



**SUNSET AREA
TIMETABLE #5**

Effective 0900C Friday, May 10, 2019

V. J. Vena, Chief Operating Officer
T. A. Lischer, Executive Vice President - Operations
S. K. Keller, Senior Vice President - Northern Region
G. D. Workman, Senior Vice President - Southern Region
D. M. Giandinoto, Vice President - HDC & Network Operations
E. J. Gehringer, Vice President - Engineering
J. C. Estes Jr, Vice President - Mechanical
R. N. Doerr, Vice President - Chief Safety Officer

This document supersedes:

Union Pacific Railroad Sunset Timetable 4 effective Apr 14, 2014

EXPLANATION OF CHARACTERS








Symbol Represents:

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123.45	MILE POST FOR SUB LIMITS ARE IN BOLD AND ITALICIZED
ABS	AUTOMATIC BLOCK SIGNAL
ACS	AUTOMATED CAB SIGNAL
ATC	AUTOMATED TRAIN CONTROL
ATS	AUTOMATED TRAIN STOP
CTC	CENTRALIZED TRAFFIC CONTROL
RL	RESTRICTED LIMITS
TWC	TRACK WARRANT CONTROL
DT	DOUBLE TRACK
#MT	MULTIPLE MAIN TRACK - #(number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(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
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD
C	CENTER
+	HEAD - END RESTRICTION ONLY

(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY
(*)	WHEEL DOWN INDICATOR - TALK ON DEFECT ONLY
+	DETECTORS EQUIPPED WITH RADIO TRANSMITTED TALK ON ARRIVAL AND DEFECT ONLY FEATURE
(I)	HOT BOX OR HOT BOX/HOT WHEEL, HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED DEFECT INDICATORS

Track Diagram Color Codes

 CTC	 ABS	 TWC
 ATC	 ACS	 ATS
 9.14 / 9.15	 9.14.2	
 YL / RL / NON-SIGNALED		

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	19	Livonia	PB-27039
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	All Area 3 Hole Singles	PB-27038
5	Sunset	PB-27024	13	Chicago	PB-27032	0	3" Binder	PB-27019
6	Denver	PB-27025	14	St. Louis	PB-27033	0	Area Tabs (19 Each)	PB-27018
7	North Platte	PB-27026	15	North Little Rock	PB-27034	0	System Special Instructions	PB-27015
8	Council Bluffs	PB-27027	16	Dallas/Ft. Worth	PB-27035	99	UPRR TRAINING TT	PB-27099

Operating Practices

Randy L. Eardensohn, General Director - Operating Practices - Ph 402-544-5129
 Jason C. Taullie, Director - Operating Practices & Rules - Ph 402-544-4931
 Keith B. Jensen, Train Handling Improvement - Ph 801-212-3830
 Taylor J. Weisbeck, Operating Systems Compliance - Ph 402-544-4620

Rules Manager	Phone Number	Timetable Area
Rick Carver	402-501-4310	Dallas/Ft. Worth - Houston - Livonia - North Little Rock - Salina - San Antonio
Robbie Goldman	801-212-3815	Chicago - Council Bluffs - Denver - Iowa - Kansas City - North Platte - St. Louis - Twin Cities
Rob Hunter	909-685-2826	Los Angeles - Portland - Roseville - Salt Lake City - Sunset

For emergencies call RMCC 1-888 UPRR COP or 1-888-877-7267

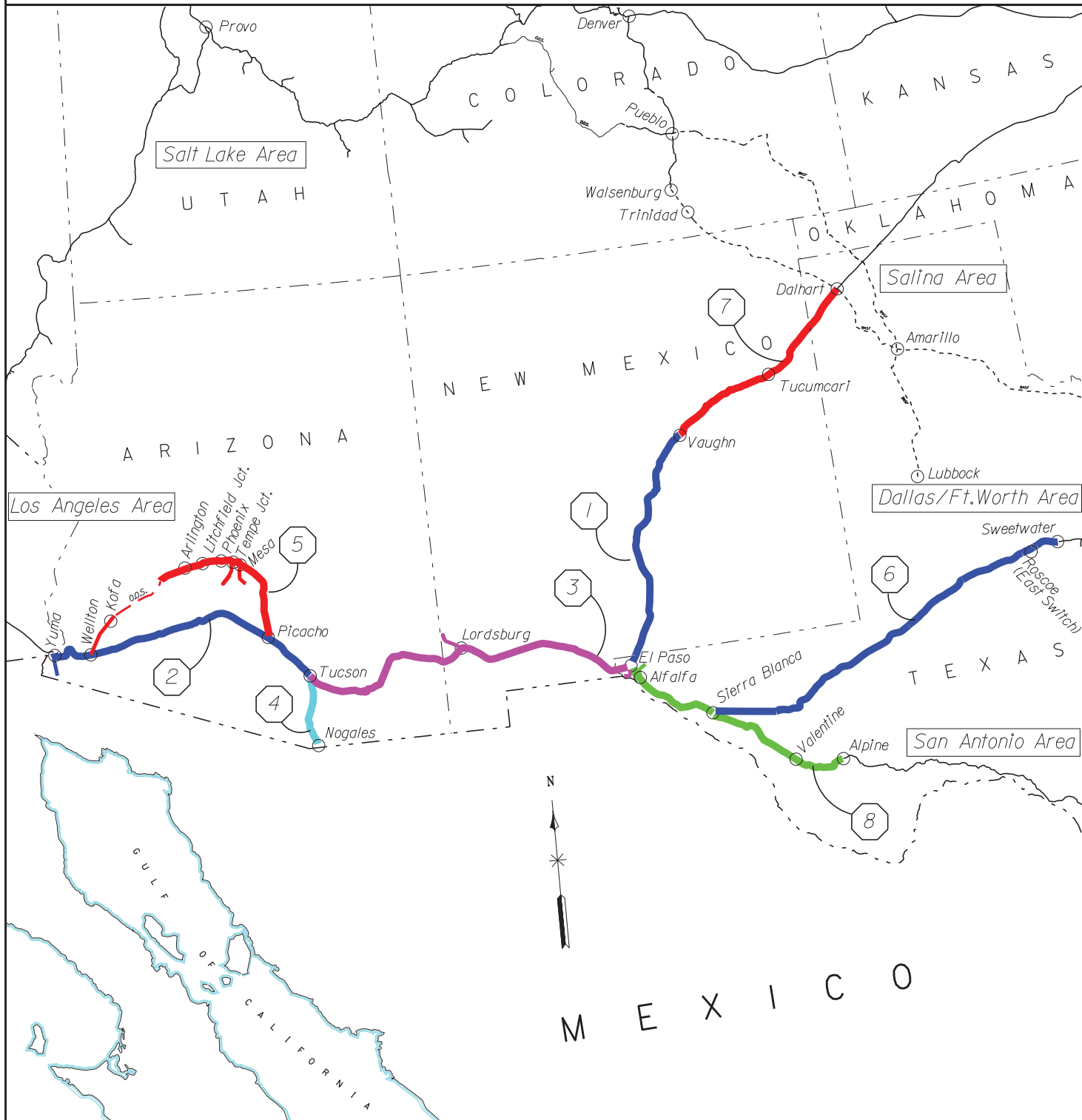


Building America

SUNSET AREA

TIMETABLE # 5

Effective 0900C Friday, May 10, 2019



- 1. CARRIZOZO(0680)
- 2. GILA(0675)
- 3. LORDSBURG(0678)

- 4. NOGALES(0683)
- 5. PHOENIX(0685)
- 6. TOYAH(0515)

- 7. TUCUMCARI(0682)
- 8. VALENTINE(0648)

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 STATIONS/Control Points	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 1297.6		CTC 3MT	S1297	CAMPBELL STREET				
1296.5			S1296	CIVIC CENTER		X		
1296.2 1296.0					AMTRAK DEPOT (off MT 4)			1290
1295.7 1295.4		CTC 2MT	S1295	TOWER 196 (MT 4)				
1294.2 1293.6			S1294	ICEHOUSE		X		
1285.3 1285.1			S1285	LIZARD		(11-2)X	SP012	
1279.1 1279.0			S1280	TARMAC		(11-2)X		
1276.9 1276.7			S1277	EAST STRAUSS		X		
1276.6			S1276	EAST FUEL		X		
1276.4						(0.2)		
1276.4 1273.8			CTC TRACKS		FUEL TRACKS 6 THRU 12			(2.6)
1273.8			CTC 2MT	S1274	WEST FUEL		X	
1273.6							(0.3)	
1273.5 1273.4		S1273		WEST STRAUSS		X		
1271.3 1271.1		S1271		SANTA TERESA TERMINAL		(11-2)X	SP020	
1268.0 1267.8		S1268		LANARK		(11-2)X	SP029	
1258.2 1257.9		S1258		AFTON		(11-2)X	SP039	
1247.9 1247.6		S1248		ADEN		(11-2)X	SP050	
1237.4 1237.1		S1237		DONA		(11-2)X	SP060	
1227.8 1227.6		S1228		AKELA		(11-2)X	SP069	
1217.3 1217.0		S1217		CARNE		(11-2)X	SP078	
1207.1		S1207	DEMING JCT.		(11-2)X	SP090		
1206.9					(7.8)			
1199.3		S1199	TUNIS		(11-2)X			
1199.0					(2.0)			
1197.3		S1197	WEST TUNIS (MT 2)		!	SP100 8286		
1189.7 1189.4		S1190	GAGE		(11-2)X	SP110		
1180.3 1180.0		S1180	COUNTY LINE		(11-2)X	SP119		
1178.0 1176.2		S1178 S1176	WILNA (MT 2)		!	SP121 8312		
1169.8 1169.6		S1170	BORROW PIT		(11-2)X	SP129		

Mile Post	Track Layout	Rule 6.3	CP #s	WEST STATIONS/Control Points	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 1147.6			S1150 S1148	LORDSBURG (MT 1)		!B	SP149 10846	
1146.6			S1146	LORDSBURG JCT.		(11-2)X		
1146.2						(4.3)		
1142.3 1140.6			S1142 S1141	GARY (MT 1)		!	SP157 8246	
1138.9 1138.7			S1139	ALKALI FLATS		(11-2)X	SP160	
1129.7 1129.5			S1130	STEINS		X	SP169	
1126.2 1126.0			S1126	CAVOT		X		
1121.0 1120.9			S1121	VANAR		X	SP176	
1109.4 1109.1			S1109	KARRO		(11-2)X	SP188	
1098.4 1096.7 1096.5			S1098 S1097	BOWIE (MT 1)		!	SP200 7989	
1088.5 1088.3						(9.9)	(11-2)X	
1081.4 1081.1			S1089	LUZENA		(11-2)X		
1072.6 1072.3			S1081	RASO		(11-2)X	SP215	
1061.5			S1072	WILLCOX		(11-2)X	SP223	
1061.2			S1061	APACHE		T(11-2)X	SP238	
1050.3 1050.2						(11.2)		
1043.6 1043.5			S1050	TULLY		X	SP254	
1035.0 1034.9			S1044	SIBYL		X	SP260	
1029.4 1029.2			S1035	FENNER		X	SP265	
1023.4 1023.2			S1029	CHAMISO		X	SP273	
1008.5			S1023	MESCAL		X	SP276	
1000.1 999.9 997.1						(6.0)		
993.9			S1000	VAIL XOVERS		X	SP298	
993.7			SP997	EAST KOLB (MT 2)			(3.2)	
987.9			SP994	WEST KOLB		X		
987.7			SP988	36TH STREET		X	SP313	
(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	
1298.5 and 987.9		
(Except as Below)		
1298.5 and 1296.7 MT 1,2	79	70
1298.5 and 1298.3 MT 6	30	30
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
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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:

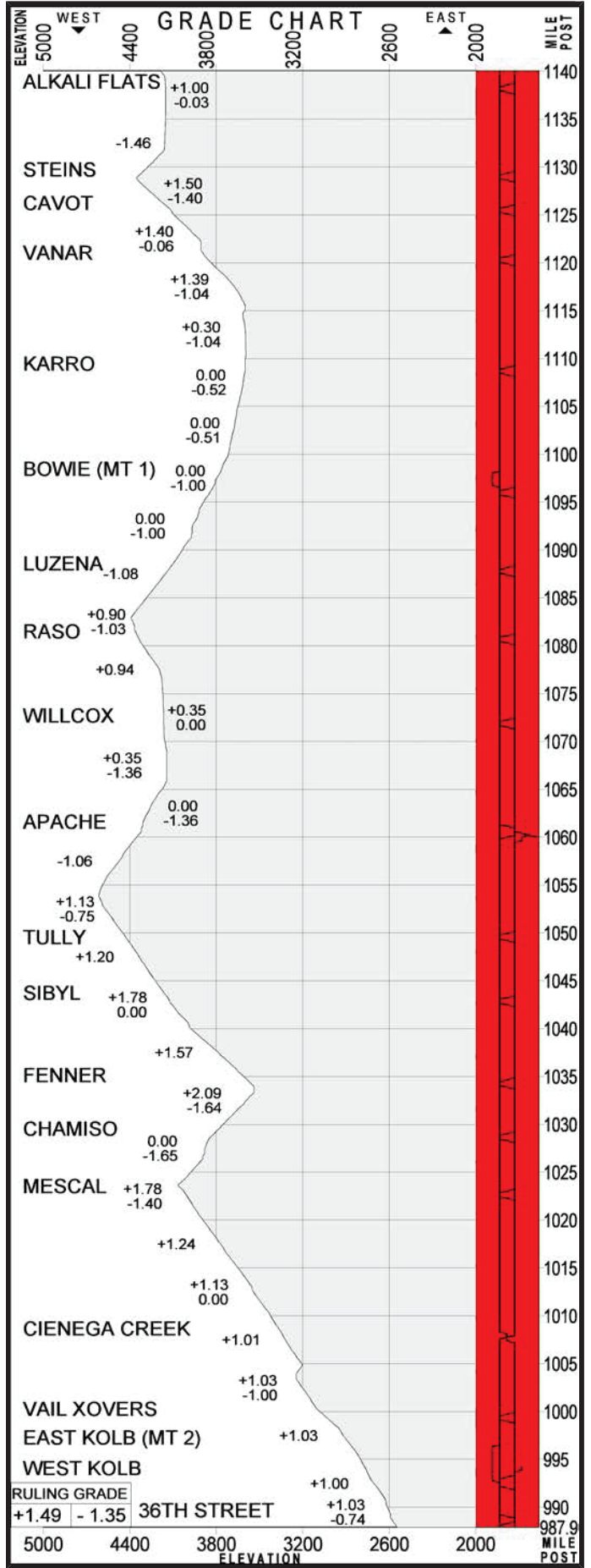
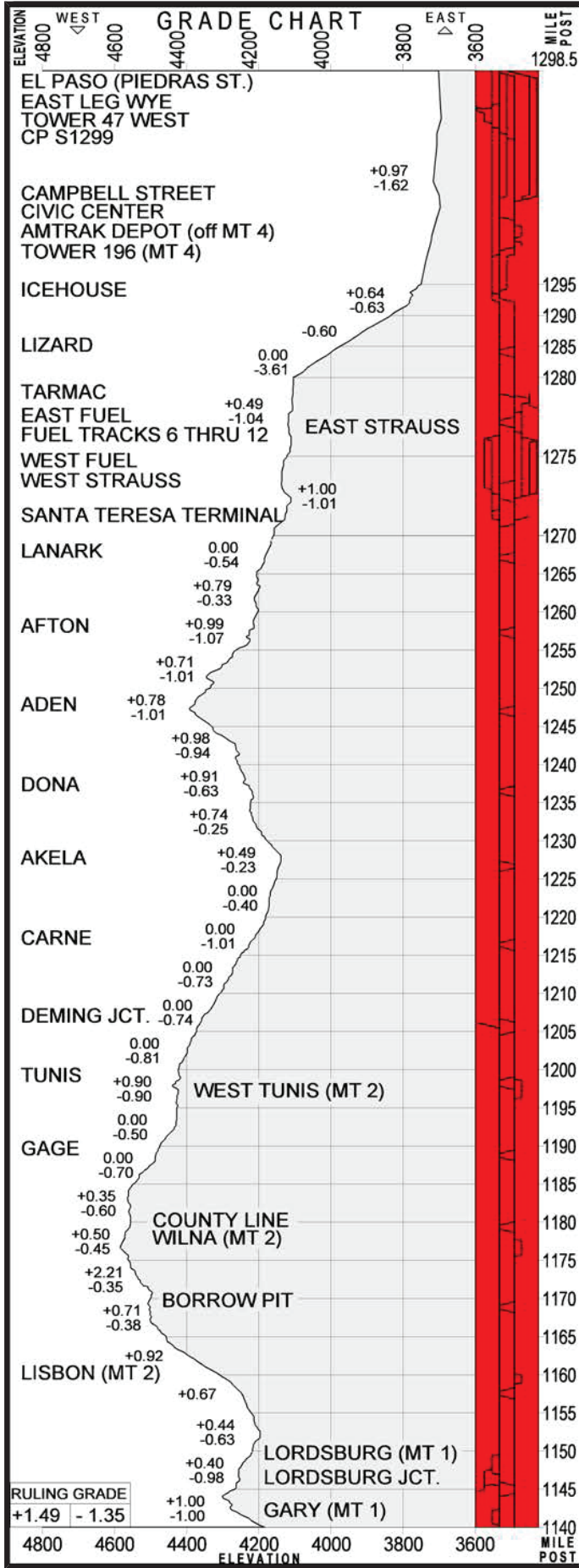
MP 1033.65 MT 1

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)

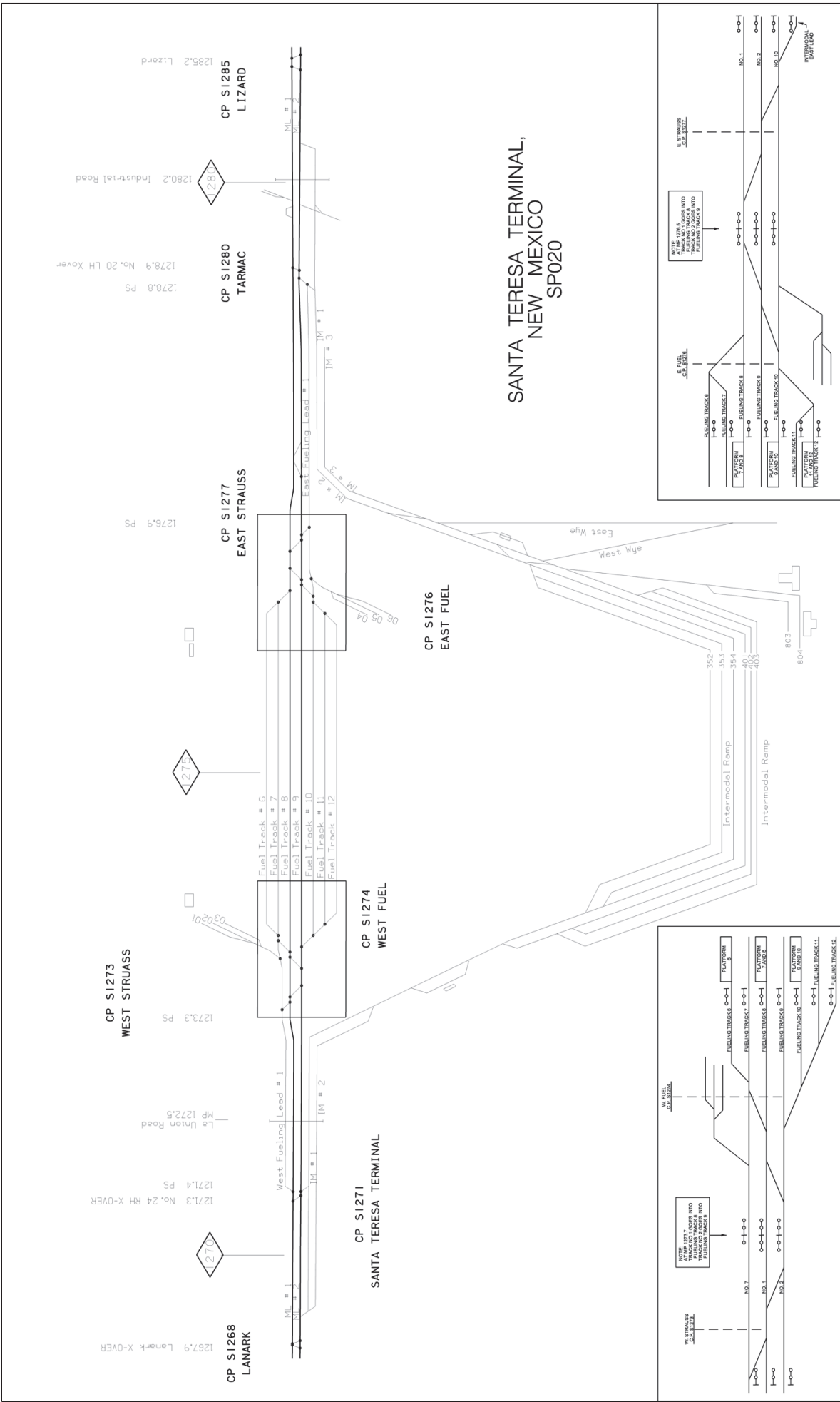


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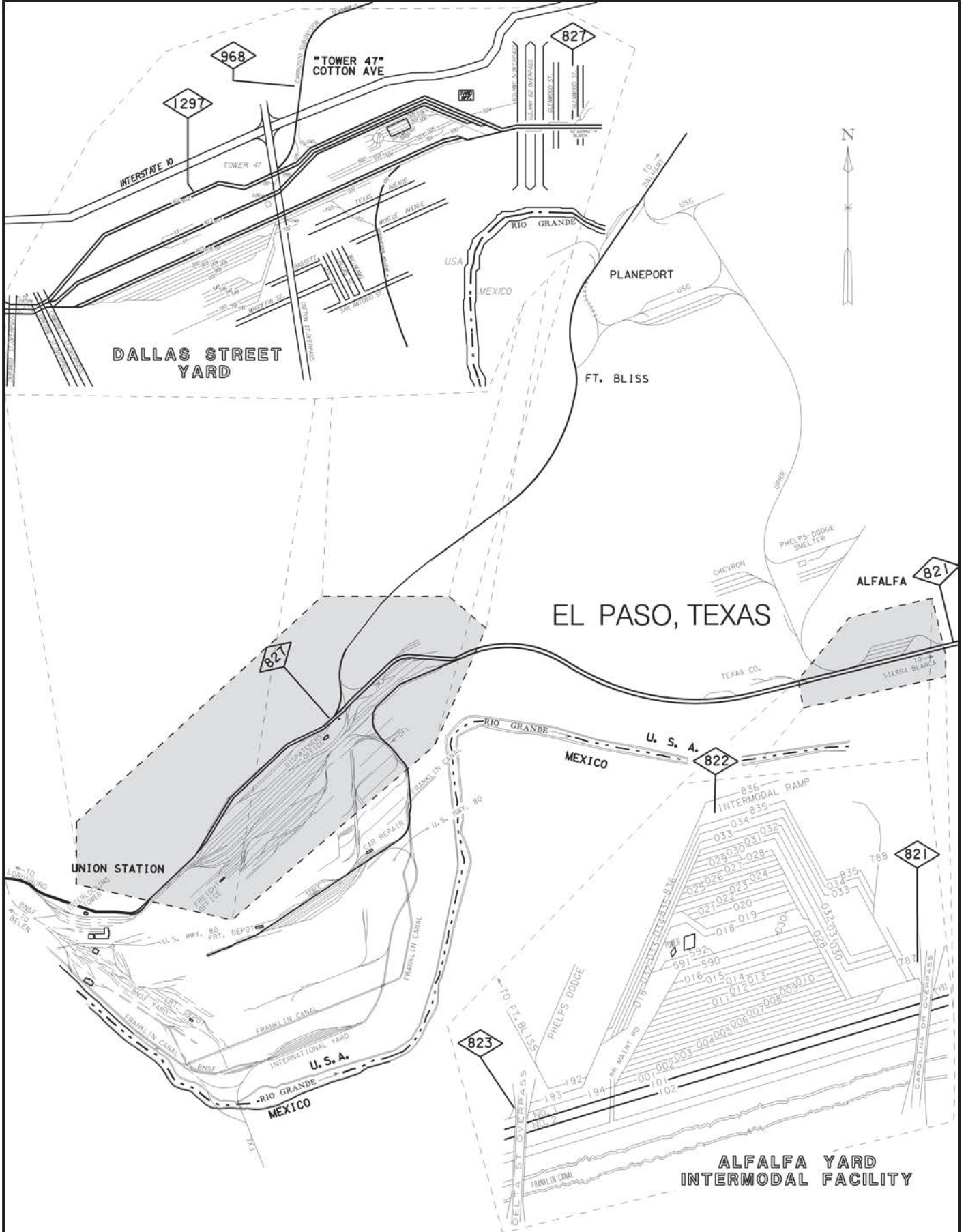
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Santa Teresa Terminal



El Paso Terminal Map and Dallas Street Yard



International Yard at El Paso

