

## AVONDALE SUBDIVISION (0472)

Mile Post	Rule 6.3	CP #s	WEST STATIONS	EAST STATIONS	Sta. #s	Siding Feet
Radio Display: West Bridge Jct. to BNSF Conn. - 4040						
10.5	YL ABS		WEST BRIDGE JCT. (4.1)	(M)Y	TB010	
14.6		L015	LIVE OAK (0.3)	XY		
14.9			BNSF CONN.	Y		
(4.4)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
Yard Limits in effect: Entire Subdivision.						
ABS Between:						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
Maximum Speed			MPH			
Between Mileposts						
10.5 and 14.9						
(Except as Below)..... 60						
10.5 and 12.3..... 40						
Exception: Between the hours of 0700 and 1700, Monday through Friday, all movements on this subdivision must be made at Restricted Speed regardless of more favorable signal indications.						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						
<b>SI-06 DTC BLOCK LIMITS - None.</b>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>						
<b>SI-08 RULES ITEMS</b>						
<p><b>Rule 1.14:</b> Crews operating from MP 14.9 (BNSF-connection) to Lafayette are under the supervision of Burlington Northern Santa Fe Railway Gulf Division, BNSF Timetable and Special Instructions, General Code of Operating Rules.</p> <p><b>Rule 6.13: Exception-:</b> Requirement to have a track warrant and any track bulletins that effect your movement does not apply within yard limits on this subdivision.</p> <p><b>Rule 8.3:</b> No normal position for switches between MP 10.5 and MP 14.9 on this subdivision.</p> <p><b>Rule 15.1:</b> Track warrants and track bulletins are not issued within yard limits on this subdivision.</p>						
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>						
<b>SI-10 BUSINESS TRACKS - None.</b>						
<b>SI-11 INDUSTRIAL LEADS - None.</b>						
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>						
Maximum gross weight: 158 tons						
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>						

### SI-14 MISC. INSTRUCTIONS

**Trains and engines** will contact Avondale Yardmaster before entering or departing Avondale yard limits.

#### OPERATION OVER MISSISSIPPI RIVER BRIDGE BETWEEN W. BRIDGE JCT. AND E. BRIDGE JCT.:

\*\*Trains in excess of 10,000 tons must have a helper on the rear. It is recommended that head end power on such trains be not less than 0.8 horsepower per ton to limit buff forces ahead of the helper(s). The maximum allowable amperage for helper consist for various levels of working horsepower, up to a maximum of 7,600 working horsepower, is shown in the table below. If the caboose is on the rear of the train, the helper must be cut in ahead of the caboose. If the caboose must be shoved against for an emergency to assist a stalled train, the maximum helper working horsepower is 6,000 and maximum amperage is 850. amps.

Total Working Horsepower of Rear End Helper:	*Max Amperage of Rear End Helper:
3000 or less	1300amps
3001 to 6000	1000amps
6001 to 7000	900amps
7001 to 7600	850amps

**\*Note:** Locomotive short time ratings must not be exceeded.

\*\* Loaded Unit Coal Trains will be governed by NOPB rules, general superintendent bulletins and special instructions.

**DYNAMIC BRAKING:** When using dynamic brakes, before entering or leaving turnout or crossover on descending grade, dynamic braking must be reduced to one-half of the maximum amperes, 500 feet before engine reaches the turnout or crossover and 1500 feet after passing through turnout or crossover, and if necessary, automatic brakes applied sufficiently so that speed of 15 MPH or allowable speed will not be exceeded until engine movement is clear of turnout or crossover.