

BNSF

Burlington Northern Santa Fe

**Texas
Division**

**Timetable
No. 1**

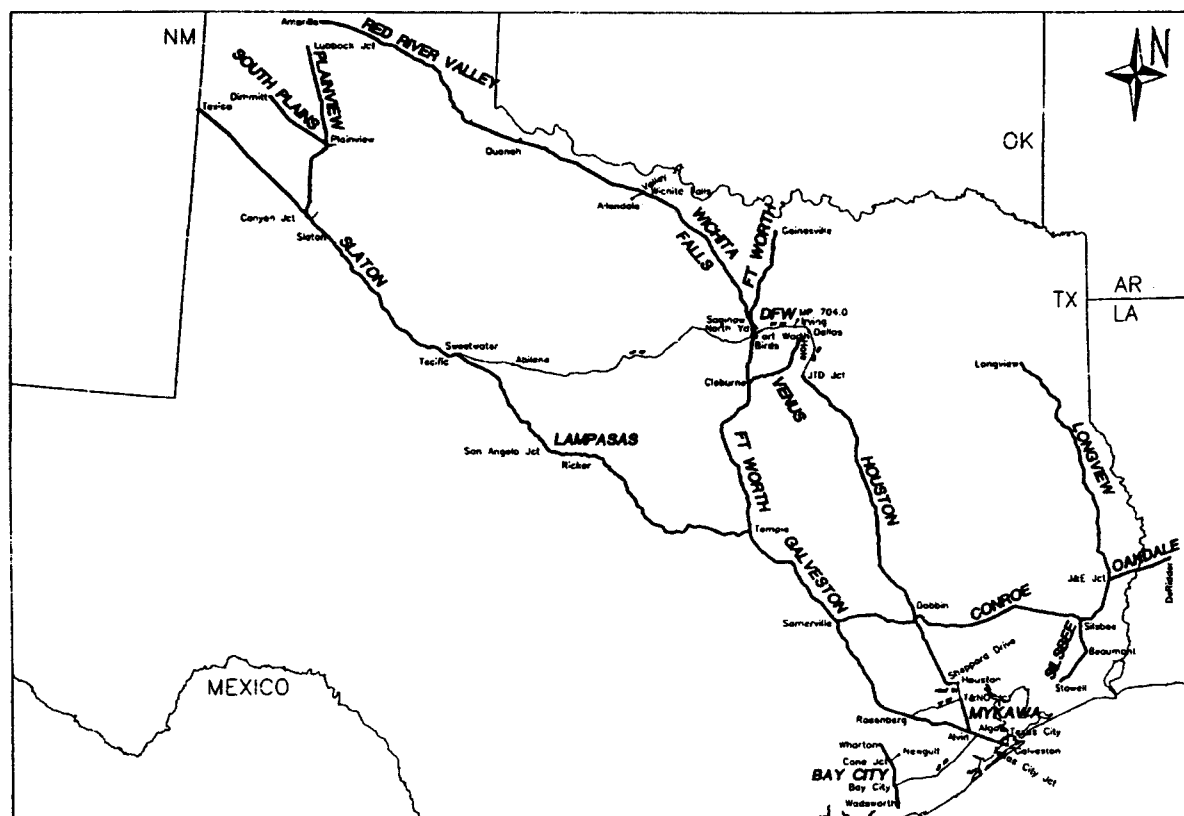
**IN EFFECT AT 0001
Central Continental Time**

August 1, 1996

**Division Superintendent
V.L. KENNEDY
Haslet, Tx
(817) 224-7001**

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

Texas Division



WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Ft. Worth Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		51100	411.3	GAINESVILLE	BP	CTC	
	8,204	51060	400.8	VALLEY VIEW			
	8,179	51045	387.6	METRO	T		
			385.6	WEST WYE	T		
	7,898	51035	377.3	PONDER			
	6,678	51030	370.6	JUSTIN			
			368.5	LAMBERT			
			365.0	EAST ALLIANCE			
	14,635	51027	364.6	ALLIANCE	BCPT		
			362.2	WEST ALLIANCE			
	6,961		360.9	WEST HASLET		CTC	
N12059 S11896				BNSF RRX	M		
				UP RRX	M		
		51020	353.9	SAGINAW	BCP		
				SP RRX	M	2MT	
4,383		51015	348.9	NO. FT. WORTH			
				FT. WORTH	Y		
		51000	346.0	FT. WORTH			
			345.7	UP RRX	M	CTC	
			345.6	UP RRX's			
				TOWER 55			
				SP JCT.			
			344.3	SP JCT.			
6,054		43535	342.8	BIRDS			
7,908		43520	333.7	CROWLEY			
8,437		43510	325.3	JOSHUA			
7,468		43505	320.6	MIDWAY			
		43500	317.5	CLEBURNE	BPT		
				RIO VISTA		CTC	
11,050		43496	310.3	RIO VISTA			
11,150		43495	303.5	BLUM			
10,730		43485	294.4	KOPPERL			
6,950		43480	287.8	MORGAN			
10,700		43475	280.7	MERIDIAN			
11,130		43470	270.4	CLIFTON			
10,840		43455	255.0	MANHATTAN			
10,930		43420	243.4	McGREGOR			
11,200		43415	233.5	MOODY			
10,050		43410	225.4	PENOLETON		BCPT	
			221.2	BELCO			
7,580		43400	218.1	TEMPLE	BCPT		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Gainesville to Belco	36	1	3	4	5&7	9
Belco to Temple	72	1	3	4	5&7	9

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

	Passenger	Freight
Gainesville to Ft. Worth	55 MPH.	55 MPH.%
Alliance Siding	50 MPH.	50 MPH.%
Ft. Worth, 2 Main Tracks	20 MPH.	20 MPH.
Ft. Worth to Temple	79 MPH.	55 MPH.%
Old Dublin Main Track		
MP 0.0 to MP 0.9	10 MPH.	10 MPH.
MP 0.9 to MP 1.3	20 MPH.	20 MPH.

1(B). Speed – Permanent Restrictions

MP 411.2 to MP 409.5 (HE only)	30 MPH.	30 MPH.
MP 354.1 to MP 353.8 (HE only)	30 MPH.	30 MPH.
MP 353.8	25 MPH.	25 MPH.
MP 353.8 to MP 353.7 (HE only)	40 MPH.	40 MPH.
MP 351.0 to MP 350.7	40 MPH.	40 MPH.
MP 349.0 to MP 348.8	25 MPH.	25 MPH.
MP 348.5 to MP 346.9	40 MPH.	40 MPH.
MP 345.9 to MP 345.7 (North Trk)	10 MPH.	10 MPH.
MP 345.7 to MP 343.7	20 MPH.	20 MPH.
MP 343.7 to MP 339.5 (HE only)	40 MPH.	40 MPH.
MP 337.7 to MP 336.2 (HE only)	50 MPH.	50 MPH.
MP 335.7 to MP 335.6 (HE only)	60 MPH.	
MP 335.6 to MP 331.9 (HE only)	55 MPH.	
MP 329.3 to MP 329.1	70 MPH.	
MP 327.5 to MP 327.2	70 MPH.	
MP 318.7 to MP 317.2	40 MPH.	40 MPH.
MP 292.8 to MP 292.6	75 MPH.	
MP 287.6 to MP 282.3	65 MPH.	
MP 280.6 to MP 280.0	75 MPH.	
MP 276.4 to MP 275.8	65 MPH.	
MP 274.8 to MP 274.2	75 MPH.	
MP 271.7 to MP 271.2	45 MPH.	45 MPH.
MP 270.6 to MP 270.5 (HE only)	65 MPH.	
MP 267.2 to MP 266.8	75 MPH.	
MP 264.9 to MP 263.7	65 MPH.	
MP 260.6 to MP 257.5	60 MPH.	
MP 253.3 to MP 251.5	65 MPH.	
MP 245.0 to MP 244.7	75 MPH.	
MP 243.3 to MP 243.2 (HE only)	55 MPH.	
MP 243.0 to MP 242.9 (HE only)	70 MPH.	
MP 237.9 to MP 236.7	70 MPH.	
MP 220.5 to MP 220.4 (HE only)	35 MPH.	35 MPH.
MP 218.8 to MP 217.6	20 MPH.	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.

Gainesville

East end 6596 (tail track)	30 MPH.	30 MPH.
West end 6596 (tail track)	30 MPH.	30 MPH.
East end 6598 (track 60)	10 MPH.	10 MPH.
East end 6509 (yard lead)	10 MPH.	10 MPH.
West end 6597 (long track)	10 MPH.	10 MPH.

Valley View, both ends siding

Metro, both ends siding

Metro, east leg wye

West Wye, west leg of wye MP 385.6

Dallas Jct, switch to east and west legs wye

Ponder and Justin, both ends siding

Lambert, turnout–new main track

East Alliance, EE siding

Alliance, two turnouts–EE C and D Leads

Alliance Yard:

 R and D Tracks, both ends trks 7101–7112

 Trk 7151, crossover east lead

 Trk 7171, crossover west R and D leads

* IMF Tracks, both ends trks 7201-7205	30 MPH.	30 MPH.
* IMF Tracks 7201, 7202 and 7203, inbound train movements	10 MPH.	
Trk 7208, Auto Spur Trk	30 MPH.	30 MPH.
West C&D lead (Siding MP 362.5), two turnouts-WE C&D leads	30 MPH.	30 MPH.
West Alliance, turnout-IMF yard	30 MPH.	30 MPH.
West Haslet, turnout-new main track	30 MPH.	30 MPH.
West Haslet, both ends siding	30 MPH.	30 MPH.
East Haslet, WE Auto Facility	30 MPH.	30 MPH.
EE auto facility	30 MPH.	30 MPH.
Saginaw, both end of both sidings	20 MPH.	20 MPH.
North Ft. Worth, both ends of siding	10 MPH.	10 MPH.
Ft. Worth, E.E. south track turnout	20 MPH.	20 MPH.
SP Jct, switches to SP Ry	20 MPH.	20 MPH.
Birds, both ends siding	20 MPH.	20 MPH.
Crowley and Joshua, both ends siding	30 MPH.	30 MPH.
Midway, E.E. siding and crossovers	30 MPH.	30 MPH.
Rio Vista, Blum, Kopperl, Morgan, Meridian, Clifton, Manhattan, McGregor, Moody, and Pendleton, both ends siding	30 MPH.	30 MPH.
Belco, switch to freight yard	20 MPH.	20 MPH.
Temple, both ends siding	20 MPH.	20 MPH.
Crossover, MP 218.8, Ft. Worth Subdivision	20 MPH.	20 MPH.
North Track at Lampasas Subdiv., MP 218.1	20 MPH.	20 MPH.
WE Passenger Track 3	20 MPH.	20 MPH.
Both Crossovers, MP 217.9 and MP 218.0	20 MPH.	20 MPH.
EE main tracks, MP 216.9	30 MPH.	30 MPH.
West Freight No. 2, at Lampasas Sub. main track, MP 218.9 ..	15 MPH.	15 MPH.

1(D). Speed - Other

Forth Worth-5 MPH on all freight yard tracks 17th St. Yard, except freight main track and leads.

Cleburne-10 MPH all yard tracks between MP 319.8 to MP 317.4, except main track Crawford-5 MPH Franklin Industry Tracks 2040 and 2041.

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

45 MPH.

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

Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.

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

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

Temperature 100 Degrees or above:

When air temperature meets the "threshold temperature", all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

Limits	Threshold Temperature	Speed
MP 408.0 to 406.9	100 degrees	40 MPH.
MP 400.6 to 349.3	100 degrees	40 MPH.
MP 339.0 to 306.2	100 degrees	40 MPH.
MP 289.9 to 263.0	100 degrees	40 MPH.
MP 256.5 to 241.2	100 degrees	40 MPH.
MP 230.8 to 220.5	100 degrees	40 MPH.

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

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operation–

CTC–in effect: On main track and sidings between Gainesville, MP 411.3 and Lambert, MP 368.5; On New Main Track between Lambert, MP 368.5 and East Alliance, MP 365.0; On Alliance siding between East Alliance, MP 365.0 and West Alliance, MP 362.2; On New Main Track between West Alliance, MP 362.2 and West Haslet, MP 360.9; On Old Main Track between Lambert, MP 368.5 and West Haslet, MP 360.9; On West Haslet siding between Haslet, MP 362.4 and West Haslet, MP 360.9; on main track between West Haslet, MP 360.9 and Ft. Worth, MP 346.7; On main track and sidings between Ft. Worth, (North Track, MP 345.8; South Track, MP 345.9) and Temple, MP 218.2; On Passenger Track 3 Temple; On both legs of Wye track between Metro and West Wye and on old Dublin main track between Birds and MP 1.3.

Control Point Identification–Old Main Track:

East Haslet (MP 364.4)
Haslet (MP 362.4)

Control Point Identification–Alliance Siding:

West C&D Lead (MP 362.5)

Yard Limits–in effect

North Track Ft. Worth MP 346.7 to MP 345.8
South Track Ft. Worth MP 346.7 to MP 345.9

Manual Interlockings Not Controlled by BNSF–

<u>Location</u>	<u>Controlling Railroad</u>
BNSF RRX, MP 353.9	BNSF–Ft. Worth, NOC
UP RRX, MP 353.9	BNSF–Ft. Worth, NOC
UP RRX, MP 345.7	UP
UP RRX's, Tower 55, MP 345.6	UP

**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 Tower 55 and Tecific.

SP trains use BNSF tracks between MP 344.3 and MP 411.3.

UP trains use BNSF tracks between Tower 55 and Alliance.

FWWR trains use BNSF tracks between North Ft. Worth and Alliance.

CEN–TEX Trains use BNSF Tracks between MP 346.7 and MP 1.31 on the Dublin Sub.

KCS trains use BNSF tracks between Metro and Alliance and on both legs of Wye track between Metro and West Wye.

At Temple, trains will be governed by Galveston Subdivision Timetable and Special Instructions.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 390.7, 375.1, 358.5, 331.3, 307.8, 301.0, 289.9, 265.8, 247.3, 224.8	Hot Box & Dragging Equip.	Radio communication
MP 351.4	Dragging Equip.	Rotating white light

6. FRA Excepted Track-None

7. Special Conditions-

All trains and engines utilizing tracks 7101 through 7112, in "D" yard at Alliance, for other than switching operations, must ring bell continuously until train or engines reach the end of the track they are utilizing.

Close Clearances-

Justin-Justin Seed Building and dock on Track 6613 will not clear person on side of car.

Forth Worth-Heating pipes along side both buildings Texas Cold Storage, Tracks 801 and 803, will not clear person on side of car.

Building and dock on South Jennings Team Track 3451 will not clear person on side of car.

Clifton-Concrete unloading pit Track 2017 (Erickson Grain) will not clear person on side of car.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
7553	Cleburne Yard
7554	Ft. Worth Yard
7555	Saginaw Yard
7556	Alliance Yard

Road Line Segments-

Line Segment	Limits
7500	MP 218.1 to MP 411.3

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Sanger	392.2	1,300	Both
Krum	383.5	1,800	Both
Alliance Auto Unloading Facility	383.5	30,878	Both
Brazlume	300.1	500	East
Clifton	286.5	1,800	Both
Valley Mills	259.2	3,110	East
Crawford	250.1	1,560	West
Tonk Quarries	249.5	4,620	West

WESTWARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Slaton Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
	6,738	42950	454.5	TECIFIC	5.1			
		42900	459.6	SWEETWATER	1.1	BPT		
			460.7	ORIENT JCT.	5.1			
	12,253		787.3	GANNON	12.0			
	7,106	42415	775.3	PYRON	6.7			
	4,878	42410	768.6	HERMLEIGH	11.7			
	5,701	42400	756.9	SNYDER	10.1			
	4,754	42390	746.8	DERMOTT	6.2			
	7,543	42380	740.6	FULLERVILLE	11.6			
	5,154	42370	729.0	JUSTICEBURG	8.7			
	5,482	42365	720.3	AUGUSTUS	6.5			
	6,911	42360	713.8	POST	10.2			
	5,400	42355	703.6	BUENOS	6.3			
	9,497	42350	697.3	SOUTHLAND	7.3			
		42300	690.0	SLATON	10.2	BP		
	4,916	42280	679.8	BURRIS	3.2			
			676.6	BNSF RRX	2.0	M		
		42200	674.6	LUBBOCK	1.1	BCPR		
			88.6	CANYON JCT.	3.1	T		
			85.5	HOUSE 245	7.4			
	5,326	41665	78.1	SHALLOWATER	12.5			
	5,292	41655	65.6	ANTON	12.6			
	7,341	41645	53.0	LITTLEFIELD	14.9			
	4,757	41635	38.1	SUDAN	8.0			
	5,416	41630	30.1	MILL	3.0			
			27.1	TOLK	4.9			
	11,630	41625	22.2	MULESHOE	12.4			
	11,721	41615	9.8	LARIAT	6.7			
			3.1	HOUSE 227	2.5			
			0.6	FARWELL, TX	0.6			
	6,903	53030	0.0	LONE STAR JCT., NM		T		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Tecific to Lone Star Jct.	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Slaton Subdivision	55 MPH.%	Freight
Southwestern Public Service Industrial Spur, MP 27.1 to gate	20 MPH.	
On loop 10	10 MPH.	
Through Dumper	2 MPH.	

1(B). Speed - Permanent Restrictions

MP 0.1 to MP 0.7	30 MPH.
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MP 86.5 to MP 88.6 (HE only)	30 MPH.
MP 676.6	20 MPH.
Track 4301 MP 688.8 to MP 689.2	20 MPH.
Track 4301, MP 689.2 to MP 690.5	20 MPH.
Track 4301, MP 690.5 to MP 690.9	20 MPH.
MP 700.7 to MP 705.6	45 MPH.
MP 713.1 to MP 713.2 (HE only)	50 MPH.
MP 777.9 to MP 778.0	45 MPH.
MP 458.0 to MP 460.7	40 MPH.
MP 455.7 to MP 457.1	45 MPH.

1(C). Speed – Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Tecific, turnout from siding to UP	30 MPH.
Gannon, both ends siding	30 MPH.
Pyron, both ends siding	30 MPH.
Snyder, both ends siding	20 MPH.
Fullerville, both ends siding	30 MPH.
Justiceburg, both ends siding	20 MPH.
Augustus, both ends siding	20 MPH.
Post, both ends siding	20 MPH.
Buenos, both ends siding	20 MPH.
Southland, both ends siding	30 MPH.
Slaton, turnouts to yard	20 MPH.
Lubbock, EE two main tracks	40 MPH.
Canyon Jct., WE two main tracks	40 MPH.
Crossover between North & South tracks	30 MPH.
Turnout from north track to Plainview Subdiv.	30 MPH.
Littlefield, both ends of siding	20 MPH.
Mill, both ends of siding	30 MPH.
Tolk, Southwestern Public Service Industrial Spur	20 MPH.
Muleshoe, both ends of siding	20 MPH.
Lariat, both ends of siding	30 MPH.
Lone Star Jct., N.M., both ends of siding	30 MPH.

1(D). Speed – Other

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

<u>Limits</u>	<u>Threshold Temperature</u>	<u>Speed</u>
MP 1.0 to 2.0	100 degrees	40 MPH
Locomotive cranes/pile drivers, AT–199454 through AT–199468, and Jordan spreaders		45 MPH.

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

Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.

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

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

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

2. Bridge and Equipment Weight Restrictions–None

3. Method of Operation–

CTC–in effect: On main track between Tecific and BNSF RFX; and between Canyon Jct. And Lone Star Jct.; on sidings Tecific, Gannon, Pyron, Fullerville, Southland and Lariat; on Plainview Subdivision main track between Canyon Jct. And House 246 (Plainview Subdivision); on west leg of wye, Canyon Jct.; and on east leg of wye, Farwell.

Restricted Limits–in effect: At Lubbock, on two main tracks.

Trains or engines must not foul or enter main tracks through hand operated switches where Restricted Limits are in effect, until authority to do so has been obtained from the train dispatcher.

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

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach	Proceed per BNSF Rule 9.1.12

4. General Code of Operating Rules Items

Rule 1.14-BNSF. Trains will use U.P. tracks between Tecific and Tower 55, Ft. Worth.

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

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

5. Trackside Failed Equipment Detectors (FED)-

A. Protecting bridges, tunnel or other structures:

Location	Type	Locators & Signals Affected
Bridge MP34.5	High Water	Eastward Signal 341 Westward controlled signals at west end of siding Sudan
Bridge 785.9	High Water	Eastward controlled signals east end siding Pyron & Signal 7831. Westward controlled signals west end siding Gannon

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 5.0., 26.1, 41.5, 62.2, 81.2, 685.8, 709.0, 730.9, 748.5, 770.8, 791.7	Hot Box & Dragging Equip.	Radio communication

6. FRA Excepted Track-None

7. Special Conditions-

Between Gannon and Orient Jct., mile post numbering changes: MP 461.0 is the same as MP 792.1.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
7158	Sweetwater Yard

Road Line Segments-

Line Segment	Limits
7157	Lubbock Yard
7107	Tecific to Lone Star Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Monsanto Chemical	2.9	311	
Progress	15.6	919	
Custom Farm Service, Inc.	18.5	495	
Shamrock Blackwater	18.9	370	
Valley Grain Corp	23.9	800	
Protein processors	26.0	900	
Southwestern Public Service Ind. Spur (4.6 miles)	27.1	1600	
Sudan Livestock Co.	39.3	986	
Amherst	45.5	4396	
Tide Products Co.	50.2	558	
Gin Track	54.0		East
Farmer Coop Elevator	54.4		East
American Plant Food	54.4		East
American Plant Food	54.5		East
American Cotton Growers	55.1	2347	
Littlefield Industrial Foundation	55.2	659	
Bainer	59.5	4775	
Whites Stores	79.2	700	
Broadview	83.6	5504	
Sunray Grain Co.	682.2	2544	
Great Plains Distributors	682.4	508	West
Godbold Inc.	683.5	654	West
Chevron Oil Co.	751.3	1682	
US Gypsum	458.3	1058	West
Domtar Gypsum	456.3	4792	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Lampasas Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
	7580	43400	218.1	TEMPLE	BCPT	CTC		
			1.8	GOBER	R			
			219.9					
	5480	43345	226.4	BELTON				
			6.5					
			9.3					
	13100	43335	235.7	NOLANVILLE				
			10.6					
		43325	246.3	FORT HOOD				
			8.0			P		
	5500	43320	254.3	COPPERAS COVE				
			9.4					
	9988	43315	263.7	KEMPNER		PT		
			10.0					
	6250	43310	273.7	LAMPASAS				
			9.6			P		
	7950	43305	283.3	OGLES				
			8.4					
	10248	43200	291.7	LOMETA		P		
			8.6					
	4980	43197	300.3	ANTELOPE GAP				
			5.8			TWC ABS		
	11481	43194	306.1	CASTOR				
			7.2					
	5270	43190	313.3	GOLDTHWAITE	P			
			10.7					
	10050	43188	324.0	MULLIN				
			6.3					
	4910	43184	330.3	VILLA				
			5.9					
	9920	43180	336.2	ZEPHYR		CTC		
			8.2					
	5400	43105	344.4	RICKER				
			4.0			CTC		
	8100	43100	348.4	BROWNWOOD	BPRT			
			15.8					
	6708	43015	364.2	OBREGON				
			9.3					
		43005	373.5	SAN ANGELO JCT.	T			
			4.8					
	8697	42994	378.3	COLEMAN				
			12.7					
	5639	42990	391.0	SILVER VALLEY		TWC ABS		
			5.5					
	9149	42986	396.5	NOVICE				
			6.4			P		
	4010	42982	402.9	GOLDSBORO				
			6.6					
	4039	42978	409.5	LAWN				
			5.9					
	5261	42974	415.4	TUSCOLA				
			11.2					
	7012	42966	426.6	VIEW				
			16.7					
	6512	42958	443.3	TOLAND		CTC		
			11.2					
	6738	42950	454.5	TECIFIC				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Temple to Tecific	55	1	3	4	5&7	9
Tecific to Sweetwater	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

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

Brownwood to Tecific	55 MPH.%
1(B). Speed – Permanent Restrictions	
MP 218.8 to MP 218.9	15 MPH.
MP 219.4 to MP 222.3	40 MPH.
MP 223.5 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 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 305.4 to MP 311.8 Eastward	35 MPH.
MP 310.1 to MP 310.5 Westward	50 MPH.
MP 318.5 to MP 321.4 Eastward	35 MPH.
MP 319.8 to MP 321.0 Westward	50 MPH.
MP 321.4 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 369.6	40 MPH.
MP 369.7 to MP 369.8 (HE only)	45 MPH.
MP 380.2 to MP 381.9	45 MPH.
MP 383.4 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	
Both ends sidings–	
Brownwood, Obregon, Coleman, Silver Valley, Novice, Goldsboro,	
Lawn, Tuscola, View, Toland	20 MPH.
San Angelo Jct – East leg of wye	20 MPH.
Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.	
W.E. Psgr. Track 3	20 MPH.
E.E. tracks Nos. 1, 2, 3, and 6, MP 216.9	30 MPH.
Both crossovers, MP 217.9 and MP 218.0	20 MPH.
North track at Lampasas Subdiv., MP 218.1	20 MPH.
crossover, MP 218.8, Ft. Worth Subdiv.	20 MPH.
Both ends of siding	20 MPH.
West freight No. 2 at Lampasas Subdiv. Main track, MP 218.9	15 MPH.
Gober–W.E. West Freight No. 1	20 MPH.
Both end sidings–	
Belton, Nolanville, Copperas Cover, Lampasas, Ogles, Lometa, Antelope Gap,	
Castor, Goldthwaite, Mullin, Villa, Tecific, Zephyr, Kempner, and Ricker	30 MPH.
Ricker–Both ends of pocket track	30 MPH.
Turnout to Cen–Tex RR	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 Weiser Mill and on all tracks Weiser.
Alamo	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.
Locomotive cranes/pile drivers, AT–199454 through AT–199468 and Jordan spreaders	45 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.	
Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.	

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

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

Temperature 100 Degrees or above--

When air temperature meets the "threshold temperature", all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH

Limits	Threshold Temperature	Speed
MP 219.5 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.

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

2. **Bridge and Equipment Weight Restrictions--None**

3. **Method of Operation--**

CTC--in effect: At Temple, on Passenger Track 3; 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, and between MP 348.9 and MP 349.0, Brownwood; and on sidings Ricker, Brownwood and Tecific.

TWC--in effect: Between Gober, MP 219.9 and Ricker, MP 343.7; and between Brownwood, MP 349.4 and Tecific, MP 454.2.

Restricted Limits--in effect: At Gober, between MP 219.9 and MP 220.9; and at Brownwood, 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 1.14.3--BNSF trains use U.P. tracks between Tecific and Tower 55.

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--Between MP 220.9 and Tecific, when flagging is required, distance will be two miles.

Rule 9.10--is amended as follows: Paragraph under the heading "Exception" 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 Failed Equipment Detectors (FED)-**

A. Protecting bridges, tunnel or other structures:

Location	Type	Locators & Signals Affected
MP 238.0	High Water	Eastward-Signal 2392 Westward-Absolute Signal WE Nolanville

B. Other FED locations:

Location	Type	Locators & Signals Affected
MP 231.6, 247.2 268.4, 287.4, 318.4, 345.1, 372.0, 400.9, 429.4	Hot Box & Drag- ging Equip.	Radio communications

6. **FRA Excepted Track-****Brownwood**

121	210	405	414
130	211	407	415
131	233	408	416
132	305	409	417
156	401	411	420
157	403	412	421
204	404	413	422
			497

Lometa

3132	3137
3133	3138
3136	

Lawn

7638

Tuscola

7642

Lampasas

3115	3117
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View

7642 7649

Santa Anna

7606	7607
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Sweetwater

5135 5402

Coleman

7618	7620
7621	7622

5153 5420

5241 5421

5242

Novice

7633

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 Weiser Mill.
Brownwood	Track 497, Camp Bowie main track near D&B Grain Elevator.
Coleman	Track 7620.
Sweetwater	Track 5153.

Automatic Switches, Locations by Station-

Kempner-west end

8. **Line Segments-****Yard Line Segments-**

Line Segment	Limits
7552	Temple Yard

Road Line Segments-

Line Segment	Limits
7508	Temple to Tecific

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
American Rockwool	233.5	1488	West
Killeen Storage Track	243.5	3700	Both
Nichols	248.0	2360	Both
Alamo	334.4	240	East
Bangs	359.2	2100	Both
Santa Anna	369.7	2800	Both
Martin Brick	379.1	3268	East
Coleman Grain	379.2	1123	East
Storage Tracks	379.4	4344	Both
Cozart	432.5	1900	West

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

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

1. Speed Regulations

1(A). Speed - Maximum

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

1(B). Speed - Permanent Restrictions

Alvin east leg of wye	10 MPH.
Alvin west leg of wye	25 MPH.
MP 19.4	20 MPH.

1(C). Speed - Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Hastings, Pearland, Mykawa, both ends siding 30 MPH.

1(D). Speed - Other

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

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

Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.

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

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

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

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operation-

CTC-in effect: At Alvin, on east and west legs of wye; on main track and sidings between Alvin and signals east of SP crossing at T&NO Jct.

Manual Interlockings Not Controlled by BNSF-

Location

Controlling Railroad

SP RRX

T&NO Jct., MP 19.4 HB&T

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

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

4. General Code of Operating Rules Items

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

5. Trackside Failed Equipment Detectors (FED)-

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

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

6. FRA Excepted Track-

Mykawa

1429	1530
1502	1531
1503	1532
1521	1533
1522	1534
1523	1535
1524	1509
1526	1510
1527	1511
1528	1512
1529	1513

7. Special Conditions-

Close Clearances-

MP 15 (1) Watch your footing on C.I.P. lead account narrow shoulders.
(2) Structures will not clear person on side of car on tracks serving Container Corporation of America, C.I.P.
MP 19 Track 1962, Houston Industrial District, MP 19, will not clear person on side of car.

8. Line Segments-

Road Line Segments-

Line Segment	Limits
7501	Alvin to New South Yard

Yard Line Segments-

Line Segment	Limits
7558	New South Yard

9. Locations Not Shown as Stations

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

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Wichita Falls Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
			0.0	T&P JCT		R	
			1.6	MP 2		Y	
			4.1				ABS TWC
	40341	6.1		NORTH YARD	BKTYM		
	40345	9.1		SAGINAW	MY		2MT ABS TWC
			11.0	MP 11.0	MY		
			6.9				
7,534	40354	19.0		AVONDALE			
			15.6				
7,161	40370	34.6		HERMAN			
			5.7				
6,124	40376	40.3		DECATUR			
			10.5				
7,077	40387	50.8		ALVORD			
			13.0				
6,493	40399	63.8		FRUITLAND			TWC ABS
			4.7			A	
	40404	68.5		BOWIE			
			10.6				
6,366	40415	79.1		BELLEVUE			
			11.1				
6,969	40425	90.2		DICKWORSHAM			
			15.3				
	40441	105.5		JOLLY			
			5.5				
22,372		111.0		RHEA			
			3.1				
	40449	114.1		WICHITA FALLS	BKTUY		
			0.9				
	40448	115.0		WEST WICHITA			
			1.1				2MT CTC
		116.1		ORIENT			
			2.3				
		118.4		VALLEY JCT		CTC	

AAR Radio Channel 66 in service between Ft. Worth and Valley Jct.

Dispatcher Radio Call-in:		
Ft. Worth-21	Decatur-23	Bowie-24
Dickworsham-25	Wichita Falls East-26	Wichita Falls West CTC-20

Emergency Train Dispatcher Call - 911

Dispatchers Telephone 817-234-6367 or 800-666-1022, FAX 817- 234-6373

1. Speed Regulations

1(A). Speed - Maximum

TP Jct to Valley Jct 60 MPH.

1(B). Speed - Permanent Restrictions

MP 0.0 to MP 9.2	20 MPH.
MP 9.2 to MP 11.1	30 MPH.
MP 11.1 to MP 118.4 Trains over 100 tons O/B	50 MPH.
MP 25.1 to MP 25.5	55 MPH.
MP 28.6 to MP 31.4	45 MPH.
MP 31.4 to MP 32.3	50 MPH.
MP 38.8 to MP 41.2	50 MPH.
MP 43.5 to MP 46.3	55 MPH.
MP 46.3 to MP 48.0	45 MPH.
MP 68.3 to MP 70.4	30 MPH.
MP 96.0 to MP 96.2	55 MPH.
MP 110.9 to MP 113.0	30 MPH.
MP 115.0 to MP 116.2	30 MPH.
MP 116.2 to MP 118.4	35 MPH.

1(C). Speed – Switches and Turnouts

Decatur, Bellevue and Dickworsham (ends of siding)	10 MPH.
All Other Siding Turnouts	20 MPH.
Through Turnouts MP 11	25 MPH.
Through Turnouts end of 2MT MP 115.0 and MP 116.1	20 MPH.

1(D). Speed – Other

Static Scales	5 MPH.
Siding Herman	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:**

T&P to Valley Jct 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Wichita Falls, TX.– Six axle locomotives and six axle derricks not permitted on the wye.

Valley Jct to MP 8.0 134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Method of Operations–

TWC–in effect:

MP 11.0 to MP 113.0

Yard Limits–in effect:

MP 216.0 to MP 11.0, before entering or moving within these limits communicate with yardmaster for instructions.

MP 112.0 to MP 115.0, before entering or moving within these limits communicate with dispatcher for instructions.

Restricted Limits–in effect:

MP 0.0 to MP 2.6, before entering or moving within these limits communicate with dispatcher for instructions.

CTC–in effect:

MP 115.0 to MP 118.4

ABS–in effect:

MP 2.6 to MP 5.4

MP 7.6 to MP 113.0

Interlocking–

MP 3.1

MP 3.2

MP 9.1

MP 11.0

MP 69.2

Rule 6.19–Between T&P Jct. and MP 118.4 when flagging is required, distance will be 1.0 mile.

4. General Code of Operating Rules Items–

Wichita Falls–Westward trains departing Wichita Falls must have two Track Warrants prior to departure. One Track Warrant from the Amarillo Dispatcher showing Track Bulletins between Amarillo and Estelline, and one Track Warrant from Ft. Worth West Dispatcher showing Track Bulletins between Estelline and Wichita Falls.

Rule 6.32.6 is changed to read: If possible, a standing train or switching movement must avoid blocking a public crossing longer than 5 minutes, in Texas only.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting bridge, tunnels, or other structures: None

B. Other FED Locations:

Decatur MP 47.5

Dickworsham MP 94.3

6. FRA Excepted Track-None

7. Special Conditions-

Ft. Worth-At North Yard, Main Track switches located at MP 0.0, MP 2.2, MP 2.5, MP 5.4, MP 5.7, MP 5.8 and MP 7.33 will be lined and locked for the movement last used.

Two Main Tracks designated as Main 1 and Main 2:

MP 5.8 to MP 11.1

MP 115.0 to MP 116.1

Automatic Switches, Location by Station-Includes both switches unless specified:

Avondale, Herman, Decatur, Alvord, Fruitland, Bellevue, Dickworsham, Rhea.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
761	Fort Worth
762	Wichita Falls
794	Saginaw UP-ATSF Interlocking
490	Valley Jct to MP 8.0-Industry Track

Road Line Segments-

Line Segment	Limits
485	T&P Jct to Valley Jct.

9. Locations Not Shown as Stations-

Name	Mile Post Location	Capacity Cars	Switch Opens
40361 Rhome	6.4 west of Avondale	40	East
40395 Sunset	4.2 east of Fruitland	7	East
40431 Henrietta	5.8 west of Dickworsham	27	East
40441 Jolly	15.3 west of Dickworsham	100	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	DFW Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		40303	643.9	NORTH JCT	1.4		
			642.6	DALLAS JCT	4.5		
		40306	638.0	MOCKINGBIRD	2.8		
			635.2	SC JCT	0.4		
	4729	94711	634.8	IRVING	0.4		
			634.4	WEST CARROLLTON JCT	7.4	CTC	
	10039	40321	627.0	TARRANT	5.4		
	5043	40325	621.1	HURST	7.9		
	4802	40333	613.7	SYLVANIA	1.5		
		40334	612.2	DALWOR JCT		TJ	

BETWEEN DALWOR JCT AND PEACH YARD GENERAL CODE OF OPERATING RULES AND
UPRR TIMETABLE GOVERNS

	40336		PEACH YD	J		
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BETWEEN PEACH YARD AND NORTH YARD, WICHITA FALLS SUBDIVISION SPECIAL
INSTRUCTIONS GOVERN

	40341	6.1	NORTH YARD	BJTY		
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AAR Radio Channel 39 in Service on this Subdivision

Dispatcher Radio Call-In:

43

Emergency Train Dispatcher Call-911

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

1. Speed Regulations

1(A). Speed - Maximum

Dalwor Jct to North Jct 40 MPH. Freight

1(B). Speed - Permanent Restrictions

MP 612.2 to MP 614.2 (HE only) 20 MPH.

MP 628.7 to MP 643.9 30 MPH.

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

1(D). Speed - Other

Irving, East and west leg of wye 10 MPH.

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:

North Jct to North Yard 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Method of Operation-

CTC-in effect between Dalwor Jct and North Jct

4. General Code of Operating Rules Items-

Rule 6.19-When flagging is required, distance will be 1.0 mile.

Rule 6.32.6 is changed to read: If possible, a standing train or switching movement must avoid blocking a public crossing longer than 5 minutes, in Texas only.

Rule 10.2—following switches are not equipped with electric locks:

MP 642.5 Dallas Jct.	MP 626.30 Tarrant Rock
MP 641.61 East Perkins	MP 621.82 Hurst Lumber
MP 640.73 West Perkins	MP 618.67 Richland Hills East
MP 639.42 Mockingbird Tail	MP 618.17 Richland Hills West
MP 626.37 Tarrant Oil	MP 614.56 Sylvania East
	MP 613.45 Sylvania West

5. **Track Side Failed Equipment Detectors (FED)**— None

6. **FRA Excepted Track**—None

7. **Special Instructions**—

Irving—Trains and engines will not stop and block any public street crossing between hours of 0700 and 0830 or between 1600 and 1800.

Eastbound BNSF trains will communicate with operator when leaving Tarrant and will not occupy Wye tracks without further instructions from office at Irving.

Westbound BNSF trains will communicate with operator when leaving North Jct and will not occupy Wildwood Road crossing without further instructions from the office at Irving.

To contact the UP dispatcher for Dalwor Jct and North Jct. place multi-channel radios on channel 20 and press " * "

8. **Line Segments**—

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
793	Irving

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
951	North Jct. to Peach Yard
485	Peach Yard to North Yard

9. **Locations not shown as Stations**—

Name	Miles Post Location	Capacity Cars	Switch Opens
Perkins	1.1 west of Dallas Jct		Both
Frito-Lay Lead	1.3 west of Mockingbird		West
Centerport	2.9 east of Tarrant		East
Richland Park	3.3 west of Hurst		Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Houston Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		40000		GALVESTON FRT YD	JY		
		40050		NEW SO YD HOUSTON			
<p>BETWEEN NEW SOUTH YARD HOUSTON AND SHEPPARD DR. HB&T RY. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN</p>							
			60.6	SHEPPARD DRIVE	JY		<div>TWC ABS</div>
				10.0			
5,639	40070	70.6	CASEY	BY			
				10.6			
7,615	40081	81.2	ORR				
				3.6			
	40085	84.8	TOMBALL				
				12.0			
5,860	40096	96.8	KAREN				
				8.8			
	40105	105.6	DOBBIN	A			
				4.9			
7,498	40111	110.5	SIMMONS				
				14.8			
	40125	125.3	SHIRO				
				5.2			
6,360	40130	130.5	SINGLETON				
				21.3			
6,208	40151	151.8	ZULCH				
				16.7			
6,343	40168	168.5	FLYNN				
				16.1			
6,115	40185	184.6	NEWBY				
				19.7			
	40204	204.3	TEAGUE	BTY			
				18.1			
9,109	40222	222.4	STREETMAN				
				19.2			
5,990	40242	241.6	CORSICANA	M			
				17.1			
5,824	40259	258.7	BARDWELL				
				12.2			
7,206	40271	270.3	WAXAHACHIE				
				0.7			
	40272	271.0	JTD JCT	J			
				28.2			
<p>BETWEEN JTD JCT. AND NORTH JCT GENERAL CODE OF OPERATING RULES AND UP R.R. TIMETABLE GOVERN</p>							
		643.9	NORTH JCT	J			

AAR Radio Channel 66 in service on this Subdivision.

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

Emergency Train Dispatcher Call - 911

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

1. Speed Regulations

- 1(A). Speed - Maximum Freight
Sheppard Dr. to JTD Jct 40 MPH.
- 1(B). Speed - Permanent Restrictions
- | | |
|----------------------|---------|
| MP 60.6 to MP 67.8 | 20 MPH. |
| MP 67.8 to MP 75.8 | 30 MPH. |
| MP 102.0 to MP 105.7 | 30 MPH. |
| MP 175.6 to MP 176.4 | 40 MPH. |
| MP 180.7 to MP 182.4 | 40 MPH. |
| MP 204.0 to MP 204.7 | 30 MPH. |

MP 238.0 to MP 242.3 30 MPH.
 MP 270.0 to MP 271.0 20 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 JTD Jct 143 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. **Method of Operations--**

TWC--in effect

MP 76.0 to MP 271.0

Yard limits--in effect--

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

MP 201.5 to MP 207.5

ABS--in effect:

MP 60.6 to MP 271.0.

Interlocking--

MP 105.6 (Dobbin) BNSF Xing

MP 239.6 Corsicana--SP

4. **General Code Of Operating Rules Items**

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

Rule 6.32.6 is changed to read: If possible, a standing train or switching movement must avoid blocking a public crossing longer than 5 minutes, in Texas only.

5. **Track Side Failed Equipment Detectors (FED)--**

A. Protecting Bridges, Tunnels or Structures: None

B. Other FED Locations:

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

6. **FRA Excepted Track--**

Houston

1841	1957
1902	1958
1903	1959
1904	1962
1905	1963
1908	1964
1909	1965
1911	1966
1912	1967
1919	1968
1953	1969
1955	1970
1956	1971
	1973

7. Special Instructions-

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

Switch Interlocking Instructions-

Westward trains and engines originating at Teague using U.P. Railroad tracks between JTD JCT. and North Jct. must obtain U.P. track warrant and track bulletins, if any, in effect at Teague. BNSF track warrant forms may be used.

Authority for movement between JTD Jct. and North Jct. will be issued by U.P. Dispatcher at Omaha, NE. BNSF track warrant forms may be used. To access the U.P. Dispatcher on Channel 66 use the following procedure:

At Waxahachie, all engines equipped with multi-channel radios turn to Channel 20 and press " * "

8. Line Segments-

Yard Line Segments-

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

Road Line Segments-

Line Segment	Limits
492	Galveston Frt Yard to North Jct.

9. Locations Not Shown as Stations

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

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Longview Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		46500	207.6	LONGVIEW	BPTR			
		46445	187.8	TATUM				
		46435	181.4	BECKVILLE				
	4010	46430	171.7	CARTHAGE				
		46420	161.7	GARY				
	2550	46190	152.0	TENAH	PR			
			151.6	SP RRX	A			
	2040	46100	139.8	CENTER	P			
		45920	127.0	CALGARY				
	2490	45900	120.4	SAN AUGUSTINE	BPR			
		45880	114.9	VENABLE				
		45860	104.7	BRONSON				
	2080	45840	97.5	PINELAND	P	TWC		
	5970	45830	88.0	BROWNEDELL				
		45820	84.2	HORTON				
	4140	45800	73.6	JASPER	PTR			
		45790	67.1	KEITHTON				
		45780	62.4	ROGANVILLE				
			53.0	J&E JCT.				
	1950	45740	52.4	KIRBYVILLE				
		45735	48.0	CALL				
	3080	45730	43.2	LE VERTE				
	2640	45725	37.4	BESSMAY	R			
	3110	45715	30.1	QUINN				
		45705	26.6	EVADALE				
		45702	24.1	HAYES				
		45700	21.0	SILSBEE	BCPTR			

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

1. Speed Regulations

1(A). Speed - Maximum

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

1(D). **Speed – Other**

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

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

2. **Bridge and Equipment Weight Restrictions–None**

3. **Method of Operation–**

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

Restricted Limits–in effect:

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

4. **General Code of Operating Rules Items–None**

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

A. Protecting bridges, tunnel or other structures: None

B. Other FED locations:

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

6. **FRA Excepted Track**—None

7. **Special Conditions**—

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

8. **Line Segments**—

Road Line Segments

Line Segment	Limits
7503	Longview to Silsbee

9. **Locations Not Shown as Stations**

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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Conroe Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		44600	0.0	SOMERVILLE	BPTR			
				5.4				
		44750	5.4	SCOFIELD				
				12.9				
5650		44760	18.3	ALLENFARM				
				9.8				
		44770	28.1	NAVASOTA				
				SP RRX	A			
				5.0				
8568		44860	33.1	WOOD				
				4.6				
2600		44865	37.7	YARBORO				
				12.2				
			49.9	B.N. RRX	A			
		44880		DOBBIN				
				5.7				
		44885	55.6	MONTGOMERY				
				8.2				
7910		44895	63.8	HONEA				
				8.3				
			72.1	UP RRX	A			
				0.1				
5600		44900	72.2	CONROE	BP			
				2.4				
		44910	74.6	BEACH				
				4.5				
		44950	79.1	WAUKEGAN				
				5.9				
9650		44970	85.0	SECURITY				
				4.6				
		44980	89.6	FOSTORIA				
				5.3				
				SP RRX	A			
3950		44990	94.9	CLEVELAND	P			
				10.6				
		45415	105.5	RAYBURN				
				5.5				
8540		45425	111.0	ROMAYOR				
				10.5				
		45440	121.5	VOTAW				
				7.4				
7650		45445	128.9	BRAGG				
				15.1				
5937		45465	144.0	KOUNTZE				
				8.2				
		45700	152.2	SILSBEE	BCPTR			

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

1. Speed Regulations

1(A). Speed - Maximum

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 (HE only) 25 MPH.
MP 28.1 20 MPH.
MP 28.2 to MP 28.3 10 MPH.
MP 28.7 to MP 28.9 40 MPH.
MP 35.3 to MP 35.9 30 MPH.
MP 36.1 to MP 38.6 20 MPH.
MP 42.6 to MP 44.0 40 MPH.
MP 49.9 49 MPH.
MP 50.3 to MP 50.9 35 MPH.
MP 50.9 to MP 55.0 40 MPH.

MP 71.3 to MP 71.8 (HE only)	40 MPH.
MP 71.8 to MP 73.4 (HE only)	30 MPH.
MP 72.2	20 MPH.
MP 94.9	20 MPH.
MP 151.7 to MP 151.8	10 MPH.
MP 152.2	10 MPH.

1(C). Speed - Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

1(D). Speed - Other

Conroe--all tracks except main track	5 MPH.
Navasota--all tracks except main track	5 MPH.
Youens--Huntsman industry tracks	5 MPH.
Cleveland--all yard tracks	5 MPH.
Union Tank Car Co.--all industry tracks	5 MPH.
Kountze--track 1012	5 MPH.

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

45 MPH.

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

Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.

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

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

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

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

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

Restricted Limits--in effect:

Somerville	MP 0.0 to MP 1.0
Silsbee	MP 149.5 to 152.5

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

A. Protecting bridges, tunnel or other structures: None

B. Other FED locations:

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

6. FRA Excepted Track--

211 212 215 243 301, 302, 7013, 7102, and 7124.

7. Special Conditions--**Silsbee--**

- 1 Close clearance on Rip Tracks 203 and 204 account work equipment in area.
- 2 Impaired clearance between sand house and storehouse track; also west side of sand house track, will not clear person on side of car between storehouse switch and storehouse.
- 3 Close clearance on Track 301 (OSB Mill), will not clear person on side of car from entrance of shed to end of track.

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

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

8. Line Segments-

Yard Line Segment

Line Segment	Limits
7551	Somerville Yard
7560	Silsbee Yard

Road Line Segment

Line Segment	Limits
7502	Somerville to Silsbee

9. Locations Not Shown as Stations

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

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Galveston Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
	7580	43400	218.1	TEMPLE	BCPT	2MT CTC		
			0.7	UP RRX	M			
			217.4					
			214.9	KNOWD		6MT CTC		
			0.5					
			214.2					
	11570	43580	204.7	ROGERS				
			8.7					
			204.0					
	12070	43584	198.0	BUCKHOLTS				
			8.0					
			198.0					
	11190	43588	188.0	CAMERON				
			6.7					
			188.0					
	12160	43590	181.3	HOYTE				
			6.5					
			181.3					
	10570	43592	174.5	MILANO				
			0.1					
			174.4					
			174.4	UP RRX	PA			
			8.6					
			174.4					
	10970	43596	165.8	CHRIESMAN				
			8.0					
			165.8					
	12054	43600	157.8	CALDWELL	P			
			6.5					
			157.8					
	11320	44575	151.3	DAVIDSON				
			9.9					
			151.3					
	4980	44600	141.4	SOMERVILLE	BPT			
			8.5					
			141.4					
	11480	44610	132.9	LANDES				
			6.9					
			132.9					
		44620	126.0	BRENNHAM		CTC		
				BNSF RRX	M			
			5.9					
	11230	44630	120.1	PHILLIPSBURG				
			9.8					
			120.1					
	6810	44640	110.3	DANT				
			4.1					
			110.3					
	9420	44700	106.2	BELLVILLE	P			
			11.6					
			106.2					
			106.2	UP RRX	A			
			106.2					
	10400	44710	94.6	SEALY				
			12.4					
			94.6					
			82.2	SP RRX	M			
			1.4					
			82.2					
	11740	33910	80.8	WALLIS				
			14.6					
			80.8					
			66.2	TOWER 17	C			
			66.2					
			66.2	SP RRX	M			
			0.4					
			66.2					
	12210	34100	65.8	ROSENBERG	BP			
			10.8					
			65.8					
	11450	34120	55.0	BOOTH				
			4.6					
			55.0					
		34125	50.4	THOMPSONS	T			
			6.2					
			50.4					
	8790	34130	44.2	DUKE				
			8.2					
			44.2					
	12210	34145	36.0	MANVEL				
			7.4					
			36.0					
		35600	28.6	ALVIN	BT	2MT CTC		
			4.2					
			28.6					
		35610	24.4	ALGOA	T			
			13.4					
			24.4					
	5460	35900	11.0	TEXAS CITY JCT.	T	TWC ABS		
			4.7					
			11.0					
		35950	6.3	VIRGINIA POINT				
			1.1					
			6.3					
			5.2	LIFT BRIDGE	BCM	CTC		
			1.1					
			5.2					
			4.1	ISLAND				
			1.9					
			4.1					
		36100	2.2	GALVESTON	BPR			

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

1. Speed Regulations**1(A). Speed – Maximum****Freight**

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

1(B). Speed – Permanent Restrictions

MP 220.5 to MP 220.4 (HE only)	35 MPH.
MP 218.8 to MP 217.6	20 MPH.
MP 217.6 to MP 214.9, all main tracks	30 MPH.
MP 175.7 to 174.1	50 MPH.
MP 174.4	30 MPH.
MP 170.8 to 170.4	50 MPH.
MP 170.1 to 169.7	40 MPH.
MP 169.4 to 169.1	45 MPH.
MP 157.6 to 157.4	45 MPH.
MP 134.4 to 134.1	40 MPH.
MP 133.8 to 133.5	45 MPH.
MP 126.6 to 125.5	35 MPH.
MP 126.2 to 125.5 (HE only)	25 MPH.
MP 126.0	25 MPH.
MP 125.1 to MP 123.8	45 MPH.
MP 106.8 to 106.5	45 MPH.
MP 94.6	50 MPH.
MP 82.2	50 MPH.
MP 66.8 to MP 66.6 (HE only)	35 MPH.
MP 66.2 to MP 63.2	30 MPH.
MP 51.0 to MP 50.6	50 MPH.
MP 45.3 to MP 43.8	40 MPH.
East leg of wye Alvin	10 MPH.
West leg of wye Alvin	25 MPH.
Life Bridge, MP 5.2	10 MPH.

1(C). Speed – Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Temple, both ends siding	20 MPH.
West Freight No. 2 at Lampasas Subdiv	
Main track, MP 218.9	15 MPH.
Crossover, MP 218.8 Ft Worth Subdiv	20 MPH.
Crossover between West Freight No. 1 and West Freight No. 2	10 MPH.
North track at Lampasas Subdiv., MP 218.1	20 MPH.
Both crossovers, MP 218.0 and MP 217.9	20 MPH.
EE main tracks, MP 216.9	30 MPH.
WE Passenger track 3	20 MPH.
Knowd, WE main tracks	30 MPH.
Rogers, Buckholts, Cameron, Hoyte, Milano, Chriesman	30 MPH.
Caldwell, both ends siding	30 MPH.
SP connection	10 MPH.
Davidson, both ends siding	30 MPH.
Somerville, both ends siding	20 MPH.
EE yard	10 MPH.
Landes, Phillipsburg, Dant, Bellville, Sealy, Wallis, both ends siding	30 MPH.
Rosenberg, both ends siding	30 MPH.
SP Jct	10 MPH.
SP transfer	10 MPH.
Booth, both ends siding	30 MPH.
Thompsons, turnout, east leg of wye	20 MPH.
Duke, 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.
Alcoa, east connection to UP	30 MPH.
Crossovers between north and south track	30 MPH.
Texas City Jct, both ends siding	30 MPH.

Virginia Point, SP and UP Junctions 30 MPH.
 Island, SP and UP Junctions 30 MPH.

1(D). Speed - Other

At Temple, maximum speed authorized on West Freight No. 1 between Gober, Lampasas Subdivision, and West Freight crossover 20 MPH.
 At Temple, maximum authorized speed on West Freight No. 2 between Lampasas Subdivision Main Track and West Freight Crossover 15 MPH.
 At Temple, maximum authorized speed on East Freight Lead between Ft. Worth Subdivision Main Track and East End Freight Yard 10 MPH.
 Smithers Lake-all HL&P tracks 10 MPH.
 except on Coal Loop Track (6715) and Inside Coal Loop Track (6717) beginning at Switch No. 17 (actual number on switch). This is switch No. 6717 in CLIC book 5 MPH.
 Galveston-all SP yard tracks 10 MPH.
 Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 45 MPH.
 Locomotive cranes/pile drivers must be handled in trains next to engine.
 Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.
 Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear through a turnout must not exceed one-half the maximum authorized speed for that turnout.
 Pile drivers AT 199454 through 199468 must not be humped or switched with.

Temperature 100 Degrees or above-

When air temperature meets the "threshold temperature", all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

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

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

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operation-

Two Tracks-Between MP 216.9 and Temple, and between Algoa and Alvin.
Six tracks: Between Knowd and MP 216.9.

CTC-in effect: At Temple, on Passenger Track 3; on West Freight No. 1 from Gober to West Freight crossover; on Lampasas Subdivision Main Track Gober to MP 218.1; on main tracks and sidings between Temple, MP 218.1 and Algoa, MP 24.4, and between Virginia Point, MP 6.3 and Island, MP 4.1, EXCEPT on sidings Somerville and Bellville.

TWC-in effect: Between Algoa, MP 24.4 and Virginia Point, MP 6.3.

Restricted Limits-in effect:

Galveston MP 4.1 to MP 0.3

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

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

4. General Code of Operating Rules Items

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

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

UP trains use BNSF tracks between Sealy and Algoa.

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

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

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

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

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnel or other structures: None

B. Other FED locations:

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

6. FRA Excepted Track–

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

7. Special Conditions–

At MP 218.9, when letter "S" (siding sign) is displayed on a "stop" signal, train must stop and crew member operate switch to enter diverging route, then be governed by signal indication.

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

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

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 in feet	Switch Opens
Heidenheimer	212.3	2300	Both
El Pleasant	67.1	4990	Both
Orchard	76.2	4600	Both
Chips	69.5	2150	West
Smithers Lake Industrial spur (Includes track serving H.L.&P Yard)	51.2	20792	East
Arcoia	42.6	1160	Both
Tex Stone	12.7	6200	East

W E S T W A R D	Length of Siding In Feet	Station Nos.	Mile Post Location	Oakdale Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	E A S T W A R D
			39.4	End of Track	R			
		46745	38.4	DeRIDDER	PR			
				KSC RRX	G			
	2130	46735	33.5	SHEAR				
				1.0				
	2440	46730	325	BOISE CASCADE		TWC		
				5.0				
	2610	46725	27.5	NEALE				
				5.4				
	2540	46720	22.1	MERRYVILLE, LA				
				6.4				
		46715	15.37	BON WIER, TX				
				3.5				
	1500	46710	12.2	FAWIL				
				11.7				
			0.5	J&E JCT.				

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

1. **Speed Regulations**

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

1(B). **Speed – Permanent Restrictions**
RRX, MP 38.4 20 MPH.
MP 0.5 to MP 0.7 10 MPH.

1(C). **Speed – Switches and Turnouts**
Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless otherwise indicated.

1(D). **Speed – Other**
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 20 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.
Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.
Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear through a turnout must not exceed one-half the maximum authorized speed for that turnout.
Pile drivers AT 199454 through 199468 must not be humped or switched with.

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

2. **Bridge and Equipment Weight Restrictions--None**

3. **Method of Operation--**

TWC--in effect:

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

Restricted Limits--in effect:

MP 39.4 to MP 37.4

4. **General Code of Operating Rules Items--None**

5. **Trackside Failed Equipment Detectors (FED)--None**

6. **FRA Excepted Track--None**

7. **Special Conditions--None**

8. Line Segments--

Road Line Segments--

Line Segment	Limits
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7504

MP 0.0 to MP 39.4

9. Locations Not Shown as Stations

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

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

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

1. Speed Regulations

1(A). Speed – Maximum

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. Method of Operation–

Restricted Limits–

Silsbee MP 21.0 to 19.3
 Beaumont MP 4.5 to MP 73.3

TWC–in effect: Between Silsbee, MP 21.0 and Beaumont, MP 1.7

Manual Interlockings Not Controlled by BNSF–

Location Controlling Railroad

SP RRX, MP 0.7 UP

UP RRX

SP RRX, MP 76.4 UP

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

2119, 2120, 2122, and 2207
MP 48.0 to MP 56.0 – all tracks

7. **Special Conditions--**

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

Silsbee--

- (1) Close clearance on Rip Tracks 203 and 204 account work equipment in area.
- (2) Impaired clearance between sand house and storehouse track; also west side of sand house track, will not clear person on side of car between storehouse switch and storehouse.
- (3) Close clearance on Track 301 (OSB Mill), will not clear person on side of car from entrance of shed to end of track.

Beaumont--The overhead clearances of the KCS bridge at Port of Beaumont is 16'2" above top of rail. If cars in excess of this 16'2" clearance, crews take every precaution and see that none of these extra high cars are moved under the bridge. Bridge will not clear person on high brake platform.

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

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

- (1) On BNSF joint track between Calder Avenue and Crockett Street, there is no main track. Between these points, all tracks are yard tracks governed by block signals and movements will be made in accordance with signal indication.
- (2) On SP-UP-KCS joint track, two main tracks in service between Langham Road and end of two tracks just west of KCS control tower at Neches River Bridge. These main tracks are signaled for movement in both directions. All movements will be governed by block signals whose indications will supersede the superiority of trains.
- (3) Signals and dual control switches between Wall Street and KCS control tower at Neches River Bridge, are controlled by KCS control operator.
- (4) Signals and dual control switches between Langham Road and Wall Street and between Laurel Avenue and Crockett Street, are controlled by UP control operator located at passenger station, Eleventh Street.
- (5) Crossing west of South Street, equipped with electric lock gate, normal position lined for BNSF and SP movement between South Street and Crockett Street. Control operator must be contacted to release electric lock before gate can be operated, then must be governed by instructions posted on gate.
- (6) Telephones are located on side of each building in vicinity of signal for communication with control operator. This can be done by inserting switch lock key in key slot, turn to right, press in and talk. KCS, UP, BNSF and SP keys will operate phone. A building is located at the south end of Wall Street Yard, and near Franklin Street, which can be used for movement over the KCS main track.
- (7) The UP interchange track switch leads off the SP Sabine main track just east of Cedar Street.
- (8) Between UP crossovers opposite their freight depot and Tower 74, there is no superiority of trains. Trains and engines within these limits, must proceed at restricted speed; and main tracks may be used not protecting against other trains or engines.

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 in feet	Switch Opens
Seth	16.1	550	East
Beaumont Warehouse-Corporation	73.8	702	West
Coors Beer Company	73.7	442	West
American Rice Growers	69.0	1100	East
Gulfoo	68.4	2200	East
Cheek	68.0	1300	Both
Goodyear	66.8	3000	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Red River Valley Sub MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
			118.4	VALLEY JCT	J			
	6,524	40460	124.3	IOWA PARK				
	6,636	40471	135.9	FOWLKES				
		40475	140.3	ELECTRA		CTC		
	6,273	40483	148.1	HARROLD				
	10,493	40499	163.3	VERNON				
	6,312	40514	178.7	CHILLICOTHE				
		40527	191.8	QUANAH	BJKT	2MT CTC		
			196.7	ACME				
	6,232	40536	200.5	GOODLETT				
	6,279	40547	211.7	KIRKLAND		CTC		
	12,204	40556	220.2	CHILDRESS				
	6,277	40563	227.8	CAREY				
	7,105	40572	237.7	ESTELLINE		ABS		
	7,311	40586	251.9	MEMPHIS				
	9,165	40599	263.1	HEDLEY		TWC		
	7,936	40613	275.7	CLARENDON				
	7,302	40623	288.6	ASHTOLA				
	7,352	40639	304.5	MALDEN				
		40643	307.9	CLAUDE				
	7,316	40653	317.7	KASOTA				
		0675	335.7	AMARILLO	BMJKTR			

AAR Radio Channel 70 in service between Valley Jct and Estelline.

AAR Radio Channel 66 in service between Esterline and Amarillo.

Dispatcher Radio Call-In:		
Wichita Falls West CTC-20	Electra-27	Vernon-28
Quanah-29	Childress-30	Memphis-31
Clarendon-32	Claude-34	Amarillo-35

Emergency Train Dispatcher Call - 911

Dispatchers Telephone-

Estelline to Valley Jct 817- 234-6367 or 800-666-1022, FAX 817-234-6373

Amarillo to Estelline 817-234-6056 FAX 817-234-6077

1. Speed Regulations

1(A). Speed - Maximum

Valley Jct to Estelline	Freight
Estelline to Amarillo	60 MPH.
	49 MPH.

1(B). Speed - Permanent Restrictions

MP 118.4 to MP 119.9	35 MPH.
MP 118.4 to MP 237.4 Trains over 100 tons O/B	50 MPH.
MP 124.1 to MP 125.1 (HE only)	30 MPH.
MP 139.6 to MP 140.7 (HE only)	30 MPH.
MP 162.7 to MP 164.4 (HE only)	30 MPH.
MP 164.4 to MP 166.4	55 MPH.
MP 179.0	30 MPH.

MP 191.9 (HE only)	30 MPH.
MP 192.1 to MP 196.9, Main 1	25 MPH.
MP 219.7 to MP 220.7	40 MPH.
MP 228.5 to MP 232.2	35 MPH.
MP 237.4 to Amarillo	49 MPH.
MP 237.4 to Amarillo 100 tons O/B	49 MPH.

1(C). Speed – Switches and Turnouts**Through Turnouts**

Quanah to Acme (end of two main tracks) and Estelline (ends of siding) .	25 MPH.
All Other Siding Turnouts	20 MPH.

1(D). Speed – Other

On Sidings Estelline	25 MPH.
Iowa Park	20 MPH.
Carey and Kasota	10 MPH.
Static Scales	5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
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2. Bridge and Equipment Weight Restrictions–
Maximum Gross Weight of Car:

Valley Jct to Amarillo 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Acme—Locomotive not permitted over hydraulic lift East and West spur track Georgia Pacific.

3. Method of Operations–**TWC**—in effect:

MP 237.4 to MP 327.5

Restricted Limits—in effect:

MP 327.5 to MP 335.7, before entering or moving within these limits communicate with yardmaster for instructions.

CTC—in effect: MP 118.4 to MP 237.3

ABS—in effect: MP 237.3 to MP 238.8.

Interlocking—MP 334.7

4. General Code of Operating Rules Items–

Amarillo—Eastward trains departing Amarillo must have two Track Warrants prior to departure. One Track Warrant from the Amarillo Dispatcher showing Track Bulletins between Amarillo and Estelline, and one Track Warrant from Ft. Worth West Dispatcher showing Track Bulletins between Estelline and Wichita Falls.

Rule 6.19— Between MP 118.4 and Estelline when flagging is required, distance will be 1.0 mile.

Between Estelline and Amarillo when flagging is required, distance will be 2.0 miles.

Rule 6.32.6 is changed to read: If possible, a standing train or switching movement must avoid blocking a public crossing longer than 5 minutes, in Texas only.

Rule 10.2— following switches are not equipped with electric locks:

MP 124.4 – Iowa Park – East House Track
 MP 125.9 – Iowa Park – Cryovac Spur
 MP 138.8 – Electra – West end National Tank
 MP 139.8 – Electra – High Line Track
 MP 140.7 – Electra – West House Track
 MP 141.8 – Electra
 MP 144.7 – Harrold
 MP 147.5 – East end Harrold House Track
 MP 147.9 – West end Harrold House Track
 MP 154.7 – Oklaunion East House Track
 MP 155.0 – Oklaunion West House Track
 MP 159.6 – Vernon Grain East Track
 MP 160.0 – Vernon Grain West Track
 MP 178.7 – Chillicothe South Elevator

MP 179.4 – Chillicothe Transfer Track
 MP 191.5 – Quanah – East end House Track
 MP 193.0 – Quanah–Main 2 Compress Switch
 MP 211.1 – Kirkland – East House Track
 MP 211.6 – Kirkland – West House Track

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

A. Protecting bridge, tunnels, or other structures:

Chillicothe (EWD) MP 175.5
 Memphis (EWD) MP 243.6

B. Other FED Locations:

Radio Reporter:

Electra MP 143.6
 Chillicothe (WWD) MP 175.5
 Kirkland MP 207.8
 Memphis (WWD) MP 243.6
 Clarendon MP 273.2
 Claude MP 309.5

6. **FRA Excepted Track–NONE**

7. **Special Conditions–**

8. **Amarillo Rule 8.3–** The following switches may be left lined and locked in the position last used: North and South Pass (both ends), crossover between Westbound Track and Eastbound Track at Eastern (MP 330.6), and east switch Westbound Track at Eastern (MP 329.4).

9. **Quanah–** At Quanah before Occupying road crossing on Old Mill track at Nelson Street, crossing signals must be activated by Operating key controller located on signal mast by the scale. Cars must not be left spotted closer than 50 feet from road crossing.

Trains over 100 Tons/OB will not operate through siding Carey, or use MT1 between MP 115 to MP 116.1, except when authorized by chief dispatcher.

Two Main Tracks –

MP 192.1 to MP 196.9

Automatic Switches, Location by Station–Includes both switches unless specified:

Memphis, Hedley, Clarendon, Ashtola, Malden, Kasota.

10. **Line Segments–**

Yard Line Segments–

Line Segment	Limits
765	Amarillo
766	Childress
795	West Texas Power Co. Tracks

Road Line Segments–

Line Segment	Limits
485	Valley Jct. to Amarillo

11. **Locations Not Shown as Stations–**

Name	Mile Post Location	Capacity Cars	Switch Opens
40490 Oklaunion	6.0 west of Harrold	12	Both
40490 West Texas Utilities	7.4 west of Harrold	150	West
40496 Vernon Grain Inc.	3.3 east of Vernon	35	Both
40532 Georgia Pacific	0.3 east of Acme–off MT 1	15	East

W E S T W A R D :	Length of Siding in Feet	Station Nos.	Mile Post Location	Bay City Subdiv BRANCH LINE STATIONS			Method of Oper.	Track Diagram	
			54.0	End of Track	1.2		TWC		
			55.2	CANE JCT	5.3	R			
		33495	60.5	RUNNELLS	7.8			
		33600	68.6	BAY CITY	0.4	BPR			
			69.0	U.P. RRX	10.6	M			
		33690	79.6	WADSWORTH	2.9	R			
			82.5	End of Track		R			

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

1. Speed Regulations

1(A). Speed - Maximum

	Freight
MP 54.0 to Bay City	30 MPH.
Bay City 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

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

Locomotive cranes/pile drivers must be handled in trains next to engine.
Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.

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

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

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

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operation-

TWC-in effect:

MP 55.7 to MP 66.4

Restricted Limits-in effect:

Bay City-End of track, MP 66.4 to MP 82.5

Cane Jct-MP 54.0 to MP 55.7

Manual Interlockings Not Controlled by BNSF-

Location Controlling Railroad

UP RRX, MP 69.0 UP

4. General Code of Operating Rules Items-

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

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track--

New Gulf		Wharton	
7603	7604	7107	7108

7. Special Conditions--None

8. Line Segments--

Road Line segment

<u>Line Segment</u>	<u>Limits</u>
7506	MP 54.0 to MP 82.5

9. Locations Not Shown as Stations

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

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Plainview Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
			570.8	LUBBOCK JCT.	T			
				11.3				
	5150	42130	582.1	OGG				
				6.3				
	5150	42120	588.4	HAPPY				
				8.0				
	5150	42110	596.4	KAFFIR				
				6.9				
	5200	42100	603.3	TULIA				
				12.0				
	5200	41935	615.3	KRESS				
				6.5				
	11500	41930	621.8	FINNEY				
				5.8				
	9700	41900	627.6	PLAINVIEW	BPTR			
				0.6				
			628.2	FLOYDADA JCT.	R			
				0.2				
			628.4	BNSF RRX	A	TWC		
				5.6				
	5200	41880	634.0	FURGUSON				
				8.9				
	5150	41875	640.9	HALE CENTER				
				5.6				
	5050	41870	646.5	UNDERWOOD				
				4.9				
	5100	41865	651.4	ALLEY				
				5.6				
	5200	41855	657.0	ABERNATHY				
				6.3				
	5280	41850	663.3	MONROE				
				8.6				
	6200		671.9	MARNELS	R			
				1.2				
			673.1	HOUSE 246				
				0.4		CTC		
			673.5	CANYON JCT.	T			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Lubbock Jct. to Canyon Jct.	30	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

Lubbock Jct to Canyon Jct 49 MPH%

1(B). Speed - Permanent Restrictions

MP 570.9 to MP 571.2 30 MPH

MP 626.6 to MP 629.0 20 MPH

AT MP 628.4 20 MPH

MP 629.5 to MP 630.1 49 MPH

MP 668.6 to MP 668.8 45 MPH

MP 672.1 to MP 673.1 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.

Canyon Jct-

Turnout from north track to Plainview Subdiv 30 MPH

Crossover between north and south tracks 30 MPH

1(D). Speed - Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468

and Jordan spreaders 45 MPH.

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

Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.

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

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

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

2. **Bridge and Equipment Weight Restrictions--None**

3. **Method of Operation--**

TWC--in effect: Between Lubbock Jct. and House 246.

CTC--in effect: On Plainview Subdivision main track between Canyon Jct. and House 246, and on west leg of wye, Canyon Jct.

Restricted Limits--in effect:

Plainview MP 626.0 to MP 629.0

Marnels MP 672.1 to MP 673.1

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 6.19--Between MP 570.8 and MP 673.5, when flagging is required, distance will be 1.5 miles.

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

Location	Type	Locators & Signals Affected
MP 573.6, 606.9, 636.0, 666.7	Hot Box & Dragging Equipment	Radio communication

6. **FRA Excepted Track--None**

7. **Special Conditions--None**

8. **Line Segments--**

Yard Line Segments

Line Segment Limits

7157 Lubbock Yard

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity in feet	Switch Opens
Eunice	607.6	5900	Both
Houston Elevator	609.9	2250	Both
Riverside Chemical	613.9	400	East
Burson & Wilson	616.3	1900	Both
BFW Grain	617.0	1200	Both
Excel	623.4	1840	East
Continental Grain	624.0	2590	Both
Riverside	624.8	1600	East
Feeder Grain	625.0	1212	Both
Louisiana Seed	625.5	330	West
Southwestern Grain	626.0	2030	Both
United Farm Ind.	626.1	3715	East
Cargill Grain Storage	631.0	4564	Both
Cargill Passing track	631.2	4520	West
Storage track	632.0	4190	Both
Six Point Grain Co.	637.9	1250	Both
Western Warehouse Co.	654.8	1150	Both
Commercial Metals	665.5	600	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	South Plains Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
				AMARILLO	JBMTR			
		40671				TWC		
Between Amarillo and Lubbock, trains will operate on the PlainView and Hereford Subdivision.								
		88787	322.9	PLAINVIEW	JUABTR			
		88801	337.5	EDMONSON				
	2,563	88815	351.6	HART				
		8831	367.6	DIMMITT	R			

1. Speed Regulations

1(A). Speed – Maximum

Plainview to Dimmitt **Freight** 25 MPH.

1(B). Speed – Permanent Restrictions

MP 320.0 to MP 326.0 10 MPH.
MP 326.0 to MP 329.5 20 MPH.
MP 329.5 to MP 334.9 40 MPH.
MP 334.9 to MP 364.2 25 MPH.
MP 364.2 to MP 366.2 20 MPH.
MP 366.2 to MP 368.4 10 MPH.
Lubbock Yard 10 MPH.

1(C). Speed – Switches and Turnouts

Through all turnouts 10 MPH.

1(D). Speed – Other–None

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

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

Plainview to Dimmitt 134 tons

Lubbock to Sterley 134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and six axle derricks not permitted on any track other than main track and storage No. 1 and 2 at Dimmitt..

3. Method of Operations–

TWC–in effect:

Plainview to MP 364.2

Restricted Limits–in effect:

MP 322.9 to MP 329.5

MP 364.2 to MP 368.4

Interlocking–

MP 358.5 Lubbock–ATSF

4. General Code of Operating Rules Items–

Rule 5.4.4–Authorized on this subdivision.

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

Rule 6.32.6 is changed to read: If possible, a standing train or switching movement must avoid blocking a public crossing longer than 5 minutes, in Texas only.

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track–None

7. Special Conditions–

At Lubbock–BNSF Crossing located at MP 358.5 controlled by BNSF train dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release box.

8. Line Segments–

Yard Line Segments–

Line Segment	Limits
487	Lubbock
486	Amarillo to Dimmitt

9. Locations Not Shown as Stations–

Name	Mile Post Location	Capacity Cars	Switch Opens
88796 Wright	8.4 west of Plainview	10	Both
88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
88822 Roy	8.1 east of Dimmitt	12	Both
88829 Goodpasture	2.2 east of Dimmitt	18	West

W E S T W A R D I	Length of Siding in Feet	Station Nos.	Mile Post Location	Venus Subdiv		Method of Oper.	Track Diagram	E A S T W A R D I					
				BRANCH LINE									
				STATIONS									
				2,000	43554				19.0	VENUS	TWC	
				1,250	43550				12.7	6.3 ALVARADO			
									11.4	1.3 U.P. RRX			A
										11.4 CLEBURNE			BPT
					43500				0.0				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Venus Subdivision	36	1	3	4	5&7	9
Ward Industrial Spur	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed – Maximum

Freight

MP 0.0 to MP 19.0	25 MPH.
Ward Industrial Spur	20 MPH.
Hale Cement	10 MPH.
Red Bird Industrial Spur	10 MPH.

1(B). Speed – Permanent Restrictions

MP 0.0 to MP 0.3	10 MPH.
MP 0.3 to MP 2.0	20 MPH.
MP 7.0 to MP 7.9	20 MPH.
MP 11.4	20 MPH.
MP 12.3 to MP 13.4	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.

1(D). Speed – Other

Ward Industrial Spur: Trackage between MP 19.0, Venus, and End of Track.

MP 46.0, Identified as Ward Industrial Spur. Speed Limit 10 MPH in Automatic Interlocking, S.P. RRX, MP 27.3.

Venus Track 8727 5 MPH

Locomotive cranes/pile drivers, AT-199454 through AT-199468

and Jordan spreaders 10 MPH.

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

Pile drivers AT 199454 through 199468 may travel at timetable prescribed speed until turned.

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

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

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

2. Bridge and Equipment Weight Restrictions–None

3. Method of Operation–

TWC–in effect:

MP 0.0 Cleburne to MP 19.0, Venus

4. General Code of Operating Rules Items–None

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track–None

7. **Special Conditions—**

Ward Industrial Spur—All switches must be left lined and locked for movement on Ward Industrial Spur track

8. **Line Segments—**

Yard Line Segments—

Line Segment

Limits

7500

MP 0.0 to MP 19.0

9. **Locations Not Shown as Stations**

Name	Mile Post Location	Capacity in feet	Switch Opens
Ward Industrial spur	19.0	27 Miles	East
Southwest Railroad Car Parts Co.	19.9	970	East
Chaparral Steel	24.4	15000	Both
TXI Cement	24.6	10000	East
Holnam Cement	29.5	9300	East
Red Bird Industrial lead	42.2	25000	Both
Hale Cement	46.8	46940	Both

Division Officers

R.A. ROY	Mgr. Safety/Rules	Alliance	817-224-7007
J.C. POE	Terminal Supt.	Alliance	817-224-7025
B.J. WHEAT	Road Foreman	Alliance	817-224-7004
R.E. BATTEN	Trainmaster	Alliance	817-224-7057
W.C. BLACKER	Trainmaster	Alliance	817-224-7057
M.L. BRADY	Trainmaster	Alliance	817-224-7057
K.L. EALEY	Trainmaster	Alliance	817-224-7057
D.G. SCHULTELS	Trainmaster	Alliance	817-224-7057
R.D. MANNING	Trainmaster	Cleburne	817-558-3004
A.S. KIEFER	Genl. Roadmaster	Alliance	817-224-7005
R.B. INCE	Roadmaster	Alliance	817-224-7009
W.S. HALVERSON	Genl. Foreman	Alliance	817-224-7006
C.R. POKON	Genl. Foreman	Alliance	817-224-7131
W.R. HOPPER	Supt. Operations	Pearland	713-641-7188
F.L. STURTZ	Roadmaster	Pearland	713-641-7176
J.A. McCRAKEN	Supt. Operations	Lubbock	806-765-3988
D.J. THOMAS	Trainmaster	Lubbock	806-765-3971
C.B. WESTBROOK	Trainmaster	Lubbock	806-765-3971
V.J. LOPEZ	Roadmaster	Lubbock	806-765-3955
G.R. CAVANAUGH	Terminal Supt.	Houston	713-641-3601
R.D. IRISH	Trainmaster	Houston	713-641-7185
T.W. JONES	Trainmaster	Houston	713-641-7185
K.K. JOHNSON	Trainmaster	Houston	713-641-7185
C.W. DIOCCIO	Trainmaster	Houston	713-641-7185
D.S. DODSON	Trainmaster	Houston	713-641-7185
R.L. EDDS	Admin. Specialist	Temple	817-771-4682
T.M. JOYCE	Terminal Manager	Temple	817-771-4785
C.M. COLE	Road Foreman	Temple	817-771-4665
M.S. HILL	Trainmaster	Temple	817-771-4785
E.P. RING	Trainmaster	Temple	817-771-4785
B. PORTER	Trainmaster	Temple	817-771-4785
D.N. MOONEY	Roadmaster	Temple	817-771-4676
B.R. BELL	Genl. Foreman	Temple	817-771-4603
K. MALDEN	Road Foreman	Ft. Worth	817-224-7121
N.R. BOTTGER	Trainmaster	Ft. Worth	817-740-7200
D.L. STULL	Trainmaster	Ft. Worth	817-740-7229
M.L. GAUNT	Roadmaster	Ft. Worth	817-740-7274
B. MILLER	Mech. Supt.	Ft. Worth	817-333-1982
J.T. CAMPBELL	Road Foreman	Sweetwater	817-236-7201
L.J. ERDETT	Road Foreman	Silsbee	409-385-1587
J.L. WILES	Trainmaster	Silsbee	409-385-1588
E.R. HILL	Trainmaster	Silsbee	409-385-2301
J.S. CAMPBELL	Roadmaster	Silsbee	409-385-1565
T.R. HUGHES	Road Foreman	Amarillo	806-371-3355
B.L. CURRY	Roadmaster	Amarillo	806-371-3344
R.D. WILLIAMS	Genl. Foreman	Silsbee	409-385-1559
W.D. DAVIS	Trainmaster	Gainesville	817-224-7057
J.E. COBEAN	Trainmaster	Teague	817-333-7803
B.D. MAZE	Trainmaster	Teague	817-765-3971
D.W. BACA	Roadmaster	Teague	817-333-7805
J.E. WAGNER	Roadmaster	Sommerville	817-771-4677
W.F. HARMOND	Roadmaster	Brownwood	915-643-7276
J.T. MONK	Trainmaster	Wichita Falls	817-716-5705