

Division Managers

Avondale

D.F. DAWSON Supt. Operations (504) 436-6195
S.L. JOHNSON Trainmaster (504) 436-3409

Casey

W.R. LIVESAY Trainmaster (281) 517-6222

Corpus Christi

W.S. HALVERSON Trainmaster (361) 299-2931

Dayton

J.L. GOERING Trainmaster (409) 258-0601
M.A. HARVEY Trainmaster (409) 258-0601
W.A. POLLARD Trainmaster (409) 258-0601

Eagle Pass

E.G. FLORES, JR. Trainmaster (817) 224-7235

Houston

G.R. CAVANAUGH Supt. Oper. Houston-East (713) 847-3187
S.T. COCKSHOTT Trainmaster (713) 847-3290
D.A. HANSEN Division Engineer (713) 847-3266
J.H. HIGHT Term. Superintendent (713) 847-3257
W.R. HOPPER Supt. Oper. Houston-West (713) 224-7268
J.M. JENKINS Terminal Manager (713) 847-3236
T.W. JONES Trainmaster (713) 847-3300
W.W. LIVESAY Road Foreman (713) 847-3244
A.R. MONDRAGON Roadmaster (713) 847-3176
R.E. ONSTOTT Manager of Safety (713) 847-3265
J.W. PERRY Terminal Manager (713) 847-3235
D.L. WILMES Dir. Administration (713) 847-3264

Lafayette

G.T. RICKARD Roadmaster (318) 572-2502
R.M. WARFIELD Trainmaster (318) 572-2500

Longview

R.D. ZAHM Trainmaster (409) 385-2373

Memphis

B. HART Road Foreman (901) 369-6741

Pine Bluff

M.W. TAYLOR Supt. Operations (870) 534-7838

Silsbee

J.S. CAMPBELL Roadmaster (409) 385-1565
J. DUNCAN Trainmaster (409) 385-1501
L.J. ERDELT Road Foreman (409) 385-1587
T.M. JOYCE Terminal Manager (409) 385-1501
R.R. ROGERS Trainmaster (409) 385-1543
J.Y. YOUNG Trainmaster (409) 385-1543

Somerville

J.E. WAGNER Roadmaster (254) 771-4677

Sweetwater

J.M. JENKINS Trainmaster (915) 236-7202

Teague

L.K. GRAY Roadmaster (817) 352-2955
R.D. PERKINS Trainmaster (817) 352-2953

Temple

C.M. COLE Road Foreman (254) 771-4665
D.R. EWOLDT Trainmaster (254) 771-4785
D.N. MOONEY Roadmaster (254) 771-4676
W.W. PARSONS Terminal Superintendent (254) 771-4701
E.P. RING Trainmaster (254) 771-4785
W.B. ROWTON Trainmaster (254) 771-4785
B.A. SMITH Trainmaster (254) 771-4785
M.B. WHITLEY Trainmaster (254) 771-4785

BNSF

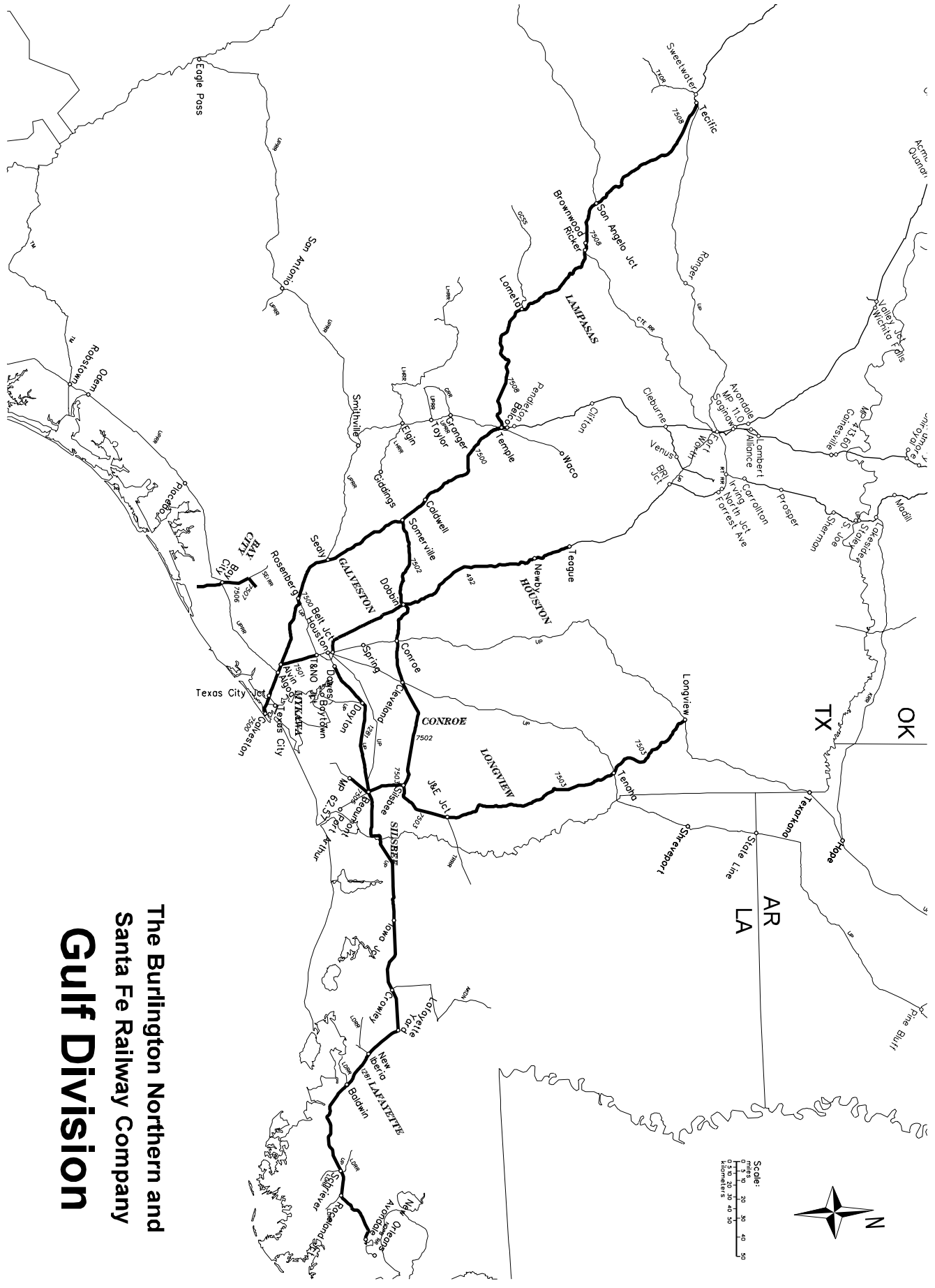


Gulf Division

Timetable No. 3

IN EFFECT AT 0001
Central Continental Time
Sunday, May 14, 2000

Division Superintendent
J.B. Norwood
Houston, Texas
(713) 847-3101



The Burlington Northern and
 Santa Fe Railway Company
Gulf Division

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bay City Subdivision BRANCH LINE STATIONS			Line Segment	Miles to Next Str.	EASTWARD ↑
				Rule 4.3	Type of Oper.				
			54.0					1.2	
			55.2					5.3	
		33495	60.5	R				7.8	
		33600	68.6	BPR		7506		0.4	
			69.0	M				10.6	
		33690	79.6	R				2.9	
			82.5	R				28.2	

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

1. Speed Regulations

1(A). Speed—Maximum

Freight

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

1(B). Speed—Permanent Restrictions

MP 69.0 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.

1(D). Speed—Other

Bridge 64.0, cars heavier than 134 tons 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

End of Track (MP 54.0) to End of Track (MP 82.5)
 143 tons, Restriction C

3. Type 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 UP tracks between Bay City and Algoa.

Rule 6.19—When flagging is required, distance will be 1 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

New Gulf
 7603 7604

7. Special Conditions—None

8. Line Segments

Road Line Segments

Line Segment Limits

7506 MP 54.0 to MP 82.5

9. Locations Not Shown as Stations

Name	Miles Post Location	Capacity Feet	Switch Opens
New Gulf Industrial Spur	55.2	41,902	West
Celanese Industrial Spur (5 Miles) includes tracks serving Cities Service Co. at MP 2.6 on Celanese Industrial Spur with Lead Track capacity 8,800 ft. & Plant Track capacity 518 ft.	76.3	5.0 Miles	East
Equa-Star	82.1	Yard	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Conroe Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
				Rule 4.3					
		44600	0.0	SOMERVILLE	JBPTR			5.4	
		44750	5.4	SCOFIELD				12.9	
5,650	44760	18.3	ALLENFARM					9.8	
	44770	28.1	NAVASOTA-UP RRX	A				5.0	
8,568	44860	33.1	WOOD					4.6	
2,600	44865	37.7	YARBORO					12.2	
	44880	49.9	DOBBIN-BNSF RRX	A				5.7	
	44885	55.6	MONTGOMERY					8.2	
7,910	44895	63.8	HONEA					8.3	
		72.1	UP RRX	A		TWC		0.1	
5,600	44900	72.2	CONROE	CBP			7502	2.4	
	44910	74.6	BEACH					4.5	
	44950	79.1	WAUKEGAN					5.9	
9,650	44970	85.0	SECURITY					4.6	
	44980	89.6	FOSTORIA					5.3	
3,950	44990	94.9	CLEVELAND-UP RRX	AP				10.6	
	45415	105.5	RAYBURN					5.5	
8,540	45425	111.0	ROMAYOR					10.5	
	45440	121.5	VOTAW					7.4	
7,650	45445	128.9	BRAGG					15.1	
5,937	45465	144.0	KOUNTZE					8.2	
	45700	152.2	SILSBEE	JBCPTR				152.2	

Radio Channel 85 in service Somerville to Silsbee

Radio Call-In		
Silsbee - 26(X)	Votaw - 25(X)	Cleveland -24(X)
Conroe -23(X)	Yarboro - 21(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Somerville to Silsbee	49 MPH.%

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 (HER)	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 to MP 50.0 (Over Interlocking)	30 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 (HER)	40 MPH.
MP 71.8 to MP 73.4 (HER)	30 MPH.
MP 72.2	20 MPH.
MP 94.9	20 MPH.
MP 110.4 to MP 110.7	25 MPH.
MP 146.1 to MP 146.6	25 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.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 degrees F	Restricted Speed unless preceded by track inspector, then 30 MPH.	Restricted Speed unless preceded by track inspector, then 30 MPH.	Restricted Speed unless preceded by track inspector, then 30 MPH.
110 degrees F and over	Cease operation from 1400 to 1800. Inspect before first train.	Cease operation from 1400 to 1800. Inspect before first train.	Cease operation from 1400 to 1800. Inspect before first train.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Somerville to Silsbee 143 tons, Restriction E

3. Type of Operation

TWC—in effect:
Between Somerville, MP 1.0, and Silsbee, MP 149.5.

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

Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnel or other structures: None
- B. Other TWD locations
 - MP 11.7—Recall Code 8
 - MP 39.5—Recall Code 8
 - MP 64.9—Recall Code 8
 - MP 88.2—Recall Code 8
 - MP 114.1—Recall Code 8
 - MP 136.2—Recall Code 8

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.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 0.0 to MP 98.0
- MP 100.0 to MP 103.0
- MP 106.0 to MP 107.0
- MP 112.8 to MP 113.0
- MP 145.0 to MP 146.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7551 Somerville Yard
- 7560 Silsbee Yard

Road Line Segments

Line Segment Limits

- 7502 Somerville to Silsbee

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Clay	11.9	1,350	Both
Trinity	31.1	450	West
Plantersville	43.4	1,040	Both
Pavers Supply	56.0	1,275	Both
Maverick	75.3	1,320	West
Huntsman Chemical Co.	76.4	2,400	Both
Youens	77.0	1,750	Both
Pavers Supply & Smith Co.	77.7	1,500	Both
Union Tank Car Co.	99.5	1,650	Both
Kirby	103.9	4,800	West
Dolen	107.3	1,550	East
Honey Island	135.5	780	West

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Galveston Subdivn. MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD
				Rule 4.3					
	7,580	43400	218.1	TEMPLE	JBCPT	2MT CTC	7500	0.7	
			217.4	UP RRX	JM			2.5	
			214.9	KNOWD		6MT CTC		10.2	
	11,570	43580	204.7	ROGERS			8.7		
	12,070	43584	196.0	BUCKHOLTS			8.0		
	11,190	43588	188.0	CAMERON			6.7		
	12,160	43590	181.3	HOYTE			6.8		
	10,570	43592	174.5	MILANO			0.1		
			174.4	UP RRX	PA		8.6		
	10,970	43596	165.8	CHRISMAN		CTC	8.0		
	12,054	43600	157.8	CALDWELL	P		6.5		
	11,320	44575	151.3	DAVIDSON			9.9		
	4,980	44600	141.4	SOMERVILLE	JBPT		8.5		
	11,480	44610	132.9	LANDES			6.9		
		44620	126.0	BRENNHAM	M		5.9		
	11,230	44630	120.1	PHILLIPSBURG			9.8		
	6,810	44640	110.3	DANT			4.1		
	9,420	44700	106.2	BELLVILLE	P		11.6		
	10,400	44710	94.6	SEALY-UP RRX	A		12.4		
			82.2	UP RRX	M		1.4		
	11,740	33910	80.8	WALLIS			14.6		
			66.2	TOWER 17-UP RRX	CM		0.4		
	12,210	34100	65.8	ROSENBERG	BP		10.8		
	11,450	34120	55.0	BOOTH			4.6		
		34125	50.4	THOMPSONS	T		6.2		
	8,790	34130	44.2	DUKE			1.3		
			42.9	UP RRX	A		6.9		
	12,210	34145	36.0	MANVEL			7.4		
		35600	28.6	ALVIN	JBT	2MT CTC	4.2		
		35610	24.4	ALGOA	JT		13.4		
	5,460	35900	11.0	TEXAS CITY JCT.	JT	TWC ABS	4.7		
		35950	6.3	VIRGINIA POINT	J		1.1		
			5.2	LIFT BRIDGE	BCM	CTC	1.1		
			4.1	ISLAND	J		1.9		
		40000	2.2	GALVESTON	BPR		215.9		

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

A track bulletin will be issued that will specify dispatcher territories for this subdivision.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Temple to Algoa	55 MPH.%
Algoa to Virginia Point	30 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 (HER)	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 (HER)	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	30 MPH.
MP 82.2	30 MPH.
MP 66.8 to MP 66.6 (HER)	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.
MP 42.9	25 MPH.
East leg of wye Alvin	10 MPH.
West leg of wye Alvin	25 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.
Main 1 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, both ends siding	30 MPH.
Cameron, MP 187.8 to MP 187.9, siding only	10 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.
UP Jct.	10 MPH.
UP transfer	10 MPH.
Booth, both ends siding	30 MPH.
Thompsons, turnout, east leg of wye	20 MPH.
Duke, Manvel, 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 Main 1 and Main 2	30 MPH.
Algoa, east connection to UP	30 MPH.
Crossovers between Main 1 and Main 2	30 MPH.
Texas City Jct., both ends siding	30 MPH.
Virginia Point, UP Junction	20 MPH.
Island, UP Junction	20 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 Industrial Blvd.	25 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 UP yard tracks	10 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 degrees F	Maximum 40 MPH.	Maximum 35 MPH.	Maximum 50 MPH.
110 degrees F and over	Maximum 40 MPH.	Maximum 35 MPH.	Maximum 50 MPH.

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

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

Temple to Galveston 143 tons, Restriction A

3. Type 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 Ft. Worth Sub. Main Track; 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,

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

Manual Interlocking Not Controlled by BNSF

Tower 17 (UP RRX)—Controlled by UPRR

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 UP tracks between Tower 17 and Houston.

- UP 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 6.19—When flagging is required, distance will be 2 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 199.0—Recall Code 0
 - MP 178.4—Recall Code 8
 - MP 161.3—Recall Code 0
 - MP 144.7—Recall Code 8
 - MP 129.0—Recall Code 0
 - MP 107.6—Recall Code 8
 - MP 92.0—Recall Code 0
 - MP 77.3—Recall Code 8
 - MP 53.1—Recall Code 0
 - MP 46.3—Recall Code 8
 - MP 20.7—Recall Code 0
 - MP 12.2—Recall Code 8

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.

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

Alvin—When working in 5304 storage track, Second Street crossing MP 29.4 must be protected by flagman account excessive rust on rails and movement will not activate crossing gates.

Sealy—The crossover switches located just south of Highway 36 between the UP main track and Austin County Industrial Spur are to be left lined as last used.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 47.0 to MP 50.0
- MP 101.0 to MP 107.0
- MP 125.0 to MP 128.0
- MP 140.0 to MP 144.0
- MP 159.0 to MP 164.0
- MP 187.0 to MP 188.0
- MP 212.0 to MP 213.0

8. Line Segments

Yard Line Segments

Line Segment	Limits
7552 Temple Yard
7551 Somerville Yard
7550 Galveston Yard

Road Line Segments

Line Segment	Limits
7500 MP 2.2 to MP 218.2

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Heidenheimer	212.3	2,300	Both
El Pleasant	87.1	4,990	Both
Orchard	76.2	4,600	Both
Chips	69.5	2,150	West
Smithers lake Industrial Spur (includes track serving H.L.&P Yard)	51.2	20,792	East
Arcola	42.6	1,160	Both
Tex Stone	12.7	6,200	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Houston Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			57.4	BELT JCT	J	TWC ABS			13.2	
Between Belt Jct. and TN&O Jct., UP rules, timetable and special instructions govern.										
	5,639	40070	70.6	CASEY	CBR				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	JA				4.9	
	7,498	40111	110.5	SIMMONS		TWC ABS	492		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	BTR				165.0	

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

- Bridge and Equipment Weight Restrictions**
Maximum Gross Weight of Car
 Belt Jct. to Teague 143 tons, Restriction C
- Type of Operation**
TWC—in effect:
 MP 57.4 to MP 204.3
Restricted Limits—in effect:
 MP 69.0 to MP 74.0, before entering these limits communicate with dispatcher for instructions.
 MP 201.5 to MP 207.5
ABS—in effect:
 MP 57.4 to MP 204.3
- Interlocking**
 MP 105.6 (Dobbin) BNSF Xing
- General Code Of Operating Rules Items**
Rule 6.19—When flagging is required, distance will be 1.0 miles.
- Trackside Warning Detectors (TWD)**
 A. Protecting Bridges, Tunnels or Structures: None
 B. Other TWD Locations
 MP 82.6—Recall Code 138
 MP 122.5—Recall Code 158
 MP 147.1—Recall Code 168
 MP 173.5—Recall Code 178
 MP 193.6—Recall Code 187

Radio Channel 66 in service between Belt Jct. and Teague.

Radio Call-In		
Houston - 12(X)	Casey - 13(X)	Tomball - 14(X)
Shiro - 15(X)	Zulch - 16(X)	Newby - 17(X)
Teague -18(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Telephone Numbers
 (817) 234-6368 or (800) 666-1023, Fax 817-234-6374

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Belt Jct. to Sheppard Dr.	35 MPH.
Sheppard Dr. to Teague	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 186.3 to MP 186.7	10 MPH.
MP 204.0 to MP 204.3	30 MPH.

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

1(D). Speed—Other

Sidings	10 MPH.
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Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 degrees F	Maximum 40 MPH.	Maximum 35 MPH.	Maximum 50 MPH.
110 degrees F and over	Maximum 40 MPH.	Maximum 35 MPH.	Maximum 50 MPH.

- FRA Exepected Track**—None
- Special Conditions**
Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following location on this subdivision has been identified as "critical areas" and are limited to restricted speed:
 Between Karen and Dobin
- Line Segments**
Yard Line Segments

Line Segment	Limits
763	Houston Ind.
767	Teague

Road Line Segments

Line Segment	Limits
492	Galveston Frt. Yard to Teague
- Locations Not Shown as Stations**

Name	Miles - 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 (UP Transfer)	1.3 east of Newby	25	East
40185 Nucor Steel	0.8 east of Newby	95	Both
40191 H.L.&P	6.4 west of Newby	49	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lafayette Subdivn. MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			14.8	LIVE OAK					4.4	
	9,773		19.3	SALIX					4.9	
	5,068	36712	24.2	BOUTTE					7.9	
			32.1	BAYOU DES ALLEMANDS DB	C				9.1	
	10,828	36732	41.2	RACELAND JCT.	JT				13.8	
	7,760	36724	55.0	SCHRIEVER	BCP				16.2	
	3,157	36715	71.2	URSA	C				2.1	
			73.3	BAYOU BOEUF DB	C				7.2	
			80.5	ATCHAFALAYA RIVER DB	C				1.3	
	8,749	36703	81.8	BERWICK					14.9	
	10,500		96.7	BAYOU SALE					7.4	
			104.1	CHARENTON CANAL DB	C				2.4	
	10,300	36682	106.5	BALDWIN					20.0	
	10,500	36664	126.5	NEW IBERIA		ABS DTC		1281	5.2	
	8,127	36658	131.7	CADE					9.2	
	6,411	36649	140.9	ELKS					3.6	
		36643	144.5	LAFAYETTE					0.6	
			145.1	BR JCT.					0.2	
			145.3	ALEX JCT.					1.8	
			147.1	LAFAYETTE YARD	BCTP				17.8	
	10,690		164.9	CROWLEY SIDING					1.6	
		36632	166.5	CROWLEY					1.1	
			167.6	UP CROSSING	A				7.5	
	4,096	36623	175.1	MIDLAND					5.2	
			180.3	MERMENTAU RIVER DB					11.1	
	9,947	36614	191.4	ROANOKE					13.8	
			205.2	IOWA JCT.	J				190.3	

Radio Channel No. 12 in service between Iowa Jct. and Avondale, Switching Channel No. 88.

Rule 16.1 Direct Traffic Control Designated Limits

East	West	East	West
MP	Block Name	MP	Block Name
14.8	Salix	18.2	New Iberia
18.2	Boutte	28.2	Ara
28.2	Vallier	40.1	Cade
40.1	Raceland	53.5	Elks
53.5	Schriever	55.6	Lafayette
55.6	Ursa	71.0	Crowley
71.0	Morgan City	81.1	Midland
81.1	Berwick	95.8	Jennings
95.8	Bayou Sale	103.7	Roanoke
103.7	Franklin	105.5	
105.5	Baldwin	116.2	

Radio Call-In		
Avondale-71(X)	Baldwin-73(X)	Lafayette-75(X)
Donner-72(X)	New Iberia-74(X)	Roanoke-76(X)
Emergency Call-911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Telephone Number
(817) 234-6006, Fax (281) 350-7566

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Live Oak to Iowa Jct.	70 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 12.6 to MP 14.5	60 MPH.	40 MPH.
MP 14.7 to MP 14.9	60 MPH.	40 MPH.
MP 32.0 to MP 32.1	35 MPH.	35 MPH.
MP 51.1 to MP 51.6	55 MPH.	55 MPH.
MP 51.6 to MP 51.7	25 MPH.	25 MPH.
MP 73.3 to MP 73.5	25 MPH.	25 MPH.
MP 75.9 to MP 79.1	40 MPH.	40 MPH.
MP 79.1 to MP 80.9	25 MPH.	25 MPH.
MP 80.9 to MP 95.7	60 MPH.	40 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.

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—Rip Track, Caboose Track, Stock Pen, Locomotive Maintenance Facility Tracks, Engine Holding Track (No. 601), Middle Track (No. 602)	5 MPH.	5 MPH.
Lafayette Yard—All Other tracks	10 MPH.	10 MPH.
Raceland Jct. Wye Track	5 MPH.	5 MPH.
Vallier 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	5 MPH.	5 MPH.
Lafayette Subdivision—All Other Tracks	5 MPH.	5 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 degrees F	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 60 MPH.
110 degrees F and over	Maximum 40 MPH.	Maximum 35 MPH.	Maximum 50 MPH.

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

2. Bridge and Equipment Weight Restrictions

Load limit for four-axle cars

Iowa Jct. to Avondale	134 Tons, Restriction G
Single cars weighing between 135 and 143 tons are permitted provided the cars immediately preceding and following it weigh 134 tons or less.	
Branches	131.5 Tons, Restriction H
St. Martinville	125 Tons
Lockport (MP 1.8—Lockport)	110 Tons

Unless authorized, all relief outfit cranes, locomotive cranes, cranes and pile drivers must not operate over branches listing a load limit less than 132 tons.

3. Type of Operation

DTC—in effect:
MP 14.8 to MP 205.2

ABS—in effect:
MP 14.8 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)

NOTE: At the interlocking at MP 167.6, when signal indicates STOP, assure that derails on conflicting route are in the derailing position and that no conflicting movement is evident. Train may then pass signal displaying STOP on hand signal from crew member at the crossing. If derail cannot be placed in derailing position and no conflicting movement is evident, flag protection must be provided.

4. General Code of Operating Rules Items

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

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 Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 76.1—WWD only—Recall Code 738
MP 83.9—EWD only
- B. Other TWD locations
MP 22.5—Recall Code 728
MP 36.1—Recall Code 727
MP 49.6—Recall Code 738
MP 61.4—Recall Code 737
MP 67.0—Recall Code
MP 76.1—EWD only—Recall Code 738
MP 83.9—WWD only
MP 94.4—Recall Code 748
MP 110.0—Recall Code 747
MP 121.4—Recall Code 748
MP 138.9—Recall Code 758
MP 154.3—Recall Code 757
MP 168.2—Recall Code 768
MP 177.4—Recall Code 767
MP 183.3—Recall Code 767
MP 194.4—Recall Code 768

6. FRA Exempted Track—None

7. Special Conditions

KCS Rwy-Beaumont—Train crews going on duty at Houston, Lafayette, Beaumont or Silsbee that operate over the KCS Railroad at Beaumont, must contact the KCS CTC operator at Beaumont by telephone at (409) 832-5431 or (409) 835-3933 and request a fax of the current track bulletins pertaining to the KCS Beaumont Subdivision between GCL Jct. and Tower 31, or contact the operator by radio, Channel 10, prior to entering the limits to ascertain if there are any restrictions pertaining to the movement of their train in the limits.

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.

Total Working Horsepower of Rear-End Helper	Maximum Amperage of Rear-End Helper
3000 or less	1300 Amps
Over 3000 to 6000	1000 Amps
Over 6000 to 7000	900 Amps
Over 7000 to 7600	850 Amps

Excessive Dimension Loads—The conductor and engineer are jointly responsible for the safe movement of high, wide 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.

Train Makeup—Between MP 205.2 at Iowa Jct. to MP 15.5, all trains including foreign railroads will be restricted to 8500 feet including engines.

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 113.7—J&L Spur
- 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

Line Segment Limits

1283 Lafayette Yard

Road Line Segments

Line Segment Limits

1281 MP 14.9 to MP 205.2

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Vallier	28.4	1,720	Both
Boeuf	73.0	2,000	East
Ramos	74.4	1,000	East
Morgan City	79.7	2,000	Both
Jeanerette	114.2	50	West
Patoutville	116.0	300	Both
Power House Spur	122.2	1,000	West
ARA	130.0	1,000	West
Mermentau	179.4	350	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lampasas Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	7,580	43400	218.1	TEMPLE	BCPT		CTC	7508	1.8	
			219.9	GOBER					6.5	
	5,480	43345	226.4	BELTON			TWC ABS	7508	9.3	
	13,100	43335	235.7	NOLANVILLE					10.6	
		43325	246.3	FORT HOOD			P	7508	8.0	
		43320	254.3	COPPERAS COVE	P				9.4	
	9,988	43315	263.7	KEMPNER			TWC ABS	7508	10.0	
	6,250	43310	273.7	LAMPASAS	PT				9.6	
	7,950	43305	283.3	OGLES			P	7508	8.4	
	10,248	43200	291.7	LOMETA	P				8.6	
		43197	300.3	ANTELOPE GAP			CTC	7508	5.8	
	11,481	43194	306.1	CASTOR					7.2	
	5,270	43190	313.3	GOLDTHWAITE	P		TWC ABS	7508	10.7	
	10,050	43188	324.0	MULLIN					6.3	
		43184	330.3	VILLA			CTC	7508	5.9	
	9,920	43180	336.2	ZEPHYR					8.2	
	5,400	43105	344.4	RICKER	J		CTC	7508	4.0	
	8,100	43100	348.4	BROWNWOOD	JBPRT				15.8	
	6,568	43015	364.2	OBREGON			TWC ABS	7508	9.3	
		43005	373.5	SAN ANGELO JCT	JT				4.8	
	8,697	42994	378.3	COLEMAN			TWC ABS	7508	12.7	
	5,639	42990	391.0	SILVER VALLEY					5.5	
	9,149	42986	396.5	NOVICE			P	7508	6.4	
	4,010	42982	402.9	GOLDSBORO					6.6	
	4,039	42978	409.5	LAWN			TWC ABS	7508	5.9	
	5,261	42974	415.4	TUSCOLA					11.2	
	7,012	42966	426.6	VIEW			CTC	7508	16.7	
	6,512	42958	443.3	TOLAND					11.2	
	6,738	42950	454.5	TECIFIC	J		CTC	236.4		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Temple to Tecific	55	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Temple to Gober	20 MPH.
Gober to Ricker	55 MPH.%
(Exception:	
(1) 40 MPH when moving eastward between MP 282.0 and MP 274.9 averaging over 60 TOB, or total consist exceeds 6,500 tons.	
(2) 40 MPH when moving westward between MP 340.0 and MP 344.0 averaging over 60 TOB, or total consist exceeds 6,500 tons.	
Ricker to Brownwood	49 MPH.%
Brownwood to Tecific	55 MPH.%

1(B). Speed—Permanent Restrictions

MP 218.8 to MP 218.9	10 MPH.
MP 220.1 to MP 222.3	40 MPH.
MP 222.3 to MP 226.2	50 MPH.
MP 226.2 to MP 228.1	40 MPH.
MP 234.1 to MP 234.6	50 MPH.
MP 248.4 to MP 249.8	50 MPH.
MP 255.7 to MP 272.2	50 MPH.
MP 272.2 to MP 272.3	40 MPH.
MP 272.3 to MP 274.1	50 MPH.

MP 283.9 to MP 284.3	50 MPH.
MP 298.6 to MP 299.1	50 MPH.
MP 302.3 to MP 303.7	50 MPH.
MP 310.1 to MP 310.5	50 MPH.
MP 319.8 to MP 321.8	50 MPH.
MP 327.1 to MP 331.9	45 MPH.
MP 345.7 to MP 346.2	40 MPH.
MP 347.7 to MP 353.2	30 MPH.
MP 362.3 to MP 362.7	50 MPH.
MP 369.4 to MP 369.8	40 MPH.
MP 380.2 to MP 381.9	45 MPH.
MP 381.9 to MP 383.8	50 MPH.
MP 386.3 to MP 386.6	40 MPH.
MP 391.3 to MP 391.7	45 MPH.
MP 397.6 to MP 400.1	45 MPH.
MP 410.7 to MP 411.3	50 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

Main 1 at Lampasas Subdiv., MP 218.1	20 MPH.
West Freight No. 2 at Lampasas Subdiv. Main Track, MP 218.9	15 MPH.
Crossover between West Freight No. 1 and West Freight No. 2	10 MPH.
Gober, W.E. West Freight No. 1	20 MPH.
Belton, both ends siding	10 MPH.
Nolanville, both ends siding	30 MPH.
Kempner, both ends siding	30 MPH.
Lampasas, both ends siding	10 MPH.
Ogles, both ends siding	30 MPH.
Lometa, both ends siding	10 MPH.
Caster, both ends siding	30 MPH.
Goldthwaite, both ends siding	10 MPH.
Mullin, both ends siding	30 MPH.
Zephyr, both ends siding	30 MPH.
Ricker	
Both ends siding	10 MPH.
Turnout to Central Texas Rail Link	30 MPH.
Both ends sidings—Brownwood, Obregon	20 MPH.
San Angelo Jct., Both legs of wye	10 MPH.
Both ends sidings	
Coleman, Silver Valley, Novice, Goldsboro, Lawn, Tuscola	20 MPH.
View, Toland	10 MPH.
Tecific, both ends siding	30 MPH.

1(D). Speed—Other

Solid consist of military equipment between Lometa and Brownwood	40 MPH.
Fort Hood	10 MPH on all tracks.
Lampasas	5 MPH on track leading to Evergreen Feeds and on all tracks Evergreen.
	5 MPH on spur Track 3160 (MP 334.4).
San Angelo Jct.	10 MPH on interchange Tracks 9001, 9002, 9003 and 9004.
Coleman	5 MPH on all back tracks.

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 219.5 to MP 343.1	100 degrees	40 MPH.
MP 354.5 to MP 375.4	100 degrees	40 MPH.
MP 397.6 to MP 398.3	100 degrees	40 MPH.

Temperature Restrictions

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
80 to 90 degrees F	No restrictions.	No restrictions.	No restrictions.
90 to 99 degrees F	No restrictions.	No restrictions.	No restrictions.
100 to 109 degrees F	Do not exceed 45 MPH.	Do not exceed 40 MPH.	Do not exceed 60 MPH.
110 degrees F and over	Do not exceed 40 MPH.	Do not exceed 35 MPH.	Do not exceed 50 MPH.

See Item 1 of the System Special instructions for additional speed restrictions.

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

Temple to Tecific 143 tons, Restriction C

3. Type of Operation

CTC—in effect:

At Temple, on South Frt. Lead.

On West Freight No. 1 from Gober to West Freight crossover.

On Lampasas Main Track between Temple, MP 218.1 and Gober, MP 219.9.

On Main Track between Westward Signal, MP 343.7, Ricker and Signal, MP 347.7.

Between MP 348.9 and MP 349.0.

Between MP 454.2 and MP 454.5.

On sidings Ricker, Brownwood and Tecific.

TWC—in effect:

Between MP 219.9 and MP 343.7 and between MP 349.4 and MP 454.2.

Restricted Limits—in effect:

Between MP 347.7 and MP 348.9 and between MP 349.0 and MP 349.4.

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 U.P. tracks between Tecific and Tower 55 (Ft. Worth)

Cen-Tex trains use BNSF tracks between Ricker and San Angelo Jct.

Temple—Trains and engines will be governed by Galveston Subdivision Timetable and Special Instructions.

Tecific—Trains will be governed by Slaton Subdivision Timetable and Special Instructions.

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

Rule 9.10—Is amended as follows: Paragraph under the heading “Except ion” is amended to read: Within ABS limits, a train having authority to enter the main track at a switch where there is no governing signal will:

- be governed by main track signal provided it can be determined by signal indication that no train is approaching from the rear; or,
- be governed by main track signal after meeting a train while that train is still in the block to the rear.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnel or other structures
MP 238.0—High Water

EWD signal 2392

WWD absolute signal WE Nolanville

B. Other TWD locations

MP 231.6—Recall Code 0

MP 247.2—Recall Code 8

MP 268.4—Recall Code 0

MP 287.4—Recall Code 8

MP 318.4—Recall Code 8

MP 345.1—Recall Code 8

MP 372.0—Recall Code 8

MP 400.9—Recall Code 8

MP 429.4—Recall Code 8

MP 445.3—Recall Code 0

6. FRA Excepted Track

Brownwood

130 210

131 211

132 231

157 233

Lometa

3132

3133

3136

3138

Lampasas

3115 3117

3108 3109

Santa Anna

7605 7607

7606

Novice

7633

Lawn

7638

Tuscola

7642

View

7648

7649

Cozart

7652

Coleman

7618

7621

7620

7622

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.

Close Clearances

Lampasas Track 3115, track to Evergreen Feeds.

Brownwood Track 117, 118, and 119.

Coleman Track 7620.

Sweetwater Track 5153.

Automatic Switches, Locations by Station

Kempner—West end

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

- MP 280.0 to MP 281.0
- MP 316.0 to MP 317.0
- MP 330.0 to MP 336.0
- MP 384.0 to MP 389.0
- MP 414.0 to MP 415.0
- MP 440.0 to MP 442.0

8. Line Segments

Yard Line Segments

Line Segment Limits

7552 Temple Yard

Road Line Segments

Line Segment Limits

7508 Temple to Orient Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Belton Stock	226.5	500	Both
American Rockwool	233.5	1,488	West
Killeen Storage Track	243.5	3,700	Both
Nichols	248.0	2,360	Both
Copperas Cove	253.7	1,000	East
Kempner House	263.1	701	West
Antelope Gap	300.3	4,980	Both
Villa	330.3	4,910	Both
Bangs	359.2	2,100	Both
Santa Anna	369.7	2,800	Both
Martin Brick	379.1	500	East
Coleman Grain	379.2	1,123	East
Storage Tracks	379.4	4,344	Both
Cozart	432.5	1,900	West

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Longview Subdivn. MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		46500	207.6	LONGVIEW	JBPR			19.8	
		46445	187.8	TATUM				6.4	
2,790	46435	181.4	BECKVILLE					9.7	
4,010	46430	171.7	CARTHAGE					10.0	
	46420	161.7	GARY					9.7	
2,550	46190	152.0	TENAHA	JPR				0.4	
		151.6	UP RRX	A				11.8	
2,040	46100	139.8	CENTER	P				12.8	
3,280	45920	127.0	CALGARY					6.6	
2,490	45900	120.4	SAN AUGUSTINE	BP				5.5	
	45880	114.9	VENABLE			TWC		10.2	
	45860	104.7	BRONSON					7.2	
2,080	45840	97.5	PINELAND	P				9.5	
5,970	45830	88.0	BROWNEDELL				7503	3.8	
	45820	84.2	HORTON					10.6	
4,140	45800	73.6	JASPER	PT				6.5	
	45790	67.1	KEITHTON					4.7	
	45780	62.4	ROGANVILLE					9.4	
		53.0	J&E JCT.	J				0.6	
1,950	45740	52.4	KIRBYVILLE					4.4	
	45735	48.0	CALL					4.8	
3,080	45730	43.2	LE VERTE					5.8	
2,640	45725	37.4	BESSMAY					7.3	
3,110	45715	30.1	QUINN					3.5	
5,150	45705	26.6	EVADALE					2.5	
	45702	24.1	HAYES					3.1	
	45700	21.0	SILSBEE	JBCPR				186.6	

Radio Channel 36 in service Longview to Silsbee

Radio Call-In		
Roganville - 28(X)	Horton - 31(X)	San Augustine -32(X)
Tenaha - 34(X)	Tatum - 35(X)	Call - 27(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

	Freight
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	20 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 156.1 to MP 155.8	40 MPH.
At MP 151.6	20 MPH.
MP 152.8 to MP 150.2	35 MPH.
MP 139.9 to MP 139.8 (HER)	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 73.86, Jasper (HER)	40 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.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 degrees F	Restricted Speed unless preceded by track inspector, then 30 MPH.	Restricted Speed unless preceded by track inspector, then 30 MPH.	Restricted Speed unless preceded by track inspector, then 30 MPH.
110 degrees F and over	Cease operation from 1400 to 1800. Inspect before first train.	Cease operation from 1400 to 1800. Inspect before first train.	Cease operation from 1400 to 1800. Inspect before first train.

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

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

- Longview to Martin Lake Jct. (MP 184.9) 134 tons, Restriction G
- Martin Lake Jct. (MP 184.9) to UP RRX (MP 151.6) 143 tons, Restriction E
- UP RRX (MP 151.6) to Silsbee 134 tons, Restriction G

3. Type of Operation

TWC—in effect:
Between Longview, MP 201.0 and Tenaha, MP 153.1
Between Tenaha, MP 150.2 and Silsbee, MP 21.8

Restricted Limits—in effect:
Longview MP 207.8 to MP 201.0
Tenaha MP 153.1 to MP 150.2
Silsbee MP 21.8 to MP 21.0

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 30.8—Recall Code 8
 - MP 164.1—Recall Code 8

6. FRA Excepted Track—None

7. Special Conditions

Longview—When trains are ready to depart Longview enroute to Little Rock on UPRR, MP 89.0, crews must obtain authority from UP Dispatcher per Rule 10.1 of the General Code of Operating Rules before entering the main track. Do not exceed 10 MPH. Before fouling Gum Springs Crossing, the inbound/outbound crews must communicate to make sure authority has been granted to enter UP main track.

Silsbee—Junction switch at MP 21 normally lined for Longview and Conroe Subdivisions.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 53.3 to MP 53.5
- MP 57.4 to MP 57.7
- MP 63.0 to MP 67.0
- MP 72.0 to MP 72.1
- MP 73.5 to MP 74.0
- MP 76.6 to MP 76.7
- MP 80.5 to MP 80.6
- MP 87.4 to MP 88.9
- MP 115.0 to MP 123.0
- MP 186.8 to MP 187.5
- MP 188.0 to MP 188.5
- MP 189.4 to MP 189.6
- MP 190.0 to MP 195.0
- MP 200.0 to MP 206.0

8. Line Segments

Road Line Segments

Line Segment Limits

7503 Longview to Silsbee

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Rescar	203.8	1,100	Both
Texas Eastman	202.7	3,700	Both
Swepeco Industrial Spur	195.5	16,679	West
Martin Lake Jct.	184.9	1,800	Both
Louisiana Pacific	174.5	1,200	Both
Rite Care	149.9	770	Both
Neuville	131.4	2,050	Both
Rebecca	109.6	800	Both
Louisiana Pacific Spur	69.2	2,900	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mykawa Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
		35600	0.0	ALVIN	JT		CTC	7501	4.1	
	13,140	35550	4.1	HASTINGS					5.9	
	5,490	35500	10.0	PEARLAND					4.0	
	10,320	35490	14.0	MYKAWA	BCPT				5.4	
			19.4	T&NO JCT.-UP RRX	JM				0.9	
		35100	20.3	NEW SOUTH YARD		UP RR		20.3		

Tone Call-In						
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EM-ER
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

Temperature Restrictions
 When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 degrees F	Maximum 40 MPH.	Maximum 35 MPH.	Maximum 50 MPH.
110 degrees F and over	Maximum 40 MPH.	Maximum 35 MPH.	Maximum 50 MPH.

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

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

Alvin to New South Yard 143 ton, Restriction A

3. Type 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

<u>Location</u>	<u>Controlling Railroad</u>
UP RRX	
T&NO Jct., MP 19.4	UP RR

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 UP and PTRR tracks. UP trains use BNSF tracks between Alvin and T&NO Jct.

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations

MP 1.7—Recall Code 8

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 Jefferson Smurfit Inc. Tracks 1527 and 1528
- MP 19 Track 1962, Houston Industrial District, MP 19, will not clear person on side of car.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 4.5 to MP 7.5
- MP 9.0 to MP 13.0

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 Feet	Switch Opens
Edwards Spur	0.9	1,700	West
HD No. 1	6.1	5,160	Both
HD No. 2	7.1	5,280	West
HD No. 3	8.2	5,070	West
Chance Collar Inc.	8.5	800	East
Midwest Steel	8.7	380	East
HD No. 4	10.9	2,800	Both
HD No. 5	11.6	3,210	Both
Energy Coatings	11.9	1,200	East
HD No. 6	13.0	6,520	Both
TOFC Facilities	14.5	Yard	Both
Gifford Hill Storage	18.4	1,250	Both
Ideal Cement	18.5	2,160	West
Industrial Tracks	18.9	7,900	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Silsbee Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
		45700	21.0	SILSBEE	JBCPTR		TWC	7503	6.9	
		37185	14.1	LUMBERTON					5.6	
		37190	8.5	VOTH					6.8	
		37200	1.7	BEAUMONT	BPTR				1.0	
			0.7	UP RRX	M		TWC	7505	0.1	
			76.4	UP RRX	M				5.5	
			76.3	UP RRX	M				8.3	
		37212	70.9	BROOKS					34.2	
			62.9	End of Track						

Radio Channel 36 in service Silsbee to End of Track.

Radio Call-In
Beaumont - 06(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Silsbee to Beaumont	49 MPH.%
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.
Beaumont to MP 62.6, cars heavier than 134 tons	10 MPH.
Beaumont, between Calder Ave. and Crockett St.	10 MPH.

Temperature Restrictions

When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply for the entire subdivision:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 degrees F	Restricted Speed unless preceded by track inspector, then 30 MPH.	Restricted Speed unless preceded by track inspector, then 30 MPH.	Restricted Speed unless preceded by track inspector, then 30 MPH.
110 degrees F and over	Cease operation from 1400 to 1800. Inspect before first train.	Cease operation from 1400 to 1800. Inspect before first train.	Cease operation from 1400 to 1800. Inspect before first train.

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

2. Bridge and Equipment Weight Restrictions

Silsbee to Beaumont 143 tons, Restriction C
 Beaumont to End of Track MP 62.9..143 tons, Restriction E

3. Type of Operation

Restricted Limits—in effect:
 Beaumont: MP 4.5 to MP 62.2
 Silsbee: MP 21.0 to MP 19.3

TWC—in effect:
 Between MP 4.5 and MP 19.3

Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
UP RRX, MP 0.7	UP
UP RRX, MP 76.3	UP
UP RRX, MP 76.4	UP

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—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

- Close clearance on Rip Tracks 203 and 204 account work equipment in area.
- 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.
- 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.

- 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-UP joint track and over UP-KCS joint track at Beaumont:

- BNSF joint track between Calder Avenue and Crockett Street is other than main track. Between these points, all tracks are governed by block signals and movements will be made in accordance with signal indication.
- On 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.
- Signals and dual control switches between Wall Street and KCS control tower at Neches River Bridge, are controlled by KCS control operator. Train crews going on duty at Houston, Lafayette, Beaumont or Silsbee that operate over the KCS Railroad at Beaumont, must contact the KCS CTC operator at Beaumont by telephone at (409) 832-5431 or (409) 835-3933 and request a fax of the current track bulletins

pertaining to the KCS Beaumont Subdivision between GCL Jct. and Tower 31, or contact the operator by radio, Channel 10, prior to entering the limits to ascertain if there are any restrictions pertaining to the movement of their train in the limits.

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 UP 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, and BNSF 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 UP Sabine main track just east of Cedar Street (Northwest Connection).

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.

8. Line Segments

Yard Line Segment

Line Segment Limits

7560 Silsbee Yard

Road Line Segments

Line Segment Limits

7503 Silsbee to Beaumont

7505 Beaumont to MP 62.6

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Seth	16.1	550	East
Beaumont Warehouse Corp.	73.8	702	West
Coors Beer Co.	73.7	442	West
American Rice Growers	69.0	1,100	East
Gulfco	68.4	2,200	East
Cheek	68.0	1,300	Both
Goodyear	66.8	3,000	Both

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at ... ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9