

BNSF



**Gulf
Division**

**Timetable
No. 1**

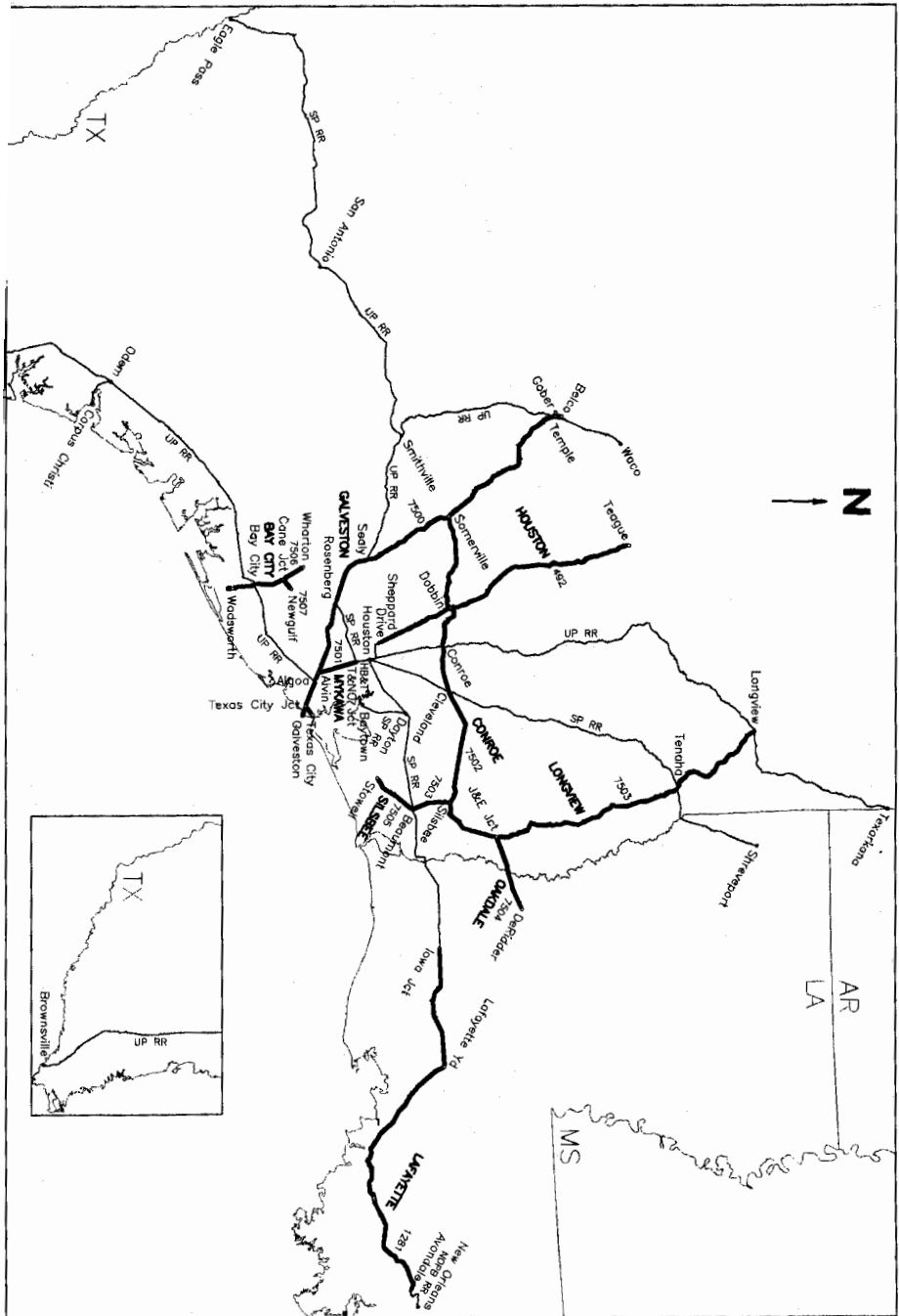
**IN EFFECT AT 0001
Central Continental Time**

Sunday May 11, 1997

**Division Superintendent
S.B. Smith
Houston, Tx
(713) 641-7101**

See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers

Burlington Northern Santa Fe Gulf Division



WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Mykawa Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		35600	.0	ALVIN	T	CTC		
	13140	35550	4.1	HASTINGS				
	5490	35500	10.0	PEARLAND				
	10320	35490	14.0	MYKAWA	BCPT			
			19.4	T.&N.O. JCT.	M	H.B.&T RY.		
		35100	20.3	NEW SOUTH YARD				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Alvin to New South Yard	72	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

	Freight
Alvin to MP 18	55 MPH.%
MP 18 to T&NO Jct	20 MPH.

1(B). Speed - Permanent Restrictions

Alvin east leg of wye	10 MPH.
Alvin west 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

Locomotive cranes/pile drivers, AT 199454 through AT 199468 and Jordan spreaders 45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

If the boom on pile drivers AT 199454 through 199468 is not in the trailing position, the pile driver must be turned at the first available turning facility.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special Instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operation-

CTC-in effect: On main track and sidings between Alvin and signals east of UP crossing at T&NO Jct.

Manual Interlockings Not Controlled by BNSF-

Location	Controlling Railroad
SP RRX	
T&NO Jct., MP 19.4	HB&T

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions-

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items

Rule 1.14-BNSF trains, at Houston, use HB&T, PTR A and SP tracks. UP trains use BNSF tracks between Alvin and T&NO Jct.

5. Trackside Failed Equipment Detectors (FED)-

A. Protecting bridges, tunnel or other structures: None

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 1.7	Hot Box & Dragging Equip.	Radio communication

6. FRA Excepted Track-**Mykawa**

1429	1530	1841	1958
1502	1531	1902	1959
1503	1532	1903	1962
1521	1533	1904	1963
1522	1534	1904	1964
1523	1535	1908	1965
1524	1509	1909	1966
1526	1510	1911	1967
1527	1511	1919	1968
1528	1512	1953	1969
1529	1513	1955	1970
		1956	1971
		1957	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 Container Corporation of America, C.I.P.
MP 19	Track 1962, Houston Industrial District, MP 19, will not clear person on side of car.

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 in feet	Switch Opens
Edwards Spur	0.9	1700	West
HD No.1	6.1	5160	West
HD No.2	7.1	5280	West
HD No. 3	8.2	5070	West
Chance Collar Inc.	8.5	800	East
Midwest Steel	8.7	380	East
HD No. 4	10.9	2800	West
HD No. 5	11.6	3210	Both
Energy Coatings	11.9	1200	East
HD No. 6	13.0	6520	East
TOFC Facilities	14.5	Yard	Both
Gifford Hill Storage	18.4	1250	Both
Ideal Cement	18.5	2160	West
Industrial Tracks	18.9	7900	West

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Houston Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		40000	GALVESTON FRT YD	JY			
		40050	NEW SO YD HOUSTON				

BETWEEN NEW SOUTH YARD HOUSTON AND SHEPPARD DR. HB&T RY.
RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN

		60.6	SHEPPARD DRIVE	JY			
			10.0				
5,639	40070	70.6	CASEY	BY			
			10.6				
7,615	40081	81.2	ORR				
			3.6				
	40085	84.8	TOMBALL				
			12.0				
5,860	40096	96.8	KAREN				
			8.8				
	40105	105.6	DOBBIN	A			
			4.9				
7,498	40111	110.5	SIMMONS				
			14.8				
	40125	125.3	SHIRO				
			5.2				
6,360	40130	130.5	SINGLETON				
			21.3				
6,208	40151	151.8	ZULCH				
			16.7				
6,343	40168	168.5	FLYNN				
			16.1				
6,115	40185	184.6	NEWBY				
			19.7				
	40204	204.3	TEAGUE	BTY			
			18.1				
9,109	40222	222.4	STREETMAN				
			19.2				
5,990	40242	241.6	CORSICANA	M			
			17.1				
5,824	40259	258.7	BARDWELL				
			12.2				
7,206	40271	270.3	WAXAHACHIE				
			0.8				
		797.9	BRI JCT				
			1.3				
		796.6	SP RRX	AJ			
			5.4				
6,252		791.2	STERRETT				
			9.5				
3,932		761.7	LANCASTER				
			12.4				
		789.3	FOREST AVE	YJ			

BETWEEN FOREST AVE. AND NORTH JCT GENERAL CODE OF OPERATING RULES
AND UP R.R TIMETABLE GOVERN

		643.9	NORTH JCT	J		
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AAR Radio Channel 66 in service between Galveston Freight
Yard and Red Oak (MP 788)

AAR Radio Channel 39 in service between Red Oak (MP 788) and North Jct.

Between Teague and Forest Ave. is under the jurisdiction of the Texas Division

Dispatcher Radio Call-in:		
Houston-12	Casey-13	Tomball-14
Shiro-15	Zulch-16	Newby-17
Teague-18	Corsicana-19	Waxahachie-10
	Irving-43	

Emergency Train Dispatcher Call – 911

Dispatchers Telephone 817-234-6368 or 800-666-1023, FAX 817- 234-6374

1. Speed Regulations

1(A). Speed – Maximum Freight
Sheppard Dr. to Forest Ave 40 MPH.

1(B). Speed – Permanent Restrictions
MP 60.6 to MP 67.8 20 MPH.
MP 67.8 to MP 75.8 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 204.7 30 MPH.
MP 238.0 to MP 242.3 30 MPH.
MP 270.0 to MP 796.3 20 MPH.
MP 785.4 to MP 785.3 25 MPH.
MP 784.0 to MP 782.2 30 MPH.
MP 779.5 to MP 770.6 (HE Only) 25 MPH.
MP 770.6 to MP 769.3 10 MPH.

1(C). Speed – Switches and Turnouts–None

1(D). Speed – Other
Sidings 10 MPH.
Locomotive cranes/pile drivers, AT 199454 through AT 199468
and Jordan spreaders 30 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.
If the boom on pile drivers AT 199454 through 199468 is not in the trailing position, the pile driver must be turned at the first available turning facility.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions–
Maximum Gross Weight of Car:

Sheppard Drive to Forest Ave. 143 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Method of Operations–
TWC–in effect

MP 76.0 to MP 769.3

Yard limits–in effect–

MP 60.6 to MP 76.0, before entering or moving within these limits, communicate with BNSF dispatcher for instructions.

MP 201.5 to MP 207.5

MP 771.1 to MP 769.3

ABS–in effect:

MP 60.6 to MP 769.3

Interlocking–

MP 105.6 (Dobbin) BNSF Xing

MP 239.6 Corsicana–SP

MP 796.6 (Waxahachie)

4. General Code Of Operating Rules Items

Rule 6.19–When flagging is required, distance will be 1.0 miles.

5. Track Side Failed Equipment Detectors (FED)–

A. Protecting Bridges, Tunnels or Structures: None

B. Other FED Locations:

Orr	MP 82.6
Shiro	MP 122.5
North Zulch	MP 147.1
Flynn	MP 173.5
Newby	MP 193.6
Streetman	MP 215.5
Corsicana	MP 246.8
Waxahachie	MP 266.4

6. FRA Excepted Track--None**7. Special Instructions--**

Automatic Switches--By location, by station, includes both switches unless specified: Streetman, Waxahachie

Radio Controlled Automatic Switches--Waxahachie--

Rule 8.19 Automatic Switches--is supplemented by adding the following:

Automatic switches are equipped with a radio remote control feature that can be used by train crews to request a route onto the transfer (interchange) 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 keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, absolute signal governing movement over the switch will display a diverging aspect and the approach signal will display approach medium.

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.

SP Transfer Waxahachie--

Radio controlled operating instructions by general order.

Switch Interlocking Instructions--

Westward trains and engines originating at Teague using U.P. Railroad tracks between Forest Ave. and North Jct. or between SP RRX Waxahachie and SP 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.

To access the U.P. Dispatcher at Waxahachie, all engines equipped with multi-channel radios turn to Channel 20 and press " * " .

Mileage Conversion at BRI Jct.--798.0 =271.0**8. Line Segments--**

Yard Line Segments--

Line Segment	Limits
763	Houston Ind.
767	Teague
764	Dallas Union Station

Road Line Segments-

Line Segment Limits

492

Galveston Frt Yard to North Jct.

9. Locations Not Shown as Stations

Name	Miles Post Location	Capacity Cars	Switch Opens
40078 Louetta	6.4 east of Tomball	40	Both
40091 Ventura	5.5 east of Karen	66	Both
40141 Tmpa	12.4 east of Zulch	100	Both
40141 Iola	10.4 east of Zulch	6	East
40159 Normangee	7.8 west of Zulch	14	Both
40183 Koch (MP Tfr)	1.3 east of Newby	25	East
40185 Nucor Steel	0.8 east of Newby	95	Both
40191 HL & P	6.4 west of Newby	49	Both
40225 TXI	3.3 west of Streetman	50	West
Meridian Rock	11.8 west of Streetman	30	Both
Guardian Glass	14.7 west of Streetman	20	East
Armaglass	3.4 east of Sterret	13	East
Service	14.7 west of Sterret	13	Both
Red Oak	14.7 west of Sterret	12	West
Sargent	14.7 west of Forest Avenue	12	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Longview Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		46500	207.6	LONGVIEW	BPTR			
		46445	187.8	19.8 TATUM				
		46435	181.4	6.4 BECKVILLE				
	4010	46430	171.7	9.7 CARTHAGE				
		46420	161.7	10.0 GARY				
	2550	46190	152.0	9.7 TENAHA	PR			
			151.6	0.4 SP RRX	A			
	2040	46100	139.8	11.8 CENTER	P			
		45920	127.0	12.8 CALGARY				
	2490	45900	120.4	8.6 SAN AUGUSTINE	BPR			
		45880	114.9	5.5 VENABLE				
		45860	104.7	10.2 BRONSON				
	2080	45840	97.5	7.2 PINELAND	P	TWC		
		5970	88.0	9.5 BROWNEDELL				
		45820	84.2	3.8 HORTON				
	4140	45800	73.6	10.6 JASPER	PTR			
		45790	67.1	6.5 KEITHTON				
		45780	62.4	4.7 ROGANVILLE				
			53.0	9.4 J&E JCT.				
	1950	45740	52.4	0.6 KIRBYVILLE				
		45735	48.0	4.4 CALL				
	3080	45730	43.2	4.8 LE VERTE				
		45725	37.4	5.8 BESSMAY	R			
	3110	45715	30.1	7.3 QUINN				
		45705	26.6	3.5 EVADALE				
		45702	24.1	2.5 HAYES				
		45700	21.0	3.1 SILSBEE	BCPTR			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Longview to Silsbee	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Swepeco Industrial Spur	10 MPH.
MP 207.8 to MP 162.0	35 MPH.
MP 162.0 to MP 21.0	49 MPH.%

1(B). Speed - Permanent Restrictions

MP 207.8 to MP 206.2	10 MPH.
MP 205.7 to MP 205.2	25 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 MP 156.1 to MP 155.8	40 MPH.

Freight

At MP 151.6	20 MPH.
MP 152.8 to MP 150.2	35 MPH.
MP 139.9 to MP 139.8 (HE only)	35 MPH.
MP 130.7 to MP 128.8	20 MPH.
MP 128.6 to MP 120.0	40 MPH.
MP 118.8 to MP 117.7	35 MPH.
MP 117.5 to MP 115.1	25 MPH.
MP 112.9 to MP 112.4	40 MPH.
MP 108.5 to MP 108.3	40 MPH.
MP 106.7 to MP 106.6	30 MPH.
MP 106.2 to MP 103.3	40 MPH.
MP 102.5 to MP 102.4	30 MPH.
MP 101.2 to MP 98.2	40 MPH.
MP 96.0 to MP 93.0	10 MPH.
MP 93.0 to MP 91.0	25 MPH.
MP 86.9 to MP 85.0	30 MPH.
MP 85.0 to MP 80.7	20 MPH.
MP 73.5 to MP 72.0	35 MPH.
MP 64.5 to MP 63.3	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

- Tatum 5 MPH on Track 3254.
- Pineland 5 MPH on all tracks inside Temple Industries Plant.
- Jasper (1) 5 MPH on all yard and industry tracks and all tracks in Owens-Illinois Plant, except on old siding.
(2) Engines prohibited on Track 2913 from bridge to east end of track.
- Bessmay 5 MPH on all yard tracks.
- Evadale 5 MPH on all yard tracks except main track.
- Locomotive cranes/pile drivers, AT 199454 through AT 199468 and Jordan spreaders 30 MPH.
- Locomotive cranes/pile drivers must be handled in trains next to engine.
- If the boom on pile drivers AT 199454 through 199468 is not in the trailing position, the pile driver must be turned at the first available turning facility.
- Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.
- Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions--None

3. Method of Operation--

TWC--in effect: Between Longview, MP 207.6 and Silsbee, MP 21.0.

Restricted Limits--in effect:

Longview	MP 207.8 to MP 203.3
Tenaha	MP 153.1 to MP 150.2
San Augustine	MP 122.0 to MP 118.6
Jasper	MP 75.8 to MP 72.8
Bessmay	MP 38.2 to MP 36.6
Silsbee	MP 21.8 to MP 21.0

4. General Code of Operating Rules Items--None

5. Trackside Failed Equipment Detectors (FED)--

- A. Protecting bridges, tunnel or other structures: None
- B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 30.8, 164.1	Hot Box & Dragging Equip.	Radio Communication

6. FRA Excepted Track-None

7. Special Conditions-

Silsbee-junction switch at MP 21 normally lined for Longview and Conroe Subdivisions.

8. Line Segments-

Road Line Segments

Line Segment Limits

7503 Longview to Silsbee

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Rescar	203.8	1100	Both
Texas Eastman Co.	202.7	3700	Both
Sweppo Industrial Spur	195.5	16679	West
Martin Lake Jct.	184.9	1800	Both
Louisiana Pacific	174.5	1200	Both
Rite Care	149.9	770	Both
Neuville	131.4	2050	Both
Rebecca	109.6	800	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Conroe Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		44800	0.0	SOMERVILLE	BPTR			
		44750	5.4	SCOFIELD				
	5650	44760	18.3	ALLENFARM				
		44770	28.1	NAVASOTA				
				SP RRX	A			
	8568	44860	33.1	WOOD				
	2600	44865	37.7	YARBORO				
			49.9	B.N. RRX	A			
		44880		DOBBIN				
		44885	55.6	MONTGOMERY				
	7910	44895	63.8	HONEA				
			72.1	UP RRX	A			
	5600	44900	72.2	CONROE	BP	TWC		
		44910	74.6	BEACH				
		44950	79.1	WAUKEGAN				
	9650	44970	85.0	SECURITY				
		44980	89.6	FOSTORIA				
				SP RRX	A			
	3950	44990	94.9	CLEVELAND	P			
		45415	105.5	RAYBURN				
	8540	45425	111.0	ROMAYOR				
		45440	121.5	VOTAW				
	7850	45445	128.9	BRAGG				
	5937	45465	144.0	KOUNTZE				
		45700	152.2	SILSBEE	BCPTR			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Somerville to Silsbee	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Somerville to Silsbee 49 MPH.% Freight

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 (HE only)	25 MPH.
MP 28.1	20 MPH.
MP 28.2 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	49 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 (HE only)	40 MPH.
MP 71.8 to MP 73.4 (HE only)	30 MPH.
MP 72.2	20 MPH.
MP 94.9	20 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

Conroe—all tracks except main track 5 MPH.

Navasota—all tracks except main track 5 MPH.

Youens—Huntsman industry tracks 5 MPH.

Cleveland—all yard tracks 5 MPH.

Union Tank Car Co.—all industry tracks 5 MPH.

Kountze—track 1012 5 MPH.

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

If the boom on pile drivers AT 199454 through 199468 is not in the trailing position, the pile driver must be turned at the first available turning facility.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special Instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions—None**3. Method of Operation—**

TWC—in effect: Between Somerville, MP 0.0 and Silsbee, MP 152.5.

Restricted Limits—in effect:

Somerville	MP 0.0 to MP 1.0
Silsbee	MP 149.5 to 152.5

4. General Code of Operating Rules Items—None**5. Trackside Failed Equipment Detectors (FED)—**

A. Protecting bridges, tunnel or other structures: None

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 11.7, 39.5, 64.9, 88.2, 114.1, 136.2	Hot Box & Dragging Equip.	Radio communication

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. Impaired 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—main track switch at 5th Street, CLIC No. 113 and wye switch at 4th Street, will be left lined and locked as last used. Junction switch at MP 152.5 normally lined for Longview and Conroe Subdivisions.

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

ECP Brake System—When operating with electronically controlled pneumatic brake equipment (ECP) and ECP braking mode is discontinued for any reason after departure from originating terminal, make an immediate report of this fact to the mechanical desk at the SOC.

8. Line Segments—

Yard Line Segment

Line Segment	Limits
7551	Somerville Yard
7560	Silsbee Yard

Road Line Segment

Line Segment	Limits
7502	Somerville to Silsbee

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Clay	11.9	1350	Both
Trinity Industrial	31.1	450	West
Plantersville	43.4	1040	Both
Maverick Tube	75.3	1320	West
Owens-Corning	76.1	420	East
Huntsman Chemical Co.	76.4	2400	Both
Youens	77.0	1750	Both
Pavers Supply & Smith Co.	77.7	1500	Both
Union Tank Car Co.	99.5	1610	Both
Kirby	103.9	4800	West
Dolen	107.3	1550	East
Honey Island	135.5	780	West

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Galveston Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
	7580	43400	218.1	TEMPLE	BCPT	2MT CTC		
			0.7	UP RRX	M			
			217.4	KNOWD		6MT CTC		
			2.5	ROGERS				
			214.9	BUCKHOLTS		6MT CTC		
			10.2	CAMERON				
	11570	43580	204.7	HOYTE		6MT CTC		
			8.7	MILANO				
	12070	43584	196.0	UP RRX	PA	6MT CTC		
			8.6	CHRIESMAN				
	11190	43588	188.0	CALDWELL	P	6MT CTC		
			8.0	DAVIDSON				
	12160	43590	181.3	SOMERVILLE	BPT	6MT CTC		
			6.7	LANDES				
	10570	43592	174.5	BRENHAM		6MT CTC		
			174.4	UP RRX				
			165.8	BNSF RRX	M	6MT CTC		
			8.6	PHILLIPSBURG				
	10970	43596	165.8	DANT		6MT CTC		
			157.8	BELLVILLE				
	12054	43600	157.8	UP RRX	A	6MT CTC		
			8.5	SEALY				
	11320	44575	151.3	SP RRX	M	6MT CTC		
			9.9	WALLIS				
	4980	44600	141.4	TOWER 17	C	6MT CTC		
			8.5	SP RRX	M			
	11480	44610	132.9	ROSENBERG	BP	6MT CTC		
			6.9	BOOTH				
			126.0	THOMPSONS	T	6MT CTC		
			120.1	DUKE				
	11230	44630	120.1	UP RRX	A	6MT CTC		
			110.3	UP RRX				
	6810	44640	110.3	UP RRX	A	6MT CTC		
			106.2	MANVEL				
	10400	44710	94.6	ALVIN	BT	6MT CTC		
			82.2	ALGOA	T			
			80.8	TEXAS CITY JCT.	T	6MT CTC		
			80.8	VIRGINIA POINT				
	11740	33910	80.8	UP RRX	A	6MT CTC		
			66.2	LIFT BRIDGE	BCM			
			65.8	ISLAND		6MT CTC		
			55.0	GALVESTON	BPR			
			50.4			6MT CTC		
			44.2					
	8790	34130	44.2			6MT CTC		
			42.9					
			36.0			6MT CTC		
			36.0					
			28.6			6MT CTC		
			28.6					
			24.4			6MT CTC		
			24.4					
	5460	35900	11.0			6MT CTC		
			11.0					
			6.3			6MT CTC		
			6.3					
			2.2			6MT CTC		
			2.2					

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Temple to Galveston	72	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

	Freight
Temple to Algoa	55 MPH.%
Algoa to Virginia Point	40 MPH.
Virginia Point to Galveston	20 MPH.
Smithers Lake Industrial Spur	20 MPH.

1(B). Speed - Permanent Restrictions

MP 220.5 to MP 220.4 (HE only)	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 170.4	50 MPH.
MP 170.1 to 169.7	40 MPH.
MP 169.4 to 169.1	45 MPH.
MP 157.6 to 157.4	45 MPH.
MP 134.4 to 134.1	40 MPH.
MP 133.8 to 133.5	45 MPH.
MP 126.6 to 125.5	35 MPH.
MP 126.2 to 125.5 (HE only)	25 MPH.
MP 126.0	25 MPH.
MP 125.1 to MP 123.8	45 MPH.
MP 106.8 to 106.5	45 MPH.
MP 94.6	50 MPH.
MP 82.2	50 MPH.
MP 66.8 to MP 66.6 (HE only)	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.
East leg of wye Alvin	10 MPH.
West leg of wye Alvin	25 MPH.
MP 7.3 to MP 24.4	30 MPH.
Life Bridge, MP 5.2	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.	
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.
North track at Lampasas Subdiv., MP 218.1	20 MPH.
Both crossovers, MP 218.0 and MP 217.9	20 MPH.
EE main tracks, MP 216.9	30 MPH.
WE Passenger track 3	20 MPH.
Knowd, WE main tracks	30 MPH.
Rogers, Buckholts, Cameron, Hoyte, Milano, Chriesman	30 MPH.
Caldwell, both ends siding	30 MPH.
SP connection	10 MPH.
Davidson, both ends siding	30 MPH.
Somerville, both ends siding	20 MPH.
EE yard	10 MPH.
Landes, Phillipsburg, Dant, Bellville, Sealy, Wallis, both ends siding	30 MPH.
Rosenberg, both ends siding	30 MPH.
SP Jct	10 MPH.
SP transfer	10 MPH.
Booth, both ends siding	30 MPH.
Thompsons, turnout, east leg of wye	20 MPH.
Duke, Marvel, both ends siding	30 MPH.

Alvin, turnout, east leg of wye	10 MPH.
turnout, west leg of wye	25 MPH.
crossover, MP 28.6	10 MPH.
MP 27.3, crossovers between north and south track	30 MPH.
Algoa, east connection to UP	30 MPH.
Crossovers between north and south track	30 MPH.
Texas City Jct, both ends siding	30 MPH.
Virginia Point, SP and UP Junctions	30 MPH.
Island, SP and UP Junctions	30 MPH.

1(D). Speed - Other

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 East Freight Lead between Ft. Worth Subdivision Main Track and East End Freight Yard	10 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 SP yard tracks	10 MPH.
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders	45 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.	
If the boom on pile drivers AT 199454 through 199468 is not in the trailing position, the pile driver must be turned at the first available turning facility.	
Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear through a turnout must not exceed one-half the maximum authorized speed for that turnout.	
Pile drivers AT 199454 through 199468 must not be humped or switched with.	

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 219.2 to MP 187.5	100 Degrees	40 MPH
MP 178.2 to MP 172.6	100 Degrees	40 MPH
MP 167.1 to MP 140.2	100 Degrees	40 MPH
MP 133.4 to MP 111.0	100 Degrees	40 MPH
MP 45.2 to MP 44.8	100 Degrees	40 MPH

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

2. Bridge and Equipment Weight Restrictions--None**3. Method 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 Passenger Track 3; 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, EXCEPT on sidings Somerville and Belville.

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

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions-

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items

Rule 1.14-BNSF trains use UP tracks between Algoa and Bay City and SP tracks between Tower 17 and Houston.

SP trains use BNSF tracks between Tower 17 (Rosenberg) and Galveston.

UP trains use BNSF tracks between Sealy and Algoa.

Temple-BNSF trains and engines, upon permission from UP train dispatcher, may use UP main track to interchange cars to and from Coble siding.

Galveston-trains using GRI tracks are governed by General Code of Operating Rules and BNSF Timetable.

Rule 6.26-Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No. 4**, etc., respectively.

5. Trackside Failed Equipment Detectors (FED)-

A. Protecting bridges, tunnel or other structures: None

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 199.0, 178.4, 161.3, 144.7, 129.0, 107.6, 92.0, 77.3, 53.1, 46.2, 20.7, 12.2	Hot Box & Dragging Equip.	Radio communication

6. FRA Excepted Track-

Bellville		Alvin	
0504		5311	5326
		5312	
Chips		Galveston	
5041	5042	6402	6403

7. Special Conditions-

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.

Somerville and Bellville-permission from train dispatcher must be obtained before entering siding on other than signal indication from main track.

Thompsons-Smithers Lake Industrial Spur track to East leg of wye normally lined for East leg of wye.

ECP Brake System-When operating with electronically controlled pneumatic brake equipment (ECP) and ECP braking mode is discontinued for any reason after departure from originating terminal, make an immediate report of this fact to the mechanical desk at the SOC.

8. Line Segments-

Yard Line Segments

<u>Line Segment</u>	<u>Limits</u>
7552	Temple Yard
7551	Somerville Yard
7550	Galveston Yard

Road Line Segments

<u>Line Segment</u>	<u>Limits</u>
7500	MP 2.2 to MP 218.2

9. Locations Not Shown as Stations-

Name	Mile Post Location	Capacity in feet	Switch Opens
Heidenheimer	212.3	2300	Both
El Pleasant	87.1	4990	Both
Orchard	76.2	4800	Both
Chips	69.5	2150	West
Smithers Lake Industrial spur (Includes track serving H.L.&P Yard)	51.2	20792	East
Arcola	42.6	1160	Both
Tex Stone	12.7	6200	East

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Oakdale Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ E A S T W A R D
			39.4	End of Track	R			
		46745	38.4	DeRIDDER	PR			
				KSC RRX	G			
	2130	46735	33.5	SHEAR		TWC		
	2440	46730	325	BOISE CASCADE				
	2610	46725	27.5	NEALE				
	2540	46720	22.1	MERRYVILLE, LA				
		46715	15.37	BON WIER, TX				
	1500	46710	12.2	FAWIL				
			0.5	J&E JCT.				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
End of Track to J&E Jct.	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum Freight
 DeRidder to J&E Jct. 30 MPH.

1(B). Speed - Permanent Restrictions
 RRX, MP 38.4 20 MPH.
 MP 0.5 to 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,
 All Sidings 10 MPH.

1(D). Speed - Other
 Locomotive cranes/pile drivers, AT-199454 through AT-199468
 and Jordan spreaders 20 MPH.
 Locomotive cranes/pile drivers must be handled in trains next to engine.
 If the boom on pile drivers AT 199454 through 199468 is not in the trailing position, the pile
 driver must be turned at the first available turning facility.
 Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar
 machinery moving on their own running gear through a turnout must not exceed
 one-half the maximum authorized speed for that turnout.
 Pile drivers AT 199454 through 199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operation-

TWC-in effect:

DeRidder, MP 39.4 to J&E Jct., MP 0.5

Restricted Limits-in effect:

MP 39.4 to MP 37.4

4. General Code of Operating Rules Items-None

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track-None

7. **Special Conditions-**

ECP Brake System-When operating with electronically controlled pneumatic brake equipment (ECP) and ECP braking mode is discontinued for any reason after departure from originating terminal, make an immediate report of this fact to the mechanical desk at the SOC.

8. **Line Segments-**

Road Line Segments-

Line Segment	Limits
7504	MP 0.0 to MP 39.4

9. **Locations Not Shown as Stations**

Name	Miles-Location	Capacity in feet	Switch Opens
Boise Cascade Industrial Spur	32.5	5.0 miles	East
Bleakwood	5.2	600	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Silsbee Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		45700	21.0	SILSBEE	BCPTR	TWC		
		37185	14.1	LUMBERTON				
		37190	8.5	VOTH				
		37200	1.7	BEAUMONT	PTR			
			0.7	S.P. RRX	M			
			76.4	U.P. RRX	M		
				S.P. RRX			
		37212	70.9	BROOKS		TWC		
			62.6	End of Track				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Silsbee to End of Track	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Silsbee to Beaumont	49 MPH.%	Freight
Beaumont to MP 62.6	25 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.
Locomotive cranes/pile drivers, AT 199454 through AT 199468 and Jordan spreaders	20 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine. If the boom on pile drivers AT 199454 through 199468 is not in the trailing position, the pile driver must be turned at the first available turning facility.	
Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear through a turnout must not exceed one-half the maximum authorized speed for that turnout.	
Pile drivers AT 199454 through 199468 must not be humped or switched with.	

See Item 1 of the System Special Instructions for Additional Speed Restrictions

2. **Bridge and Equipment Weight Restrictions--None**3. **Method of Operation--****Restricted Limits--**

Silsbee MP 21.0 to 19.3

Beaumont MP 4.5 to MP 73.3

TWC--in effect: Between MP 73.3 and End of Track, MP 62.2

Manual Interlockings Not Controlled by BNSF--**Location** **Controlling Railroad**

SP RRX, MP 0.7 UP

UP RRX

SP RRX, MP 76.4 UP

4. **General Code of Operating Rules Items--None**5. **Trackside Failed Equipment Detectors (FED)--None**6. **FRA Excepted Track--**

2119, 2120, 2122, and 2207

MP 48.0 to MP 56.0 - all tracks

7. **Special Conditions--**

At Silsbee, wye switch at 4th Street will be left lined and locked as last used. Junction switch at MP 21 normally lined for Longview and Conroe Subdivisions.

Silsbee--

- (1) Close clearance on Rip Tracks 203 and 204 account work equipment in area.
- (2) Impaired 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.

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.

- (1) Switch to Track 2118 will be lined and locked for Track 2117.
- (2) Ties and rail have been painted orange 100 feet east of Lucas Street crossing and trains being held out of yard must stop east of this location.

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

- (1) On BNSF joint track between Calder Avenue and Crockett Street, there is no main track. Between these points, all tracks are yard tracks governed by block signals and movements will be made in accordance with signal indication.
- (2) On SP-UP-KCS joint track, two main tracks in service between Langham Road and end of two tracks just west of KCS control tower at Neches River Bridge. These main tracks are signaled for movement in both directions. All movements will be governed by block signals whose indications will supersede the superiority of trains.
- (3) Signals and dual control switches between Wall Street and KCS control tower at Neches River Bridge, are controlled by KCS control operator.
- (4) Signals and dual control switches between Langham Road and Wall Street and between Laurel Avenue and Crockett Street, are controlled by UP control operator located at passenger station, Eleventh Street.
- (5) Crossing west of South Street, equipped with electric lock gate, normal position lined for BNSF and SP 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.
- (6) Telephones are located on side of each building in vicinity of signal for communication with control operator. This can be done by inserting switch lock key in key slot, turn to right, press in and talk. KCS, UP, BNSF and SP keys will operate phone. A building is located at the south end of Wall Street Yard, and near Franklin Street, which can be used for movement over the KCS main track.
- (7) The UP interchange track switch leads off the SP Sabine main track just east of Cedar Street.

Cheek

- (1) 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 east of the main street crossing inside Goodyear Plant. Movement over main crossing in Goodyear Plant must be preceded by flagman.
- (2) Gulf Coast Machine Company has portable undertrack conveyor approximately 800 feet west of derail for the purpose of unloading aggregate.

ECP Brake System—When operating with electronically controlled pneumatic brake equipment (ECP) and ECP braking mode is discontinued for any reason after departure from originating terminal, make an immediate report of this fact to the mechanical desk at the SOC.

8. Line Segments—

Yard Line Segment

Line Segment	Limits
7560	Silabee Yard

Road Line Segments

Line Segment	Limits
7503	Silabee to Beaumont
7505	Beaumont to MP 62.6

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Seth	16.1	550	East
Beaumont Warehouse—Corporation	73.8	702	West
Coors Beer Company	73.7	442	West
American Rice Growers	69.0	1100	East
Gulfco	68.4	2200	East
Cheek	68.0	1300	Both
Goodyear	66.8	3000	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Bay City Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
			54.0	End of Track				
			55.2	CANE JCT	R			
	33495	60.5	5.3	RUNNELLS	R			
	33600	68.6	7.8	BAY CITY	BPR			
		69.0	0.4	U.P. RRX	M		
	33690	79.6	10.6	WADSWORTH	R			
		82.5	2.9	End of Track	R			

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EMER
End of Track to End of Track	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

MP 54.0 to MP 82.5	20 MPH.	Freight
New Gulf Industrial spur	20 MPH.	
Celanese Industrial Spur	10 MPH.	

1(B). Speed - Permanent Restrictions

MP 69.0	20 MPH.
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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

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders

10 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.
Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

If the boom on pile drivers AT 199454 through 199468 is not in the trailing position, the pile driver must be turned at the first available turning facility.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operation-

Restricted Limits-in effect:

MP 54.0 to MP 82.5

Manual Interlockings Not Controlled by BNSF-

Location Controlling Railroad

UP RRX, MP 69.0 UP

4. General Code of Operating Rules Items-

Rule 1.14-BNSF trains use U.P. tracks between Bay City and Algoa.

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track-

New Gulf

7603 7604

7. Special Conditions-

ECP Brake System—When operating with electronically controlled pneumatic brake equipment (ECP) and ECP braking mode is discontinued for any reason after departure from originating terminal, make an immediate report of this fact to the mechanical desk at the SOC.

8. Line Segments—

Road Line segment

Line Segment	Limits
7506	MP 54.0 to MP 82.5

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
New Gulf Industrial Spur	55.2	41902	West
Celanese Industrial Spur (5 mi.) includes tracks serving Cities Service Company at MP 2.6 on Celanese Industrial spur with Lead Track Capacity 8,800 Feet & Plant Track Capacity 518 Feet	76.3	5.0 miles	East
Lyondale	82.1	Yard	East

Division Officers

W.R. HOPPER	Supt. Operations	Houston	713-641-7188
J.H. HIGHT	Supt. Operations	Houston	713-517-6205
G.R. CAVANAUGH	Terminal Supt.	Houston	713-641-7187
G.L. BOOP	Mgr. Safety and Rules	Houston	713-845-3665
D.L. WILMES	Dir. Administration	Houston	713-845-3664
T.W. JONES	Trainmaster	Houston	713-641-7185
K.K. JOHNSON	Trainmaster	Houston	713-641-7185
C.W. DIPUCCIO	Trainmaster	Houston	713-641-7185
D.S. DODSON	Trainmaster	Houston	713-641-7185
D. HANSEN	Division Engineer	Houston	713-845-3666
J.D. OWEN	Roadmaster	Houston	713-641-7176
T.M. JOYCE	Terminal Manager	Temple	817-771-4785
C.M. COLE	Road Foreman	Temple	817-771-4665
M.S. HILL	Trainmaster	Temple	817-771-4785
E.P. RING	Trainmaster	Temple	817-771-4689
H.D. MANN	Trainmaster	Temple	817-771-4785
B.B. ROWTEN	Trainmaster	Temple	817-771-4785
B.R. BELL	Gen. Equip. Supervisor	Temple	817-771-4603
D.F. DAWSON	Supt. Operations	Avondale	504-436-6195
M.L. GAUNT	Roadmaster	LaFayette	318-261-3602
B. MILLER	Mech. Supt.	Ft. Worth	817-333-1982
L.J. ERDELT	Road Foreman	Silsbee	409-385-1587
E.R. HILL	Trainmaster	Silsbee	409-385-1567
J.S. CAMPBELL	Roadmaster	Silsbee	409-385-1565
R.D. WILLIAMS	Genl. Foreman	Silsbee	409-385-1559
J. JENKINS	Trainmaster	Silsbee	409-385-1529
J.E. COBEAN	Trainmaster	Teague	817-333-7803
R.K. ANDERSON	Roadmaster	Teague	817-333-7805
J.E. WAGNER	Roadmaster	Somerville	817-771-4677