

## BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

**A culture** that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

**A work environment**, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safeguarded ...

**Work practices and training** for all employees that make safety essential to the tasks we perform ...

**An empowered work force**, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.



## Gulf Division

### Timetable No. 6

IN EFFECT AT 0800  
Central Continental Time

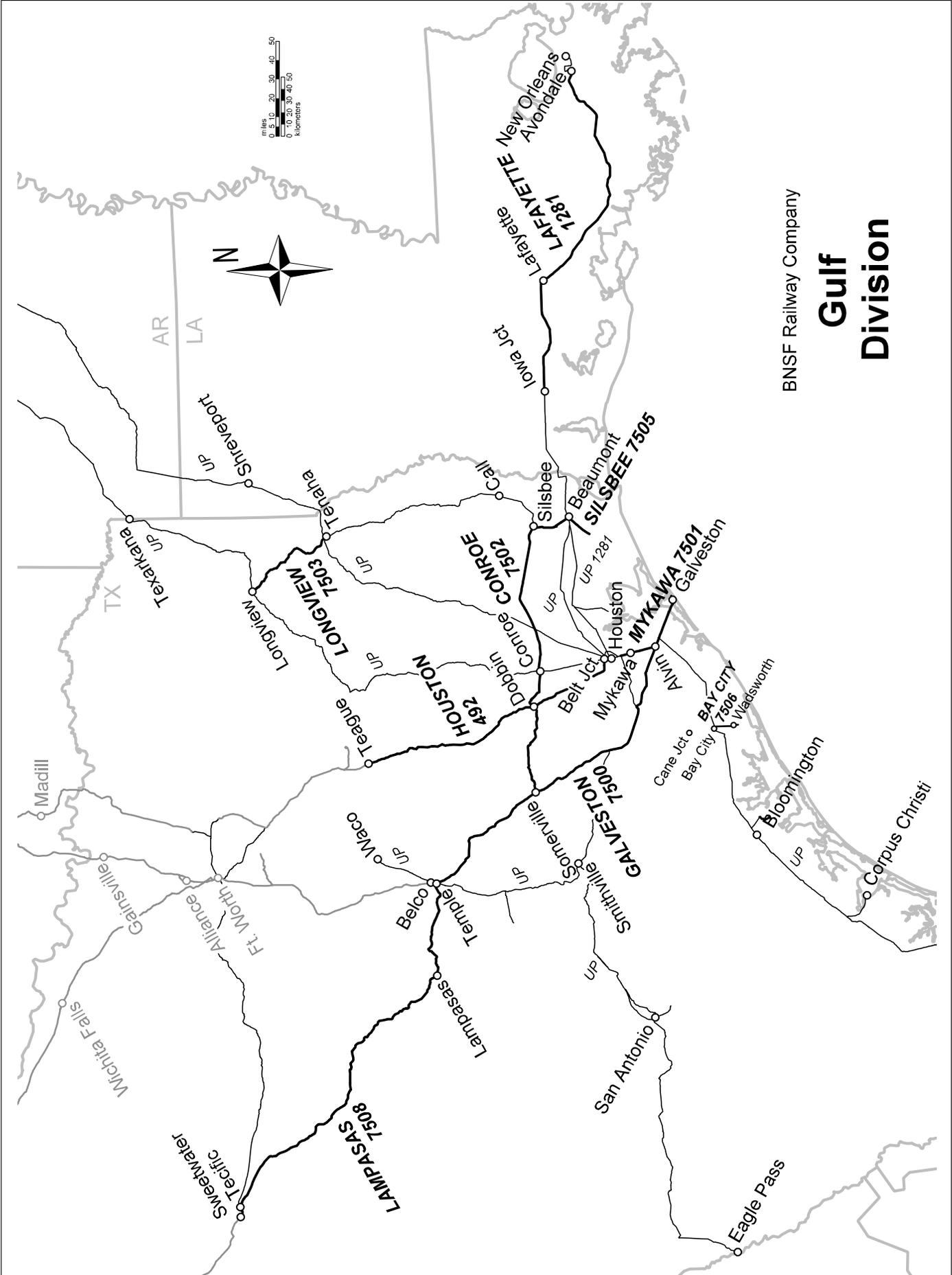
**Wednesday, April 2, 2008**

#### **Division General Manager**

Stephan B. Curtright  
Spring, Texas  
(713) 847- 3500

#### **General Director Transportation**

William (Marc) Stephens  
Spring, Texas  
(713) 847- 3189



BNSF Railway Company

# Gulf Division

## Division Managers

### Alvin

M.K. HARGROVE ..... Roadmaster ..... (713) 847-3176  
 D.A. McQUINN ..... Asst. Roadmaster ..... (713) 847-3275  
 J.L. SIRMONS ..... Road Foreman ..... (713) 847-3340

### Avondale

E.L. WEST ..... Trainmaster ..... (504) 437-6241

### Beaumont

V.Y. MORRIS ..... Sr. Trainmaster/Rd. Foreman . (713) 847-3507  
 E.S. SCHROEDEL ..... Trainmaster ..... (713) 847-3311

### Brownwood

J.C. RATULOWSKI .... Sr. Trainmaster ..... (325) 643-7225  
 J.E. WAGNER ..... Roadmaster ..... (325) 643-7267  
 ..... Trainmaster ..... (325) 643-7234

### Casey

N.B. EDGE ..... Trainmaster ..... (713) 847-3586  
 J.E. SEAGROVES ..... Roadmaster ..... (713) 847-3580

### Conroe

J.M. BECHTOLD ..... Road Foreman ..... (713) 847-3237  
 A.L. FULTON ..... Trainmaster ..... (713) 847-3271

### Corpus Christi

R.T. ROBY ..... Trainmaster ..... (713) 847-3573

### Dayton

T.D. NOVITSKE ..... Terminal Manager ..... (713) 847-3297  
 G.H. WALLEY ..... Trainmaster ..... (713) 847-3216

### Eagle Pass

J.C. CUARON ..... Trainmaster ..... (817) 224-7235

### Galveston

B.H. THOMAS ..... Terminal Manager ..... (713) 847-3573  
 ..... Trainmaster ..... (713) 847-3572

### Houston

R.P. BOEMIO ..... Supt. Ops. Houston West ..... (713) 847-3333  
 T.L. BRAZIER ..... Asst. Dir. Main. Prod. .... (713) 847-3266  
 M.L. BURKART ..... Terminal Mgr. .... (713) 847-3290  
 B.S. CROSSETT ..... Terminal Superintendent ..... (713) 847-3257  
 J. MASON ..... Road Foreman ..... (713) 847-3353  
 D.J. McPHERSON ..... Terminal Mgr. .... (713) 847-3290  
 ..... S. Yard Trainmaster ..... (713) 847-3110  
 ..... Outside Trainmaster ..... (713) 847-3559

### Lafayette

C.H. MENDOZA ..... Terminal Manager ..... (337) 572-2501  
 M.H. SCHWABAUER .. Trainmaster/RFE ..... (337) 572-2500  
 J.W. STARKS ..... Trainmaster ..... (337) 572-2510  
 U.R. VINSON ..... Supt. Ops. Houston East ..... (337) 572-2513  
 A.K. WHITNEY ..... Roadmaster ..... (337) 572-2502

### Longview

R.D. ZAHM ..... Trainmaster ..... (903) 232-2630

### Navasota

D.A. BIRDWELL ..... Asst. Roadmaster ..... (713) 628-4113

### Pine Bluff

M.S. THOMAS ..... Trainmaster/RFE ..... (870) 534-7838

### Somerville

M.A. SHIVELEY ..... Sr. Trainmaster ..... (979) 596-2349

### Spring (ROC)

E.W. BLASS ..... Corridor Superintendent ..... (281) 350-7557  
 G.W. WOOLEN ..... Dir. of Transportation ..... (281) 350-7558  
 ..... Chief Dispatcher I ..... (281) 350-7589  
 ..... Joint Corridor Mgr. .... (281) 350-7231

### Spring

M.L. COUEY ..... Director of Administration ..... (713) 847-3595  
 M.J. McNABB ..... Division Engineer ..... (713) 847-3390  
 R.L. ROOKS ..... Safety Manager ..... (713) 847-3531

### San Antonio

J.T. COSTELLO ..... Trainmaster/Road Foreman... (713) 847-3175

### Sweetwater

J.A. VELASQUEZ ..... Trainmaster ..... (915) 236-7202

### Teague

T.C. ANDERSON ..... Roadmaster ..... (254) 228-7631  
 P.D. McALEESE ..... Asst. Roadmaster ..... (254) 624-3660  
 M.S. WACKER ..... Terminal Manager ..... (817) 352-2953  
 ..... Trainmaster ..... (817) 352-2964

### Temple

J.W. BETTENCOURT Road Foreman ..... (254) 771-4665  
 L.R. BREWER ..... Terminal Superintendent ..... (254) 771-4701  
 D.N. MOONEY ..... Roadmaster ..... (254) 771-4676  
 M.A. RIVERA ..... Terminal Manager ..... (254) 771-4649  
 T. SALISBURY ..... Asst. Roadmaster ..... (254) 771-4757  
 ..... Tower Trainmaster ..... (254) 771-4731  
 ..... N. Fuel Pad Trainmaster ..... (254) 771-4730

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bay City Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Rule 4.3					
			65.0	End of Track	R			3.6	
		33600	68.6	BAY CITY	BPR		7506	0.4	
			69.0	UP RRX	MR			10.6	
		33690	79.6	WADSWORTH	R			2.9	
			82.5	End of Track	R			17.5	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
End of Track to End of Track	36	1	4	5&7	9

**Train Dispatcher Telephone Numbers**

DS 23—(817) 234-2323, Fax (281) 350-7560

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 65.0 to MP 82.5 ..... **Freight** 20 MPH.

**1(B). Speed—Permanent Restrictions**

MP 65.0 to MP 69.0 ..... 10 MPH.  
MP 82.0 to MP 82.5 ..... 10 MPH.

**1(C). Speed—Switches and Turnouts—None**

**1(D). Speed—Other—None**

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions  
Maximum Gross Weight of Car**

MP 65.0 to MP 82.5 ..... 143 tons, Restriction C

**3. Type of Operation**

**Restricted Limits**—in effect:  
MP 65.0 to MP 82.5

**Manual Interlockings Not Controlled by BNSF**

UP RRX, MP 69.0—Controlled by UP  
UP Dispatcher - Radio channel 20, Tone \* 53  
Telephone (281) 350-7216 or (800) 726-1085

**4. General Code of Operating Rules Items**

**Rule 1.14**—BNSF trains use UP tracks between Bay City and Algoa.

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track**

New Gulf—7603 and 7604

**7. Special Conditions—None**

**8. Line Segments**

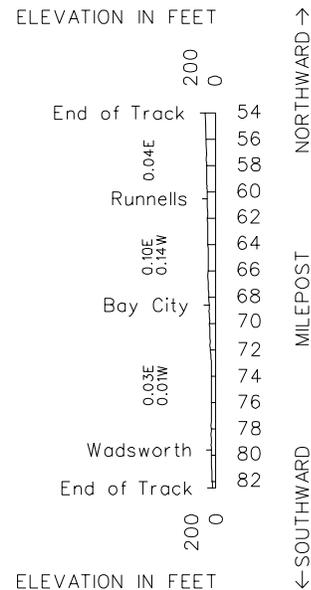
**Road Line Segments**  
**Line Segment Limits**

7506 ..... MP 65.0 to MP 82.5

**9. Locations Not Shown as Stations**

Name	Miles Post Location	Capacity Feet	Switch Opens
New Gulf Industrial Spur	55.2	41,902	South
Celanese Industrial Spur (5 Miles) includes tracks serving Cities Service Co. at MP 2.6 on Celanese Industrial Spur with Lead Track capacity 8,800 ft. & Plant Track capacity 518 ft.	76.3	5.0 Miles	North
Equistar	82.1	Yard	North

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Conroe Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		45700	152.2	SILSBEE	BCJPRT			8.2	
5,937	45465	144.0	KOUNTZE					15.1	
7,650	45445	128.9	BRAGG					7.4	
	45440	121.5	VOTAW					10.5	
8,540	45425	111.0	ROMAYOR					5.5	
	45415	105.5	RAYBURN					10.6	
3,950	44990	94.9	CLEVELAND-UP RRX	AP				5.3	
	44980	89.6	FOSTORIA					4.6	
9,650	44970	85.0	SECURITY					5.9	
	44950	79.1	WAUKEGAN					4.5	
	44910	74.6	BEACH					2.4	
		72.2	CONROE					0.1	
		72.1	UP RRX	A	TWC	7502		8.3	
7,910	44895	63.8	HONEA					8.2	
	44885	55.6	MONTGOMERY					3.1	
		52.5	MP 52.5					2.6	
	44880	49.9	DOBBIN-BNSF RRX	A				0.7	
		49.2	CP 492	J				11.5	
		37.7	YARBORO					4.6	
8,568	44860	33.1	WOOD					5.0	
	44770	28.1	NAVASOTA-UP RRX	A				9.8	
5,650	44760	18.3	ALLENFARM					12.9	
	44750	5.4	SCOFIELD					5.4	
	44600	0.0	SOMERVILLE	JBPT				152.2	

Radio Channel 85 in service Silsbee to Somerville.

Radio Call-In		
Silsbee - 26(X)	Votaw - 25(X)	Cleveland -24(X)
Conroe -23(X)	Yarboro - 21(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

**Train Dispatcher Telephone Numbers**

DS 137—(817) 234-1398, Fax (281) 350-7555

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 0.0 to MP 152.2, including trains 100 TOB and over ..... **Freight** 49 MPH.

**1(B). Speed—Permanent Restrictions**

- MP 0.0 to MP 0.4 ..... 30 MPH.
- MP 26.4 to MP 28.7 ..... 30 MPH.
- MP 28.7 to MP 28.9 ..... 40 MPH.
- MP 35.5 to MP 38.6 ..... 30 MPH.
- MP 42.6 to MP 44.0 ..... 40 MPH.
- MP 49.0 to MP 49.7 ..... 40 MPH.
- MP 49.7 to MP 49.9 (Over Interlocking) ..... 30 MPH.
- MP 49.9 to MP 55.1 ..... 40 MPH.
- MP 71.3 to MP 71.8 (HER) ..... 40 MPH.
- MP 71.8 to MP 73.4 (HER) ..... 30 MPH.
- MP 72.2 ..... 20 MPH.
- MP 94.9 ..... 20 MPH.
- MP 110.4 to MP 110.7 ..... 25 MPH.
- MP 151.7 to MP 151.8 ..... 10 MPH.
- MP 152.2 ..... 10 MPH.

Freight

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.  
 CP 492, turnout ..... 30 MPH.  
 All Sidings ..... 10 MPH.

**1(D). Speed—Other**

**Temperature Restrictions**

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 Degrees F and Over	40 MPH	35 MPH	N/A

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Silsbee to Somerville ..... 143 tons, Restriction E

**3. Type of Operation**

**CTC—in effect:**

MP 105.2 (CP 1051 Houston Subdivision) to MP 49.2

**TWC—in effect:**

MP 149.5 to MP 0.0

**Restricted Limits—in effect:**

MP 152.2 to MP 149.5

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.5 miles.

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:

- MP 28.1—Navasota
- MP 49.9—Dobbin
- MP 72.1—Conroe
- MP 94.9—Cleveland

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnel or other structures: None
- B. Other TWD locations
  - MP 11.7—Recall Code 217
  - MP 39.5—Recall Code 218
  - MP 64.9—Recall Code 237
  - MP 88.2—Recall Code 238
  - MP 114.1—Recall Code 258
  - MP 136.2—Recall Code 268

**6. FRA Excepted Track**

211, 212, 215, 243, 301, 302, 7013, 7102, and 7124.

**7. Special Conditions**

**Close Clearances at Silsbee**—Rip Tracks 203 and 204 account work equipment in the area.

Between the sand house and the storehouse track; also the west side of the sand house track. Between the storehouse switch and the storehouse will not clear a person on the side of a car.

Track 301 (OSB Mill) will not clear a person on the side of a car from entrance of the shed to the end of track.



SOUTHWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Galveston Subdivn.		Line Segment	Miles to Next Stn.	NORTHWARD	
				MAIN LINE STATIONS	Rule 4.3				
	7,580	43400	218.2	TEMPLE	JBCPT	7500	0.8		
			217.4	OPAL	JM		2MT CTC	2.5	
			214.9	KNOWD			6MT CTC	10.2	
	11,570	43580	204.7	ROGERS			8.7		
	12,070	43584	196.0	BUCKHOLTS			8.0		
	11,190	43588	188.0	CAMERON			6.7		
	12,160	43590	181.3	HOYTE			6.8		
	10,570	43592	174.5	MILANO			0.1		
			174.4	UP RRX	PA		8.6		
	10,970	43596	165.8	CHRISMAN			8.0		
	12,054	43600	157.8	CALDWELL	P		6.5		
	11,320	44575	151.3	DAVIDSON			9.9		
	11,230	44600	141.4	SOMERVILLE	JBPT		0.04		
			141.36	CP 1413			8.46		
	11,480	44610	132.9	LANDES		CTC	6.9		
		44620	126.0	BRENHAM	M		5.9		
	11,230	44630	120.1	PHILLIPSBURG			9.8		
	6,810	44640	110.3	DANT			4.1		
	9,420	44700	106.2	BELLVILLE	P		11.6		
	10,400	44710	94.6	SEALY-UP RRX			13.8		
	11,740	33910	80.8	WALLIS			14.6		
			66.2	TOWER 17-UP RRX	CM		0.4		
	12,210	34100	65.8	ROSENBERG	BP		10.8		
	11,450	34120	55.0	BOOTH			4.6		
		34125	50.4	THOMPSONS	T		6.2		
	8,790	34130	44.2	DUKE			1.3		
			42.9	UP RRX	A		6.9		
	12,210	34145	36.0	MANVEL			7.4		
		35600	28.6	ALVIN	JBT		4.2		
		35610	24.4	ALGOA	JT	2MT CTC	13.4		
	5,460	35900	11.0	TEXAS CITY JCT.	JT	TWC ABS	4.7		
		35950	6.3	VIRGINIA POINT	J		1.1		
			5.2	LIFT BRIDGE	BCM	CTC	1.1		
			4.1	ISLAND	JR		1.9		
		40000	2.2	GALVESTON	BPR		216.0		

<b>Radio Call-In - Channel 87</b>		
Temple-32(X)	Milano-34(X)	Somerville-35(X)
<b>Radio Call-In - Channel 72</b>		
Somerville-71(X)	Bellville-72(X)	Rosenberg-73(X)
Alvin-74(X)	Galveston-75(X)	Somerville Yard-36(X)
Emergency Call-911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X-5		

**Radio Channel 87 in service Temple to Somerville**

**Radio Channel 72 in service Somerville to Galveston**

**Train Dispatcher Telephone Numbers**

DS 112—Temple to Somerville  
 (817) 234-1643, Fax (281) 350-7564  
 DS 23—Somerville to Galveston  
 (817) 234-2323, Fax (281) 350-7560

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 218.1 to MP 6.3, including trains 100 TOB and over .....	55 MPH.
MP 6.3 to MP 2.2 .....	25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 220.5 to MP 220.4 (HER) .....	35 MPH.
MP 218.8 to MP 217.6 .....	20 MPH.
MP 217.6 to MP 214.9, all main tracks .....	30 MPH.
MP 175.7 to 174.1 .....	50 MPH.
MP 170.8 to MP 170.4 .....	50 MPH.
MP 170.1 to MP 169.7 .....	40 MPH.
MP 169.4 to MP 169.1 .....	45 MPH.
MP 157.6 to MP 157.4 .....	45 MPH.
MP 134.4 to MP 134.1 .....	40 MPH.
MP 133.8 to MP 133.5 .....	45 MPH.
MP 125.5 to MP 126.6 .....	30 MPH.
MP 125.1 to MP 123.8 .....	45 MPH.
MP 106.8 to MP 106.5 .....	45 MPH.
MP 94.6 .....	30 MPH.
MP 66.8 to MP 66.6 (HER) .....	35 MPH.
MP 66.2 to MP 63.2 .....	30 MPH.
MP 51.0 to MP 50.6 .....	50 MPH.
MP 45.3 to MP 43.8 .....	40 MPH.
MP 42.9 .....	25 MPH.
North leg of wye Alvin .....	10 MPH.
South leg of wye Alvin .....	25 MPH.
MP 10.2 to MP 6.3 .....	30 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Temple, both ends siding .....	20 MPH.
West Freight No. 2 at Lampasas Subdiv.	
Main track, MP 218.9 .....	15 MPH.
Crossover, MP 218.8 Ft. Worth Subdiv. ....	20 MPH.
Crossover between West Freight No. 1 and West Freight No. 2 .....	10 MPH.
Main 1 at Lampasas Subdiv., MP 218.1 .....	20 MPH.
Both crossovers, MP 218.0 and MP 217.9 .....	20 MPH.
NE main tracks, MP 216.9 .....	30 MPH.
SE Passenger track 3 .....	20 MPH.
Knowd, SE main tracks .....	30 MPH.
Rogers, Buckholts, Cameron, Hoyte, Milano, Chriesman, both ends siding .....	30 MPH.
Cameron, MP 187.8 to MP 187.9, siding only .....	25 MPH.
Caldwell, both ends siding .....	30 MPH.
UP transfer .....	10 MPH.
Davidson, both ends siding .....	30 MPH.
Somerville, NE siding .....	30 MPH.
SE siding .....	20 MPH.
NE siding switch to CP 1413 .....	30 MPH.
CP 1413 to SSS .....	20 MPH.
Landes, Phillipsburg, Dant, Bellville, Sealy, Wallis, both ends siding .....	30 MPH.
Rosenberg, both ends siding .....	30 MPH.
UP Jct. ....	10 MPH.
UP transfer .....	10 MPH.
Booth, both ends siding .....	30 MPH.
Thompsons, turnout, north leg of wye .....	10 MPH.
Duke, Manvel, both ends siding .....	30 MPH.
Alvin, turnout, north leg of wye .....	10 MPH.
Turnout, south leg of wye .....	25 MPH.
Crossover, MP 28.6 .....	10 MPH.
MP 27.3, crossovers between Main 1 and Main 2 .....	30 MPH.
Algoa, north connection to UP .....	30 MPH.
Crossovers between Main 1 and Main 2 .....	30 MPH.
Texas City Jct., both ends siding .....	10 MPH.
Virginia Point, UP Junction .....	20 MPH.
Island, UP Junction .....	20 MPH.

**1(D). Speed—Other**

Smithers Lake Industrial Spur .....	10 MPH.
Temple, West Freight No. 1 between Gober, Lampasas Subdivision, and West Freight crossover .....	20 MPH.
Temple, West Freight No. 2 between Lampasas Subdivision Main Track and West Freight Crossover .....	15 MPH.

**Freight**

Temple, North Freight Lead between Ft. Worth Subdivision	
Main Track and Industrial Blvd. ....	25 MPH.
Smithers Lake—all HL&P tracks .....	10 MPH.
Except on Coal Loop Track (6715) and Inside Coal Loop	
Track (6717) beginning at Switch No. 17 .....	5 MPH.
Galveston—all UP yard tracks .....	10 MPH.
6 axle locomotives only, turnout movements through the	
following switches:	
South switches track, 6101-6106 .....	5 MPH.
South crossover, 6191 .....	5 MPH.

**Temperature Restrictions**

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
105 degrees F and over	None	45 MPH	N/A

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Temple to Galveston ..... 143 tons, Restriction A

**3. Type of Operation**

**CTC**—in effect:

MP 218.1 to MP 24.4

MP 6.3 to MP 4.1

**Multiple Main Tracks**—in effect:

**2 MT:**

MP 218.1 to MP 216.9

MP 28.6 to MP 24.4

**6 MT:**

MP 216.9 to MP 214.9

**TWC**—in effect:

MP 24.4 to MP 6.3

**ABS**—in effect:

MP 24.4 to MP 6.3

**Restricted Limits**—in effect:

MP 4.1 to MP 0.3

**Manual Interlocking Not Controlled by BNSF**

Tower 17 (UP RRR)—Controlled by UPRR

**4. General Code of Operating Rules Items**

**Rule 1.14**—BNSF trains use UP tracks between Algoa and Bay City and UP tracks between Tower 17 and Houston.

- UP trains use BNSF tracks between Tower 17 (Rosenberg) and Galveston.
- UP trains use BNSF tracks between Sealy and Algoa.

**Galveston**—Trains using GRI tracks are governed by General Code of Operating Rules and BNSF Timetable.

**Rule 5.8.2 Quiet Zone**—This modification applies at MP 62.86 at Richmond, TX. Due to this quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box: MP 174.4 MP 94.6 MP 42.9

**MWOR Rule 8.12-Crossover Switches**—The following paragraph is added: At signaled locations identified in the

timetable/general orders as having individually controlled switches (ICS). MW employees may ask the control operator for permission to operate one end of the crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the individually controlled switch involved during such operations. The individually controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

**MWOR Rule 8.14-Conflicting Movements Approaching Switch**—The 2nd paragraph is changed to read as follows:

Crossover Switches, other than individually controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 199.0—Recall Code 328

MP 178.4—Recall Code 348

MP 161.3—Recall Code 347

MP 144.7—Recall Code 358

MP 129.0—Recall Code 718

MP 107.6—Recall Code 728

MP 92.8—Recall Code 727

MP 77.3—Recall Code 738

MP 53.1—Recall Code 737

MP 39.7—Recall Code 748

MP 20.7—Recall Code 747

MP 12.2—Recall Code 758

**6. FRA Excepted Track**

Brenham—4052-4055, 4061, 4068, 4074, 4075, 9905, 9907, 9910

Bellville—0504

Chips—5041 and 5042

Alvin—5311, 5312, and 5326

Galveston—6402 and 6403

Galveston Valley Yard—6210, 6203-6207

**7. Special Conditions**

**MP 218.9**—At MP 218.9, when letter “S” (siding sign) is displayed on a “stop” signal, train must stop and crew member operate switch to enter diverging route, then be governed by signal indication.

**Galveston**—Crews of trains arriving and setting out at Galveston yard must contact the Galveston yard switcher on Channel 36 or 30 prior to entering the yard. If the Galveston switcher can not be contacted, crews must get permission from the Trainmaster at Galveston or from the Pearland Yardmaster prior to entering Galveston yard.

GVSR crews working in Galveston yard will protect all shoving movements by keeping the point of the shove in view at all times.

**Sealy**—The crossover switches located just south of Highway 36 between the UP main track and Austin County Industrial Spur are to be left lined as last used. A train must secure authority on the BNSF main track or siding at the north end of Sealy before passing a red signal and be governed by instructions in the interlocker box.

Because of excessive rust on the rails, trains using tracks 5003 and 5004 at Hill Street will not activate the crossing gates. These movements must be protected by a flagman

**Rosenberg**—The signal at the north end of Rosenberg, MP 66.2, southbound will display a red over flashing yellow aspect for diverging approach.

**Thompsons**—Smithers Lake Industrial Spur track to North leg of wye normally lined for North leg of wye.

When working in track 5110, Oil Field road crossing, MP 50.3, must be protected by flagman account excessive rust on rails and movement will not activate crossing gates.

**Alvin**—When working in 5304 storage track, Second Street crossing MP 29.4 must be protected by flagman account excessive rust on rails and movement will not activate crossing gates.

**Remote Control Operations**—Signs located at MP 221.3 (Fort Worth Subdivision), MP 217.5 (Galveston Subdivision) and MP 219.9 (Lampasas Subdivision), designate the Remote Control Area at Temple Yard.

**Remote Control Zones (RCZ) Temple Yard**—The East Lead from Switch 104 (north end 11 pocket) through the solar switch (old spring switch) and on the Belco Freight Lead up to, but not including the road crossing at Industrial Blvd. is designated as RCZ 1.

The south end of the yard on the east side, from the East Lead 101 Lead Switch to the southward control signal Adams (Calhoun Street) is designated as RCZ 2. Contact the Yardmaster on channel 36.

The south end of the yard on the west side, from power split derail on the West Lead to the eastward controlled signal at First Street on Main 1 is designated as RCZ 3. Contact the Yardmaster on channel 64.

**Activation/Deactivation Procedure**—The remote control operator foreman will contact the yardmaster and request that RCZ protection be established. The yardmaster will record the activation on the required form and relay the RCZ confirmation number to the remote control operator foreman. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated. Before an RCZ can be fouled or occupied, the yardmaster must be contacted to determine if the RCZ is activated.

**Train Make-Up Requirements**—Trains exceeding 7,500 tons that contain a block(s) of 15 or more bi-level and/or tri-level equipment, must place bi-level and/or tri-level equipment in rear 30% of train by car count.

**Spring Switches**—Spring switches are at the following locations:

Station	Spring Switch Location	Spring Switch Location
Galveston Yd.	MP 3.5 - North End West Yd. Lead	
Texas City	MP 11.4 - North Switch	MP 10.3 - South Switch

**Individually Controlled Crossover Switches (ICS)**—ICS located at Caldwell, MP 157.72, MP 157.83, MP 157.91 and MP 157.96.

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Galveston Subdivision. Refer to Item 21 of the System Special Instructions.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
 MP 47.0 to MP 50.0      MP 159.0 to MP 164.0  
 MP 101.0 to MP 107.0    MP 187.0 to MP 188.0  
 MP 125.0 to MP 128.0    MP 212.0 to MP 213.0  
 MP 140.0 to MP 144.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 7552 ..... Temple Yard
- 7551 ..... Somerville Yard
- 7550 ..... Galveston Yard

**Road Line Segments**

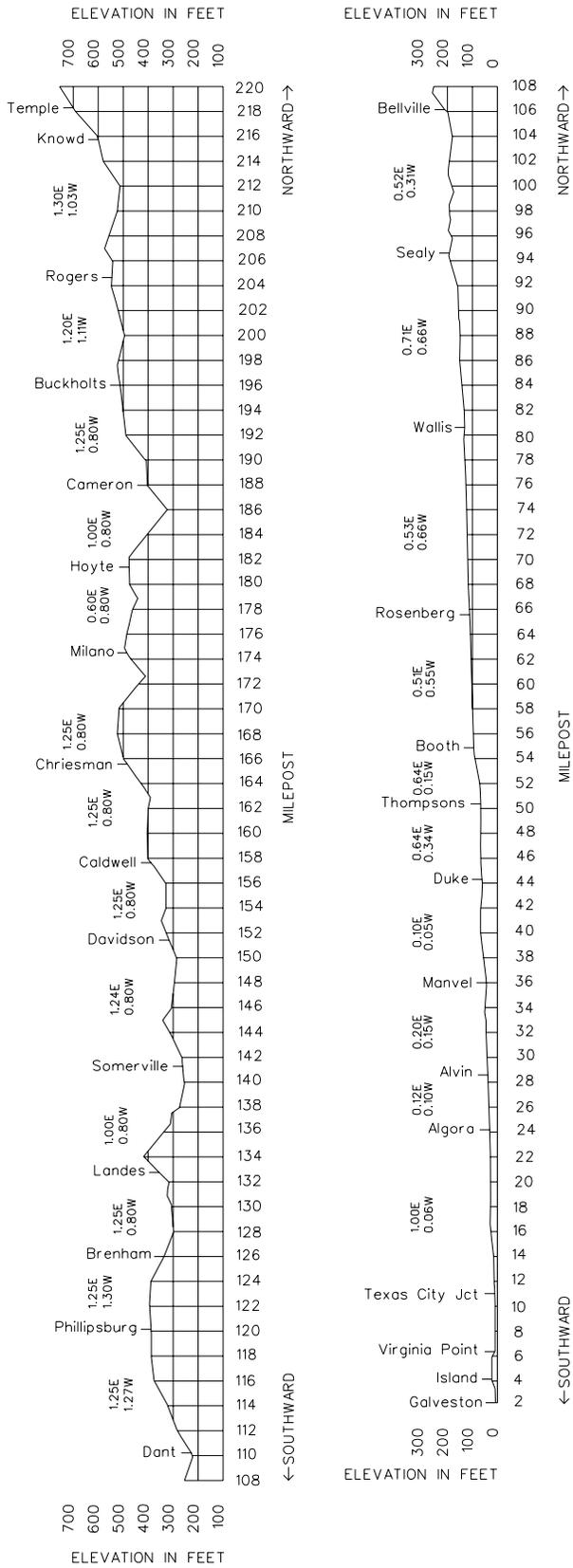
**Line Segment Limits**

- 7500 ..... MP 2.2 to MP 218.1

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Heidenheimer	212.3	2,300	Both
Vulcan	139.1 (3 tracks)	7,468	North
El Pleasant	87.1	4,990	Both
Orchard	76.2	4,600	Both
Chips	69.5	2,150	South
Bison Bldg. Materials	59.3	1,153	North
Smithers lake Industrial Spur (includes track serving H.L.&P Yard)	51.2	20,792	North
Chem-Lime	42.7	713	South
Arcola	42.6 (2 tracks)	3,980	Both
Wickes Spur	34.5	1,157	South
Shu Chemical	34.2	1,143	North
Tex Stone	12.7	6,200	North

10. Grade Charts



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Houston Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		40204	205.6	TEAGUE		BTR			21.0	
	6,115	40185	184.6	NEWBY					16.1	
	6,343	40168	168.5	FLYNN					16.7	
	6,208	40151	151.8	ZULCH					21.3	
	6,360	40130	130.5	SINGLETON					5.2	
		40125	125.3	SHIRO					14.8	
	7,498	40111	110.5	SIMMONS			TWC ABS	492	4.9	
		40105	105.6	DOBBIN		JA			0.4	
			105.2	CP 1051		J			8.4	
	5,860	40096	96.8	KAREN					12.0	
		40085	84.8	TOMBALL					3.6	
	7,615	40081	81.2	ORR					10.6	
	8,900	40070	70.6	CASEY		CBR			13.2	
			57.4	BELT JCT		J			148.2	

Between Belt Jct. and TN&O Jct., UP rules, timetable and special instructions govern.

**Radio Channel 66 in service between Belt Jct. and Teague.**

Radio Call-In		
Houston - 10(X)	Casey Yd. - 12(X)	Tomball - 13(X)
Dobbin - 14(X)	Shiro - 15(X)	N. Zulch - 16(X)
Newby - 17(X)	Teague -18(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

**Train Dispatcher Telephone Numbers**  
DS 111—(817) 234-1665, Fax (281) 350-7562

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 204.3 to MP 57.4 .....	40 MPH.

**1(B). Speed—Permanent Restrictions**

MP 204.3 to MP 204.0 .....	30 MPH.
MP 182.4 to MP 180.7 .....	40 MPH.
MP 176.4 to MP 175.6 .....	40 MPH.
MP 69.0 to MP 67.8 .....	30 MPH.
MP 59.9 to MP 57.4 .....	20 MPH.

**1(C). Speed—Switches and Turnouts**

CP 1051, turnout .....	30 MPH.
------------------------	---------

**1(D). Speed—Other**

Sidings .....	10 MPH.
---------------	---------

Temperature Restrictions  
When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply from:  
MP 80.0 to MP 57.4  
MP 136.0 to MP 122.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 degrees F and over	30 MPH.	25 MPH.	50 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Belt Jct. to Teague ..... 143 tons, Restriction C

**3. Type of Operation**

**TWC**—in effect:  
MP 205.6 to MP 57.4

**ABS**—in effect:  
MP 205.6 to MP 57.4

**CTC**—in effect:  
MP 105.2 to MP 49.2 (Conroe Subdivision)

**Restricted Limits**—in effect:  
MP 207.0 to MP 203.0  
MP 74.0 to MP 69.0

Trains or switchers originating at Casey must communicate with the dispatcher for instructions before entering these limits.

**Interlocking**

MP 105.6 (Dobbin) BNSF Xing

**4. General Code Of Operating Rules Items**

**Rule 2.12**—In the application of this rule, the following applies: Within TWC/ABS territory, when a train is passing an approach signal displaying other than clear, a crew member must transmit the following by radio:

- Train identification - (Initials engine number and direction)
- Signal name -
- Control point location -
- Track - (on single track, main track designation is not necessary)
- Speed -

Example of Transmission:

"BNSF 6301 South by the approach signal to Orr at 30 MPH."

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 8.11**—At Newby and Orr the normal position of the switch from the siding to the industry track is lined for the industry.

**Rule 8.19**—Automatic switches located at both ends of Casey.

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:  
MP 105.6—Dobbin

**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridges, Tunnels or Structures: None
- B. Other TWD Locations
  - MP 193.6—Recall Code 187
  - MP 173.5—Recall Code 178
  - MP 147.1—Recall Code 168
  - MP 122.5—Recall Code 158
  - MP 99.5—Recall Code 148
  - MP 82.6—Recall Code 138

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Teague**—Stop and protect the crossing warning system on track 233 at MP 204.19, FM 1365, even if the warning system is seen to be working.

**Remote Control Operations**—Signs located at MP 57.4 and MP 88.0 designate the Remote Control Area at Casey. Signs located at MP 234.0 and 238.1 (Union Pacific Houston West Belt Subdivision) and MP 9.4 and 11.3 (Union Pacific East Belt Subdivision) designate the Remote Control Area at Old and New South yards.

**Remote Control Zone (RCZ)**—Two RCZs are established in the South Yards as follows: The track between the B-Lead and EB 109 has been designated as RCZ 1 in the New South yard. The track between Cullen Blvd. and the north switch of track 841 has been designated as RCZ 2 in the Old South yard. All trains must contact the yardmaster before arrival or departure for instructions.

**Activation/Deactivation Procedure**—The remote control operator will contact the yardmaster and request that RCZ protection be established. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated. Before an RCZ can be fouled or occupied, the yardmaster must be contacted to determine if the RCZ is activated.

**Automatic Switches**—The switches at both ends of the siding at Casey are Automatic Switches.

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Houston Subdivision. Refer to Item 21 of the System Special Instructions.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 105.6 to MP 96.8

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 763 ..... Houston Ind.
- 767 ..... Teague

**Road Line Segments**

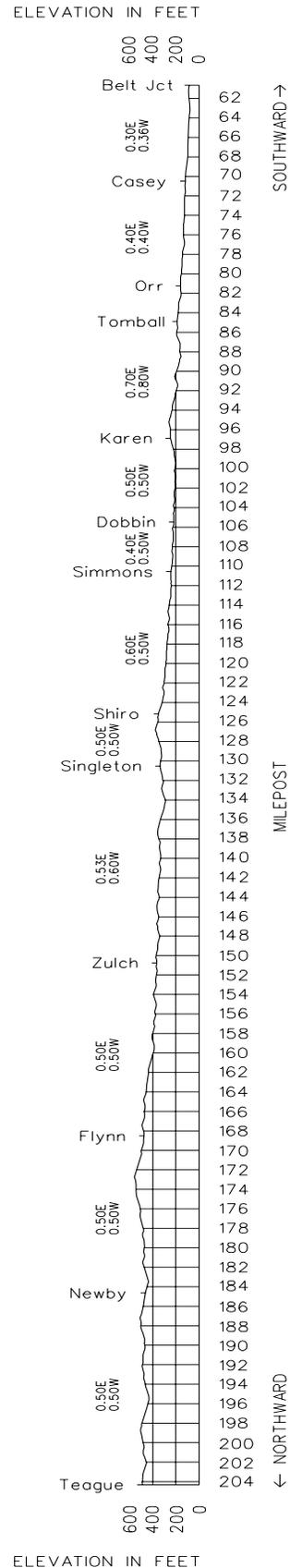
**Line Segment Limits**

- 492 ..... Belt Jct. to Teague

**9. Locations Not Shown as Stations**

Name	Milepost Location	Capacity Feet	Switch Opens
Louetta	78.4	2,400	Both
Ventura	91.3	3,960	Both
TMPA	139.4	6,000	Both
Iola	141.4	360	South
Normangee	159.6	840	Both
Koch (UP Transfer)	183.3	1,500	South
Nucor Steel	183.8	5,700	Both
H.L.&P	191.0	2,940	Both

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lafayette Subdivn. MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
			10.2	WEST BRIDGE JCT	MY			1.9	
			12.1	AVONDALE		TWC		2.7	
			14.8	LIVE OAK		CTC		4.5	
	9,773		19.3	SALIX				12.8	
			32.1	BAYOU DES ALLEMANS DB	C			9.1	
	10,828	36732	41.2	RACELAND	JT			13.8	
	7,760	36724	55.0	SCHRIEVER	BCP			16.2	
		36715	71.2	URSA	C			2.1	
			73.3	BAYOU BOEUF DB	C			7.2	
			80.5	ATCHAFALAYA RIVER DB	C			1.3	
	8,749	36703	81.8	BERWICK				14.9	
	10,500		96.7	BAYOU SALE				7.4	
			104.1	CHARENTON CANAL DB	C		1281	2.4	
	10,300	36682	106.5	BALDWIN		ABS		20.0	
	10,500	36664	126.5	NEW IBERIA		TWC		5.2	
	8,127	36658	131.7	CADE				12.8	
		36643	144.5	LAFAYETTE				0.6	
			145.1	BR JCT.				0.2	
			145.3	ALEX JCT.				2.9	
			148.2	LAFAYETTE YARD	BCTP			16.7	
	10,690	36632	164.9	CROWLEY				2.7	
			167.6	UP CROSSING	A			7.5	
		36623	175.1	MIDLAND				5.2	
			180.3	MERMENTAU RIVER DB				11.1	
	9,947	36614	191.4	ROANOKE				14.0	
			205.4	IOWA JCT.	J			195.2	

Radio Channel No. 12 in service between Iowa Jct. and Avondale, Switching Channel No. 88.

Radio Call-In		
Avondale-71(X)	Baldwin-73(X)	Lafayette-75(X)
Donner-72(X)	New Iberia-74(X)	Roanoke-76(X)
Emergency Call-911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

**Train Dispatchers' Telephone Number**

DS 209—(817) 234-6006, (800) 753-9807, Fax (281) 350-7566

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
MP 14.8 to MP 205.4, including trains 100 TOB and over .....	70 MPH.	60 MPH.

**1(B). Speed—Permanent Restrictions**

MP 10.5 to MP 14.6 .....	30 MPH.	25 MPH.
Control Point MP 14.8, through crossovers .....	30 MPH.	30 MPH.
(CTC crossovers controlled by UPRR Dispatcher)		
MP 32.0 to MP 32.1 .....	35 MPH.	35 MPH.
MP 51.1 to MP 51.7 .....	55 MPH.	55 MPH.
MP 73.3 to MP 73.5 .....	25 MPH.	25 MPH.
MP 75.9 to MP 79.1 .....	40 MPH.	40 MPH.
MP 79.1 to MP 80.9 .....	25 MPH.	25 MPH.
MP 80.9 to MP 95.7 .....	60 MPH.	40 MPH.
MP 104.0 to MP 104.1 .....	35 MPH.	35 MPH.
MP 123.0 to MP 124.0 .....	40 MPH.	40 MPH.
MP 124.0 to MP 126.0 .....	25 MPH.	25 MPH.
MP 126.0 to MP 126.7 .....	40 MPH.	40 MPH.
MP 143.0 to MP 146.5 .....	25 MPH.	25 MPH.
MP 146.5 to MP 148.2 .....	45 MPH.	45 MPH.

	Passenger	Freight
MP 148.2 to MP 150.4 .....	60 MPH.	60 MPH.
MP 159.3 to MP 160.8 .....	60 MPH.	60 MPH.
MP 165.8 to MP 167.6 .....	30 MPH.	30 MPH.
MP 180.3 to MP 180.4 .....	35 MPH.	35 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

**1(D). Speed—Other**

All Sidings .....	10 MPH.	10 MPH.
Except Salix, Raceland, Baldwin, Cade, Crowley and Roanoke .....	25 MPH.	25 MPH.
Lafayette Yard—Track 902 .....	25 MPH.	25 MPH.
Lafayette Yard—Rip Track, Caboose Track, Stock Pen, Locomotive Maintenance Facility Tracks, Engine Holding Track (No. 601), Middle Track (No. 602) .....	5 MPH.	5 MPH.
Lafayette Yard—All Other tracks .....	10 MPH.	10 MPH.
Raceland Jct, Wye Track .....	5 MPH.	5 MPH.
Valier MP 28.4, Texaco Spur .....	5 MPH.	5 MPH.
Avondale—Track 301 .....	5 MPH.	5 MPH.
Avondale—All other yard tracks .....	10 MPH.	10 MPH.
Lafayette Subdivision—All Other Tracks .....	5 MPH.	5 MPH.

**Temperature Restrictions**

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
105 degrees F and over	None	45 MPH	60 MPH

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions**

**Load limit for four-axle cars**

Avondale to Iowa Jct. .... 143 Tons, Restriction D

**3. Type of Operation**

**CTC**—in effect:

MP 14.3 to MP 14.8 (Controlled by UP Dispatcher, Spring)

**TWC**—in effect:

MP 10.3 to MP 14.3  
MP 14.8 to MP 205.4

**ABS**—in effect:

MP 14.8 to MP 205.4

**Yard Limits**—in effect:

MP 10.2 to MP 10.3

**Interlockings**

MP 167.6—UP Crossing (Automatic)

NOTE: At the interlocking at MP 167.6, when signal indicates STOP, assure that derails on conflicting route are in the derailing position and that no conflicting movement is evident. Train may then pass signal displaying STOP on hand signal from crew member at the crossing. If derail cannot be placed in derailing position and no conflicting movement is evident, flag protection must be provided.

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, the distance will be 2.0 miles.

**Rule 6.32.4**—In the state of Louisiana, if practical, avoid leaving cars, engines, or equipment standing closer than 300 feet from the road crossing when there is an adjacent track.

**Rule 8.10**—Switches equipped with switch point indicators. Lafayette Yard—East and West Spring Switches

**Rule 9.12.4**—GCOR 9.12.4 does not apply to the absolute signals governing movement over the drawbridges at Mermantau, Bayou Boeuf, Bayou Des Allemands, Berwick, and Baldwin. When the absolute signals governing movement over any of these drawbridges indicates Stop, contact the Bridge Tender to determine that the bridge is safe for passage. If a Bridge Tender is not on duty, a crew member must make a ground inspection of the bridge to determine if the bridge is safe for passage. Once the bridge has been determined to be safe for passage, the train or engine may, after stopping at the absolute signal, proceed at restricted speed to the next governing signal.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures  
MP 76.1—WWD—Recall Code 738  
MP 83.9—EWD—Recall Code 737
- B. Other TWD locations  
MP 22.5—Recall Code 728  
MP 36.1—Recall Code 727  
MP 49.6—Recall Code 738  
MP 61.4—Recall Code 737  
MP 76.1—EWD—Recall Code 738  
MP 83.9—WWD—Recall Code 737  
MP 94.4—Recall Code 748  
MP 110.0—Recall Code 747  
MP 121.4—Recall Code 748  
MP 138.9—Recall Code 758  
MP 154.3—Recall Code 757  
MP 168.2—Recall Code 768  
MP 177.4—Recall Code 767  
MP 183.3  
MP 194.4—Recall Code 768

**6. FRA Excepted Track**—None

**7. Special Conditions**

**Avondale**—Trains and engines operating to or from the BNSF main track must obtain permission from the Avondale Yardmaster before fouling Yard Limits, MP 10.2 to MP 10.3

**Schriever**—The normal position of the LDRR switch on the east end of the Schriever siding is lined for the LDRR branch. Signals for main track movement will indicate stop if the switch is left lined for the siding.

**Lafayette Yard**—Freight trains will receive yarding instructions from BNSF Train Dispatcher.

**Remote Control Operations**—Signs located at MP 143.0 and MP 148.7 designate the Remote Control area at Lafayette Yard.

**NOPB Railroad**—When moving on NOPB West Main Track and East Passing Track in an east or west direction between MP 0.4 (Eagle St.) and MP 3.3 (Nashville Ave.) between the hours of 2200 and 0500, trains are not required to sound their whistle at the following crossings:

Eagle St.  
Carrollton Ave. (Cooter Browns Crossing)  
Burdette St. (First Corp of Engineers Crossing)  
Prytania St. (Second Corp of Engineers Crossing)  
Walnut St. (Bisso Crossing)  
1st Audubon Park Crossing  
2nd Audubon Park Crossing  
Henry Clay Ave. (Children's Hospital Crossing)  
Nashville Ave. (Entering Cotton Warehouse Yard)

Trains will be required to operate in compliance with GCOR Rule 6.27 (Movement at Restricted Speed). Crews will ensure that lead engine headlights are on bright, ditch lights are on and bells are ringing from MP 0.4 through MP 3.3. In case of an emergency, crews will follow GCOR Rule 5.8.2, sounding whistle signal (1) Succession of Short Sounds.

**Operations Over Mississippi River Bridge**—Control operator located at West Bridge Jct. is in charge of train operations over the Mississippi River Bridge and must authorize all movements to bridge. If a train stalls on Mississippi River Bridge and helper is required, the conductor must immediately communicate with control operator, West Bridge Jct. Unless Mississippi River Bridge has clear running track for movement West to East, trains with less than 2 hours of on duty time remaining under the Hours of Service Law will not be permitted to move onto the bridge. The control operator West Bridge Jct. must be advised if the crew has 2 hours or less time to work.

**Helper Service**—Trains operating over the Mississippi River Bridge in excess of 10,000 tons must have helper on rear. It is recommended that head end power on such trains be not less than 0.80 horsepower per ton to limit buff forces ahead of the helper(s). The maximum allowable amperage for the helper consist for various levels of working horsepower up to a maximum of 7600 working horsepower is shown in the table below. If caboose is on rear of train, helper must be cut in ahead of caboose. If caboose must be shoved against in an emergency to assist stalled train, the maximum helper working horsepower is 6000 and maximum amperage is 850 amps.

Total Working Horsepower of Rear-End Helper	Maximum Amperage of Rear-End Helper
3000 or less	1300 Amps
Over 3000 to 6000	1000 Amps
Over 6000 to 7000	900 Amps
Over 7000 to 7600	850 Amps

**Excessive Dimension Loads Over Mississippi River Bridge**—No excessive dimension loads exceeding New Orleans Public Belt Railroad published clearances (Single Load with no overhangs maximum 11 ft. 6 in. wide from 20 ft. 6 in. Above Top of Rail to Car Floor height, 3 ft. 8 in. ATR, and/or 263,000 lbs. gross weight) shall be moved across the Mississippi river Bridge without obtaining prior clearance. Loads exceeding these published clearances will require coordination between delivering and receiving carriers through the control operator, West Bridge Jct. Control operator must be notified not less than two hours prior to movement.

**Excessive Dimension Loads**—The conductor and engineer are jointly responsible for the safe movement of high, wide or excessive weight loads in their train. The conductor is responsible for compliance with all instructions in an excessive dimension clearance message.

Conductor must advise yardmaster and /or control operator and engineer that train contains an excessive dimension load. Until the yardmaster or control operator is notified, the conductor is responsible for protection against other wide loads and restricted clearances.

An excessive dimension load may not be moved in a train until clearance message is received and yardmaster and/or control operator ascertains any applicable restrictions.

When an excessive dimension load is handled, the yardmaster and/or control operator will control the movement and provide protection against other movements which may involve a pass or meet of other trains and restricted clearances.

**KCS Rwy-Beaumont**—Train crews going on duty at Houston, Lafayette, Beaumont or Silsbee that operate over the KCS Railroad at Beaumont, must have the current track bulletins pertaining to the KCS Beaumont Subdivision between GCL Jct. and Tower 31. The KCS Beaumont Sub is controlled by the Shreveport Train Dispatcher - Console 4, Telephone 318-676-6644, Radio Channel 16-10, DTMF 1.

**KCS Rwy-Westlake**—The KCS has installed gates at three locations which require the use of codes on the KCS road radio frequency (2-160.305) to open and close them. The locations and the required codes are:

Location	Open	Close
Trousdale Rd., MP B-738.8	736#	736*
Rose Bluff, MP B-737.2	737#	737*
Sampton Street, MP B-737.7	738#	738*

**Spring Switches**—Spring switches are at the following locations:

Station	Spring Switch Location	Spring Switch Location
Salix	MP 18.3 - East Switch	MP 20.2 - West Switch
Raceland	MP 40.0 - East Switch	MP 42.2 - West Switch
Berwick	MP 80.9 - East Switch	MP 82.5 - West Switch
Bayou Sale	MP 95.7 - East Switch	MP 97.8 - West Switch
Baldwin	MP 105.3 - East Switch	MP 107.3 - West Switch
New Iberia	MP 125.5 - East Switch	
Cade	MP 130.9 - East Switch	MP 132.6 - West Switch
East 101 Switch Lafayette	MP 146.0	
East 902 Switch Lafayette	MP 146.1	
West Yard Switch Lafayette Yard		MP 148.2
Crowley	MP 163.9 - East Switch	MP 166.0 - West Switch
Roanoke	MP 190.5 - East Switch	MP 192.4 - West Switch

**Locations with Close Clearances**

- MP 9.6—Overpass
- MP 28.4—Vallier, crossover to West Switch
- MP 32.1—Drawbridge
- MP 73.3—Drawbridge
- MP 77.4—Overpass
- MP 80.4—Drawbridge
- MP 83.9—Detector
- MP 113.7—J&L Spur
- MP 146.0—Overpass
- MP 163.1—Overpass
- MP 180.2—Drawbridge
- MP 186.2—Overpass
- MP 205.5—Overpass

**Train Makeup**—Between MP 205.2 at Iowa Jct. to MP 15.5, all trains including foreign railroads will be restricted to 8500 feet including engines.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 1282 ..... Avondale Yard
- 1283 ..... Lafayette Yard

**Road Line Segments**

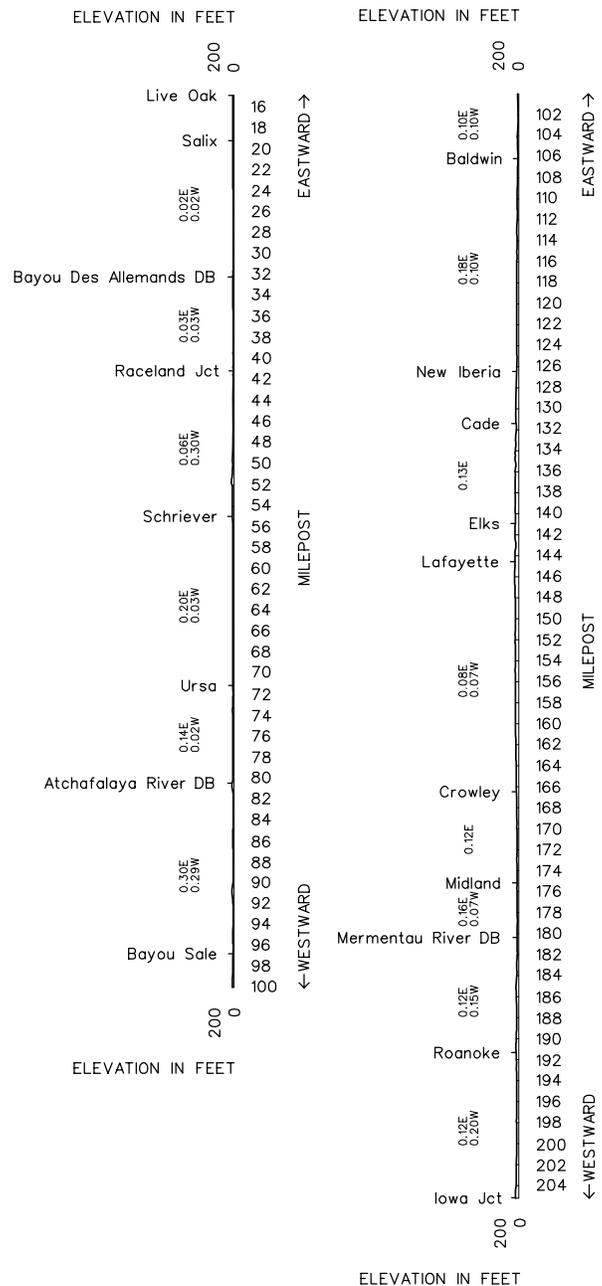
**Line Segment Limits**

- 1280 ..... MP 10.49 to MP 14.3
- 1281 ..... MP 14.9 to MP 205.2

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Boutte	24.2		Retired
Vallier	28.4	1,720	Both
Boeuf	73.0	2,000	East
Morgan City	79.7	2,000	Both
Jeanerette	114.2	50	West
Patoutville	116.0	300	Both
Power House Spur	122.2	1,000	West
ARA	130.0	1,000	West
Mermentau	179.4	350	East

**10. Grade Charts**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lampasas Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
	7,580	43400	218.1	TEMPLE	BCPT		CTC		1.8	
			219.9	GOBER						6.5
		43345	226.4	BELTON					9.3	
	13,100	43335	235.7	NOLANVILLE						10.6
		43325	246.3	FORT HOOD					8.0	
		43320	254.3	COPPERAS COVE	P					9.4
	9,988	43315	263.7	KEMPNER			TWC ABS		10.0	
	6,250	43310	273.7	LAMPASAS	P					9.6
	7,950	43305	283.3	OGLES					8.4	
	10,248	43200	291.7	LOMETA	P					8.6
		43197	300.3	ANTELOPE GAP					5.8	
	11,481	43194	306.1	CASTOR						7.3
		43190	313.4	GOLDTHWAITE					10.6	
	10,050	43188	324.0	MULLIN						6.3
		43184	330.3	VILLA					5.9	
	9,920	43180	336.2	ZEPHYR						8.2
	5,400	43105	344.4	RICKER	J		CTC		4.0	
	8,100	43100	348.4	BROWNWOOD	JBPRT					0.6
			349.0	MP 349.0			CTC		15.2	
	6,568	43015	364.2	OBREGON					5.5	
		43010	369.7	SANTA ANNA						3.8
		43005	373.5	SAN ANGELO JCT	JT				4.8	
	8,697	42994	378.3	COLEMAN						12.7
	5,639	42990	391.0	SILVER VALLEY			TWC ABS		5.5	
	9,149	42986	396.5	NOVICE						6.8
		42982	403.3	GOLDSBORO					6.9	
		42978	410.2	LAWN						5.2
	5,261	42974	415.4	TUSCOLA					11.2	
	7,012	42966	426.6	VIEW						16.7
	6,512	42958	443.3	TOLAND					11.2	
	6,738	42950	454.5	TECIFIC	J					5.1
		42900	459.6	SWEETWATER	BPT		CTC		241.5	

Tone Call-In						
RADIO COMMUNICATION	CH	DS	MC	FS	WARM BEARING	EMER
Temple to Sweetwater	55	1	4	3	5	9

**Train Dispatcher Telephone Numbers**

DS 24, Temple to Tecific-(817) 234-2324, Fax (817) 234-2432  
 DS 20, Tecific to Sweetwater-(817) 234-2320, Fax (817) 234-2420

**1. Speed Regulations**

**1(A). Speed—Maximum**

**Freight**

MP 218.1 to MP 219.9 ..... 20 MPH.  
 MP 219.9 to 344.4, including trains 100 TOB and over ..... 55 MPH.  
 Exception:  
 (1) 40 MPH when moving eastward between MP 282.0 and MP 274.9 averaging over 60 TOB, or total consist exceeds 6,500 tons.  
 (2) 40 MPH when moving westward between MP 340.0 and MP 344.0 averaging over 60 TOB, or total consist exceeds 6,500 tons.  
 MP 344.4 to MP 348.4, including trains 100 TOB and over ..... 49 MPH.  
 MP 348.4 to 459.6, including trains 100 TOB and over ..... 55 MPH.

**1(B). Speed—Permanent Restrictions**

MP 218.8 to MP 218.9 ..... 20 MPH.  
 MP 220.1 to MP 222.3 ..... 40 MPH.

	<b>Freight</b>
MP 222.3 to MP 226.2 .....	50 MPH.
MP 226.2 to MP 228.1 .....	40 MPH.
MP 234.1 to MP 234.6 .....	50 MPH.
MP 248.4 to MP 249.8 .....	50 MPH.
MP 255.7 to MP 272.2 .....	50 MPH.
MP 272.2 to MP 272.3 .....	40 MPH.
MP 272.3 to MP 274.1 .....	50 MPH.
MP 283.9 to MP 284.3 .....	50 MPH.
MP 298.6 to MP 299.1 .....	50 MPH.
MP 302.3 to MP 303.7 .....	50 MPH.
MP 310.1 to MP 310.5 .....	50 MPH.
MP 319.8 to MP 321.8 .....	50 MPH.
MP 327.1 to MP 331.9 .....	45 MPH.
MP 345.7 to MP 346.2 .....	40 MPH.
MP 347.7 to MP 353.2 .....	30 MPH.
MP 362.3 to MP 362.7 .....	50 MPH.
MP 369.4 to MP 369.8 .....	40 MPH.
MP 380.2 to MP 381.9 .....	45 MPH.
MP 381.9 to MP 383.8 .....	50 MPH.
MP 386.3 to MP 386.6 .....	40 MPH.
MP 391.3 to MP 391.7 .....	45 MPH.
MP 397.6 to MP 400.1 .....	45 MPH.
MP 410.7 to MP 411.3 .....	50 MPH.
MP 455.7 to MP 458.0 .....	45 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Temple	
Main 1 at Lampasas Subdiv., MP 218.1 .....	20 MPH.
West Freight No. 2 at Lampasas Subdiv. Main Track, MP 218.9 .....	15 MPH.
Crossover between West Freight No. 1 and West Freight No. 2	10 MPH.
Gober, W.E. West Freight No. 1 .....	20 MPH.
Nolanville, both ends siding .....	30 MPH.
Kempner, both ends siding .....	30 MPH.
Lampasas, both ends siding .....	10 MPH.
Ogles, both ends siding .....	30 MPH.
Lometa, both ends siding .....	25 MPH.
Caster, both ends siding .....	30 MPH.
Mullin, both ends siding .....	30 MPH.
Zephyr, both ends siding .....	30 MPH.
Ricker	
Both ends siding .....	10 MPH.
Turnout to Central Texas Rail Link .....	30 MPH.
Both ends sidings—Brownwood, Obregon .....	20 MPH.
San Angelo Jct., Both legs of wye .....	10 MPH.
Both ends sidings	
Coleman, Silver Valley, Novice, Tuscola .....	20 MPH.
View, Toland .....	10 MPH.
Tecific, turnouts from siding to UP and both ends siding .....	25 MPH.
Sweetwater, turnouts to yard .....	10 MPH.

**1(D). Speed—Other**

Solid consist of military equipment between Lometa and Brownwood ..... 40 MPH.  
 MP 0.0 to MP 4.0, Old Orient Industry Track Sweetwater ..... 10 MPH.  
 Fort Hood, all tracks ..... 10 MPH.  
 San Angelo Jct., interchange Tracks 9001—9004 ..... 10 MPH.

**Temperature Restrictions**

When the ambient (air) temperature is 100 degrees Fahrenheit or above:  
 Trains 100 TOB and over ..... 45 MPH.  
 All trains:

MP 219.5 to MP 343.1 .....	40 MPH.
MP 354.5 to MP 375.4 .....	40 MPH.
MP 397.6 to MP 398.3 .....	40 MPH.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when the train is speed restricted.

See Item 1 of the System Special instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions  
Maximum Gross Weight of Car**

Temple to Sweetwater ..... 143 tons, Restriction C  
Nolanville—All six axle locomotives are prohibited from using track 701.

**3. Type of Operation**

**CTC**—in effect:  
Temple on South Frt. Lead.  
Gober on West Freight No.1 to West Freight crossover.  
MP 218.1 to MP 219.9.  
MP 343.7 to MP 347.7.  
MP 348.9 to MP 349.0.  
MP 454.2 to MP 459.6.  
On sidings Ricker, Brownwood and Tecific.

**TWC**—in effect:  
MP 219.9 to MP 343.7  
MP 349.4 to MP 454.2.

**Restricted Limits**—in effect:  
MP 347.7 to MP 348.9  
MP 349.0 to MP 349.4.

**4. General Code of Operating Rules Items**

**Rule 2.12**—In the application of this rule, the following applies:  
On the Lampapas Subdivision, when a train is passing the approach signal (displaying other than Clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:  
"BNSF 6301 West approach signal EE Novice at 35 MPH".

**Rule 1.14**—BNSF trains use U.P. tracks between Tecific and Tower 55 (Ft. Worth)

Cen-Tex trains use BNSF tracks between Ricker and San Angelo Jct.

**Rule 6.19**—When flagging is required, distance will be 2 miles.

**Rule 8.19**—Automatic switches are located at:  
Kempner ..... West End

**Rule 9.10**—Is amended as follows: Paragraph under the heading "Exception" is amended to read: Within ABS limits, a train having authority to enter the main track at a switch where there is no governing signal will:

- be governed by the main track signal provided it can be determined by signal indication that no train is approaching from the rear. A crew member must remain in position to see the opposing signal until their movement occupies the main track, or
- be governed by the main track signal after meeting a train while that train is still in the block to the rear.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnel or other structures  
MP 238.0—High Water  
EWD signal 2392  
WWD absolute signal WE Nolanville
- B. Other TWD locations  
MP 231.6—Recall Code 7  
MP 247.2—Recall Code 8  
MP 268.4—Recall Code 7  
MP 287.4—Recall Code 8

- MP 302.1—DED—Recall Code 7  
MP 318.4—Recall Code 8  
MP 345.1—Recall Code 8  
MP 372.0—Recall Code 8  
MP 400.9—Recall Code 8  
MP 429.4—Recall Code 8  
MP 445.3—Recall Code 7

**6. FRA Excepted Track**

- Brownwood**  
130, 131, 132, 157, 210, 211, 231, 233.  
**Lometa**  
3132, 3133, 3136, 3138.  
**Tuscola**  
7642.  
**Lampapas**  
3108, 3109.  
**View**  
7648, 7649.  
**Cozart**  
7652.  
**Santa Anna**  
7605, 7606, 7607.  
**Coleman**  
7618, 7621, 7620, 7622  
**Novice**  
7633.

**7. Special Conditions**

**Temple**—Trains and engines will be governed by Galveston Subdivision Timetable and Special Instructions.

**Remote Control Operations**—Signs located at MP 221.3 (Fort Worth Subdivision), MP 217.5 (Galveston Subdivision) and MP 219.9 (Lampapas Subdivision), designate the Remote Control Area at Temple Yard.

**Train Make-Up Requirements**—Trains exceeding 7,500 tons that contain a block(s) of 15 or more bi-level and/or tri-level equipment, must place bi-level and/or tri-level equipment in rear 30% of train by car count.

One of the following train handling methods must be utilized with all trains exceeding 7,000 tons when more than 1/2 of the cars in the front half of the train (by car count) are equipped with end-of-car cushioning:

**Limit rapid throttle & dynamic brake changes**—When operating a train as described above, compliance with ABTH Rule 103.0 is essential regarding the slow and gradual application of train air brakes and locomotive dynamic braking. In addition to those requirements, the above trains will operate through these undulating territories, at a speed sufficiently slow enough to make throttle changes and/or transitions from power and dynamic braking in such a manner that will allow slack to adjust even more gradually than normal train handling conditions might otherwise require. In addition, locomotive consists utilized to control a train described above must be limited to no more than 18 rated axles of dynamic brake.

**Stretch braking**—When operating a train as described above and the first train handling method is not used, the engineer is then required to operate the train through these locations utilizing the slack stretched method for controlling and or slowing speed as prescribed in ABTH rule 103.6.3 F.

One of the above train handling methods must be utilized on the Lampapas subdivision on the undulating terrain between Gober (MP 224) and Sweetwater (MP 460). All train crews going on duty for service over this territory must have a job

briefing which will include discussing whether or not their train fits the above, and whether special train handling precautions will be necessary.

**Siding Sign**—When the letter “S” (siding sign) is displayed on a “stop” signal at MP 218.9, the train must stop and a crew member operate the switch to enter the diverging route, then be governed by the signal indication.

**Close Clearances**

Brownwood Tracks 102 through 111, 117 through 119.  
 Coleman Track 7620.  
 Sweetwater Track 5153.

**Spring Switches**—Spring switches are at the following locations:

Station	Spring Switch Location	Spring Switch Location
Temple	MP 218.9 - West Switch	
Nolanville	MP 234.0 - East Switch	MP 236.5 - West Switch
Kempner	MP 263.1 - East Switch	
Lampapas	MP 273.5 - East Switch	MP 274.8 - West Switch
Ogles	MP 282.8 - East Switch	MP 284.4 - West Switch
Lometa	MP 290.1 - East Switch	MP 292.1 - West Switch
Antelope Gap	MP 299.9 - East Switch	MP 300.8 - West Switch
Castor	MP 305.5 - East Switch	MP 307.8 - West Switch
Goldthwaite	MP 312.7 - East Switch	MP 313.8 - West Switch
Mullin	MP 323.2 - East Switch	MP 325.3 - West Switch
Villa	MP 329.9 - East Switch	MP 330.7 - West Switch
Zephyr	MP 335.7 - East Switch	MP 337.7 - West Switch
Obregon	MP 363.5 - East Switch	MP 364.7 - West Switch
Coleman	MP 376.8 - East Switch	MP 378.5 - West Switch
Silver Valley	MP 390.6 - East Switch	MP 391.8 - West Switch
Novice	MP 395.1 - East Switch	MP 396.9 - West Switch
Goldsboro	MP 402.4 - East Switch	MP 403.2 - West Switch
Lawn	MP 409.2 - East Switch	MP 410.1 - West Switch
Tuscola	MP 414.7 - East Switch	MP 415.6 - West Switch
View	MP 425.6 - East Switch	MP 427.0 - West Switch
Toland	MP 443.0 - East Switch	MP 444.2 - West Switch

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Lampapas Subdivision. Refer to Item 21 of the System Special Instructions.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
 MP 280.0 to MP 281.0 MP 384.0 to MP 389.0  
 MP 316.0 to MP 317.0 MP 414.0 to MP 415.0  
 MP 330.0 to MP 336.0 MP 440.0 to MP 442.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7552 ..... Temple Yard  
 7158 ..... Sweetwater Yard  
 7510 ..... Sweetwater Industrial Spur MP 0.0 to MP 5.0

**Road Line Segments**

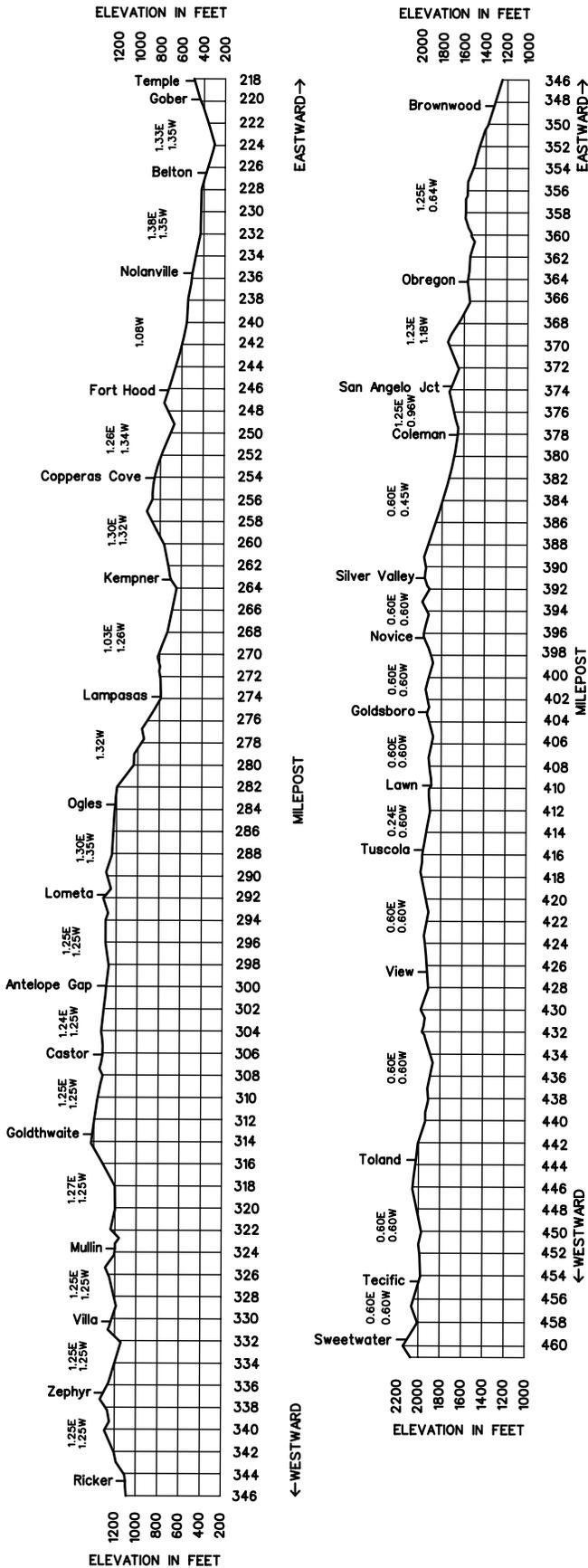
**Line Segment Limits**

7508 ..... Temple to Sweetwater

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Belton Stock	226.5	500	Both
American Rockwool	233.5	1,488	West
Killeen Storage Track	243.5	3,700	Both
Nichols	248.0	2,360	Both
Kempner House	263.1	701	West
Spur	334.4	180	East
Bangs	359.2	2,100	Both
Coleman Grain	379.2	1,123	East
Cozart	432.5	1,900	West
US Gypsum	458.3	1,058	West
Georgia Pacific Gypsum	456.3	4,792	East

10. Grade Charts



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Longview Subdivn.		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS						
		46500	207.6	LONGVIEW		JBPR			19.8	
		46445	187.8	TATUM					6.4	
	2,790	46435	181.4	BECKVILLE			TWC	7503	9.7	
	3,430	46430	171.7	CARTHAGE					10.0	
		46420	161.7	GARY					9.7	
	2,550	46190	152.0	TENAHA		JR			55.6	
MP 150.2 to MP 21.0 governed by Timber Rock RR dispatcher and timetable										

**Radio Channel 36 in service Longview to Silsbee**

Radio Call-In		
Tenaha - 34(X)	Tatum - 35(X)	Emergency - Call 911
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

**Train Dispatcher Telephone Numbers**

DS 137—(817) 234-1398, Fax (281) 350-7555  
 Timber Rock Dispatcher—(866) 386-9321, Fax (866) 263-5563

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Freight
MP 207.3 to MP 162.0 .....	35 MPH.
MP 162.0 to MP 150.2, including trains 100 TOB and over .....	49 MPH.

**1(B). Speed—Permanent Restrictions**

MP 207.8 to MP 206.2 .....	10 MPH.
MP 197.1 to MP 196.5 .....	10 MPH.
MP 171.5 to MP 171.3 .....	20 MPH.
MP 161.7 to MP 161.4 .....	10 MPH.
MP 160.5 to MP 159.8 .....	45 MPH.
MP 156.1 to MP 155.8 .....	40 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.  
 All Sidings ..... 10 MPH.

**1(D). Speed—Other**

**Temperature Restrictions**  
 When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
105 degrees F and over	40 MPH	40 MPH	40 MPH

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**

MP 207.6 to MP 184.9 ..... 134 tons, Restriction G  
 MP 184.9) to MP 151.6 ..... 143 tons, Restriction E  
 MP 151.6 to MP 150.2 ..... 134 tons, Restriction G  
 MP 51.0 to MP 47.0 ..... 134 tons, Restriction G

**3. Type of Operation**

**TWC**—in effect:  
 MP 201.0 to MP 154.1

**Restricted Limits**—in effect:

MP 207.3 to MP 201.0  
 MP 154.1 to MP 150.2

Before entering restricted limits at Tenaha or Call, permission must be obtained from the BNSF Dispatcher.

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.5 miles.

**MWOR Rule 6.58**—Automatic Interlockings with MW Release Box:  
 MP 151.6

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations  
 MP 164.1—Recall Code 348

**6. FRA Excepted Track**—None

**7. Special Conditions**

**Longview**—When trains are ready to depart Longview enroute to Little Rock on UPRR, MP 89.0, crews must obtain authority from UP Dispatcher per Rule 10.1 of the General Code of Operating Rules before entering the main track. Do not exceed 10 MPH. Before fouling Gum Springs Crossing, the inbound/outbound crews must communicate to make sure authority has been granted to enter UP main track.

Main track switch at Cotton Street may be left lined as last used.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
 MP 206.0 to MP 200.0  
 MP 195.0 to MP 190.0  
 MP 189.6 to MP 189.4  
 MP 188.5 to MP 188.0  
 MP 187.5 to MP 186.8

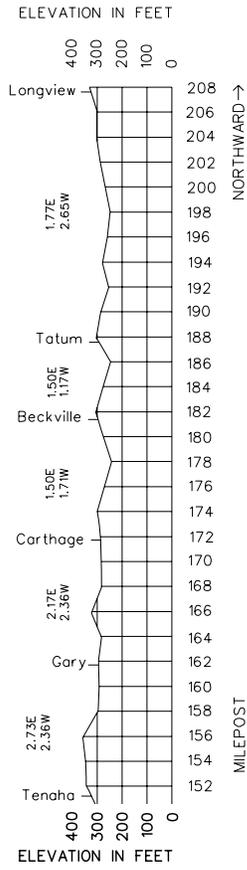
**8. Line Segments**

**Road Line Segments**  
**Line Segment Limits**  
 7503 ..... Longview to MP 150.2

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Rescar	203.8	1,100	Both
Texas Eastman	202.7	3,700	Both
Swepeco Industrial Spur	195.5	16,679	South
Martin Lake Jct.	184.9	1,800	Both
Louisiana Pacific	174.5	1,200	Both

10. Grade Charts

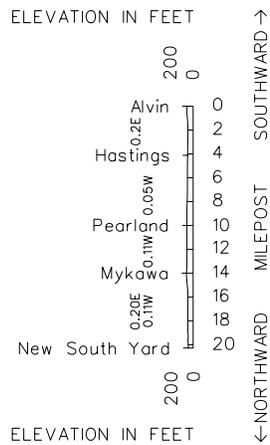




9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Edwards Spur	0.9	1,700	North
HD No. 1	6.1	5,160	Both
HD No. 2	7.1	5,280	North
HD No. 3	8.2	5,070	North
Chance Collar Inc.	8.5	800	South
Midwest Steel	8.7	380	South
HD No. 4	10.9	2,800	Both
HD No. 5	11.6	3,210	Both
Energy Coatings	11.9	1,200	South
HD No. 6	13.0	6,520	Both
TOFC Facilities	14.5	Yard	Both
Gifford Hill Storage	18.4	1,250	Both
Ideal Cement	18.5	2,160	North
Industrial Tracks	18.9	7,900	North

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Silsbee Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑	
				Rule 4.3						
		45700	20.7	SILSBEE	JBCPTR	TWC	7503	6.6		
		37185	14.1	LUMBERTON					5.6	
		37190	8.5	VOTH					6.8	
		37200	1.7	BEAUMONT	BPTR		7505	1.0		
			0.7	UP RRX	M			20.0		

**Radio Channel 85 in service Silsbee to End of Track.**

Radio Call-In
Beaumont - 27(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

**Train Dispatchers' Telephone Number**  
DS 137—(817) 234-1398, Fax (281) 350-7555

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
MP 20.7 to MP 1.7, including trains 100 TOB and over .....	49 MPH.

**1(B). Speed—Permanent Restrictions**

MP 20.7 .....	10 MPH.
MP 18.8 to MP 19.1 .....	35 MPH.
MP 15.1 to MP 16.3 .....	35 MPH.
MP 1.1 to MP 2.3 .....	10 MPH.
MP 0.7 .....	10 MPH.

**1(C). Speed—Switches and Turnouts**

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

**1(D). Speed—Other**

Voth—industrial tracks .....	5 MPH.
Seth—industrial track .....	5 MPH.
Beaumont—all yard tracks, except main track .....	5 MPH.
Beaumont to MP 62.6, cars heavier than 134 tons .....	10 MPH.
Beaumont, between Calder Ave. and Crockett St. ....	10 MPH.

**Temperature Restrictions**

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply from:

MP 21.0 to MP 1.7

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
105 degrees F and over	40 MPH	35 MPH	N/A

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions**

Silsbee to Beaumont ..... 143 tons, Restriction C  
Beaumont to End of Track MP 62.9..143 tons, Restriction E

**3. Type of Operation**

**TWC**—in effect:  
MP 19.3 to MP 4.5

**Restricted Limits**—in effect:  
MP 20.7 to MP 19.3  
MP 4.5 to MP 1.0

**Manual Interlockings Not Controlled by BNSF**

<u>Location</u>	<u>Controlling Railroad</u>
UP RRX, MP 0.7	UP

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**Rule 6.28**—Rule 6.28 is in effect from MP 76.4 to MP 62.2.

**Rule 8.3**—All main track switches in Restricted Limits at Silsbee and Beaumont may be left lined and locked as last used.

**Safety Rule S-13.7.1**—Does not apply to the main track switch at 5th St. when making a facing point move to enter Silsbee Yard.

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track**

2119, 2120, 2122, and 2207

**7. Special Conditions**

**Silsbee**—BNSF crews will contact the TIBR dispatcher at (316) 261-6133 to obtain General Track Bulletins for TIBR operations at Silsbee. Crews will also verify the pickup location and/or the setout location at Silsbee with the TIBR dispatcher. BNSF crews will also verify the location of TIBR yard crews through radio contact on the TIBR yard frequency 49 and confirm the pickup and setout tracks with the TIBR switch crew. The TIBR car department will provide an air test on BNSF pickups at Silsbee.

To ensure sufficient warning time at the 5th street crossing, MP 152.13 on the Conroe Subdivision, westward trains are required to stop for 20 seconds at the Stop sign near the main track switch at the 4th street crossing, MP 152.2 on the Conroe Subdivision.

**Beaumont**—The overhead clearances of the KCS Bridge at Port of Beaumont is 16' 2", above the top of the rail. If cars are in excess of this 16'-2" clearance, crews must take every precaution and to see that none of these extra high cars are moved under the bridge. The bridge will not clear a person on a high brake platform.

The following instructions govern movements on BNSF-UP joint track and over UP-KCS joint track at Beaumont:

1. BNSF joint track between MP 1.0 and Crockett Street is other than main track. Signals between these points are controlled by the UP Lafayette Subdivision Dispatcher located at Spring, Texas.
2. Signals and dual control switches between Wall Street and the KCS control tower at the Neches River Bridge, are controlled by the KCS Shreveport Dispatcher. Train crews going on duty at Houston, Lafayette, Beaumont or Silsbee that operate over the KCS Railroad at Beaumont, must have the current track bulletins pertaining to the KCS Beaumont Subdivision between GCL Jct. and Tower 31. Use of the KCS Beaumont Sub. is governed by KCS Timetable and Special Instructions and is controlled by the Shreveport Dispatcher, Console 4, telephone number (318) 676-6644, Radio Channel 16-10, DTMF 1.
3. The crossing west of South Street is equipped with an electric lock gate. The normal position is lined for BNSF and UP movement between South Street and Crockett Street. The control operator must be contacted to release the electric lock before the gate can be operated. The crew is then governed by the instructions posted on the gate.

4. The UP Lafayette Subdivision at Beaumont is governed by the UP Timetable and Special Instructions and is controlled by the UP Subdivision Dispatcher located at Spring, Texas. The UP Lafayette Subdivision Dispatcher's radio channel is 17-17, tone \* 52.
5. Track 2115 at Beaumont Yard is designated as the engine tie-up track. Derails have been installed at both ends of the track.

**Cheek**—Steel reinforcement rods extend upward from the gate posts to the ends of the ties at the tank track gate at the Goodyear Plant. Watch your footing at this location. Crews switching the Goodyear Plant must leave two (2) car lengths of space on No. 2 House Track just north of the main street crossing. Movement over the main crossing in the Goodyear Plant must be preceded by a flagman.

Gulf Coast Machine Company has a portable undertrack conveyor to unload aggregate approximately 800 feet south of the derail.

**Flash Flood Warnings**—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 1.7 to MP 4.5

**8. Line Segments**

**Yard Line Segment**

**Line Segment Limits**

- 7560 ..... Silsbee Yard
- 7562 ..... Beaumont Yard

**Road Line Segments**

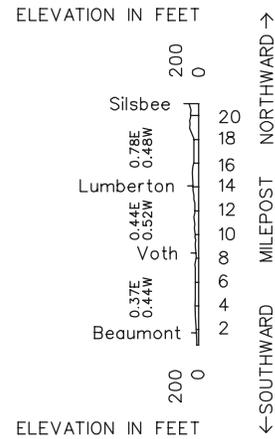
**Line Segment Limits**

- 7503 ..... Silsbee to Beaumont
- 7505 ..... Beaumont to MP 62.6

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Seth	16.1	550	North
Beaumont Warehouse Corp.	73.8	702	South
Coors Beer Co.	73.7	442	South
American Rice Growers	69.0	1,100	North
Gulfco	68.4	2,200	North
Cheek	68.0	1,300	Both
Goodyear	66.8	3,000	Both

**10. Grade Chart**



**Speed Tables**

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

**TERMSDXO**

- T - Train
- E - Engine
- R - Railroad Cars
- M - Men & equipment fouling track
- S - Stop Signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crews' movements

Remember "TERMSDXO" when shoving cars.

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:  
 At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds