

SMITHVILLE SUBDIVISION (0567)

| Mile Post | Rule 6.3 | CP #'s | Radio Display: Smithville to MP 156.8: 2424 - (*61) | | Sta. #'s | Siding Feet | |
|--|----------|--------|--|------------|----------|-------------|------|
| | | | SOUTH ▼ STATIONS ▲ | NORTH ▲ | | | |
| 69.4 | YL | | SMITHVILLE (8.6) | BY | BA110 | Yard | |
| 78.0 | TWC | | WEST POINT (17.9) | (XIUP(A)) | | | |
| 95.9 | | | LCRA (6.2) | B | BA084 | | |
| 102.1 | | | FAYETTEVILLE (11.5) | | | BA078 | 9349 |
| 113.6 | | | NEWULM (10.4) | | | BA066 | 5565 |
| 124.0 | | | CAT SPRING (11.4) | | | BA056 | 5649 |
| 135.4 | | | SEALY (21.4) | (X)BNSF(A) | | BA044 | 2437 |
| 156.8 | YL | | END OF TRACK | | | | |
| (87.4) | | | | | | | |
| SI-01 MAIN TRACK AUTHORITY | | | | | | | |
| TWC Between MP 71.3 and MP 153.0. | | | | | | | |
| Yard Limits Between MP 69.4 and MP 71.3; MP 153.0 and MP 156.8. | | | | | | | |
| SI-02 MAXIMUM SPEED TABLE | | | | | | | |
| Maximum Speed | | | MPH | | | | |
| Between Mileposts 69.4 and 156.8 | | | | | | | |
| (Except as Below) 49 | | | | | | | |
| 71.3 and 74.6 40 | | | | | | | |
| 74.6 and 76.6 30 | | | | | | | |
| 76.6 and 88.0 40 | | | | | | | |
| 88.0 and 88.2 20 | | | | | | | |
| 88.2 and 89.4 25 | | | | | | | |
| 89.4 and 90.9 40 | | | | | | | |
| 90.9 and 91.5 30 | | | | | | | |
| 91.5 and 114.0 40 | | | | | | | |
| 124.0 and 135.2 40 | | | | | | | |
| 135.2 and 148.4 10 | | | | | | | |
| 148.4 and 153.0 25 | | | | | | | |
| SI-03 OTHER SPEED RESTRICTIONS | | | | | | | |
| Maximum Speed | | | MPH | | | | |
| 1. Thru Sidings & Turnouts | | | | | | | |
| All Sidings & Turnouts (except as below) 10 | | | | | | | |
| *LCRA (Turnout) 20 | | | | | | | |
| 2. Dual Control Switch Turnouts (No Exceptions.) | | | | | | | |
| 3. Misc. Speed Restrictions | | | | | | | |
| LCRA: On Ballon Trk do not exceed 5 | | | | | | | |
| SI-04 MAIN TRACK DESIGNATIONS - None. | | | | | | | |
| SI-05 MILEPOST EQUATIONS | | | | | | | |
| MP 69.4 = MP 969.4 (Waco Sub.) | | | | | | | |
| SI-06 DTC BLOCK LIMITS - None. | | | | | | | |
| SI-07 ITEM 13 TRAIN DEFECT DETECTORS | | | | | | | |
| (#) 85.7 | | | | | | | |
| (#) 106.3 | | | | | | | |
| (#) 127.4 | | | | | | | |
| (#) 145.5 | | | | | | | |

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|---|-----------|-----------------|
| SI-08 RULES ITEMS | | |
| <p>Rule 1.14 Operation between Sealy and Rosenberg on BNSF RR. Contact BNSF train dispatcher (Radio Display 7272) for authority to enter BNSF main track and connection track.</p> <p>Rule 6.32.2: Movement over grade crossing in siding Brookshire must be protected under provisions of revised second paragraph of this rule.</p> <p>Rule 8.3 Normal position crossover switch at Sealy (MP 135.2) to BNSF connection is for BNSF route.</p> <p>Rule 8.3 - Exception: Following switches may be left lined and locked in the last position used. Movements approach these switches prepared to stop unless known switch is properly lined for movement: * Main track switches within Smithville yard limits.</p> <p>Rule 8.12 - Exception: Following crossover switches may be left lined and locked in the last position used. Movements approach these crossovers and switches prepared to stop unless known the crossover is properly lined for movement: * Both crossovers to main track at the northend of Smithville Yard.</p> | | |
| SI-09 FRA EXCEPTED TRACKS - None. | | |
| SI-10 BUSINESS TRACKS | | |
| Track Name | MP | STA. #'S |
| Western Sand S. | 80.4 | BA098 |
| Texas Tank Car S. | 82.1 | BA098 |
| La Grange | 89.0 | BA091 |
| Brookshire | 147.8 | BA032 |
| Igloo Spur N. | 150.5 | BA029 |
| Cardiff S. | 150.8 | BA029 |
| CEMEX S. | 153.8 | BA024 |
| Tubular N. | 154.0 | BA024 |
| Katy Team N. | 155.8 | BA024 |
| Katy | 156.0 | BA024 |
| TXI N. | 156.7 | BA024 |
| KOY N. | 156.8 | BA024 |
| SI-11 INDUSTRIAL LEADS - None. | | |
| SI-12 TONNAGE RESTRICTIONS/TPOB | | |
| Maximum gross weight: 143 Tons. | | |
| SI-13 TRAIN MAKE-UP RESTRICTIONS - None. | | |

SI-14 MISC. INSTRUCTIONS

Smithville: Movements on auxiliary tracks approaching Miller Street crossing (MP 70.2) must occupy island circuit and know flashers are working and gates down long enough to provide warning unless preceded by a crew member on the ground. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.

LCRA (MP 95.9) Operating Instructions for Radio Controlled Switch (Radio Display - 2424).

A. Southward/Northward Movement on Main Track: Movements continuing on main track will activate signals to display clear indication (green aspect). If signal governing movement over switch displays other than clear indication, train must stop and operate switch by hand until points are seen to move. Then line switch for route to be used, and after at least one unit or car has passed over switch, power must be restored.

B. Southward Movement Main Track to LCRA Lead: To operate switch for Southward movement from main track to LCRA lead track follow this procedure:

1. After movement has entered approach track identified by wayside sign, press 1 # 2 3 (one, pound, two, three).

2. Distant signal will display Yellow aspect and signal governing movement over switch will display Red over Lunar.

3. If signal governing movement over switch displays other than Red over Lunar, movement must stop and operate switch by hand for the route to be used. Restore switch to power after at least one unit or car has passed over switch.

C. Northward Movement LCRA Lead to Main Track: To operate switch for Northward movement from LCRA Lead track to main track follow this procedure:

1. After movement has entered approach track identified by waysign, press 1 # 2 4 (one, pound, two, three).

2. Signal governing movement over switch will display Clear (green aspect).

3. If signal governing movement over switch displays other than Clear (green aspect) movement must stop and operate switch by hand for the route to be used. Restore switch to power after at least one unit or car has passed over switch.

Main track authority at this location governed by track warrant. Signal indication does not convey authority to occupy the main track. After movement clears the dual control switch, it will return to normal position.

LCRA: Do not take locomotives beyond the crossing in track No. 713.