

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

<u>Line Segment</u>	<u>Limits</u>
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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Lafayette Subdiv		Method of Oper.	Track Diagram	EASTWARD ↑
				MAIN LINE STATIONS				
			14.9	LIVE OAK				
	9,773		19.3	4.4 SALIX				
	5,068	36712	24.2	4.9 BOUTTE				
			32.1	7.9 BAYOU DES ALLEMANDS DB				
	10,828	36732	41.2	9.1 RACELAND JCT	T			
	7,760	36724	55	13.8 SCHRIEVER				
	3,157	36715	71.2	16.2 URSA	C			
			73.3	2.1 BAYOU BOEUF DB				
			80.5	7.2 ATCHAFALAYA RIVER DB	C			
	8,749	36703	81.8	1.3 BERWICK				
	10,500		96.7	14.9 BAYOU SALE				
			104.1	7.4 CHARENTON CANAL DB	C			
	10,300	36682	106.5	2.4 BALDWIN		ABS		
	10,500	36664	126.5	20.0 NEW IBERIA		TWC		
	8,127	36658	131.7	5.2 CADE				
	6,411	36649	140.9	9.2 ELKS				
		36643	144.5	3.6 LAFAYETTE				
			145.1	0.6 BR JCT				
			145.3	0.2 ALEX JCT				
			147.1	1.8 LAFAYETTE YARD	CT			
	10,690		164.9	17.8 CROWLEY SIDING				
		36632	166.5	1.6 CROWLEY				
			167.6	1.1 UP CROSSING	A			
	4,096	36623	175.1	7.5 MIDLAND				
			180.3	5.2 MERMENEAU RIVER DB	C			
	9,947	36814	191.4	11.1 ROANOKE				
			205.2	13.8 IOWA JCT	A			

Dispatcher Radio Call-in:

Avondale-721	Baldwin-741	Lafayette-751
Schriever-731	Roanoke-761	

Train Dispatcher Telephone - 817-234-6006

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Live Oak to Iowa Jct.	79 MPH.	60 MPH.

1(B). Speed - Permanent Restrictions

MP 32.0 to MP 32.2	35 MPH.	35 MPH.
MP 51.1 to MP 51.7	55 MPH.	55 MPH.
MP 73.3 to MP 73.5	35 MPH.	35 MPH.
MP 75.9 to MP 78.8	40 MPH.	40 MPH.
MP 78.8 to MP 79.1	35 MPH.	35 MPH.
MP 79.1 to MP 80.9	25 MPH.	25 MPH.

MP 80.9 to MP 95.7	65 MPH.	50 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 150.4	45 MPH.	45 MPH.
MP 159.3 to MP 160.8	45 MPH.	45 MPH.
MP 165.8 to MP 167.6	30 MPH.	30 MPH.
MP 180.3 to MP 180.4	35 MPH.	35 MPH.
MP 205.2	45 MPH.	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.

1(D). Speed - Other

All Sidings	10 MPH.	10 MPH.
Lafayette Yard - Track 902	25 MPH.	25 MPH.
Lafayette Yard - RipTrack, Caboose Track, Stock Pen, Locomotive Maintenance Facility Tracks, Engine Holding Track (No. 601), Middle Track (No. 602) and Soundhouse Track (No. 603) ..	5 MPH.	5 MPH.
Lafayette Yard - All Other tracks	10 MPH.	10 MPH.
Ramos Spur, MP 74.4	5 MPH.	5 MPH.
Raceland Jct, Wye Track	5 MPH.	5 MPH.
Valier MP 28.4, Texaco Spur	5 MPH.	5 MPH.
Avondale - Locomotive Maintenance Facility Tracks, East Turntable Lead (No. 600), Wrecker Track (No. 602), Tie-Up Tracks off West Turntable Lead (Nos. 603, 604 and 605), Sandhouse Track, Rip and Wash Tracks (Nos. 301, 302, 304, 305, 351, and 352)	5 MPH.	5 MPH.
Avondale - All Other Yard tracks	7 MPH.	7 MPH.
Lafayette Subdivision - All Other Tracks	10 MPH.	10 MPH.

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

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

Live Oak to Iowa Jct. 134 Tons

3. Method of Operation-

TWC-in effect: MP 14.9 to MP 205.3

ABS-in effect: MP 14.9 to MP 205.2

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)

MP 205.2 - Iowa Jct. (Automatic)

4. General Code of Operating Rules Items

Rule 6.19-When flagging is required, the distance will be 2 miles.

Rule 7.7-Boutte (Monsanto Chemical Plant), drops must not be made inside plant.

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.

Salix-East End Siding

Lafayette Yard - East and West Spring Switches

5. **Trackside Failed Equipment Detectors (FED)-**

A. Protecting bridges, tunnels or other structures:

Hi-Wide Detectors at MP 76.1 and MP 83.9

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 22.5, 36.1, 49.6, 61.4, 67.0, 76.1, 83.4, 94.4, 110.0, 121.4, 138.9, 154.3, 168.2, 177.4, 183.3, and 194.4	Hot Box & Dragging Equipment	Radio Communication

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

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.

Helper Service - Trains operating over the Mississippi River Bridge in excess of 9,000 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.

<u>Total Working Horsepower</u> <u>of Rear-End Helper</u>	<u>Maximum Amperage</u> <u>of rear-End helper</u>
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3000 or less	1300 Amps
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Over 3000 to 6000	1000 Amps
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Over 6000 to 7000	900 Amps
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Over 7000 to 7600	850 Amps
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Excessive Dimension Loads - The conductor and engineer are jointly responsible for the safe movement of high/wide and/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.

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.

<u>Eastward</u>	<u>Protection</u>	<u>Westward</u>
180.6	Drawbridge, Mermentau	180.1
32.4	Drawbridge, Bayou Des Allemands	31.9
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

Locations with Close Clearances –

MP 9.6 – Overpass
 MP 32.1 – Drawbridge
 MP 73.3 – Drawbridge
 MP 77.4 – Overpass
 MP 80.4 – Drawbridge
 MP 83.9 – Detector
 MP 146.0 – Overpass
 MP 163.1 – Overpass
 MP 180.2 – Drawbridge
 MP 186.2 – Overpass
 MP 205.5 – Overpass

8. Line Segments–

Yard Line Segments–

<u>Line Segment</u>	<u>Limits</u>
1283	Lafayette Yard

Road Line Segments–

<u>Line Segment</u>	<u>Limits</u>
1281	MP 14.9 to MP 205.2

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Vallier	38.4	900	West
Boeuf	73.0	2000	East
Ramos	74.4	1000	East
Morgan City	79.7	2000	Both
Jeanerette	114.2	50	West

Name	Mile Post Location	Capacity in feet	Switch Opens
Patoutville Spur	116.0	300	Both
Power House Spur	122.2	1000	West
ARA	130.0	1000	West
Mermentau	179.4	350	East

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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
R.M. WARFIELD ..	Trainmaster	Lafayette	318-232-3822
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