

Division Operating Officers

Avondale

D.F. DAWSON Supt. Operations (504) 436-6195

Houston

G.L. BOOP Mgr. Safety and Rules (713) 845-3665
 G.R. CAVANAUGH Terminal Supt. (713) 641-7187
 C.W. DIPUCCIO Trainmaster (713) 641-7185
 D.S. DODSON Trainmaster (713) 641-7185
 D. A. HANSEN Division Engineer (713) 845-3666
 J.H. HIGHT Supt. Operations (713) 517-6205
 J.H. HUTSON Trainmaster (713) 845-3690
 J.M. JENKINS Trainmaster (281) 517-6222
 C.R. JONES Road Foreman (713) 845-3631
 T.W. JONES Trainmaster (713) 641-7185
 W.W. LIVESAY Trainmaster (713) 845-3690
 J.W. PERRY Terminal Manager (713) 845-3635
 W.R. POLLARD Trainmaster (713) 845-3690
 J.D. OWEN Roadmaster (713) 641-7176
 D.L. WILMES Dir. Administration (713) 845-3664

Lafayette

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

Memphis

B. HART Road Foreman (904) 369-6741

Pine Bluff

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

Silsbee

J.S. CAMPBELL Roadmaster (409) 385-1565
 J. DUNCAN Trainmaster (409) 385-1529
 L.J. ERDELT Road Foreman (409) 385-1587
 E.R. HILL Trainmaster (409) 385-1567
 T.M. JOYCE Terminal Manager (409) 385-1501
 R.R. ROGERS Trainmaster (409) 385-1529
 R.D. WILLIAMS General Foreman (409) 385-1559

Somerville

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

Teague

R.K. ANDERSON Roadmaster (817) 333-7805
 J.E. COBEAN Trainmaster (817) 333-7803

BNSF



**Gulf
Division**

Timetable No. 2

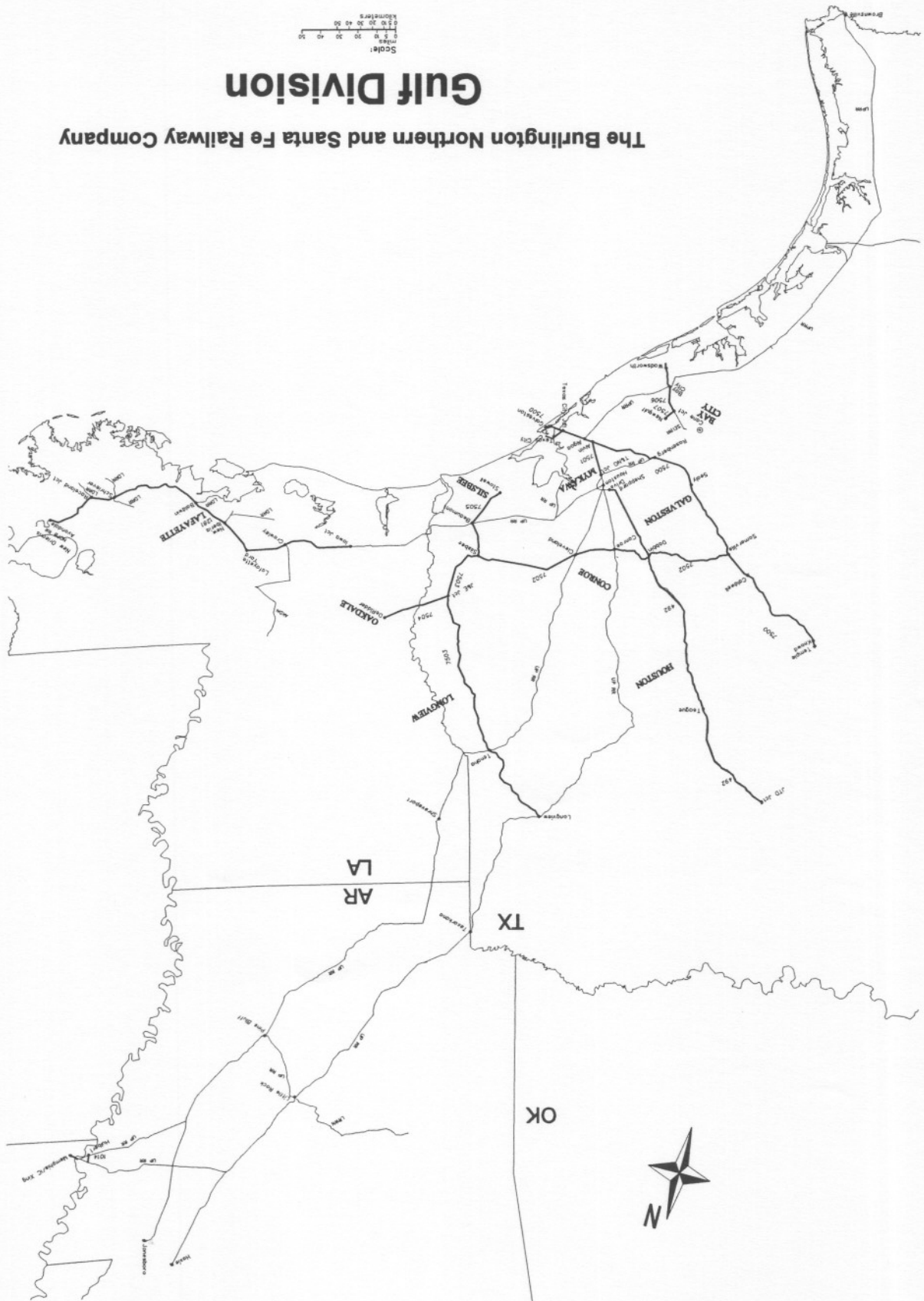
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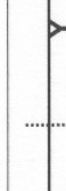
Central Continental Time

Wednesday, April 1, 1998

Division Superintendent

J.B. Norwood
 Houston, Texas
 (713) 641-7101



W H O I S T O R Y ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bay City Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	E A S T W A R D ↑
			54.0	End of Track				1.2		
			55.2	CANE JCT.		R		5.3		
		33495	60.5	RUNNELLS		R		7.8		
		33600	68.6	BAY CITY		BPR		0.4		
			69.0	UP RRX		M		10.6		
		33690	79.6	WADSWORTH		R		2.9		
			82.5	End of Track		R		28.2		

Tone Call-In						
RADIO COMMUNICATION	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.
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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—None

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

2. Bridge and Equipment Weight Restrictions—None

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.

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

Length of Siding (Feet)	Station Nos.	Mile Post	Conroe Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	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	JA			5.7
	44885	55.6	MONTGOMERY				8.2
7,910	44895	63.8	HONEA				8.3
		72.1	UP RRX	A			0.1
5,600	44900	72.2	CONROE	CBP	TWC		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	SILSBBE	JBCPTR			152.2

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

1. Speed Regulations

1(A). Speed—Maximum

Somerville to Silsbee **Freight** 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 (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 110.4 to MP 110.7 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.

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

2. Bridge and Equipment Weight Restrictions—None

3. Type 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

Rule 14.9A Transmitting Track Warrant—Add the following:

After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X.

(Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

5. Trackside Warning Detectors (TWD)

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

- 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.

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.

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

Length of Siding (Feet)	Station Nos.	Mile Post	Galveston Subdivn. MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
7,580	43400	218.1	TEMPLE	JBCPT	2MT CTC		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				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	BRENHAM	M	CTC		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

Between Temple and Knowd is under the jurisdiction of the Texas Division.

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 (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	30 MPH.
MP 82.2	30 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.
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	
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, both ends siding	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.
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 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, 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 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 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. **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 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,

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 RRR)—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 6.26—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 Warning Detectors (TWD)**

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

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

Length of Siding (Feet)	Station Nos.	Mile Post	Houston Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
			BELT JCT	J			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				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

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=1, 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

Sheppard Dr. to Teague **Freight** 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 204.3 30 MPH.

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

1(D). Speed—Other

Sidings 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

Sheppard Drive to Teague 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

3. 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

MP 4.1 to MP 0.3—Galveston Yard

ABS—in effect:

MP 60.6 to MP 204.3

Interlocking

MP 105.6 (Dobbin) BNSF Xing

4. General Code Of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Structures: None

B. Other FED 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

6. FRA Excepted Track—None

7. Special Conditions—None

8. 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

9. 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

Length of Siding (Feet)	Station Nos.	Mile Post	Lafayette Subdiv. MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
		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		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.	JA			190.3

Rule 16.1 Direct Traffic Control Designated Limits

East	Block Name	West	East	Block Name	West
MP	Block Name	MP	MP	Block Name	MP
14.8	Salix	18.2	116.2	New Iberia	127.5
18.2	Boutte	28.2	127.5	Ara	130.8
28.2	Vallier	40.1	130.8	Cade	137.8
40.1	Raceland	53.5	137.8	Elks	146.2
53.5	Schriever	55.6	146.2	Lafayette	148.2
55.6	Ursa	71.0	148.2	Crowley	164.0
71.0	Morgan City	81.1	164.0	Midland	175.5
81.1	Berwick	95.8	175.5	Jennings	190.5
95.8	Bayou Sale	103.7	190.5	Roanoke	205.2
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=1, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Telephone Number
(817) 234-6006

1. Speed Regulations**1(A). Speed—Maximum**

	Passenger	Freight
Live Oak to Iowa Jct.	70 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	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.	40 MPH.
MP 150.4 to MP 159.3	60 MPH.	40 MPH.
MP 159.3 to MP 160.8	45 MPH.	45 MPH.
MP 160.8 to MP 165.8	60 MPH.	40 MPH.
MP 165.8 to MP 167.6	30 MPH.	30 MPH.
MP 167.6 to MP 170.7	60 MPH.	40 MPH.
MP 170.7 to MP 180.3	60 MPH.	40 MPH.
MP 180.3 to MP 180.4	35 MPH.	35 MPH.
MP 180.4 to MP 188.0	60 MPH.	40 MPH.
MP 188.0 to MP 205.2	60 MPH.	40 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.
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	5 MPH.	5 MPH.
Lafayette Subdivision—All Other Tracks	5 MPH.	5 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

Single cars weighing between 135 and 143 tons are permitted provided the cars immediately preceding and following it weigh 134 tons or less.

Branches—132 Tons

St. Martinville—125 Tons

Lockport (MP 1.8—Lockport—110 Tons)

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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)

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 7.8**—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

Rule 16.2 DTC Block Authority—Is changed in its entirety to read:

The train dispatcher will issue DTC block authority to a crew member on the head end of the train when possible. An employee operating the controls of a moving train may not copy DTC block authority.

A. Recorded in Writing

The employee who receives or releases DTC block authority must record it in writing and include the following:

1. Name of each DTC block where authority is issued.
2. Time each DTC block authority is issued or the time that work and time expires.
3. Train identity when DTC lock authority is issued behind a train(s) or is to be effective after the arrival of a train.
4. Time each DTC block is released.
5. When a DTC block authority is voided, the word "void" written in the space provided for release time.

The engineer and conductor must each have a copy of all DTC block records. DTC block records(s) must be retained until completion of tour of duty.

DTC block authority must not be transferred to a relieving crew, unless authorized to do so by the train dispatcher. When verbal authority is received from the train dispatcher to leave equipment in a DTC block, the train dispatcher may instruct a crew member to void the DTC block authority.

Employees cannot act upon DTC block authority until the train dispatcher says, "(Train), that is correct."

B. Multiple Authorities

Not more than one DTC authority may be issued in the same DTC block except:

1. In ABS territory, as provided by Rule 16.3 (Movement in a Specified Direction), authority may be issued to more than one train in the same direction.
2. As provided by Rule 16.4 (Work and Time).
3. When directional authority will not take effect until after the arrival of an opposing train. The words "after the arrival of (Train)" must be included in the issuance of the authority.
4. Directional authority may be granted after an opposing train with directional authority has passed the location where movement will enter the DTC block.

Rule 16.3.1 Directional Authority—Is changed in its entirety to read:

Issue Format

One or Two Blocks—The train dispatcher will issue authority and an employee will acknowledge it using the following sample format:

Train Dispatcher: "7241 East, with Engineer Jones, you are authorized to proceed Eastward in one block, Anna."

Crew Member: "7241 East, with Engineer Jones, I am authorized to proceed Eastward in one block, Anna."

Train Dispatcher: "7241 East, that is correct."

More than Two Blocks—The train dispatcher will issue authority in more than two blocks using the following sample format:

Train Dispatcher: "7241 East, with Engineer Jones, you are authorized to proceed Eastward in three blocks, Anna through Cloy."

Rule 16.3.2 Restricted Authority—Is cancelled in its entirety.

Rule 16.3.3 Authority Effective After the Arrival of a Train—Add the following new rule:

When DTC block authority is specified to be in effect "after the arrival of train(s)," DTC block may be occupied after train(s) specified have passed the location where the DTC block will be entered. Crew members must determine specified train(s) have passed by visually identifying the train by engine number and that the rear end marker has passed the point of restriction. In nonsignaled territory, the train being met must establish positive radio communication with the train to be met in order to confirm the identity of the passing train. If radio contact cannot be established, the train dispatcher must be contacted to provide the required confirmation. The train identification, time passed, location passed or current time and location must be written on the DTC block authority by both the conductor and engineer. Conductors and engineers must retain copies of all movement authorities transmitted by radio until the end of the tour of duty.

Rule 16.4 Work and Time—Is changed in its entirety to read:

A. Issue Requirements

Work and time authority may be issued to an employee in charge of on track equipment in nonsignaled territory and within ABS when:

1. The DTC block is clear;
 2. The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify the engineer of train or employee in charge of on track equipment affected that the DTC block will be jointly occupied;
- OR
3. All trains issued Rule 16.3.1 (Directional Authority) have passed the location where the track will be occupied, and the employee receiving the block authority is notified that work and time is granted behind such trains.

Work and time authority may be issued to a train in nonsignaled territory when:

1. The DTC block is clear;
2. The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify engineer of the train or employee in charge of on track equipment affected that the DTC block will be jointly occupied.

3. All trains issued Rule 16.3.1 (Directional Authority) have passed the location where the track will be occupied, and the crew member receiving the block authority must be:
 - issued joint work and time; and
 - notified that joint work and time is granted behind such trains.
- OR
4. Authority will not take effect until after the arrival of train(s) issued Rule 16.3.1 (Directional Authority) authority. When block authority is issued, it must be:
 - issued joint work and time

AND

 - include the words "after the arrival of train(s)."

Work and time authority may be issued to a train in ABS territory when:

1. The DTC block is clear.
 2. The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify engineer of the train or employee in charge of on track equipment affected that the DTC block will be jointly occupied.
 3. All trains issued Rule 16.3.1 (Directional Authority) have passed the location where the track will be occupied, and the crew member receiving the block authority is notified that work and time is granted behind such trains.
- OR
4. Authority will not take effect until after the arrival of train(s) issued Rule 16.3.1 (Directional Authority) authority. When block authority is issued, it must include the words "after the arrival of train(s)."

A train or on-track equipment issued work and time may occupy the designated DTC block(s) and move in either direction.

Train movements must be made at restricted speed within joint work and time.

A train or employee in charge of on-track equipment granted work and time behind a train(s) must not pass train(s) specified.

A train granted work and time "after the arrival of train(s)" must not pass train(s) specified.

B. Issue Format

One or Two Blocks—The train dispatcher will issue work and time and an employee will acknowledge it using the following sample format:

Train Dispatcher: "7241 East, with Engineer Jones, I am granting you work and time in one block, Anna, until 10:10 AM."

Crew Member: "7241 East, with Engineer Jones, I am granted work and time in one block, Anna, until 10:10 AM."

More than Two Blocks—The train dispatcher will issue authority in more than two blocks and an employee will acknowledge it using the following sample format:

Train Dispatcher: "7241 East, with Engineer Jones, I am granting you work and time in three blocks, Anna through Cloy, until 10:10 AM."

Crew Member: "7241 East, with Engineer Jones, I am granted work and time in 3 blocks, Anna through Cloy, until 10:10 AM."

Unless the train and/or employee in charge of on-track equipment receives a time extension, they must clear the block and report "Released" before the time limit expires. The train dispatcher may issue an unspecified time limit by using the words "until called."

A train dispatcher must not authorize a train to enter a DTC block under Rule 16.3.1 (Directional Authority) until work and time in that block is released.

C. Additional Time

Trains or the employee in charge of on-track equipment must release work and time before the time granted expires. If the train or employee in charge requires additional time, the authority must be obtained from the train dispatcher before time expires. If a train crew member or employee in charge is unable to contact the train dispatcher, and the time limit expires, authority is extended until the train dispatcher is contacted.

Rule 16.6 Reverse Movements Within a DTC Block—Is cancelled in its entirety.

Rule 16.7B Operating in Nonsignaled or Double Track Territory—Is changed in its entirety to read:

In nonsignaled or double track territory, a train without a crew member on the rear of the train may release a DTC block only when the complete train is clear of the limits, which is determined by one of the following:

1. The rear of the train has an operating rear-end telemetry device, and the air pressure on the head-end device indicates brake pipe continuity.
2. An employee verifies that a marker is on the rear of the train.
3. A crew member can observe the rear car of the train on which the marker has been placed.
4. A trackside warning detector transmits an axle count for the train, and the axle count duplicates the axle count transmitted by the previous trackside warning detector.

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits. Before a DTC block is released, engineer and conductor must communicate with each other and confirm that their train is clear of DTC block(s) to be released.

Rule 16.9 Communication Failure—The third bullet is changed to read:

- If correct, the train dispatcher will respond, "(Third Party ID), that is correct for relay" and authorize the third party to transmit the DTC block authority to a crew member.

Maintenance of Way Operating Rules Additions

Rule 16.0 Rules Applicable Only in Direct Traffic Control (DTC) Limits—The following new rules are added:

Rule 16.1 Authority to Enter DTC Limits

The timetable will designate DTC limits. A train may enter DTC block limits only after receiving verbal authority from the train dispatcher. DTC territory will not include territory where Rule 6.13 (Yard Limits) is in effect.

Rule 16.2 DTC Block Authority

The train dispatcher will issue DTC block authority to a crew member on the head end of the train when possible. An employee operating the controls of a moving train may not copy DTC block authority.

A. Recorded in Writing

The employee who receives or releases DTC block authority must record it in writing and include the following:

1. Name of each DTC block where authority is issued.

2. Time each DTC block authority is issued or the time that work and time expires.
3. Train identity when DTC block authority is issued behind a train(s) or is to be effective after the arrival of a train.
4. Time each DTC block is released.
5. When a DTC block authority is voided, the word "void" written in the space provided for release time.

The engineer and conductor must each have a copy of all DTC block records. DTC block records(s) must be retained until completion of tour of duty.

DTC block authority must not be transferred to a relieving crew, unless authorized to do so by the train dispatcher.

When verbal authority is received from the train dispatcher to leave equipment in a DTC block, the train dispatcher may instruct a crew member to void the DTC block authority.

Employees cannot act upon DTC block authority until the train dispatcher says, "(Train), that is correct."

B. Multiple Authorities

Not more than one DTC authority may be issued in the same DTC block except:

1. In ABS territory, as provided by Rule 16.3 (Movement in a Specified Direction), authority may be issued to more than one train in the same direction.
2. As provided by Rule 16.4 (Work and Time).
3. When directional authority will not take effect until after the arrival of an opposing train. The words "after the arrival of (Train)" must be included in the issuance of the authority.
4. Directional authority may be granted after an opposing train with directional authority has passed the location where movement will enter the DTC block.

Rule 16.3.1 Directional Authority

Issue Format

One or Two Blocks—The train dispatcher will issue authority and an employee will acknowledge it using the following sample format:

Train Dispatcher: "7241 East, with Engineer Jones, you are authorized to proceed Eastward in block, Anna."

Crew Member: "7241 East, with Engineer Jones, I am authorized to proceed Eastward in one block, Anna."

Train Dispatcher: "7241 East, that is correct."

More than Two Blocks—The train dispatcher will issue authority in more than two blocks using the following sample format:

Train Dispatcher: "7241 East, with Engineer Jones, you are authorized to proceed Eastward in three blocks, Anna through Cloy."

Rule 16.3.3 Authority Effective After the Arrival of a Train

When DTC block authority is specified to be in effect "after the arrival of train(s)," DTC block may be occupied after train(s) specified have passed the location where the DTC block will be entered. Crew members must determine specified train(s) have passed by visually identifying the train by engine number and that the rear end marker has passed the point of restriction. In nonsignaled territory, the train being met must establish positive radio communication with the train to be met in order to confirm the identity of the passing train. If radio contact cannot be established, the train dispatcher must be contacted to provide the required confirmation. The train identification, time passed, location passed or current time and location must be written on

the DTC block authority by both the conductor and engineer. Conductors and engineers must retain copies of all movement authorities transmitted by radio until the end of the tour of duty.

Rule 16.4 Work and Time

A. Issue Requirements

Work and time authority may be issued to an employee in charge of on track equipment in nonsignaled territory and within ABS when:

1. The DTC block is clear;
 2. The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify the engineer of train or employee in charge of on track equipment affected that the DTC block will be jointly occupied;
- OR
3. All trains issued Rule 16.3.1 (Directional Authority) have passed the location where the track will be occupied, and the employee receiving the block authority is notified that work and time is granted behind such trains.

Work and time authority may be issued to a train in nonsignaled territory when:

1. The DTC block is clear;
 2. The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify engineer of the train or employee in charge of on track equipment affected that the DTC block will be jointly occupied.
 3. All trains issued Rule 16.3.1 (Directional Authority) have passed the location where the track will be occupied, and the crew member receiving the block authority must be:
 - issued joint work and time; and
 - notified that joint work and time is granted behind such trains.
- OR
4. Authority will not take effect until after the arrival of train(s) issued Rule 16.3.1 (Directional Authority) authority. When block authority is issued, it must:
 - issued joint work and time; and
 - AND
 - include the words "after the arrival of train(s)."

Work and time authority may be issued to a train in ABS territory when:

1. The DTC block is clear;
 2. The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify engineer of the train or employee in charge of on track equipment affected that the DTC block will be jointly occupied.
 3. All trains issued Rule 16.3.1 (Directional Authority) have passed the location where the track will be occupied, and the crew member receiving the block authority is notified that work and time is granted behind such trains.
- OR
4. Authority will not take effect until after the arrival of train(s) issued Rule 16.3.1 (Directional Authority) authority. When block authority is issued, it must include the words "after the arrival of train(s)."

A train or on-track equipment issued work and time may occupy the designated DTC block(s) and move in either direction.

Train movements must be made at restricted speed within joint work and time.

A train or employee in charge of on-track equipment granted work and time behind a train(s) must not pass train(s) specified.

A train granted work and time "after the arrival of train(s) must not pass train(s) specified.

B. Issue Format

One or Two Blocks—The train dispatcher will issue work and time and an employee will acknowledge it using the following sample format:

Train Dispatcher: "7241 East, with Engineer Jones, I am granting you work and time in one block, Anna, until 10:10 AM."

Crew Member: "7241 East, with Engineer Jones, I am granted work and time in one block, Anna, until 10:10 AM."

More than Two Blocks—The train dispatcher will issue authority in more than two blocks and an employee will acknowledge it using the following sample format:

Train Dispatcher: "7241 East, with Engineer Jones, I am granting you work and time in three blocks, Anna through Cloy, until 10:10 AM."

Crew Member: "7241 East, with Engineer Jones, I am granted work and time in 3 blocks, Anna through Cloy, until 10:10 AM."

Unless the train and/or employee in charge of on-track equipment receives a time extension, they must clear the block and report "Released" before the time limit expires. The train dispatcher may issue an unspecified time limit by using the words "until called."

A train dispatcher must not authorize a train to enter a DTC block under Rule 16.3.1 (Directional Authority) until work and time in that block is released.

C. Additional Time

Trains or the employee in charge of on-track equipment must release work and time before the time granted expires. If the train or employee in charge requires additional time, the authority must be obtained from the train dispatcher before time expires. If a train crew member or employee in charge is unable to contact the train dispatcher, and the time limit expires, authority is extended until the train dispatcher is contacted.

Rule 16.5 Change Authority

When it becomes necessary to change the type of authority previously granted to a train, new authority will be granted in the prescribed manner. After the "(TRAIN ID), that is correct" response is received from the train dispatcher, authority previously granted in each DTC block in which authority was changed becomes void.

Rule 16.7 Releasing DTC Block Authority

Unless the train dispatcher specifies otherwise, when a train with directional authority clears a DTC block, an employee will immediately release it to the train dispatcher. The train must not re-enter the DTC block it has been released from.

A. Release Format

One or Two Blocks—An employee will release a DTC block, and the train dispatcher will acknowledge it using the following sample format.

Crew Member: "7241 East, with Engineer Jones, I am releasing one block Anna."

Train Dispatcher: "7241 East, with Engineer Jones, you are releasing one block Anna."

More than Two Blocks—An employee will release more than two blocks using the following sample format:

Crew Member: "7241 east, with Engineer Jones, I am releasing more than two blocks, Anna through Cloy."

A DTC block is not released until the employee releasing the block reports, "Train dispatcher, that is correct."

B. Operating in Nonsignaled or Double Track Territory

In nonsignaled or double track territory, a train without a crew member on the rear of the train may release a DTC block only when the complete train is clear of the limits, which is determined by one of the following:

1. The rear of the train has an operating rear-end telemetry device, and the air pressure on the head end device indicates brake pipe continuity.
2. An employee verifies that a marker is on the rear of the train.
3. A crew member can observe the rear car of the train on which the marker has been placed.
4. A trackside warning detector transmits an axle count for the train, and the axle count duplicates the axle count transmitted by the previous trackside warning detector.

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits. Before a DTC block is released, engineer and conductor must communicate with each other and confirm that their train is clear of DTC block(s) to be released.

Rule 16.8 Withdrawing DTC Block Authority

The train dispatcher must notify the engineer before withdrawing previously issued DTC block authority. If a train is not occupying the block or blocks, an employee will release them using the format in Rule 16.7 (releasing DTC Block Authority).

Rule 16.9 Communication Failure

If communication fails, a third party may relay the authority to enter and/or release a DTC block as follows:

- The train dispatcher must transmit the block authority to the third party.
- The third party must repeat it back to the train dispatcher.
- If correct, the train dispatcher will respond, "(Third Party ID), that is correct for relay" and authorize the third party to transmit the DTC block authority to a crew member.
- The crew member receiving the block authority must repeat it back to the third party.
- If correct, the third party will respond, "(Train ID), that is correct" and inform the train dispatcher that block authority has been relayed correctly.

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 FED 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

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
 MP 154.3—Recall Code 758
 MP 168.2—Recall Code 757
 MP 177.4—Recall Code 768
 MP 183.3—Recall Code 767
 MP 194.4—Recall Code 768

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 is 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.

Eastward	Protection	Westward
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

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	38.4	900	West
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

Length of Siding (Feet)	Station Nos.	Mile Post	Longview Subdivn. MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	46500	207.6	LONGVIEW	JBPTR			19.8
	46445	187.8	TATUM				6.4
	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
	45920	127.0	CALGARY				6.6
2,490	45900	120.4	SAN AUGUSTINE	BPR			5.5
	45880	114.9	VENABLE				10.2
	45860	104.7	BRONSON		TWC		7.2
2,080	45840	97.5	PINELAND	P			9.5
5,970	45830	88.0	BROWNEDELL				3.8
	45820	84.2	HORTON				10.6
4,140	45800	73.6	JASPER	PTR			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	R			7.3
3,110	45715	30.1	QUINN				3.5
	45705	26.6	EVADALE				2.5
	45702	24.1	HAYES				3.1
	45700	21.0	SILSBEE	JBCPTR			186.6

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

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	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.
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.

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

2. Bridge and Equipment Weight Restrictions—None

3. Type 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

Rule 14.9A Transmitting Track Warrant—Add the following:

After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

16 GULF DIVISION—Longview Subdivision**5. Trackside Warning Detectors (TWD)**

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

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 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

Length of Siding (Feet)	Station Nos.	Mile Post	Mykawa Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	35600	0.0	ALVIN	JT	CTC		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	UP RR		0.9
	35100	20.3	NEW SOUTH YARD				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

Alvin to MP 18	Freight 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—None

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

2. Bridge and Equipment Weight Restrictions—None

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

Location	Controlling Railroad
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.

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures: None
- Other FED 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
- Watch your footing on C.I.P. lead account narrow shoulders.
 - 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 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

Length of Siding (Feet)	Station Nos.	Mile Post	Oakdale Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
		39.4	End of Track	R			1.0
	46745	38.4	DeRIDDER-KCS RRX	PRG			4.9
2,130	46735	33.5	SHEAR				1.0
2,440	46730	32.5	BOISE CASCADE				5.0
2,610	46725	27.5	NEALE		TWC		5.4
2,540	46720	22.1	MERRYVILLE				6.4
	46715	15.37	BON WIER				3.5
1,500	46710	12.2	FAWIL				11.7
		0.5	J&E JCT.	J			38.9

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

1. Speed Regulations**1(A). Speed—Maximum**

DeRidder to J&E Jct. **Freight** 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

Boise Southern Lead 10 MPH.
All other tracks other than main tracks 5 MPH.

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

2. Bridge and Equipment Weight Restrictions—None**3. Type 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

Rule 14.9A Transmitting Track Warrant—Add the following:
After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X.
(Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X.

(Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track**



J&E Jct. MP 0.5 to DeRidder MP 38.4

7. Special Conditions—None**8. Line Segments****Road Line Segments**

Line Segment Limits
7504 MP 0.0 to MP 39.4

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Boise Cascade Industrial Spur	32.5	5.0 Miles	East
Bleakwood	5.2	600	West

Length of Siding (Feet)	Station Nos.	Mile Post	Silsbee Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	45700	21.0	SILSBEE	JBCPTR	TWC		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		0.1
		78.4	UP RRX	M			5.5
		76.3	UP RRX				
	37212	70.9	BROOKS				8.3
		62.9	End of Track				34.2

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

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.

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

Restricted Limits—in effect:

Silsbee: MP 21.0 to 19.3
Beaumont: MP 4.5 to MP 73.3 and MP 4.5 to MP 19.3

TWC—in effect:

Between MP 73.3 and End of Track, MP 62.2

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 14.9A Transmitting Track Warrant—Add the following:

After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

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

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-UP joint track and over 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 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 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

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

"Foreman (name) (of Gang No.) using track bulletin no. ____ line no. ____ between MP ____ and MP ____ on ____ Subdivision."

1. To permit a train to pass a red flag (or light) without stopping, add the following:
"Unless otherwise restricted, (train) may pass red flag or light located at MP ____ without stopping." (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
"Unless otherwise restricted, (train) may proceed through the limits at ____ MPH (or at maximum authorized speed)." (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
"Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ____ MPH." (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
"Unless otherwise restricted, (train) may pass red flag (or light) located at MP ____ (without stopping) at ____ MPH until the entire train has passed MP _____. You may then proceed at (higher speed) MPH (or at maximum authorized speed)." (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

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