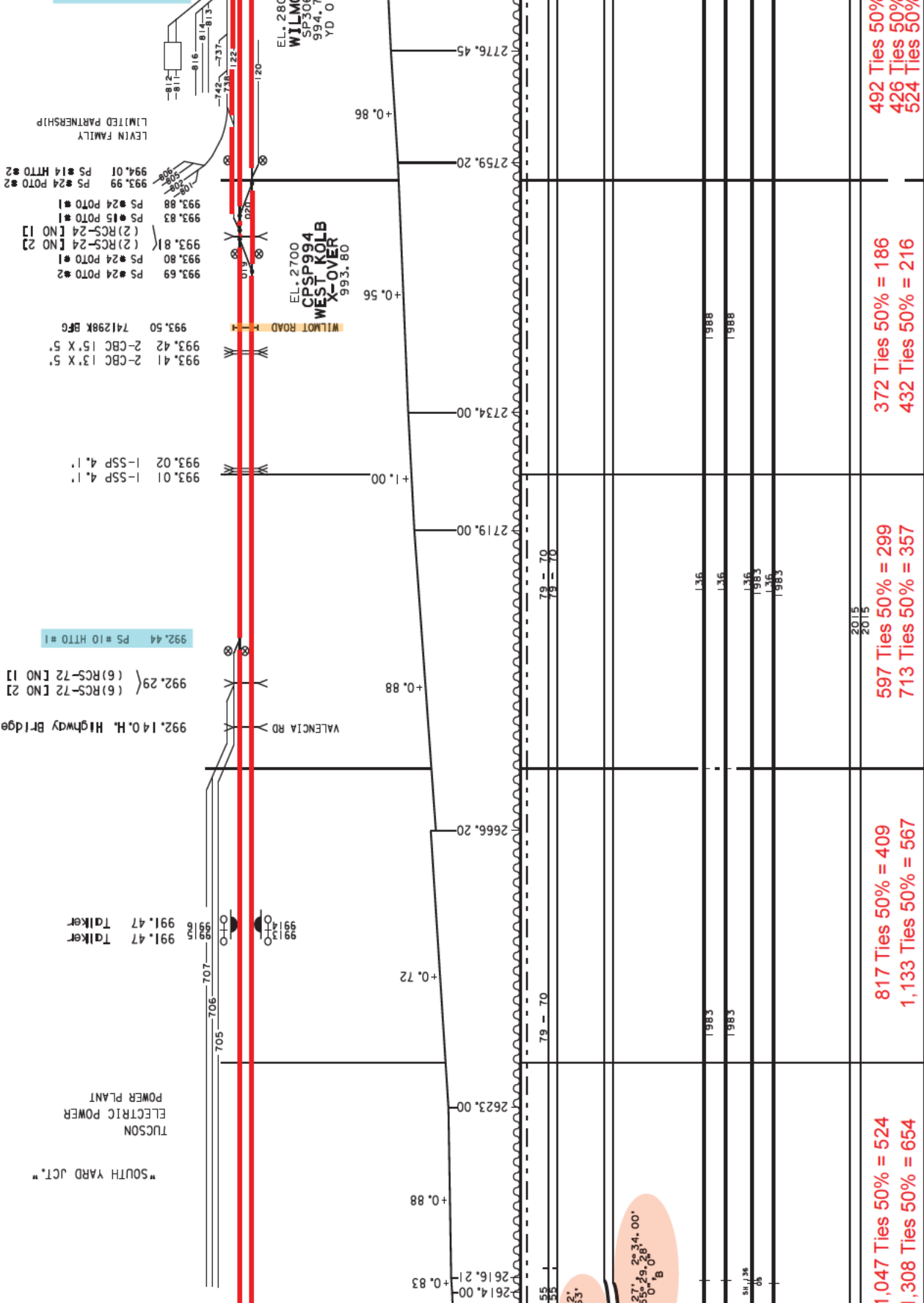
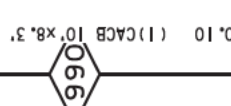
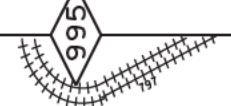
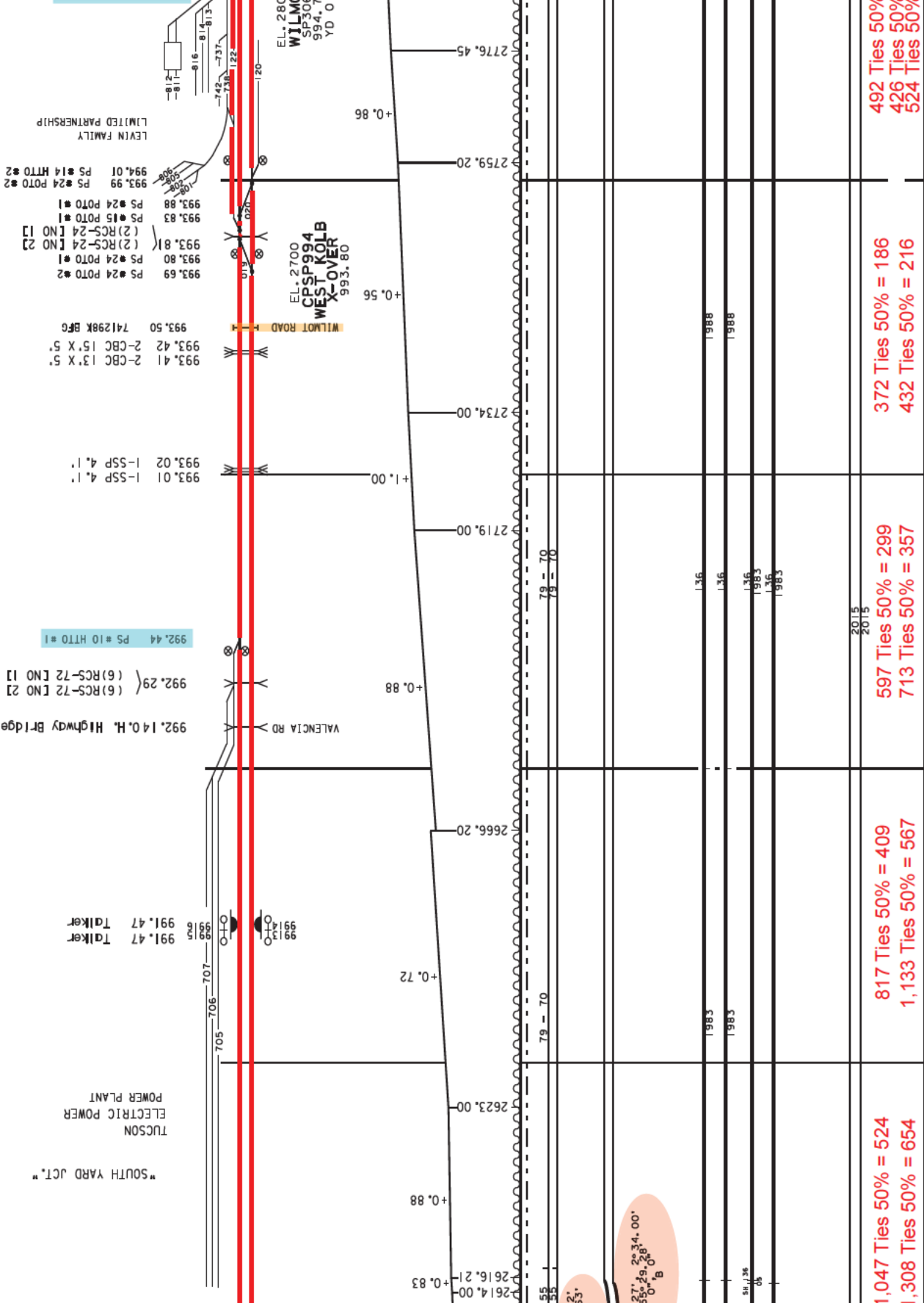
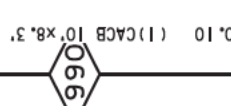
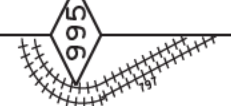
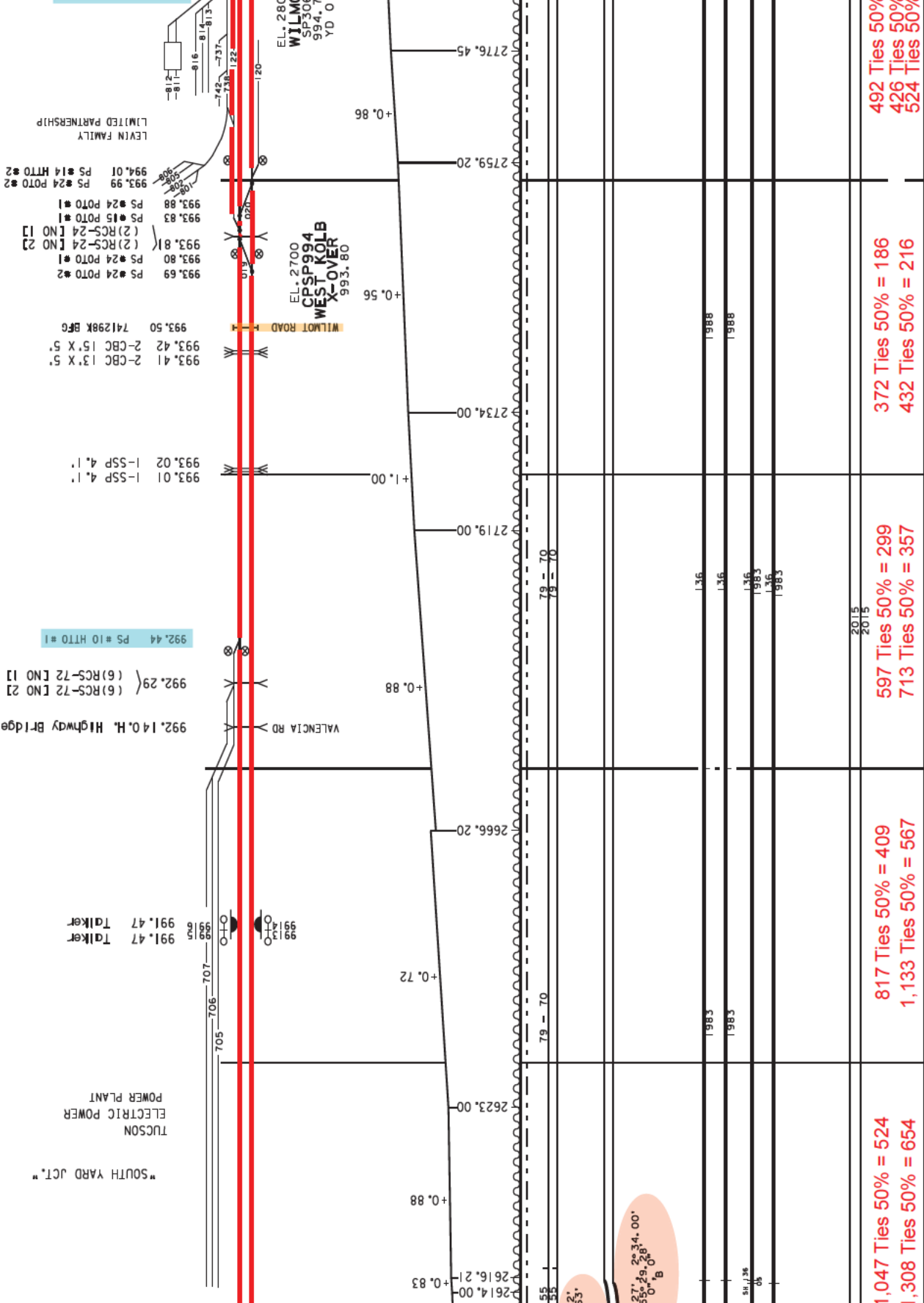
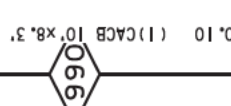
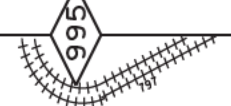
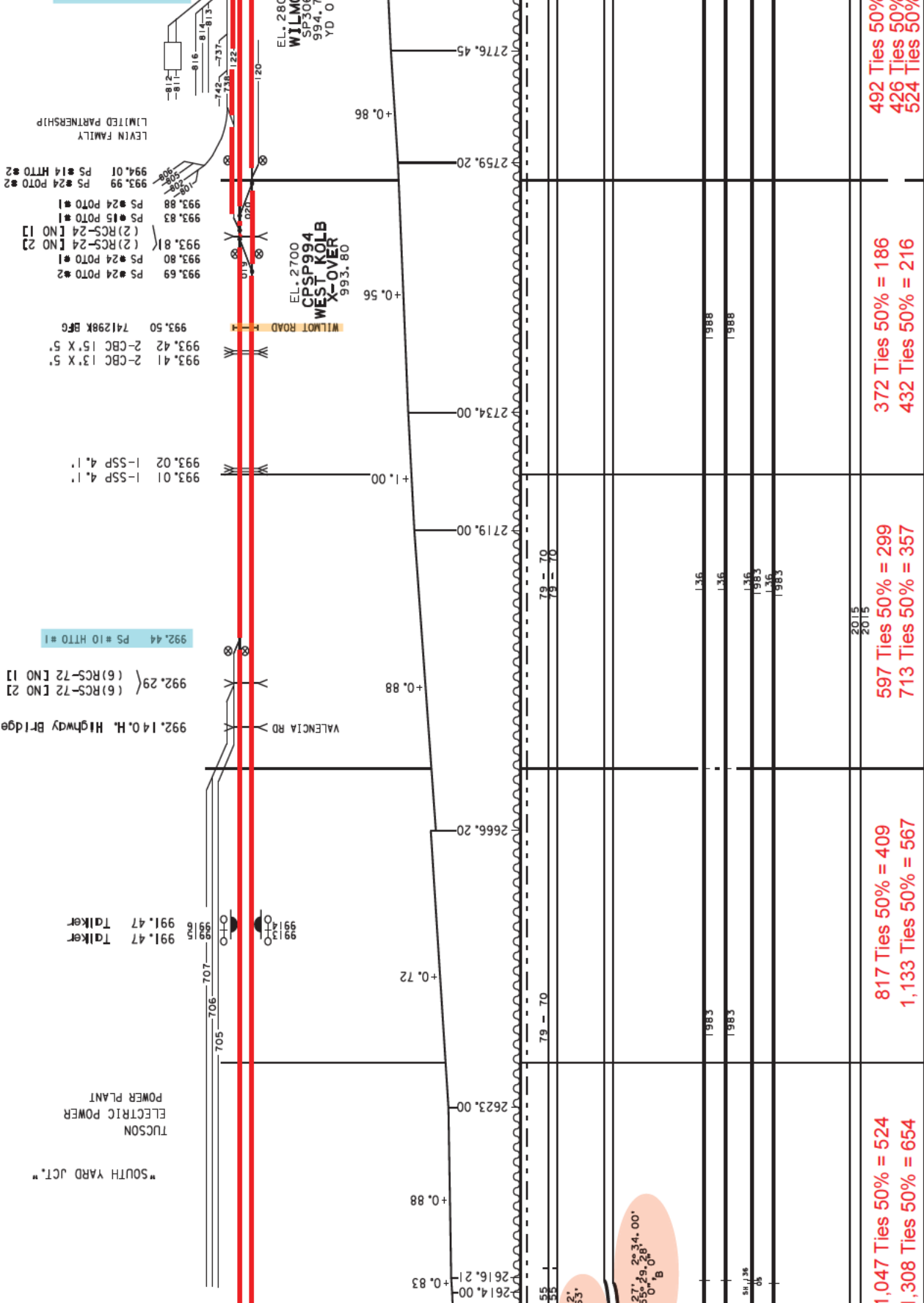
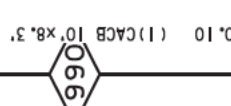
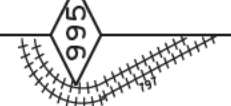
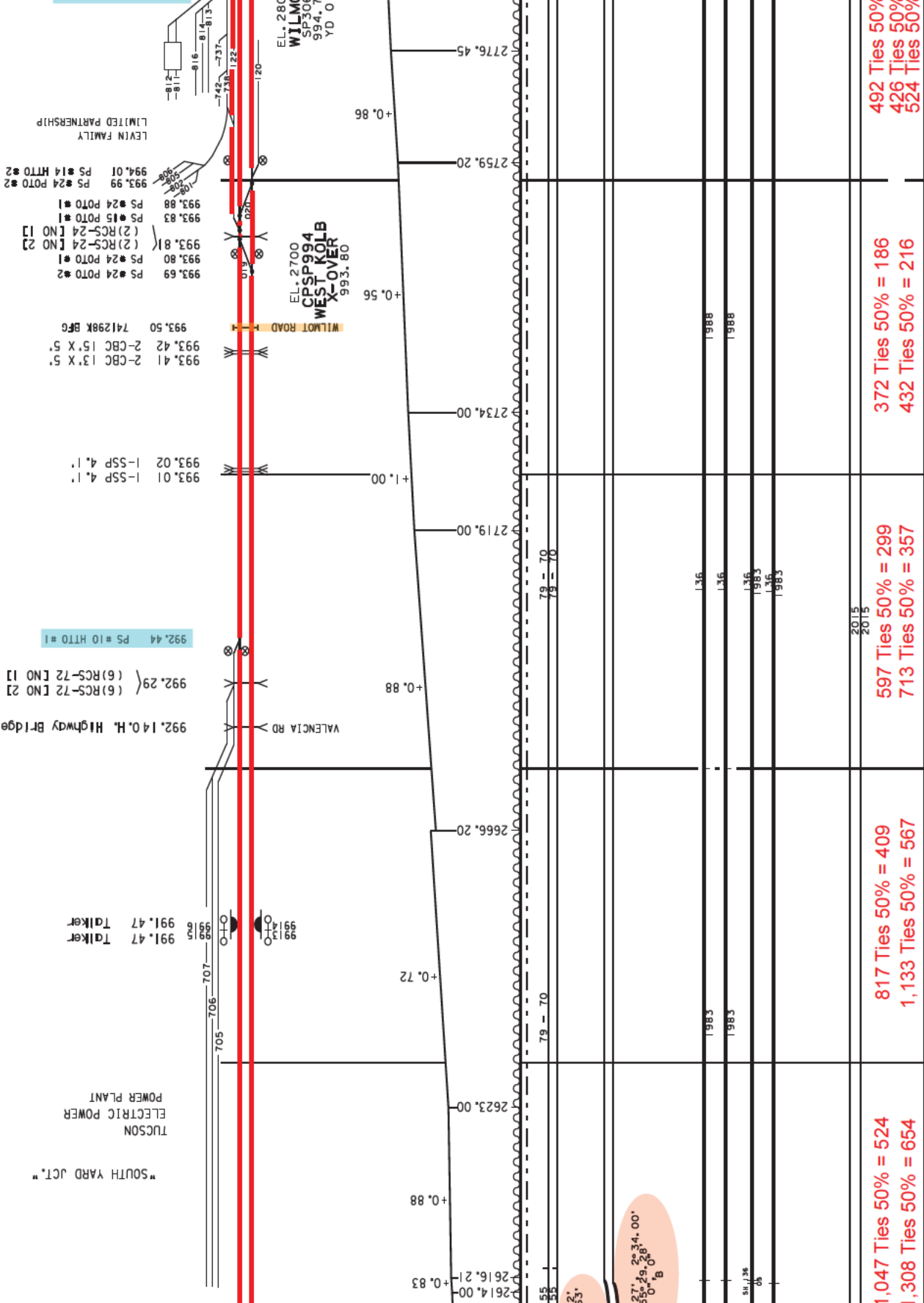
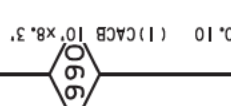
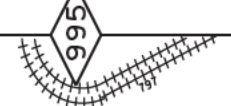
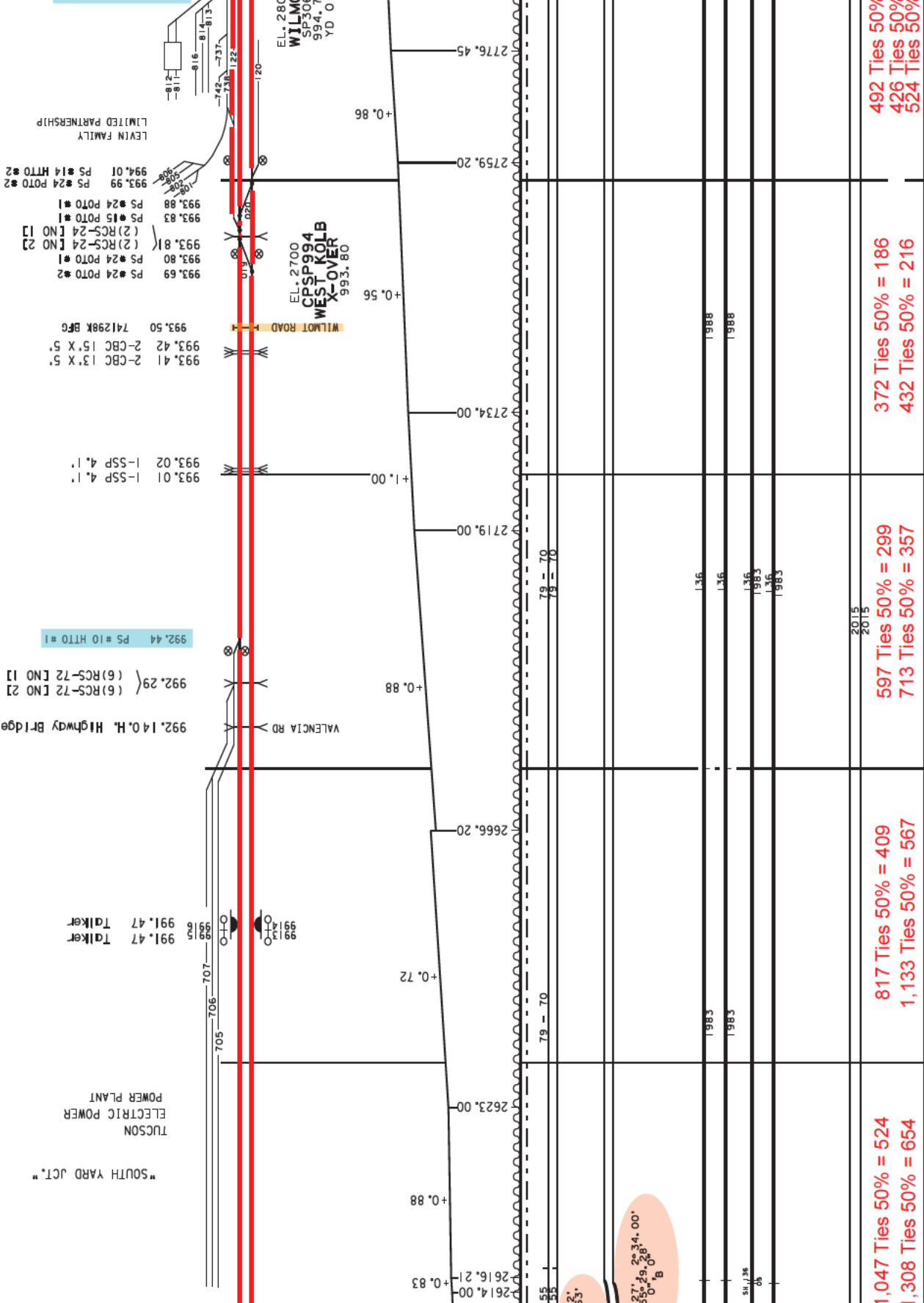
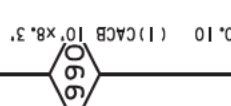
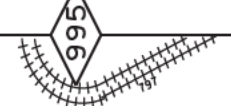
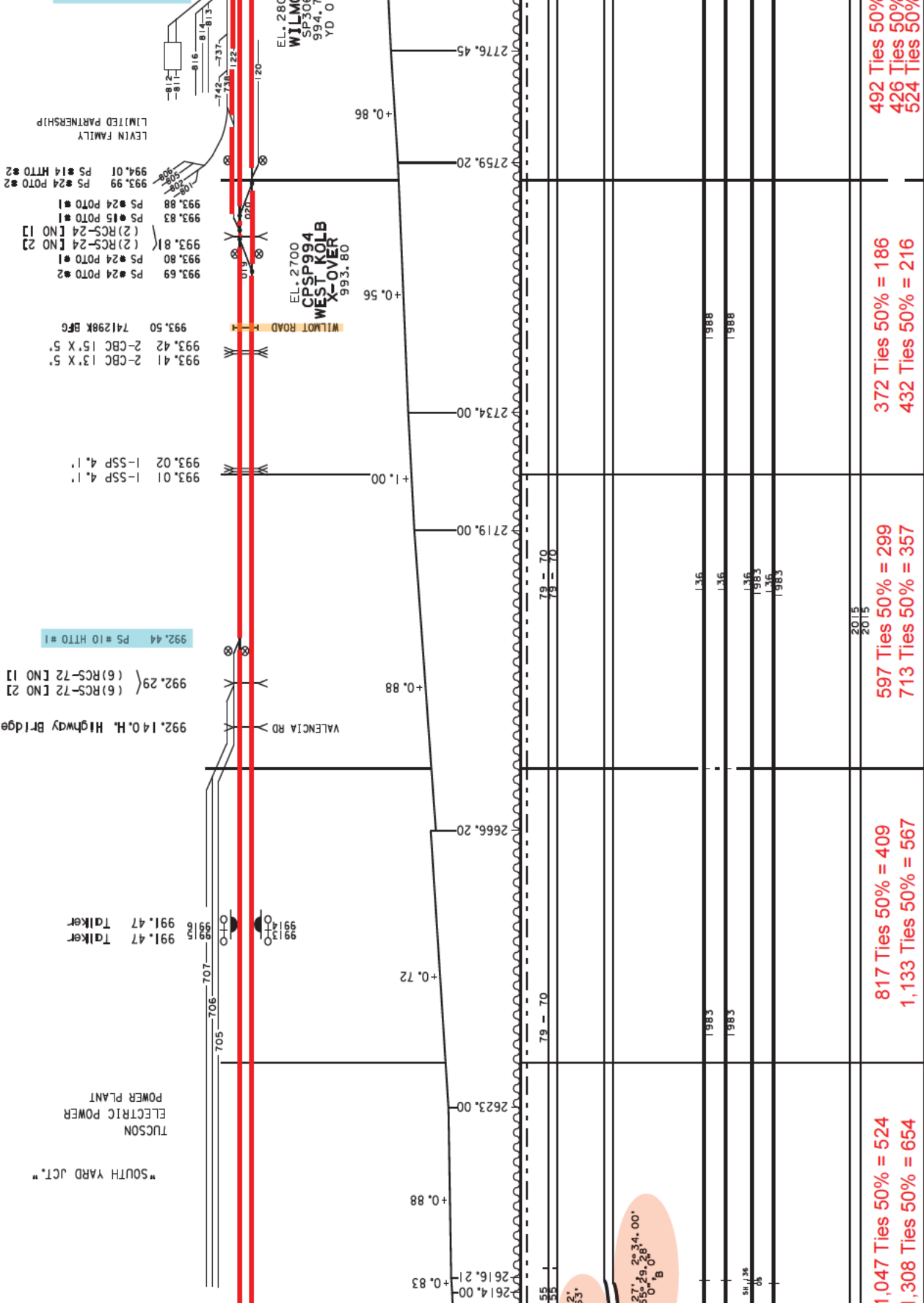
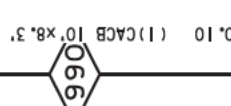
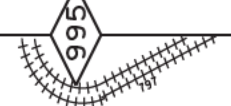
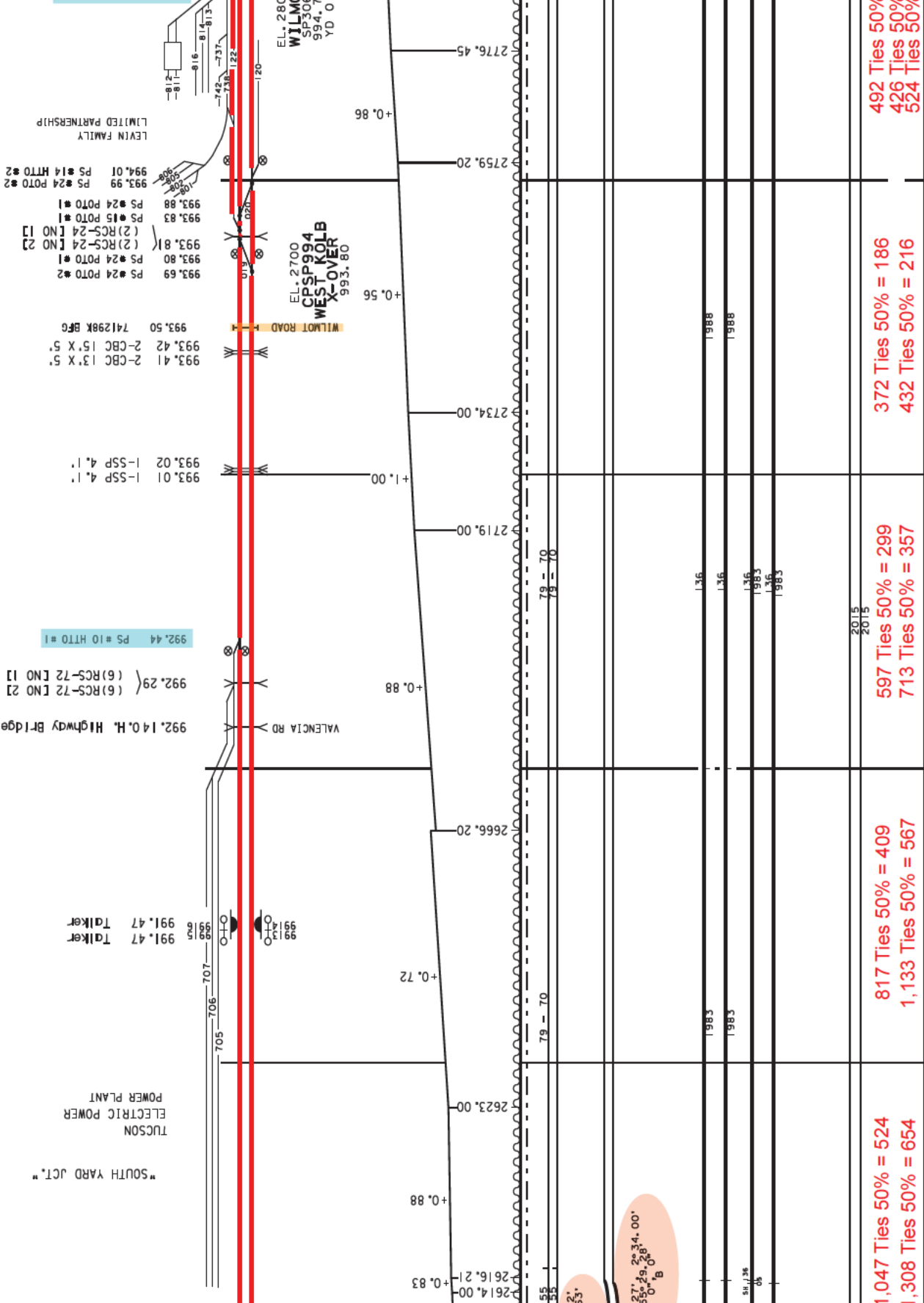
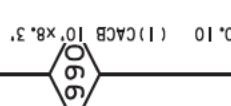
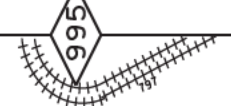
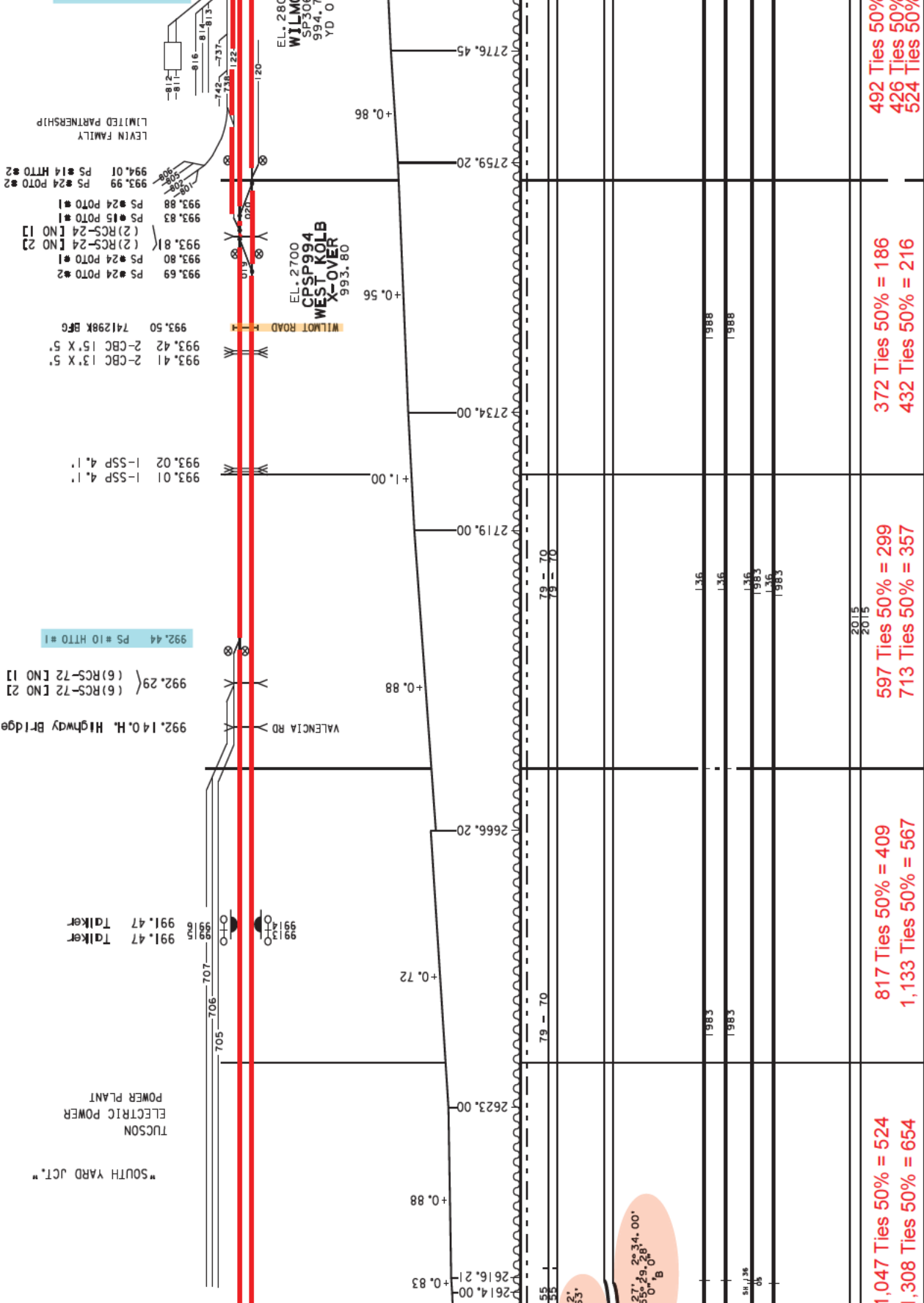
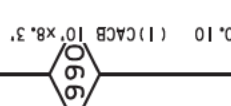
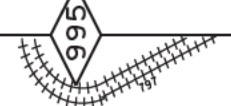
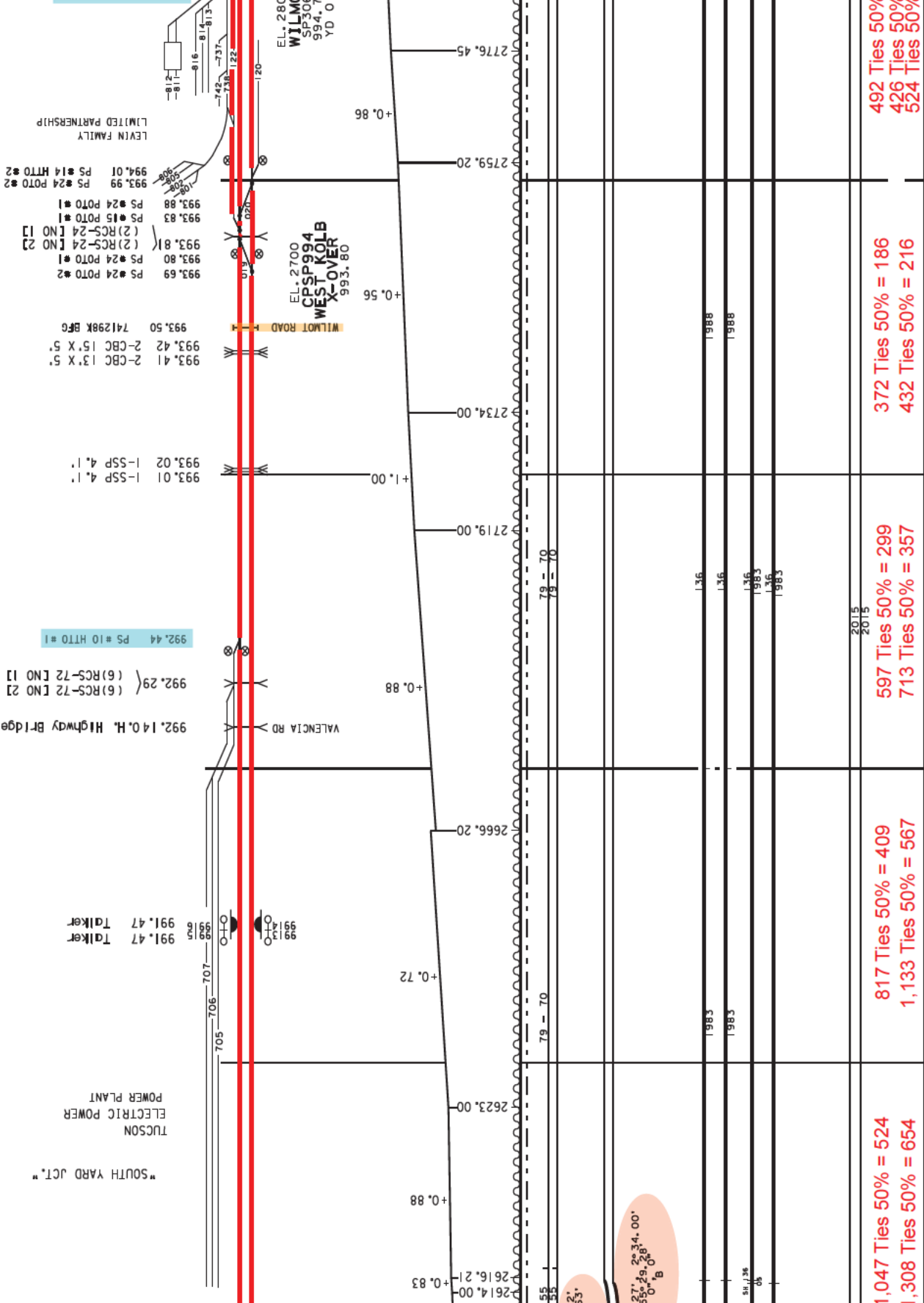
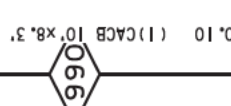
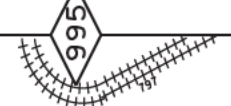
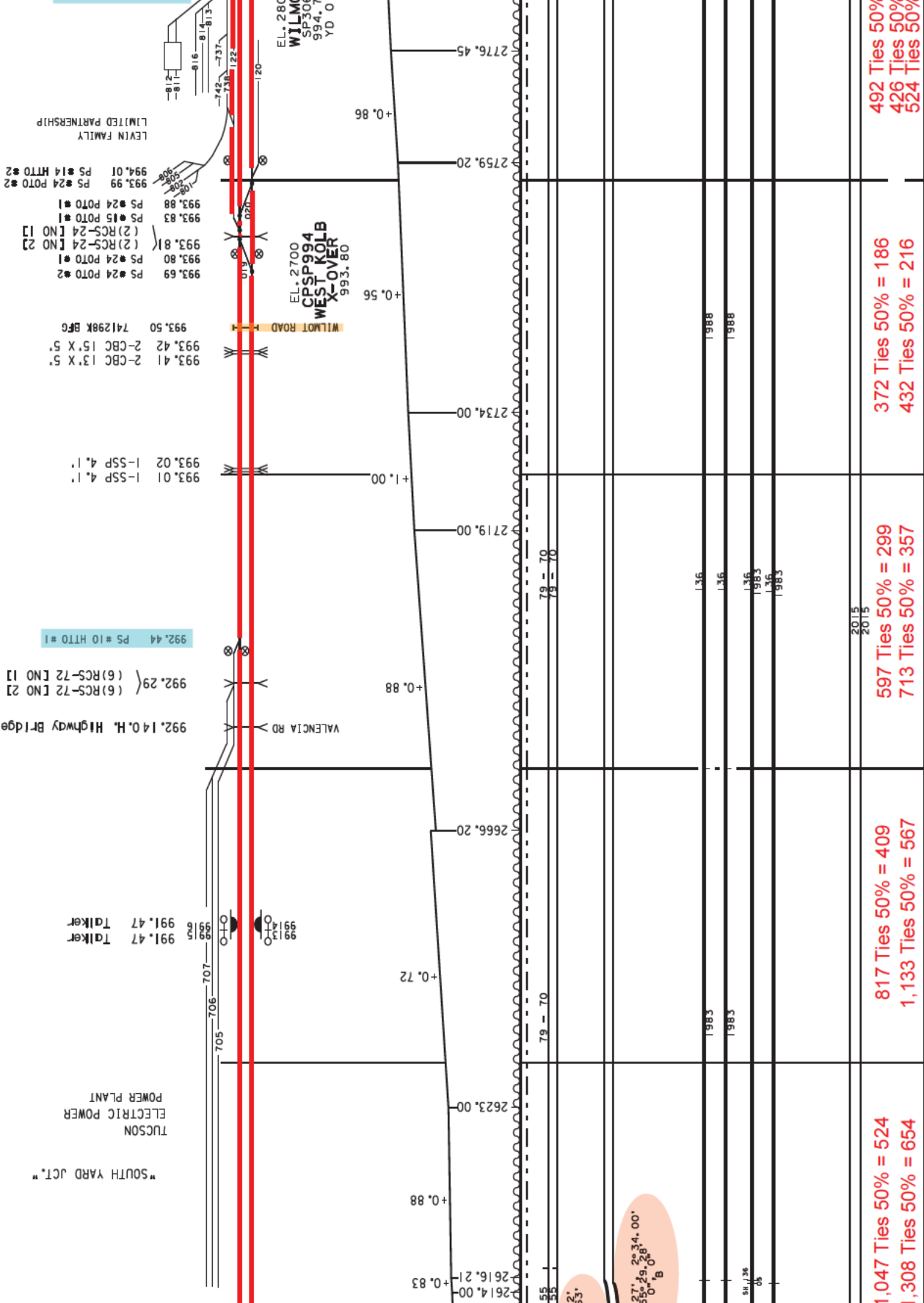
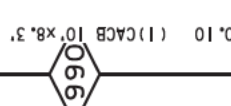
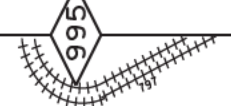
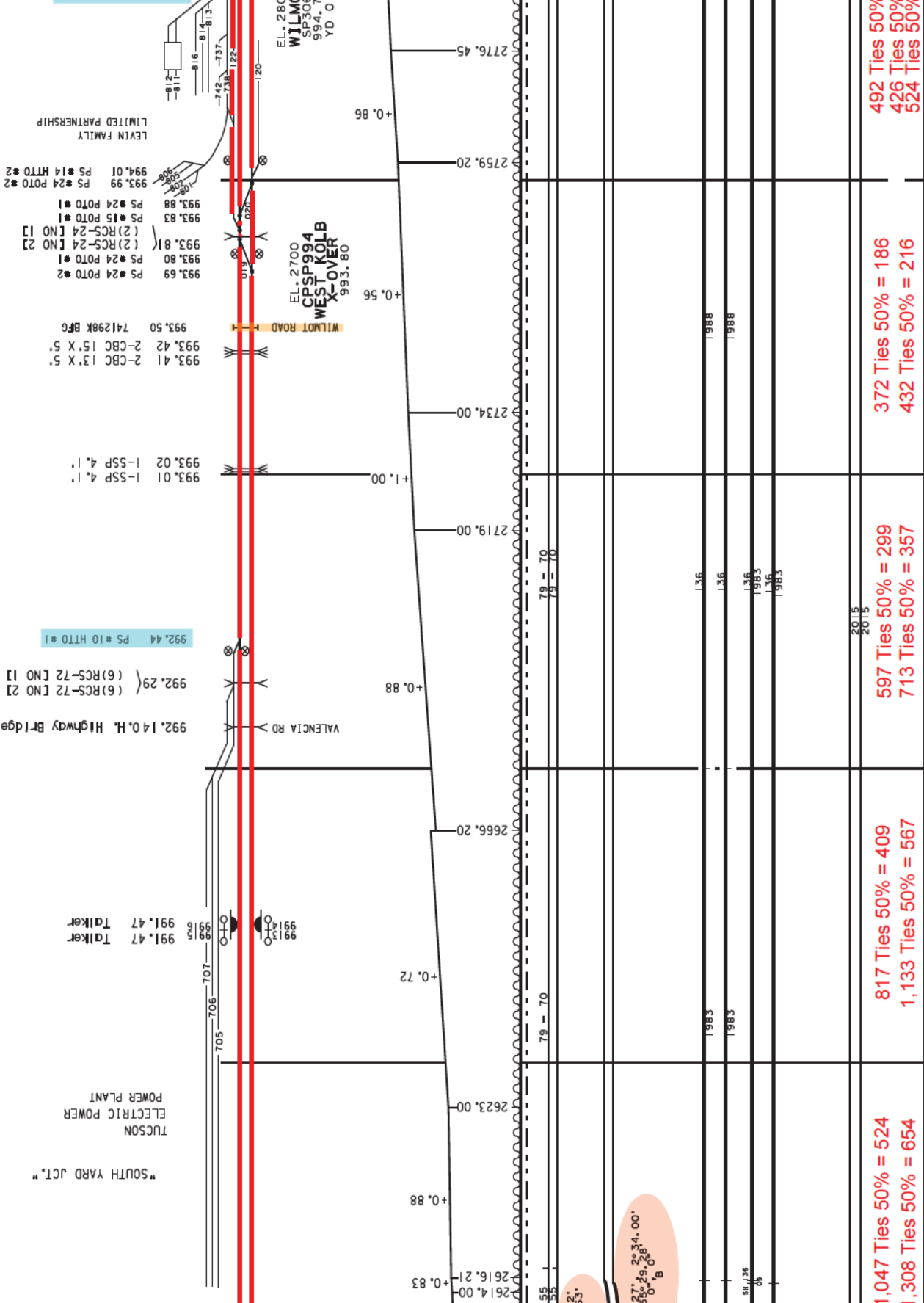
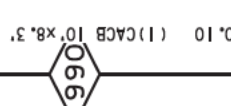
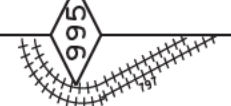
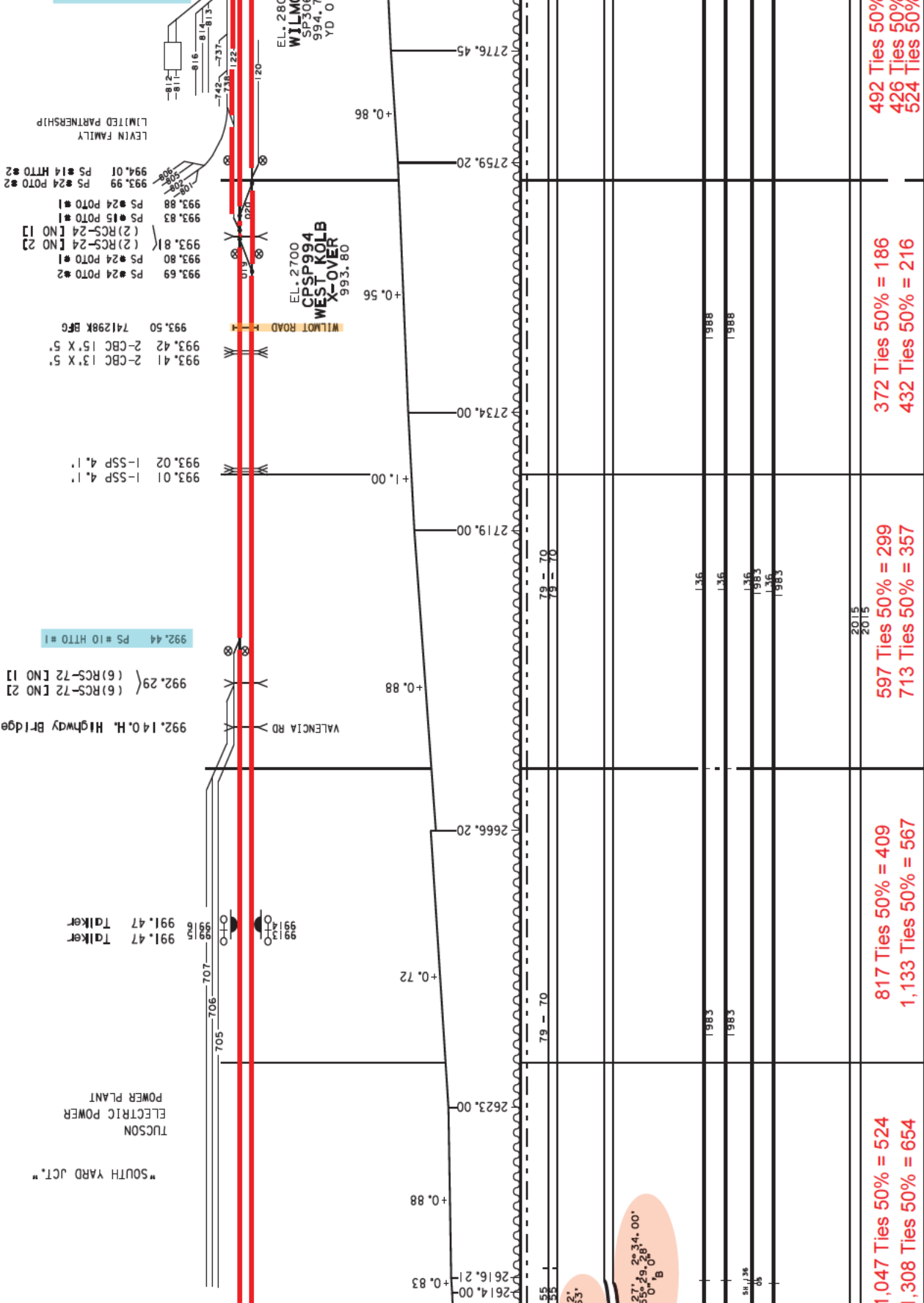
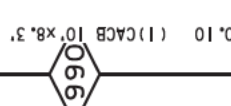
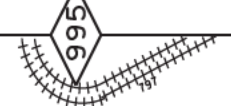
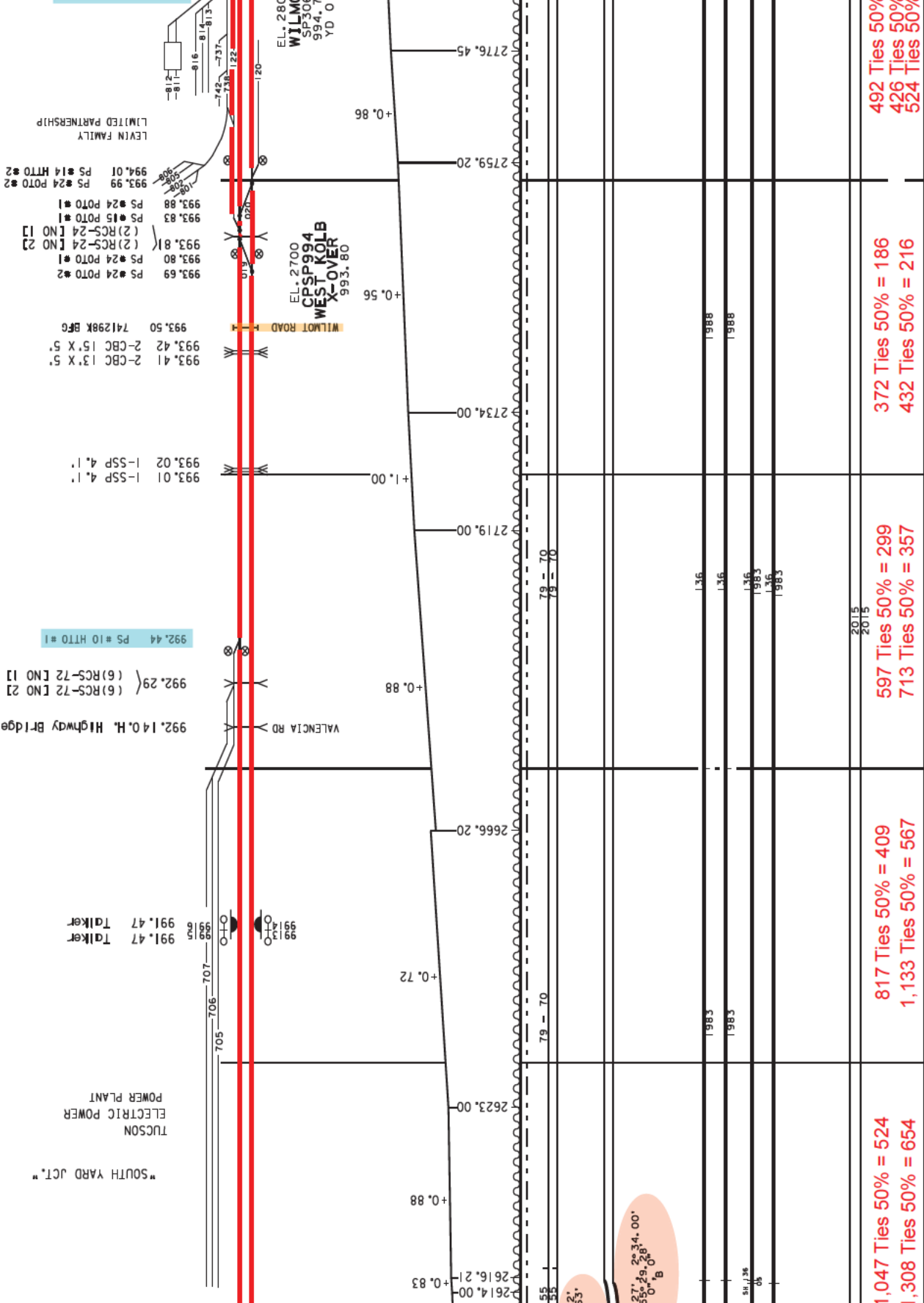
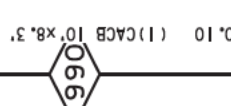
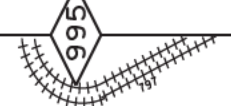
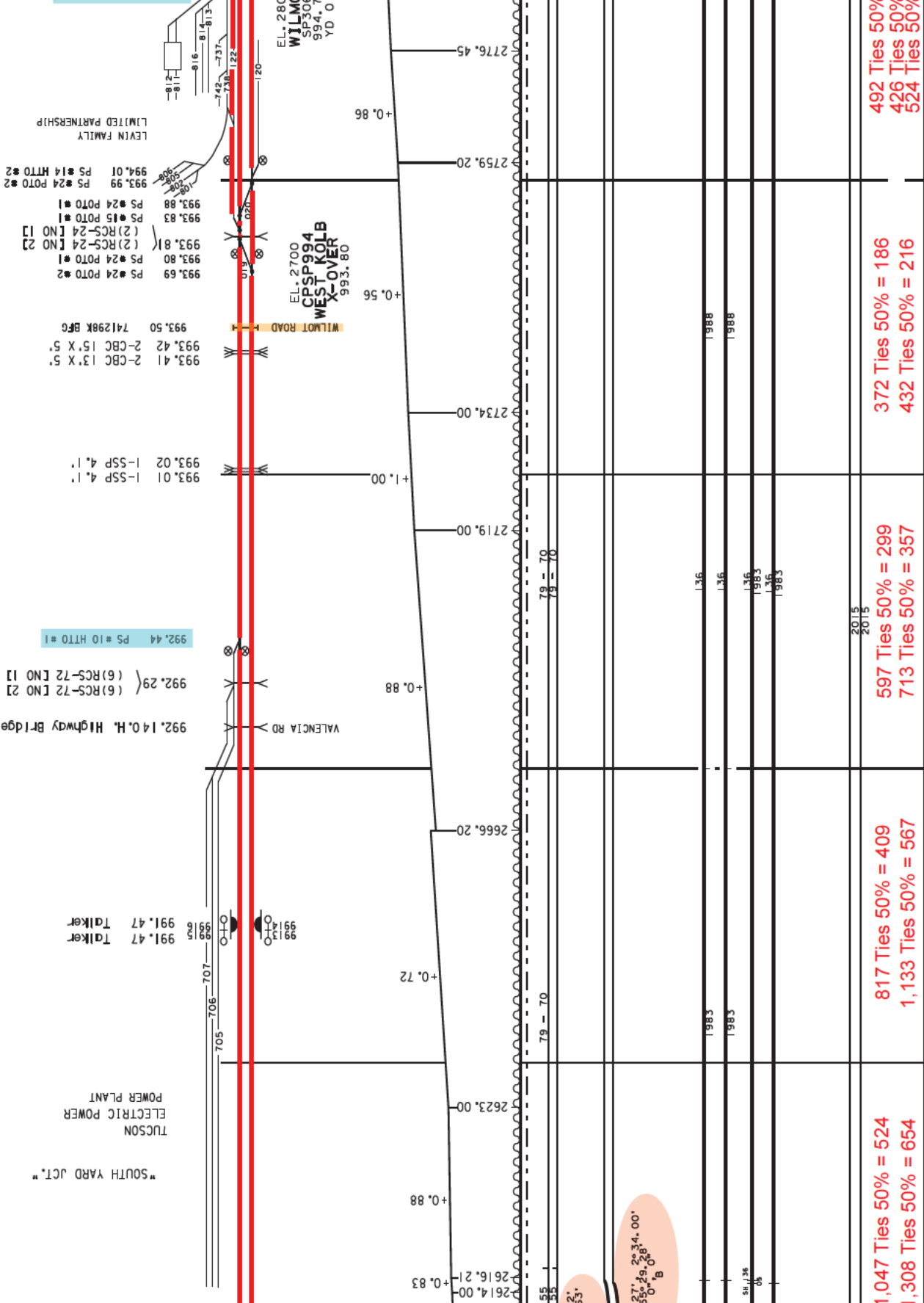
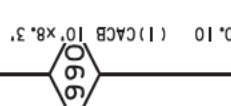
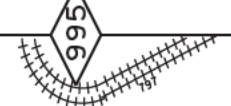
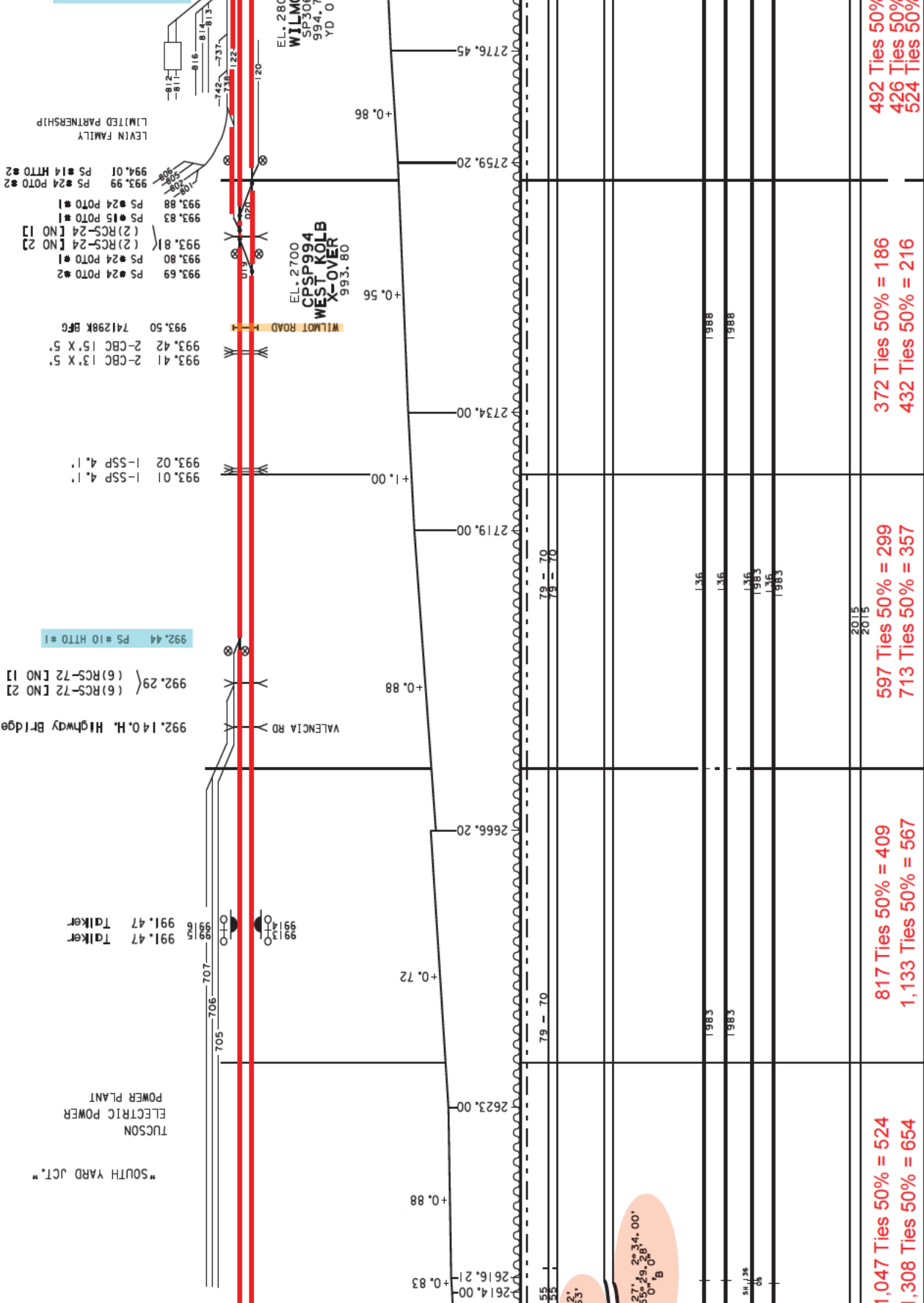
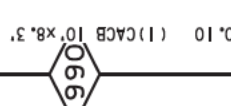
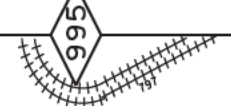
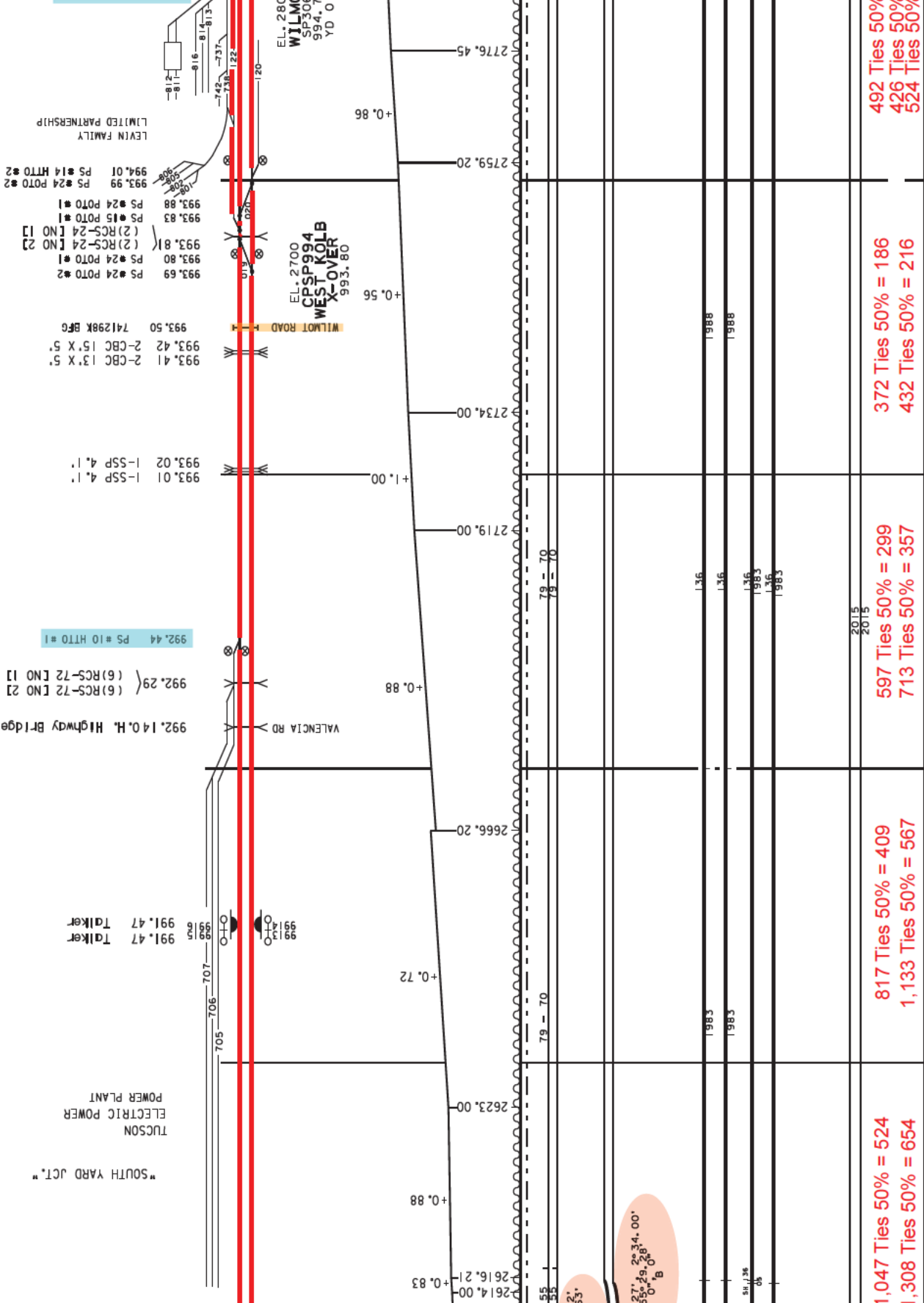
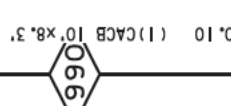
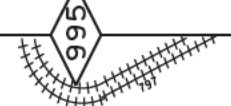


# TUCSON, AZ

RLP









999.91 PS #20 POTO #2  
999.99 PS #20 POTO #1

999.53 (2) O.H. Highway Bridge

EL. 3000  
CPS1000  
VAIL XOVERS  
SP298  
1000.00

+1.03

9985-1  
9985-2  
9986-1  
9986-2

998.16 (1) CAB 10'x6'  
AEI Reader  
HOT BOX DETECTOR  
DRAGING EQUIP. DET.  
Talker  
997.88 (HOT BOX DETECTOR  
DRAGING EQUIP. DET.  
Talker  
997.86 AEI Reader  
"RITA"

EL. 2930  
CPS998  
WILMOT HBD  
SP303  
997.88

+0.72

997.43 7412995 BFG  
"RITA ROAD"

EL. 2910  
CPS997  
EAST KOLB  
997.03

+1.00

997.16 (1) CAC 8'x4.8'  
PS #15 POTO #1

9972-0  
9971-0  
9975-1  
9975-2

995.54 PS #14 HITO #1  
(6) RCS-72 (NO 1)  
(6) RCS-72 (NO 1)  
Install 4-BD Ties

995.19 Yard SW TK 122



995.56 (6) RCS-72 (NO 1)  
(6) RCS-72 (NO 1)  
Install 4-BD Ties

+0.65

+0.80

9957-0  
9958-0  
9955-0  
9956-0

807

2825.10

2809.00

2915.00

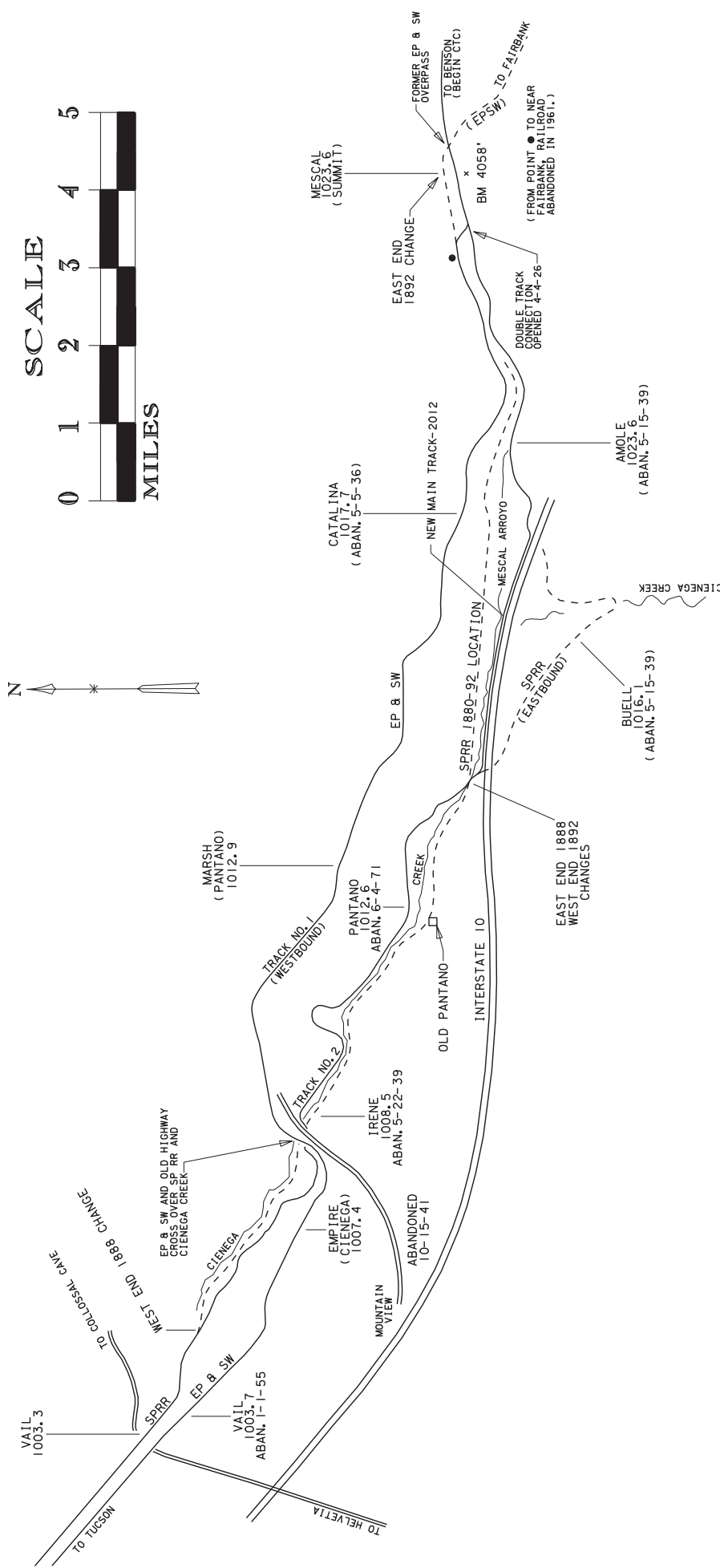
2944.00

4006

4001

SPEED	CURVE	RAIL	NO 1	NO 2	TIES
			136 1988	136 1988	609 Ties 50% = 305 694 Ties 50% = 347 651 Ties 50% = 326
			136 1983	136 1983	766 Ties 50% = 383 819 Ties 50% = 510
			2015 2015	2015 2015	852 Ties 50% = 426 977 Ties 50% = 489
					920 Ties 50% = 460 976 Ties 50% = 488
					645 Ties 50% = 323 943 Ties 50% = 472

4 - 8'6" BD Ties Main 2



# VAIL-PANTANO-MESCAL LINE CHANGES

SKIP MAIN 2 HAS CONCRETE TIES

1000  
 NO 1  
 1000.01 PS #20 POTO #1  
 ( ) RT-11  
 ( ) RT-11  
 ( ) RT-11  
 1000.05 ( ) RT-11  
 1000.08 PS #20 POTO #2  
 1000.09 BEGIN NO 2 TRACK  
 1000.12 RR MAINT. RD.  
 1000.23 DIVERGING POINT

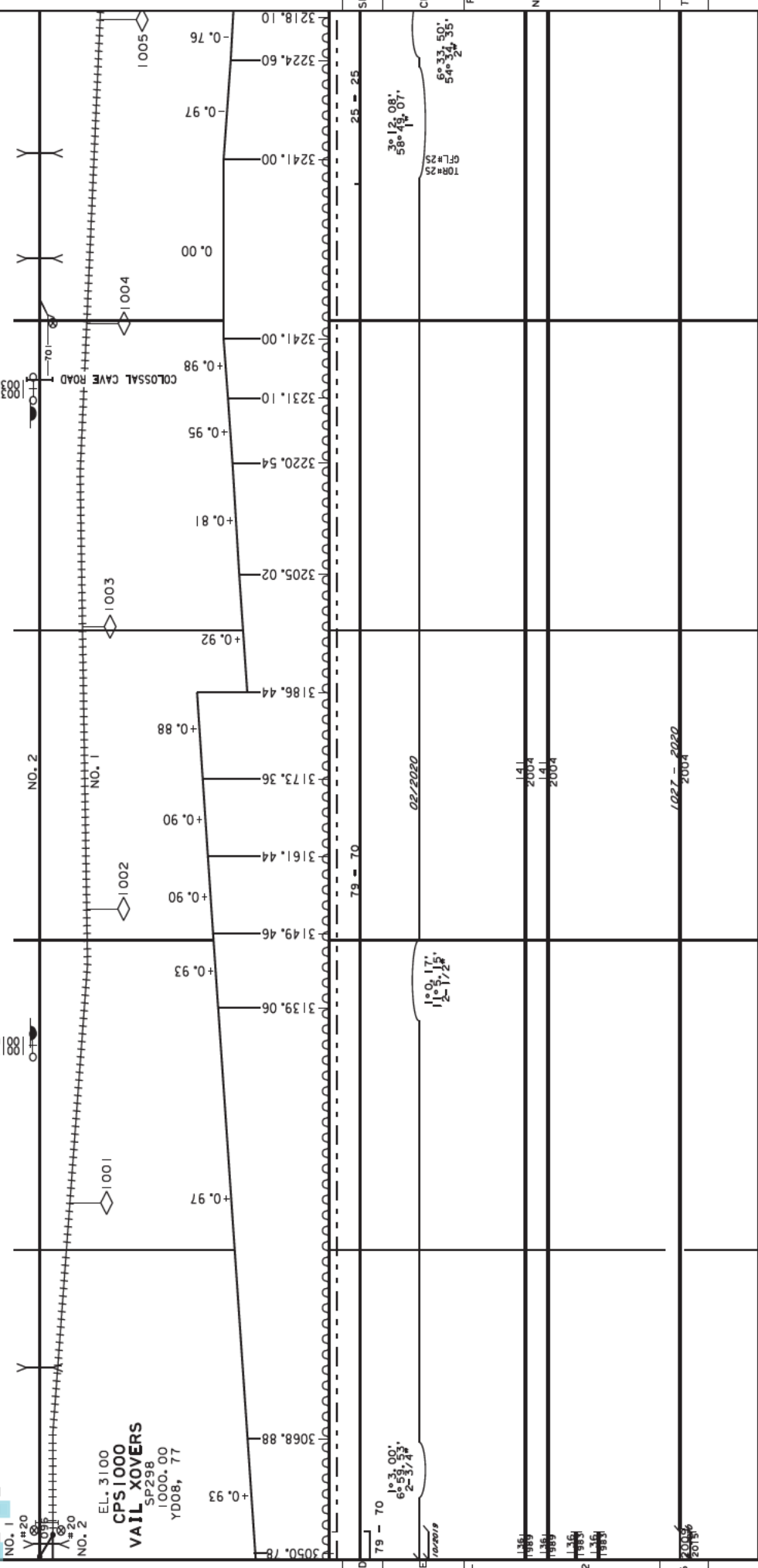
1000.62 ( ) CBC 5'x5'

1001.70 Talker

1003.70 Talker  
 1003.81 741304L BFG  
 1004.07 PS #10 HTO #2

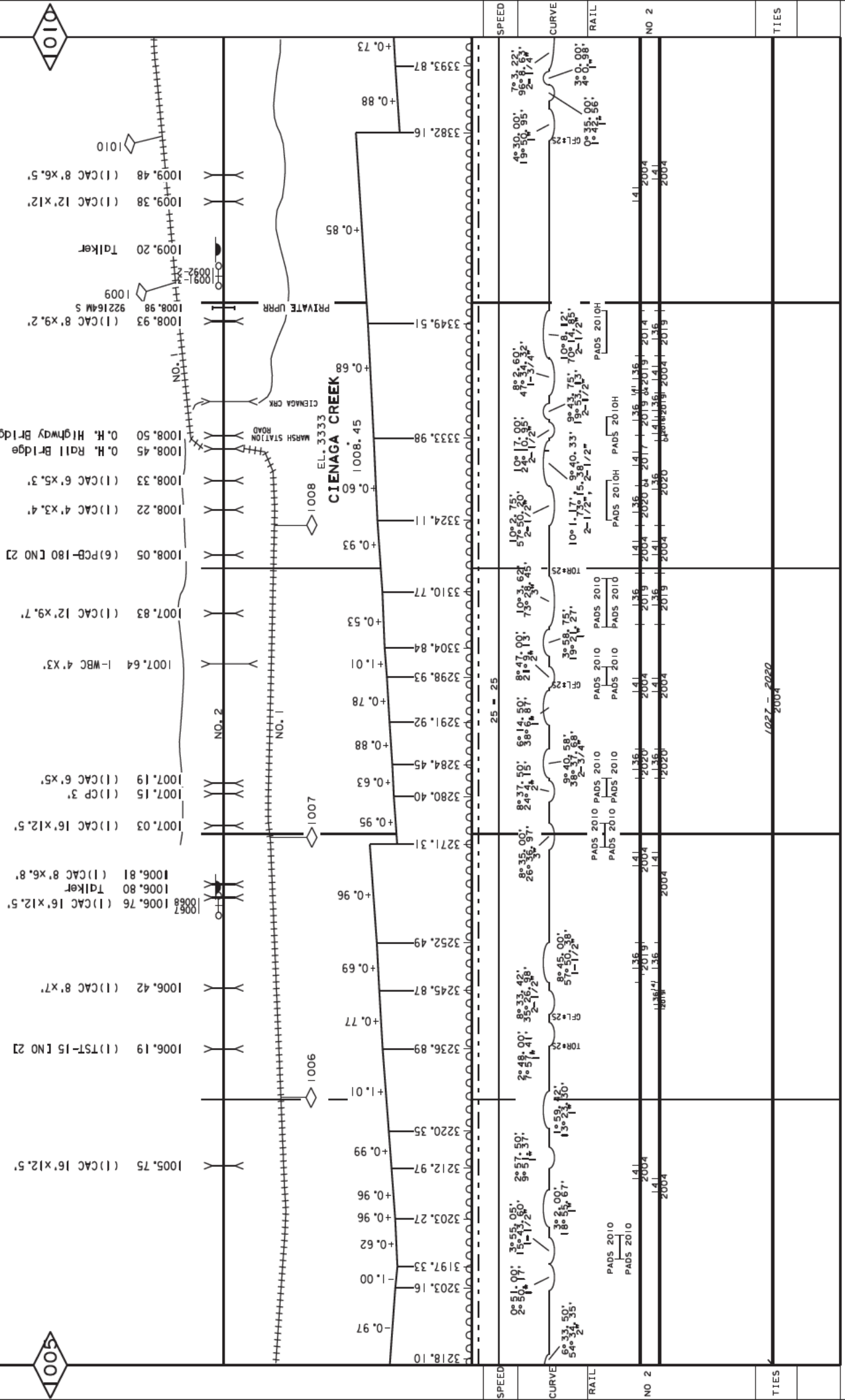
1004.20 (2) CMP 4.5'

1004.54 (1) CAC 6'x5'

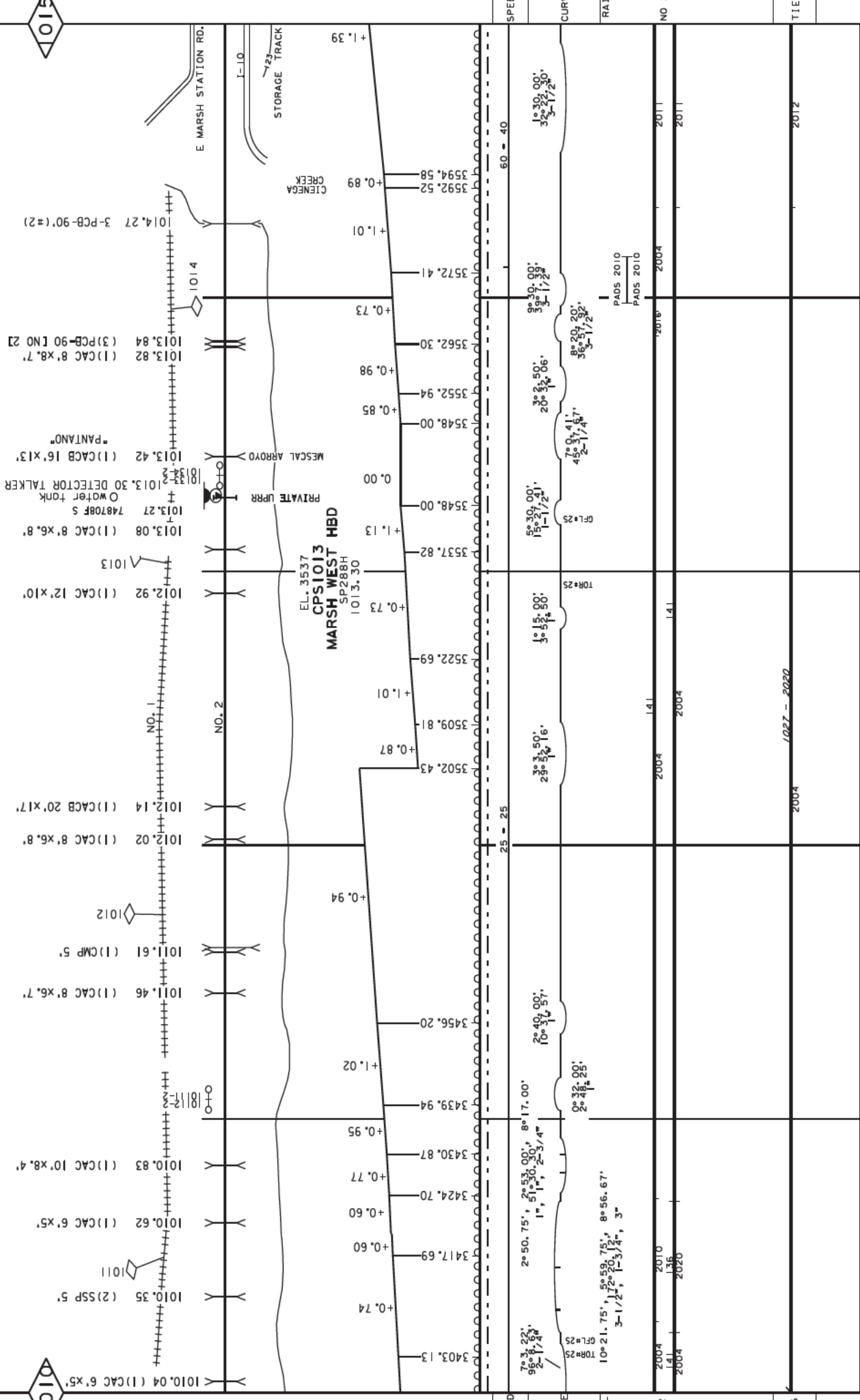


SPEED	CURVE	RAIL	NO 1	NO 2	TIES
79 - 70	15° 17' 15" / 2-1/2'		1989	1985	1027 - 2020
25 - 25	5° 37' 50" / 2-1/2'		2004	2004	2004
	5° 12' 00" / 1-1/2'		141	141	
	5° 37' 50" / 2-1/2'		2004	2004	

**SKIP MAIN 2 HAS CONCRETE TIES**



**SKIP MAIN 2 HAS CONCRETE TIES**



1010

1015

SPEED	CURVE	RAIL	NO 2	TIES
60	7° 31' 22" 1/4" TOR#25 10° 21' 75" 1/2" TOR#25 3-1/2' 1/2" 3"	PAIDS 2010 PAIDS 2010	2004 1.41 2020	2012
25	5° 30' 00" TOR#25 15° 21' 41" TOR#25 3-1/2' 1/2" 3"	PAIDS 2010 PAIDS 2010	2004 1.41 2004	2022
60	9° 50' 00" TOR#25 39° 1' 39" TOR#25 3-1/2' 1/2" 3"	PAIDS 2010 PAIDS 2010	2004 1.41 2011	2012



1000.01 PS #20 POTO #1  
 1000.05 (1) RT-11 CNO 13  
 1000.08 PS #20 POTO #2  
 1000.09 BEGIN NO. 1 TRACK  
 1000.23 DIVERGING POINT

1000.61 (1) CAC 8' X 4.8'

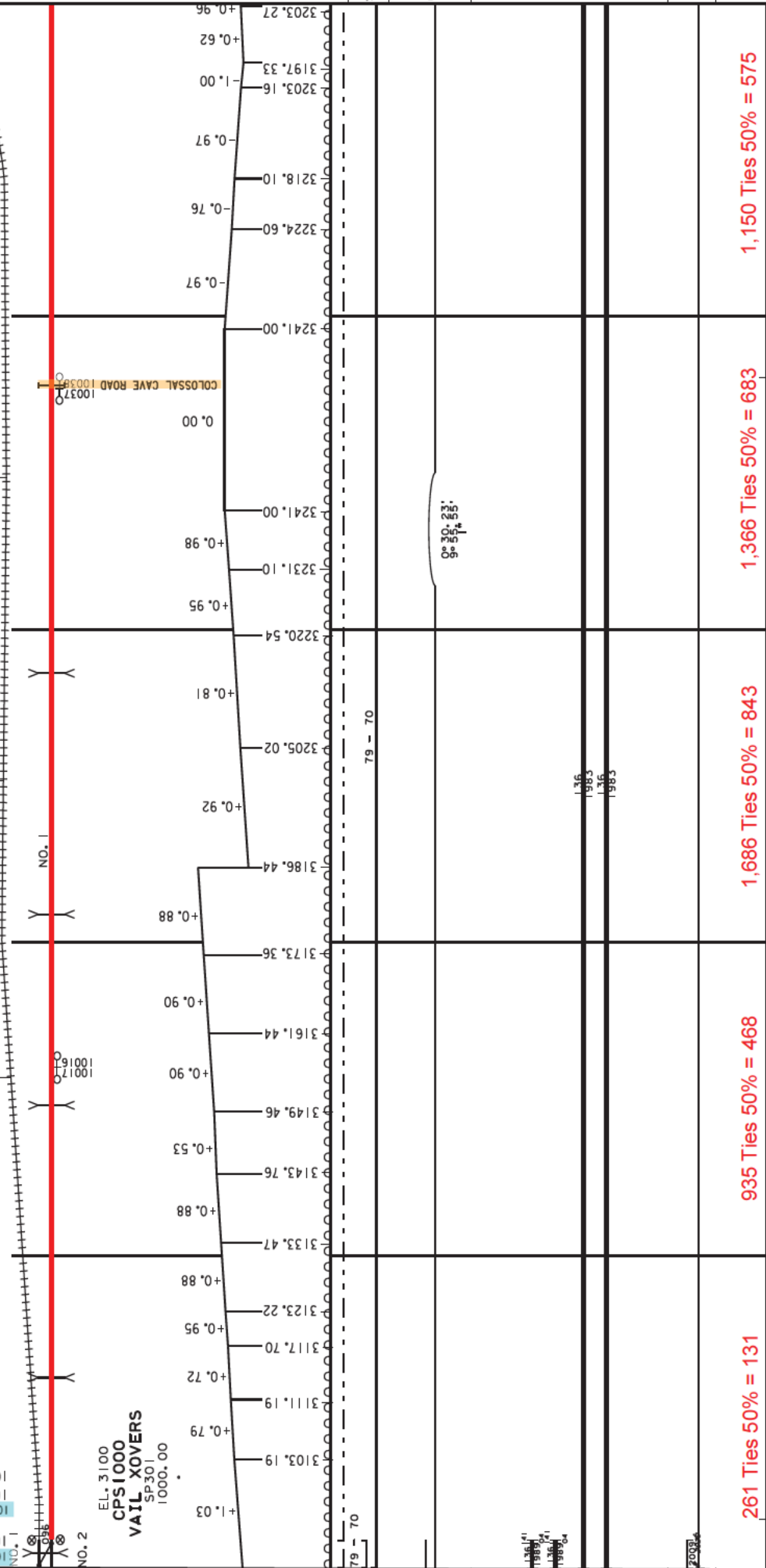
1001.48 (1) CAC 6' X 3.7'

1002.09 (1) CAC 6' X 3.7'

1002.86 (1) CAC 8' X 4.8'

1003.78 741303E BFG

1005



261 Ties 50% = 131

935 Ties 50% = 468

1,686 Ties 50% = 843

1,366 Ties 50% = 683

1,150 Ties 50% = 575





1005.21 (1) CACB 10'x6'



1005.91 (1) CAC 14'x8.5'

1006.19 (1) CAC 6'x3.7'

1006.51 (1) CAC 6'x3.7'



1007.00 (1) CAC 18'x11'

1007.30 (1) CAC 8'x4.8'

1007.43 (1) CAC 6'x3.8'



1007.87 (1) CAC 14'x8.5'

1008.08 (1) CAC 8'x4.8'

1008.26 1-CAC-4'x3'

1008.49  
 (1) DPG-50  
 (2) DTF-333  
 (2) DPG-149  
 Install 14 BD Ties

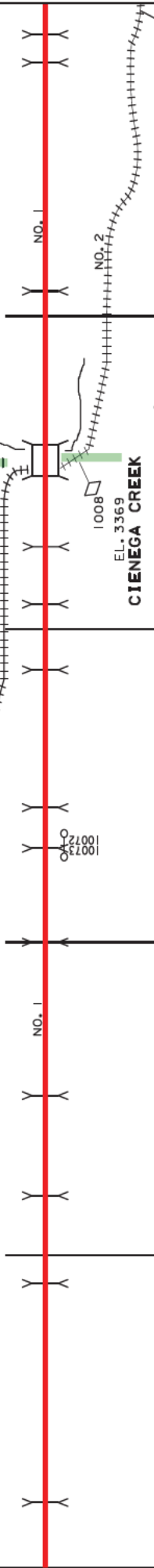
**CIENEGA CREEK**  
 EL. 3369



1009.08 (1) CAC 6'x3.7'

1009.81 (1) CAC 6'x3.8'

1009.90 (1) CAC 8'x4.8'



STATION	ELEVATION	TRACK
3212.97	+0.96	NO. 1
3220.35	+0.99	NO. 1
3236.89	+0.77	NO. 1
3245.87	+0.69	NO. 1
3252.49	+0.96	NO. 1
3271.31	+0.95	NO. 1
3280.40	+0.63	NO. 1
3284.45	+0.88	NO. 1
3291.92	+0.78	NO. 1
3298.93	+1.01	NO. 1
3304.84	+0.53	NO. 1
3310.77	+0.93	NO. 1
3324.11	+0.60	NO. 1
3333.98	+0.68	NO. 1
3349.51	+0.85	NO. 1
3382.16	+0.88	NO. 2
3393.87	+0.73	NO. 2
3403.13	+0.74	NO. 2
3417.69	+0.60	NO. 2

SPEED	CURVE	RAIL	NO 1	TIES
79 - 70	15°30'17", 36°52'35", 2°-3/4"	GFL#15	1983 1.36 2017 1.41 2007 1.41	1,352 Ties 50% = 676
70 - 60	15°31'33", 24°56'53"		2005 1.41 2016 1.41	1,416 Ties 50% = 708
60 - 55	15°56'05", 1°-1/2"		1983 1.36 1992 1.36 1983 1.41 1992 1.41	1,313 Ties 50% = 657
55 - 50	3°0'17", 2°59'59", 96°15'42", 4°-1/2"		2008 1.41 2001 1.41	14 - 8'6" BD Ties 891 Ties 50% = 446
60 - 55	4°15'25", 4°-3/4"	GFL#6	1990 1.36 2009 1.36 1990 1.41 2009 1.41	834 Ties 50% = 417
65 - 60				



Install 25 BD Ties  
 (8) RCS-96 [NO 1]  
 74137M 5



1015.21 (1) CACB 14'x8'

1015.83 (1) CAC 6'x3.7'

1016.29 (1) CAC 6'x3.7'

1016.45 (1) CACB 16'x8.5'

1016.86 (1) CAC 6'x3.8'

1017.06 (1) CAC 14'x8.5'

1017.53 I-CAC-4'x3'

1017.71 (1) CAC 6'x3.8'

1017.89 (1) CAC 6'x3.8'

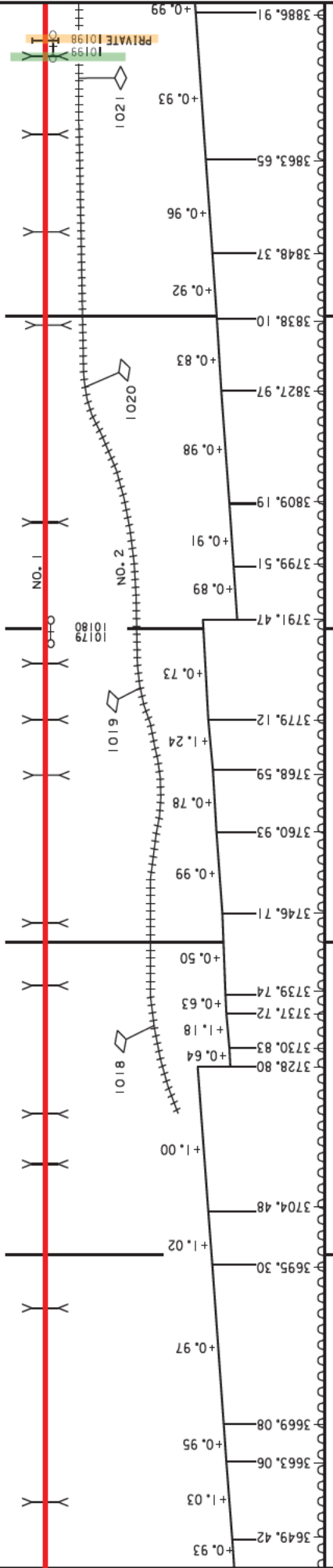
1018.34 (1) CACB 32'x18'

1018.97 I-CAC-4'x3'

1019.27 I-CAC-4'x3'

1019.58 (1) CACB 10'x6'

1019.83 (8) RCS-96 [NO 1]  
 74137M 5



NO 1	NO 2	TIES
1983   1999   2015	1983   1983   2015	1,303 Ties 50% = 652
1983   1983   1997	1983   1988   2008	1,061 Ties 50% = 531
1983   2010   2016	1983   1998   2016	1,264 Ties 50% = 632
1983   2007   2016	1983   1998   2016	1,241 Ties 50% = 621
1983   1983   1983	1983   1983   1983	Xing Install 14 - 9' Ties 25 - 8'6" BD Ties 1,276 Ties 50% = 638

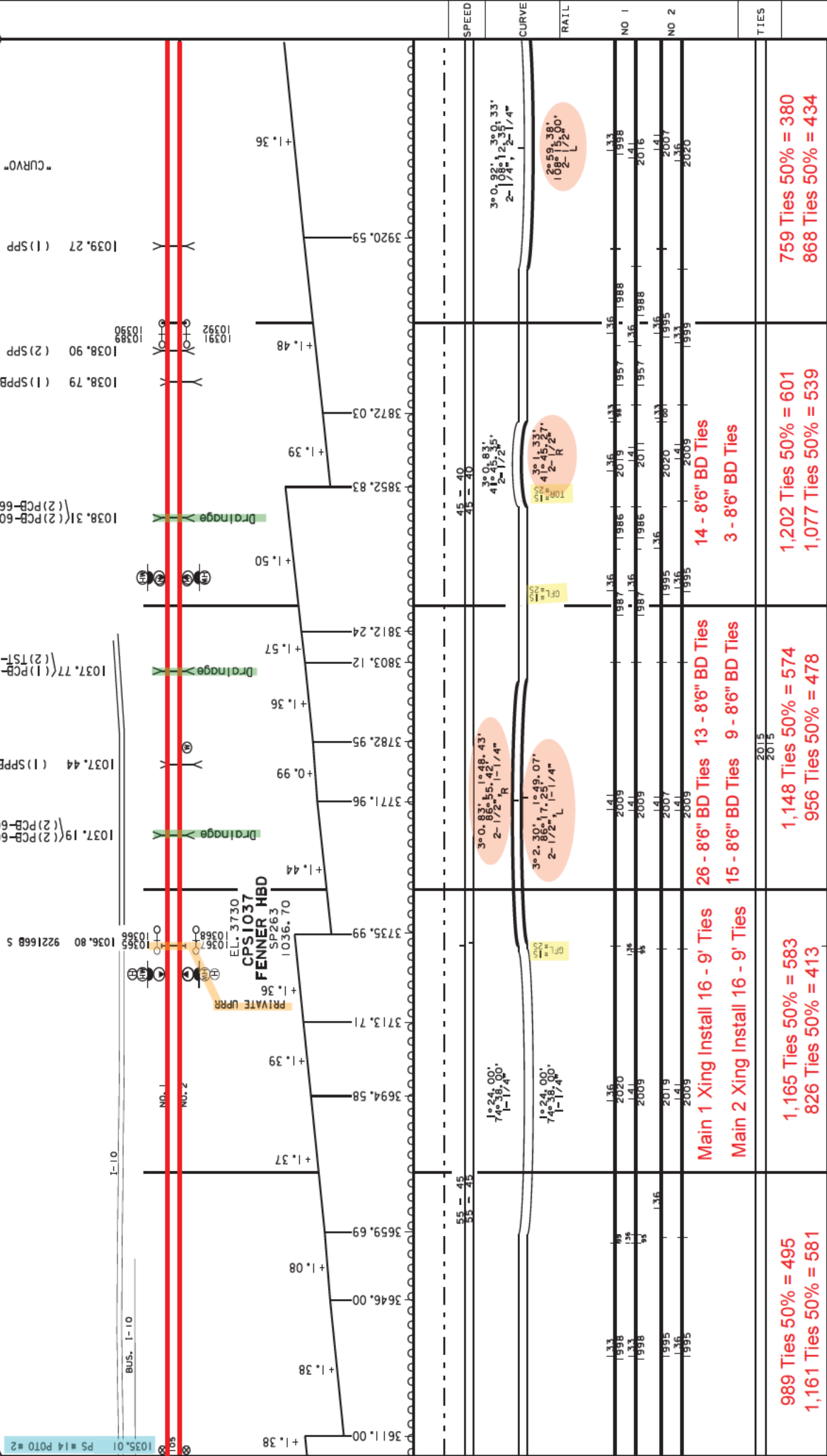






1040

1035



TIES	NO 1	NO 2
989 Ties 50% = 495 1,161 Ties 50% = 581	1,148 Ties 50% = 574 956 Ties 50% = 478	1,202 Ties 50% = 601 1,077 Ties 50% = 539
759 Ties 50% = 380 868 Ties 50% = 434		













**Safety risk plan: Clearance issues, fall protection, OTS violation possibilities, or rules violation possibilities?**

Lordsburg Sub MP 988.64 Overhead 23'-00" ATR tracks #1 and #2 (track raise can be approved)  
Lordsburg Sub MP 992.14 Overhead 23'-02" ATR tracks #1 and #2 (track raise can be approved)  
Lordsburg Sub MP 994.71 Overhead 22'-10" ATR tracks #1 and #2 (track raise can be approved)  
Lordsburg Sub MP 999.53 Overhead Above 24' ATR tracks #1 and #2 (track raise can be approved)  
Lordsburg Sub MP 1008.45 Overhead 21'-01" ATR track #2 (DO NOT RAISE)  
Lordsburg Sub MP 1016.29 Overhead Above 24' ATR track #2 (track raise can be approved)  
Lordsburg Sub MP 1031.20 Overhead 23'-05" ATR tracks #1 and #2 (track raise can be approved)  
Lordsburg Sub MP 1065.35 Overhead 21'-10" ATR tracks #1 and #2 (DO NOT RAISE)

If clearances are 21'-9" or less, Do Not Raise

If known clearances are between 21'-09" and 22'-3", Maximum 3" raise is acceptable and **MUST BE REPORTED TO CLEARANCE DEPARTMENT**, never allowing vertical clearances to be less than 21 feet 9 inches.

If known clearances are 22'-03" and over, up to a maximum of 6" raise, never allowing vertical clearances to be less than 21 feet 9 inches. No clearance info on INDL, Sidings, Yards or CNRT only measure Main Lines. Watch the Thru Truss Bridges within your limits

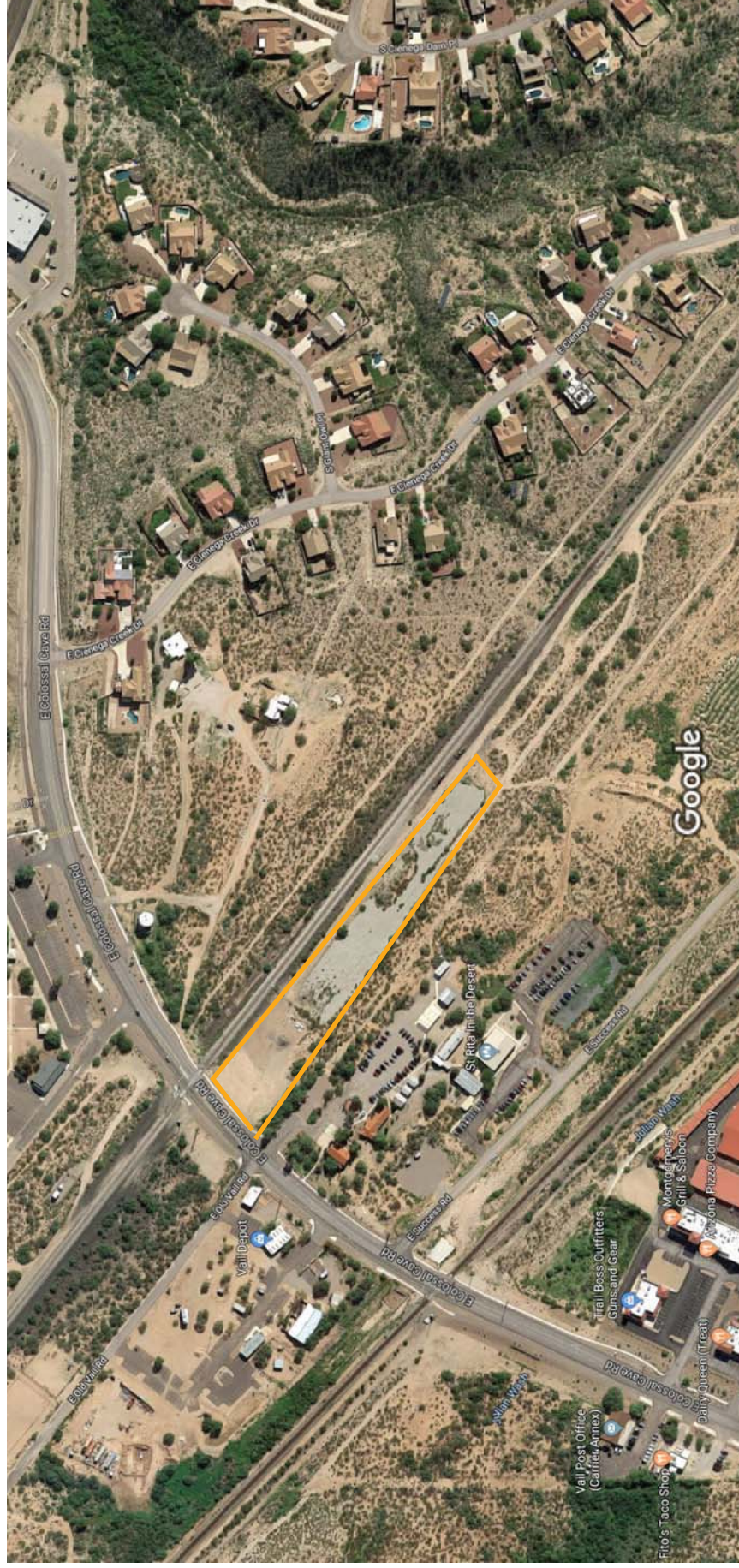
Remember to call before raising track so we can update our database

Google Maps 32°12'56.4"N 110°57'37.0"W



Imagery ©2018 Google, Map data ©2018 Google 100 ft

**Job Briefing Location**  
**Tucson Yard**  
**2031 E Fairland Ave**  
**Tucson, AZ 85713**  
**GPS 32.201959, -110.941835**  
**Park in the orange area**



Imagery ©2019 Google, Map data ©2019 Google 200 ft

**Job Briefing Map**  
**13401 E Colossal Cave Rd**  
**Vail, AZ 85641**  
**GPS 32.047824, -110.712027**  
**Park in the orange area**