

GALVESTON SUBDIVISION (0575)

Mile Post	Rule 6.3	CP #'s	Radio Display: CP H236 to MP 8.7: 5151 -(*63) MP 8.7 to Galveston: 2424 -(*61)		Sta. #'s	Siding Feet	
			SOUTH STATIONS	NORTH STATIONS			
0.0	YL	H236	S.GH&H JCT. (2.1)	Y			
2.1		EB094	TOWER 85 (2.1)	(X)HEB(M)	A 235		
4.2	CTC	GV004	PTRA CONN. (0.3)				
4.5	YL	SA003	TOWER 30 (11.4)	(X)IUP(M)			
15.9 17.3	TWC		GRAHAM (6.3)			6884	
23.6 24.9			SHELL SIDING (12.3)		A 257	6802	
37.2			TEXAS CITY JCT. (4.1)	(X)TCT(A)	A 269		
41.3	CTC		VIRGINIA POINT (0.9)		A 274		
42.2			CAUSEWAY BRIDGE (1.1)	D(M)			
43.3	YL		ISLAND (0.7)	Y	A 276		
44.0			GALVESTON EAST YARD (2.0)				
46.0			GALVESTON WEST YARD (0.4)	TY		Yard	
46.4			GALVESTON	Y	A 280		
(46.4)							
SI-01 MAIN TRACK AUTHORITY							
CTC Between MP 4.2 and MP 4.5; MP 41.3 and MP 43.3 (Bridge Operator is the Control Operator). TWC Between MP 8.7 and MP 41.3. Yard Limits Between MP 0.0 and MP 4.2; MP 4.5 and MP 8.7; MP 43.3 and MP 46.4.							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed			MPH				
Between Mileposts							
0.0 and 46.4							
(Except as Below)						35	
0.0 and 9.6						20	
16.0 and 36.5						25	
37.2 and 46.4						20	
SI-03 OTHER SPEED RESTRICTIONS							
Maximum Speed			MPH				
1. Thru Sidings & Turnouts							
All sidings and turnouts							10
2. Dual Control Switch Turnouts (No Exceptions.)							
3. Misc. Speed Restrictions (No Exceptions.)							
SI-04 MAIN TRACK DESIGNATIONS - None.							
SI-05 MILEPOST EQUATIONS - None.							
SI-06 DTC BLOCK LIMITS - None.							
SI-07 ITEM 13 TRAIN DEFECT DETECTORS							
(#) 22.4							

SI-08 RULES ITEMS		
Rule 1.45 (TTD) Territory: TTD-3 - S.GH&H Jct. to MP 8.7. In addition, northward movements must contact TTD-3 before passing Yard Limit board at MP 8.7. Rule 10.1: CP SA003 (Tower 30) controlled by TTD-3. Rule 10.3: Track-and-time applies within limits of manual interlocking Tower 85 and Tower 30. Movement Through Galveston Causeway Interlocking: 1. If train or engine is stopped by absolute signal at Virginia Point or Island, crew member must immediately communicate with interlocking operator at lift bridge. 2. Crew may be given verbal authority to proceed from Stop indication by sending a man ahead to inspect the route. Operator must not grant such authority until it is known the route is lined and clear of opposing movement. 3. Operator must be advised in advance of any known condition that will delay the train or engine or prevent it from making normal speed.		
SI-09 FRA EXCEPTED TRACKS - None.		
SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Tx. Crushed Stone	4.1	. . .
Harrisburg	4.9	A 237
T&T Siding	7.9	. . .
Dumont	9.1	A 241
Kellogg	10.2	. . .
HL&P	11.2	. . .
Ashland	12.0	. . .
Genoa	12.8	A 245
Pioneer Conc.	13.5	. . .
McDonough	13.9	A 247
Olcott	14.7	A 248
Webster	20.2	A 252
McCoy	20.9	. . .
Fondren	21.5	A 254
League City	22.7	A 255
Dickinson	27.2	A 260
Penreco	27.5	. . .
LaMarque	35.5	A 267
Texas City Yd	38.0	A 270
SI-11 INDUSTRIAL LEADS		
Texas City Industrial Lead: (0577) Off main track at MP 41.3: MP 0.0 to MP 12.5. Maximum speed 20 MPH. (X)TCT(A) at MP 4.0.		
SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum gross weight: 143 tons.		
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.		
SI-14 MISC. INSTRUCTIONS		
Fondren Spur: When necessary to shove cars over Highway 3, MP 21.6, crew member must provide warning at the crossing. Cars set on Spur Track must not be left between main track and Highway 3 crossing. Texas City Jct.: Movements to TCT yard tracks must not exceed 8 MPH over connection and employee must ride lead car when shoving.		