

## 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 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.

**BNSF**



## Gulf Division

### Timetable No. 5

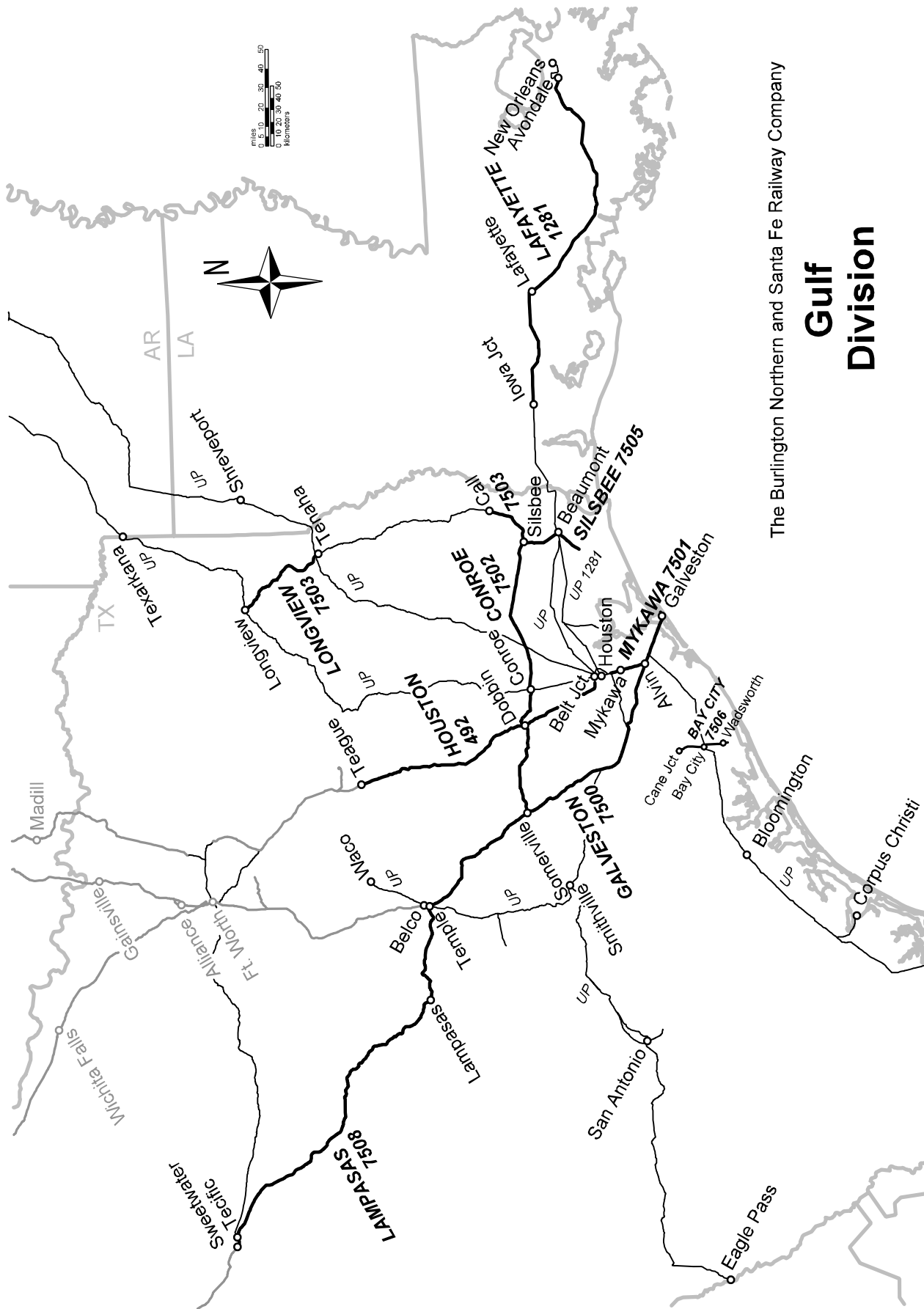
IN EFFECT AT 0001  
Central Continental Time  
**Sunday June 8, 2003**

#### **Division General Manager**

John C. Klaus  
The Woodlands, Texas  
(281) 465-5600

#### **General Director Transportation**

W.M. Stephens  
The Woodlands, Texas  
(281) 465-5602



The Burlington Northern and Santa Fe Railway Company

# Gulf Division

## Division Managers

### Alvin

J. BARNES ..... Roadmaster ..... (713) 847-3176  
J.L. SIRMONS ..... Road Foreman ..... (713) 847-3340

### Casey

G.A. REIN ..... Trainmaster ..... (713) 847-3578

### Corpus Christi

W.S. HALVERSON ..... Trainmaster ..... (361) 299-2931

### Dayton

L.R. BREWER ..... Trainmaster ..... (936) 258-0601

### Eagle Pass

E.G. FLORES ..... Trainmaster ..... (817) 224-7235

### Galveston

S.T. COCKSHOTT ..... Trainmaster ..... (713) 847-3572

### Houston

R. BARTOSKEWITZ .. Trainmaster ..... (713) 847-3290  
E.W. BLASS ..... Asst. Terminal Superintendent (713) 847-3273  
R.P. BOEMIO ..... Trainmaster ..... (713) 847-3290  
J.B. DAVIS ..... Asst. Roadmaster ..... (713) 847-3335  
R.D. GLENN ..... Trainmaster ..... (713) 847-3290  
J.L. HARLAN ..... Trainmaster ..... (713) 847-3290  
M.A. HARVEY ..... Road Foreman ..... (713) 847-3175  
T.W. JONES ..... Trainmaster ..... (713) 847-3290  
R.A. PENNINGTON ... Terminal Superintendent ..... (713) 847-3257  
J.W. PERRY ..... Terminal Manager ..... (713) 847-3235  
W.A. POLLARD ..... Trainmaster ..... (713) 847-3290  
D. THORNTON ..... Asst. Dir. Main. Prod. .... (713) 847-3266  
U.R. VINSON ..... Terminal Manager ..... (713) 847-3234  
R.L. WOOD ..... Trainmaster ..... (713) 847-3290  
M.K. YOUNG ..... Trainmaster ..... (713) 847-3290

### Lafayette

T.L. BRAZIER ..... Roadmaster ..... (337) 572-2502  
L.W. NICHOLS ..... Trainmaster ..... (337) 572-2501  
T.M. PALISI ..... Trainmaster ..... (337) 572-2500

### Longview

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

### Memphis

B. HART ..... Road Foreman ..... (901) 433-7318

### Pine Bluff

M.W. TAYLOR ..... Supt. Operations ..... (870) 534-7838

### Silsbee

J.S. CAMPBELL ..... Roadmaster ..... (409) 385-1565  
J. DUNCAN ..... Trainmaster ..... (409) 385-1501  
J.R. HALL ..... Trainmaster ..... (409) 385-1522  
L.J. ERDELT ..... Road Foreman ..... (409) 385-1587

### Somerville

J.E. WAGNER ..... Roadmaster ..... (254) 771-4677

### Spring (ROC)

T.W. CART ..... Chief Dispatcher I ..... (281) 350-7555  
A. COOK ..... Corridor Superintendent ..... (281) 350-7557  
M.A. JAMES ..... Chief Dispatcher I ..... (281) 350-7555  
D.L. JORDAN ..... Joint Corridor Manager ..... (281) 350-7231  
S.J. RAMEY ..... Joint Corridor Manager ..... (281) 350-7231  
D.L. RIGDON ..... Chief Dispatcher I ..... (281) 350-7555  
B.J. WADE ..... Chief Dispatcher II ..... (281) 350-7557  
M.G. WATTS ..... Chief Dispatcher I ..... (281) 350-7555

### Sweetwater

R.E. RANDLE ..... Trainmaster ..... (915) 236-7202

### Teague

R.D. PERKINS ..... Trainmaster ..... (817) 352-2953

### Temple

C.M. COLE ..... Road Foreman ..... (254) 771-4665  
D.R. EWOLDT ..... Trainmaster ..... (254) 771-4731  
D.N. MOONEY ..... Roadmaster ..... (254) 771-4676  
W.W. PARSONS ..... Terminal Superintendent ..... (254) 771-4701  
E.P. RING ..... Trainmaster ..... (254) 771-4656  
W.B. ROWTON ..... Trainmaster ..... (254) 771-4731  
F. SANTANNA ..... Terminal Manager ..... (254) 771-4649  
G. SERNA ..... Supt. Oper. Houston-West ..... (254) 771-4702  
D.W. WHITTEN ..... Trainmaster ..... (254) 771-4731

### Woodlands

J. CECH ..... Division Engineer ..... (281) 465-5606  
J.H. HUTSON ..... Supt. Oper. Houston-East ..... (281) 465-5615  
J.N. McPHERREN ..... Safety Manager ..... (281) 465-5607  
L.C. NORTH CUTT ..... Director Administration ..... (281) 465-5603

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.				
			54.0	End of Track			1.2		
			55.2	CANE JCT.	R		5.3		
		33495	60.5	RUNNELLS	R	7506	7.8		
		33600	68.6	BAY CITY	BPR		0.4		
			69.0	UP RRX	M		10.6		
		33690	79.6	WADSWORTH	R		2.9		
			82.5	End of Track	R		28.2		

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

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

MP 54.0 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**

End of Track (MP 54.0) to End of Track (MP 82.5)  
..... 143 tons, Restriction C

**3. Type of Operation**

**Restricted Limits—in effect:**

MP 54.0 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**

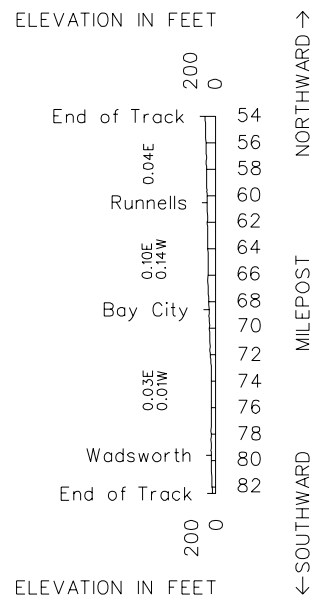
**Line Segment Limits**

7506 ..... MP 54.0 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	JBCPTR			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		TWC	7502	5.9	
		44950	79.1	WAUKEGAN				4.5	
		44910	74.6	BEACH				2.4	
			72.2	CONROE				0.1	
			72.1	UP RRX	A			8.3	
	7,910	44895	63.8	HONEA				8.2	
		44885	55.6	MONTGOMERY				5.7	
		44880	49.9	DOBBIN-BNSF RRX	A			12.2	
			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	JBPTR			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 112—(817) 234-1643, Fax (281) 350-7564

**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 ..... 10 MPH.
- MP 26.4 to MP 28.1 ..... 30 MPH.
- MP 27.5 to MP 29.0 (HER) ..... 25 MPH.
- MP 28.1 to MP 28.3 ..... 10 MPH.
- MP 28.7 to MP 28.9 ..... 40 MPH.
- MP 35.3 to MP 35.9 ..... 30 MPH.
- MP 36.1 to MP 38.6 ..... 20 MPH.
- MP 42.6 to MP 44.0 ..... 40 MPH.
- MP 49.9 to MP 50.0 (Over Interlocking) ..... 30 MPH.
- MP 50.3 to MP 50.9 ..... 35 MPH.
- MP 50.9 to MP 55.0 ..... 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.

**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	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**

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

**3. Type of Operation**

**TWC**—in effect:  
Between Somerville, MP 1.0, and Silsbee, MP 149.0.

**Restricted Limits**—in effect:  
Somerville ..... MP 0.0 to MP 1.0  
Silsbee ..... MP 149.0 to 152.5

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

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

**MW 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**

- 1. Close clearance on Rip Tracks 203 and 204 account work equipment in area.
- 2. Close clearance between sand house and storehouse track; also west side of sand house track, will not clear person on side of car between storehouse switch and storehouse.
- 3. Close clearance on Track 301 (OSB Mill), will not clear person on side of car from entrance of shed to end of track.

**Silsbee**—All main track switches in Restricted Limits may be left lined and locked as last used. Junction switch at MP 152.5 normally lined for Longview and Conroe Subdivisions.

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

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

**Navasota**—Eastbound 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.

**Flash Flood Warnings**—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 0.0 to MP 98.0
- MP 100.0 to MP 103.0
- MP 106.0 to MP 107.0
- MP 112.8 to MP 113.0
- MP 145.0 to MP 146.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 7551 ..... Somerville Yard
- 7560 ..... Silsbee Yard

**Road Line Segments**

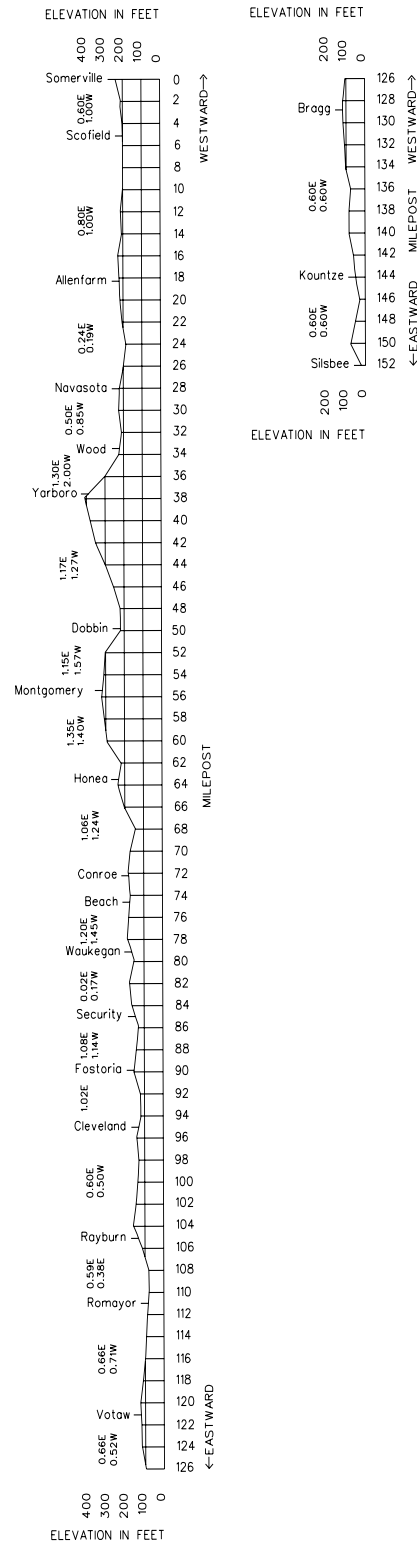
**Line Segment Limits**

- 7502 ..... Somerville to Silsbee

**9. Locations Not Shown as Stations**

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	Galveston Subdivn.		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS					
	7,580	43400	218.1	TEMPLE	JBCPT	2MT CTC	7500	0.7	
			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	
	4,980	44600	141.4	SOMERVILLE	JBPT			8.5	
	11,480	44610	132.9	LANDES				6.9	
		44620	126.0	BRENHAM	M	CTC		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	2MT CTC		4.2	
		35610	24.4	ALGOA	JT			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			1.1	
			4.1	ISLAND	J	CTC		1.9	
		40000	2.2	GALVESTON	BPR			215.9	

<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)	
Emergency Call-911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

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

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

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

- 1. Speed Regulations**
- 1(A). Speed—Maximum**
- |  |                |
|--|----------------|
|  | <b>Freight</b> |
| MP 218.1 to MP 24.4, including trains 100 TOB and over ..... | 55 MPH.        |
| MP 24.2 to MP 6.3 .....                                      | 30 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 174.4 .....                              | 30 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 .....                  | 25 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 81.9 to MP 82.3 (HER) .....              | 50 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. |
- 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. |
| Knowld, 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 .....    | 10 MPH. |
| Caldwell, both ends siding .....                    | 30 MPH. |
| SP connection .....                                 | 10 MPH. |
| Davidson, both ends siding .....                    | 30 MPH. |
| Somerville, both ends siding .....                  | 20 MPH. |
| NE yard .....                                       | 10 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. |
| At Temple, maximum speed authorized on        |         |
| West Freight No. 1 between Gober, Lampasas    |         |
| Subdivision, and West Freight crossover ..... | 20 MPH. |

- At Temple, maximum authorized speed on West Freight No. 2 between Lampasas Subdivision Main Track and West Freight Crossover ..... 15 MPH.
- At Temple, maximum authorized speed on 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 (actual number on switch). This is switch No. 6717 in CLIC book ..... 5 MPH.
- Galveston—all UP yard tracks ..... 10 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**

**Two Tracks**—Between MP 216.9 and Temple, and between Algoa and Alvin.

**Six tracks**—Between Knowd and MP 216.9.

**CTC**—in effect:

At Temple, on Ft. Worth Sub. Main Track; on West Freight No. 1 from Gober to West Freight crossover; on main tracks and sidings between Temple, MP 218.1 and Algoa, MP 24.4, and between Virginia Point, MP 6.3 and Island, MP 4.1,

**TWC**—in effect:

Between Algoa, MP 24.4 and Virginia Point, MP 6.3.

**Restricted Limits**—in effect:

Galveston: 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 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—Milano
- MP 94.6—Sealy
- MP 42.9—Arcola

**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 46.3—Recall Code 748
  - MP 20.7—Recall Code 747
  - MP 12.2—Recall Code 758

**6. FRA Excepted Track**

- Bellville—0504
- Alvin—5311, 5312, and 5326
- Chips—5041 and 5042
- Galveston—6402 and 6403

**7. Special Conditions**

**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.

**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.

**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.

**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.

**Flash Flood Warnings**—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- 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



**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

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

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

**Road Line Segments**

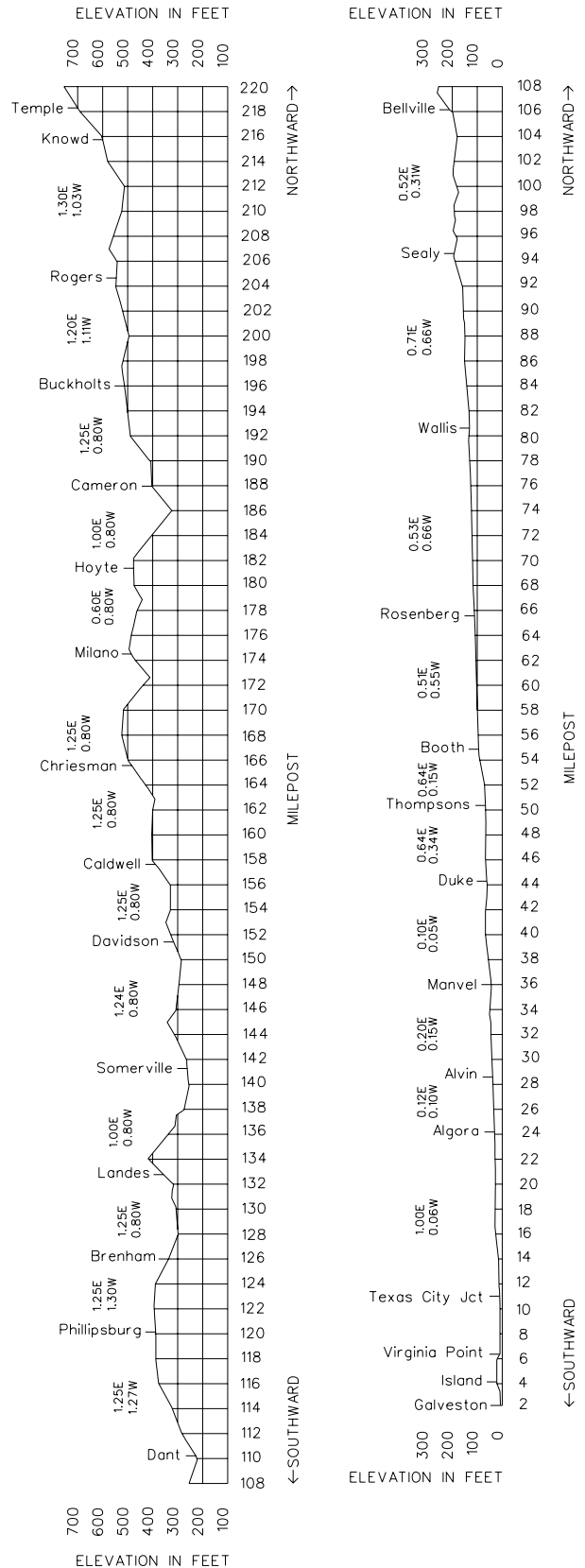
**Line Segment Limits**

- 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	204.3	TEAGUE		BTR		492	19.7	
	6,115	40185	184.6	NEWBY			TWC ABS		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					4.9	
		40105	105.6	DOBBIN	JA				8.8	
	5,860	40096	96.8	KAREN					12.0	
		40085	84.8	TOMBALL					3.6	
	7,615	40081	81.2	ORR					10.6	
	5,639	40070	70.6	CASEY	CBR				13.2	
			57.4	BELT JCT	J				165.0	
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**

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

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

MP 57.4 to MP 59.9 ..... 20 MPH.  
 MP 67.8 to MP 69.0 ..... 30 MPH.  
 MP 102.0 to MP 105.7 ..... 30 MPH.  
 MP 175.6 to MP 176.4 ..... 40 MPH.  
 MP 180.7 to MP 182.4 ..... 40 MPH.  
 MP 204.0 to MP 204.3 ..... 30 MPH.

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

**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 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	Maximum 40 MPH.	Maximum 35 MPH.	Maximum 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 57.4 to MP 204.3

**Restricted Limits—in effect:**

MP 69.0 to MP 74.0, trains or switchers originating at Casey, before entering these limits communicate with dispatcher for instructions.

MP 201.5 to MP 207.5

**ABS—in effect:**

MP 57.4 to MP 204.3

**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.

**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 82.6—Recall Code 138

MP 99.5—Recall Code 148

MP 122.5—Recall Code 158

MP 147.1—Recall Code 168

MP 173.5—Recall Code 178

MP 193.6—Recall Code 187

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Flash Flood Warnings**—Refer to Item 33, System Special Instructions. The following location on this subdivision has been identified as “critical areas” and are limited to restricted speed:

Between Karen and Dobbin

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

763 ..... Houston Ind.

767 ..... Teague

**Road Line Segments**

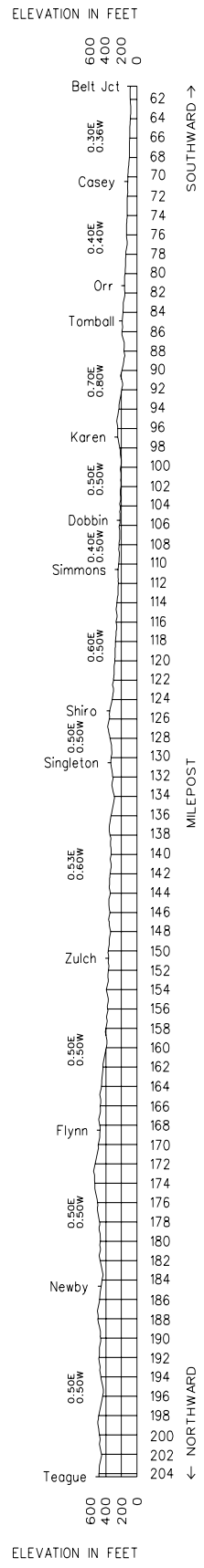
**Line Segment Limits**

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					
			10.5	WEST BRIDGE JCT	MY			1.6	
			12.1	AVONDALE	Y			2.7	
			14.8	LIVE OAK				4.4	
	9,773		19.3	SALIX				4.9	
		36712	24.2	BOUTTE				7.9	
			32.1	BAYOU DES ALLEMANDS 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	
			96.7	BAYOU SALE				7.4	
			104.1	CHARENTON CANAL DB	C	ABS TWC	1281	2.4	
		10,300	36682	106.5	BALDWIN			20.0	
		10,500	36664	126.5	NEW IBERIA			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.				1.8	
			148.2	LAFAYETTE YARD	BCTP			17.8	
	10,690	36632	164.9	CROWLEY				1.6	
			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				13.8	
			205.4	IOWA JCT.	J			190.3	

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

	Passenger	Freight
MP 10.5 to MP 14.6 .....	30 MPH.	25 MPH.
Control Point MP 14.8, through crossovers (CTC crossovers controlled by UPRR Dispatcher) .....	30 MPH.	30 MPH.
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.
MP 148.2 to MP 150.4 .....	60 MPH.	55 MPH.
MP 159.3 to MP 160.8 .....	60 MPH.	55 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 and Raceland .....	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

TWC—in effect:

MP 14.8 to MP 205.4

ABS—in effect:

MP 14.8 to MP 205.4

Yard Limits—in effect:

MP 10.5 to MP 14.6

Salix—Eastward trains and engines must obtain permission from Avondale Yardmaster before leaving Salix.

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

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 7.8**—Boutte (Monsanto Chemical Plant): Tracks 2A, 2B, 3, 5A, and 5B protected by special light-type signals (in addition to derails). When signal displays red aspect, track must not be entered. When signal displays yellow aspect, track may be entered only with permission of loading foreman. In addition, it must be known that derails are in position for movement.

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

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

- A. Protecting bridges, tunnels or other structures
  - MP 76.1—WWD only—Recall Code 738
  - MP 83.9—EWD only
- 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 67.0—Recall Code
  - MP 76.1—EWD only—Recall Code 738
  - MP 83.9—WWD only
  - 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**

**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.

**Bayou Des Allemands**—At drawbridge MP 32.4, when the signal displays a red aspect, unless authorized by the Bridge Tender that the bridge is safe for passage, a crew member must make a ground inspection of the bridge prior to movement over the bridge.

**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.

**Lafayette**—Eastward Amtrak trains must secure new GTB prior to departing Lafayette.

**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.

**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**—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.

**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.

**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.

**Block Signals with “P” Plates**

Block signals at the following locations are equipped with a triangular plate displaying the letter “P” plate 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 train, track or structure for which protection is provided to be sure it is safe for the passage of 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	Protection	Westward
180.6	Drawbridge, Mermentau	180.1
73.6	Drawbridge, Bayou Boeuf	73.3
80.8	Flood Wall Gates, Morgan City	80.5
52.2	Vehicular, High Load Detector, MP 51.7	49.7
32.1	Drawbridge, Bayou Des Allemands	32.0

**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

**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

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

1283 ..... Lafayette Yard

**Road Line Segments**

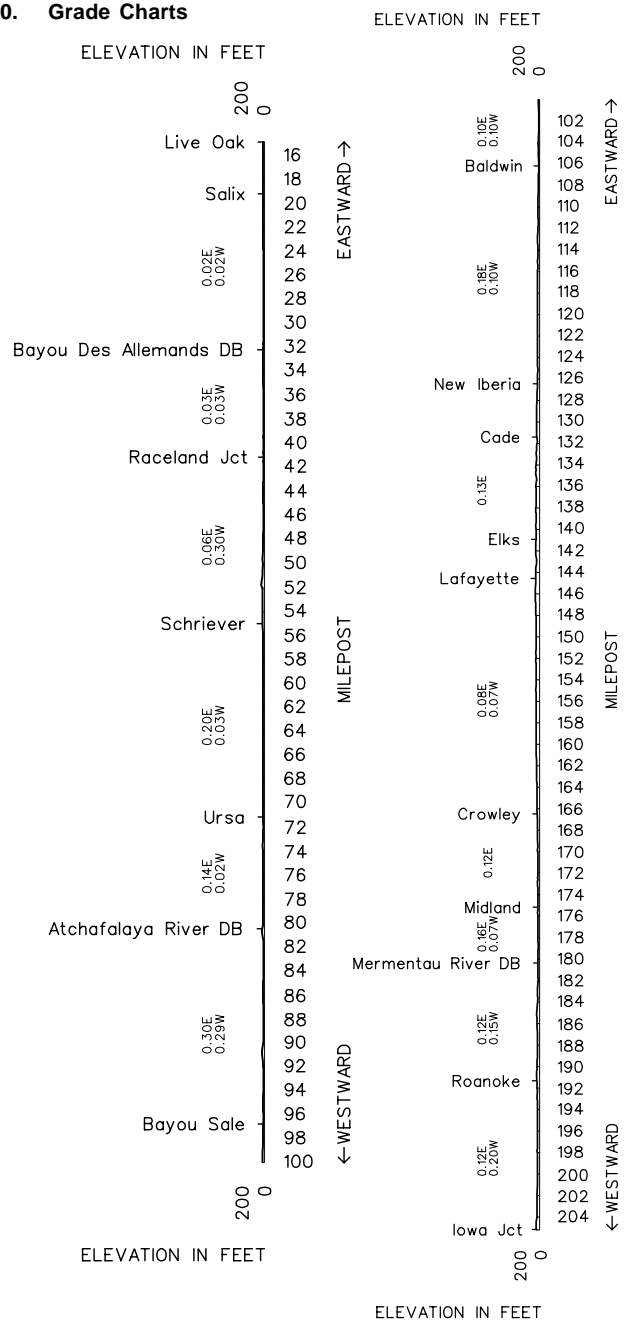
**Line Segment Limits**

1281 ..... MP 14.9 to MP 205.2

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
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			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				10.0	
	6,250	43310	273.7	LAMPASAS	PT			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				10.6	
		43190	313.4	GOLDTHWAITE				7.3	
	10,050	43188	324.0	MULLIN				6.3	
		43184	330.3	VILLA				5.9	
	9,920	43180	336.2	ZEPHYR			7508	8.2	
	5,400	43105	344.4	RICKER	J			4.0	
	8,100	43100	348.4	BROWNWOOD	JBPRT			5.5	
	6,568	43015	364.2	OBREGON				9.3	
		43010	369.7	SANTA ANNA				5.5	
		43005	373.5	SAN ANGELO JCT	JT			4.8	
	8,697	42994	378.3	COLEMAN				12.7	
	5,639	42990	391.0	SILVER VALLEY				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			241.5	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Temple to Sweetwater	55	1	4	5&7	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 ..... 10 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 Subdiv., MP 218.1 ..... 20 MPH.  
 West Freight No. 2 at Lamparas 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.  
 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 ..... 10 MPH on all tracks.  
 San Angelo Jct. ..... 10 MPH on interchange Tracks 9001, 9002, 9003 and 9004.

**Temperature 100 degrees or above**

When air temperature meets the "threshold temperature", all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

Limits	Threshold Temperature	Speed
MP 219.5 to MP 343.1	100 degrees	40 MPH.
MP 354.5 to MP 375.4	100 degrees	40 MPH.
MP 397.6 to MP 398.3	100 degrees	40 MPH.

**Temperature Restrictions**

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 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 Sweetwater ..... 143 tons, Restriction C  
Nolanville—All six axle locomotives are prohibited from using track 701.

**3. Type of Operation**

**CTC**—in effect:  
At Temple, on South Frt. Lead.  
On West Freight No. 1 from Gober to West Freight crossover.  
On Lampasas Main Track between Temple, MP 218.1 and Gober, MP 219.9.  
On Main Track between Westward Signal, MP 343.7, Ricker and Signal, MP 347.7.  
Between MP 348.9 and MP 349.0.  
Between MP 454.2 and MP 459.6.  
On sidings Ricker, Brownwood and Tecific.

**TWC**—in effect:  
Between MP 219.9 and MP 343.7 and between MP 349.4 and MP 454.2.

**Restricted Limits**—in effect:  
Between MP 347.7 and MP 348.9 and between MP 349.0 and MP 349.4.

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

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

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

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

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

**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 main track signal provided it can be determined by signal indication that no train is approaching from the rear; or,
- be governed by 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 0  
MP 247.2—Recall Code 8  
MP 268.4—Recall Code 0  
MP 287.4—Recall Code 8  
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 0

**6. FRA Excepted Track  
Brownwood**

130	210
131	211
132	231
157	233

<b>Lometa</b>	<b>Lawn</b>	<b>Tuscola</b>
3132	7638	7642
3133		
3136		
3138		

<b>Lampasas</b>	<b>View</b>	<b>Cozart</b>
3108	7648	7652
3109	7649	

<b>Santa Anna</b>	<b>Coleman</b>	
7605	7618	7620
7606	7621	7622

**Novice**  
7633

**7. Special Conditions**

**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.

**Siding Sign**—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.

**Close Clearances**

Brownwood ..... Tracks 102 through 111, 117, 118, and 119.  
Coleman ..... Track 7620.  
Sweetwater ..... Track 5153.

**Automatic Switches, Locations by Station**

Kempner—West end



**Critical Areas**—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

- 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

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

Station	Spring Switch Location	Spring Switch Location
Belton	MP 226.1 - East Switch	MP 227.2 - West Switch
Nolanville	MP 234.0 - East Switch	MP 236.5 - West Switch
Copperas Cove	MP 253.7 - East Switch	
Kempner	MP 263.1 - East Switch	
Lampasas	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

**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**

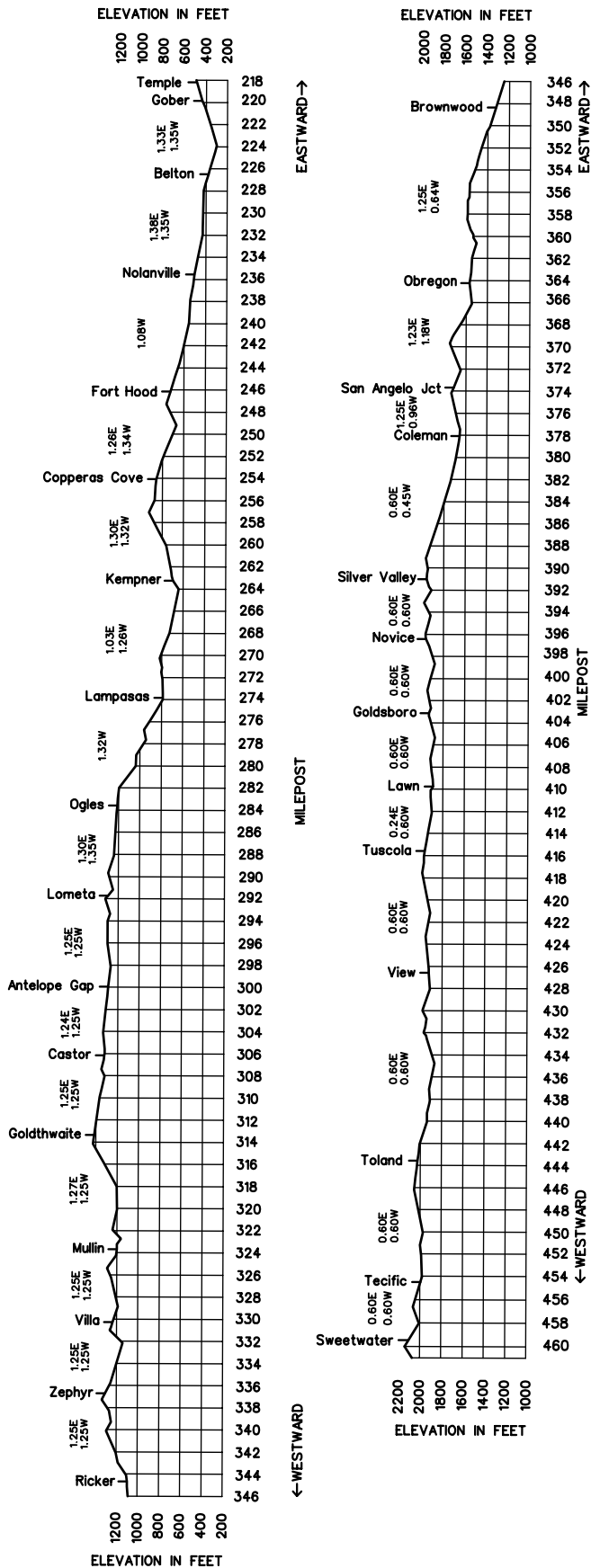
**Line Segment Limits**

- 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
Martin Brick	379.1	500	East
Coleman Grain	379.2	1,123	East
Storage Tracks	379.4	4,344	Both
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.		Type of Oper.	Line Segment	Miles to Next Str.	NORTHWARD ↑
				MAIN LINE STATIONS	Rule 4.3				
		46500	207.6	LONGVIEW	JBPR			19.8	
		46445	187.8	TATUM				6.4	
	2,790	46435	181.4	BECKVILLE		TWC	7503	9.7	
	4,010	46430	171.7	CARTHAGE				10.0	
		46420	161.7	GARY				9.7	
	2,550	46190	152.0	TENAHA	JPR			0.4	
Between MP 51.0 and MP 150.2 Timber Rock RR Timetable is in effect.									
		45735	48.0	CALL	R			4.8	
	3,080	45730	43.2	LE VERTE				5.8	
	2,640	45725	37.4	BESSMAY				7.3	
	3,110	45715	30.1	QUINN		TWC	7503	3.5	
	5,150	45705	26.6	EVADALE				2.5	
		45702	24.1	HAYES				3.1	
		45700	21.0	SILSBEE	JBCPR			186.6	

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

Radio Call-In		
Roganville - 28(X)	Horton - 31(X)	San Augustine -32(X)
Tenaha - 34(X)	Tatum - 35(X)	Call - 27(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  
 Timber Rock Dispatcher—(866) 386-9321, Fax (866) 263-5563

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Freight
Swepeco Industrial Spur .....	10 MPH.
MP 207.3 to MP 162.0 .....	35 MPH.
MP 162.0 to MP 150.2, including trains 100 TOB and over .....	49 MPH.
MP 51.0 to MP 21.0, 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.
MP 36.6 to MP 36.3 .....	20 MPH.
MP 26.5 to MP 26.1 .....	25 MPH.
Wye at MP 21.1 .....	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.  
 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**

Longview to Martin Lake Jct. (MP 184.9)  
 ..... 134 tons, Restriction G  
 Martin Lake Jct. (MP 184.9) to UP RRX (MP 151.6)  
 ..... 143 tons, Restriction E  
 UP RRX (MP 151.6) to Silsbee .... 134 tons, Restriction G

**3. Type of Operation**

**TWC—in effect:**  
 Between Longview, MP 201.0 and Tenaha, MP 154.1  
 Between Kirbyville, MP 47.0 and Silsbee, MP 21.8

**Restricted Limits—in effect:**  
 Longview ..... MP 207.3 to MP 201.0  
 Tenaha ..... MP 154.1 to MP 150.2  
 Call ..... MP 47.0 to MP 51.0  
 Silsbee ..... MP 21.8 to MP 21.0  
 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—Tenaha

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

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations  
 MP 30.8—Recall Code 288  
 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.

**Silsbee**—Junction switch at MP 21 normally lined for Longview and Conroe Subdivisions.

**Key Trains**—Key Trains are prohibited from operating on the sidings at Le Verte (MP 43.2) and Bessmay (MP 37.4).

**Flash Flood Warnings**—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 186.8 to MP 187.5
- MP 188.0 to MP 188.5
- MP 189.4 to MP 189.6
- MP 190.0 to MP 195.0
- MP 200.0 to MP 206.0

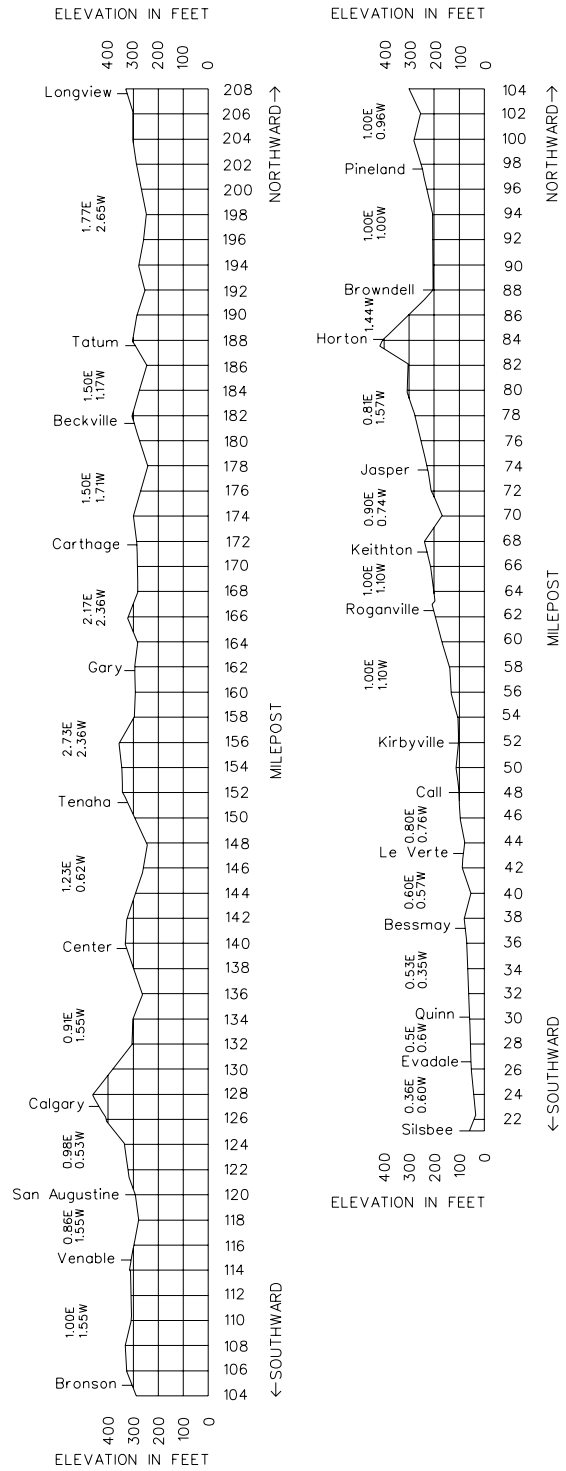
**8. Line Segments**

**Road Line Segments**  
**Line Segment Limits**  
 7503 ..... Longview to Silsbee

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
Buna	36.8	3,043	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		CTC		4.0	
	5,490	35500	10.0	PEARLAND					5.9	
	13,140	35550	4.1	HASTINGS					4.1	
		35600	0.0	ALVIN	JT				20.3	

	Tone Call-In				
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Alvin to New South Yard	72	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**

	Freight
MP 0.0 to MP 18, including trains 100 TOB and over .....	55 MPH.
MP 18 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 PTRR 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**

**Close Clearances**

- MP 15
  - 1. Watch your footing on C.I.P. lead account narrow shoulders.
  - 2. Structures will not clear person on side of car on tracks serving Jefferson Smurfit Inc. Tracks 1527 and 1528
- MP 19  
Track 1962, Houston Industrial District, MP 19, will not clear person on side of car.

**Flash Flood Warnings—**Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- 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**

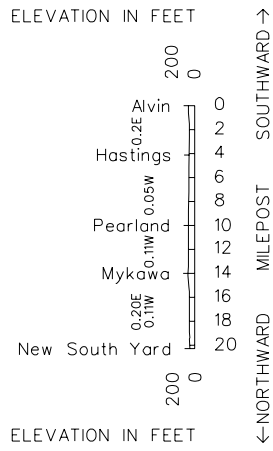
**Line Segment Limits**

7558 ..... New South Yard

**9. 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		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		45700	21.0	SILSBEE	JBCPTR		TWC	7503	6.9	
		37185	14.1	LUMBERTON					5.6	
		37190	8.5	VOTH					6.8	
		37200	1.7	BEAUMONT	BPTR				1.0	
			0.7	UP RRX	M		7505		0.1	
			76.4	UP RRX	M				5.5	
			76.3	UP RRX	M					
		37212	70.9	BROOKS	R				8.3	
			62.2	End of Track	R				34.2	

**Radio Channel 67 in service Silsbee to End of Track.**

Radio Call-In
Beaumont - 06(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, Fax (281) 350-7566

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 21.0 to MP 1.7, including trains 100 TOB and over ..... **Freight** 49 MPH.

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

MP 21.0 ..... 10 MPH.  
 MP 18.8 to MP 19.1 ..... 35 MPH.  
 MP 15.1 to MP 16.3 ..... 35 MPH.  
 MP 9.5 to MP 10.3 ..... 45 MPH.  
 MP 1.1 to MP 2.3 ..... 10 MPH.  
 MP 0.7 ..... 10 MPH.  
 MP 76.4 ..... 10 MPH.  
 MP 76.2 to MP 76.4 ..... 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 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**

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

**3. Type of Operation**

**Restricted Limits—in effect:**

Beaumont—  
 MP 1.0 to MP 4.5  
 MP 76.4 to MP 62.2

Silsbee—  
 MP 21.0 to MP 19.3

**TWC—in effect:**  
 Between MP 4.5 and MP 19.3

**Manual Interlockings Not Controlled by BNSF**

Location	Controlling Railroad
UP RRX, MP 0.7	UP
UP RRX, MP 76.3	UP
UP RRX, MP 76.4	UP

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

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

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

**6. FRA Exempted Track**

2119, 2120, 2122, and 2207

**7. Special Conditions**

**Switches**—All main track switches in Restricted Limits at Silsbee and Beaumont may be left lined and locked as last used. Junction switch at MP 21.0 normally lined for Longview and Conroe Subdivisions.

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

**Beaumont**

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

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

- BNSF joint track between MP 1.0 and Crockett Street is other than main track. Signals between these points are controlled by UP Lafayette Subdivision Dispatcher located at Spring, Texas.
- Signals and dual control switches between Wall Street and KCS control tower at Neches River Bridge, are controlled by KCS control operator.  
 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 KCS Beaumont Sub. is governed by KCS Timetable and Special Instructions and is controlled by Shreveport Dispatcher, Console 4, telephone number (318) 676-6644, Radio Channel 16-10, DTMF 1.
- Crossing west of South Street, equipped with electric lock gate, normal position lined for BNSF and UP movement between South Street and Crockett Street. Control operator must be contacted to release electric lock before gate can be operated, then must be governed by instructions posted on gate.

- The UP Lafayette Subdivision at Beaumont is governed by UP Timetable and Special Instructions and controlled by the UP Subdivision Dispatcher located at Spring, Texas. The UP Lafayette Subdivision Dispatcher's radio channel is 17-17, tone \* 52.

**Cheek**

- At Goodyear Plant, steel reinforcement rods extending upward from the ground from the gate posts to ends of ties at the tank track gate. Watch your footing at this location.  
Crews switching will always leave two (2) car lengths space on No. 2 House Track just north of the main street crossing inside Goodyear Plant. Movement over main crossing in Goodyear Plant must be preceded by flagman.
- Gulf Coast Machine Company has portable undertrack conveyor approximately 800 feet south of derail for the purpose of unloading aggregate.

**8. Line Segments**

**Yard Line Segment**

**Line Segment Limits**

7560 ..... Silsbee Yard

**Road Line Segments**

**Line Segment Limits**

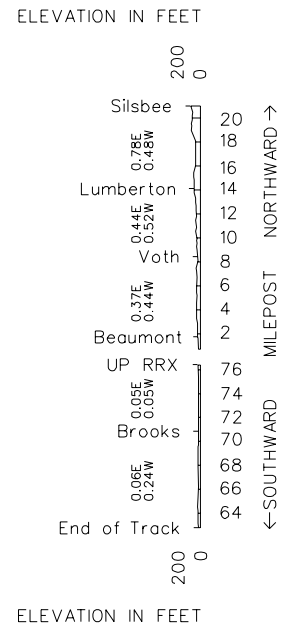
7503 ..... Silsbee to Beaumont

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**





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**Track Bulletin Form B—Verbal Permission:**

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) \_\_\_\_\_ using Form B Restriction No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ (specifying subdivision when necessary).”

- To permit a train to pass a red flag (or red light) without stopping, add the following:
  - “(Train) may pass red flag (or red light) located at MP \_\_\_\_\_ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

- To permit a train to proceed at other than restricted speed, add one of the following:
  - “(Train) may proceed through the limits at \_\_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed through the limits at \_\_\_\_\_ MPH (or maximum authorized speed) but not exceeding \_\_\_\_\_ MPH between/at (specifying location) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

- To require the train to move at restricted speed, but less than 20 MPH, add the following:
  - “(Train) must proceed at restricted speed but not exceeding \_\_\_\_\_ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

**Report Trespassers**  
**1-800-832-5452**

**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