

BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway 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 safe-guarded ...

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. 7

IN EFFECT AT 0800
Central Continental Time

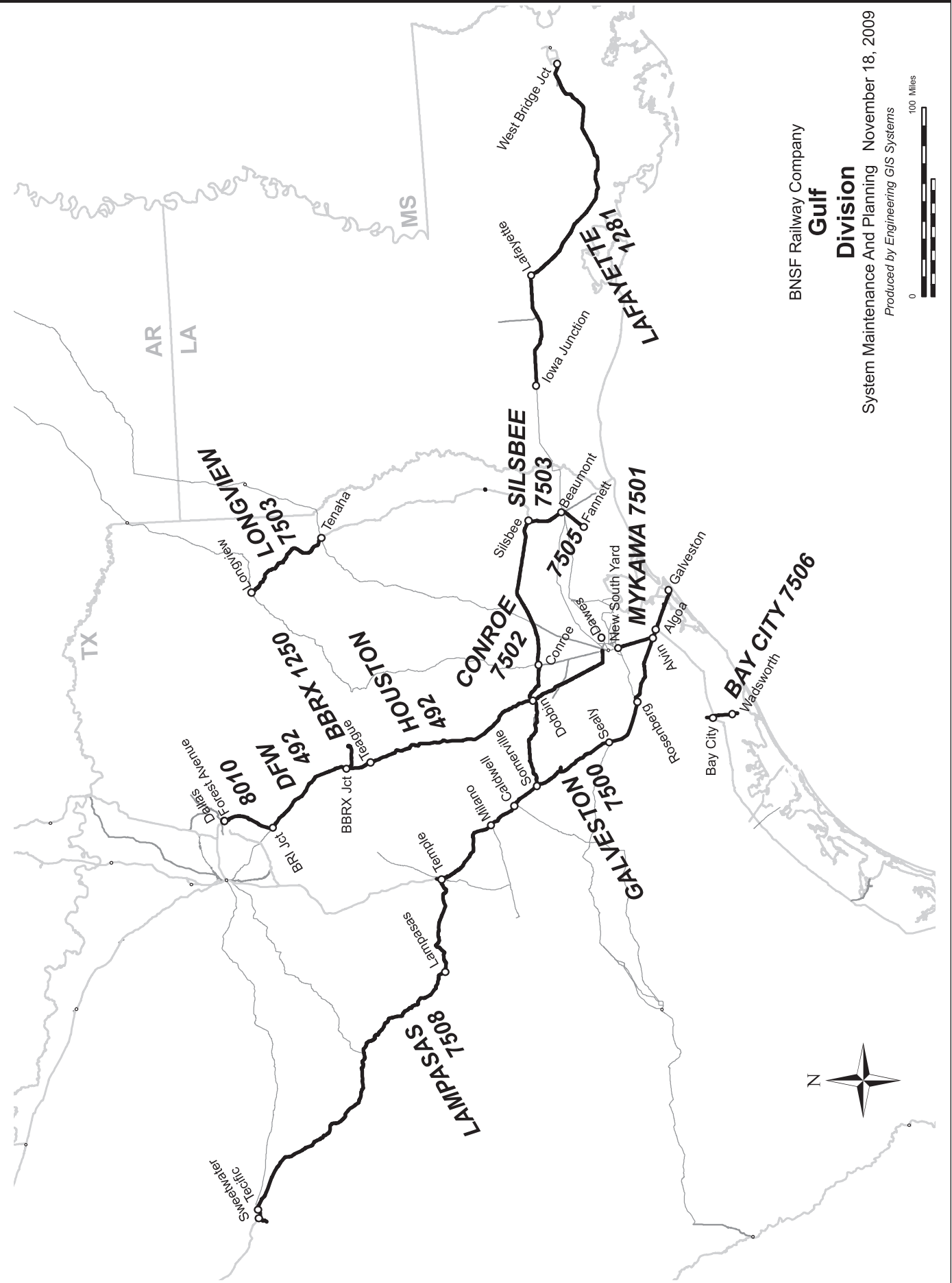
Wednesday, January 13, 2010

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

System Maintenance And Planning November 18, 2009

Produced by Engineering GIS Systems



Division Managers

Alvin

P.D. McAleese 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

R.S. Maze Trainmaster (713) 847-3308
 V.Y. Morris Sr. Trainmaster/Rd. Foreman (713) 847-3507

Brownwood

J.C. Ratulowski Sr. Trainmaster (325) 643-7225
 J.E. Wagner Roadmaster (325) 643-7267
 Trainmaster (325) 643-7234

Casey

J. Barnes Roadmaster (713) 847-3580
 D.L. Litchfield Trainmaster (713) 847-3586

Conroe

J.M. Bechtold Road Foreman (713) 847-3237
 R. Taylor Trainmaster (713) 847-3271

Corpus Christi

R.T. Roby Sr. Trainmaster (713) 847-3573

Dayton

A.L. Fulton Terminal Manager (713) 847-3297
 J.A. Pennington Trainmaster (713) 847-3216

Eagle Pass

J.M. Gomez Trainmaster (817) 224-7235

Galveston

..... 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
 B.S. Crossett Terminal Superintendent (713) 847-3257
 D. L. Heller Road Foreman (713) 847-3353
 M.A. Rivera Terminal Mgr. (713) 847-3290
 B.H. Thomas Terminal Mgr. (713) 847-3290
 S. Yard Trainmaster (713) 847-3110
 Outside Trainmaster (713) 847-3559

Lafayette

J.K. McBride Terminal Manager (337) 572-2513
 J.A. Perry Trainmaster (337) 572-2510
 U.R. Vinson Supt. Ops. Houston East (337) 572-2501
 A.K. Whitney Roadmaster (337) 572-2502
 Trainmaster/Rfe (337) 572-2500

Longview

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

Navasota

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

Pine Bluff

J.W. Starks Trainmaster/Rfe (870) 534-7838

Somerville

N.B. Edge Sr. Trainmaster (979) 596-2349

Spring (ROC)

E.W. Blass Corridor Superintendent (281) 350-7557
 T.D. Novitske 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
 Safety Manager (713) 847-3531

San Antonio

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

Sweetwater

B.L. Hall Trainmaster (915) 236-7202

Teague

T.C. Anderson Roadmaster (254) 228-7631
 R.L. Rooks Terminal Manager (817) 352-2953
 Trainmaster (817) 352-2964

Temple

J.W. Bettencourt Road Foreman (254) 771-4665
 T.C. Knox Terminal Manager (254) 771-4702
 C.H. Mendoza Terminal Manager (254) 771-4649
 D.N. Mooney Roadmaster (254) 771-4676
 T. Salisbury Asst. Roadmaster (254) 771-4757
 G.W. Woolen Terminal Superintendent (254) 771-4701
 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		Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Rule 4.3	Type of Oper.			
			65.0	End of Track	R	7506	3.6	
		33600	68.6	BAY CITY	BPR		0.4	
			69.0	UP RRX	MR		10.6	
		33690	79.6	WADSWORTH	R		2.9	
			82.5	End of Track	R		17.5	

Radio Call-In
Radio Channel 36 is in Service on the Bay City Subdivision
Bay City - 31(X)
Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5

Dispatcher Information

DS 23—(817) 867-7023, Fax (281) 350-7560

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 65.0 to MP 82.5.....	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 Exempted Track

New Gulf—7603 and 7604

7. Special Conditions

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

Road Line Segments

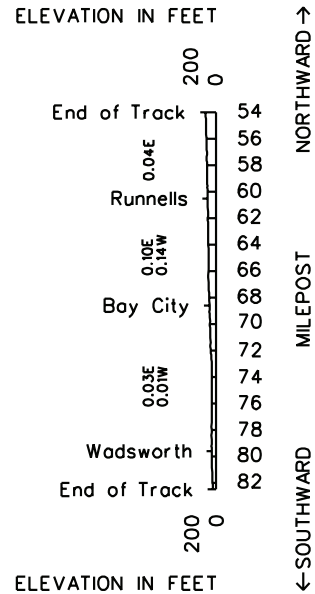
Line Segment Limits

7506 MP 65.0 to MP 82.5

9. Other Location Information

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	BBRX Subdivision Rule 6.28 STATIONS			Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3						
			0.0	DUMP STATION					3.3	
			3.3	BIG BROWN					8.2	
			11.5	SESSIONS		Rule 6.28	1250		1.6	
			13.1	UP JCT.					1.5	
			14.6	BBRX JCT.					14.6	

Radio Call-In		
Radio Channel 82 in Service on the BBRX Subdivision		
Waxahachie - 10(X)	Corsicana - 19(X)	Teague - 18(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

DS 111—0630-2230, (817) 867-7111, Fax (281) 350-7562
 DS 137—2230-0630, (817) 867-7137, Fax (281) 350-7555

1. Maximum Speed Permitted

- 1(A). Speed—Maximum**
MP 0.0 to MP 14.6.....20 MPH.
- 1(B). Speed—Permanent Restrictions—None**
- 1(C). Speed—Switches and Turnouts—None**
- 1(D). Speed—Other**
MP 3.4 to MP 2.0..... 20 MPH.
MP 2.0 to MP 0.0..... 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car—None

3. Type of Operation—None

4. General Code of Operating Rules Items

Rule 6.28—in effect:
MP 0.0 to MP 14.6

Rule 8.19—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting.

When entering the track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the signal mast. Signal will display a proceed indication when the switch is lined for movement to the Main Track.

When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Sessions—All trains will stop at Sessions, MP 11.5 County Road, unless permission from the dump operator has been received to proceed.

Big Brown—Trains departing Big Brown that encounter a STOP indication at MP 14.6 must stop short of derail at MP 14.8 and ensure that derail is properly lined.

BBRX—Switches on BBRX are equipped with switch point indicators. When trains approach these switches so equipped, be governed as follows:

GREEN—Switch lined for normal movement.

AMBER—Switch lined for other than normal movement.

RED STROBE—Switch is lining or is not locked in position.

BBRX JCT and UP Jct.—Derail located at MP 14.8 will always be lined for BBRX track movement except when the Big Brown Railroad connector track (BBRX JCT. and UP Jct.) is occupied by maintenance of way crews. Signal Dept. personnel needing access to the derail must first obtain key to derail from Loop Operator.

Radio Controlled Automatic Switches—

Switch BBRX Jct.—Reverse Command 21740

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

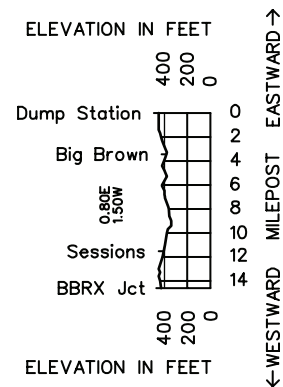
8. Line Segments

Line Segment Limits

1250Dump Station to BBRX

9. Other Location Information—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Conroe Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
		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 Call-In		
Radio Channel 85 in Service Silsbee to Somerville		
Radio Channel 44 in Service at Silsbee Yard		
Silsbee - 26(X)	Votaw - 25(X)	Cleveland -24(X)
Conroe -23(X)	Yarboro - 21(X)	Somerville East - 19(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information
DS 137—(817) 867-7137, Fax (281) 350-7555

1. Speed Regulations

1(A). Speed—Maximum

Freight
MP 0.0 to MP 152.2, including trains 100 TOB and over49 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.430 MPH.
MP 26.4 to MP 28.730 MPH.
MP 28.1 to MP 28.3 (HER)20 MPH.
MP 28.7 to MP 28.940 MPH.
MP 35.5 to MP 38.630 MPH.
MP 42.6 to MP 44.040 MPH.
MP 49.0 to MP 49.740 MPH.
MP 49.7 to MP 49.9 (Over Interlocking).....30 MPH.
MP 49.9 to MP 55.140 MPH.
MP 71.3 to MP 71.8 (HER)40 MPH.
MP 71.8 to MP 73.4 (HER)30 MPH.
MP 72.220 MPH.
MP 94.920 MPH.
MP 110.4 to MP 110.725 MPH.
MP 151.7 to MP 151.810 MPH.
MP 152.210 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 149.0

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

Silsbee—All main track switches in Restricted Limits may be left lined and locked as last used.

The 50 foot rule, S-13.7.1, will not apply at the main track switch located at 5th St. when making a facing point move to enter Silsbee Yard.

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.

Navasota—The Eastward signal near MP 27.8 is a repeater signal for the interlocking at Navasota. Train crews finding this signal red must stop before passing this signal and a member of the crew must go to the interlocking and comply with the instructions in the box. If the signal is still red after complying with the instructions, the train may pass the signal and flag through the interlocking.

Somerville—Trains will be governed by the Galveston Subdivision Timetable and Special Instructions.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Silsbee Rip Tracks 203 and 204 work equipment between the sand house and the storehouse track west side of the sand house track between the storehouse switch and the storehouse Track 301 (OSB Mill) shed entrance to end of track.

Track Warrant - Protect Open Switch (POS)—POS is in effect on the Conroe Subdivision. Refer to Item 15 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 69.2 to MP 74.0
- MP 83.5 to MP 98.0
- MP 101.0 to MP 103.0
- MP 105.5 to MP 106.0
- MP 144.0 to MP 149.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7551 Somerville Yard
- 7560 Silsbee Yard

Road Line Segments

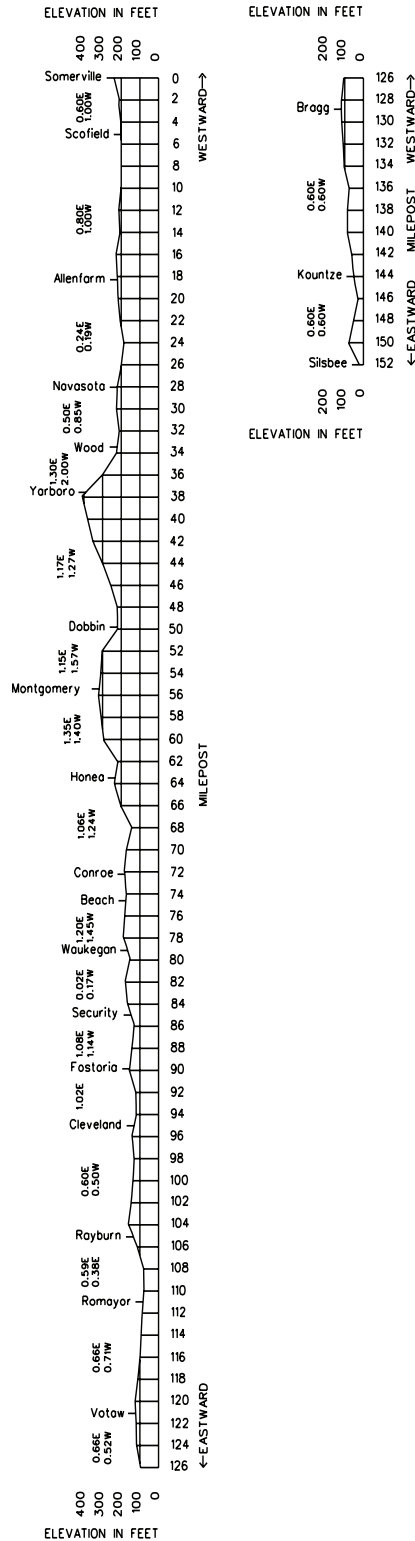
Line Segment Limits

- 7502 Somerville to Silsbee

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
Clay	11.9	1,350	Both
Navasota	27.7	680	West
Trinity	31.1	450	East
Pavers Supply	56.0	1,275	Both
Maverick	75.3	1,320	East
Huntsman Chemical Co.	76.4	2,400	Both
Youens	77.0	1,750	Both
Pavers Supply & Smith Co.	77.7	1,500	Both
Union Tank Car Co.	99.5	1,650	Both
Kirby	103.9	4,800	East
Dolen	107.3	1,550	West

10. Grade Charts



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	DFW Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		40341	6.1	NORTH YARD		BJTY		485		
Between North Yard and Peach Yard, is under the jurisdiction of the UPRR Timetable and Special Instructions.										
		40336		PEACH YD.		J				
Between Peach Yard and Dalwor Jct. UPRR Timetable governs. Between Dalwor Jct. and North Jct. TRE Timetable governs. Between North Jct. and Forest Ave, UPRR Timetable governs.										
			769.3	FOREST AVE.		YJ			12.4	
	3,932		781.7	LANCASTER					9.5	
	6,252		791.2	STERRETT				8010	5.4	
			796.6	UP RRX		AJ			1.3	
			797.9 271.0	BRI JCT					0.8	
	7,206	40271	270.3	WAXAHACHIE			TWC ABS		12.2	
	5,824	40259	258.7	BARDWELL					17.1	
	5,990	40242	241.6	CORSICANA					2.0	
			239.6	UP RRX		M		492	17.2	
	9,109	40222	222.4	STREETMAN					5.0	
			217.4	BBRX JCT.					11.8	
		40204	205.6	TEAGUE		BRT				

Radio Call-In		
TRE Radio Channel 62 - Radio Call-In TRE		
Dallas - 430	Irving - 431	Ft Worth - 432
Radio Channel 82 in Service Forest Ave. to Teague		
Forest Ave-42(X)	S. Irving-43(X)	Waxahachie - 10(X)
Corsicana-19(X)	Teague-18(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

DS 111—0630-2230, (817) 867-7111, Fax (281) 350-7562
DS 137—2230-0630, (817) 867-7137, Fax (281) 350-7555

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 769.3 to MP 204.3		40 MPH.

1(B). Speed—Permanent Restrictions

MP 769.3 to MP 770.4	25 MPH.
MP 770.4 to MP 779.5 (HER)	25 MPH.
MP 782.2 to MP 784.0	30 MPH.
MP 796.3 to MP 270.0	20 MPH.
MP 242.3 to MP 238.0	30 MPH.

1(C). Speed—Switches and Turnouts

Sidings Lancaster, Sterrett, Waxahachie, Bardwell, Corsicana, Streetman	10 MPH.....	10 MPH.
MP 796.6—UP RRX		10 MPH.
BBRX Jct. Switch	20 MPH.....	20 MPH.

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

1(D). Speed—Other

Cars in excess of 134 tons over Bridges 769.8, 770.0, 789.1, 791.9, and 792.9	10 MPH.....	10 MPH.
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Temperature Restrictions

The following hot weather restrictions are in effect on the designated locations outlined below. All other locations will operate at track speed:
MP 770.6 to MP 784.0
MP 785.4 to MP 796.3
MP 271.0 to MP 242.3
MP 238.0 to MP 207.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
95 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 35 MPH.	Do not exceed 30 MPH.	Do not exceed 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 769.3 to MP 270.3..... 143 tons, Restriction E
MP 270.3 to MP 204.3 143 tons, Restriction C
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:
MP 769.3 to MP 205.6

ABS—in effect:
MP 769.3 to MP 205.6

Yard Limits—in effect:
MP 769.3 to MP 771.1

Restricted Limits—in effect:
MP 200.0 MP 208.0

Interlocking—UP:
MP 796.6 (Waxahachie)
MP 239.6 (Corsicana)

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile between Teague and Forest Ave.

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:
MP 796.4

Rule 8.19—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting. When entering the main track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the signal mast. Signal will display a proceed indication when the switch is lined for movement to the Main Track. When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Structures: None
- B. Other TWD Locations
 - MP 266.4—Recall Code 108
 - MP 246.8—Recall Code 198
 - MP 231.4—Recall Code 197
 - MP 215.5—Recall Code 188

6. FRA Excepted Track—None

7. Special Instructions

North Jct.—When a train is verbally authorized by the UP dispatcher to pass the absolute signal per Rule 9.12.1, a member of the crew must receive authority to pass the signal per Rule 9.12.1 from the TRE Dispatcher, as well.

Waxahachie—Southward trains using the UP Transfer Track must stop 300 feet short of the switch, if necessary to line the switch, before proceeding.

Irving—Trains and engines will not stop to block any public street crossing between hours of 0700 and 0830 or between 1600 and 1800.

To contact the UP dispatcher for Dalwor Jct. and North Jct. or Waxahachie, place the multichannel radio on channel 20 and press “ * ”.

To contact the UP Dispatcher for the Midlothian Subdivision, place the multichannel radio on channel 37 and press “ * ”.

Automatic Switches—By location, by station, includes both switches unless specified: Streetman.

Radio Controlled Automatic Switches—Switch BBRX Jct.—Reverse Command 21740

Radio Controlled Automatic Switches—UP Transfer Waxahachie

Automatic switches equipped with Radio Control are located as follows:

Radio-Controlled Switch Location	Approach Sign Location	Reverse Switch Command No.
Waxahachie MP 796.6	MP 270.0 (on BNSF track)	07964
Waxahachie MP 12.8	MP 17.0 (on UP track)	07964

1. To proceed at the interlocking when the absolute signal for the straight through move will not clear, comply with instructions in the emergency push box (Rule 9.12.3) for the respective road. (BNSF box located at the bungalow, or UP box located at each entering absolute signal). IF SIGNAL STILL DOES NOT CLEAR, COMPLY WITH RULE 8.19 FOR OPERATING AUTOMATIC SWITCH BY HAND.
2. To proceed at the interlocking when the absolute signal for the transfer move will not clear, first comply with instructions in the emergency push box (Rule 9.12.3) for the respective road, then, in addition comply with Rule 8.19 for operating an automatic switch by hand, (note two switches).
3. To proceed at the interlocking when the absolute signal has cleared for a straight through move and a move is required for the transfer track, comply with Rule 8.19 using PUSH BUTTON mounted on the signal mast.

Northward trains and engines originating at Teague using U.P. Railroad tracks between Forest Ave. and North Jct. or between UP RRX Waxahachie and UP Jct. Ft. Worth must obtain U.P. track warrant and track bulletins, if any, in effect at Teague. BNSF track warrant forms may be used.

TRE System and UPRR—All trains operating on the TRE System and on the UPRR must secure track warrants and bulletins from the TRE and UPRR Dispatchers.

UPRR Trackage—BNSF crews prior to entering the UP trackage between Forest Ave. and DFW Jct., must contact the UP Dispatcher and advise the dispatcher they have wide loads in their train that are cleared operationally for this route. Then ascertain from the UP dispatcher if the BNSF train will encounter any meets between these two points. If there are any conflicting meets between these two locations, the BNSF train will wait until the other train clears the limits.

Track Warrant - Protect Open Switch (POS)—Protect Open Switch is in effect on this subdivision. Refer to item 15 of the System Special Instructions.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the DFW Subdivision.

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 775.0 to MP 776.0

8. Line Segments

Road Line Segments

Line Segment Limits

- 485 North Yard to Peach Yard Connecting Track
- 8010 Forest Ave. to BRI Jct.
- 492 Waxahachie to Teague.....

Yard Line Segments

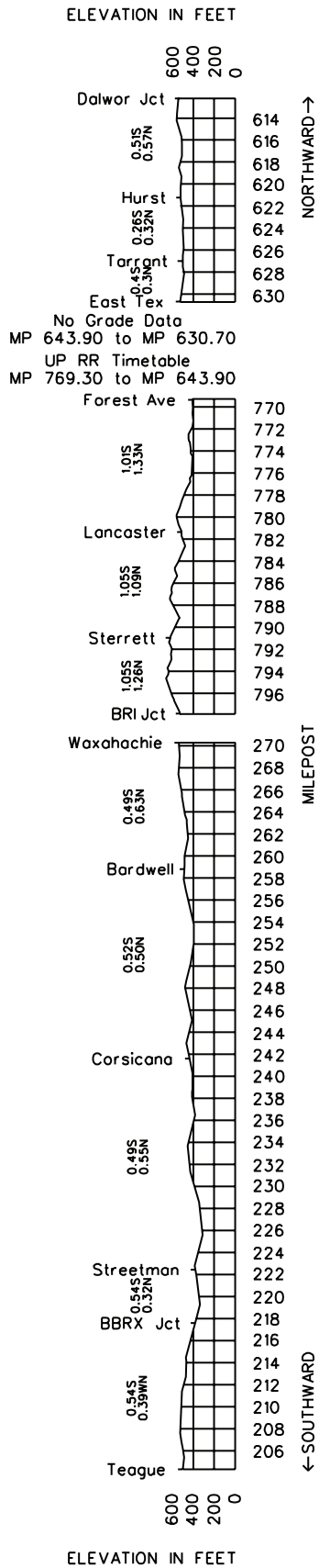
Line Segment Limits

- 761 North Yard
- 764 Dallas Union Station

9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens
Red Oak	3.0 north of Sterrett	12	North
Service	2.3 south of Sterrett	13	Both
Armaglass	3.4 south of Sterrett	13	South
Guardian Glass	14.7 north of Streetman	20	South
Meridian Rock	11.8 north of Streetman	30	Both
40225 TXI	3.3 north of Streetman	50	North

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Galveston Subdivn.		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS	Rule 4.3				
	7,580	43400	218.2	TEMPLE	JBCPT	2MT	7500	0.8	
			217.4	OPAL	JM	CTC		2.5	
			214.9	KNOWD		6MT CTC		10.2	
	11,570	43580	204.7	ROGERS		2MT CTC		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	A			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	

Radio Call-In		
Radio Channel 36 in Service in Temple Yard		
Radio Channel 87 in Service Temple to Somerville		
Temple - 32(X)	Milano DS 112 - 34(X) DS 24 - 24(X)	Somerville N - 35(X)
Radio Channel 36 in Service in Somerville Yard		
Radio Channel 72 in Service Somerville to Galveston		
Somerville S - 71(X)	Bellville - 72(X)	El Pleasant - 77(X)
Rosenberg - 73(X)	Alvin - 74(X)	Galveston - 75(X)
Emergency Call-911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information
 DS 112—Temple to Somerville
 (817) 867-7112, Fax (281) 350-7564
 DS 23—Somerville to Galveston
 (817) 867-7023, Fax (281) 350-7560

1. Speed Regulations

Freight

1(A). Speed—Maximum

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 174.5 50 MPH.
 MP 174.5 to 174.4 40 MPH.
 MP 174.4 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 Subdivn.
 Main track, MP 218.9 15 MPH.
 Crossover, MP 218.8 Ft. Worth Subdivn 20 MPH.
 Crossover between West Freight No. 1 and
 West Freight No. 2 10 MPH.
 Main 1 at Lampasas Subdivn., 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.
 MP 215.0, LH turnout 30 MPH.
 Knowd, SE main tracks 30 MPH.
 CP 2080, turnout
 Trains less than 100 TOB 50 MPH.
 Trains 100 TOB and over 40 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.
 NRG Spur 20 MPH.
 Thompsons, turnout, north leg of wye 10 MPH.
 Duke, Manvel, both ends siding 30 MPH.
 MP 43.2, switch to NRG Connection 10 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.

Freight

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.
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 214.9 to MP 204.7
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 RRX)—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, Sounding Whistle—Quiet Zone Locations—

Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location: Milepost:
Richmond MP 62.86

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

Rule 6.28—Rule 6.28 is in effect on the NRG Spur.

Rule 9.1, Signals Not Conforming to Indications Shown in the System Special Instructions—At the southward signal at MP 67.78 a yellow over flashing red aspect indicates proceed prepared to pass the next signal not exceeding 25 MPH. and enter the diverging route.

Rule 9.12.1—The absolute signals governing movement through the interlockings at MP 94.6 are also controlled signals. To pass a stop indication, the crew must comply with Rule 9.12.3 by complying with the instructions in the release box and must comply with Rule 9.12.1 by contacting the BNSF control operator.

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 Exempted 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

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, southward will display a red over flashing yellow aspect for diverging approach.

NRG Spur, Smithers Lake Plant—Crews boarding outbound empty coal trains will contact NRG personnel on channel 30 before moving the train.

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

When working in track 5110, the Oil Field road crossing at MP 50.3 must be protected by a flagman because movement will not activate the crossing gates due to excessive rust on the rails.

Alvin—When working in the storage track 5304 the Second Street crossing at MP 29.4 must be protected by flagman because movement will not activate the crossing gates due to excessive rust on the rails.

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 Trainmaster on channel 36.

The south end of the yard on the west side, from the 149 E switch on the West Lead to the eastward controlled signal at First Street on Main 1 is designated as RCZ 3. Contact the Trainmaster on channel 64.

Activation/Deactivation Procedure—The remote control operator foreman will contact the trainmaster and request that RCZ protection be established. The trainmaster 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 trainmaster 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.

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 101.0 to MP 107.0
- MP 125.0 to MP 128.0
- MP 140.0 to MP 144.0
- MP 159.0 to MP 164.0
- MP 187.0 to MP 188.0
- MP 212.0 to MP 213.0

8. Line Segments

Yard Line Segments

Line Segment	Limits
7552	..... Temple Yard
7551	..... Somerville Yard
7550	..... Galveston Yard

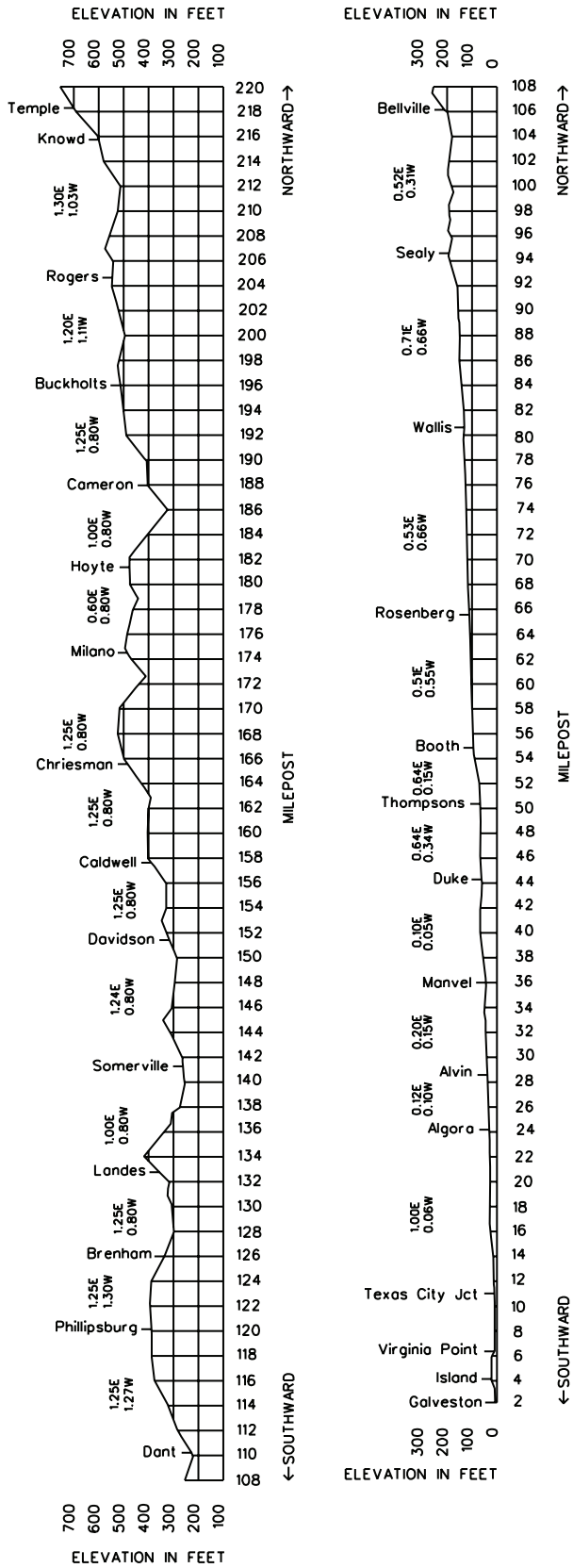
Road Line Segments

Line Segment	Limits
7500	..... MP 2.2 to MP 218.1

9. Other Location Information

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 Call-In		
Radio Channel 66 in Service Teague to Belt Jct.		
Teague - 18(X)	Newby - 17(X)	N. Zulch - 16(X)
Shiro - 15(X)	Dobbin - 14(X)	Tomball - 13(X)
Houston - 10(X)	Casey - 12(X) Ch. 66	
Radio Channel 25 in Service at Casey Yard		
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

DS 111—0630-2230, (817) 867-7111, Fax (281) 350-7562
 DS 137—2230-0630, (817) 867-7137, Fax (281) 350-7555

1. Speed Regulations

1(A). Speed—Maximum

MP 204.3 to MP 57.4 **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

MP 204.3 to MP 204.0 30 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 208.0 to MP 200.0
 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 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.

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

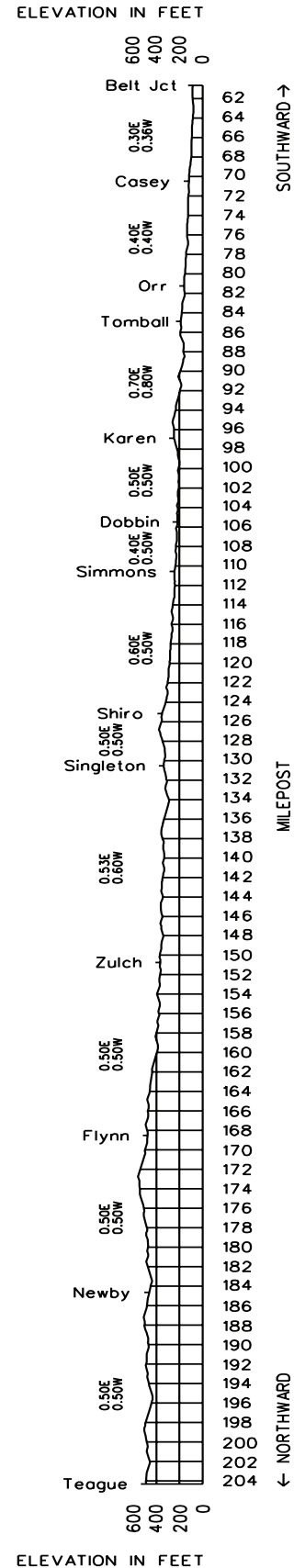
8. **Line Segments**
Yard Line Segments
Line Segment Limits
 763 Houston Ind.
 767 Teague

Road Line Segments
Line Segment Limits
 492 Belt Jct. to Teague

9. **Other Location Information**

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.		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
			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				2.4	
	10,300	36682	106.5	BALDWIN			ABS	1281	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 Call-In		
Radio Channel 88 in Service at Avondale		
Radio Channel 12 in Service Avondale to Iowa Jct.		
Avondale-71(X)	Donner-72(X)	Baldwin-73(X)
New Iberia-74(X)	Lafayette-75(X)	Roanoke-76(X)
Radio Channel 69 in Service at North Yard		
Radio Channel 25 in Service at South Yard		
Emergency Call-911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information
DS 209—(817) 867-3009, (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

	Passenger	Freight
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
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.....	10 MPH	10 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
Vallier 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 9.1, Signal Aspects and Indications—Block Signals with ‘P’ Plates—Block signals at the following locations, equipped with a triangular plate displaying the letter ‘P’, can be actuated by a special protective device. When these signals display a red aspect, in addition to complying with other applicable signal rules, an inspection from the ground must be made of the train, track or structure for which protection is provided to be sure it is safe for the passage of the train.

Exception: An inspection from the ground is not required when it can be determined from the engine that the track or structure for which the protection is provided is safe for the passage of the train.

Eastward	Protecting:	Westward
MP 180.6	Drawbridge, Mermentau	MP 180.1
MP 73.6	Drawbridge, Bayou Boeuf	MP 73.3
MP 80.8	Flood Wall Gates, Morgan City	MP 80.5
MP 52.2	Vehicular, High Load Detector, MP 51.7	MP 49.7
MP 32.1	Drawbridge, Bayou Des Allemands	MP 32.0

Rule 9.12.4—GCOR 9.12.4 does not apply to the absolute signals governing movement over the drawbridges at Mermentau, 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 Exempted 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

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.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Vallier	MP 9.6	Overpass
	MP 28.4	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

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:
Avondale (whole yard) Tracks 104 thru 118

Track Warrant - Protect Open Switch (POS)—POS is in effect on the Lafayette Subdivision. Refer to Item 15 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:

None

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

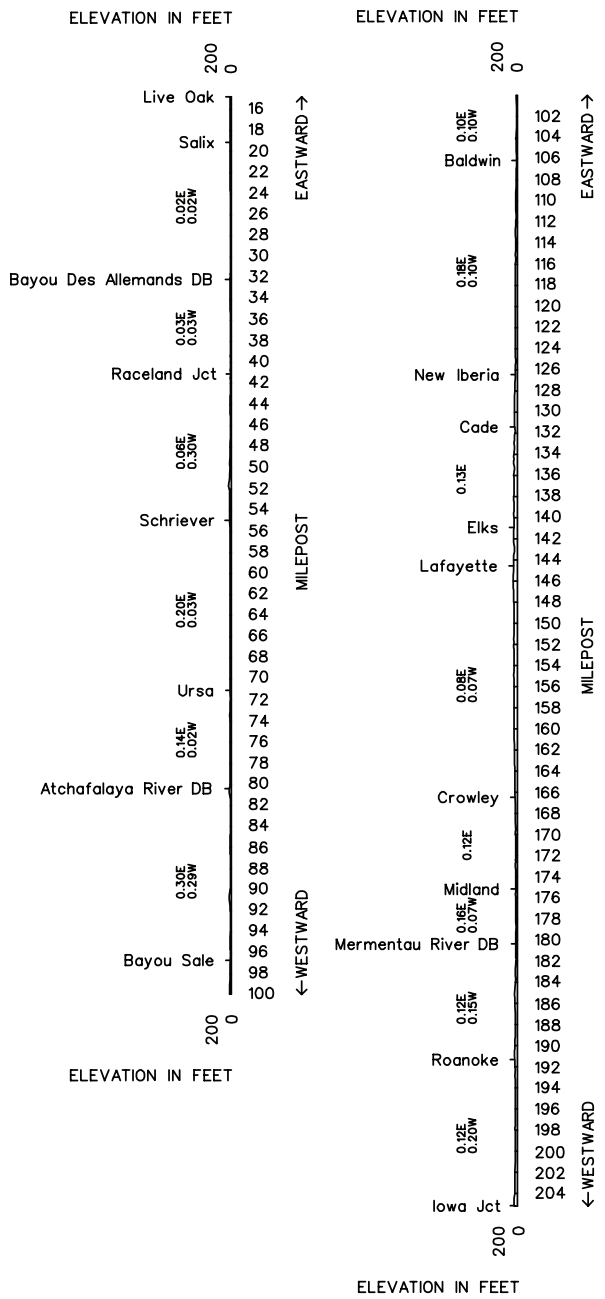
Line Segment Limits

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

9. Other Location Information

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	Lamparas Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	7,580	43400	218.1	TEMPLE	BCPT		CTC	7508	1.8	
			219.9	GOBER						6.5
		43345	226.4	BELTON			TWC ABS		9.3	
13,100	43335	235.7	NOLANVILLE						10.6	
		43325	246.3	FORT HOOD			P		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				P		8.4	
10,248	43200	291.7	LOMETA	P					8.6	
		43197	300.3	ANTELOPE GAP			CTC		5.8	
11,481	43194	306.1	CASTOR						7.3	
		43190	313.4	GOLDTHWAITE			TWC ABS		10.6	
10,050	43188	324.0	MULLIN						6.3	
		43184	330.3	VILLA			J		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			TWC ABS		3.8	
		43005	373.5	SAN ANGELO JCT	JT				4.8	
8,697	42994	378.3	COLEMAN				TWC ABS		12.7	
5,639	42990	391.0	SILVER VALLEY						5.5	
9,149	42986	396.5	NOVICE				TWC ABS		6.8	
		42982	403.3	GOLDSBORO					6.9	
		42978	410.2	LAWN			CTC		5.2	
5,261	42974	415.4	TUSCOLA						11.2	
7,012	42966	426.6	VIEW				J		16.7	
6,512	42958	443.3	TOLAND						11.2	
6,738	42950	454.5	TECIFIC	J			CTC		5.1	
		42900	SWEETWATER	BPT					241.5	

Radio Call-In							
Radio Channel 55 in Service Temple to Tecific							
Temple - 32(X)		Copperas Cove - 22(X)			Lometa - 21(X)		
Goldthwaite - 16(X)		Zephyr - 15(X)			Brownwood - 14(X) Brownwood Yard - 14(X) Ch. 78		
Coleman - 13(X)		Tuscola - 12(X)			Toland - 11(X)		
Emergency - Call 911							
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5							
Radio Channel 36 in Service Tecific to Sweetwater							
Tone Call-In		CH	DS	MC	FS	DETECTOR	EMER
Tecific to Sweetwater		36	1	4	3	5	9

Dispatcher Information
 DS 24, Temple to Tecific - (817) 867-7024, 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.
 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 Lamparas Subdivision, MP 218.1 20 MPH.
 West Freight No. 2 at Lamparas Subdivision Main Track,
 MP 218.9 15 MPH.
 Crossover between West Freight No. 1 and West Freight No. 2... 10 MPH.
 Gober, WE West Freight No. 1 20 MPH.
 Nolanville, both ends siding 30 MPH.
 Kempner, both ends siding 30 MPH.
 Lamparas, 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.

Freight

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 1.14—BNSF trains use UP 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.

Lampasas

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 (Lampasas 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 Lampasas 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—Do not ride the side of equipment at the following locations due to close clearance:

- Brownwood Tracks 102 thru 111, 117 thru 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.

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 316.0 to MP 317.0
- MP 330.0 to MP 336.0
- MP 384.0 to MP 389.0
- MP 414.0 to MP 415.0
- 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

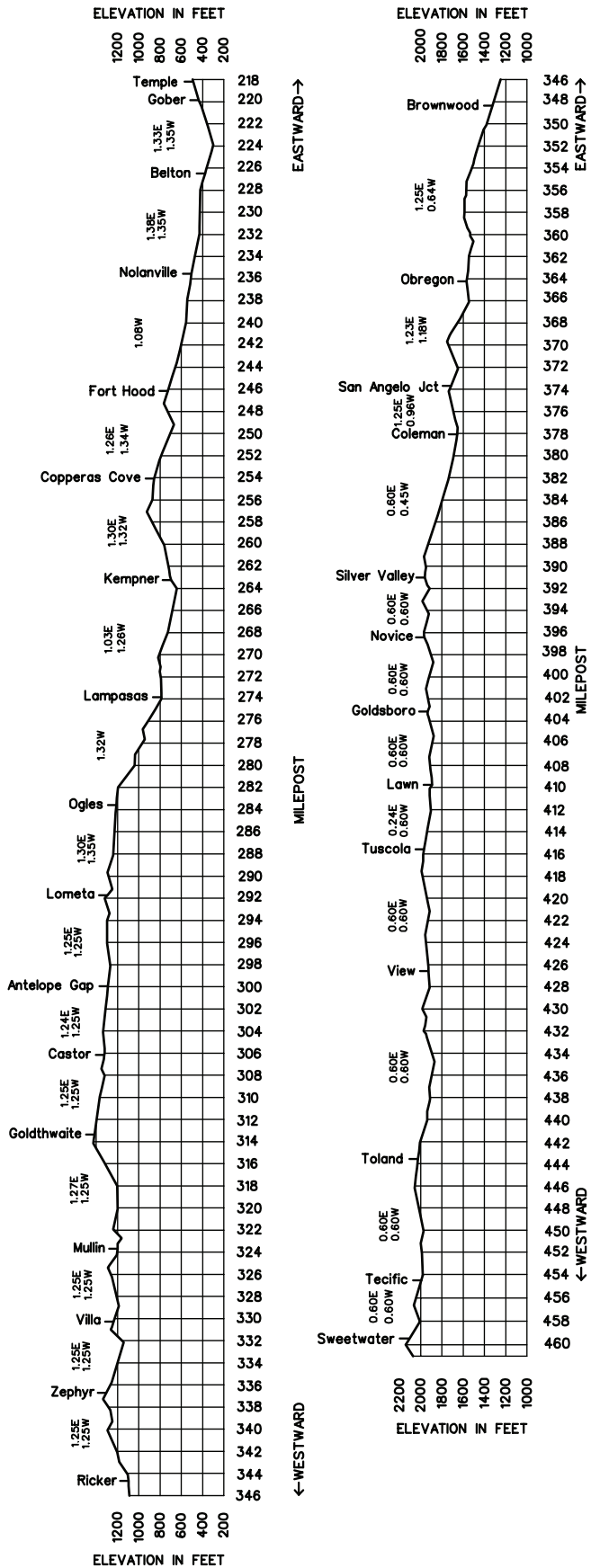
Line Segment Limits

- 7508 Temple to Sweetwater

9. Other Location Information

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 Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		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					11.5	
	2,550	46190	150.2	TENAHA	JR				57.4	
MP 150.2 to MP 21.0 governed by Timber Rock RR dispatcher and timetable										

Radio Call-In	
Radio Channel 36 in Service Longview to Silsbee	
Tatum - 35(X)	Tenaha - 34(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information

DS 137—(817) 867-7137, 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 207.3 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.

Track Warrant - Protect Open Switch (POS)—POS is in effect on the Longview Subdivision. Refer to Item 15 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 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

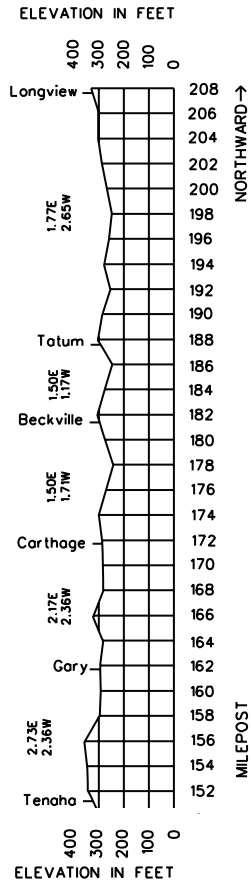
8. Line Segments

Road Line Segments
Line Segment Limits
 7503 Longview to MP 150.2

9. Other Location Information

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



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mykawa Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		35100	20.3	NEW SOUTH YARD	JM	UP RR		7501	0.9	
			19.4	T&NO JCT - UP TTX	JM				5.4	
	10,320	35490	14.0	MYKAWA	BCPT				4.0	
	5,490	35500	10.0	PEARLAND		CTC			5.9	
	13,140	35550	4.1	HASTINGS					4.1	
		35600	0.0	ALVIN	JT			20.3		

Radio Call-In	
Radio Channel 72 in Service T&NO Jct. to Alvin	
Mykawa - 76(X)	Alvin - 74(X)
Radio Channel 30 in Service at Pearland Yard	
Pearland Yd. - 76(X)	
Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information

DS 23—(817) 867-7023, Fax (281) 350-7560

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 18.0, including trains 100 TOB and over	55 MPH.
MP 18.0 to 19.4.....	20 MPH.

1(B). Speed—Permanent Restrictions

Alvin north leg of wye.....	10 MPH.
Alvin south leg of wye	25 MPH.
MP 19.4	20 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
Hastings, Pearland, Mykawa, both ends siding..... 30 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	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

Alvin to New South Yard 143 ton, Restriction A

3. Type of Operation

CTC—in effect:

On main track and sidings between Alvin and signals south of UP crossing at T&NO Jct.

Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
UP RRX	
T&NO Jct., MP 19.4	UP RR

4. General Code of Operating Rules Items

Rule 1.14—BNSF trains, at Houston, use UP and PTR tracks. UP trains use BNSF tracks between Alvin and T&NO Jct.

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
MP 1.7—Recall Code 748

6. FRA Excepted Track

Mykawa

1429, 1502, 1503, 1509, 1510, 1511, 1512. 1513, 1521, 1526, 1527, 1528, 1529, 1530, 1531.

MP 19 Industrial District

1841, 1902, 1903, 1908, 1909, 1911, 1955, 1957, 1958, 1959, 1962, 1964, 1965, 1966, 1967, 1968, 1969, 1971, 1973.

7. Special Conditions

MP 15—Watch your footing on the C.I.P. lead account narrow shoulders.

Remote Control Operations—Signs located at MP 5.7 and MP 20.0 designate the Remote Control Area at Pearland. 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 New South yard. The track between Cullen Blvd. and the north switch of track 841 has been designated as RCZ 2 in 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.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

New So. Yard	1504 & 1505	Rip Trk Shed NE
Jefferson Smurfit MP 15.0	1527 & 1528	Structures
Houston Ind. Dist. MP 19.0	1962	Structures

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 4.5 to MP 7.5
- MP 9.0 to MP 13.0

8. Line Segments

Road Line Segments

Line Segment Limits

7501 Alvin to New South Yard

Yard Line Segments

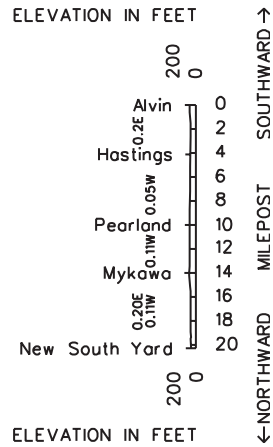
Line Segment Limits

7558 New South Yard

9. Other Location Information

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		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		45700	20.7	SILSBEE	JBCPTR				6.6	
		37185	14.1	LUMBERTON			TWC	7503	5.6	
		37190	8.5	VOTH					6.8	
		37200	1.7	BEAUMONT	BPTR				1.0	
			0.7	UP RRX	M			7505	20.0	

Radio Call-In	
Radio Channel 44 in Service at Silsbee Yard	
Radio Channel 85 in Service Silsbee to End of Track	
Silsbee - 26(X)	Beaumont - 27(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information
DS 137—(817) 867-7137, Fax (281) 350-7555

1. Speed Regulations

1(A). Speed—Maximum

Freight

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

Location _____ Controlling Railroad _____
 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 under track 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

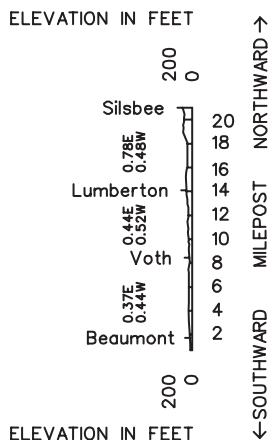
Line Segment Limits

- 7503 Silsbee to Beaumont
- 7505 Beaumont to MP 62.6

9. **Other Location Information**

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**



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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	0.1
1,056	0.2
1,584	0.3
2,112	0.4
2,640	0.5
3,168	0.6
3,696	0.7
4,224	0.8
4,752	0.9

TERMSDXO

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew 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