

BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded...

Work practices and training for all employees that make safety essential to the tasks we perform...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

This version contains the following updated pages:

November 5, 2025: 38, 107.

November 19, 2025: 78, 97.

December 3, 2025: 46, 47.

January 21, 2026: 48, 49.

February 4, 2026: 10, 19, 20, 26, 36, 43, 44, 55, 57, 62, 77, 86, 95, 103, 105.

February 18, 2026: 51.

March 11, 2026: 5, 6, 88.

March 25, 2026: 67, 68, 85.

April 15, 2026: 45, 75.

April 22, 2026: 61.

May 13, 2026: 71, 81.

May 27, 2026: 72.

June 3, 2026: 94.

June 10, 2026: 31.

June 17, 2026: 87.

July 1, 2026: Title page, 21.



Red River Division

Timetable No. 6

In Effect at 0800

Central Continental Time

November 5, 2025

(Including updates through
July 1, 2026)

Division General Manager

Lance Brewer

The Woodlands, Texas

713-847-3500

General Director

Transportation, South

Kenny Theerman

The Woodlands, Texas

713-847-3189

For changes to this document contact:

Regional Director of Administration

Jeffrey R. Wetta

402-458-7596

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Timetable Key:

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Example Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg	Miles to Next Stn.	EASTWARD ↑	
	Adjoining Sub: Model Subdivision Boundary: Example MP 0.0 / Model MP 133.6											
			0.4		ALPHA		CTC	123	6.9			
		54007	7.3		BRAVO				TWC	7.7		
		54015	15.0		CHARLIE					6.4		
		54021	21.4 577.9		DELTA Adj. Sub: Watson , MP 21.4 Adj. RR: QRST, MP 578.8	gJ	TWC ABS	234		1.0		
			578.9		ECHO				14.9			
		08194	593.8		FOXTROT				5.2			
	8,384	08200	599.0	598.1 599.7	GOLF		TWC ABS	234	1.7			
		08201	600.7		HOTEL				1.6			
		08202	602.3		INDIA				8.7			
	14,880	08211	611.0	609.1 612.1	JULIET Adj. RR: TUVV, MP 611.6	JT	TWC ABS	TWC ABS	345	22.0		
	10,559	08233	633.0	631.5 633.6	KILO		CTC			23.0		
	8,312	08257	656.0	655.6 657.3	LIMA					12.0		
	12,142	08568	668.0	667.1 669.5	MIKE		TWC ABS	345	14.0			
	9,302	08278	678.0	677.1 678.5	NOVEMBER				10.0			
	7,910	08288	688.0	687.1 688.7	PAPA				14.3			
	08302	702.3		QUEBEC		3.7						
		706.0		ROMEO				153.1				
Subdivision Boundary: Example, MP 706.0; End MT Connection with Example Sub, Template Division, & Romeo Sub at Romeo via GCOR/MWOR 6.28 Information for Romeo is found in the Example Sub Timetable.												

Railroad directions for the subdivision are listed in the far left and right columns of the table.

Length of Siding - A numerical value indicates a siding at the location and represents the siding footage between signals governing movement over siding switches. In the absence of these signals, the value represents the distance between siding switch clearance points or associated details.

Station Number - Station location identifier for work order reporting.

Mile Post - Mile Post values used to represent stations are determined as follows (regardless of station sign location):

- Locations with sidings – whole milepost nearest the center point between siding switches, and siding switches in non-CTC territory will be identified by the 1/10th of a mile nearest the point of each siding switch
- Control Points - the 1/10th of a mile nearest the center
- Interlockings - the 1/10th of a mile nearest the center
- Other primary locations - the 1/10th of a mile nearest the point of a switch or other railroad identifiable feature (i.e. diamond of railroad crossing at grade, etc.)

Stations - Locations listed as Stations include:

- Locations with sidings
- Control Points (except siding switches)
- Interlockings
- Junctions to other subdivisions or railroads
- Other primary locations (i.e. railroad crossing at grade governed by stop signs, passenger stops, industries)

Station names shall not contain directions (i.e. East, West, North, South), characters or symbols (i.e. #, (), etc.), or the phrase MP/Mile Post.

Rule 4.3: GCOR/MWOR 4.3, Timetable Characters

- A Automatic Interlocking
- B General orders, notices, and circulars
- C Radio communication
- g Gate, normal position against conflicting route
- G Gate, normal position against this subdivision
- J Junction
- M Manual interlocking
- P Telephone
- R Restricted Limits
- S Railroad crossing protected by permanent stop sign
- T Turning facility
- U Railroad crossing not protected by signals or gates
- X Crossover
- X(2) Multiple crossovers
- Y Yard Limits

Type of Operation - A general representation of the type of operation in effect on the subdivision. For specific information on type of operation see timetable Item 3.

Line Segment - General representation of the main line line segment numbers. More detailed line segment information is found in timetable Item 8.

Miles to Next Station - read from top to bottom, represents the distance in railroad miles between station mile posts. The value in the bottom row of the column represents the length of the subdivision.

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Division Managers

Alliance/Ft. Worth

Chris. Ashworth	Spvr Terminal Operations.....	817-224-7055
Antoine Davis	Spvr Terminal Operations.....	817-224-7055
Robin Downing	Spvr Terminal Operations.....	817-224-7055
Anthony Johnson.....	Spvr Terminal Operations.....	817-224-7055
Chong Jones	Spvr Terminal Operations.....	817-224-7055
Brandon King.....	Spvr Terminal Operations.....	817-224-7055
Steven Moore	Spvr Terminal Operations.....	817-224-7055
Andre Pennix.....	Spvr Terminal Operations.....	817-224-7055
Jake Plott.....	Spvr Terminal Operations.....	817-224-7055
Deandre Wright	Spvr Terminal Operations.....	817-224-7055
Dantavis Felton.....	Spvr Road Operations	817-740-2601
Jeremy Mason	Spvr Road & Train Operations.....	940-781-7320
Carlos Perez.....	Mgr Terminal Operations.....	817-224-7255
Bret Winters.....	Mgr Terminal Operations.....	817-740-2625
Larry Howe	Mgr Terminal Operations.....	817-224-7390
S.M. Cleveland.....	Supt Operating Practices	817-224-7397
Luke Davis.....	Terminal Superintendent	817-224-7201
Heath Steblay	Division Engineer	817-352-2002
Rudy Jaramillo.....	Gen Foreman II	817-224-7390

Ardmore

Mariefe Harllee	Spvr Road Operations	682-361-1378
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Arkansas City

J.R. Bales	Spvr Road Operations	620-441-2286
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Avondale

Sidney Holmes	Spvr Road Operations	505-238-9014
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Baumont

Vahid Morris.....	Spvr Road & Train Operations.....	337-332-0687
Kevin Young.....	Spvr Road Operations	713-847-3451

Cleburne

Judd Day	Spvr Road Operations	817-740-2601
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Corpus Christi

David Gavril	Spvr Road Operations	501-490-0120
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Dayton

David Lira	Spvr Road Operations	713-847-3551
Brandon English	Spvr Road Operations	713-847-3551

Eagle Pass

Aldo Felan	Spvr Road Operations	817-867-2182
Fernando Mercado	Spvr Road Operations	817-867-2182

Enid

Evan McCulloch.....	Spvr Road Operations	918-445-2586
James Spaulding	Roadmaster	918-500-3300

Galveston

Harlan Bradley.....	Spvr Road Operations	713-847-3187
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Gainesville

Mariefe Harllee	Spvr Road Operations	682-361-1378
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[TOC Home](#)**Houston**

Greg Dozier	Spvr Terminal Operations.....	817-867-2105
Drew Hamilton	Spvr Terminal Operations.....	817-867-2105
Robert Johnson	Spvr Terminal Operations.....	817-867-2105
Dani Martinez	Spvr Terminal Operations.....	817-867-2105
Amber Tower	Spvr Terminal Operations.....	817-867-2105
Danny Fleming	Mgr Terminal Operations.....	713-847-3186
Wade Trimm	Mgr Terminal Operations.....	713-847-3186
Blake Jenniges	Terminal Superintendent	817-847-3333
William Trailer	Mechanical Foreman	337-572-2565

Irving

Mariefe Harlee	Spvr Road Operations	682-361-1378
Erik Vega	Spvr Road Operations	817-224-7119

Lafayette

Tyler Gilbertson	Spvr Terminal Operations.....	337-572-2514
Chris Hammersky	Spvr Terminal Operations.....	337-572-2514
Andrew Marquez	Spvr Terminal Operations.....	337-572-2514
Bruno Kraidy	Spvr Terminal Operations.....	337-572-2514
Shawn Rourke	Spvr Terminal Operations.....	337-572-2514
Casey Hanson	Mgr Terminal Operations.....	337-572-2513
Cody Reynolds	Supt Operations	337-572-2501

Laccasine

Scott Smith	Spvr Road Operations	308-763-2240
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Longview

Jeff Madden	Spvr Road Operations	713-847-3452
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Lubbock

Brad Fritzler	Spvr Terminal Operations.....	806-765-3974
Spenser Malick	Spvr Terminal Operations.....	806-765-3974
Reanna Moll	Spvr Terminal Operations.....	806-765-3974
Todd Seagraves	Spvr Terminal Operations.....	806-765-3974
Marty Shields	Spvr Terminal Operations.....	806-765-3974
Jamie DeLeon	Mgr Terminal Operations.....	806-773-7357

Madill

Brian Haislip	Spvr Road Operations	580-263-9705
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Network Operations Center

Jason McBride	Asst. Corridor Supt.....	817-352-2590
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Operating Practices Support Desk

North Region	817-352-2821
South Region	817-352-2820

Oklahoma City

Jaston Brink	Spvr Terminal Operations.....	405-670-7553
Jason Jacobson	Spvr Terminal Operations.....	405-670-7553
Sean Molyneaux	Spvr Terminal Operations.....	405-670-7553
Michael Purcell	Spvr Terminal Operations.....	405-670-7553
Gilbreath Riggs	Spvr Terminal Operations.....	405-670-7553
Austin Spears	Spvr Road Operations	405-670-7554
Kirby Carson	Mgr Terminal Operations.....	405-670-7628
Isaac Skinner	Supt Operations	405-670-7684
Corbin Fullerton	Roadmaster Red Rock North	806-220-9760
Josh Bengel	Roadmaster Red Rock South	405-902-0043

Pearland

Michael Miller	Spvr Road Operations	713-847-3398
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San Antonio

Kent Bohlman	Spvr Terminal Operations.....	254-771-4707
Brandon Dawson	Spvr Terminal Operations.....	254-771-4707
Noel Perez	Spvr Terminal Operations.....	254-771-4707
Isaiah Williams	Spvr Terminal Operations.....	254-771-4670
Mathew Duchemin	Spvr Terminal Operations.....	254-771-4670
J P Leodoro	Mgr Terminal Operations.....	254-771-4652

Silsbee

Jordan Bowell	Spvr Terminal Operations.....	713-847-3311
Jeremy Dixon	Spvr Terminal Operations.....	713-847-3451
Landy Garrett	Spvr Terminal Operations.....	713-847-3451
Michael Gouge	Spvr Terminal Operations.....	713-847-3451
John Roach	Spvr Terminal Operations.....	713-847-3451
Justin Benningfield	Mgr Terminal Operations.....	713-847-3453

Somerville

Chris Nunez	Spvr Road Operations	979-596-2349
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Spring (ROC)

Micah Hammond	Corridor Superintendent.....	281-350-7557
Robin Taylor	Director Joint Lines	281-350-7228
Brian Brezovar	Director of Transportation	815-677-7548

Sweetwater

David Oakes	Spvr Road Operations	325-236-7202
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Teague

Joshua Nine	Spvr Road Operations	817-867-2150
Mike Rodriguez	Spvr Road Operations	817-867-2150

Temple

Colton Brenton	Spvr Terminal Operations.....	254-771-4728
Richard Burns	Spvr Terminal Operations.....	254-771-4728
Steve Crawford	Spvr Terminal Operations.....	254-771-4728
Robert Drake	Spvr Terminal Operations.....	254-771-4728
Justin Gentry	Spvr Terminal Operations.....	254-771-4728
Marcilla Logan	Spvr Terminal Operations.....	254-771-4728
Nathaniel Medina	Spvr Terminal Operations.....	254-771-4728
Justin Peterson	Spvr Terminal Operations.....	254-771-4728
William Schweitzer	Spvr Terminal Operations.....	254-771-4728
Christain Tafoya	Spvr Terminal Operations.....	254-771-4728
Barak Whitlock	Spvr Terminal Operations.....	254-771-4728
Creighton Wolfe	Spvr Terminal Operations.....	254-771-4728
Cody McFarlin	Spvr Road Operations	254-771-4728
John Alexander	Spvr Road & Train Operations	254-771-4670
Derek Ecklund	Mgr Terminal Operations.....	254-771-4702
Cole McCord	Terminal Superintendent	254-771-4701
Robert Burnau	Gen Foreman	254-771-4603

Tulsa

Richard Dorman	Spvr Terminal Operations.....	918-445-2503
Lance Head	Spvr Terminal Operations.....	918-445-2503
John Holmes	Spvr Terminal Operations.....	918-445-2503
Kyle Romero	Spvr Terminal Operations.....	918-445-2503
Derrick Williams	Spvr Terminal Operations.....	918-445-2503
Daryl Wilson	Manager of Safety	918-445-2550
Eric Larson	Mgr Terminal Operations.....	918-445-7915
Chandler Smith	Mgr Terminal Operations.....	918-445-7915
Carter Tuggle	Terminal Superintendent	918-445-2501
Frayne Black	Roadmaster Creek	580-301-9416
Wesley Sweetwood	Roadmaster Tulsa	918-445-2566
Jason Watkins	Division Engineer	918-445-2538
Joe Jernigan	Signal Supervisor	918-445-2534
Gerald Luster	Gen Foreman	918-445-2575

Wichita Falls

Jason Plaggemeyer	Spvr Road Operations	940-249-0309
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The Woodlands

Lance Brewer	General Manager	713-847-3500
Kenny Theerman	General Dir Transportation.....	713-847-3189
Jason Randash	Division Engineer	713-847-3390
Dana Dickey	Manager Field Medical.....	713-847-3127
Nate Hutchins	Signal Manager	713-847-3372
Dave Moreno	Mechanical Superintendent	713-847-3143
Happy Curtis	Telecom Supervisor	713-847-3579

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W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Avard Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ E A S T W A R D
Adjoining Sub: Creek Subdivision Boundary: Avard MP 425.2 / Creek, MP 425.2 Information for Cherokee Yard is found in the Creek sub, timetable.										
			425.7		DX		TX(2)			2.7
			428.4		AVERY					7.6
	9,054	96032	436.0	435.1 437.0	SHIRK					11.0
	11,061	96046	447.0	445.6 448.1	MANNFORD					12.0
	9,118	96062	459.0	457.7 459.5	HALLETT					10.3
		96069	469.3		CASEY					4.7
	10,403		474.0	472.9 475.0	CAMP			CTC		4.5
		96078	478.5		PAWNEE					13.5
	14,603	96091	492.0	490.1 493.0	MORRISON					10.6
		96103	502.6		BLACK BEAR Adj. Sub: Red Rock , MP 502.5		JM			5.6
		96109	508.2		PERRY Adj. Sub: Red Rock , MP 508.2		J			16.8
	7,722	96125	525.0	524.6 526.2	CALLAHAN					8.2
		96134	533.2		FAIRMONT				MT1 9.9 MT2 9.6	
			542.8		EAST ENID (MT2)			CTC 2 MT	1047	0.3
			543.1		CP STEEN					1.2
			544.3		WEST ENID Adj. RR: UP, MP 544.3		AJT			0.9
			545.2		CP 5451					9.3
		96155	554.5		CARRIER					3.5
	8,651	96157	558.0	556.6 558.5	WALKER					4.8
		96163	562.8		GOLTRY					6.5
		96169	569.3		HELENA					5.7
	7,473	96174	575.0	574.3 575.9	McWILLIE			CTC		5.5
		96181	580.5		CARMEN					8.1
		96189	588.6		DACOMA					4.4
	10,819		593.0	591.8 594.1	MAJOR					2.0
		96195	595.0		HOPETON					6.8
			601.8		CP 6017					0.1
			601.9		AVARD		JT			176.9
Adjoining Sub: Panhandle, Kansas Division Subdivision Boundary: Avard, MP 602.1 / Panhandle, MP 336.0										

Central Continental Time in effect on Avard Subdivision

Radio Call-In		
Radio Channel 066 in service Enid Yard		
Radio Channel 044 in service Hall to Avard		
Tulsa - 25(X)	Shirk - 23(X)	Mannford - 63(X)
Hallett - 26(X)	Pawnee - 73(X)	Perry - 83(X)
Perry - 14(0)	Enid - 53(X)	Helena - 43(X)
Dacoma - 24(X)		Avard - 23(X)
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Avard Subdivision..... 817-867-7058, Fax 817-352-6487
 Black Bear CTC, Red Rock Dispr.... 817-867-7021, Fax 817-352-7040

1. Speed Regulations

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

1(A). Speed—Maximum**Main Track**

MP 425.2 to MP 601.9

Frts	
Under 100 TOB	100 TOB & Over
55*	55*

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 425.6 to MP 425.8, Avard Trim lead	20	20
MP 601.8 to MP 602.1, Avard Connecting track	15	15

* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

- Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
- Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
- Train does not average more than 80 TOB.
Exceptions:
 - Trains consisting entirely of intermodal equipment (all equipment listed under System Special Instructions Item 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
 - Trains consisting entirely of double stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) must not average more than 105 tons per operative brake. In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as "Super Reefers" (BNSF 793110 thru BNSF 794112) provided train does not exceed 90 TOB.
- Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade).

See ABTH 103.2.1 Dynamic Brake Limitations, regarding when 32 axles of dynamic brakes may be used on lead consist.

[TOC Home](#)**1(B). Speed—Permanent Restrictions**

	Fr
MP 425.2 to MP 432.0 *	30
MP 437.1 to MP 437.8	65
MP 438.6 to MP 439.2	40
MP 455.5 to MP 456.3	65
MP 456.3 to MP 458.3	55
MP 458.3 to MP 459.1	45
MP 462.4 to MP 465.5	55
MP 465.5 to MP 466.3	45
MP 466.3 to MP 467.7	55
MP 467.7 to MP 470.3	60
MP 470.3 to MP 471.1	55
MP 471.1 to MP 473.1	40
MP 473.1 to MP 473.4	45
MP 473.4 to MP 480.6	40
MP 480.6 to MP 487.0	55
MP 487.0 to MP 488.5	65
MP 490.5 to MP 493.6	55
MP 499.7 to MP 500.1	55
MP 500.1 to MP 502.5	60
MP 502.5 to MP 503.2	40
MP 503.2 to MP 506.2	60
MP 506.2 to MP 507.5	55
MP 507.5 to MP 508.6	40
MP 508.6 to MP 508.8	25
MP 508.8 to MP 509.5	40
MP 509.5 to MP 510.8	50
MP 514.0 to MP 514.6	55
MP 514.6 to MP 518.3	65
MP 518.3 to MP 519.8	40
MP 519.8 to MP 522.3	55
MP 522.3 to MP 523.3	65
MP 533.3 to MP 533.4, MT1	40
MP 539.1 to MP 543.1, MT1	50
MP 539.5 to MP 543.1, MT2	50
MP 543.1 to MP 545.2	25
MP 545.2 to MP 545.9	40
MP 601.6 to MP 601.9	20

* No speed signs displayed

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Fr
MP 425.2 to MP 439.6	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Fr	
	Under 100 TOB	100 TOB & Over
MP 425.7, DX, crossovers	20	20
MP 425.7, DX, industry turnout	15	15
MP 428.4, Avery, turnout	30	25
MP 436.0, Shirk, siding turnouts	40	25
MP 447.0, Mannford, siding turnouts	40	40
MP 459.0, Hallett siding turnouts	40	25
MP 474.0, Camp, siding turnouts	40	40
MP 492.0, Morrison, siding turnouts	40	25
MP 502.6, Black Bear turnout	35	25
MP 508.2, CP 3211, crossover to Red Rock sub	35	25
MP 525.0, Callahan, siding	20	20
MP 525.0, Callahan, siding turnouts	25	25
MP 533.2, Fairmont, MT1 turnout	40	25
MP 543.1, CP Steen, applies to both routes	25	25
MP 558.0, Walker siding turnouts	40	25
MP 593.0, Major, siding turnouts	40	40
MP 601.8, CP 6017, turnout to Avard connecting track	15	15
MP 602.1, Avard, Panhandle sub turnout	20	20
MP 602.1, Avard Connecting Track, Panhandle sub turnout	15	15

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

Avard trim lead, DX to Avery	30	30
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2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Hall to Avard 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Lela	Elevator track	3101
Lucien	Elevator track	3301
Enid	CGB tracks	8304
	Halliburton	3803
	Wye track	3911
	West yard tracks	4001-4004, 4006
Goltry	Fertilizer spur track	4210

[TOC Home](#)**3. Type of Operation****Main Track**

MP 425.2 to MP 533.2	CTC
MP 533.2 to MP 543.1	CTC, 2 MT
MP 543.1 to MP 601.9	CTC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 425.6 (WBCS DX) to MP 425.8 (EBCS DX) on Avard Trim lead
MP 601.8 (CP 6017) to MP 602.1 (East Avard) on Avard Connecting track

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed.
(GCOR/MWOR 1.14)

Mile Post	Type	Notes
502.6	Manual	Controlling RR: BNSF
544.3	Automatic * **	UPRR Channel 24 GCOR 9.12.1 —Absolute signals governing movement through interlockings at MP 544.3 are also controlled signals. To pass Stop indication, crew must comply with GCOR 9.12.3 by complying with instructions in the release box and comply with GCOR 9.12.1 by contacting the BNSF control operator.

* Equipped with MW Release Box

** Additional information located in Item 4

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS) MP 425.2 to MP 602.1

Energy Management Systems in Effect

- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR 2.12, Fixed Signal Information—Supplemental instructions: On the Avard Subdivision, when a train is passing the approach signal (displaying other than clear) to a control point, a crew member must transmit the following by radio:

- Train identification (initials, engine number and direction)
- Signal Name
- Control point location
- Track (on single track, main track designation is not necessary)
- Speed

Example of Transmission:

“BNSF 6301 West Approach signal Avard at 20 MPH”.

GCOR/MWOR 6.19—When required flagging distance is 1.5 miles.

GCOR 9.1—Signals Not Conforming to Indications Shown in the System Special Instructions

Aspect	Name	Indication
Flashing Yellow Flashing Yellow-Red Flashing Yellow-Red-Red Flashing Yellow-Dark Flashing Yellow-Dark-Dark	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH
Yellow-Yellow Yellow-Yellow-Red	Approach Diverging	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
427.7	Tulsa West	
533.2	Enid East	
547.3	Enid West	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
434.4		438	Exception reporting
451.1		638	
472.5		738	
483.3		838	Exception reporting
494.0		837	
516.6		838	
531.0		318	
550.8		437	
573.1		438	
588.7		237	

6. FRA Exempted Track

Location	Track Name	Track No.
Enid		4001, 4006 through 4020

7. Special Conditions

Avery—Eastward trains and engines must contact Trimmer Tower yardmaster before passing Avery control point.

Mannford—When meeting or passing trains at Mannford and train length and hours of service allow, the train(s) holding will allow vehicle traffic to clear before fouling Warbonnet crossing.

Black Bear/Perry—Trains stopped on the Avard Subdivision between Black Bear and Perry for meets, passes, staging, etc. must avoid blocking the crossing located at MP 504.98.

Enid—Trains coming into Enid yard should attempt to reach the on duty yard job prior to reaching the yard to verify set out location and any conflicting movement.

Hot Weather Train Handling (See Item 1 for Hot Weather Speed Restrictions)—In high temperature situations, the lateral stability of the track may be compromised by heavy or sudden brake or throttle applications. Except in emergency, when ambient temperature exceeds 90 degrees, avoid heavy dynamic or air brake applications or throttle positions in excess of what is needed to start train movement and gradually achieve maximum speed.

Additionally, when ambient temperature exceeds 95 degrees, the use of dynamic braking is limited to 50 percent of maximum allowable and the use of independent engine braking is to be avoided where practicable. Sources for temperatures information include trackside warning detector reports, dispatcher, or local maintenance personnel.

[TOC Home](#)**No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Tulsa	Holly West Lite Oil #5 & 6	921, 922, 923, 926	Loading Racks
Perry	House track	3204	Structure
Fairmont	Koch Nitrogen Plant	3701-3702	Loading racks
		3731	Building
		3704-3705	Building
		3706-3707	Loading rack
Enid	Reagent Chemical	3722	Loading racks
	Enid Iron & Metal	3723	Dock and fencing
	Johnston's Grain	3801-3802	Building
		3904	Building
	WBJ 16th St Facility	8301-8303	Building
	Maalt Transportation	8321-8323	Building
	ADM Elevator B	8335, 8337	Under the shed
	ADM Elevator Y	8315	Building
		8319	Awning
	ADM Elevator Z	8311	Building
		8313	Awning
	ADM Mill	8501-8502	Building
		8503	Dock
	Mud House	3902	Building
Carrier	Elevator	4110	Building
Dacoma	Elevator	4601	Building
Avard	Clean Harbors	4811-4812	Building and gate
	Elevator track	2141	Building

Close Track Centers

Location	Track Name	Track Nos.
MP 425.8	AV Storage	201-202
Enid	Z Yard	8305-8306

Test Miles

MP 430 to MP 431

MP 525 to MP 526

MP 552 to MP 553

MP 553 to MP 554

SSI-Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D):

Location	Mile Post	Device	Notes
Holly Refinery	425.6	D	

Flash Flood Critical Areas

MP 428.0 to MP 432.0

MP 463.0 to MP 469.0

MP 482.0 to MP 482.5

MP 492.6 to MP 492.8

MP 550.0 to MP 601.0

8. Line Segments

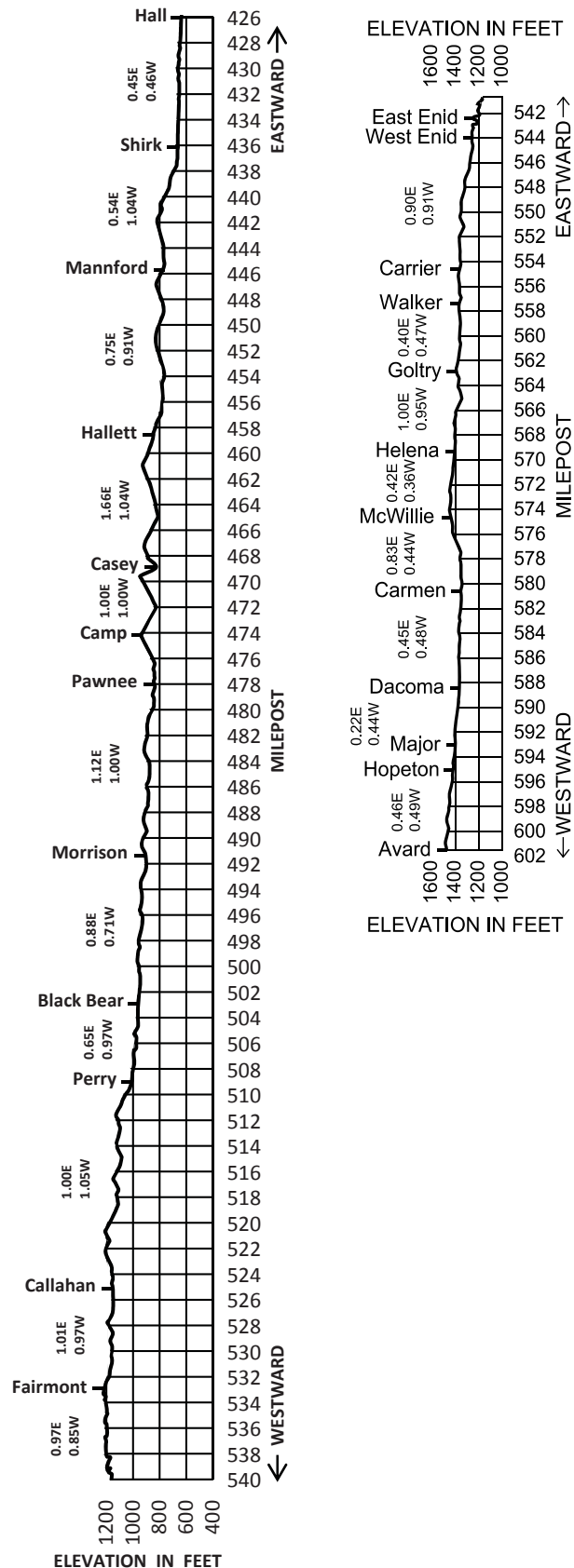
Segment No.	Limits	Mile Posts
Road Line Segments		
1047	Hall to Avard	
Yard Line Segments		
1142	Enid	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
96046	Mannford House track (SDG)	448.0	340	East
96062	Hallett Team track (SDG)	457.8	725	East
96069	Casey	469.3	2,693	Both
96078	Pawnee House track	478.2	1,300	Both
96078	Track 2998	478.8	6,675	Both
52112	West Pawnee (SLWC)	479.6		East
96085	Lela	485.5	1,000	East
96091	Morrison Elevator track	490.6	1,837	Both
96109	Old Pass Perry	508.8	1,050	East
96118	Lucien Elevator track	518.4	400 feet xing to derail	West
96139	Shea (MT2)	538.7	2,100	Both
96155	Carrier Elevator track	554.4	1,530	Both
96169	Helena Elevator track	569.3	2,000	West
96189	Dacoma Old Pass track	588.6	2,850	Both
96189	Dacoma Elevator track	588.8	968	Both
96195	Hopeton Elevator track	594.7	1,803	East

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10. Grade Charts



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S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bay City Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D	
	Subdivision Boundary: Bay City, MP 65.1 / End MT										
			65.1	NORTH END OF TRACK		R	RL	7506	3.5		
		33600	68.6	BAY CITY		BPR			0.4		
			69.0	UP RRX Adj. RR: UP, MP 68.9		JMR			10.6		
		33690	79.6	WADSWORTH		R			2.9		
			82.5	SOUTH END OF TRACK		R			17.4		
	Subdivision Boundary: Bay City, MP 82.5 / End MT										

Central Continental Time in effect on Bay City Subdivision

Radio Call-In
Radio Channel 036 in service on the Bay City Subdivision
Bay City - 31(X)
Emergency - Call 911
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9

Dispatcher Information 817-867-7023, Fax 281-350-7560

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 65.1 to MP 82.5	10	10

1(B). Speed—Permanent Restrictions

		Frt
MP 65.1 to MP 69.0		10
MP 82.0 to MP 82.5		10

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 65.1 to MP 82.5 143 tons, Restriction C

3. Type of Operation

Main Track

MP 65.1 to MP 82.5	RL
--------------------	----

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed.
(GCOR/MWOR 1.14)

Mile Post	Type	Notes
69.0	Manual	Controlling RR UP, Radio Channel 020, tone *53, 281-350-7216 or 800-726-1085

4. Subdivision Specific Rules Information

GCOR/MWOR 1.14—BNSF trains use UP tracks between Bay City and Algoa (MP 24.3, Galveston Sub).

GCOR/MWOR 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track

Location	Track Name	Track No.
New Gulf		7603, 7604

7. Special Conditions

Crossing Warning Information—On the Bay City sub approach all road crossings equipped with automatic warning devices prepared to stop until devices are seen to be working.

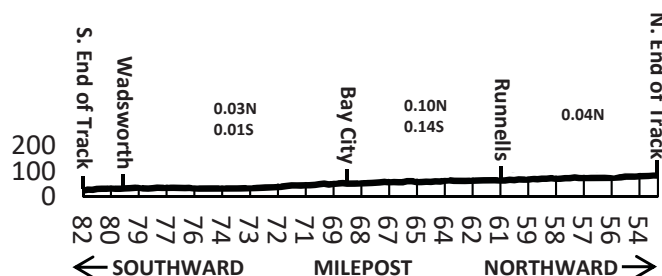
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
7506		MP 65.1 to MP 82.5

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	Celanese Industrial spur	76.3	5.0 Miles	North
	Cities Service Co. Lead track on Celanese Industrial spur		8,800	
	Cities Service Co. Plant track on Celanese Industrial spur		518	
	Equistar	82.1	Yard	North

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	BBRX Subdivision Rule 6.28 STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ EASTWARD ↑	
	Subdivision Boundary: BBRX, MP 0.0 / End of Track										
			0.0	DUMP STATION		-	1250	3.3			
			3.3	BIG BROWN				8.2			
			11.5	SESSIONS				1.6			
			13.1	UP JCT Adj. RR: UP, MP 13.1	J			1.5			
			14.6	BBRX JCT	J			14.7			
	Adjoining Sub: DFW										
	Subdivision Boundary: BBRX Sub, MP 14.7 / DFW, MP 217.6										

Central Continental Time in effect on BBRX Subdivision

Radio Call-In		
Radio Channel 082 in service Dump Station to BBRX Jct		
Waxahachie - 10(X)	Corsicana - 19(X)	Teague N - 18(X)
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information 817-867-7024, Fax 281-350-7572

1. Maximum Speed Permitted

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

1(A). Speed—Maximum

	Frt	
	Under 100 TOB	100 TOB & Over
MP 0.0 to MP 14.7	20	20

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

MP 0.0 to MP 2.0	10	10
MP 6.0 to MP 7.0	10	10
MP 14.7, BBRX Jct, turnout	20	20

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car—None

3. Type of Operation—None**4. Subdivision Specific Rules Information**

GCOR/MWOR 6.28—GCOR/MWOR 6.28 governs between Dump Station and BBRX Jct.

GCOR/MWOR 8.19—Automatic switches can be equipped with a remote control feature (DTMF-Dual Tone Multiple Frequency) that can be used by train crews to request a route onto the siding track instead of stopping within 200 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted by an approaching train within one mile after passing the DTMF keypad sign, the switch will attempt to reverse. Once the switch is lined and locked in reverse position, the absolute signal governing movement on the switch will display a restricting aspect and the approach signal will display approach restricting.

When entering the track from a siding with no overlap sign, a train authorized to proceed must stop the leading end of movement within 200 feet of the Absolute Signal that governs movement over the switch and operate the push button on the signal mast. Signal will display a proceed indication when the switch is lined for movement to the main track.

When the signal that governs movement over the automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

GCOR/MWOR 8.20—Normal position for derail at MP 14.7 is lined for movement on the BBRX connection track (between BBRX Jct. And UP Jct.) except when track is occupied by maintenance of way crews. Signal department. personnel needing access to the derail must first obtain key to derail from loop operator.

5. Trackside Warning Devices (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Sessions—All inbound trains will stop at Sessions, MP 11.5 County Road, unless permission from the dump operator has been received to proceed."

Big Brown—Trains departing Big Brown that encounter a stop indication at signal located at MP 14.6 must stop short of derail and ensure it is properly lined.

BBRX—Switches on BBRX are equipped with switch point indicators. When trains approach these switches so equipped, be governed as follows:

GREEN—Switch lined for normal movement.

AMBER—Switch lined for other than normal movement.

RED STROBE—Switch is lining or is not locked in position.

Radio Controlled Automatic Switches

Switch BBRX Jct.—Reverse Command 21740

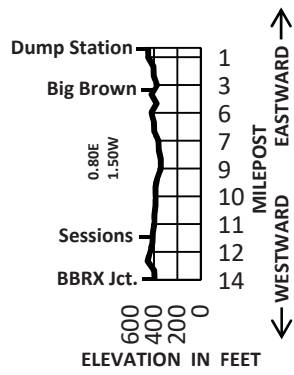
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1250	Dump Station to BBRX Jct	

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9. Other Location Information—None

10. Grade Chart



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W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Chickasha Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ E A S T W A R D
					Adjoining Sub: Red Rock						
					Subdivision Boundary: Chickasha, MP 540.4 / Red Rock, MP 385.3 and Burnett, MP 385.7						
					Information for River and Burnett is found in the Red Rock sub timetable.						
			540.4		RIVER	JT	CTC	1003		0.3	
			540.7		ROBINSON	R	RL			0.7	
					Between MP 541.4 and MP 668.7, Stillwater Central Railroad Timetable governs.						
		96670	669.5		LONG	R	RL			6.5	
			676.0		HEADRICK		TWC			11.0	
	1,664	96687	687.0	686.9 687.3	ALTUS	gRS	RL			8.5	
			695.5		OLUSTEE		TWC	1003		13.9	
		96709	709.4		ELDORADO					13.9	
		40527	723.3		QUANAH	BJ RT	RL			182.9	
					Chickasha Sub End MT, MP 723.3						
					Connection with Red River Valley sub at Quanah via GCOR/MWOR 6.28						
					Information for Quanah is found in the Red River Valley sub timetable.						

Central Continental Time in effect on Chickasha Subdivision

Radio Call-In		
Radio Channel 039 in service		
Snyder - 71(X)	Altus - 73(X)	Eldorado - 72(X)
Radio Channel 45 in service for SLWC at N Yd Oklahoma City		
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

MP 540.4 to MP 541.4 817-867-7021, Fax 817-352-7040
 MP 668.7 to MP 723.3 817-867-7055, Fax 817-352-7023

1. Maximum Speed Permitted

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 540.4 to MP 541.4	25	25
MP 668.7 to MP 723.3	25	25

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 540.4 to MP 540.5, North leg wye	10	10
MP 540.4 to MP 540.5, South leg wye	10	10

SSI Item 1(A) applies at the following locations:

MP 668.7 to MP 672.7
 MP 680.0 to MP 691.1

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature.
 Notify the train dispatcher when the train is restricted.

Temperature Restrictions	Frt
	100 TOB & Over
MP 676.5 to MP 691.1, 95 degrees and over	10

1(B). Speed—Permanent Restrictions

	Frt
MP 540.4 to MP 540.6	10
MP 540.6 to MP 541.4	20

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

MP 540.4 to MP 546.0	40
----------------------	----

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

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

MP 542.0 to MP 541.4 134 tons, Restriction G
 MP 668.7 to MP 723.3 134 tons, Restriction G

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
Altus	Beck spur	
Olustee	Spur and House tracks	
Eldorado	No. 2 track	

3. Type of Operation**Main Track**

MP 540.4 to MP 540.7	CTC
MP 540.7 to MP 541.4	RL
MP 668.7 to MP 670.0	RL
MP 670.0 to MP 685.0	TWC
MP 685.0 to MP 689.0	RL
MP 689.0 to MP 721.7	TWC
MP 721.7 to MP 723.3	RL

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 540.4 (River) to MP 540.5 (Robinson) on North leg wye
MP 540.4 (Burnett) to MP 540.5 (Robinson) on South leg wye

RR Crossing Gates

MP 686.6
 MP 688.1

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Hi-Rail Limits Compliance System (HLCS)

GCOR 1.14—GNBC trains use BNSF tracks between MP 540.4 and MP 541.4. GNBC trains use SLWC tracks between MP 668.7 and Snyder.

GCOR/MWOR 6.19—When flagging is required, distance will be 1.0 miles.

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USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
685.3	Altus East	
709.9	Quanah North	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
713.5		138	
696.4	HBD	968	
696.4	DED	968	
679.3		798	

6. FRA Excepted Track—None

7. Special Conditions

Altus—Trains 100 TOB and over will not operate through Altus siding except when authorized by the chief dispatcher.

MP 695.5, D Street, elevator track only—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

Use of Dynamic Brakes—The use of Dynamic Brakes is prohibited between MP 668.7 and MP 691.0.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Altus	Humphree's Farmers COOP	7811	Structures
	Warehouse track	7833	Structures

Flash Flood Critical Areas

MP 542.0 to MP 543.0

MP 673.0 to MP 673.4

MP 677.8 to MP 678.0

MP 691.0 to MP 692.0

MP 712.1 to MP 715.5

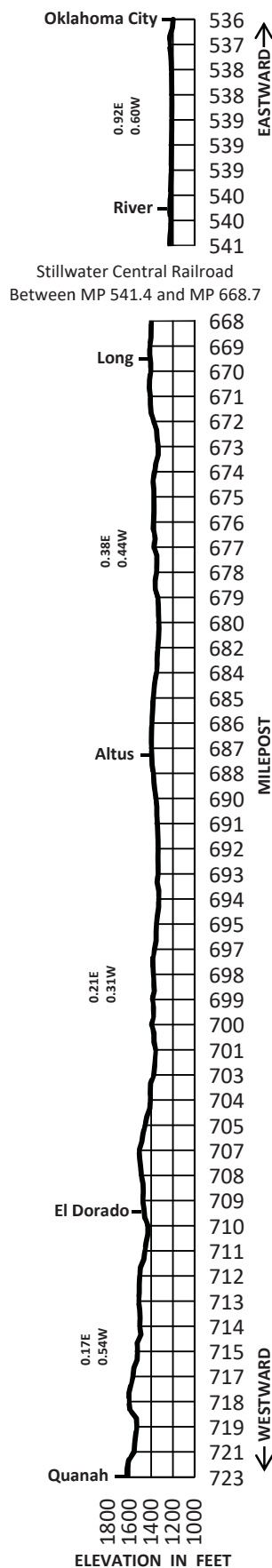
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1003	River to Quanah	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
96680	Gavilon	680.6	7,580	Both
96695	Olustee North	695.5	1,538	Both
96695	Olustee South	695.5	2,033	Both
	Eldorado Farmers Coop	708.6	7951	West

10. Grade Charts



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Conroe Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	EASTWARD ↑
	Subdivision Boundary: Conroe, MP 152.6 / Longview , MP 21.0 Connection with Silsbee Sub via GCOR/MWOR 6.28									
		45700	152.2		SILSBEE	BCJ PRT	RL		8.2	
	5,540	45465	144.0	144.5 143.4	KOUNTZE				15.0	
	7,593	45445	129.0	129.6 127.5	BRAGG				7.5	
		45440	121.5		VOTAW				9.5	
	8,535	45425	112.0	112.6 111.0	ROMAYOR				6.5	
		45415	105.5		RAYBURN				10.5	
	3,878	44990	95.0	95.8 95.0	CLEVELAND Adj. RR: UP, MP 94.9	AJP			5.4	
		44980	93.1		EAST FOSTORIA				1.0	
	16,705		92.1		FOSTORIA				2.4	
			89.7		WEST FOSTORIA				4.7	
	9,624	44970	85.0	85.9 84.0	SECURITY				5.9	
		44950	79.1		WAUKEGAN				4.5	
		44910	74.6		BEACH				2.4	
			72.2		CONROE				0.1	
			72.1		UP RRX	A			8.1	
	7,902	44895	64.0	64.6 63.0	HONEA				8.4	
		44885	55.6		MONTGOMERY				4.6	
	10,445		51.0	52.4 50.3	PRICE				0.9	
			50.1		EAST WYE	J			0.3	
		44880	49.8		DOBBIN-BNSF RRX	M			0.5	
			49.3		CP 492 Adj. Sub: Houston , MP 49.2	J			11.6	
			37.7		YARBORO				4.7	
	8,497	44860	33.0	33.5 31.8	WOOD				4.8	
		44770	28.2		NAVASOTA-UP RRX	A			9.2	
	5,588	44760	19.0	19.3 18.1	ALLENFARM				13.6	
		44750	5.4		SCOFIELD				5.4	
		44600	0.0		CP 1413	JT			152.6	
	Adjoining Sub: Galveston Subdivision Boundary: Conroe, MP 0.0 / Galveston Sub, MP 141.3 Information for Somerville is located in the Galveston Sub Timetable.									

Central Continental Time in effect on Conroe Subdivision

Radio Call-In

Radio Channel 085 in service Silsbee to CP 1413

Silsbee - 26(X)	Votaw - 25(X)	Cleveland - 24(X)
Conroe - 23(X)	Honea - 28(X)	Price - 22(x)
Yarboro - 21(X)	Clay - 29(x)	Somerville East - 19(X)

Emergency - Call 911

Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2,
Customer Support X=3, Detector Desk X=5, PTC Desk X=9

Dispatcher Information 817-867-7137, Fax 281-350-7555

1. Speed Regulations

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

1(A). Speed—Maximum

	Frt	
	Under 100 TOB	100 TOB & Over
Main Track		
MP 152.6 to MP 0.0	49	49

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 50.1 to MP 49.7, East Wye	25	25
MP 49.8 to MP 49.2, West Wye	30	30

1(B). Speed—Permanent Restrictions

	Frt
MP 152.6 to MP 151.7	10
MP 94.9, UP RRX	20
MP 73.4 to MP 71.8, HER	30
MP 72.2, UP RRX	20
MP 71.8 to MP 71.4, HER	40
MP 55.1 to MP 49.8	40
MP 49.8 to MP 49.7	30
MP 49.7 to MP 49.0	40
MP 44.0 to MP 42.7	40
MP 38.6 to MP 35.3	30
MP 28.9 to MP 28.7	40
MP 28.3 to MP 28.1, HER	20
MP 28.7 to MP 26.4	30
MP 0.4 to MP 0.1	30

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 49.2, CP 492, turnout	30	30
MP 49.7, North Wye, turnout to Houston Sub	25	25
MP 52.0, Price, siding turnouts	40	40
MP 50.1, East Wye, turnout	25	25
MP 49.8, CP 1051, turnout to Houston Sub	30	30
MP 0.0, CP 1413, Turnout to Galveston Sub	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 152.6 to MP 50.1..... 143 tons, Restriction D
MP 50.1 to MP 0.0..... 143 tons, Restriction E

[TOC Home](#)**3. Type of Operation****Main Track**

MP 152.6 to MP 150.4	RL
MP 150.4 to MP 93.2	TWC
MP 93.2 to MP 89.6	CTC
MP 89.6 to MP 52.5	TWC
MP 52.5 to MP 49.2	CTC
MP 49.2 to MP 0.0	TWC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 50.1 to MP 49.7 on East Wye
MP 49.8 to MP 49.2 on West Wye

Interlocking

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed.

(GCOR/MWOR 1.14)

Mile Post	Type	Notes
94.9	Automatic *	UP Radio Channel 14
72.1	Automatic *	UP Radio Channel 37
49.9	Manual *	BNSF Radio Channel 66
28.2	Automatic * #	UP Radio Channel 37 (UP Navasota sub) and Channel 89 (UP Eureka sub) Navasota —The Eastward signal near MP 27.8 is a repeater signal for the interlocking at Navasota. Train crews finding this signal red must stop before passing this signal and a member of the crew must go to the interlocking and comply with the instructions in the box. If the signal is still red after complying with the instructions, the train may pass the signal and flag through the interlocking.

* Equipped with MW Release Box

Additional information located in Item 7

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Hi-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC)

Energy Management Systems in Effect

- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR/MWOR 6.19—When flagging is required, distance will be 1.5 miles.

GCOR/MWOR 6.32.2, State Hwy 105 Crossing (Home Depot), DOT024359, MP 73.38—The SH 105 crossing is equipped with crossing gates/lights and crossing Indicators for crews operating to and from the Home Depot Facility. Prior to crossing Highway 105, crews must not proceed past crossing indicators until crossing is activated by the following two methods:

Instructions to operate crossing by VHF radio:

1. Ensure radio is set to channel 85
2. On radio keypad, press 734#
3. If unable to obtain white crossing indicator within approximately 50 seconds, proceed to pushbutton instructions.

Instructions to operate crossing by pushbutton (push button located next to crossing indicator):

1. Push and hold push button for 5 seconds.
2. If unable to obtain white crossing Indicator within approximately 50 seconds, notify the train dispatcher that automatic warning devices are malfunctioning and protect crossing per GCOR Rule 6.32.2.

GCOR/MWOR 8.3—All main track switches in restricted limits at Silsbee may be left locked in the position last used. Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

Safety Rule S-13.7.1—When entering Silsbee yard from the main track at MP 152.1 (5th St.), stopping 50 ft. or more from the switch stand before operating the switch is not required.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
152.0	Silsbee East	
150.1	Silsbee West	
48.9	Dobbin West	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Tracksides Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
136.2		268	
114.1		258	
88.2		238	
64.9		237	
39.5		218	
11.7		217	

6. FRA Excepted Track

Location	Track Name	Track No.
Silsbee Yard		211, 212, 215, 243, 301, 302, 7013, 7102, 7124

7. Special Conditions**No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Silsbee	Yard	Rip trks	Work equipment
		203, 204	Between the sand house and the storehouse track west side of the sand house track between the storehouse switch and the storehouse
		OSB Mill	Shed entrance to end of track
Rayburn	Georgia Pacific	1208	Do not ride cars to spot
Youens	Huntman	7153	Unloading racks; do not ride cars to spot
		7154	Unloading racks; do not ride cars to spot
		7159	Unloading racks; do not ride cars to spot
		7161	Unloading racks; do not ride cars to spot
Allenfarm	House	7009	Overhead structure; do not ride cars to spot

Close Track Centers

Location	Track Name	Track Nos.
Silsbee	Yard	133-101

SSI—Switch Control/Monitoring Systems

- POS in effect

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Test Miles

MP 149.0 to MP 148.0

MP 1.0 to MP 2.0

Flash Flood Critical Areas

MP 149.0 to MP 144.0

MP 106.0 to MP 105.5

MP 103.0 to MP 101.0

MP 98.0 to MP 83.5

MP 74.0 to MP 69.2

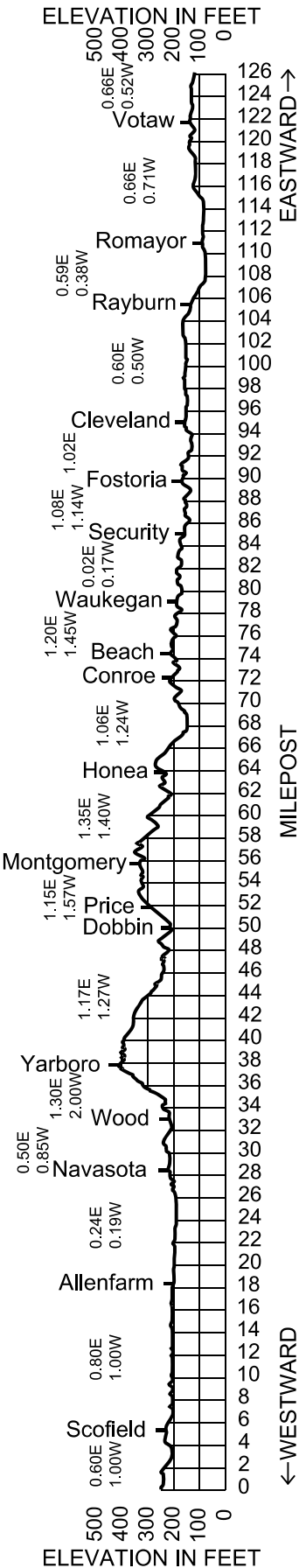
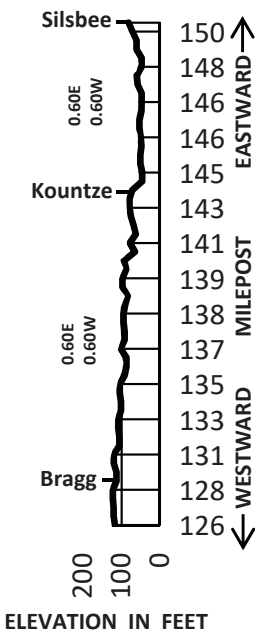
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
7502	Silsbee to CP 1413	
Yard Line Segments		
7560	Silsbee yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
45420	Dolen	107.3	1,550	West
45770	Kirby	103.9	4,800	East
44990	Union Tank Car Co.	99.5	1,650	Both
44910	Pavers Supply & Smith Co.	77.7	1,500	Both
44920	Youens	77.0	1,750	Both
44920	Huntsman Chemical Co.	76.4	2,400	Both
44910	Maverick	75.3	1,320	East
44885	Pavers Supply	56.0	1,275	Both
44770	Trinity	31.1	450	East
44770	Navasota	27.7	680	West

10. Grade Chart



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S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Creek Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D	
	Adjoining Sub: Cherokee, Heartland Division Subdivision Boundary: Creek, MP 420.0 / Cherokee, MP 420.0											
		96420	420.5	EAST TULSA			CTC	1003	MT1-2.6 MT2-3.9			
			423.1	URBAN (MT1) Adj. RR: SKOL, MP 423.1 Adj. RR: UP via GCOR/MWOR 6.28, 0.2 miles east of MT2, MP 423.2		J	CTC 2MT		1.3			
			424.4	EAST CHEROKEE		X(2)			MT1-0.5 MT2-0.6			
			424.9	TULSA JCT (MT1)					0.3			
			425.0	CP 4249 (MT2)					2.9			
			425.1	HALL (MT1) Adj. Sub: Avard / End of 2MT, MP 425.2		JX	CTC		—			
			427.9	CP 4279					0.7			
			428.6	WEST CHEROKEE		X			1.9			
		96431	430.5	NORRIS					CTC 2MT	5.0		
		96436	435.5	OMA			CTC		1.6			
		96438	437.1	SAPULPA Adj. Sub: Sooner , MP 437.2		JT X(2)	CTC 2MT					
	6,172	94442	443.0	441.9 443.1	KIEFER			CTC	1046	5.9		
	8,708	94456	456.0	455.6 457.3	BEGGS					13.0		
	5,960	94467	467.0	466.3 467.6	BUTLER					11.0		
		94469	468.6	OKMULGEE			1.6					
	8,620	94476	476.0	475.5 477.3	SCHULTER					7.4		
	4,984	94482	482.0	481.2 482.2	HENRYETTA		P			6.0		
	8,599	94495	494.0	493.1 494.9	FRED					12.0		
		94504	503.5	WETUMKA			9.5					
	7,929	94513	513.0	511.8 513.5	YEAGER					9.5		
		94520	519.6	HOLDENVILLE			6.6					
	6,277	94525	525.0	524.1 525.4	SPAULDING					5.4		
	9,321	94539	540.0	539.1 540.9	FRANCIS					15.0		
			545.9	N ADA			5.9					
		94548	548.2	ADA		P	2.3					
			551.4	S ADA			3.2					
	8,543	94558	558.0	557.2 558.9	FITZHUGH					6.6		
	8,543	94571	571.0	570.0 571.8	SCULLIN					13.0		
		94580	579.3	MILL CREEK			8.3					
	8,633	94592	592.0	590.7 592.4	RAVIA			12.7				
	Adjoining Sub: Madill Subdivision Boundary: Creek, MP 602.6 / Madill, MP 602.6 Information for Madill found in the Madill sub timetable.											

Central Continental Time in effect on Creek Subdivision

Radio Call-In

Radio Channel 044 in service East Tulsa to Hall

Tulsa - 25(X)

Radio Channel 066 in service Cherokee Yard

Channel 062 in service West Cherokee to MP 602.6

Kiefer - 86(X)

Preston - 36(X)

Henryetta Yd - 64(X)

Henryetta - 46(X)

Ada - 56(X)

Roff - 76(X)

Madill - 26(X)

Emergency - Call 911

Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2,
Customer Support X=3, Detector Desk X=5, PTC Desk X=9

Dispatcher Information

East Tulsa to CP Hall..... 817-867-7058, Fax 817-352-6487
West Cherokee to Madill 817-867-7051, Fax 817-352-7039

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 420.0 to MP 427.8	60	45
MP 427.8 to MP 602.6	60	50

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 425.1 to MP 425.2, Yard 1	10	10
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[TOC Home](#)**1(B). Speed—Permanent Restrictions**

	Fr
MP 420.0 to MP 420.4	55
MP 420.0 to MP 420.4, NWD, HER	40
MP 420.4 to MP 425.0	35
MP 422.5 to MP 424.5, HER	30
MP 425.0 to MP 428.6	30
MP 428.6 to MP 429.3	40
MP 429.3 to MP 436.2	45
MP 436.2 to MP 438.2	40
MP 438.2 to MP 440.2	45
MP 457.7 to MP 458.1	45
MP 471.1 to MP 471.8	45
MP 478.5 to MP 480.1	45
MP 480.1 to MP 480.7	35
MP 482.6 to MP 484.6	45
MP 492.0 to MP 492.5	45
MP 494.5 to MP 494.8	45
MP 498.6 to MP 499.0	50
MP 506.0 to MP 506.3	50
MP 506.9 to MP 507.2	45
MP 509.8 to MP 510.3	45
MP 511.6 to MP 511.8	50
MP 516.3 to MP 518.3	45
MP 518.3 to MP 519.6	30
MP 519.6 to MP 520.6	45
MP 520.6 to MP 521.7	50
MP 526.5 to MP 526.8	50
MP 529.2 to MP 529.6	45
MP 531.9 to MP 536.5	45
MP 535.8 to MP 536.0, bridge, 100 TOB and over	25
MP 539.5 to MP 540.2	45
MP 542.9 to MP 545.7	45
MP 547.2 to MP 548.9	40
MP 548.9 to MP 549.4	50
MP 550.7 to MP 552.1	45
MP 554.7 to MP 555.7	45
MP 555.7 to MP 556.6	40
MP 559.3 to MP 559.9	50
MP 569.0 to MP 569.3	50
MP 574.2 to MP 577.3	50
MP 581.4 to MP 583.5	45
MP 589.2 to MP 589.7	45
MP 596.0 to MP 600.0	45
MP 602.2 to MP 602.6	45

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Fr
MP 420.0 to MP 446.3	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Fr	
	Under 100 TOB	100 TOB & Over
MP 420.4, E Tulsa, turnout MT1, MT2	30	25
MP 424.4, East Cherokee, crossovers	30	25
MP 424.9, Tulsa Jct, turnout	30	25
MP 425.1, Hall, crossover	15	15
MP 428.6, West Cherokee, turnout to Freight lead	20	20
MP 428.6, West Cherokee, crossover	25	25
MP 430.5, Norris, turnout	45	45
MP 435.5, Oma, turnout	45	45
MP 437.2, Sapulpa, crossovers	20	20
MP 443.0, Kiefer, siding turnouts	30	30
MP 456.0, Beggs, siding turnouts	30	30
MP 467.0, Butler, siding turnouts	30	30
MP 476.0, Schuller, siding turnouts	30	30
MP 494.0, Fred, siding turnouts	30	30
MP 513.0, Yeager, siding turnouts	30	30
MP 525.0, Spaulding, siding turnouts	30	30
MP 540.0, Francis, siding turnouts	30	30
MP 557.2, NSS Fitzhugh turnout	10	10
MP 558.0, Fitzhugh, SSS turnout and siding	30	30
MP 571.0, Scullin, siding turnouts	30	30
MP 592.0, Ravia, siding turnouts	30	30

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

W 41st Overpass to Begin CTC on Old Freight Main	20	20
Yard 2 from CP 4249 to Track 1314	20	20
Yard 2 over 17th Street crossing, HER	10	10
Yard tracks 1308 through 1314	20	20
Yard lead track 103 (OPM) over Crest Crossing, HER	10	10
Yard lead track 103 (OPM) from Crest Crossing to CP 4279	20	20
Yard Lead Track 101 (Middle) from A Switch to West Cherokee	20	20
Diverging routes through A Switch & High Crossovers from Yard lead track 101 (Middle) to Yard lead track 103 (OPM)	15	15
Clark, Martin Marietta, tracks 6701-6713	5	5

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

MP 420.0 to MP 437.2..... 143 tons, Restriction C

MP 437.2 to MP 602.6,..... 143 tons, Restriction D

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
MP 428.8	Switch Zone 100	
Sapulpa	Henry Vogt	4921
Ada	Old Santa Fe main, Imperial, Holcim No. 8 lead	
No more than one six-axle locomotive is permitted on:		
Mill Creek	Old Sand Plant tracks	
No more than one locomotive is permitted on:		
428.8	Switch Zone 100	

[TOC Home](#)**3. Type of Operation****Main Track**

MP 420.0 to MP 420.3	CTC
MP 420.3 to MP 425.2	CTC, 2 MT
MP 425.2 to MP 428.6	CTC
MP 428.6 to MP 430.5	CTC, 2 MT
MP 430.5 to MP 435.5	CTC
MP 435.5 to MP 437.2	CTC, 2 MT
MP 437.2 to MP 602.6	CTC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 425.1 (WBCS Hall) to MP 425.2 (EBCS Hall) on Yard 1
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4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following locations. All other whistle requirements remain in effect.

Tulsa, Ok	423.15	Greenwood Ave
	423.30	Elgin Ave
	423.62	Cheyenne Ave
	423.85	Elwood Ave
	423.97	Guthrie St

GCOR/MWOR 6.19—When required flagging distance is 2.0 miles.

GCOR/MWOR 6.26 Use of Multiple Main Tracks—Between MP 425.2 and West Cherokee there is no MT1. Track is designated as MT2.

GCOR/MWOR 8.20—Derails on the East end of tracks 1001, 1002, 1003, 1004, 1005, 1007, 1012, 1308, 1309, 1310, and 1311 in Cherokee yard will be left locked in the non-derailing position except when placed in the derailing position to protect workmen as required by GCOR 5.13.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
424.7	Tulsa East	
430.7	Tulsa Southwest	
546.4	Ada North	
600.7	Madill North	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnel or Other Structures			
592.4	DED	776	SWD
600.9	DED	876	NWD, Exception reporting
Type B. Locations			
435.1	DED	358	Exception reporting
446.8		367	
452.9	DED	528	Exception reporting
457.4	DED	578	Exception reporting
461.7	DED	618	Exception reporting
466.3	DED	658	Exception reporting
470.2	DED	708	Exception reporting
474.7		368	
481.1	DED	818	Exception reporting
496.4		467	
516.2		468	
542.5		567	
565.8		568	
587.7		768	
592.4	DED	928	NWD
600.9	DED	018	SWD, Exception reporting

6. FRA Excepted Track

Location	Track Name	Track No.
Tulsa	Garden tracks	1069, 1069E, 1069W, 1070, 1070E, 1070W, 1071, 1071E, 1071W, 1072, 1072E, 1072W, 1073, 1073E, 1074W
West Cherokee	Affiliated Foods	0141
	US Poly	0143
	Sigma	0151
	Grant Trucking	0150
Cherokee yard Rip facility	Rip 1	1401 Switches (1401E, 1411 W)
	Rip 2	1402 Switches (1402E, 1412W)
	Rip 3	1403 Switches (1403E, 1413W)
	Rip 4	1404 Switches (1404E, 1414W)
	Heavy Rip	1415 Switches (1415E, 1415W)
	Rip Cab Track	1416 Switches (1416E, 1416W)
	Hub 1	1651 Switches (1651E, 1651W)
	Hub 3	1653 Switches (1653E, 1653W)
Cherokee yard Diesel shop	Hub 7	1657 Switches (1657E, 1657W)
	Hub 8	1658 Switches (1658E, 1658W)
	Diesel shop zone 1600	
	Diesel shop wye leads 1630 switches (1630E, 1630W)	
	Diesel shop wye leads 1640 switches (1640E, 1640W)	
	Service track one 1601 switches (1601E, 1601W)	
	Service track two 1602 switches (1602E, 1602W)	
	Service track three 1603 switches (1603E, 1603W)	
	Service track four 1604 switches (1604E, 1604W)	
	Round House 1605 switches (1605E, 1605W)	
	Sand Track 1607 switches (1607E, 1607W)	
	Diesel fuel track 1609 switches (1609E, 1609W)	
	Ready one 1611 switches (1611E, 1611W)	
	Ready two 1612 switches (1612E, 1612W)	

[TOC Home](#)**7. Special Conditions**

Cherokee Yard—Trains and engines approaching Cherokee Yard must contact Trimmer Tower yardmaster before passing MP 422.2 (Trenton Street) or Avery control point.

Sapulpa—When delivering cars on TSU connection at Sapulpa, cars being handled must not be detached from locomotives until they are shoved to rest on the extreme North end of the connection track. Hand brakes must be applied to all cars.

MP 519.7, 5th Street, siding track—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

Mill Creek—U.S. Silica Sand Plant track No. 1 and No. 2 protected by signals located adjacent to No. 2 track switch. If signal does not indicate proceed, contact US Silica employee. Telephone and instructions in box on signal mast.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Tulsa	Paper House	339	Loading dock
	Borg Steel	442, 443	Barrier wall
	JM Eagle Industry	143	Building
	Sigma Stretch	151-153	Building
Sapulpa	Intl. Metals	4942	Dock
Okmulgee	Hodges	5309	Building; watch footing around drainage pipe
	Dlubak Glass	5302-5311	Entrance gate
	Kelco	5308	Gate
Henryetta	Anchor Glass	5515	Shed
Holdenville	Tyson Foods	9452	Structure doorway
Francis	Reagent Chem.	6104	Loading rack
Ada	Solo Cup Lower Track	6213-6214	Structures
	Wedron Silica	6221	Structures
	Holcim	6240	Shed
Roff	Unimin Corp.	6401, 6402	Structures
Mill Creek	US Silica (New)	6604, 6605	Structures
	US Silica (Old)	6608	Structures
	Ryder	6801	Chute
Clark	Martin Marietta	6703	Light poles

Close Track Centers

Location	Track Name	Track Nos.
Tulsa	Cherokee Yard	1070-1071
	AV Storage Yard	0201-0202
Henryetta	Yard	5504
	Anchor	5516
Mill Creek	US Silica Old Plant	6607

Test Mile

MP 447.0 to MP 448.0

MP 597.0 to MP 598.0

SSI-Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D):

Location	Mile Post	Device	Notes
Lower Sand Springs	424.4	D	

Flash Flood Critical Areas

MP 424.6 to MP 424.8

MP 438.2 to MP 438.5

MP 457.3 to MP 466.3

MP 470.5 to MP 470.7

MP 476.1 to MP 479.3

MP 480.0 to MP 490.0

MP 495.3 to MP 495.8

MP 500.0 to MP 500.3

MP 502.0 to MP 502.2

MP 504.0 to MP 506.0

MP 515.1 to MP 515.3

MP 519.0 to MP 520.0

MP 526.0 to MP 527.0

MP 534.1 to MP 534.3

MP 541.0 to MP 541.2

MP 560.7 to MP 560.9

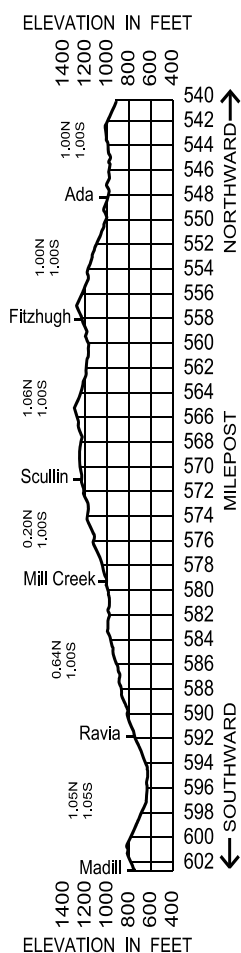
MP 594.0 to MP 599.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1003	MP 420.0 to Oma	
1046	Oma to MP 602.6	
Yard Line Segments		
1141	Cherokee Yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
94521	Sisson	520.3	6,045	Both
94564	Roff	563.3	3,516	Both
	Hilltop	576.4	Yard	Both
94583	TXI Quarry	582.4	5,200	South
94583	Clark	582.6	Yard	Both
	Martin Marietta-Clark	583.0		
94584	Ryder	584.5	2,713	Both
94585	Troy	585.5	3,950	South



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S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	DFW Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D		
	Adjoining RR: UP Subdivision Boundary: DFW, MP 769.3 / UP, MP 769.3 Connection with <u>Wichita Falls</u> and <u>Fort Worth</u> subs via UP and TRE.												
		40341	6.1		NORTH YARD	BJTR		485					
	Between North Yard and Peach Yard is under the jurisdiction of the UPRR Timetable and Special Instructions												
		40336			PEACH YD	J							
	Between Peach Yard and Dalwor Jct UPRR Timetable governs. Between Dalwor Jct and North Jct TRE Timetable governs. Between North Jct and Forest Ave UPRR Timetable governs.												
			769.3		FOREST AVE Adj. RR: UP, MP 769.3	J				12.7			
	3,774		782.0	781.4 782.2	LANCASTER					10.0			
	6,104		792.0	791.1 792.3	STERRETT					4.6			
			796.6		UP RRX Adj. RR: UP, MP 796.7	AJ				1.3			
			797.9 271.0		BRI JCT					1.0			
	8,854	40271	270.0	270.7 268.9	WAXAHACHIE				TWC ABS	12.2			
	5,843	40259	259.0	259.8 258.5	BARDWELL					17.0			
	5,959	40242	242.0	242.3 241.1	CORSICANA					2.4			
			239.6		UP RRX	M				16.6			
	9,118	40222	223.0	224.1 222.2	STREETMAN					5.6			
			217.4		BBRX JCT Adj. Sub: <u>BBRX</u> , MP 217.6	J				11.8			
		40204	205.6		TEAGUE	BRT	RL ABS			94.0			
	Adjoining Sub: <u>Houston</u> Subdivision Boundary: DFW, MP 205.6 / Houston, MP 205.6												

Central Continental Time in effect on DFW Subdivision

Radio Call-In		
TRE Radio Channel 62 - Radio Call-In TRE		
Dallas - 430	Irving - 431	Ft Worth - 432
Radio Channel 082 in service Forest Ave to Teague		
Irving S - 43(X)	Forest Ave - 42(X)	Waxahachie - 10(X)
Corsicana - 19(X)	Streetman - 17(X)	Teague N - 18(X)
	Lancaster - 41(X)	
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information 817-867-7024, Fax 281-350-7572

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psg	Frt	
		Under 100 TOB	100 TOB & Over
MP 769.3 to MP 205.6	40	40	40

1(B). Speed—Permanent Restrictions

	Psg	Frt
MP 769.3 to MP 770.4	25	25
MP 769.8 to MP 769.9, bridge, cars over 134 tons	10	10
MP 770.4 to MP 779.5, HER	25	25
MP 782.2 to MP 784.0	30	30
MP 789.1 to MP 789.2, bridge, cars over 134 tons	10	10
MP 796.4 to MP 270.0	20	20
MP 242.3 to MP 238.0	30	30

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Frt
MP 769.3 to MP 790.7	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Psg	Frt
MP 270.0, Waxahachie, siding turnouts	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

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

MP 769.3 to MP 270.3 143 tons, Restriction D
MP 270.3 to MP 205.6 143 tons, Restriction C

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

3. Type of Operation**Main Track**

MP 769.3 to MP 207.2	TWC, ABS
MP 207.2 to MP 205.6	RL, ABS

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed.
(GCOR/MWOR 1.14)

Mile Post	Type	Notes
796.6	Automatic *	UP
239.6	Manual	Controlling RR: UP

* Equipped with MW Release Box

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

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GCOR/MWOR 2.12 Fixed Signal Information—Supplemental Instructions: On the DFW Subdivision, when a train is passing a fixed signal displaying other than clear, a crew member must transmit the following by radio:

- Train identification (initials, engine number, and direction)
- Signal name
- Signal location
- Track (on single track, main track designation is not necessary)
- Speed

GCOR/MWOR 6.19—When flagging is required, distance will be 1.0 mile between Teague and Forest Ave.

GCOR/MWOR 8.19—(NSS and SSS Waxahachie)—Automatic switches equipped with a remote control feature (DTMF) can be used by train crews to request a route onto a siding track instead of stopping within 150 feet of the absolute signal and operating the mast mounted push button. When the unique five digit command is transmitted within one mile after passing the DTMF keypad sign, the switch will attempt to reverse, and will display a proceed indication when the switch is lined and locked in the reverse position.

When entering the main track, a train authorized to proceed must stop the leading end of movement within 150 feet of the absolute signal that governs movement over the switch and operate the push button on the signal mast or enter the reverse DTMF command for the intended route. The signal will display a Proceed indication when the switch is lined and locked for movement to the main track.

NSS and SSS Waxahachie—When absolute signals governing movement over automatic switches displays a stop indication, leading end of movement must stop between overlap sign and signal (within approximately 100 feet of signal) to operate the automatic switch.

UP Transfer track (UP Midlothian Sub, Waxahachie)—When absolute signal governing movement displays stop, leading end of Southward movement must stop between overlap sign and signal (within approximately 300 of signal) to operate the automatic switch.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
769.3	Dallas South	
215.5	Teague North	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
266.4		108	
246.8		198	
231.4		197	
215.5		188	
Other Devices			
219.5	High Water		NWD Signal 218.9, SWD Signal 220.6

6. FRA Excepted Track—None

7. Special Instructions

Fort Worth to Teague—Train crews must contact the dispatcher when departing Fort Worth and when entering the UP Midlothian sub or TRE territory.

UPRR Trackage—BNSF crews prior to entering the UP trackage between Forest Ave. and DFW Jct., must contact the UP dispatcher to advise the dispatcher they have wide loads in their train that are cleared operationally for this route. Then ascertain from the UP dispatcher if the BNSF train will encounter any meets between these two points. If there are any conflicting meets between these two locations, the BNSF train will wait until the other train clears the limits.

TRE System and UPRR—All trains operating on the TRE System and on the UPRR must secure track warrants and bulletins from the TRE and UPRR dispatchers.

Forest Ave to North Jct—Northward trains and engines originating at Teague using UP Railroad tracks between Forest Ave. and North Jct. or between UP RRX Waxahachie and UP Jct. Ft. Worth must obtain UP track warrant and track bulletins, if any, in effect at Teague. BNSF track warrant forms may be used.

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

To contact the UP dispatcher for Dalwor Jct., North Jct., Forest Ave North, or Waxahachie, place the multichannel radio on channel 069 and press *38. To contact the UP dispatcher for the Midlothian Subdivision, place the multichannel radio on channel 037 and press *29.

North Jct.—When a train is verbally authorized by the UP dispatcher to pass the absolute signal per Rule 9.12.1, a member of the crew must receive authority to pass the signal per Rule 9.12.1 from the TRE dispatcher, as well.

[TOC Home](#)**Radio Controlled Automatic Switches**

Radio-Controlled Switch Location	Approach Sign Location	Reverse SW No.
UP Transfer Waxahachie		
Waxahachie Interlocking MP 796.6	MP 265.8 BNSF track	07964
Waxahachie Interlocking MP 12.8	MP 17.0 UP track	07964
NSS Waxahachie MP 270.7	MP 793.60	02707 *
NSS Waxahachie MP 270.7	MP 270.60 SDG	02707 *
NSS Waxahachie MP 270.7	MP 270.63 MT	02707 #
SSS Waxahachie MP 268.9	MP 263.81	02689 *
SSS Waxahachie MP 268.9	MP 268.97 SDG	02689 *
SSS Waxahachie MP 268.9	MP 268.94 MT	02689 #
Switch BBRX Jct.		21740

normal command

* reverse command

Automatic Switches

- Streetman (push button controls)

NSS and SSS Waxahachie Radio Controlled Automatic Switches

1. If the signal governing mainline movement displays a stop indication, stop the leading end of movement within 50 feet of the signal governing movement over the switch, enter the normal DTMF command. If the signal that governs movement over the automatic switch still displays a stop indication, the switch must be operated by hand before proceeding.
2. If the signal governing movement over the switch is lined but NOT for the desired route, stop the leading end of movement within 150 feet of the signal governing movement over the switch and comply with instructions located in the mast mounted push button box. If the signal that governs movement over the automatic switch still displays a Stop indication, the switch must be operated by hand before proceeding.
3. If the mainline Northbound signal at NSS Waxahachie is at stop and the desired route at the interlocking is through the UP transfer. First, enter the UP Transfer DTMF command, then stop the leading movement within 50 feet of the signal governing movement over the switch, the signal will display a Proceed indication. If the signal that governs movement over the automatic switch still displays a stop indication, the switch must be operated by hand before proceeding.
4. If the siding Northbound signal at NSS Waxahachie is at stop and the desired route at the interlocking is through the UP Transfer. First, stop the leading end of movement within 150 feet of the signal governing movement over the switch, then enter the UP Transfer DTMF command, then enter the reverse DTMF command of comply with instructions located in the mast mounted push button box. If the signal that governs movement over the automatic switch still displays a stop indication, the switch must be operated by hand before proceeding.

HiWide—Hiwide cars are not allowed on tracks 102 - 105.**No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Sterrett Siding	MP 792.3	741	Do not ride West side next to fence
Guardian Glass		1003	Dumper building
Bardwell	Houst Track MP 258.8	901	Do not ride East side next to building
Meridian Rock		1008	Dumper facility
Teague	Yard	2, 3, 4, 5, 8, 9, 10	Employees are not allowed to ride the side of cars unless they the adjacent track is clear and no obstructions exist at both the east and west end of yard.
		102 - 105	No walking or standing in foul of tracks when tracks are live.

SSI—Switch Control/Monitoring Systems

- POS in effect

Mile Post Range Change

MP 797.9 = MP 271.0

Test Miles

MP 212.0 to MP 213.0

Flash Flood Critical Areas

MP 775.0 to MP 776.0

MP 222.5 to MP 217.0

8. Line Segments

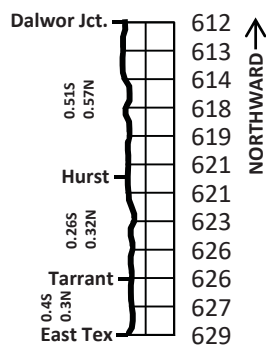
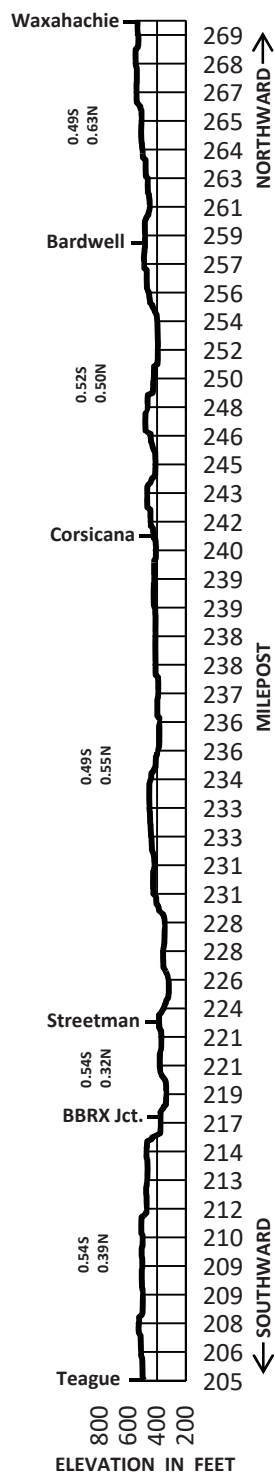
Segment No.	Limits	Mile Posts
Road Line Segments		
485	North Yard to Peach Yard connecting track	
8010	Forest Ave. to Waxahachie	
492	Waxahachie to Teague	
Yard Line Segments		
761	North Yard	
764	Dallas Union Station	
767	Teague	

9. Other Location Information

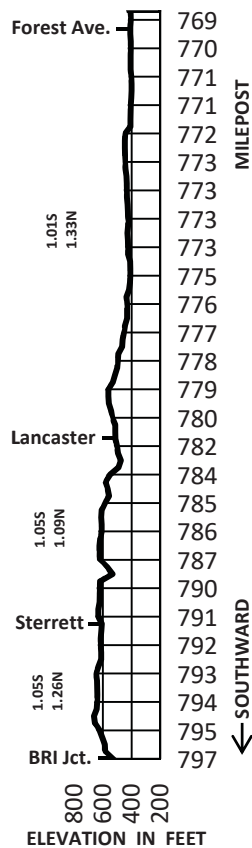
Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
40281	Red Oak	788.0	595	North
40277	Service	793.5		Both
40276	Armaglass track 9936	794.6	2,950	South
40240	Corsicana House track	240.3	791	North
40240	Guardian Glass track 1004 9938	236.9	1,400 1,000	South
40240	Meridian Rock	234.6	4,226	Both
40225	TXI tracks 9936 9937	225.8	2,075 1,100	North

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10. Grade Chart



No Grade Data
MP 643.90 to MP 630.70
UP RR Timetable
MP 769.30 to MP 643.90



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SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Ft. Worth Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ NORTH WARD ↑ H WARD ↑		
	Adjoining Sub: Red Rock Subdivision Boundary: Ft. Worth, MP 411.3 / Red Rock, MP 411.3X Information for Gainesville is found in the Red Rock sub timetable.											
		51100	411.3		GAINESVILLE	BP	CTC		0.5			
			410.8		S GAINESVILLE				9.8			
	8,239	51060	401.0	401.5 399.9	VALLEY VIEW				13.0			
	8,211	51045	388.0	388.5 386.8	METRO	T			2.1			
			385.9		DALLAS JCT Adj RR: KCS, MP 386.8	J			0.2			
			385.7		SOUTH WYE	T			8.7			
	8,227	51035	377.0	378.3 376.6	PONDER				6.0			
	6,690	51030	371.0	371.5 370.0	JUSTIN				2.4			
			368.6		LAMBERT			7500	MT1&2- 2.1			
			366.5		HARRIET	X(2)					1.6	
			364.9		BETH	X			0.3			
		51027	364.6	NORTH ALLIANCE (Main 2)		BC PT			2.1			
			362.5	SOUTH ALLIANCE (Main 2)					0.4			
			362.1	CP 3622 (Main 2)		X			1.6			
			360.5	HASLET		X(2)			0.4			
			360.0	CP 3601 (Main 2)					1.9			
		51022	358.1	LAKE WANDA		X(2)	CTC 2 MT CTC		2.5			
			355.6	CP 3556 Adj. Sub: Wichita Falls , MP 355.5		X(2)			0.7			
			354.9	CP 3548 (MT 1) Adj. Sub: Wichita Falls , MP 354.8				0.5				
			354.4	CP 3544		X		1.2				
	9,849	40345	353.2	353.5	SAGINAW Adj. Subs: Wichita Falls MT1, MP 354.1 Wichita Falls MT3, MP 353.8 UPRR, MP 354.0 UPRR, MP 353.4		BC PX		MT1- 1.8 MT2- 3.0			
				351.4	351.5	SOUTH SAGINAW			MT1- 1.0			
				350.5	CP 3505				1.5			
				348.9	FWWR RRX				2.7			
		40341	346.2	FT WORTH Adj. RR: UP MP 346.1, MT2		JX		MT1- 0.5 MT2- 0.9				
				345.7	CP T951 (Main 1) Adj. RR: UP MP 345.7, MT1		J	CTC	MT1- 0.4			
		TOWER 55 UP RR timetable governs: MT1: CP T951 to CP T756, MT2: Ft Worth to CP T756										
				345.3	CP T756 Adj. RR: UP MP 345.3		J	CTC 2MT			1.8	
				343.5	CP 3436						0.5	
		5,794	43535	343.0	343.5 342.2	BIRDS			CTC		7500	0.8
			342.2	BELT JCT				9.2				
	7,944	43520	333.0	334.2 332.6	CROWLEY						8.0	

SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Ft. Worth Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	NORTH WARD ↑
	8,477	43510	325.0	325.5 323.8	JOSHUA				3.6	
				321.4	N MIDWAY				0.4	
	7,421	43505	321.0	321.4 319.9	MIDWAY	X(2)			3.7	
		43500		317.3	CLEBURNE Adj. Sub: Venus , MP 317.0	BJP TX(2)			6.3	
	11,070	43496	311.0	311.9 309.7	RIO VISTA				7.0	
	11,168	43495	304.0	304.7 302.4	BLUM				10.0	
	10,252	43485	294.0	294.9 292.8	KOPPERL				6.0	
	6,979	43480	288.0	288.8 287.5	MORGAN				7.0	
	10,409	43475	281.0	281.7 279.6	MERIDIAN		CTC	7500	11.0	
	11,102	43470	270.0	270.8 268.6	CLIFTON				15.0	
	10,861	43455	255.0	255.8 253.6	MANHATTAN				13.0	
	10,951	43420	242.0	243.3 241.1	McGREGOR				8.0	
	11,269	43415	234.0	235.5 233.3	MOODY				8.0	
	10,083	43410	226.0	227.2 225.2	PENDLETON				4.9	
				221.1	BELCO				1.0	
	7,612			220.1	N TEMPLE				1.3	
				218.8	TEMPLE ADAMS STREET				0.6	
		43400		218.2	TEMPLE	BC PT			193.3	
Adjoining Sub: Galveston Subdivision Boundary: Ft Worth, MP 218.1 / Galveston sub, MP 218.1 Connection with Lampasas Sub via GCOR/MWOR 6.28 Track at Temple Information for Temple is found in the Galveston sub timetable.										

Central Continental Time in effect on Ft. Worth Subdivision

Radio Call-In		
Radio Channel 036 in service Gainesville to North Alliance		
Gainesville South - 33(X)	Ponder - 34(X)	Alliance North - 35(X)
Radio Channel 030 in service South Alliance to Belco		
Alliance South - 35(X)	Saginaw Yard, Ch 084 - 41(X)	
Ft Worth S - 42(X)	Joshua - 43(X)	Cleburne Ch 084 - 45(X)
Meridian - 51(X)	Manhattan - 52(X)	Temple - 32(X)
Radio Channel 087 in service Belco to Temple		
Temple - 32(X)		
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		
UP Dispatcher —On multichannel radio place the display to channel 027 and press *07. UP TTD Dispatcher at Tower 55 —On multichannel radio place the display to channel 078 and press *13.		

[TOC Home](#)**Dispatcher Information**

Gainesville to North Alliance..... 817-867-7114, Fax 817-352-6879

South Alliance to Belco..... 817-867-7022, Fax 817-352-2422

Belco to Temple..... 817-867-7112, Fax 281-350-7564

1. Speed Regulations

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

1(A). Speed—Maximum

	Psg	Frt	
		Under 100 TOB	100 TOB & Over
Main Track			
MP 411.3 to MP 218.1	79	60	55
MP 354. to MP 353.7, UP Connection	40	40	40
MP 353.6 to MP 353.4, UP Connection	40	40	40

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 386.0, Dallas Jct, North and South Legs Wye	10	10	10
MP 362.2 to MP 362.1, South IMF Lead	20	20	20
MP 355.5 to MP 355.4, North Leg Wye	30	30	30
MP 355.0 to MP 354.8, South Leg Wye	30	30	30
MP 0.0 to MP 0.7, Dublin Main	10	10	10
MP 317.4 to MP 317.3, South Tail	10	10	10
MP 241.5 to MP 241.3, North Leg Wye	10	10	10
MP 241.2 to MP 241.3, South Leg Wye	10	10	10
MP 218.7 to MP 218.1, South Freight Lead	20	20	20

1(B). Speed—Permanent Restrictions

	Psg	Frt
MP 411.3 to MP 410.0	55	55
MP 399.2 to MP 398.8	55	55
MP 389.7 to MP 389.2	55	55
MP 383.5 to MP 382.3	65	—
MP 370.5 to MP 368.7 (Harmonson & 1st Street crossings) HER, NWD departing MT1	60	—
MP 368.6 to MP 364.6, MT2	65	—
MP 365.4 to MP 364.7, MT1	65	—
MP 364.6 to MP 360.7, MT2	60	—
MP 361.0 to MP 360.7, MT1	65	—
MP 351.0 to MP 346.4	40	40
MP 346.4 to MP 344.9, MT1	30	30
MP 346.4 to MP 345.2, MT2	20	20
MP 345.2 to MP 344.9, MT2	30	30
MP 344.9 to MP 343.7	40	40
MP 343.7 to MP 340.6, HER	40	40
MP 329.3 to MP 329.1	70	—
MP 327.5 to MP 327.1	70	—
MP 318.7 to MP 317.2	55	45
MP 292.8 to MP 292.6	75	—
MP 287.5 to MP 282.3	65	—
MP 280.6 to MP 280.0	75	—
MP 276.3 to MP 275.8	65	—
MP 274.8 to MP 274.1	75	—
MP 271.8 to MP 271.1	45	45
MP 267.2 to MP 266.9	75	—
MP 265.0 to MP 263.7	65	—
MP 260.5 to MP 257.5	60	55
MP 253.3 to MP 251.5	65	—
MP 245.0 to MP 244.7	75	—
MP 237.9 to MP 236.6	70	—
MP 220.6 to MP 220.0	25	25
MP 218.9 to MP 218.1	20	20

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Frt
MP 322.6 to MP 378.0	40

[TOC Home](#)**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Psg	Frt	
		Under 100 TOB	100 TOB & Over
MP 401.0, Valley View, siding turnouts	25	25	25
MP 388.0, Metro, siding turnouts	25	25	25
MP 377.0, Ponder, siding turnouts	25	25	25
MP 371.0, Justin, siding turnouts	25	25	25
MP 368.5, Lambert, MT1 turnout	50	50	50
MP 368.5, Lambert, GE Lead turnout	25	25	25
MP 366.5, Harriet, crossovers	30	30	30
MP 366.5, Harriet, IMF Lead turnout	25	25	25
MP 364.9, Beth, crossover	30	30	30
MP 364.6, N Alliance, IMF crossover	15	15	15
MP 364.6, N Alliance, NE C & D Leads	30	30	30
MP 362.4, S Alliance, SE C & D Leads	30	30	30
MP 360.4, Haslet, crossovers	50	50	50
MP 360.0, CP 3601, S IMF Lead turnout	25	25	25
MP 358.1, Lake Wanda, crossovers	50	50	50
MP 355.6, CP 3556, crossovers	40	40	40
MP 355.5, CP 3556, turnout to N. Leg wye	30	30	30
MP 354.8, CP 3548, turnout to S. Leg wye	30	30	30
MP 354.4, CP 3544, crossover	40	40	40
MP 354.0, Saginaw, turnout MT2 to Wichita Falls Sub MT1	40	40	40
MP 353.8, Saginaw, turnout MT1 to Wichita Falls Sub MT3	30	30	30
MP 353.7, Saginaw, turnout MT1 to UP RR	40	40	40
MP 353.7, Saginaw, crossover	40	40	40
MP 353.6, Saginaw, turnout MT2 to UP RR	40	40	40
MP 353.0, Saginaw, siding turnouts	20	20	20
MP 350.5, CP 3505, turnout	40	40	40
MP 346.2, Ft Worth, MT1, turnout to Circus track	15	15	15
MP 346.2, Ft Worth, Circus Track turnout to Heartland lead	15	15	15
MP 346.2, Ft Worth, MT2 turnout to UP MT1	20	20	20
MP 346.2, Ft Worth, crossover	20	20	20
MP 343.6, CP 3436, turnout to MT2	40	40	40
MP 343.0, Birds, siding turnouts	20	20	20
MP 333.0, Crowley, siding turnouts	30	30	30
MP 325.0, Joshua, siding turnouts	25	25	25
MP 321.0, Midway, siding turnouts and crossover turnouts	25	25	25
MP 311.0, Rio Vista, siding turnouts	30	30	30
MP 304.0, Blum, siding turnouts	30	30	30
MP 294.4, Kopperl, siding turnouts	30	30	30
MP 287.8, Morgan, siding turnouts	30	30	30
MP 280.7, Meridian, siding turnouts	30	30	30
MP 270.4, Clifton, siding turnouts	30	30	30
MP 255.3, Manhattan, siding turnouts	30	30	30
MP 242.0, McGregor, siding turnouts	25	25	25
MP 234.0, Moody, siding turnouts	25	25	25
MP 225.4, Pendleton, siding turnouts	30	30	30
MP 221.2, Belco, turnout to freight yard	25	25	25
MP 219.5, Temple, siding turnouts	20	20	20
MP 218.8, Temple Adams Street, crossover turnouts	20	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

Alliance Yard, IMF Facility, North IMF Lead, track 7217, HER	20	20	20
Alliance Yard, IMF Facility, North IMF Lead, track 7217	25	25	25
Alliance Yard, IMF Facility, tracks 7201-7213	20	20	20
Alliance Yard, IMF Facility, South IMF Lead, track 7218, HER	20	20	20
Alliance Yard, IMF Facility, South IMF Lead, track 7218	25	25	25
Lambert, GE Lead, HER	20	20	20
Lambert, GE Lead	25	25	25
Fort Worth 17th St. Yard, all freight yard tracks except freight main track and leads	5	5	5
Crawford, Franklin Industry Tracks 2040 and 2041	5	5	5

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

MP 411.3 to MP 218.1 143 tons, Restriction A

Loaded 35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted over Bridge 348.5 Ft. Worth.

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
Cleburne	Johnsmanville lead	2141
McGregor	Cotton Belt spur	2090

3. Type of Operation**Main Track**

MP 411.3 to MP 368.6	CTC
MP 368.6 to MP 346.1	CTC, 2 MT
MP 346.1 to MP 345.7, MT1	CTC
MP 345.3 to MP 343.6	CTC, 2 MT
MP 343.6 to MP 218.1	CTC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 386.7 to MP 385.9 on North leg wye
MP 385.8 to MP 385.7 on South leg wye
MP 362.2 to MP 362.1 on South IMF lead
MP 355.5 to MP 355.4 on North leg wye
MP 355.0 to MP 354.8 on South leg wye
MP 0.0 (S Birds) to MP 0.7 (Belt Jct) on Dublin Main
MP 317.4 to MP 317.3 on South Tail
MP 241.3 to MP 241.5 on North leg wye
MP 241.2 to MP 241.3 on South leg wye
MP 218.7 to MP 218.1 on South Freight lead

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed. (GCOR/MWOR 1.14)

Mile Post	Type	Notes
Tower 55	Manual	Controlling RR: UP
MP 348.9	Manual	Controlling RR: BNSF

[TOC Home](#)**4. Subdivision Specific Rules Information****Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR/MWOR 1.14, Employee Jurisdiction—Union Pacific timetable and special instructions govern on MT1 between and including CP T756 and CP T951, and on MT2 between NBCS CP T756 and NBCS Ft Worth. Track bulletins between these points will be provided to the BNSF dispatcher by UP and will be included in BNSF GTBs or communicated by the BNSF dispatcher to affected trains. BNSF employees are not required to obtain UP GTBs before operating between these control points.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Mile Post	Crossing Name
Haslet	361.50	Avondale-Haslet Rd.
	360.98	(Private Crossing)
	359.97	Blue Mound Rd.
Saginaw	353.18	Industrial Avenue
Ft. Worth	358.49	Bonds Ranch Rd.
	355.67	Bailey-Boswell
	346.9	E. 1st. Str.
	346.6	Peach Str.
	336.76	Cunningham St.
	336.24	Risinger Road
Birds	343.53	Page Ave.
	343.50	Hemphill Str.
	343.26	Capps Str.
	343.23**	Lipscomb Str.
	342.13**	W. Biddison St.
	341.87**	W. Butler St.
	341.1	W. Seminary Dr.
	339.50	Edgecliff Rd.
Crowley	337.64	Sycamore School Rd.
	333.89	Mustang Street
	333.75	Main Street
Burleson	330.66	SW Alsbury Blvd
	328.51	Lakewood, Drive

****Wayside Horn System (WHS)** - WHS includes a wayside horn, activated by the approaching train which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated the WHS will automatically sound horn at crossing.

To confirm WHS is functioning, an indicator flashes at the crossing. After indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR/MWOR 6.19—When flagging is required, distance will be 2.0 miles.

GCOR/MWOR Rule 6.26—MP 346.1 to MP 345.7 is designated Main 1 track.

ABTH 102.2 Releasing Hand Brakes—At Temple Yard, train crews may shove or pull tracks with no more than two hand brakes applied at the south end of the track. When initiating movement with cars that have hand brakes applied, crews must visually ensure the wheels are not sliding. Once the move(s) have been completed, crews must ensure the track is properly secured in compliance with ABTH 102.1, 102.1.1, 102.1.2 or 104.14 and all hand brakes must be applied on the south end of the track(s). If the cars moved with hand brakes applied are being utilized for securing the track(s), the crew must verify the hand brakes are operational to prevent movement.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
369.3	Alliance North	
360.0	Alliance South	
350.3	Ft. Worth South	
323.6	Cleburne North	
222.5	Temple North	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
391.6	HBD	918	
375.1	HBD	758	
368.4	DED	687	Exception reporting
363.2	DED	638	MT1, Exception reporting
358.5	HBD	587	
351.3	DED	518	MT1, Exception reporting
351.3	DED	517	MT2, Exception reporting
343.6	HBD	438	Exception reporting
331.3	HBD	318	
321.4	HBD	218	Exception reporting
307.8	HBD	078	
301.1	HBD	018	
289.9	HBD	898	
277.8	HBD	679	Exception reporting
265.8	HBD	658	
247.3	HBD	478	
224.8	HBD	248	

6. FRA Excepted Track

Location	Track Name	Track No.
Clifton		2017 through 2020, 2022
McGregor		2047 through 2050, 2052, 2060, 2064, 2065, 2090

[TOC Home](#)**7. Special Conditions**

Alliance Yard—All trains and engines using tracks 7101 through 7112, in the “D” yard at Alliance for other than switching operations must ring the bell continuously until the train or engine reaches the end of the track they are using.

Track 8307 (Cemex Lead)—The grade crossing for track 8307 over Saginaw Blvd. and Longhorn Rd. is equipped with crossing warning system indicators. All on-track movements approaching this grade crossing on track 8307 must stop before passing the crossing warning system indicator and:

- Engines, with or without cars - Wait two minutes for crossing warning indicator to display a flashing red aspect before proceeding over the crossing. If the indicator does not change to flashing red after two minutes, provide warning to highway traffic by a crew member on the ground and proceed over the crossing as directed by that crew member.
- MW on-track equipment - Wait two minutes, then proceed over the crossing per MWOR 6.50.2.

To avoid blocking the crossing over Saginaw Blvd and Longhorn Rd., trains departing Track 8307 (Cemex lead) must contact Saginaw Spvr Terminal Operations to ensure there are no conflicting movements before occupying the crossing.

Distributed Power Train Handling—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing INDEPENDENT MODE and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following mile post locations on the Fort Worth Subdivision:

MP 389 - MP 369
MP 317 - MP 313
MP 307 - MP 303
MP 284 - MP 270
MP 258 - MP 252
MP 242 - MP 238
MP 231 - MP 227

INDEPENDENT MODE may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

Remote Control Zones**Alliance Yard**

RCZ 1—is established on the 7130 switch lead. The north limit is the 7132 switch. The south limit is the clearance point on the 7130 lead 100 feet north of the 7133 lead switch. The RCZ sign on the 7130 lead is placed on the left-hand side.

RCZ 2—is established on the 7132 lead from the clearance point of the South 7115 switch to the clearance point of the 7130 switch. Approximate length of RCZ is 2296 feet. Signs will be displayed at the limits.

Activation/Deactivation Procedure—The remote control operator will notify the switch tender when the RCZ is activated or deactivated. Movements desiring to enter Zone 1 or 2 must contact the remote control operator on Channel 64 to deactivate the Zone prior to entering the limits. If unable to contact the remote control operator, contact the switch tender to determine if either RCZ is activated.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Valley View, TX	Martindale Feed Mill	6603	Structure
Krum	House track	6608	Loading dock W side
Justin	House track	6613	Building and dock
Saginaw	Cemex	8420 - 8422	Structures
	Cemex	8421	Structures
	TX Cold Storage	8451	Fence & building
	Horizon	8401 - 8411	Structures
	Ardent Milling	8401-8403	Structure
	Commercial Metals	8312	Structure
Crowley	Filmpak	3401	Fence
Clebume	Johns Manville	2140	Structures
	Technical Chem.	2161	Structures
	James Hardy	2163	Structure
Meridian	Micobe	2014	Structures
Clifton	Robert Payne	2017	Structures
	Clifton Molding	2019	Building
Clifstone	Chemical Lime	2025 - 2027	Structures
Crawford	Bottlinger Grain	2042	Structures
McGregor	TopCrop Grain	2050	Building
	Land O Lakes	2064	Structures
	Safety Kleen/Storage	2046	Structure
Moody	Circle Hargrove	921	Building
	Agrodis LLC	922	Structures

Test Miles

MP 380.0 to MP 379.0
MP 360.8 to MP 359.8
MP 351.3 to MP 350.3
MP 297.3 to MP 296.3
MP 224.5 to MP 223.5

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D):

Location	Mile Post	Device	Notes
CP 2413	241.3	D	

- ICS in effect:

- MP 366.5 Harriet *
- MP 364.9 Beth *
- MP 362.1 CP 3622 *
- MP 360.4 Haslet
- MP 358.1 Lake Wanda
- MP 355.6 CP 3556 *
- MP 354.4 CP 3544 *
- MP 353.9 Saginaw, crossover
- MP 346.2 Ft Worth crossovers
- MP 319.9 Midway crossovers *
- MP 317.4 Cleburne crossovers *
- MP 218.8 Temple Adams Street *

* Denotes all crossover switches within control point are ICS

[TOC Home](#)**Flash Flood Critical Areas**

MP 411.3 to MP 377.3
 MP 366.5 to MP 366.2, MT2
 MP 361.3 to MP 361.0, MT2
 MP 358.5 to MP 357.7
 MP 350.7 to MP 350.5
 MP 344.6 to MP 344.2
 MP 284.0 to MP 283.0
 MP 276.5 to MP 261.6

DP Power and Placement Requirements - Manifest Trains

Below are Distributed Power locomotive requirements and placement guidelines based on total train tonnage and grades. Minimum DP remote power requirements applicable to DP manifest trains operating on the Ft Worth Subdivision (except between Gainesville - MP 411.3, and Fort Worth - MP 346).

Trailing Tonnage	Minimum DP Power Requirement and Placement
10,000 -15,000 tons	1 DP remote locomotive (8 RPA) on rear or cut in.
15,001 - 17,000 tons	2 DP remote locomotives (16 RPA total) either as a single DP remote consist of 16 RPA or as two separate DP remote consists with one locomotive (8 RPA) each.
17,001 tons and greater	2 DP remote consists (cut-in and on the rear).

8. Line Segments

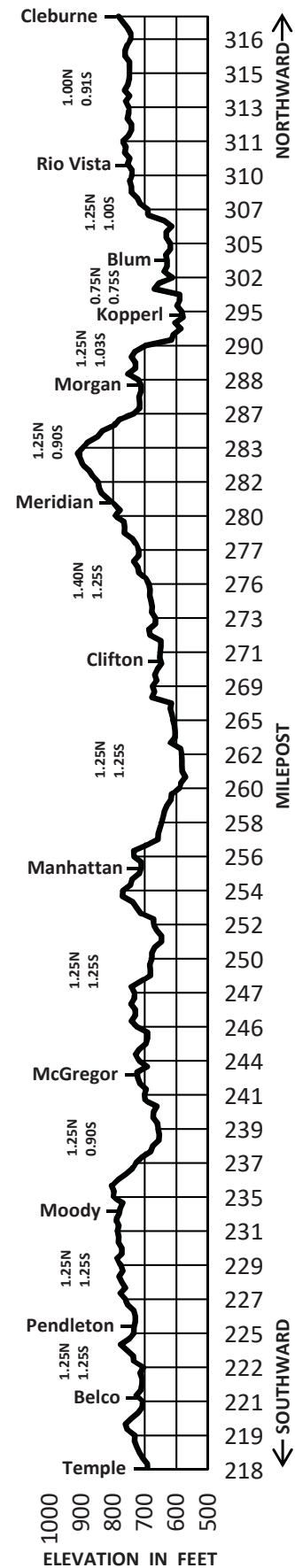
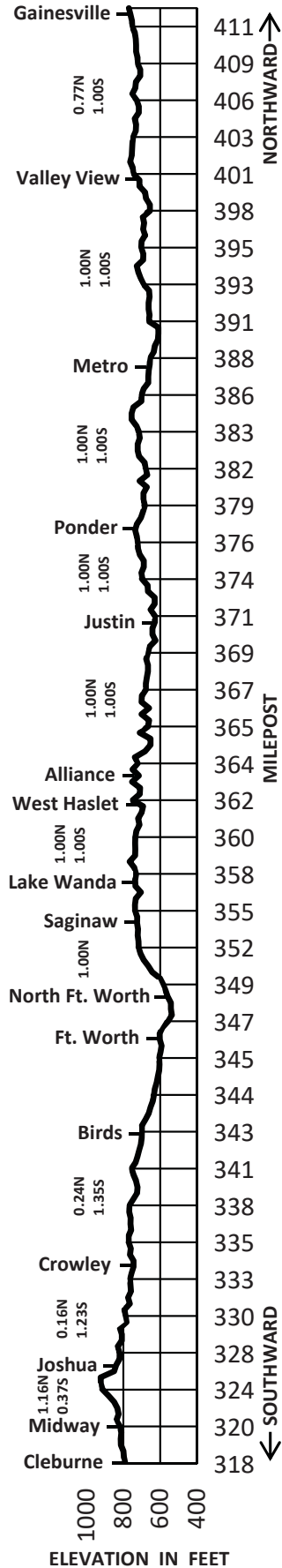
Segment No.	Limits	Mile Posts
Road Line Segments		
7500		411.3 to 218.2
Yard Line Segments		
7557	Gainesville Yard	
7556	Alliance Yard	
7555	Saginaw Yard	
7554	Ft. Worth Yard	
7553	Cleburne Yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	Sanger	392.2	1,300	Both
	Krum	383.5	1,800	Both
	Alliance Auto Facility click 6622	363.5	9,650	Both
50999	Tower 55 on UP between Fort Worth and CP T756			
	Dublin Industrial spur	342.2	1.3 Miles	North
	Clifstone	266.5	1,800	Both
	Valley Mills	259.2	3,110	Both
	Crawford	249.9	1,560	South
	Franklin Limestone	250.0	4,620	South
	McGregor Industrial Park	241.3	1,560	Both

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10. Grade Charts



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S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Galveston Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D	
	Adjoining Sub: Lampasas and Ft. Worth										
	Subdivision Boundary: Galveston, MP 218.1 / Lampasas, MP 218.1, MT 1 Subdivision Boundary: Galveston, MP 218.1 / Ft. Worth, MP 218.1 MT 2										
			218.1		TEMPLE 1ST STREET Adj. Sub: Lampasas , MP 218.1	J	CTC 2MT	7500	0.2		
			217.9		TEMPLE MAIN STREET	X(2)			0.4		
			217.4		OPAL Adj. RR: UP, MP 217.4	JM	CTC 6MT		0.7		
			216.8		FUELING FACILITY				1.7		
			215.1		KNOWD		CTC 2MT		1.8		
			213.3		CP 2132				5.2		
			208.1		CP 2080		3.1				
	11,589	43580	205.0	206.2 203.9	ROGERS		CTC		9.0		
	12,107	43584	196.0	197.1 194.7	BUCKHOLTS				7.0		
	11,205	43588	189.0	190.1 187.9	CAMERON				8.0		
	12,149	43590	181.0	182.5 180.2	HOYTE				5.0		
	10,586	43592	176.0	176.6 174.5	MILANO				1.6		
			174.4		FREEMAN	AP			8.4		
	11,002	43596	166.0	167.0 164.8	CHRIESMAN				7.0		
	10,376	43600	159.0	160.0 157.7	CALDWELL Adj. RR: UP, MP 157.4	JPX			7.0		
	11,329	44575	152.0	153.0 150.7	DAVIDSON				8.4		
	15,261		143.6		N SOMERVILLE				1.6		
		44600	142.0	143.6 140.6	SOMERVILLE	BP			0.8		
			141.2		CP 1413 Adj. Sub: Conroe , MP 141.3	JTX			0.6		
			140.6		S SOMERVILLE				7.6		
	11,507	44610	133.0	133.9 131.5	LANDES				7.0		
		44620	126.0		BRENHAM	M			5.0		
	11,265	44630	121.0	122.2 120.0	PHILLIPSBURG				10.0		
	6,843	44640	111.0	111.5 110.1	DANT				5.0		
	9,148	44700	106.0	106.4 104.6	BELLVILLE	P			11.4		
	10,401		94.6		SEALY-UP RRX Adj. RR: UP MP 94.4	AJ			0.2		
			94.4		CP 943				1.8		
44710		92.6	94.7 92.5	SEALY		11.6					
11,744	33910	81.0	82.0 79.7	WALLIS		12.7					
		68.3		CP 683		2.1					
		66.2		TOWER 17-UP RRX Adj. RR: UP, MP 66.2	CJM	1.2					
12,359	34100	65.0	66.2 63.7	ROSENBERG	BP	9.0					
11,438	34120	56.0	57.1 54.9	BOOTH		4.9					
	34125	51.1		THOMPSONS	T	7.1					
8,771	34130	44.0	44.8 43.0	DUKE		1.1					
		42.9		UP RRX Adj. RR: UP, MP 43.2	AJ	7.9					
12,216	34145	35.0	36.2 33.8	MANVEL		5.9					

S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Galveston Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D	
			29.1		ALVIN NORTH		CTC		0.4		
		35600	28.7		ALVIN Adj. Sub: Mykawa , MP 28.7	B JTX	CTC 2MT		1.5		
			27.2		CP 272	X(2)			2.7		
			24.5		ALGOA X-OVERS	X(2)			0.1		
		35610	24.4		ALGOA Adj. RR: UP. BNSF, MP 24.3 = UP, MP 343.3	JT	TWC ABS	7500	13.4		
	5,481	35900	11.0	11.4 10.2	TEXAS CITY JCT Adj. RR: TCT, MP 10.3	JT			4.7		
		35950	6.3		VIRGINIA POINT Adj. RR: UP, MP 6.3	J					1.0
			5.3		LIFT BRIDGE	BCM			CTC		1.1
			4.2		ISLAND CP Adj. RR: UP, MP 4.1	JR		213.9			
End Galveston Sub MT, MP 4.2, Subdivision Boundary MP 0.3											

Central Continental Time in effect on Galveston Subdivision

Radio Call-In		
Radio Channel 036 in service in Temple Yard - 32(X)		
Radio Channel 064 in service Temple Yard		
Radio Channel 091 in service Temple Fuel Pad - 32(X)		
Radio Channel 087 in service Temple to Somerville		
Temple 32(X)	Milano Temple DS - 34(X) Lampasas DS - 240	Somerville N - 35(X)
Radio Channel 036 in service in Somerville Yard		
Radio Channel 072 in service Somerville to Galveston		
Somerville S - 71(X)	Bellville - 72(X)	El Pleasant - 77(X)
Rosenberg - 73(X)	Alvin - 74(X)	Galveston - 75(X)
Radio Channel 028 in service Galveston Yard		
Emergency - Call 911		
<i>(Locations identified in italics do not have 911 functionality)</i>		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Temple to Somerville 817-867-7112, Fax 281-350-7564
 Somerville to Galveston..... 817-867-7023, Fax 281-350-7560

[TOC Home](#)**1. Speed Regulations**

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

1(A). Speed—Maximum

	Frt	
	Under 100 TOB	100 TOB & Over
Main Track		
MP 218.1 to MP 6.3	55	55
MP 6.3 to MP 4.2	25	25

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 157.7 to MP 157.4, Pocket Track	10	10
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1(B). Speed—Permanent Restrictions

	Frt
MP 218.1 to MP 217.6	20
MP 217.6 to MP 214.9, all MTs	30
MP 175.7 to MP 174.5	50
MP 174.5 to MP 174.3	40
MP 174.3 to MP 174.1	50
MP 170.8 to MP 170.3	50
MP 170.1 to MP 169.7	40
MP 169.4 to MP 169.0	45
MP 157.6 to MP 157.4	45
MP 134.4 to MP 134.1	40
MP 133.9 to MP 133.5	45
MP 126.6 to MP 125.5	30
MP 125.1 to MP 123.7	45
MP 106.8 to MP 106.5	45
MP 94.7 to MP 94.5	30
MP 66.8 to MP 66.6, HER	35
MP 66.3 to MP 63.1	30
MP 51.0 to MP 50.6	50
MP 45.3 to MP 43.8	40
MP 43.0 to MP 42.8	25
MP 10.2 to MP 6.3	30

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Frt
MP 65.7 to MP 22.4	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 217.9, Temple Main Street, crossovers	20	20
MP 217.5, Opal, turnout MT1 to UP connection track and connection track *	10	10
MP 216.9, Fueling Facility, MT1-MT1 turnout	30	30
MP 216.9, Fueling Facility, MT3, MT4, MT5, MT6 turnouts	25	25
MP 215.0, Knowd, all dual control turnouts	30	30
MP 208.0, CP 2080, turnout	50	40
MP 205.0, Rogers, siding turnouts	30	30
MP 196.0, Buckholts, siding turnouts	30	30
MP 189.0, Cameron, siding turnouts	25	25
MP 181.0, Hoyte, siding turnouts	30	30
MP 176.0, Milano, siding turnouts	25	25
MP 166.0, Chriesman, siding turnouts	30	30
MP 159.0, Caldwell, siding turnouts	25	25
MP 152.0, Davidson, siding turnouts	25	25
MP 142.0, Somerville, NSS turnout and siding track	30	30
MP 141.3, CP 1413, crossover	30	30
MP 140.6, Somerville, SSS turnout	30	30
MP 133.0, Landes, siding turnouts	25	25
MP 121.0, Phillipsburg, siding turnouts	25	25
MP 111.0, Dant, siding turnouts	25	25
MP 106.0, Bellville, siding turnouts	25	25
MP 94.0, Sealy, siding turnouts	25	25
MP 81.0, Wallis, siding turnouts	25	25
MP 65.0, Rosenberg, siding turnouts	25	25
MP 56.0, Booth, siding turnouts	25	25
MP 44.0, Duke, siding turnouts	25	25
MP 35.0, Manvel, siding turnouts	25	25
MP 28.7, Alvin, turnout to south leg of wye	25	25
MP 27.0, CP 272, crossover	30	30
MP 24.5, Algoa, crossover	30	30
MP 24.4, Algoa, north connection to UP	30	30
MP 6.3, Virginia Point, UP Junction, turnout	20	20
MP 4.3, Island CP, turnout to SP Island	20	20
MP 4.1, Island, UP Junction, turnout	20	20

* Speed for Passenger trains is 15 MPH

[TOC Home](#)**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
Temple, W Freight No. 1 between Gober, Lampasas sub and W Freight crossover	20	20
Temple, W Freight No. 2 between Lampasas sub MT and W Freight Crossover	15	15
Temple, North Freight Lead track between 1st St Signal Galveston Sub and 148 switch	20	20
Temple, Belco Lead between Ft. Worth Sub MT and Industrial Blvd.	25	25
Smithers Lake Coal Loop Tracks beginning at crew change point	5	5
NRG Spur	20	20
Texas City Jct, north and south legs wye	5	5
37th Street Yard, all yard tracks	5	5

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

MP 218.1 to MP 4.2..... 143 tons, Restriction A

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
Temple	Yard	605, 612
Rogers		836

3. Type of Operation**Main Track**

MP 218.1 to MP 216.9	CTC, 2 MT
MP 216.9 to MP 215.0	CTC, 6 MT
MP 215.0 to MP 208.1	CTC, 2 MT
MP 208.1 to MP 28.6	CTC
MP 28.6 to MP 24.4	CTC, 2 MT
MP 24.4 to MP 6.3	TWC, ABS
MP 6.3 to MP 4.1	CTC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 157.7 to MP 157.4, Pocket Track
MP 343.3 (Algoa XO) to MP 341.2 (CP H341), Brownie Main (See UPRR timetable and special instructions)
MP 343.3 (Algoa XO) to MP 341.3 (CP H341), Brownie Siding (See UPRR timetable and special instructions)

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed. (GCOR/MWOR 1.14)

Mile Post	Type	Notes
217.5	Manual	BNSF
174.4	Automatic * **	UP, Channel 42
126.0	Manual	BNSF
94.6	Automatic * ** #	UP
66.2	Manual	UP, Channel 037, *55
42.9	Automatic *	UP
5.2	Manual	Lift Bridge, BNSF control operator

* Equipped with MW Release Box

** Additional information located in Item 4

Additional information located in Item 7

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)—Except at Temple on Main Track 6 between the Northbound Control Signal at the Fuel Facility and the Southbound Control Signal at Knowd Jct.

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)
- LEADER (UP Only)

GCOR/MWOR 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.

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect:

Location	Mile Post	Crossing Name
Temple, TX	217.99	Main Street
	217.69	MLK Drive
Caldwell, TX	158.37	San Antonio Dr.
	158.03	Alligator St.
	157.75	Buck St.
	157.24	Freeman St.
Brenham, TX	127.79	Burleson Rd.
	126.76	FM 577/US 1100
	126.10	Alamo St./BU 290
	126.10	Main st./BU 290
	126.01	Peabody St.
	125.83	1st St.
	125.83	2nd St.
	125.73	3rd St.
	125.62	College/FM 389/4th St.
	125.51	Jackson St./5th St.
	124.52	Industrial Blvd.
	123.66	Salem Rd.
Sealy, TX	123.35	Kuhn Rd.
	123.04	FM 109
	95.21	Maler Rd.
	94.59	San Felipe Rd.
	94.50	2nd St.
	94.43	Main St.
Richmond, TX	94.03 **	Hill St.
	93.32 **	Kersten St.
	62.86	Lamar St.
	62.30	Private Drive
Rosenberg, TX	62.18	FM 1640 (Ave. I)
	66.72	Walnut Ave
	65.82	3rd Ave
	64.33	Rawson Road**
	61.01	Commercial Drive
	60.72	Brazos Center Blvd.
	60.55	FM 2977 (Minonite Road)

** Wayside Horn System (WHS) - WHS includes a wayside horn, activated by the approaching train, which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated, the WHS will automatically sound a horn at the crossing.

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To confirm WHS is functioning, an indicator flashes at the crossing. After indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR/MWOR 6.19—When flagging is required, distance will be 2.0 miles.

GCOR/MWOR 8.3—The switch at MP 3.5 may be left locked in the position last used. Trains, engines and on-track equipment must approach this switch expecting to find it lined against their movement.

GCOR 9.1, Signals Not Conforming to Indications Shown in the System Special Instructions—At the southward signal at MP 67.8 a yellow over flashing red aspect indicates Proceed prepared to pass the next signal not exceeding 25 MPH and enter the diverging route.

GCOR 9.12.1—The absolute signals governing movement through the following interlockings are also controlled signals. To pass a Stop indication, the crew must comply with Rule 9.12.3 by complying with the instructions in the release box and must comply with Rule 9.12.1 by contacting the BNSF control operator.

- MP 174.4
- MP 94.6

SSI 47 End of Car Cushioning (EOC) Restrictions—Manifest trains operating across the UP Lockhart subdivision must: Operate with 1 DP if:

- Train contains 20 or more cars equipped with end of car cushioning.

Operate with 2 DP if:

- Train contains 20 or more cars equipped with end of car cushioning and,
- Train exceeds 7,000 tons.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
217.3	Temple South	
214.7	Temple Southeast	
197.3	Buckholts	
178.4	Milano	
169.6	Chriesman	
137.5	Somerville South	
62.2	Rosenberg South	
4.3	Galveston North	
0.1	Smithers Lake	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
211.6	HBD	128	Exception reporting
199.0		328	
178.4	HBD, DED	348	
161.3	HBD, HWD, DED	347	
144.7	HBD, DED	358	
129.0	HBD, DED	718	
107.6	HBD	728	
92.0	HBD, DED	727	
77.3	HBD, HW, DED	738	
67.8	HBD	687	Exception reporting
53.1	HBD, DED	737	
39.7	HBD, DED	748	
20.7	HBD, HWD, DED	747	
12.2	HBD, DED	758	
Type C. Other Detectors			
169.5	WILD, TPD	698	Mechanical Detector

6. FRA Exempted Track

Location	Track Name	Track No.
Brenham	Valmont Industries/ Blue Bell Creameries	4052-4055, 4061, 4068, 4074, 4075, 9905, 9907, 9910
Bellville	Bellville Tube Division	0504
Chips	Frito Lay	5041, 5042
Alvin	Brown & Root	5311, 5312, 5326
Galveston	MP 1.3 to MP 0.3	6199
	37th Street Yard	6899, 6901 - 6917

7. Special Conditions

Temple—The hand operated switch on the North freight lead (track 0197) providing access to the Temple engine servicing area must not be operated without permission from the Temple mechanical leadman.

Sealy—The crossover switches located South of Highway 36 between the UP main track and Austin County Industrial spur are to be left lined as last used (in correspondence). A train must secure authority on the BNSF main track or siding at the North end of Sealy before passing a red signal and be governed by instructions in the interlocking box.

Thompsons—The normal position of Smithers Lake Industrial spur track to the North leg of the wye is lined for the North leg of wye.

NRG Spur, Smithers Lake Plant—Before moving their train, outbound crews on empty coal trains must contact NRG personnel on channel 30 to verify their train is released for departure.

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Galveston—Crews of trains arriving and setting out at Galveston yard must contact the Galveston yard switcher on Channel 028 or 036 prior to entering the yard. If the Galveston switcher can not be contacted, crews must get permission from the Spvr Terminal Operations at Galveston or from the Pearland yardmaster prior to entering Galveston yard.

GVSr crews working in Galveston yard will protect all shoving movements by keeping the point of the shove in view at all times.

Trains using GRI tracks are governed by General Code of Operating Rules and BNSF Timetable

Galveston DP Linking Process—When the lead controlling locomotive is facing South, train crews will select the appropriate Same/Opposite direction based on the North facing direction after the lead unit has been wyed.

The remote locomotive must be operated in Idle between Galveston and the location where the power will be wyed.

Once power has been wyed and train is reassembled, the remote locomotive operating mode must be changed to normal and a Train Check must be performed.

Galveston Lift Bridge—After receiving a warrant from the train dispatcher, all trains needing to utilize the Galveston lift bridge must contact the Galveston lift bridge operator and provide an ETA to the bridge. The bridge operator will contact the train dispatcher and advise when the bridge will closed for rail traffic. Southbound trains must contact the bridge operator when they leave Texas City Jct. Northbound traffic or UP traffic must contact the bridge operator before heading toward derail.

Crossing Warning Information—Regardless if automatic crossing warning devices at the following locations are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied. Make any movement over the crossing only on the employee's signal.

Mile Post	Crossing Name	Track No.
94.0	Hill Street	5003, 5004
76.1	Missouri Ave.	5027 at Orchard
50.3	Oil Field Road	5110
29.4	2nd Street	5304

Distributed Power—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing INDEPENDENT MODE and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following mile post locations on the Galveston Subdivision:

MP 218.0 to MP 92.0

INDEPENDENT MODE may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

Train Makeup Requirements—Trains exceeding 7,500 tons that contain a block(s) of 15 or more bi-level and/or tri-level equipment, must place bi-level and/or tri-level equipment in rear 30% of train by car count.

Remote Control Zones

Temple Yard

RCZ 1— Is established on the East Lead track 0128 from the 11-pocket switch (WSEL) extending North on to Belco Freight Lead track 0128 to 11-pocket switch (ESEL) continuing north on track 0111 to Industrial Blvd. Approximate length of RCZ is 3926 ft.

RCZ 2— Is established on the East Lead track 0103 from the 0105S switch extending South on to track 0198 short of the derail. Approximate length of RCZ is 2419 ft.

RCZ 3— Is established on the West Lead track 0113 from the 0114S switch extending South on to track 0149 short of the derail. Approximate length of RCZ is 4050 ft.

RCZ 4— Is established on the West Lead track 0127 from the 0126N switch to the clearance point of 0111N switch. Approximate length of RCZ is 3466.

Activation/Deactivation Procedure:

RCZs 1 and 2 contact Spvr Terminal Operations on channel 36. RCZs 3 and 4 contact Spvr Terminal Operations on channel 64. RCO foreman will contact Spvr Terminal Operations on appropriate channel to establish respective RCZ. Before RCZ can be fouled or occupied Spvr Terminal Operations must be contacted to determine if RCZ is active.

Galveston Yard

RCZ 1 - Track 6199 (Old Main) from the 0022 crossover switch, not including the switch, Southward to the clearance point of the 0001N crossover switch, not including the switch. RCZ length is 3,707 feet.

RCZ 2 - Track 6192 (91 yard lead) from the clearance point South of the 6113N switch (Engine Tie-Up track switch), Southward to the 51st St Bridge. RCZ length is 3,625 feet.

RCZ 3 - Track 6110 (6110 yard lead) from the 6106S switch, including the switch, Southward to the clearance point south of the 6113N switch (Engine Tie-Up track switch). RCZ length is 1425 feet.

RCZ 4 - Track 6110 (back lead) from the yard crossing North of the 6110N, not including the crossing, Northward to the yard crossing South of the 6106N switch, not including the crossing. RCZ length is 4521 feet.

Activation/Deactivation Procedure:

The Remote Control Operators (RCO) will contact the yardmaster for permission to activate a RCZ and will notify the yardmaster when the RCZ is deactivated. Yardmasters will log the start and end times for all RCZ zones in the RCZ logbook. Movements desiring to enter an RCZ must contact the yardmaster on channel (28). If the yardmaster cannot be reached, contact the RCO in charge of the RCZ on channel (28 or 36) to ensure the RCZ is deactivated before entering the limits.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP 42.89 FM 521

These gates can be activated by using Channel 072 and entering the four-digit MP number followed by the pound (#) key. The gates will activate for 30 seconds.

[TOC Home](#)**No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Temple	Rip Track	101, 102	One Spot; do not ride cars into building.
	Carpenter	421	Dock; do not ride cars past gate.
	Wilson	431	Dock; do not ride cars past 431 switch.
	Pactiv	441, 442	Dock; do not ride cars past gate.
	Acme Brick	517	Dock; do not ride cars past derail.
	Wendlands	605, 606	Elevator; do not ride cars past derail.
	Crossroads	612	Dock; do not ride cars past gate.
Heidenheimer		812	Building, do not ride cars into track.
Cameron	Charlotte Pipe	863	Dock; do not ride cars past gate
	Old Mill Trk	4028	Dock; do not ride into track.
MP 169.7	Main		Mechanical monitoring device.
MP 169.5	Main		Mechanical monitoring device.
Caldwell	Short Yard	4028	Dock; do not ride into track.
		4029	Do not ride ude to grade on field side.
Somerville	Koppers	4201 - 4223	Do not ride cars past gate.
Brenham	Texas Fibers (Innocor)	4051	Dock; do not ride cars past gate.
	Valmont	4054	Building; do not ride cars into track.
	Stanpac	4068	Building; do not ride cars into track.
Sealy	International Paper	5020	Dock; do not ride cars past derail.
	Austin County Branch	5016	Dock; do not ride into track.
Chips	Chips	5041 - 5042	Poles.
Rosenberg	Purina	5032	Building; do not ride cars past derail.
	Bison Lumber	5038	Dock; do not ride cars past derail.
Smithers Lake	Coal Facility	6702-6704, 6706, 6715, 6716, 6719, 6797, 9988	Buildings; do not ride cars into track.
Arcola	Martin Merietta	5120	Derail switch stand. All employees are to walk cars past the derail.
Alvin	Alvin Chemical	5324	Gate; do not ride into track.

Close Track Centers

Location	Track Name	Track Nos.
Temple	MT1 / MT2	7500-1 / 7500-2, MP 218.1 to MP 218.0
	Yard	111 - 114
Galveston	Yard	6201-6206

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D):

Location	Mile Post	Device	Notes
CP 683	68.3	D	
S. Bellville	104.6	D	
S. Caldwell	157.9	D	
Opal	217.5	D	

- ICS in effect

- South Caldwell MP 157.9
- CP 1413 MP 141.3

* Denotes all crossover switches within control point are ICS

Test Miles

MP 29.4 to MP 30.4
 MP 63.0 to MP 64.0
 MP 66.6 to MP 67.6
 MP 143.0 to MP 144.0
 MP 208.0 to MP 209.0
 MP 210.0 to MP 209.0
 MP 211.0 to MP 212.0

Flash Flood Critical Areas

MP 212.0 to MP 209.0
 MP 188.0 to MP 185.0
 MP 173.0 to MP 159.0
 MP 144.0 to MP 140.0
 MP 128.0 to MP 125.0
 MP 107.0 to MP 101.0
 MP 50.0 to MP 47.0
 MP 10.0 to MP 7.0

DP Power and Placement Requirements - Manifest Trains

Below are Distributed Power locomotive requirements and placement guidelines based on total train tonnage and grades. Minimum DP remote power requirements applicable to DP manifest trains operating on the Galveston Subdivision (except between Bellville - MP 106.2, and Galveston - MP 0.0).

Trailing Tonnage	Minimum DP Power Requirement and Placement
10,000 -15,000 tons	1 DP remote locomotive (8 RPA) on rear or cut in.
15,001 - 17,000 tons	2 DP remote locomotives (16 RPA total) either as a single DP remote consist of 16 RPA or as two separate DP remote consists with one locomotive (8 RPA) each.
17,001 tons and greater	2 DP remote consists (cut-in and on the rear).

8. Line Segments

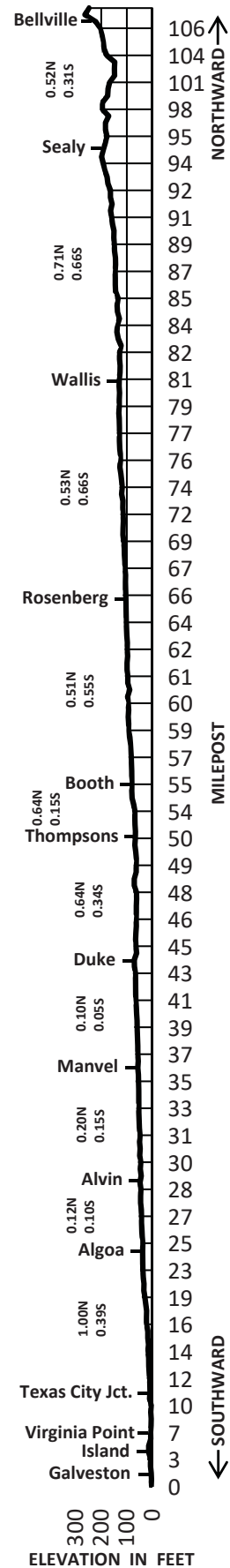
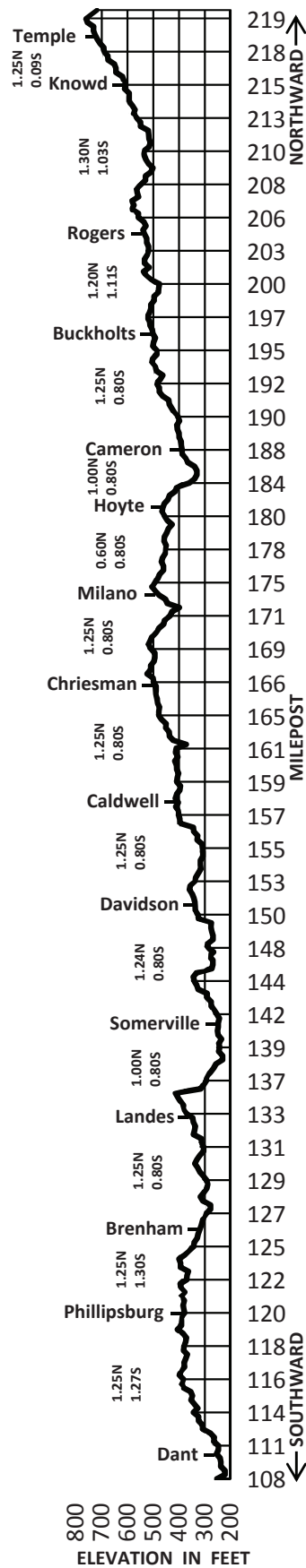
Segment No.	Limits	Mile Posts
Road Line Segments		
7500		MP 218.2 to MP 4.2
Yard Line Segments		
7552	Temple yard	
7551	Somerville yard	
7550	Galveston yard	
7500	37th Street yard	

[TOC Home](#)**9. Other Location Information**

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
43575	Heidenheimer	212.3	2,300	Both
44600	Vulcan	139.1	7,468	North
33905	El Pleasant	87.1	4,990	Both
33915	Orchard	76.2	4,600	Both
33920	Chips	69.5	2,150	South
34120	Bison Bldg. Materials	59.3	1,153	North
33865	Smithers Lake Industrial spur (includes track serving H.L.&P. yard)	51.2	20,792	North
34130	Chem-Lime	42.7	713	South
34135	Arcola (2 tracks)	42.6	3,980	Both
34150	Wickes spur	34.5	1,157	South
34145	Shu Chemical	34.2	1,143	North
7550	Galveston	2.0miles South of End of MT.		

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10. Grade Charts



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S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Houston Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D ↑	
	Adjoining Sub: DFW Subdivision Boundary: Houston, MP 205.6 / DFW, MP 205.6 Information for Teague is located in the DFW Sub Timetable.										
		40204	205.6		TEAGUE	BRT	RL ABS	TWC ABS	21.0		
	6,017	40185	185.0	185.5 184.2	NEWBY				17.0		
	6,336	40168	168.0	168.9 167.6	FLYNN				16.0		
	6,114	40151	152.0	153.0 151.8	ZULCH				22.0		
	6,332	40130	130.0	131.0 129.7	SINGLETON				4.7		
		40125	125.3		SHIRO				15.3		
	7,523	40111	110.0	111.2 109.7	SIMMONS				4.0		
			106.0		NORTH WYE	J	CTC		0.4		
		40105	105.6		DOBBIN	M			0.4		
			105.2		CP 1051 Adj. Sub: Conroe , MP 105.1	J			8.2		
	5,842	40096	97.0	97.3 96.1	KAREN		TWC ABS	12.2			
		40085	84.8		TOMBALL			3.8			
	7,511	40081	81.0	81.5 80.0	ORR			11.0			
	8,907	40070	70.0	71.4 69.5	CASEY	BC		12.6			
			57.4		BELT JCT	J		148.2			
Adjoining RR: UP Subdivision Boundary: Houston, MP 57.4 / UP, MP 57.4											

Central Continental Time in effect on Houston Subdivision

Radio Call-In		
Radio Channel 066 in service Teague to Belt Jct		
Teague S - 18(X)	Newby - 17(X)	Zulch - 16(X)
Shiro - 15(X)	Karen - 19(X)	Tomball - 13(X)
Casey - 12(X)	Houston - 10(X)	
Radio Channel 025 in service at Casey Yard		
Emergency - Call 911		
<i>(Locations identified in italics do not have 911 functionality)</i>		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Teague to Belt Jct: 817-867-7137, Fax 281-350-7555

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 205.6 to MP 57.4	40	40

1(B). Speed—Permanent Restrictions

	Frt
MP 204.4 to MP 204.0*	30
MP 69.0 to MP 67.8	30

* No signs displayed

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Frt
MP 92.3 to MP 57.4	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 185.0, Newby, siding turnouts	20	20
MP 110.0, Simmons, siding turnouts	20	20
MP 71.4, North Casey, MT to MT turnout	25	25
MP 70.0, Casey, siding turnouts	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 205.6 to MP 57.4..... 143 tons, Restriction C

3. Type of Operation

Main Track

MP 205.6 to MP 202.3	RL, ABS
MP 202.3 to MP 106.0	TWC, ABS
MP 106.0 to MP 105.1	CTC
MP 105.1 to MP 57.4	TWC, ABS

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed. (GCOR/MWOR 1.14)

Mile Post	Type	Notes
105.6	Manual *	

* Equipped with MW Release Box

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

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GCOR/MWOR 2.12 Fixed Signal Information—Supplemental Instructions: On the Houston Subdivision, when a train is passing a fixed signal displaying other than Clear, a crew member must transmit the following by radio:

- Train identification (initials, engine number, and direction)
- Signal Name
- Signal Location
- Track (on single track, Main Track designation is not necessary)
- Speed

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect:

Location	Mile Post	Crossing Name
Houston, TX	66.97	W. Little York
	65.81	Antoine Dr
	65.63	Tidwell Rd
	65.14	Creekmont Dr
	65.01	Pinemont Dr
	64.63	Acorn St
	64.32	W. 43rd St
	63.80	Watonga Blvd

GCOR/MWOR 6.19—When flagging is required, distance will be 1.0 mile.

GCOR/MWOR 8.19—Automatic switches located at N and S Casey.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
197.8	Teague South	
112.4	Shiro South	
82.6	Casey North	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
193.6		187	
173.5		178	
147.1		168	
122.5		158	
99.5	HBD	148	
88.3	High Water		NWD signal MP 86.5, SWD signal MP 88.9
82.6	HBD	138	

6. FRA Excepted Track—None

7. Special Conditions

Crossing Warning Information—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied. Make any movement over the crossing only on the employee's signal.

Mile Post	Crossing Name	Track No.
204.2	FM 1365	233

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Normangee	M&N	1802	Do not ride the West side of the car. A close/no clearance area exists between the car and the wood fence and a car and the building.
Iola	TMPA	Dumper	Do not ride the side of a car through the dumper.
Donie	HL&P	Dumper	Do not ride the side of a car through the dumper.
	Coal Plant/Ash Track	1401	Do not ride as there are obstructions on both sides of building.
Houston	American Alloy	7225 & 7226	Fence - Do not ride the West side of the car. A close/no clearance area exists between the car and the building.
Polybag	MP 82.6	7712	Do not ride east side next to building
Casey	BMCW	7342	Do not ride inside plant
	Leeco Steel	7341	Do not ride West side of cars inside plant
	CBI	7332	Do not ride at gate and inside plant
	Wayerhauser	7339	Do not ride inside plant
	JP Hart	7340	Do not ride at gate and inside plant
MP 66.4	Bimbo Bakeries	7202	Do not ride inside plant
	Chapel Steel	7207	Do not ride inside building
	Forged Products	7203	Do not ride at gate or inside plant
	Equilibrium Catalyst	7280	Do not ride at gate or inside plant
	Oak Forest	7147	Do not ride at gate

SSI—Switch Control/Monitoring Systems

- POS in effect

Test Miles

MP 197.0 to MP 196.0

MP 74.0 to MP 75.0

Flash Flood Critical Areas

MP 120.0 to MP 96.4

8. Line Segments

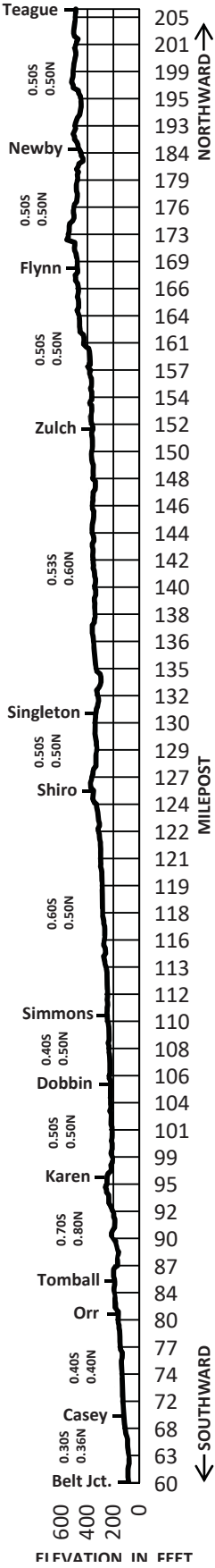
Segment No.	Limits	Mile Posts
Road Line Segments		
492	Teague to Belt Jct.	
Yard Line Segments		
763	Houston Ind.	

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9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
40186	H.L.&P.	191.0	2,940	Both
40186	Nucor Steel	183.8	5,700	Both
40159	Normangee	159.6	840	Both
40141	Iola	141.4	360	South
40130	TMPA	139.4	6,000	Both
	Shiro	125.3	750	South
40091	Ventura	91.3	3,960	Both
40098	Louetta	78.4	2,400	North

10. Grade Chart



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WEST WARD ↓	Length of Siding (Feet)		Station Nos.	Mile Post	Siding Switch	Lafayette Subdivision MAIN LINE STATIONS			Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ EAST WARD	
	Adjoining RR: UP													
	Subdivision Boundary: Lafayette, MP 10.5 / UP, MP 10.5													
			10.5		WEST BRIDGE JCT			JM	TWC	1280	1.9			
			12.4		RCPS 124 Adj. RR: NOPB, MP 12.1			J				2.4		
	Between MP 14.3 and MP 14.8 UP rules, timetable and special instructions govern.													
			14.8		LIVE OAK Adj. RR: UP, MP 14.1			J	TWC ABS	1281	4.2			
	9,778		19.0	18.3 20.3	SALIX							13.1		
			32.1		BAYOU DES ALLEMANDS DB			C				8.9		
	10,858	36732	41.0	40.0 42.2	RACELAND Adj. RR: LDRR, MP 40.1			JT				14.0		
	7,781	36724	55.0	54.2 55.7	SCHRIEVER Adj. RR: LDRR, MP 54.9			BCJP				16.2		
		36715	71.2		URSA			C				2.1		
			73.3		BAYOU BOEUF DB			C				7.2		
			80.5		ATCHAFALAYA RIVER DB			C				1.5		
	8,746	36703	82.0	80.9 82.5	BERWICK							15.0		
	10,530		97.0		95.7 97.8	BAYOU SALE								7.1
			104.1		CHARENTON CANAL DB			C				1.9		
	10,399	36682	106.0	105.3 107.3	BALDWIN							21.0		
	10,426	36664	127.0	125.5 127.6	NEW IBERIA							5.0		
	8,279	36658	132.0	130.8 132.6	CADE							12.5		
		36643	144.5		LAFAYETTE							0.6		
			145.1		BR JCT Adj. RR LDRR, MP 145.1			J				0.2		
			145.3		ALEX JCT Adj. RR: LDRR, MP 145.3			J				2.9		
			148.2		LAFAYETTE YARD			BCPT				16.8		
	10,728	36632	165.0	163.9 166.0	CROWLEY							2.6		
			167.6		UP CROSSING Adj. RR: UP, MP 167.2			AJ				7.5		
		36623	175.1		MIDLAND				5.2					
			180.3		MERMENTAU RIVER DB				10.7					
	9,757	36614	191.0	190.4 192.4	ROANOKE				10.9					
			201.9		E LACASSINE			CTC	1.8					
			203.7		LACASSINE				0.8					
			204.5		W LACASSINE				0.9					
			205.4		IOWA JCT				J	194.9				
Adjoining RR: UP														
Subdivision Boundary: Lafayette, MP 205.4 / UP, MP 205.4														

Central Continental Time in effect on Lafayette Subdivision

Radio Call-In

Radio Channel 088 in service at Avondale

Radio Channel 012 in service West Bridge Jct to Iowa Jct

Avondale - 71(X) Raceland - 81(X) Donner - 72(X)

Baldwin - 73(X) New Iberia - 74(X) Lafayette - 75(X)

Roanoke - 76(X) Lacassine - 78(X)

Radio Channel 069 in service at North Yard

Radio Channel 025 in service at South Yard

Emergency - Call 911

(Locations identified in italics do not have 911 functionality)

Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2,
Customer Support X=3, Detector Desk X=5, PTC Desk X=9

UPRR Channel 027 * 54

Dispatcher Information

817-867-3009, 800-753-9807, Fax 281-350-7566

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Psg	Frt	
		Under 100 TOB	100 TOB & Over
MP 10.5 to MP 14.3	20	20	20
MP 14.8 to MP 205.4	70	60	55

1(B). Speed—Permanent Restrictions

	Psg	Frt
MP 32.0 to MP 32.1	35	35
MP 51.1 to MP 51.7	55	55
MP 73.3 to MP 73.5	60	40
MP 75.9 to MP 79.1	40	40
MP 79.1 to MP 81.0	25	25
MP 81.0 to MP 95.7	60	—
MP 104.0 to MP 104.2	35	35
MP 123.0 to MP 124.0	40	40
MP 124.0 to MP 126.0	25	25
MP 126.0 to MP 126.7	40	40
MP 143.0 to MP 146.5	25	25
MP 146.5 to MP 148.2	45	45
MP 148.2 to MP 150.4	60	—
MP 159.3 to MP 160.8	60	—
MP 165.8 to MP 167.6	30	30
MP 180.2 to MP 180.4	35	35

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Frt
MP 10.5 to MP 18.6	40

[TOC Home](#)**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Psg	Fr	
		Under 100 TOB	100 TOB & Over
MP 19.0, Salix, siding turnouts	20	20	20
MP 41.0, Raceland, siding turnouts	20	20	20
MP 106.0, Baldwin, siding turnouts	20	20	20
MP 132.0, Cade, siding turnouts	20	20	20
MP 165.0, Crowley, siding turnouts	20	20	20
MP 191.0, Roanoke, siding turnouts	20	20	20
MP 201.9, East Lacassine, turnout to Bypass track	20	20	20
MP 204.5, West Lacassine	20	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

Avondale yard, all tracks (except track 301)	10	10	10
Lafayette Subdivision, all Other Than Main Tracks except those listed below	5	5	5
Lafayette yard, all tracks (except Rip track, Caboose track, Stock pen, Locomotive Maintenance Facility tracks, Engine holding track (601), Middle track (602))	10	10	10
MP 201.9, Track 4198 (Bypass track)	20	20	20
Lacassine yard	10	10	10

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

MP 10.5 to MP 205.4 143 Tons, Restriction D

Location	Track Name	Track No.
Only 4-axle locomotives are permitted when spotting cars in tracks:		
Lafayette		603, 604

3. Type of Operation**Main Track**

MP 10.5 to MP 14.3	TWC
MP 14.8 to MP 201.7	TWC, ABS
MP 201.7 to MP 205.4	CTC

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed. (GCOR/MWOR 1.14)

Mile Post	Type	Notes
10.5	Manual	Controlling RR: UP
167.6	Automatic #	Controlling RR: UP UP Crossing —At the interlocking at MP 167.6, when signal indicates stop, assure that derails on conflicting route are in the derailing position and that no conflicting movement is evident. Train may then pass signal displaying stop on hand signal from crew member at the crossing. If derail cannot be placed in derailing position and no conflicting movement is evident, flag protection must be provided.

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR/MWOR 6.19—When flagging is required, the distance will be 2.0 miles.

GCOR/MWOR 6.32.4—In the state of Louisiana, if practical, avoid leaving cars, engines, or equipment standing closer than 300 feet from the road crossing when there is an adjacent track.

GCOR/MWOR 8.10—Switches equipped with switch point indicators:

Lafayette yard E101 and E902 switches
Salix (protecting flood gates)

GCOR/MWOR 8.11—At Schriever the normal position of the LDRR switch on the East end of the Schriever siding is lined for the LDRR branch. Signals for main track movement will indicate stop if the switch is left lined for the siding.

GCOR 9.1, Signal Aspects and Indications—Block Signals

with 'P' Plates—Block signals at the following locations, equipped with a triangular plate displaying the letter 'P', 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 the train, track or structure for which protection is provided to be sure it is safe for the passage of the 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.

Westward	Protecting	Eastward
MP 18.3	Salix	MP 20.2
MP 32.0	Drawbridge, Bayou Des Allemands	MP 32.1
MP 49.7	Vehicular, High Load Detector, MP 51.7	MP 52.2
MP 73.3	Drawbridge, Bayou Boeuf	MP 73.6
MP 80.5	Flood Wall Gates, Morgan City	MP 80.8
MP 180.1	Drawbridge, Mermentau	MP 180.6

GCOR 9.12.4—GCOR 9.12.4 does not apply to the absolute signals governing movement over the drawbridges at Mermentau, Bayou Boeuf, Bayou Des Allemands, Berwick, and Baldwin. When the absolute signals governing movement over any of these drawbridges indicates stop, contact the bridge tender to determine that the bridge is safe for passage. If a bridge tender is not on-duty, a crew member must make a ground inspection of the bridge to determine if the bridge is safe for passage. Once the bridge has been determined to be safe for passage, the train or engine may, after stopping at the absolute signal, proceed at restricted speed to the next governing signal.

GCOR/MWOR 18.1—NOPB trains are exempt from the requirement to be equipped with an operatble PTC system.

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USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
9.5	Huey P Long Bridge	
23.9	Boutte East	
80.2	Berwick East	
145.4	Lafayette East	
148.8	Lafayette West	
172.2	Midland East	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnel or Other Structures			
76.1		738	WWD
84.9		737	EWD
Type B. Locations			
22.5		728	
36.1		727	
49.6		738	
61.4		737	
76.1		738	EWD, HWD
84.9		737	WWD, SLD
94.4		748	
110.0		747	HWD
121.4	DED	218	
138.9		758	HWD
154.3		757	
168.2		768	HWD
177.4		767	
183.3		737	DED
194.4	DED	948	HWD
Type C. Other Detectors			
172.7	WILD	728	

6. FRA Excepted Track—None

7. Special Conditions

Salix—Do not pass overlap at ESS Salix until authority has been authorized beyond overlap and/or train meet has occurred.

Bayou Sale—When parking or staging trains in siding, do not block L&D tracks on the East end of Bayou Sale.

New Iberia—conductor on MAVBT should release track before getting off engine and beginning work at New Iberia to prevent tying up track behind train while working or interrupting switching once it has started.

Lafayette Yard—Freight trains will receive yarding instructions from BNSF train dispatcher or yardmaster.

Remote Control Zones (RCZ)

Lafayette Yard

Remote Control Zone (RCZ) limits are designated by RCZ signs.

RCZ 1 - Track 128 (*North Yard Lead*) from the 0127W switch Westward to track 902 (North Yard Pocket) to the West clearance point of track. Length of RCZ is 5,206 feet.

RCZ 2 - Track 128 (*North Yard Lead*) from the 0127W switch Westward to track 902 up to and including the 902/101 crossover to track 101 to the West clearance point of track. Length of RCZ is 4,876 feet.

RCZ 3 - Track 103 from the 0190W switch Westward to the West clearance point of track 102. Length of RCZ is 1,984 feet.

RCZ 4 - Track 103 from the West clearance point Westward to and including the 0103W switch to the West clearance point of track 0102. Length of RCZ is 1,758 feet.

RCZ 5 - Track 902 from the 0128E switch Eastward to the East clearance point of track. Length of RCZ is 1,567 feet.

RCZ 6 - Track 601 (*South Yard Lead*) from the 0110E switch Eastward to track 103 (South Yard Pocket) to and including the 102/103 crossover to the East clearance point of track 102. Length of RCZ is 3,714 feet.

RCZ 7 - Track 601 (*South Yard Lead*) from the 0110E switch Eastward to track 103 (South Yard Pocket) to and including the 103E switch to the East clearance point of track 102. Length of RCZ is 3,714 feet.

Activation/Deactivation Procedures:

Remote Control Operator (RCO) must contact the Lafayette Spvr Terminal Operations to request the RCZ be activated. The Spvr Terminal Operations will record the appropriate RCZ and notify the RCO that the RCZ has been activated. The RCZ will remain activated until the RCO has requested that the RCZ be deactivated.

Mississippi River Bridge and NOPB Railroad—governed by NOPB rules, superintendent bulletins and instructions.

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

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two hours prior to movement.

KCS Rwy-Beaumont—Train crews going on-duty at Houston, Lafayette, Beaumont or Silsbee that operate over the KCS Railroad at Beaumont, must have the current track bulletins pertaining to the KCS Beaumont Subdivision between GCL Jct. and Tower 31. The KCS Beaumont Sub is controlled by the KCS Train Dispatcher - Console 5, Telephone 816-346-2535, Radio Channel 052-013, DTMF 1.

KCS Rwy-Westlake—The KCS has installed gates at three locations which require the use of codes on the KCS road radio frequency (6363) to open and close them. The locations and the required codes are:

Location	Open	Close
Trousdale Rd., MP B-738.8	736#	736*
Rose Bluff, MP B-737.2	737#	737*
Sampton Street, MP B-737.7	738#	738*

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

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Vallier MP 28.4	Storage Track		Cars in storage track
Des Allemands MP 32.1	MT		Drawbridge
Bayou Boeuf MP 73.3	MT		Drawbridge
Bridge MP 77.4	MT		Overpass
Berwick Bridge	MT		Drawbridge
Atchafalaya MP 80.4	MT		Drawbridge
MP 83.9	MT		Detector
Jeanerette	MT		Derail
Baldwin MP 113.7	J&L Spur		
Lafayette MP 146.0	Passing Track	902	Overpass
Crowley MP 163.1	MT		Overpass
Bridge MP 163.2	MT		Overpass
Mermentau Bridge MP 180.2	MT		Drawbridge
Bridge MP 186.2	MT		Overpass
Iowa Jct MP 205.5	MT		Overpass
Iowa Jct			Do not ride cars through East gate

Close Track Centers

Location	Track Name	Track Nos.
Avondale	Yard	Tracks 104 - 118 (entire yard)

Test Miles

MP 15.0 to MP 16.0
 MP 144.0 to MP 145.0
 MP 152.0 to MP 153.0
 MP 205.0 to MP 204.0

SSI—Switch Control/Monitoring Systems

- RCPS in effect:
 - RCPS 124
- POS in effect

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1280	MP 10.5 to MP 14.3	
1281	MP 14.8 to MP 205.4	
Yard Line Segments		
1282	Avondale Yard	

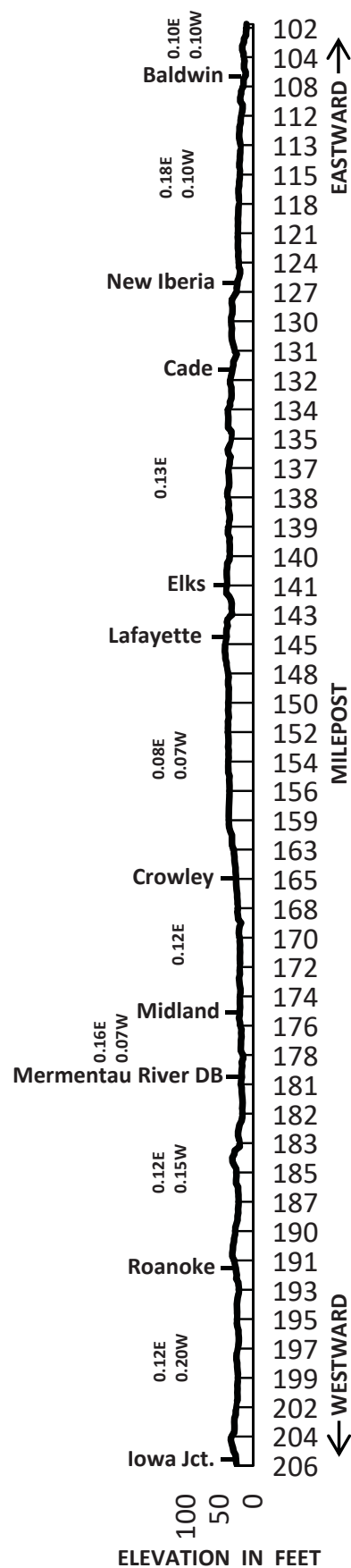
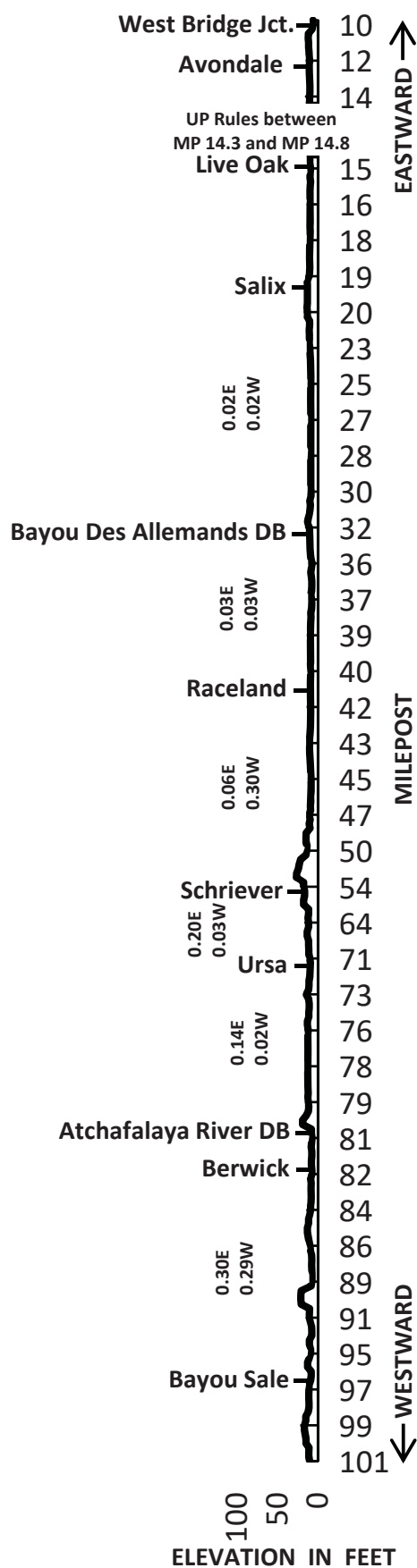
1283	Lafayette Yard	
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9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
36739	Vallier	28.4	1,720	Both
36710	Boeuf	73.0	2,000	East
36706	Morgan City	79.7	2,000	Both
36671	Patoutville	116.0	300	Both
36669	Power House Spur	122.2	1,000	West
36665	ARA	130.0	1,000	West
36620	Mermentau	179.4	350	East

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10. Grade Charts



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WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Lampasas Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ EAST WARD ↑		
	Adjoining Sub: Galveston Subdivision Boundary: Lampasas, MP 218.1 / Galveston, MP 218.1, MT 1 Connection with Ft. Worth Sub via GCOR/MWOR 6.28 track at Temple Information for Temple Terminal is located in the Galveston Sub Timetable.											
			218.1		TEMPLE 1ST STREET			CTC	7508		0.7	
			218.8		TEMPLE 25TH STREET						1.0	
			219.8		GOBER						6.6	
		43345	226.4		BELTON			TWC ABS			8.6	
	13,008	43335	235.0	234.0 236.6	NOLANVILLE						11.3	
		43325	246.3		FORT HOOD Adj. RR: USG, MP 249.4		J				8.0	
		43320	254.3		COPPERAS COVE		P				9.7	
	10,022	43315	264.0	263.1 265.1	KEMPNER						10.0	
	6,276	43310	274.0	273.5 274.9	LAMPASAS		P				10.0	
	7,903	43305	284.0	282.8 284.5	OGLES						7.0	
	10,240	43200	291.0	290.0 292.1	LOMETA Adj. RR: GCSR, MP 291.8		JP				9.3	
		43197	300.3		ANTELOPE GAP						6.7	
	11,481	43194	307.0	305.5 307.8	CASTOR						6.4	
		43190	313.4		GOLDTHWAITE						10.6	
	9,936	43188	324.0	323.2 325.2	MULLIN						6.3	
		43184	330.3		VILLA						6.7	
	9,920	43180	337.0	335.7 337.7	ZEPHYR						6.8	
	5,882		343.8		RICKER CROSSOVER						CTC	0.2
		43105	344.0	343.8 345.0	RICKER Adj. RR: FWWR, MP 343.8		J					1.0
			345.0		W RICKER							3.4
	8,304	43100	347.0	346.0 347.7	BROWNWOOD Adj. RR: TXR, MP 348.9		BJT				TWC ABS	2.0
			349.0		CP 3490							15.0
	6,654	43015	364.0	363.4 364.8	OBREGON							5.7
		43010	369.7		SANTA ANNA							3.8
	43005	373.5		SAN ANGELO JCT Adj. RR: TXPF, MP 373.5		JT	4.5					
8,888	42994	378.0	376.7 378.5	COLEMAN			13.0					
	42990	391.0		SILVER VALLEY			5.0					
9,166	42986	396.0	395.0 396.9	NOVICE			7.3					
	42982	403.3		GOLDSBORO			6.9					
	42978	410.2		LAWN			4.8					
5,280	42974	415.0	414.8 415.9	TUSCOLA			11.0					
7,013	42966	426.0	425.6 427.1	VIEW			18.0					
6,429	42958	444.0	442.9 444.3	TOLAND			11.0					
6,868	42950	455.0	454.2 455.6	TECIFIC Adj. RR: UP, MP 454.3		J	CTC	4.0				
	42900	459.0		SWEETWATER		BPT		1.6				
		460.6		ORIENT JCT.		X		242.9				
Adjoining Sub: Slaton Subdivision Boundary: Lampasas, MP 461.0 / Slaton, MP 792.2												

Central Continental Time in effect on Lampasas Subdivision

Radio Call-In

Radio Channel 087 in service Temple 1st Street to Gober

Radio Channel 055 in service Gober to Tecific

Temple - 32(X)	Nolanville- 20(X)	Copperas Cove - 22(X)
Lampasas - 17(X)	Lometa - 21(X)	Scallorn - 33(X)
Goldthwaite - 16(X)	Zephyr - 15(X)	Brownwood - 14(X)
Bangs - 18(X)	Coleman - 13(X)	Novice - 34(X)

Tuscola - 12(X) Toland - 11(X)

Radio Channel 083 in service Brownwood Yard - 14(X)

Radio Channel 036 in service Tecific to MP 461.0

Sweetwater
DS 24 - 41(X)
DS 20 - 51(X)

Radio Channel 021 in service in Sweetwater Yard - 41(X)

Emergency - 911

Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2,
Customer Support X=3, Detector Desk X=5, PTC Desk X=9

Dispatcher Information

Temple 1st Street to Gober..... 817-867-7112, Fax 281-350-7564
Gober to MP 461.0 817-867-7024, Fax 281-350-7572

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 218.1 to MP 219.9	20	20
MP 219.9 to MP 344.4	55	55
MP 344.4 to MP 348.4	49	49
MP 348.4 to MP 461.0	55	55

Exception:

- 40 MPH for trains over 60 TOB when moving Eastward between MP 282.0 and MP 274.9.
- 40 MPH for trains over 60 TOB when moving Westward between MP 340.0 and MP 344.0.

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 218.6 to MP 218.8, West Freight Two	15	15
MP 218.6 to MP 219.8, West Freight One	20	20

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MP 460.6 to MP 460.7, Secondary	10	10
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1(B). Speed—Permanent Restrictions

	Fr
MP 220.1 to MP 222.3	40
MP 222.3 to MP 226.2	50
MP 226.2 to MP 228.1	40
MP 234.1 to MP 234.6	50
MP 248.4 to MP 249.8	50
MP 255.7 to MP 272.2	50
MP 272.2 to MP 272.4	40
MP 272.4 to MP 274.1	50
MP 283.9 to MP 284.3	50
MP 291.7 to MP 349.0, solid consist of military equipment	40
MP 298.6 to MP 299.1	50
MP 302.3 to MP 303.7	50
MP 310.1 to MP 310.5	50
MP 319.8 to MP 321.9	50
MP 327.1 to MP 331.9	45
MP 345.6 to MP 346.2	40
MP 347.7 to MP 353.2	30
MP 362.3 to MP 362.7	50
MP 369.4 to MP 369.8	40
MP 380.2 to MP 381.9	45
MP 381.9 to MP 383.8	50
MP 386.3 to MP 386.6	40
MP 391.3 to MP 391.7	45
MP 397.6 to MP 400.1	45
MP 410.7 to MP 411.3	50
MP 455.7 to MP 458.0	45
MP 459.6 to MP 460.7*	40

* No speed signs displayed

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Fr	
	Under 100 TOB	100 TOB & Over
MP 218.1, Temple 1st Street turnout	20	20
MP 218.9, Lampasas MT, turnout to W Freight No. 2	15	15
MP 219.9, Gober, turnout	20	20
MP 235.0, Nolanville, siding turnouts	30	30
MP 264.0, Kempner, siding turnouts	30	30
MP 284.0, Ogles, siding turnouts	30	30
MP 291.0, Lometa, siding turnouts	25	25
MP 307.0, Castor, siding turnouts	30	30
MP 324.0, Mullin, siding turnouts	30	30
MP 337.0, Zephyr, siding turnouts	30	30
MP 347.0, Brownwood, siding turnouts	20	20
MP 364.0, Obregon, siding turnouts	20	20
MP 378.0, Coleman, siding turnouts	20	20
MP 396.0, Novice, siding turnouts	20	20

MP 415.0, Tuscola, siding turnouts	20	20
MP 455.0, Tecific, siding turnouts and turnout to UP	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

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

MP 218.1 to MP 459.6..... 143 tons, Restriction C
MP 459.6 to MP 461.0..... 143 tons, Restriction A

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Nolanville		701

3. Type of Operation**Main Track**

MP 218.1 to MP 219.9	CTC
MP 219.9 to MP 343.7	TWC, ABS
MP 343.7 to MP 349.0	CTC
MP 349.0 to MP 454.2	TWC, ABS
MP 454.2 to MP 461.0	CTC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

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MP 218.6 to MP 218.8, West Freight Two
MP 218.6 to MP 219.8, West Freight One
MP 460.6 to MP 460.7, on Secondary

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

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

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing location. All other whistle requirements remain in effect.

Location	Mile Post	Crossing Name
Goldthwaite, TX	313.33	State Loop 15 (4th St)
	313.54	1st Street
	313.71	Evans Street

GCOR/MWOR 6.19—When flagging is required, distance will be 2 miles.

GCOR/MWOR 8.19—Automatic switches are located at: WE Kempner.

GCOR 9.10—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 the main track signal provided it can be determined by signal indication that no train is approaching from the rear. A crew member must remain in position to see the opposing signal until their movement occupies the main track, or
- Be governed by the main track signal after meeting a train while that train is still in the block to the rear.

GCOR 18.1—TRXR trains are exempt from the requirement to be equipped with an operable PTC system.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
222.9	Temple West	

343.5	Brownwood East	
349.2	Brownwood West	
372.0	Santa Anna	
455.8	Sweetwater East	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
231.6	HBD	318	
247.2	HBD	478	
250.5	HBD	508	Exception only
260.3	HBD	608	Exception only
268.4	HBD	687	
276.9	HBD	768	Exception only
287.4	HBD	878	
302.1	HBD	028	
318.4	HBD	187	
345.1	HBD	458	
372.0	HBD	728	
400.9	HBD	018	
429.4	HBD	298	
445.3	HBD	458	
Other Devices			
238.0	High Water		EWD signal 2392, WWD absolute signal WE Nolanville

6. FRA Excepted Track

Location	Track Name	Track No.
Lampasas		3108, 3109
Lometa	GCSR	3132, 3133, 3136, 3138
Brownwood	Phillips Chemical Crystal Ice E & W legs of wye	130, 131, 132, 157, 210, 211, 231, 233
Santa Anna	MW track	7605, 7606, 7607

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Coleman	Coleman Grain	7618, 7621, 7620, 7622
Novice	MW track	7633
Tuscola	House track	7642
View	MW track	7648, 7649
Cozart	MW track	7652

7. Special Conditions

Train Makeup Requirements—Trains exceeding 7,500 tons that contain a block(s) of 15 or more bi-level and/or tri-level equipment, must place bi-level and/or tri-level equipment in rear 30% of train by car count.

Close Track Centers

Location	Track Name	Track Nos.
Brownwood	Coleman Grain	102 - 111, 115 - 120
Sweetwater		5201 - 5202 west 1900 feet

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D):

Location	Mile Post	Device	Notes
Sweetwater	459.0	D	

Test Miles

MP 220 to MP 221

MP 412 to MP 413

MP 415 to MP 416

Flash Flood Critical Areas

MP 280.0 to MP 281.0

MP 316.0 to MP 317.0

MP 330.0 to MP 336.0

MP 384.0 to MP 389.0

MP 414.0 to MP 415.0

MP 440.0 to MP 442.0

DP Power and Placement Requirements - Manifest Trains

Below are Distributed Power locomotive requirements and placement guidelines based on total train tonnage and grades. Minimum DP remote power requirements applicable to DP manifest trains operating on the Lamparas Subdivision.

Trailing Tonnage	Minimum DP Power Requirement and Placement
8,450-11,000 tons	1 DP remote locomotive (8 RPA) on rear or cut in.
11,001-13,000 tons	2 DP remote locomotives (16 RPA total) either as a single DP remote consist of 16 RPA or as two separate DP remote consists with one locomotive (8 RPA) each.
13,001 tons and greater	2 DP remote consists (cut-in and on the rear).

8. Line Segments

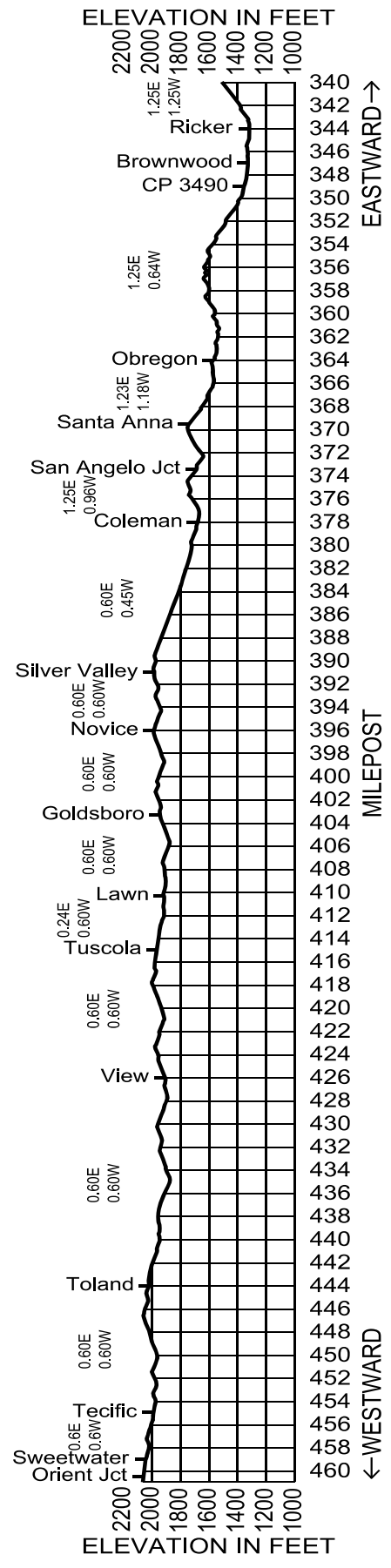
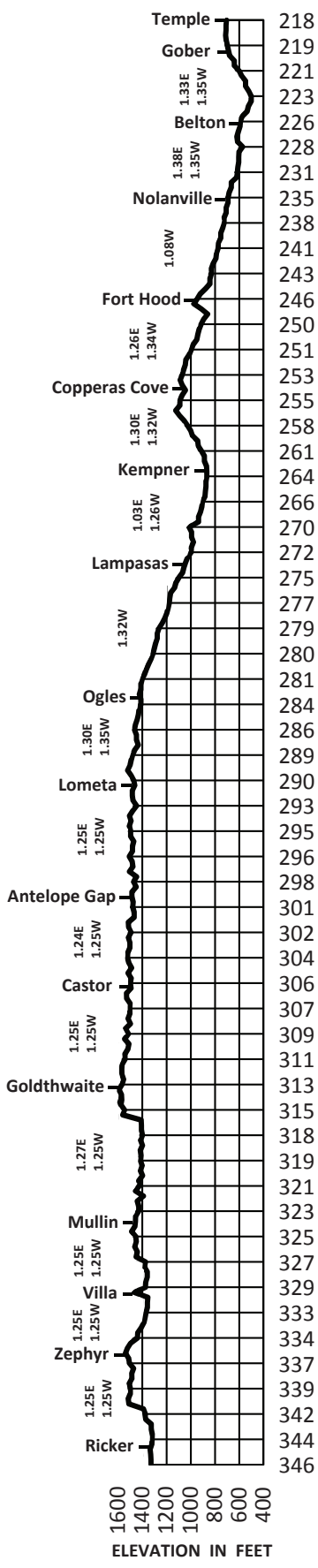
Segment No.	Limits	Mile Posts
Road Line Segments		
7508	Temple to Sweetwater	
Yard Line Segments		
7158	Sweetwater yard	
7510	Sweetwater Industrial spur	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
43345	Belton Stock	226.5	500	Both
43335	American Rockwool	233.5	1,488	West
43330	Killeen storage track	243.5	3,810	Both
43315	Kempner House	263.1	701	West
43180	Spur	334.4	180	East
43020	Bangs	359.2	2,100	Both
42994	Coleman Grain	379.2	1,123	East
42962	Cozart	432.5	1,900	West
42950	Georgia Pacific Gypsum	456.3	4,792	East
42900	US Gypsum	458.3	1,058	West

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SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Longview Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑NORTH WARD ↑	
	Adjoining RR: UP Subdivision Boundary: Longview, MP 207.2										
		46500	207.2		LONGVIEW	BJ PR	TWC	7503	19.4		
		46445	187.8		TATUM				6.4		
	2,767	46435	181.0	181.4 180.8	BECKVILLE				10.0		
	3,385	46430	171.7	171.7 171.0	CARTHAGE				9.3		
		46420	161.7		GARY				9.7		
		46190	152.0		TENAHA Adj. RR: UP, MP 151.2	AJ			0.4		
			151.6		UP RRX				11.8		
		46100	139.8		CENTER				8.7		
		45930	131.1		NEUVILLE				4.1		
	3,183	45920	127.0	127.4 126.7	CALGARY				6.6		
		45900	120.4		SAN AUGUSTINE	BPC			5.5		
		45880	114.9		VENABLE				5.3		
		45870	109.6		REBECCA				4.9		
		45860	104.7		BRONSON				7.2		
		45840	97.5		PINELAND				9.5		
	6,004	45830	88.0	88.5 87.3	BROWNEDELL				14.0		
	3,945	45800	74.0	74.7 73.9	JASPER	BPC			11.6		
		45780	62.4		ROGANVILLE				9.4		
			53.0		J&E JCT Adj. RR: TIBR, MP 53.0	J			0.6		
		45740	52.4		KIRBYVILLE	B			4.4		
		45735	48.0		CALL				5.0		
	3,091	45730	43.0	43.6 42.9	LEVERTE				5.6		
		45725	37.4		BESSMAY Adj. RR: SRN, MP 37.4	J			7.4		
	3,116	45715	30.0	30.5 29.8	QUINN				3.0		
	5,220	45705	27.0	28.0 26.9	EVADALE Adj. RR: SRN, MP 28.2	J			2.9		
	45702	24.1		HAYES		3.1					
	45700	21.0		SILSBEE	RBC PT	RL			186.2		
Longview, MP 21.0 / Conroe , MP 152.6 Connection with Silsbee sub via GCOR/MWOR 6.28											

Central Continental Time in effect on Longview Subdivision

Radio Call-In		
Radio Channel 097 in service Longview to Silsbee		
Longview - 50(X)	Tatum - 49(X)	Carthage - 48(X)
Tenaha - 47(X)	Center - 46(X)	Calgary - 45(X)
San Augustine - 44(X)	Venable - 43(X)	Bronson - 42(X)
Horton - 41(X)	Jasper - 39(X)	Roganville - 38(X)
Call - 37(X)		Silsbee N - 36(X)
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information 817-867-3009, Fax 281-350-7566**1. Speed Regulations**

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 207.2 to MP 162.0	35	35
MP 162.0 to MP 153.0	49	49
MP 153.0 to MP 91.0	25	25
MP 91.0 to MP 21.0	40	40

1(B). Speed—Permanent Restrictions

	Frt
MP 207.2 to MP 206.2	10
MP 205.1 to MP 205.3, bridge, cars heavier than 134 tons	10
MP 204.2 to MP 204.4, bridge, cars heavier than 134 tons	10
MP 179.7 to MP 176.5, bridge, cars heavier than 134 tons	10
MP 171.5 to MP 171.3	20
MP 161.7 to MP 161.4	10
MP 160.5 to MP 159.8	45
MP 156.1 to MP 155.8	40
MP 133.8 to MP 133.7, bridge, cars heavier than 134 tons	10
MP 112.6 to MP 112.4, bridge, cars heavier than 134 tons	10
MP 100.4 to MP 100.2, bridge, cars heavier than 134 tons	10
MP 94.6 to MP 94.4, bridges, cars heavier than 134 tons	10
MP 91.4 to MP 91.2, bridges, cars heavier than 134 tons	10
MP 86.9 to MP 83.1	25
MP 73.5 to 72.0	25
MP 73.5 to MP 71.0, bridges, cars heavier than 134 tons	10
MP 63.5 to MP 62.9, bridges, cars heavier than 134 tons	25
MP 58.0 to MP 57.8, bridges, cars heavier than 134 tons	25
MP 45.7 to MP 45.5, bridge, cars heavier than 134 tons	25
MP 22.8 to MP 21.6, HER, SWD	25
MP 21.2 to MP 22.3, HER, NWD	25

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR/MWOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
Tenaha track 3204	5	5
Pineland, Temple Inland plant, all tracks	5	5
Jasper, all yard and industry tracks	5	5
Bessmay, all yard tracks	5	5
Evadale, all yard tracks	5	5

[TOC Home](#)**2. Bridge and Equipment Weight Restrictions****Maximum Gross Weight of Car**

MP 207.2 to MP 21.0..... 143 tons, Restriction D

3. Type of Operation**Main Track**

MP 207.2 to MP 205.0	RL
MP 205.0 to MP 21.2	TWC
MP 21.2 to MP 21.0	RL

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed.
(GCOR/MWOR 1.14)

Mile Post	Type	Notes
151.6	Automatic	UP, equipped with MW Release Box

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Hi-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC) MP 21.0 to MP 21.2
- TWC Plus
 - MP 21.2 to MP 205.1

GCOR/MWOR 6.19—When flagging is required, distance will be 1.5 miles.

GCOR/MWOR 8.3—The MT switch at Cotton Street, MP 206.7, may be left locked in the position last used. Trains, engines and on-track equipment must approach this switch expecting to find it lined against their movement.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
153.1	Tenaha South	
120.5	San Augustine North	
53.0	Kirbyville North	
39.0	Bessmay North	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
187.9	HBD	898	
164.1	HBD	348	
141.0	HBD	408	
117.0	HBD	178	
88.5	HBD	888	
72.0	HBD	728	
48.0	HBD	48	

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

Longview—When trains are ready to depart Longview enroute to Little Rock on UPRR, MP 89.0, crews must obtain authority from UP dispatcher per GCOR 10.1 before entering the main track. Before fouling Gum Springs Crossing, the inbound/outbound crews must communicate and confirm authority has been granted to enter UP main track.

Doublestack Equipment—Trains handling doublestack equipment must have containers in bottom well only. Containers are restricted to single level loading only.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Carthage	Yard	3226	(MP 171 to MP 172) West side
		3241	Louisiana Pacific inside building
Jasper Yard	Yard	2919	Terra Biochem, both sides.
LP Spur	Industry track	2843	Louisiana Pacific inside building
Evadale	Siding	2720	Close Clearance between MT and siding

SSI—Switch Control/Monitoring Systems

- POS in effect

Flash Flood Critical Areas

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

8. Line Segments

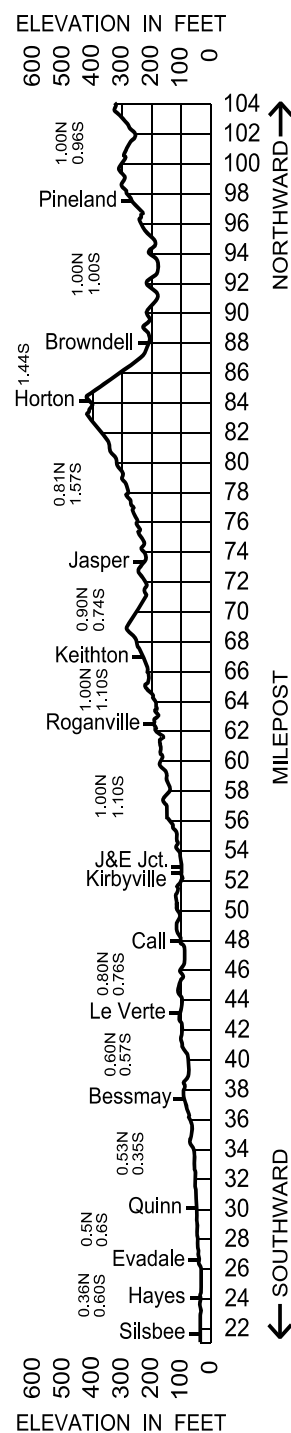
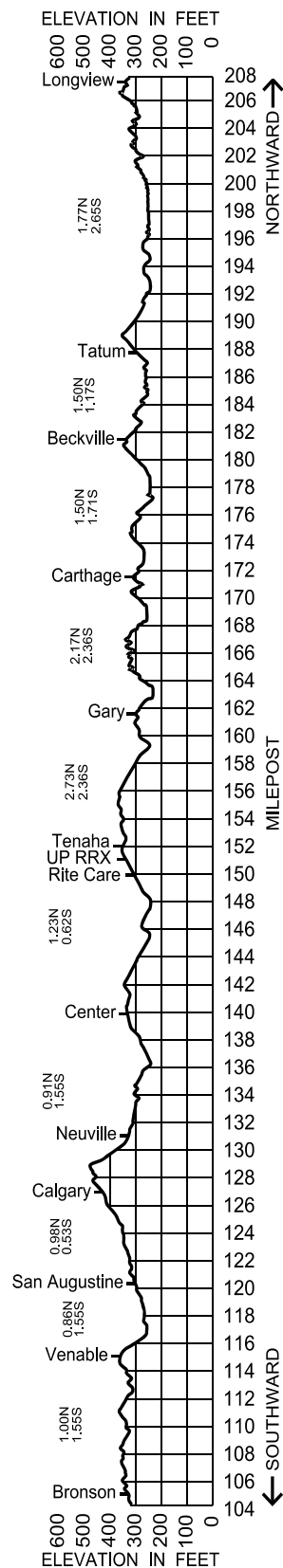
Segment No.	Limits	Mile Posts
Road Line Segments		
7503	Longview to Silsbee	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
46500	Momentous	203.8	1,100	Both
46500	Texas Eastman	202.7	3,700	Both
	Martin Lake	186.4	7,000	South
46441	Martin Lake Jct.	184.9	1,800	Both
46430	Louisiana Pacific	174.5	1,200	Both
46100	Center	139.8	2,040	Both
45900	San Augustine	120.4	2,490	Both
45840	Pineland	97.5	2,080	Both
	Louisiana Pacific spur	69.2	2,900	South
45740	Kirbyville	52.4	1,950	Both
45725	Bessmay	37.4	2,640	Both

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Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Madill Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D ↑
Adjoining Sub: Creek										
Subdivision Boundary: Madill, MP 602.6 / Creek, MP 602.6										
8,694	94603	604.0	602.9 604.8	MADILL		B	CTC	1046	6.0	
8,420	94610	610.0	609.5 611.2	KINGSTON					10.3	
	94620	620.3		LAKESIDE Adj. RR: KRR, MP 620.3		J			3.7	
8,775	94625	624.0	623.2 625.0	BARRY					12.6	
STALEY										
The UP RR timetable governs MP 631.0 to MP 631.4										
	94637	636.6		DENISON Adj. RR: TNER, MP 636.6		J	CTC		0.5	
		637.1		SOUTH DENISON					TWC ABS	
6,575		644.1		NSS SHERMAN					0.9	
	94644	645.0	644.1 645.5	SHERMAN Adj. RR: TNER, MP 645.5		JT			4.9	
	94650	649.9		SOUTH SHERMAN JCT Adj. RR: DGNO, MP 649.9		J		8.1		
8,753	94658	658.0	656.7 658.5	DORCHESTER					6.8	
	94665	664.8		GUNTER			TWC		8.8	
	94674	673.6		CELINA					5.4	
8,791	94680	679.0	678.5 680.3	PROSPER				1046	6.6	
	94686	685.6		FRISCO					4.7	
	94690	690.3		CAMEY					2.7	
11,313	94695	693.0	691.0 693.2	HEBRON			CTC		7.2	
		700.2		DENTON Adj. RR: DGNO, MP 700.31 Adj. RR: DART, MP 700.32		J	TWC		0.2	
		700.4		CROSS		M	CTC		0.1	
	94701	700.5		CARROLLTON			TWC		5.5	
7,197	94705	706.0	704.8 706.3	GRIBBLE					3.2	
	94711	709.2		IRVING		BR			1.8	
		711.0		SOUTH IRVING		RT	RL		108.4	
Adjoining RR: TRE										
Subdivision Boundary: Madill, MP 711.0 / TRE, MP 634.6										

Central Continental Time in effect on Madill Subdivision**Radio Call-In****Radio Channel 070 in service Madill to Irving**

Madill - 26(X) Sherman - 13(X) Frisco - 43(X)

Irving N. - 53(X)

Emergency - Call 911Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2,
Customer Support X=3, Detector Desk X=5, PTC Desk X=9**Staley - UP DS - Channel 027 *39****To Contact the UP Dispatcher**—On multichannel radio, place the display to channel 027 and press *39.**To Contact the UP TTD Dispatcher at Tower 55**—On multichannel radio, place the display to channel 078 and press *13.**Dispatcher Information** 817-867-7051, Fax 817-352-7039
UP..... 531-210-4049**1. Speed Regulations**

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

1(A). Speed—Maximum

	Frt	
	Under 100 TOB	100 TOB & Over
Main Track		
MP 602.6 to MP 631.0	50	50
MP 631.4 to MP 636.6	50	50
MP 636.6 to MP 709.2	40	40
MP 709.2 to MP 710.8	25	25
MP 710.8 to MP 711.0	10	10

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 700.0 to MP 700.1, DGNO Connection	10	10
MP 700.4 to MP 700.5, DGNO Industrial	10	10

1(B). Speed—Permanent Restrictions

	Frt
MP 604.9 to MP 605.8	45
MP 621.4 to MP 623.8	45
MP 630.1 to MP 631.0	35
MP 631.0 to MP 631.4	20
MP 633.1 to MP 634.8	45
MP 634.8 to MP 635.9	35
MP 635.9 to MP 636.6	40
MP 645.1 to MP 645.8	20
MP 700.0 to MP 704.0	30
MP 704.4 to MP 709.2	25

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

MP 678.2 to MP 711.0	Frt 40
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1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 610.0, Kingston, siding turnouts	30	30
MP 620.3, Lakeside, KRR turnout	20	20
MP 624.0, Barry, siding turnouts	30	30
MP 658.0, Dorchester, siding turnouts	30	30
MP 679.0, Prosper, siding turnouts	30	30

[TOC Home](#)**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

Irving, Carl Road Crossing, track 752	5	5
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2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

MP 602.6 to MP 631.0..... 143 tons, Restriction D

MP 631.4 to MP 711.0..... 143 tons, Restriction D

Location	Track Name	Track No.
No more than one six-axis locomotive or six-axis derrick is permitted on:		
Madill	Clint William	7123
Six-axis locomotives and six-axis derricks are not permitted on:		
Madill	Oklahoma Steel and Wire	7124
Frisco	Gould Battery	8205, 8206
Carrollton	Bayfield lead	1011
Gribble	BSP switch	1040
Irving	Pit track	808
Six-axis locomotives are not permitted on:		
Sherman	Rip track	7718
	J&J Industry lead	

3. Type of Operation

MP 602.6 to MP 631.0	CTC
MP 631.4 to MP 636.5	CTC
MP 636.5 to MP 642.1	TWC, ABS
MP 642.1 to MP 691.0	TWC
MP 691.0 to MP 693.2	CTC
MP 693.2 to MP 700.0	TWC
MP 700.0 to MP 700.4	CTC
MP 700.4 to MP 710.0	TWC
MP 710.0 to MP 711.0	RL

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 700.0 to MP 700.1, DGNO Connection
MP 700.4 to MP 700.5, DGNO Industrial

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed. (GCOR/MWOR 1.14)

Mile Post	Type	Notes
700.4	Manual	RR: DGNO

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Hi-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC):
 - MP 602.6 to MP 642.1
 - MP 664.7 to MP 700.4
- TWC Plus
 - MP 642.1 to MP 664.7
 - MP 700.4 to MP 710.0

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Mile Post	Crossing Name
Celina, TX	676.98	Cypress Creek Way
Propser, TX	678.9	Prosper Trail
Frisco, TX	684.87	All Star Blvd (CR 712)
	685.67	Main Street (Old FM 720)
	685.73	Frisco Square Blvd
	686.73	Dallas Pkwy (Northbound)
	686.81	Dallas Pkwy (Southbound)
Hebron, TX	693.4	Parker Rd.
Carrollton, TX	693.87	Plano Pkwy
	694.81	Hebron Pkwy
	695.74	Rosemeade Pkwy
	696.23	Peters Colony Rd.
	696.75	Frankford
	697.26	Old Mill Rd.
	697.57	Trinity Mills Rd./Westbound Service Rd.
	697.65	Trinity Mills Rd./Eastbound Service Rd.
	698.80	Keller Springs Rd.
	699.00	Josey Lane
Irving, TX	699.50	Perry Rd./Ryan Ave.
	700.37	Denton Road
	700.50	N.Broadway Street
	710.3	Britain Rd.
	710.5	Union Bower Rd.
	710.8	Pioneer Dr.

GCOR/MWOR 6.19—When flagging is required, the distance will be 2.0 miles.

GCOR/MWOR 8.3—At Pioneer St. MP 710.8 the normal position for the main track switch is lined as last used. Trains and engines must approach this switch expecting it lined against their movement.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
606.3	Madill South	
635.5	TRE Irving Transfer	
642.7	Sherman North	
646.9	Sherman South	
703.9	Irving North	

[TOC Home](#)**5. Trackside Warning Devices (TWD)**

See System Special Instructions for additional Trackside Warning Device (TWD) information.

MP	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnel or Other Structures			
613.7		268	SWD
623.1	DED	267	NWD
698.4		987	SWD
Type B. Locations			
613.7		268	NWD
623.1	DED	267	SWD
640.4		168	
666.2		437	
690.7		438	

6. FRA Excepted Track

Location	Track Name	Track No.
Sherman	Industry lead	
Irving	Highland lead East of Electronic Drive	

7. Special Conditions

Staley—Trains must contact the UP dispatcher to verify if there are restrictions in effect before entering UP tracks at Staley.

When a train is verbally authorized to pass the absolute signal per Rule 9.12.1, in addition to securing this authority from the UP dispatcher, a member of the train crew must also receive authority from the BNSF dispatcher per Rule 9.12.1.

Sherman Yard—When switching, cars will be shoved to a stop and sufficient hand brakes set before uncoupling, unless the track is occupied by at least 5 cars with hand brakes set.

When switching on the South lead Sherman Yard, air will be cut in the cars.

Trains in excess of 5,098 feet in length must not be left parked on the siding at Sherman to allow access to the yard lead switches.

UP MP 655.0 to MP 685.0—For the purpose of TSS Track Bulletins, UP locations MP 655.0 to MP 685.0 will be designated with a "U" on the bulletins, however the field mile posts will not carry this "U" indicator.

Gribble—All trains and engines on the Gribble siding must sound the bell and whistle continuously when approaching and passing the Martin Marietta Material's Gribble unloading facility from 0600 to 2000 daily.

Irving—Before entering restricted limits communicate with and be governed by instructions from the Madill Sub dispatcher.

MP 710.7, Pioneer Road, Lower End Track 708—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

Carl Road Crossing Track 752—Trains or engines approaching Carl Road Crossing, must observe that the crossing warning system activates, wait 20 seconds after activation, and then proceed over the crossing not exceeding 5 MPH.

TRE System and UPRR—All trains operating on the TRE System and on the UPRR must secure track warrants and bulletins from the TRE and UPRR dispatchers.

Crossing Warning Devices—If the crossing warning devices are malfunctioning at the following locations, proceed over the crossing as prescribed by GCOR 6.32.2 A:

Mile Post	Crossing Name	Track No.
645.5	Brockett St.	North leg of TNER Connection track
645.95	Houston St.	7732 (Old SP Pass)
646.4	Odneal St.	7736

Automatic Switch Locations—Automatic switches are at the North ends only of Dorchester, Prosper and Hebron.

Permanent Speed Sign Location

The Northward advanced warning sign for the 25 MPH permanent speed restriction at MP 707.5 is located at MP 709.3.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Madill	Am. Cold Storage	7106	Structure - side/overhead
	OK Steel & Wire	7124	Structures
Sherman	Conagra	7740	Building
	Kaiser Aluminum	7752	Gate & building
	Sunny D	7753-7755	Entire facility
Gunter	Martinek Grain	7901, 7902	Entire facility
Celina	Chemtrade	8001	Structure & building
	Martin Marietta Rock Plant - Celina	8011	Structures
Prosper	Builders First Source Lumber	8107	Gate
Frisco	BMC Lumber	8201	Gate
	Lonestar Trading Company	8202	Structures
	Vulcan Rock Plant - Frisco	8203	Structures
Carrollton	Bayfield Lead / BWI Warehouse	1011	Fence & loading dock
Irving	BSP Warehouse	1040	Building
	Vulcan Rock Plant - Irving	807	Structures
	Martin Marietta Rock Plant - Gribble	830	Structures
	Longhorn Tube & Steel	810	Building
	Ramp Lead	750	Gate
	American Beverage Company	774	Gate & building

Close Track Centers

Location	Track Name	Tracks
Madill	Yard	7198 - 7101, 7101 - 7102

Test Mile

MP 607.0 to MP 608.0

MP 702.0 to MP 703.0

SSI—Switch Control/Monitoring Systems

- POS—in effect
- Turnouts Equipped with Two Switch Machines Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D):

Location	Mile Post	Device	Notes
North Madill	602.9	D	

[TOC Home](#)**Flash Flood Critical Areas**

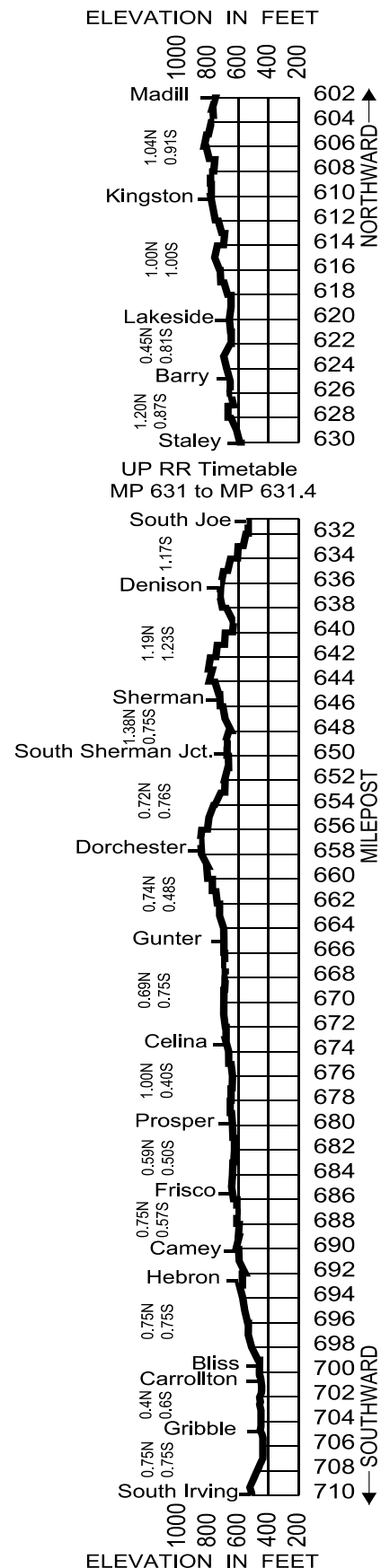
MP 610.0 to MP 612.0
 MP 613.0 to MP 614.5
 MP 618.0 to MP 625.0
 MP 642.0 to MP 646.5
 MP 650.0 to MP 660.0
 MP 680.0 to MP 682.0
 MP 686.0 to MP 689.0
 MP 693.0 to MP 694.0
 MP 697.7 to MP 699.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1046	Madill to Irving	
Yard Line Segments		
1145	Sherman	
793	Irving	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
94631	Staley	631.1	—	Both
94651	J&J Industrial lead	650.8	6,000	North
94676	TXI Celina yard	675.0	Yard	Both
94700	Bliss	700.0	1,125	North
94701	Gin track	700.7	1,360	North
94701	Bayfield lead	700.9	435	South
94702	GP Plastic	702.4	1,029	North
94703	Warehouse lead	703.6	500	North
94704	Gribble Storage	704.2	2,999	Both
	Old Gribble	704.5	2,500	Both
	River Storage	708.1	4,000	Both

10. Grade Chart

[TOC Home](#)

S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Mykawa Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D
					Adjoining RR: UP						
					Mykawa Sub End MT, MP 19.3 / Connection with UPRR at MP 19.3						
	10,351	35490	15.0	15.7 13.6	MYKAWA	BC PT				2.6	
			12.4		SOUTH CREEK					2.4	
	5,512	35500	10.0	10.7 9.5	PEARLAND			CTC	7501	6.0	
	13,144	35550	4.0	5.7 3.1	HASTINGS					3.6	
			0.4		ALVIN WYE					0.4	
		35600	0.0		ALVIN	JT				19.3	
	Adjoining Sub: Galveston										
	Subdivision Boundary: Mykawa, MP 0.0 / Galveston, MP 28.7										
	Information for Alvin is located in the Galveston sub timetable.										

Central Continental Time in effect on Mykawa Subdivision

Radio Call-In	
Radio Channel 072 in service Mykawa to Alvin	
Mykawa - 76(X)	Alvin - 74(X)
Radio Channel 030 in service at Pearland Yard - 76(X)	
Emergency - Call 911	
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9	

Dispatcher Information 817-867-7023, Fax 281-350-7560

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 19.3 to MP 18.0	20	20
MP 18.0 to MP 0.4	55	55

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 0.4 to MP 0.0, Alvin, North leg of wye	10	10
MP 0.4 to MP 0.0, Alvin, South leg of wye	25	25

1(B). Speed—Permanent Restrictions

Key Trains	Frt
Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:	
MP 19.3 to MP 0.4	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 14.0, Mykawa, siding turnouts	25	25
MP 10.0, Pearland, siding turnouts	25	25
MP 4.1, Hastings, siding turnouts	25	25

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 19.3 to MP 0.0 143 ton, Restriction A

Location	Track Name	Track No.
No more than 2 - Six-axle locomotives are permitted on:		
Pearland	Ramp 4	1424

3. Type of Operation

Main Track

MP 19.3 to MP 0.4	CTC
-------------------	-----

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 0.4 to MP 0.0, North leg wye
MP 0.4 to MP 0.0, South leg wye

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hi-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC)

Energy Management Systems in Effect

- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)
- LEADER (UP Only)

GCOR/MWOR 1.14—BNSF trains, at Houston, use UP and PTR tracks. UP trains use BNSF tracks between Alvin and T&NO Jct.**GCOR 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect:

Location	Mile Post	Crossing Name
Houston, TX	18.12	Dixie Dr.
	17.30	Bellfort Rd.
	15.85	Airport Blvd
Pearland, TX	10.39	Orange Street
	10.00	FM 518/Broadway
	9.73	Walnut

GCOR/MWOR 6.19—When flagging is required, distance will be 2.0 miles.**USHMI II., 4. Document Indicating Position in Train**—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
0.6	Alvin Northeast	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Tracksides Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
1.7	HBD, HWD, DED	748	

[TOC Home](#)**6. FRA Excepted Track**

Location	Track Name	Track No.
MP 19	Industrial District	1841, 1902, 1903, 1908, 1909, 1911, 1955, 1957, 1958, 1959, 1962, 1964, 1965, 1966, 1967, 1968, 1969, 1971, 1973
Mykawa	Pearland	1429, 1502, 1503, 1509, 1510, 1511, 1512, 1513, 1521, 1526, 1527, 1528, 1529, 1530, 1531

7. Special Conditions**No Clearance Locations**

Location	Track Name	Track No.	Obstruction
New South Yd	Alamo Forest	1921	
MP 19.1	Houston Ind. Dist.	1962	Structures
MP 15.0	Jefferson Smurfit	1527	Structures
		1528	Structures
Pearland	Gulf Wind Industries	1521	Building

Close Track Centers

Location	Track Name	Track Nos.
Houston	Old South Yard (S end)	843 - 850
	New South yard	912-1011
	New South yard (A Lead tracks)	1002 - 1009
	New South yard (B Lead tracks)	912 - 927

Flash Flood Critical Areas

MP 13.0 to MP 9.0

MP 7.5 to MP 4.5

Northbound - Long St/Griggs Rd-Automatic warning devices for the public crossing at Long St, MP 19.32 and Griggs Rd, MP 19.38, include integration with the traffic signals. Northbound movements governed by GCOR 6.32.2 (A) after stopping at NB Signal at T&NO Jct must use the DTMF crossing activator system prior to proceeding.

Southbound - Long St/Griggs Rd-Automatic warning devices for the public crossing at Long St, MP 19.32 and Griggs Rd, MP 19.38, include integration with the traffic signals. Southbound movements on Main 2 governed by GCOR 6.32.2 (A) after stopping at SB Signal at T&NO Jct must use the DTMF crossing activator system prior to proceeding.

DTMF Instructions to operate crossing by VHF radio:

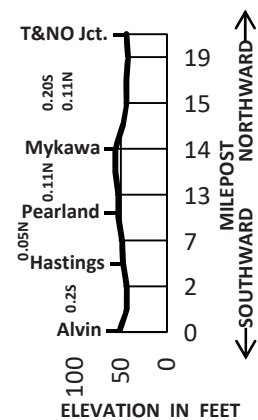
1. Ensure radio is set to channel 72.
2. On radio keypad, press 1932#.
3. Observe activation of WB crossing warning devices.
4. Wait 65 seconds for vehicular traffic.
5. After 65 second delay, ensure EB warning devices are activated and gates are down.
6. Proceed through crossings.

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
7501	New South yard to Alvin	
Yard Line Segments		
7558	New South yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
35100	New South yard	UP		
	Industrial tracks	18.9	7,900	North
	Ideal Cement	18.5	2,160	North
	Gifford Hill Storage	18.4	1,250	Both
	TOFC Facilities	14.5	Yard	Both
	HD No. 6	13.0	6,520	Both
	Energy Coatings	11.9	1,200	South
	HD No. 5	11.6	3,210	Both
	HD No. 4	10.9	2,800	Both
	Midwest Steel	8.7	380	South
	Chancde Collar Inc.	8.5	800	South
	HD No. 3	8.2	5,070	North
	HD No. 2	7.1	5,280	North
	HD No. 1	6.1	5,160	Both

10. Grade Chart

[TOC Home](#)

Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Plainview Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.
Adjoining Sub: Hereford, Kansas Division Subdivision Boundary: Plainview, MP 570.8 / Hereford, MP 570.8								
		570.9		LUBBOCK JCT.	JT			17.5
	42120	588.4		HAPPY				7.6
5,042	42110	596.0	595.9 597.0	KAFFIR				7.3
	42100	603.3		TULIA				12.0
	41935	615.3		KRESS				6.7
11,294	41930	622.0	620.6 622.9	FINNEY				5.6
	41900	627.6		PLAINVIEW To Dimmitt Spur, MP 627.6	CPT R			0.7
		628.3		FLOYDADA JCT.	AR			5.5
	41880	634.0		FURGUSON				6.9
	41875	640.9		HALE CENTER				10.1
5,166	41865	651.0	650.9 651.9	ALLEY				6.0
	41855	657.0		ABERNATHY				14.9
		671.9		MARNELS				1.2
		673.1		HOUSE 246				0.4
		673.5		CANYON JCT.	JT			102.7
Adjoining Sub: Slaton Subdivision Boundary: Plainview, MP 673.5 / Slaton, MP 673.5								

Central Continental Time in effect on Plainview Subdivision

Radio Call-In	
Radio Channel 030 in service Lubbock Jct. to Canyon Jct	
Lubbock Jct - 51(X)	Tulia - 21(X)
Plainview - 23(X)	Abernathy - 24(X)
Radio Channel 066 in service Plainview Yard - 23(X)	
Radio Channel 075/026 in service for Lubbock RCO Lubbock Spvr Terminal Operations - 246	
Emergency - Call 911	
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, Lubbock Spvr Terminal Operations X=6, PTC Desk X=9	

Dispatcher Information

0630 - 2230 817-867-7020, Fax 817-352-7042
 2230 - 0630 817-867-7058, Fax 817-352-6487

1. Speed Regulations

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

1(A). Speed—Maximum

		Frt	
		Under 100 TOB	100 TOB & Over
Main Track			
MP 570.9 to MP 673.2		49	49
Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)			
MP 673.2 to MP 673.5, East Leg Wye		10	10
MP 673.2 to MP 673.4, West Leg Wye		10	10

1(B). Speed—Permanent Restrictions

	Frt
MP 570.9 to MP 571.2	30
MP 626.5 to MP 627.2, HER	25
MP 627.2 to MP 628.5	20
MP 628.5 to MP 630.0, HER	40
MP 668.6 to MP 668.8	45

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

		Frt	
		Under 100 TOB	100 TOB & Over
MP 628.1, West crossover		5	5

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Lubbock Jct to Canyon Jct. 143 tons, Restriction A

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Tulia	North Plains Compress	4041

3. Type of Operation

Main Track

MP 570.9 to MP 627.5	TWC
MP 627.5 to MP 628.4	RL
MP 628.4 to MP 673.1	TWC
MP 673.1 to MP 673.2	CTC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 673.2 to MP 673.5, East leg wye
MP 673.2 to MP 673.4, West leg wye

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed.
 (GCOR/MWOR 1.14)

Mile Post	Type	Notes
628.3	Automatic *	BNSF
323.5 Dimmitt Spur	Automatic *	BNSF

* Equipped with MW Release Box

[TOC Home](#)**4. Subdivision Specific Rules Information****Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR/MWOR 6.19—When required flagging distance is 2 miles.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
666.5	Lubbock North	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
573.6		738	
588.6	HBD, DED	898	
606.9		068	
636.0		368	
666.7		658	

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

MP 588.4, Main Street, track 4018—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

MP 624.23, County Road 55, track 4105—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

Dimmitt Spur—Verbal permission to enter the Dimmitt Spur must be obtained from the Plainview Subdivision Dispatcher.

Remote Control Zones**Lubbock Yard**

Remote Control Zone (RCZ) limits are designated by RCZ signs.

RCZ 1 - Track 0701 from 0113 switch Westward to CP Canyon Jct. RCZ is 3,100 ft.

RCZ 2 - Track 699 (Purina lead) from 0617 8 switch Westward to the clearance point of Track 611 (MP 1.1). RCZ length is 1,490 feet.

RCZ 3 - Track 101 (lower yard switching lead) from the clearance point of switch 0675AE (East end of Main 1 crossover to the lower yard) Westward to the clearance point of switch 0124W. RCZ length is 1,939 feet.

Slaton

RCZ - Track 4301 from County Rd 3440 (Golf Course Rd) crossing Westward to CP West Slaton. RCZ length is 2,098 feet.

Activation/Deactivation Procedures:

The Remote Control Operator (RCO) must contact the Lubbock Spvr Terminal Operations to request the RCZ to be activated, deactivated, or transferred. Once an RCZ is activated, it will remain activate until the RCO has requested that the RCZ be deactivated.

Key Trains—Key trains are prohibited on the Alley and Kaffir sidings.

SSI—Switch Control/Monitoring Systems

- RCPS in effect:
 - ESS Finney
 - WSS Finney
- POS in effect

[TOC Home](#)**No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Happy	Attebury Grain	4018	Structure
Tulia	Attebury Grain	4026, 4034, 4040,	Structure
	Tulia Continental Grain	4036-4038	Structure
Kress	Farmer's Elevator	4067	Structure
	Soil Menders	4069	Structure
Plainview	Excel Cargil	4101	Structure
	Gavilon Grain	4111	Structure
	United Farms	4123	Structure
	Western Agriculture	4125	Structure
	E leg of wye	4147	Structure
	Plainview Coop Compress - BN Yard	8102	Structure
	South West Grain	8153	Structure
Ferguson	Zipp Industries	8209	Structure
	Azteca	4175	Structure
Hale Center	Hale Center House Track	4182	Structure
Abernathy	Elevator Track	4193	Structure
Monroe	Commercial Metals	4196	Structure
Marnels	Hanson Pipe	762	Structure

Flash Flood Critical Areas

MP 607.0 to MP 608.0

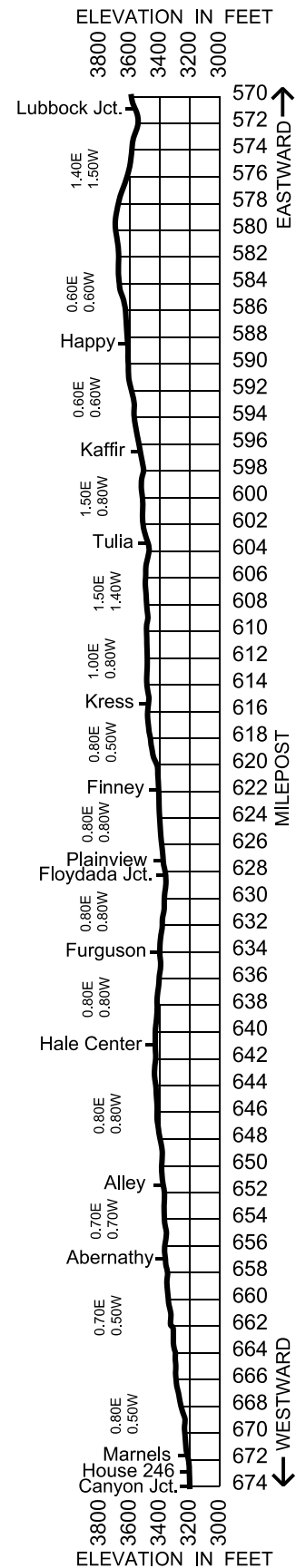
MP 668.3 to MP 669.7

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
7106	Lubbock Jct to Canyon Jct.	
Yard Line Segments		
7157	Lubbock Yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity Feet	Switch Opens
42130	Ogg	582.1	1,500	West
	Houston Elevator	609.9	2,250	Both
	Excel	623.4	1,840	East
	DeBruce Grain	624.0	2,590	Both
	Riverside	624.8	1,600	East
	United Farm Ind.	626.1	2,715	East
	Storage Track	632.0	4,190	Both
	Monroe - Commercial Metals	665.5	600	West
	Lubbock Airport	665.8	9,000	East

10. Grade Chart

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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Red River Valley Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ EASTWARD	
	Adjoining Sub: Wichita Falls Subdivision Boundary: Red River Valley, MP 114.1 / Wichita Falls, MP 114.1 Information for Wichita Falls is found in the Wichita Falls subdivision timetable											
		40449	114.1	WICHITA FALLS		BU PX	CTC 2MT	485	0.9			
		40448	115.0	WEST WICHITA FALLS					1.1			
			116.1	ORIENT			2.2					
		40454	118.3	VALLEY JCT. Adj. RR: SSC, MP 118.4		J	5.7					
	6,477	40460	124.0	123.6 125.0	IOWA PARK		12.0					
	8,990	40471	136.0	135.2 137.0	FOWLKES		4.3					
		40476	140.3	ELECTRA			7.7					
	6,292	40483	148.0	147.5 148.8	HARROLD		16.0					
	10,503	40499	164.0	162.8 165.0	VERNON		14.0					
	9,045	40514	178.0	177.1 179.0	CHILLICOTHE		11.8					
			189.8	CP 1898			2.4					
		40527	192.2	QUANAH Adj. Sub: Chickasha , MP 193.5		BJT	4.4					
		96729	196.9	ACME			4.4					
	6,215	40536	201.0	199.9 201.2	GOODLETT		11.0					
	9,882	40547	212.0	211.0 213.1	KIRKLAND		9.0					
	12,056	40556	221.0	219.8 222.3	CHILDRESS		7.0					
	6,280	40563	228.0	227.1 228.4	CAREY		9.0					
	7,107	40572	237.0	235.8 237.4	ESTELLINE		15.0					
	7,201	40586	252.0	251.1 252.7	MEMPHIS		11.0					
	8,975	40599	263.0	262.2 264.1	HEDLEY		12.0					
	11,055	40613	275.0	274.3 276.6	CLARENDON		14.0					
	7,167	40623	289.0	287.8 289.4	ASHTOLA		16.0					
	7,213	40639	305.0	303.8 305.3	MALDEN		2.9					
		40643	307.9	CLAUDE			10.1					
	7,159	40653	318.0	316.9 318.4	KASOTA		11.4					
			329.4	CP3294			0.9					
			330.8	CP 3308			MT1-0.8 MT2-2.3					
			331.1	CP 3311 Main 1			1.8 MT1					
			332.6	CP 3326 Main 2			2.1 MT 2					
			332.9	BC JCT (Main 1) Adj. Sub: Boise City, KS Div MP 332.9		J	220.6					
	Adjoining Sub: Hereford, Kansas Division Subdivision Boundary: Red River Valley MT 1, MP 334.7 / Hereford MT3, MP 552.1 Subdivision Boundary: Red River Valley MT2, MP 334.7 / Hereford MT3, MP 552.3 Connection with Dalhart Sub, Kansas Division via Hereford Sub											

Central Continental Time in effect on Red River Valley Subdivision

Radio Call-In

Radio Channel 054 in service Wichita Falls to Oklaunion

Wichita Falls - 26(X) Electra - 27(X) Oklaunion - 28(X)

Radio Channel 066 in service Oklaunion to MP 334.7

Vernon - 28(X) Quanah - 29(X) Childress - 30(X)

Memphis - 31(X) Hedley - 47(X) Clarendon - 32(X)

Ashtola - 33(X)	Claude DS 55 - 34(X), DS 101 - 24(X)	Amarillo DS 101 - 35(X) DS 55 - 25(X)
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Emergency - Call 911

 Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2,
 Customer Support X=3, Detector Desk X=5, PTC Desk X=9

Dispatcher Information

 Wichita Falls to CP 3294 817-867-7055, Fax 817-352-7023
 CP 3294 to MP 334.7 817-867-7101, Fax 817-352-2501

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 114.1 to MP 116.1	40	40
MP 116.1 to MP 334.7	60	50

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 331.0 to MP 331.1, North Pass	10	10
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1(B). Speed—Permanent Restrictions

	Frt
MP 165.9 to MP 166.5	55
MP 192.3* to MP 196.9, MT1	40
MP 228.5 to MP 232.2	50
MP 237.4 to MP 241.1	50
MP 249.9 to MP 250.2	50
MP 329.5 to MP 330.7, M1	40
MP 330.7 to MP 331.2, M1	30
MP 330.7 to MP 331.1, HER M2	30
MP 331.2 to MP 334.7, M1	40
MP 334.4 to MP 334.7, MT2	30

* No signs displayed

[TOC Home](#)**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 116.1, Orient, MT1 turnout	40	40
MP 124.0, Iowa Park, siding turnouts	40	40
MP 136.0, Fowlkes, siding turnouts	40	40
MP 148.0, Harrold, siding turnouts	40	40
MP 164.0, Vernon, siding turnouts	40	40
MP 178.0, Chillicothe, siding turnouts	40	40
MP 192.1, Quanah, turnout MT1	40	40
MP 196.9, Acme, turnout MT1	40	40
MP 201.0, Goodlett, siding turnouts	40	40
MP 212.0, Kirkland, siding turnouts	40	40
MP 221.0, Childress, siding turnouts	40	40
MP 228.0, Carey, siding turnouts	20	20
MP 237.0, Estelline, siding turnouts	40	40
MP 252.0, Memphis, siding turnouts	40	40
MP 263.0, Hedley, siding turnouts	40	40
MP 275.0, Clarendon, siding turnouts	40	40
MP 289.0, Ashtola, siding turnouts	40	40
MP 305.0, Malden, siding turnouts	40	40
MP 318.0, Kasota, siding turnouts	40	40
MP 329.4, CP 3294 turnout	40	40
MP 332.8, BC Jct., turnout	20	20

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

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

MP 114.1 to MP 334.7 143 tons, Restriction C
Valley Spur 134 tons, Restriction G

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
Wichita Falls	Valley Spur	3370
Six-axle locomotives and cars over 70 feet in length are not permitted on:		
Amarillo	South 40 Wye (both legs of wye) MP 330.9	
Locomotives are not permitted on:		
Acme Georgia Pacific	Hydraulic lift East and West spur tracks	
Locomotives are not permitted beyond Harrison Street Crossing on Birdsong Industry Track at Memphis.		

3. Type of Operation**Main Track**

MP 114.1 to MP 116.0	CTC, 2 MT
MP 116.0 to MP 192.1	CTC
MP 192.1 to MP 196.9	CTC, 2MT
MP 196.9 to MP 329.4	CTC
MP 329.4 to MP 334.7	CTC, 2 MT

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 331.0 to MP 331.1, on North Pass

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR/MWOR 6.19—When flagging is required, the distance will be 2.0 miles.

GCOR/MWOR 8.3, Main Track Switches—the following switches may be left locked in the position last used:

Amarillo North and South Pass (both ends)

Crossover between MT1 and MT2 (MP 330.6)

East switch MT1 (MP 329.4)

Crossover MT1 to North Pass (MP 331.1)

East switch Hughes Street.

Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
159.9	Vernon East	
201.3	Quanah West	
208.2	Kirkland TX	
327.5	Amarillo BN Southeast	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnel or Other Structures			
121.7		208	EWD
175.5		298	EWD
243.6		318	EWD
Type B. Locations			
121.7		208	WWD
143.6		278	
158.4		288	
175.5		298	WWD
184.5		297	
207.8		308	
224.5		307	
243.6		318	WWD
273.2		328	
294.0		327	
309.5		348	
325.5		368	
Type . Other Detectors			
208.23	WILD	088	

[TOC Home](#)**6. FRA Excepted Track—None****7. Special Conditions**

MP 191.7, Starr Street—For west leg of wye trains must stop at posted signs, activate the crossing signals, wait 22 seconds, then proceed through the crossing.

Valley Spur—extends from MP 118.4 for 8.0 miles.

Distributed Power Train Handling—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing INDEPENDENT MODE and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following mile post locations on the Red River Valley Subdivision:

MP 122 - MP 136
 MP 142 - MP 150
 MP 160 - MP 179
 MP 188 - MP 192
 MP 204 - MP 210
 MP 232 - MP 235
 MP 247 - MP 250
 MP 279 - MP 291
 MP 307 - MP 311
 MP 328 - MP 332

INDEPENDENT MODE may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Wichita Falls	N. Am. Pipe	3365	Structures
	Pipe Rack - Eagle Railcar	3453	Structures
Iowa Park	Cryovac	1211, 1212	Structures
Oklaunion	Dump Shed	1555	Structures
Vernon	Bolton Elevator	1638	Structures
	Mid-West Mud	1640	Structures
	Farmers COOP	1641	Structures
	Rhodia/Solvay	1634	Structures
Chillicothe	Hardeman Grain	1788	Structures
	Reno Elevator	1790	Structures
	Louis Dreyfuss Grain shuttle loop	1789	Structures
Quanah	Livestock Nutrition	212	Structures
Acme	Georgia Pacific	401	Structures
Claude	Attebury Grain	3093	Structures
Amarillo	W leg of wye	5146	Structure
	E leg of wye	5147	Structure
	Cemex	5148, 5149	Structure
	South 40 lead	5150	Structure
	Valley Protein	5163	Structure
	Cargill	5210	Structure
	Acme	5240	Structure
	Continental B Runaround	5155	Structure
	Attebury Grain	5170, 5171	Structure

Close Track Centers

Location	Track Name	Track Nos.
Amarillo	Yard	5170-5171

SSI—Switch Control/Monitoring Systems

- ICS in effect:
 - CP 3308, MP 330.8, Crossover from MT1 (2A Switch) to MT2 (2B Switch)
 - CP 3311, MP 331.1, Crossover from MT1 (1A Switch) to North Pass (1B Switch)

Test Miles

MP 129.0 to MP 130.0
 MP 183.0 to MP 184.0
 MP 216.0 to MP 217.0
 MP 224.0 to MP 225.0
 MP 321.0 to MP 322.0

Flash Flood Critical Areas

MP 118.4 to MP 123.4
 MP 129.7 to MP 132.0
 MP 136.4 to MP 137.1
 MP 143.0 to MP 144.0
 MP 226.2 to MP 226.5
 MP 240.1 to MP 240.3
 MP 271.3 to MP 271.6
 MP 277.1 to MP 277.9
 MP 283.1 to MP 283.2
 MP 284.1 to MP 284.5
 MP 289.0 to MP 289.5

8. Line Segments

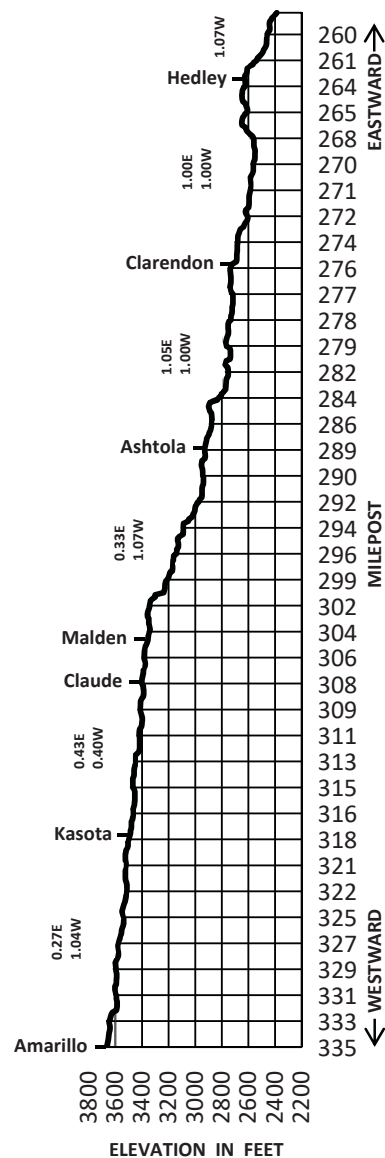
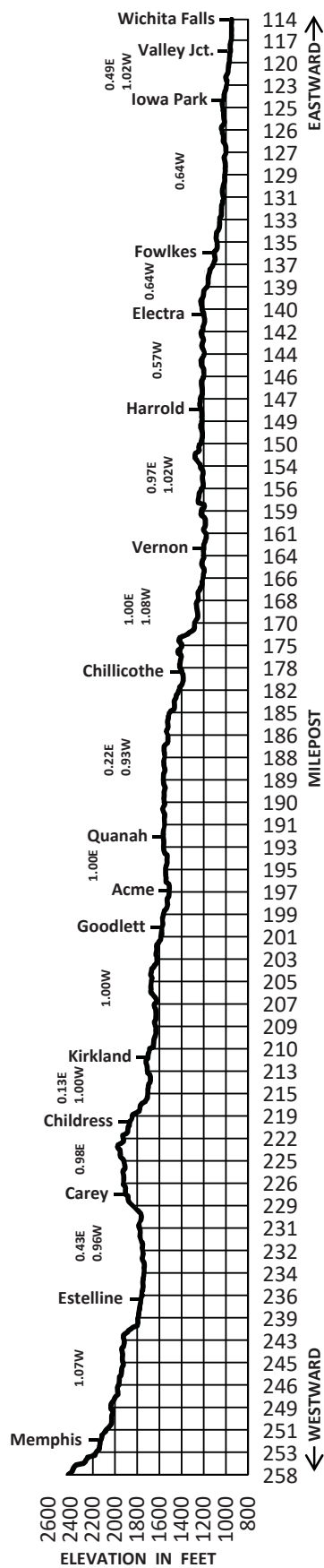
Segment No.	Limits	Mile Posts
Road Line Segments		
485		114.1 to 334.7
Yard Line Segments		
765	Amarillo	
766	Childress	
795	Oklaunion/West Texas Power Co. Tracks	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
40490	Oklaunion	156.2	6,000	West
40532	Georgia Pacific, MT1	196.9	1,740	East
	Valley Main, Trk 3370	118.3	33,950	East

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10. Grade Charts



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S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Red Rock Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D ↑	
	Adjoining Sub: Arkansas City, Kansas Division Subdivision Boundary: Red Rock, MP 263.4 / Arkansas City, MP 263.4										
	24,404	52700	263.4		ARKANSAS CITY		PT	CTC	7400		0.7
			264.1		CP 2642		X				1.9
			266.0		S ARK CITY						9.0
	12,025	52680	275.0	273.4 275.9	NEWKIRK						11.3
	32,423		286.3		N PONCA CITY						2.3
			288.6		PONCA CITY NORTH XO						0.4
		52300	289.0	286.3 292.6	PONCA CITY		BPT X(2)				1.6
			290.6		PONCA CITY SOUTH XO						2.0
			292.6		S PONCA CITY						3.1
			295.7		CP 2957						4.3
	8,611	52290	300.0	298.9 300.7	MARLAND						7.0
	7,462	52280	307.0	306.5 308.1	RED ROCK						6.0
	7,992	52270	313.0	312.5 314.2	OTOE						3.4
		96103	316.4		BLACK BEAR - BNSF RR Adj. Sub: Avard , MP 316.5		MJ				4.8
	EAST 3,259		321.2	EAST 321.2 322.0	CP 3211		X				0.7
			321.9		PERRY LAP						0.1
	WEST 5,521	96109	322.0	WEST 321.6 323.0	PERRY Adj. Sub: Avard , MP 321.5		PJ				0.9
			322.9		S PERRY						6.1
	8,544	52090	329.0	328.0 329.8	ASP						9.0
	10,141	52060	338.0	337.0 339.1	MULHALL						9.0
	8,909	52050	347.0	345.9 347.8	LAWRIE						6.0
	14,765	51700	353.0	351.9 354.9	GUTHRIE		PT				4.7
	9,706	51695	360.0	359.4 361.4	SEWARD						10.0
	7,030	51690	370.0	369.1 370.6	EDMOND						6.0
	8,020	51680	376.0	375.1 376.8	BRITTON						4.7
		380.7		NOWERS		BP	CTC 2MT			M1-3.5 M2-5.1	
		384.2		BRICKTOWN (Main 1)						M1 0.9	
		385.1		SHIELDS (Main 1)				M1 0.2			
		385.3		RIVER (Main 1) Adj. Sub: Chickasha , MP 385.5		JT		M1 0.5			
		385.8		BURNETT Adj. Sub: Chickasha , MP 385.8		JX(2)	1.6				
		387.4		SOUTH BURNETT			1.5				
		388.9		GM CROSSOVER			1.1				
8,559	51500	390.0	389.6 391.3	FLYNN		BC PT	CTC	3.0			
8,330	51420	393.0	392.6 394.3	MOORE				7.0			
6,650	51415	400.0	399.6 401.0	NORMAN				9.0			
8,997	51410	409.0	407.7 409.6	NOBLE				8.8			
9,468	51400	417.8 517.1	416.6 516.4	PURCELL				7.1			

S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Red Rock Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ N O R T H W A R D ↑
	Adjoining Sub: Arkansas City, Kansas Division Subdivision Boundary: Red Rock, MP 263.4 / Arkansas City, MP 263.4								
	8,303	51325	510.0	511.3 509.6	WAYNE		CTC	8.0	
	8,270	51315	502.0	502.9 501.2	PAOLI			8.0	
	7,968	51300	494.0	495.3 493.6	PAULS VALLEY			7.0	
	8,863	51255	487.0	488.0 486.2	WYNNEWOOD			9.0	
	9,317	51250	478.0	478.8 476.9	DAVIS	T		9.0	
	8,629	51240	469.0	470.4 468.6	DOUGHERTY			2.7	
			466.3		CP 4663			3.2	
			463.1		CP 4631			0.3	
			462.8		CP 4627			2.8	
	8,506	51225	460.0	461.2 459.4	GENE AUTRY			5.0	
	8,460		455.0	455.5 453.7	ARBUCKLE		5.0		
			451.0		N ARDMORE		0.6		
		51200	450.4		ARDMORE	BP	0.6		
			449.8		S ARDMORE		7.8		
	11,317	51150	442.0	443.1 440.7	OVERBROOK		9.0		
	9,957	51140	433.0	434.3 432.3	MARIETTA		9.0		
	8,069	51120	424.0	424.4 422.8	THACKERVILLE		10.5		
			413.5X		N GAINESVILLE		0.9		
			412.6X		GAINESVILLE CROSSOVER		1.3		
	51100	411.3X		GAINESVILLE	BPX	260.2			
Adjoining Sub: Ft. Worth Subdivision Boundary: Red Rock, MP 411.3X / Ft. Worth, MP 411.3									

Central Continental Time in effect on Red Rock Subdivision

Radio Call-In		
Radio Channel 030 in service Arkansas City to Purcell		
Arkansas City - 12(X)	Ponca City - 13(X)	Marland-11(X)
Perry - 14(X)	Guthrie - 15(X)	Edmond - 34(X)
Moore - 20(X)	Noble - 36(X)	Purcell - 22(X)
Radio Channel 75 in Service at North Flynn Yard		
Radio Channel 53 in Service at South Flynn Yard		
Radio Channel 085 in service Purcell to Gainesville		
Wayne - 23(X)	Davis - 24(X)	Dougherty - 25(X)
Gene Autry - 26(X)	Marietta - 31(X)	N. Gainesville - 32(X)
Radio Channel 030 in service Ardmore Yard - 25(X)		
Radio Channel 030 in service Gainesville Yard - 32(X)		
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Arkansas City to Purcell 817-867-7021, Fax 817-352-7040
Purcell to Gainesville 817-867-7114, Fax 817-352-6879

[TOC Home](#)**1. Speed Regulations**

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

1(A). Speed—Maximum

	Psg		Frt	
		Under 100 TOB	100 TOB & Over	
Main Track				
MP 263.4 to MP 387.6	55	55	55	
MP 387.6 to MP 411.3X	79	55	55	
Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)				
MP 413.5X to MP 412.5X , Tail Track	10	10	10	
MP 463.1 to MP 462.9, N Leg Wye	25	25	25	
MP 462.7 to MP 462.9, S Leg Wye	25	25	25	
MP 462.9 to MP 463.0, Wye	25	25	25	

1(B). Speed—Permanent Restrictions

	Psg	Frt
MP 263.4 to MP 265.0	30	30
MP 265.0 to MP 266.2	50	50
MP 287.2 to MP 290.4, HER	40	40
MP 290.4 to MP 290.6	45	45
MP 316.3, Black Bear Interlocking	40	40
MP 320.8 to MP 321.7, HER	50	50
MP 351.7 to MP 352.9	45	45
MP 374.6 to MP 377.1, HER	50	50
MP 377.1 to MP 377.5	40	40
MP 378.5 to MP 380.7	45	45
MP 380.7 to MP 385.8, HER	40	40
MP 385.8 to MP 387.5, MT2, HER	50	50
MP 385.8 to MP 387.5, MT1, HER	40	40
MP 407.2 to MP 412.0	75	55
MP 412.0 to MP 412.5	65	55
MP 415.8 to MP 416.6	65	55
MP 515.5 to MP 513.1	55	55
MP 513.1 to MP 507.6	65	55
MP 507.6 to MP 504.3	55	55
MP 504.3 to MP 502.8	60	55
MP 496.5 to MP 495.3	50	50
MP 476.3 to MP 474.5	60	55
MP 474.5 to MP 474.1	50	50
MP 474.1 to MP 473.7	60	55
MP 473.7 to MP 467.7	65	55
MP 467.7 to MP 466.4	60	55
MP 466.4 to MP 462.8	35	30
MP 462.8 to MP 462.0	45	45
MP 462.0 to MP 461.0	50	50
MP 460.3 to MP 459.5	50	45
MP 459.3 to MP 453.1	55	50
MP 453.1 to MP 451.3	70	50
MP 451.3 to MP 448.8	25	25
MP 422.3 to MP 418.6	55	50
MP 418.6 to MP 417.7X	45	45
MP 417.7X to MP 411.3X	60	55

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Frt
MP 358.3 to MP 417.8	40
MP 517.1 to MP 516.8	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Psg		Frt	
		Under 100 TOB	100 TOB & Over	
MP 266.0, S Arkansas City, siding turnout	20	20	20	
MP 275.0, Newkirk, siding turnouts	40	40	25	
MP 289.0, Ponca City, turnouts and crossovers	25	25	25	
MP 300.0, Marland, siding turnouts	40	40	25	
MP 307.0, Red Rock, siding turnouts	40	40	25	
MP 308.2, turnout to OG&E Sooner Spur	20	20	20	
MP 313.0, Otoe, siding turnouts	40	40	25	
MP 316.4, Black Bear, turnout	35	35	25	
MP 321.2, CP 3211, crossover	35	35	25	
MP 322.0, Perry, siding turnouts	25	25	25	
MP 329.0, Asp, siding turnouts	40	40	25	
MP 338.0, Mulhall, siding turnouts	40	40	25	
MP 347.0, Lawrie, siding turnouts	40	40	25	
MP 353.0, Guthrie, siding turnouts	40	40	25	
MP 360.0, Seward, siding turnouts	40	40	25	
MP 370.0, Edmond, siding turnouts	40	40	25	
MP 376.0, Britton, siding turnouts	40	40	25	
MP 380.7, Nowers, turnout	25	25	25	
MP 385.8, Burnett, crossovers	40	40	25	
MP 387.4, South Burnett, turnout	40	40	25	
MP 390.0, Flynn, siding turnouts	20	20	20	
MP 393.0, Moore, siding turnouts	40	40	25	
MP 400.0, Norman, siding turnouts	40	40	25	
MP 409.0, Noble, siding turnouts	40	40	25	
MP 417.3, Purcell, siding turnouts	20	20	20	
MP 510.0, Wayne, siding turnouts	30	25	25	
MP 502.0, Paoli, siding turnouts	30	25	25	
MP 494.0, Pauls Valley, siding turnouts	30	25	25	
MP 487.0, Wynnewood, siding turnouts	30	25	25	
MP 478.0, Davis, siding turnouts	30	25	25	
MP 469.0, Dougherty, siding turnouts	30	25	25	
MP 463.1, CP 4631, turnout N Leg Wye	25	25	25	
MP 462.9, Sovereign, turnout	25	25	25	
MP 462.7, CP 4627, turnout S Leg Wye	25	25	25	
MP 460.0, Gene Autry, siding turnouts	30	25	25	
MP 455.0, Arbuckle, siding turnouts	40	40	25	
MP 451.0, N Ardmore, turnout to 2 MT	25	25	25	
MP 449.8, S Ardmore, turnout to 2 MT	25	25	25	
MP 442.0, Overbrook, siding turnouts	30	25	25	
MP 433.0, Marietta, siding turnouts	30	25	25	
MP 424.0, Thackerville, siding turnouts	30	25	25	

[TOC Home](#)**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

	Psg	Frt	
		Under 100 TOB	100 TOB & Over
Track 2520, HER for movement over Hwy. 177 grade crossing	5	5	5
OG&E Sooner Spur between MT SW and Loop Track SW	20	20	20
Clements, Track 0325 at MP 378.9	5	5	5
Oklahoma City, Crowley Tar, Track 525	5	5	5
Ardmore, Lead Track 6311, Rack Tracks 6314, 6315 and 6316 Total Refinery, Atlas Spur Track 6312, Tracks 6326, Switching Lead, Track 6312, Refinery Track, Track 6360, Uniroyal Lead, Track 6368, 6369, Uniroyal runaround and Uniroyal track	5	5	5
Shawnee Industrial Spur, 3702 SW north for 2 miles	5	5	5
Georgia Gulf, over facing point switch	5	5	5

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

MP 263.4 to MP 411.3X..... 143 tons, Restriction D

Loads or engines are not permitted on Bridge 4.0 on the Uniroyal Lead.

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Arkansas City	Wye tracks	
Jupiter Sulphur	MP 290.8	2431
Guthrie Wye		
Clements Foods	MP 378.8	325
Oklahoma City	Lincoln lead	
		520, 525, 635 - 638, 908-918
Flynn Industrial Spur, GM Yard	Loading ramp	971 to 977
Shawnee Industrial Spur	3702 SW North for 2 miles	
Ardmore		6312, 6326, 6360
From Purcell to Gainesville on other than Main Track, sidings, and yard tracks unless otherwise authorized.		
Locomotives are not permitted on:		
Arkansas City	Ballast pit	219

3. Type of Operation**Main Track**

MP 263.4 to MP 380.7	CTC
MP 380.7 to MP 387.4	CTC, 2 MT
MP 387.4 to MP 451.0	CTC
MP 451.0 to MP 449.8	CTC, 2 MT
MP 449.8 to MP 411.3X	CTC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 413.5X to MP 412.5X on Tail Track
MP 463.1 (CP 4631) to MP 462.9 (Sovereign) on N Leg Wye
MP 462.7 (CP 4627) to MP 462.9 (Sovereign) on S Leg Wye
MP 462.9 (Sovereign) to MP 463.0 (Sovereign) on Wye

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed. (GCOR/MWOR 1.14)

Mile Post	Type	Notes
316.3	Manual	Controlling RR: BNSF Includes Black Bear connection track (MP 316.1 to MP 316.5) to Avarad Sub

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR 1.14—BNSF trains use UP and AOK tracks between Shawnee and Harter.

[TOC Home](#)

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Mile Post	Crossing Name
Ponca City, OK	286.26	Prospect Ave.
Edmond, OK	365.960	West Sorghum Mill Rd.
	366.991	East Coffee Creek Rd.
	369.180	West Danforth Rd.
	369.686	Thatcher Street
	369.929	Hurd Street
	370.003	Main Street
	370.076	West 1st Street
	370.220	West 3rd Street
	370.364	West 5th Street
	371.191	West 15th Street
	372.233	West 33rd Street
Oklahoma City, OK	378.00	Wilshire Blvd.
	382.61	16th Street
	382.86	13th Street
	383.15	10th Street
	383.22	9th Street
	383.30	8th Street
	383.37	7th Street
Norman, OK	396.43	Indian Hills Rd.
	397.32	Franklin Rd.
	398.6	Tecumseh Rd.
	399.7	Rock Creek Rd.
	400.27	Lexington Rd.
	401.39	Acres Street
	401.76	Gray Street
	401.77	Main Street
	401.93	Eufaula Street
	402.25	Duffy Street
	402.53	Boyd Street
	402.80	Brooks Street
	403.08	Lindsey Street
	404.40	Constitution Ave.
	404.89	Private Rd.
	405.40	Cedar Lane Rd.
	406.39	Post Oak Rd.

GCOR/MWOR 6.19—When flagging is required, the distance will be 2.0 miles.

GCOR 18.1—SLWC trains operating between MP 385.1 and MP 385.3 are exempt from the requirement to be equipped with an operable PTC system.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
270.9	Arkansas City South	
387.5	Oklahoma City SF	
397.5	Oklahoma City SF	
427.0	Thackerville	
414.9X	Gainesville North	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type A. Locations Protecting Bridges, Tunnel or Other Structures			
414.5X	SLD	148	NWD, protects bridge at Red River
421.1	SLD	218	SWD, protects bridge at Red River
Type B. Locations			
270.8	HBD	708	
284.2	HBD	848	
296.9	HBD	968	
317.5	HBD	178	
329.9	HBD	298	
341.9	HBD	418	
358.9	HBD	587	
377.8	HBD	768	
395.5	HBD	958	
404.2	HBD	048	
416.6	HBD	168	
505.7	HBD	058	
491.7	HBD	918	
482.6	HBD	828	
470.4	HBD	708	
468.6	DED	687	Exception reporting
462.9	DED	628	Exception reporting
457.6	HBD	578	
437.5	HBD	378	
426.3	DED	268	Exception reporting
421.1	HBD	218	NWD
418.1	DED	187	Exception reporting
414.5X	HBD	148	
Type C. Other Detectors			
426.9	WILD	7	

6. FRA Exempted Track

Arkansas City	Tracks 136, 138, 144, 212, 219, 244, 301, 303, 304, 306, 501, 502, 503, 504, 505
Ponca City	Tracks 2116, 2117, 2118, 2131, 2132, 2134, 2203, 2209, 2210
Guthrie	Tracks 1109, 1136
Oklahoma City	Tracks 111, 112, 211, 224, 324, 325, 327, 705, 824, 825, 826, 827, 828, 831, 842, 843, 844, 845, 851, 877, 878, 879, 880
Shawnee Industrial spur	Tracks 3701, 3702, 3703, 3704, 3705, 3707, 3708, 3712, 3715, 3716, 3717, 3718, 3795, 3796, 3797, 3798, 3799
Pauls Valley	Tracks 6001, 6002, 6003, 6099, 6121
Wynnewood	Track 6201
Davis	Track 6250, 6251, 6252, 6253, 6254, 6255
Ardmore	Tracks 6312, 6313, 6314, 6315, 6316, 6326, 6346, 6347, 6352, 6353, 6354, 6360, 6363, 6366, 6367, 6368, 6369, 6370, 6371
Marietta	Track 6405
Thackerville	Tracks 6406, 6407

[TOC Home](#)**7. Special Conditions**

Flynn Industrial Spur—extends from MP 388.8 to the GM yard.

Wynnewood—Gary Williams Refinery Track 6205—Locomotives are not allowed to enter the LPG Rack. A sufficient number of cars must be used to switch this track to prevent locomotives from entering during switching movements.

Crossing Protection—Regardless if automatic crossing warning devices are activated at the following locations, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

Mile Post	Crossing Name	Track Name / No.
1.9	Hwy US 70	Ardmore/Uniroyal spur
0.5	Eastern Ave.	929
1.5	Bryant Ave.	929
2.5	Sunny Ln.	929
3.5	Sooner Rd.	929

Distributed Power Train Handling—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing INDEPENDENT MODE and as outlined in ABTH 105.10 Distributed Power Train Handling, between the following mile post locations on the Red Rock Subdivision:

MP 300 - 306

MP 341 - 347

MP 393 - 400

MP 441 - 435

INDEPENDENT MODE may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

Remote Control Zones (RCZ)**Oklahoma City (Flynn Yard)**

Remote Control Zone (RCZ) limits are designated by RCZ Signs.

RCZ 1—Track 1230 (hump lead) from the clearance point of the 1230S switch, not including the switch, Southward to the clearance point of switch 1290, not including the switch. RCZ length is 2,973 feet.

RCZ 2—Track 1230 (hump lead) from the clearance point of switch 1290, including the switch that is lined for track 1230, Southward onto track 1290 to the clearance point short of the derail. RCZ length is 5,076 feet.

RCZ 3—Track 1238 (bowl lead) from the clearance point of 1230N switch Northward onto track 1260, onto track 1201, then onto track 506 up to not including the Crossroads crossing. RCZ length is 6,075 feet.

- RCZ sign for the Southbound movement on track 506 will be located North of the Crossroads crossing.

Activation/Deactivation/Transfer Procedure:

Remote Control Operator (RCO) must contact the Tower Spvr Terminal Operations to request the RCZ be activated, deactivated, or transferred. The RCZ will remain activated until the RCO has requested that the RCZ be deactivated.

Bad Order Setout Tracks—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

Location	Track No.
Arkansas City	132, 212

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Arkansas City	Yard	219	Bridge
	East Mill	301 - 305	Structures
	West Mill	501 - 505	Structures
Ponca City	Conoco Light Oil	2312 - 2315	Loading racks
	Conoco Coke	2336	Dumper
	Jupiter Chem.	2430 - 2433	Loading racks
	Conoco Carbon	2519	Loading racks
	Continental Carbon	2521 - 2522	Structures
Red Rock	OGE	3010	Unloading dumper
Edmond	Ralston Purina	418 - 419	Building
	Ben E. Keith	423 - 425	Building
Britton	Acme Brick	406	Dock
Oklahoma City	Carlisle Foods	224	Building
	Clements Food	324 - 325	Dock, wall & fence
	Producers COOP	635 - 636	Dock
	Lead	638	Retaining wall West side
	API Enterprises	705	Pipe rack
	Cargill Feed Mill	801	Building & dock
	Prime Conduit	913	Building
	Bent River Lumber	914	Dock
	Pro Builders	916	Dock
	Quad Graphics	920 - 921	Building & dock
	Corrugated Services	927	Dock
	Premium Beer	1284 - 1285	Dock
	Stewart team track	1291	Dock
	SW Electric lead	1301	Fence & archway
	SW Electric	1321	Archway
Shawnee	Crowley Tar	525	Pipe rack
	Industrial spur	3799	Overpass
Pauls Valley	Buford White Lbr	3707	Loading dock
	Union Carbide	6003	Building
Wynnewood	Gary Williams Refinery	6206 - 6208	Loading racks
Davis	Davis	6214	Structures & loading dock
MP 487.9	Gas plant	6209	Overhead & side structures
Ardmore	Uniroyal Goodyear	6347	Structures
	Blue Bonnet	6353 - 6354	Structures
	Michelin	6370	Structures
Gainesville	Poly Pipe	6519	Structures
	Southland	6535	Dock

Close Track Centers

Location	Track Name	Tracks
Gainesville	Yard	6501 - 6108

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Duplicate Mile Posts—Between the following locations an “X” has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

Between Thackerville & Gainesville—MP 417.8X to MP 411.3X

Mile Post Range Change

MP 417.8 = MP 517.1

Test Mile

MP 283.0 to MP 284.0

MP 336.0 to MP 337.0

MP 364.0 to MP 365.0

MP 392.0 to MP 393.0

MP 430.0 to MP 429.0

MP 482.0 to MP 483.0

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped with Two Switch Machines Movable Point Frogs/Swing Nose Frogs (MPF), Derail (D):

Location	Milepost	Device	Notes
CP 4663	466.3	D	
Sovereign	462.9	D	

- ICS in effect:

- Ponca City North Crossover MP 288.6

- Gainesville Crossover MP 412.60X *

* Denotes all crossover switches within control point are ICS

Flash Flood Critical Areas

MP 294.0 to MP 296.0

MP 305.5 to MP 306.0

MP 323.2 to MP 323.5

MP 346.5 to MP 347.8

MP 352.0 to MP 369.0

MP 376.0 to MP 385.0

MP 409.0 to MP 410.0

MP 416.7 to MP 417.8

MP 517.1 to MP 515.0

MP 502.5 to MP 502.4

MP 497.2 to MP 493.0

MP 480.0 to MP 460.0

MP 452.0 to MP 449.0

MP 440.6 to MP 440.5

MP 437.0 to MP 436.9

MP 418.6 to MP 413.6X

MP 413.4X to MP 413.3X

MP 412.8X to MP 412.5X

8. Line Segments

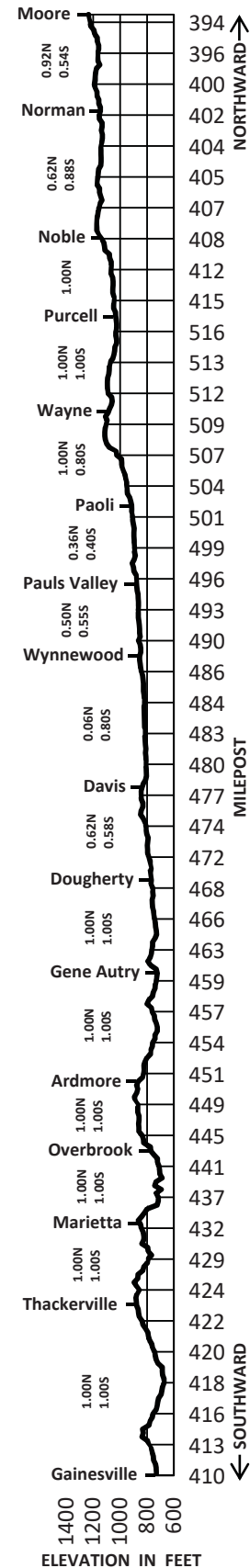
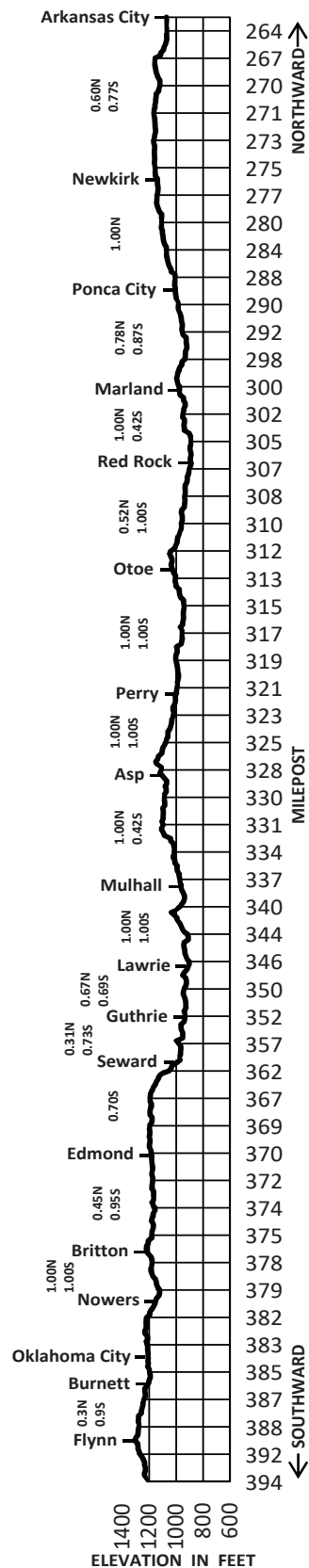
Segment No.	Limits	Mile Posts
Road Line Segments		
7400	Arkansas City to Purcell	
7500	Purcell to Gainesville	
7405	Packingtown lead	
7403	Flynn to GM	
7511	Ardmore to Uniroyal	
Yard Line Segments		
7451	Arkansas City yard	
7452	Ponca City yard	
7453	Nowers yard	
7454	Oklahoma City GM yard	
7455	Flynn yard	
7557	Gainesville yard	
7404	Shawnee yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	OG&E Sooner Spur	308.2	34,141	North
	Team Track (Pipe Yard)	366.7	710	Both
	Ralston Purina lead (Dereco)	373.0	11,024	Both
	Packing Town Industrial spur MT2	385.5	1,900	South
	API Plastics lead	387.5	2,500	North
	Flynn Industrial spur	388.8	22,338	Both
	Pauls Valley Industrial lead	496.1	7,170	South
	Sovereign (Wye track)	462.9		Both
	Ardmore Industrial Park	449.6	26,400	Both
	Borden Chemical	414.0X	800	South

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10. Grade Charts



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Silsbee Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	NORTHWARD ↑	
	Subdivision Boundary: Silsbee, MP 20.7 / End MT Connection with Conroe sub and UP via GCOR/MWOR 6.28 track Information for Silsbee is located in the Conroe Sub Timetable											
		45700	20.7		SILSBEE	BCJ PRT	RL TWC	7503	9.7			
	10,679	37185	11.0	11.7 9.5	LUMBERTON		CTC		2.5			
		37190	8.5		VOTH		TWC		6.8			
		37200	1.7		BEAUMONT	BPRT	RL		19.7			
	Adjoining RR: UP Subdivision Boundary: Silsbee, MP 1.0 / UP, MP 1.0											

Central Continental Time in effect on Silsbee Subdivision

Radio Call-In	
Radio Channel 085 in service Silsbee to Beaumont	
Silsbee - 26(X)	Beaumont - 27(X) Avondale DS - 540
Radio Channel 058 in service Beaumont Yard	
Radio Channel 072 in service Goodyear for switching	
Emergency - Call 911	
<i>(Locations identified in italics do not have 911 functionality)</i>	
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9	

Dispatcher Information 817-867-7137, Fax 281-350-7555

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 20.7 to MP 1.0	49	49

1(B). Speed—Permanent Restrictions

	Frt
MP 20.3 to MP 20.1, HER, SWD	40
MP 19.7 to MP 20.1, HER, NWD	40
MP 19.1 to MP 18.8	35
MP 16.3 to MP 15.1	35
MP 2.4 to MP 1.0	10

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

MP 11.0, Lumberton, siding turnouts	Frt	
	Under 100 TOB	100 TOB & Over
	40	40

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
Voth, industrial tracks	5	5
Beaumont, track 2299, Long Ave and North leg of wye	5	5
Beaumont, track 2137, South leg of wye	5	5
Beaumont, track 2117, from 2117 N SW to 2115 N SW	5	5
Beaumont, track 2117, from 2115 S SW to 2119 S SW	5	5
MP 1.0 to MP 0.8, track 2299	5	5

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

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

3. Type of Operation**Main Track**

MP 20.7 to MP 20.3	RL
MP 20.3 to MP 11.7	TWC
MP 11.7 to MP 9.4	CTC
MP 9.4 to MP 3.0	TWC
MP 3.0 to MP 1.0	RL

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Hi-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC)

GCOR/MWOR 6.19—When flagging is required, distance will be 2.0 miles.

GCOR/MWOR 8.3—all Main Track switches in Restricted Limits at Beaumont may be left locked in the position last used. Trains, engines and on-track equipment must approach these switches expecting to find them lined against their movement.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
4.2	Beaumont North	
1.2	Beaumont South	

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

[TOC Home](#)**7. Special Conditions**

Beaumont—Within Restricted Limits at Beaumont, approach all grade crossings prepared to stop until it is known that grade crossing warning devices are activated and working properly. If devices are not activated and working properly an employee must protect movement over the crossing from the ground and movement over the crossing will only be made on that employee's signal.

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

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

1. BNSF joint track between MP 1.0 and Crockett Street is other than Main Track. Signals between these points are controlled by the UP Lafayette Subdivision dispatcher located at Spring, Texas.
2. Signals and dual control switches between Wall Street and the KCS control tower at the Neches River Bridge, are controlled by the KCS Shreveport dispatcher. Train crews going on-duty at Houston, Lafayette, Beaumont or Silsbee that operate over the KCS Railroad at Beaumont, must have the current track bulletins pertaining to the KCS Beaumont Subdivision between GCL Jct. and Tower 31. Use of the KCS Beaumont Sub. is governed by KCS Timetable and Special Instructions and is controlled by the Shreveport dispatcher, Console 4, telephone number (318) 676-6644, radio Channel 16-10, DTMF 1.
3. The UP Lafayette Subdivision at Beaumont is governed by the UP Timetable and Special Instructions and is controlled by the UP Subdivision dispatcher located at Spring, Texas. The UP Lafayette Subdivision dispatcher's radio channel is 17-17, tone * 52.
4. Track 2115 at Beaumont Yard is designated as the engine tie-up track. Derails have been installed at both ends of the track.

Gulf Coast Machine Company has a portable under track conveyor to unload aggregate approximately 800 feet south of the derail.

Remote Control Zones**Beaumont**

Remote Control Zone (RCZ) limits are designated by RCZ Signs.

Remote Control Zone (RCZ)—Track 2104 (North Lead) from the 2103A crossover switch northward up to but not including the Dollinger Crossing. Length of RCZ is 1479 ft. The sign at Dollinger Road for Southbound moves is located on the North side of the road crossing for visibility.

Activation/Deactivation Procedure

RCZ at Beaumont is activated by the Remote Control Operator (RCO) flipping down to display, and securing, the RCZ sign portion reading Activated. To deactivate the RCZ, the RCO will secure the RCZ signs to no longer display activated. When the RCZ is active, employees not part of the RCO crew requiring access to the RCZ will contact the on duty RCO crew on channel 58 to request the RCZ be deactivated.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Beaumont	Transit Mix	4002	Gate
	Main track	2199	Fence, East side MP 1.97
Cheek	Goodyear	6701	House track
		6702, 6704 6705, 6711, 6712	Unloading rack
		6801	Sign
		6802	Overhead structure
	Wilson Warehouse	6921	Loading dock/ building

Test Miles

MP 4.0 to MP 5.0

Flash Flood Critical Areas

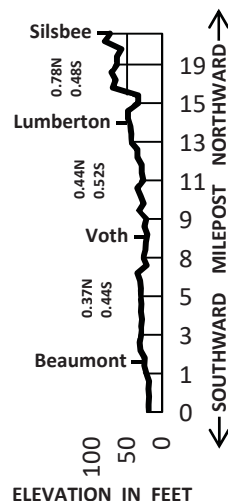
MP 4.5 to MP 1.7

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
7503	Silsbee to Beaumont	
7505	Goodyear spur	
Yard Line Segments		
7562	Beaumont yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
37200	Beaumont			
	Douget Rice	Goodyear spur	1,100	North
	Gulfcoco	Goodyear spur	2,200	North
37216	Cheek	Goodyear spur	1,300	Both
	Goodyear	Goodyear spur	3,000	Both

10. Grade Chart

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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Slaton Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑EASTWARD	
	Adjoining Sub: Lampasas Subdivision Boundary: Slaton, MP 792.2 / Lampasas, MP 461.0 Information for Sweetwater is located in the Lampasas Sub Timetable.											
	12,192	42420	788.0	789.1 786.7	GANNON			CTC	7106	13.0		
	7,286	42415	775.0	775.8 774.2	PYRON					6.0		
	5,077	42410	769.0	769.1 768.1	HERMLEIGH					12.0		
	5,915	42400	757.0	757.3 756.0	SNYDER					17.0		
	7,579	42380	740.0	741.3 739.7	FULLERVILLE					11.0		
	5,134	42370	729.0	729.2 728.1	JUSTICEBURG					9.0		
	5,465	42365	720.0	720.9 719.7	AUGUSTUS					7.0		
	7,341	42360	713.0	714.2 712.7	POST					10.0		
	5,483	42355	703.0	704.0 702.8	BUENOS					5.0		
	9,506	42350	698.0	698.9 697.0	SOUTHLAND					7.1		
			690.9		E SLATON					0.9		
		42300	690.0		SLATON		BP			1.3		
			688.7		W SLATON					8.7		
	4,996	42280	680.0	680.4 679.3	BURRIS					3.5		
			676.5		EAST LUBBOCK		R	1.9				
		42200	674.6		LUBBOCK		BC PR	1.2				
		42195	88.6		CANYON JCT. Adj. Sub: Plainview , MP 673.5 MP Range Change MP 673.5=MP 88.6		JRT X(2)	CTC 2 MT	4.0			
	6,842		84.6		EAST BROADVIEW			CTC	7107	1.5		
			83.1		WEST BROADVIEW Adj. RR: WTR, MP 82.9		J			5.1		
	5,313	41665	78.0	78.7 77.6	SHALLOWATER					13.0		
	5,411	41655	65.0	65.5 64.4	ANTON					12.0		
	7,530	41645	53.0	53.7 52.1	LITTLEFIELD					15.0		
	5,009	41635	38.0	38.5 37.5	SUDAN					8.0		
	5,406	41630	30.0	30.6 29.5	MILL					2.9		
		27.1		TOLK			5.1					
11,605	41625	22.0	23.0 20.6	MULESHOE			13.0					
11,716	41615	9.0	10.1 7.8	LARIAT			8.2					
	53035	0.8		FARWELL			0.6					
		0.0		CP 6476		JT	207.3					
Adjoining Sub: Hereford, Kansas Division Subdivision Boundary: Slaton, MP 0.0 / Hereford, MP 647.7												

Central Continental Time in effect on Slaton Subdivision

Radio Call-In		
Radio Channel 036 in service MP 792.2 to CP 6476		
Sweetwater - 41(X)	Hermleigh - 34(X)	Fullerville - 32(X)
Buenos - 31(X)	Slaton - 25(X)	Lubbock - 24(X)
Anton - 23(X)	Sudan - 22(X)	Farwell - 21(X)
Radio Channel 016 in service Slaton Yard - 25(X)		
Radio Channel 084 in service Lubbock Yard - 24(X)		
Radio Channel 075/026 in service for Lubbock RCO Lubbock Spvr Terminal Operations - 246		
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, Lubbock Spvr Terminal Operations X=6, PTC Desk X=9		

Dispatcher Information
MP 792.2 to Gannon 817-867-7024, Fax 281-350-7572
Gannon to Farwell
0630 - 2230 817-867-7020, Fax 817-352-7042
2230 - 0630 817-867-7058, Fax 817-352-6487
Farwell to CP 6476 817-867-7029, Fax 817-352-7055

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

1(A). Speed—Maximum		
Main Track	Fr t	
	Under 100 TOB	100 TOB & Over
MP 792.2 to MP 673.5	55	55
MP 88.6 to MP 0.0	55	55

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)		
MP 0.8 (Farwell) to 0.5 (CP 6468), East leg wye	10	10

1(B). Speed—Permanent Restrictions	
	Fr t
MP 778.0 to MP 777.9	45
MP 705.6 to MP 700.6	45
MP 673.6 to MP 673.5, HER	30
MP 88.6 to MP 86.0, HER	30
MP 0.8 to MP 0.1	25

1(C). Speed—Sidings and Main Track Switches and Turnouts
Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed siding turnout speed unless otherwise indicated.

		Fr t	
		Under 100 TOB	100 TOB & Over
MP 788.0, Gannon, siding turnouts		25	25
MP 740.0, Fullerville, siding turnouts		25	25
MP 698.0, Southland, siding turnouts		25	25
MP 676.6, East Lubbock, MT1 turnout		40	40
MP 673.5, Canyon Jct., west crossover		30	30
MP 84.7, East Broadview, turnout		25	25
MP 82.9, West Broadview, siding turnout		25	25
MP 53.0, Littlefield, siding turnouts		25	25
MP 9.0, Lariat, siding turnouts		25	25
MP 0.0, CP 6476, Hereford Sub turnout		25	25

[TOC Home](#)**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
Burris, tracks 355 and 356	5	5
MP 27.1, Southwestern Public Service spur, loop track	10	10
MP 27.1, Southwestern Public Service spur, through dumper	2	2
MP 27.1, Southwestern Public Service spur, track 699, LOL lead	5	5

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

MP 792.2 to MP 0.0..... 143 tons, Restriction A

Location	Track Name	Track No.
Six-axle locomotives are not permitted on:		
Snyder		4443, 4447
Post		4337, 4339
Slaton		4312, 4316, 4330
Lubbock		211, 212
Shallowater		4288, 4289
Anton		4280
Littlefield		4253, 4256, 4266-4268, 4270, 4272
Amherst		4250
Sudan		4241, 4245, 4247
Muleshoe		4212, 4215-4219, 4222, 4226-4228, 4234, 4235
MP 3.0		4202
Farwell		3871, 3872, 4201

3. Type of Operation**Main Track**

MP 792.2 to MP 676.6	CTC
MP 676.6 to MP 673.6	MT1 - RL, 2 MT MT2 - CTC, 2 MT
MP 673.6 to MP 673.5	CTC, 2 MT
MP 88.6 to MP 88.3	CTC, 2 MT
MP 88.3 to 0.0	CTC

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 0.8 (Farwell) to 0.5 (CP 6468) on East Leg Wye

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
 - TO/PTC Interface Mode (TO/PTC-IM)

GCOR/MWOR 5.8.2—Whistle signal 5.8.2(7) is not required at the following locations. All other whistle requirements remain in effect.

Location	Mile Post	Crossing Name
Lubbock	673.56**	Avenue P

****Wayside Horn System (WHS)** - WHS includes a wayside horn, activated by the approaching train, which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated, the WHS will automatically sound a horn at the crossing.

To confirm WHS is functioning, an indicator flashes at the crossing. After indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

GCOR/MWOR 6.14—Verbal permission to enter RL at Lubbock must be obtained from the train dispatcher, or by a Proceed indication of a controlled signal.

GCOR/MWOR 6.19—When required flagging distance is 2 miles.

GCOR/MWOR 8.20—Southwest Public Service Industrial spur, MP 27.1, derail will be locked in non-derailing position except when spur is occupied with engines or cars.

GCOR 18.1— PSC (PYCO) trains are exempt from the requirement to be equipped with an operable PTC system.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
791.8	Sweetwater West	
682.6	Lubbock East	
85.5	Lubbock West	

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Tracksides Warning Device (TWD) information

Mile Post	Device	Recall Code	Notes
Type B. Locations			
789.3		8	
770.8		7	
748.5		8	
730.9		308	
709.0		8	
685.8		7	
81.2		8	
62.2	HWD, HBD, DED	7	
41.5		8	
26.1	HWD, HBD, DED	7	
5.0		8	
Other Devices			
785.9	High Water		EWD controlled signals EE Pyron & Signal 7831. WWD controlled signals WE siding Gannon
34.5	High Water		EWD Signal 341. WWD controlled signals at WE Sudan

[TOC Home](#)**6. FRA Excepted Track**

Location	Track Name	Track No.
Lubbock	19th St Ind. lead	420
	Interchange track	699

7. Special Conditions

WTR Trains—WTR trains will use the BNSF Main Track between West Broadview and East Lubbock.

Remote Control Zones**Lubbock Yard**

Remote Control Zone (RCZ) limits are designated by RCZ signs.

RCZ 1 - Track 0701 from 0113 switch Westward to CP Canyon Jct. RCZ is 3,100 ft.

RCZ 2 - Track 699 (Purina lead) from 0617 8 switch Westward to the clearance point of Track 611 (MP 1.1). RCZ length is 1,490 feet.

RCZ 3 - Track 101 (lower yard switching lead) from the clearance point of switch 0675AE (East end of Main 1 crossover to the lower yard) Westward to the clearance point of switch 0124W. RCZ length is 1,939 feet.

Slaton Yard

RCZ - Track 4301 from County Rd 3440 (Golf Course Rd) crossing Westward to CP West Slaton. RCZ length is 2,098 feet.

Activation/Deactivation Procedures:

The Remote Control Operator (RCO) must contact the Lubbock Spvr Terminal Operations to request the RCZ to be activated, deactivated, or transferred. Once an RCZ is activated, it will remain activate until the RCO has requested that the RCZ be deactivated.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Lubbock	Yard	112	Structure
	Mechanical tie-up track	113	Structure
	Yard	210	Structure
	North depot dock track	501	Structure
	Freight dock	523	Structure
	Purina Mills	616, 617	Structure
	Purina Lead (spur track at Purina Milles)	699	Beginning to end I-27 overpass
	Diamond Plastic	725	Structure
	Holcim Cement	752, 753	Structure
	Holy Asphalt	764	Structure
	Cone Elevator	765, 766	Structure
	WW Steel	904	Structure
	General Steel	913	Structure
Snyder	Beck Steel	611	Gates Erskin St., gates for plant entrance and throughout plant
	Desert Brine	4443	Structure
Posey	WL Plastics	4453, 4454	Structure
	Great Plains	4865	Structure
	Godbold	4896	Structure
Burris	Jarvis Metals	355, 356	Structure
Littlefield	Wilbur Ellis	4253	Structure
	American Cotton Growers	4271	Structure
Sudan	Central Compress	4241	Structure
	Livestock Trade	4247	Structure
Muleshoe	Riverside Chemical	4211	Structure
	ADM	4215, 4217	Structure
	Deaf Smith County Grain	4216, 4222, 4227	Structure
	Compress Track	4218	Structure
	Olton COOP Gin	4228	Structure
	Azteca	4234	Structure
Progress	Sesame Elevator	4210	Structure
Lariat	AGP Grain COOP	4205	Structure
Farewell	Sherley Anderson	4201	Structure

Close Track Centers

Location	Track Name	Track Nos.
Lubbock	Yard	101-MT1, 105-109, 205-209, 216-W switching lead lower yard
Slaton	Triangle MFB	4312-4316, 4330-4315
Littlefield	American Plant Food	4268-4270

Flash Flood Critical Areas

MP 783.1 to MP 782.9 MP 757.1 to MP 756.5
 MP 73.8 to MP 73.4 MP 714.8 to MP 713.5
 MP 71.8 to MP 71.5 MP 77.3 to MP 77.0

[TOC Home](#)**8. Line Segments**

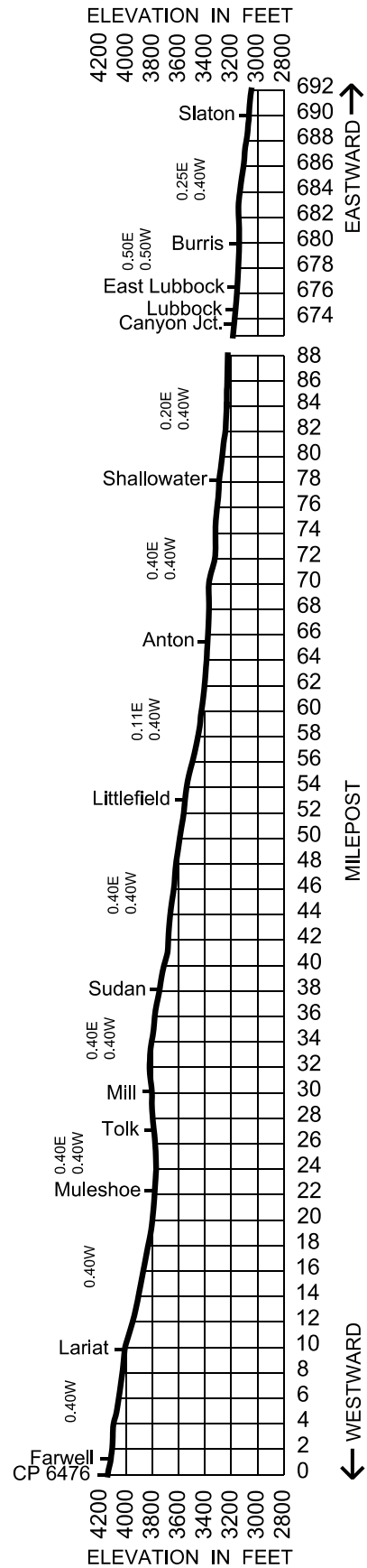
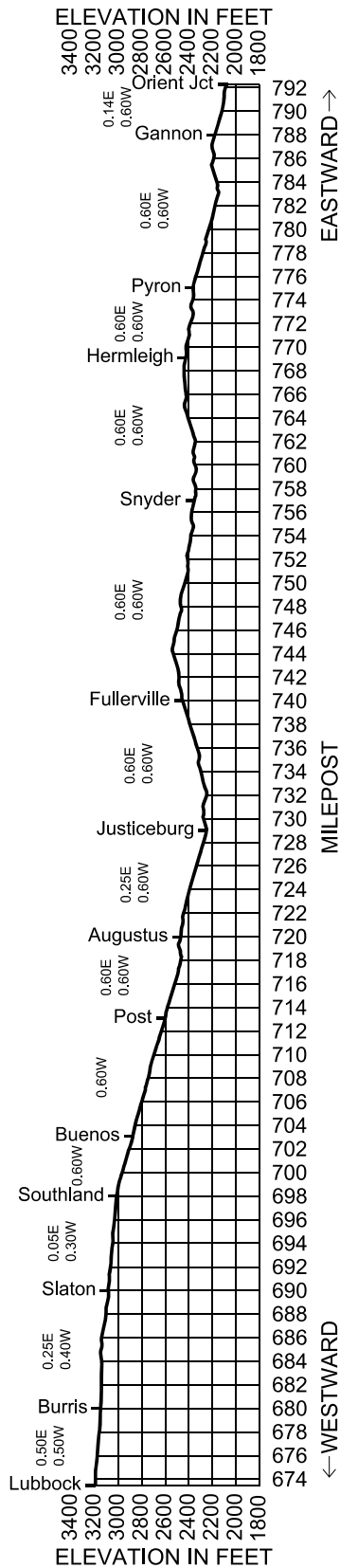
Segment No.	Limits	Mile Posts
Road Line Segments		
7106		MP 792.2 to Canyon Jct.
7107		Canyon Jct. to CP 6476
Yard Line Segments		
7157	Lubbock yard	

9. Other Location Information

Station No.	Name	Mile Post	Capacity Feet	Switch Opens
	Godbold Inc.	683.5	654	West
	Posey - Great Plains Distributors	682.4	508	West
	Jarvis Metals	680.5	400	East
	Vulcan Rock	678.0	400	East
	Pyco	676.7	400	East
41650	Bainer	59.5	4,775	Both
	American Cotton Growers	55.1	2,347	East
	American Plant Food	54.5	1,171	East
	American Plant Food	54.4	426	East
	Farmer Corp. Elevator	54.4	1,238	East
	Tide Products Co.	50.2	558	West
41640	Amherst	45.5	4,396	West
	Sudan Livestock Co.	39.3	986	West
	Southwestern Public Service industry spur (4.6 miles)	27.1	1,600	West
	Valley Grain Corp.	23.9	800	East
	Shamrock-Blackwater	18.9	370	Both
	Custom Farm Service, Inc.	18.5	495	East
41620	Progress	15.6	919	Both
	Monsanto Chemical	2.9	311	West

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10. Grade Chart



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WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sooner Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	↑ EAST WARD	
	Adjoining Sub: Creek										
	Subdivision Boundary: Sooner, MP 437.2/ Creek, MP 437.2 Information for Sapulpa is found in the Creek sub timetable.										
		96438	437.2	SAPULPA	JRT	RL	1003	1.7			
			438.9	Begin Stillwater Central RR	R			1.7			
	Adjoining RR: SLWC										
	Subdivision Boundary: Sooner, MP 438.9 / SLWC, MP 438.9										

Central Continental Time in effect on Sooner Subdivision

Radio Call-In	
Radio Channel 062 in service Sapulpa to MP 438.9	
Preston - 36(X)	Watco Dispatcher - #36
Emergency - Call 911	
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9	

Dispatcher Information 817-867-7051, Fax 817-352-7039
Watco Dispatcher 316-231-2230 ext. 224.

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 437.2 to MP 438.9	10	10

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

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

MP 437.2 to MP 438.9..... 143 tons, Restriction C

3. Type of Operation**Main Track**

MP 437.2 to MP 438.9	RL
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4. Subdivision Specific Rules Information

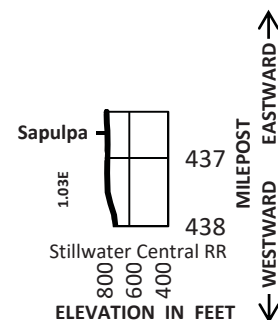
GCOR/MWOR 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Devices (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

BNSF trains operate on SLWC tracks between MP 438.9 and MP 540.0 and are governed by the SLWC Timetable and Special Instructions.

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1003	Sapulpa to MP 438.9	

9. Other Location Information—None**10. Grade Chart**

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Length of Siding (Feet)	Station Nos.	Mile Post	Venus Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.
Subdivision Boundary: Venus, MP 18.0 / End MT							
	43554	18.0	VENUS		TWC	7509	5.3
	43550	12.7	ALVARADO				1.3
		11.4	UP RRX	JM			11.4
	43500	0.0	CLEBURNE	BPRT	RL		18.0
Adjoining Sub: Ft Worth							
Subdivision Boundary: Venus, MP 0.0 / Ft. Worth, MP 317.0 Information for Cleburne is found in the Ft Worth sub timetable.							

Central Continental Time in effect on Venus Subdivision**Radio Call-In****Radio Channel 030 in service Venus to Cleburne**

Joshua - 43(X)

Venus Ch 072 - 44(X)

Radio Channel 072 in service Ward Industrial Spur**Emergency - Call 911**Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2,
Customer Support X=3, Detector Desk X=5, PTC Desk X=9**UP DS - Channel 049 *39**

Dispatcher Information 817-867-7022, Fax 817-352-2422
UP Dispatcher 531-210-4049

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frt	
	Under 100 TOB	100 TOB & Over
MP 18.0 to MP 0.0	25	25
MP 18.0 to MP 0.0, locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders	10	10

1(B). Speed—Permanent Restrictions

	Frt
MP 13.5 to MP 11.3	20
MP 7.9 to MP 7.0	20
MP 2.0 to MP 0.3	20
MP 0.4 to MP 0.0	10

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Frt
MP 19.0 to MP 9.6	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

1(D). Speed—Other

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
Ward Industrial spur, leads 3180, 4210, 4250, 4280	5	5
UP RRX, Midlothian spur, manual interlocking	10	10
Venus track 8727	5	5

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

MP 18.0 to MP 0.0 143 tons, Restriction C

3. Type of Operation**Main Track**

MP 18.0 to MP 2.0	TWC
MP 2.0 to MP 0.0	RL

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed.
(GCOR/MWOR 1.14)

Mile Post	Type	
11.4	Manual	Controlling RR: UP, Ward Ind. Spur
5.1 miles from Venus	Manual #	Controlling RR:UP

Additional information located in Item 7

**4. Subdivision Specific Rules Information
Safety Overlay Systems in Effect**

- TWC Plus

GCOR/MWOR 6.19—When flagging is required, distance will be 1.0 mile.

GCOR/MWOR 6.32.2—Supplemental Instruction: On the Ward Industrial Spur, in addition to the requirement that movements on other than the Main Track must not foul a crossing until automatic warning devices have been operating long enough to provide warning and crossing gates, if equipped, are fully lowered, movements must not exceed 10 MPH until the head end fully occupies the crossing.

GCOR/MWOR 8.2—All switches must be left lined and locked for movement on Ward Industrial Spur track.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
1.0	Cleburne East	
26.5	Midlothian West	Ward Industrial spur

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
12.1		128	

[TOC Home](#)**6. FRA Excepted Track**

Location	Track Name	Track No.
Ward Industrial Spur		4210, 4250, 4280
	Ward Industrial spur to end of track	4301
	Westmoreland Road to end of track	4701, 4702

7. Special Conditions

Ward Industrial Spur—Extends from Venus 28 miles.

Midlothian Spur—Extends from the Ward Spur at Midlothian and extends .28 miles, connecting with the UP Midlothian Sub.

CP MD023 interlocking, Ward Industrial Spur—Contact the UP dispatcher using *29 on AAR channel 037. The dispatcher's phone number is 402-636-1694.

Tri-Levels Moving Across Branch Line—Car kind codes M2F and M3F (articulated Hi Bi/Tri-Levels) are authorized to move across the Venus Subdivision without additional clearance.

Location of Spring Switches—The normal position of the spring switch on the Ward Industrial Spur, located 9.2 miles from Venus, is to/from BNSF track.

No Clearance Locations

Location	Track Name	Track No.	Obstruction
Hale	DC Logistics	4202	Building
	Industry Lead	4204	Building
	Consolidated Contain.	4209	Building
	Solo Cup	4215, 4216	Structures
	Tekni-Plex	4250	Building
	Jamieson Mfg.	4292	Structures
	RSI	4301	Dock
	Trinity Waste	4303	Building
	Mission Foods	4305	Building
	Univar USA	4307	Building
	Boise Cascade	4312	Building
	Frito-Lay	4401	Building
Cedar Hill	Metals Supply	3182	Building
	Metals USA	3184	Building
	Precision Wood	3185	Building
Box	Holcim Unload	2901	Structures
	Holcim Warehouse	2905	Structures
	Holcim Coal	2913	Structures
Midlothian	BL Middleman	8708	Building
Ward Spur	Gerdau Ameristeel	8709	Structures
	Texas Ind.	8714, 8715	Building
	Texas Ind.	8718	Structures
Venus	B&E Grain	8727	Structures

Flash Flood Critical Areas

MP 12.7 to MP 12.3

MP 9.2 to MP 7.0

MP 0.5 to MP 0.2

Other Areas Prone to Flash Flood Conditions

Ward Spur, MP 22.0 to MP 23.0

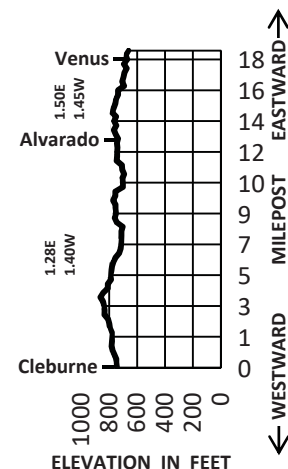
Ward Spur, MP 25.0 to MP 26.0

8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
7509	Venus to Cleburne	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
	Hale (Ward Ind. Spur)	27.7 miles from Venus		
	Cedar Hill (Ward Ind. Spur)	16.0 miles from Venus		
	Box (Ward Ind. Spur)	11.5 miles from Venus		
	Midlothian (Ward Ind. Spur)	8.0 miles from Venus		

10. Grade Chart

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WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Siding Switch	Wichita Falls Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Seg.	Miles to Next Stn.	EAST WARD ↑
Adjoining RR: UP Subdivision Boundary: Wichita Falls, MP 4.8 / UP, MP 750.9 Tower 55, UP MP 754.4 to Deen Road, UP MP 750.9 is under the jurisdiction of the UP Timetable and Special Instructions.										
			4.8		DEEN ROAD	R	RL ABS		1.3	
		51000	6.1		NORTH YARD	BMTR	RL 2 MT ABS		2.7	
			8.8		CP 874 (MT 1)		CTC MT1 RLABS MT2		0.6	
			9.4		SAGINAW Adj. Sub: Ft. Worth MP 9.2 (MT 3), MP 9.5 (MT 1)	MR J	CTC 3 MT		1.6	
			10.5X		CP 10 (Main Track) Connection with Ft. Worth Sub, MP 9.9X and MP 9.9Y	J	CTC 2 MT		0.5 (MT)	
			11.0		CP 11				2.6	
			13.6		CP 134				5.4	
	7,185	40354	19.0	18.3 19.9	AVONDALE				15.0	
	10,616	40370	34.0	33.0 35.2	HERMAN				6.3	
		40376	40.3		DECATUR				10.7	
	6,948	40387	51.0	50.1 51.5	ALVORD				12.0	
	9,513	40399	63.0	62.5 64.4	FRUITLAND				5.5	
		40404	68.5		BOWIE				0.7	
			69.2		UP RRX	A			3.8	
	10,981		73.0	72.3 74.6	CARTER				6.1	
		40415	79.1		BELLEVUE				10.9	
	8,917	40425	90.0	89.5 91.4	DICKWORSHAM				15.5	
		40441	105.5		JOLLY				5.5	
	22,434	40446	111.0	108.8 113.2	RHEA				3.1	
		40449	114.1		WICHITA FALLS	BUP	CTC 2 MT		109.3	
Adjoining Sub: Red River Valley Subdivision Boundary: Wichita Fall sub, MP 114.1 / Red River Valley, MP 114.1										

Central Continental Time in effect on Wichita Falls Subdivision

Radio Call-In		
Radio Channel 030 in service Deen Road to CP 11		
Alliance South- 35(X)	Ft Worth South- 42(X)	
Radio Channel 084 in service Saginaw Yard - 41(X)		
Radio Channel 054 in service CP 11 to Wichita Falls		
Ft. Worth N. Yd - 21(X)	Decatur - 23(X)	Bowie - 24(X)
Dickworsham - 25(X)	Wichita Falls - 26(X)	
Emergency - Call 911		
Dispatcher X=0, OPS Desk X=1, Mechanical Desk X=2, Customer Support X=3, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Tower 55 to CP 11 and Saginaw Interlocking 817-867-7022
 Fax 817-352-2422
 CP 11 to Wichita Falls 817-867-7055 or 800-666-1022
 Fax 817-352-7023
 UPRR Terminal Dispatcher (TTD) 800-726-1138
 Radio Channel 078 Call Tone *13
 UPRR Choctaw Sub dispatcher 281-350-7101, 800-726-1076

1. Speed Regulations

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

1(A). Speed—Maximum

	Frt	
	Under 100 TOB	100 TOB & Over
Main Track		
MP 4.8 to MP 112.5	60	50
MP 112.5 to MP 114.1	40	40
MP 10.6X to MP 11.1X	30	30

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 8.7 to MP 9.8 on BN Transfer	10	10
MP 9.9X to MP 10.6X on South leg wye	30	30
MP 9.9Y to MP 10.6Y on North leg wye	30	30

1(B). Speed—Permanent Restrictions

	Frt
MP 4.8 to MP 8.7	20
MP 8.7 to MP 9.2	40
MP 9.2 to MP 9.5, MT1 and MT2	40
MP 9.2 to MP 11.1, MT3 and MT4	30
MP 10.4X to MP 11.1X	30
MP 25.1 to MP 25.5	55
MP 28.5 to MP 31.5	45
MP 31.5 to MP 32.3	50
MP 38.8 to MP 41.2	50
MP 43.5 to MP 46.3	55
MP 46.3 to MP 49.0	45
MP 68.3 to MP 70.4	30
MP 96.0 to MP 96.2	55

Key Trains

Maximum speed within the following High Threat Urban Areas (HTUA), unless otherwise restricted:

	Frt
MP 4.8 to MP 29.8	40

1(C). Speed—Sidings and Main Track Switches and Turnouts

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 9.4, turnout between MT3 and MT4	30	30
MP 9.4, turnout between MT1 and MT2	40	40
MP 10.5X, CP 10, turnout	30	30
MP 11.0, CP 11, All turnouts	30	30
MP 19.0, Avondale, siding turnouts	40	40
MP 34.0, Herman, siding turnouts	40	40
MP 51.0, Alvord, siding turnouts	40	40
MP 63.0, Fruitland, siding turnouts	40	40
MP 73.0, Carter, siding turnouts	40	40
MP 90.0, Dickworsham, siding turnouts	40	40
MP 111.0, Rhea, siding turnouts	40	40
MP 113.0, Rhea, MT1 turnout	40	40

[TOC Home](#)**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than Main Track (GCOR 6.28) unless otherwise indicated.

Wilbanks Steel industrial lead	5	5
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2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

MP 4.8 to MP 114.1 143 tons, Restriction C

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
Ft. Worth	Willbanks Industry	9565
	Coach track	9329
Wichita Falls	Wye	3261, 3265

3. Type of Operation**Main Track**

MP 4.8 to MP 5.4	RL, ABS
MP 5.4 to MP 5.8	RL
MP 5.8 to MP 7.6	RL, 2 MT
MP 7.6 to MP 8.7	RL, ABS, 2 MT
MP 8.7 to MP 9.2 (M1)	CTC, 2 MT
MP 8.7 to MP 9.2 (M2)	RL, ABS, 2 MT
MP 9.2 to MP 9.5	CTC 3 MT
MP 9.5 to MP 10.9	CTC 2 MT
MP 10.4X to MP 11.1X	CTC
MP 10.9 to MP 113.2	CTC
MP 113.2 to MP 114.1	CTC, 2 MT

Other Tracks Where CTC Is In Effect (GCOR/MWOR 10.0)

MP 8.7 (CP 874) to MP 9.8 (CP 3544) on BN Transfer
MP 9.9X (CP 3548) to MP 10.4X (CP 10) on South leg wye
MP 9.9Y (CP 3556) to MP 10.4Y (CP 10) on North leg wye

Interlockings

The operating rules, timetable and special instructions of the railroad dispatching the track govern unless otherwise instructed.
(GCOR/MWOR 1.14)

Mile Post	Type	Notes
9.3	Manual	Controlling RR: BNSF
69.2	Automatic	

4. Subdivision Specific Rules Information**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hi-Rail Limits Compliance System (HLCS)
Use thumbwheel setting "SDG" when authorized on BN Transfer Track between CP 874 and SAGINAW.

Energy Management Systems in Effect

- Talos
- Trip Optimizer (TO)
- TO/PTC Interface Mode (TO/PTC-IM)

GCOR 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2(7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Mile Post	Crossing Name
Ft. Worth	18.23	Haslet Rd.
Rhome, TX	20.232	Northstar Parkway

GCOR/MWOR 6.19—When flagging is required the distance will be 1.5 miles.

GCOR/MWOR 6.26—

- Between MP 9.2 and MP 9.5, East of Ft. Worth Sub, main tracks are designated as MT 1 and MT 2.
- Between MP 9.2 and MP 10.9, West of Ft. Worth Sub, main tracks are designated as MT 3 and MT 4.
- Between MP 10.5X and MP 11.0X track is designated as main track.

GCOR/MWOR 8.3—The normal position of the main track switches at North Yard, Ft. Worth MP 5.4, MP 5.7, MP 5.8, MP 7.33 and MP 7.97 (includes all 4 crossover switches) is lined as last used. Trains and engines must approach these switches expecting to find them lined against their movement.

SSI 47(A).4 Additional Train Makeup Restrictions Applicable to DP Trains—Trains operating with multi-platform spine cars may operate with up to 24 RPA online in the cut in DP consist with multi-platform spine cars placed ahead of the mid consist.

USHMI II., 4. Document Indicating Position in Train—The following locations are equipped with an AEI Reader. Trains carrying hazardous material shipments must refresh their train list in the Mobile Train Reporting (MTR) system once they have passed the first available AEI Reader when departing the initial terminal, and after experiencing a change to the train's consist.

Mile Post	Name	Notes
4.7	Ft Worth BN East	
8.4	Ft Worth BN West	
14.8	Saginaw North	
47.5	Decatur	
106.2	Wichita Falls East	

[TOC Home](#)**5. Trackside Warning Devices (TWD)**

See System Special Instructions for additional Trackside Warning Device (TWD) information

MP	Device	Recall Code	Notes
Type B. Locations			
23.8		218	
47.5		238	
76.0		248	
94.3		258	

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

MP 0.6, Scott Street on House Lead—Regardless if automatic crossing warning devices are activated, an employee must be on the ground at the crossing to provide warning until the crossing is occupied by train, engine or railroad car. Make any movement over the crossing only on the employee's signal.

Restricted Limits (MP 4.8 to MP 9.3)—Before entering or moving within restricted limits, communicate with the yardmaster on channel 075 for instructions.

Distributed Power Train Handling—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing Independent Mode and as outlined in ABTH Rule 105.10 Distributed Power Train Handling, between the following mile post locations on the Wichita Falls Subdivision:

MP 11 - MP 114

Independent Mode may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

Remote Control Zones**North Yard**

Remote Control Zone (RCZ) limits are designated by RCZ Signs.

RCZ 1 – Track 9470 (Cold Storage Lead) from Mark IV Parkway crossing Westward to the derail on the West end of track 9470. Length of RCZ is 1,060 feet.

RCZ 2 – Track 9434 (GP Lead) from the 9428 switch Westward to the derail on the West end of track 9434. Length of RCZ is 1778 feet.

RCZ 3A – Track 9426 (CTI/Gavillon Lead) from the 9422E switch Eastward to the derail on the East end of Track 9426. Length of RCZ is 1,525 feet.

RCZ 3B – Track 9497 (CTI Bean Lead) from the CTI Bean gate Eastward to and including Track 9426 (CTI/Gavillon Lead) to the derail on the East end of Track 9426. Length of RCZ is 1175 feet.

RCZ 4 – Track 9112 (West Lead) from the 9125 switch (Track 9112 switch) Eastward to the clearance point of the 9109/9112 crossover. Length of RCZ is 790 feet.

RCZ 5 – Track 9109 (East Lead) from the 9906 switch Eastward to the clearance point of main track. Length of RCZ is 715 feet.

RCZ 6 – Track 9112 (West Lead) from the clearance point of the 9109/9112 crossover to the East derail of track 9112. Length of RCZ is 1,837 feet.

RCZ 10 – Track 9110 from the 9109W switch Westward to the clearance point of the 9125 switch (10 extension switch). Length of RCZ is 2,075 feet.

RCZ 11 – Track 9110 from the clearance point of the 9125 switch (10 extension switch) Westward to the West clearance point track 9110. RCZ Length is 1,430 feet.

RCZ 12 – Track 9112 from the 9120 switch Westward to the 9125 switch (10 extension switch). Length of RCZ is 1,745 feet.

RCZ 13 – Track 9389 from the derail Eastward to the Saddle Creek Industry gates 250 feet short of Railhead Drive crossing. Length of RCZ is 3,609 feet.

RCZ 14 – Track 9353 from the 9375W switch Westward to the clearance point of track 9125. RCZ Length is 2102 feet.

Activation/Deactivation Procedure:

The Remote Control Operators (RCO) will contact the yardmaster for permission to activate the RCZ and will notify the yardmaster when the RCZ is deactivated. Yardmasters will log the start and end times for all RCZ's in the RCZ log book. Movements desiring to enter the RCZ must contact the yardmaster on channel 075 to deactivate the RCZ prior to entering the limits. If the yardmaster cannot be reached on channel 075, contact the RCO for instructions to enter the RCZ.

Duplicate Mile Posts

Between the following locations an "X" has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

Between CP 3548 and CP 11—MP 9.9X to MP 11.1X

Between the following locations a "Y" has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

Between CP 3556 and CP 10—MP 9.9Y to MP 10.6Y

[TOC Home](#)**No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Ft. Worth N Yd	Am. Plant Food	9304	Structures
	Rip one	9341	Posts
	Roundhouse	9351, 9352	Structures
	Paquin	9357	Structures
	Versa Cold TX	9361	Canopies on building
	Maalt Transport	9372, 9373	Structures
	Millard Ref.	9377	Canopies on building
	Am. Cold Storage	9378 - 9380	Canopies on building
	Buzbee Feed	9385	Structures
	Old Potlatch	9391	Structures
	Saddle Creek	9394	Canopies on building
	Gavilon LLC	9421, 9422	Structures
	Ringcan	9428	Structures
	Bluelinx Corp.	9435	Structures
	Del Monte Foods	9452	Canopies on building
	West Rock	9454	Structures
	US Cold Storage	9471	Canopies on building
	Musket Corp.	9481 - 9484	Structures
	CTI Bean Makers	9497	Structures
	Leggett & Platt	9527	Structures
	Willbanks Metals	9565	Fence
	Attebury Grain	9641 - 9643	Structures
	Ventura Foods	9682	Structures
	Quality Carriers	9685 - 9686	Structures
	Blue Knight Materials	9687, 9688	Structures
	NW Pipe	9689	Structures
	Tank Grain/ Saginaw Flakes	9690	Structures
	SEM Materials	9693, 9696	Structures
	Bulk Transload	9801, 9802	Structures
	AHR Trucking	9813	Structures
Bowie	Midwest Mud	6801	Structures
Wichita Falls	Team Track	3250, 3255	Structures
	Attebury Grain	3263, 3264	Structures
	Mill St. Dock	3262	Structures
	N. Am. Pipe	3365	Structures
	Attebury Grain	9948, 9952	Structures

Test Miles

MP 14.0 to MP 15.0

MP 101.0 to MP 102.0

SSI—Switch Control/Monitoring Systems

• ICS in effect:

- MP 113.15 W. Rhea

Flash Flood Critical Areas

MP 29.0 to MP 32.0

MP 45.0 to MP 50.0

MP 61.0 to MP 62.0

MP 69.0 to MP 70.0

MP 74.0 to MP 78.0

MP 80.0 to MP 85.0

MP 98.0 to MP 108.7

DP Power and Placement Requirements - Manifest Trains

Below are Distributed Power locomotive requirements and placement guidelines based on total train tonnage and grades.

Minimum DP remote power requirements applicable to DP manifest trains operating on the Wichita Falls Subdivision.

Trailing Tonnage	Minimum DP Power Requirement and Placement
8,450-11,000 tons	1 DP remote locomotive (8 RPA) on rear or cut in.
11,001-13,000 tons	2 DP remote locomotives (16 RPA total) either as a single DP remote consist of 16 RPA or as two separate DP remote consists with one locomotive (8 RPA) each.
13,001 tons and greater	2 DP remote consists (cut-in and on the rear).

8. Line Segments

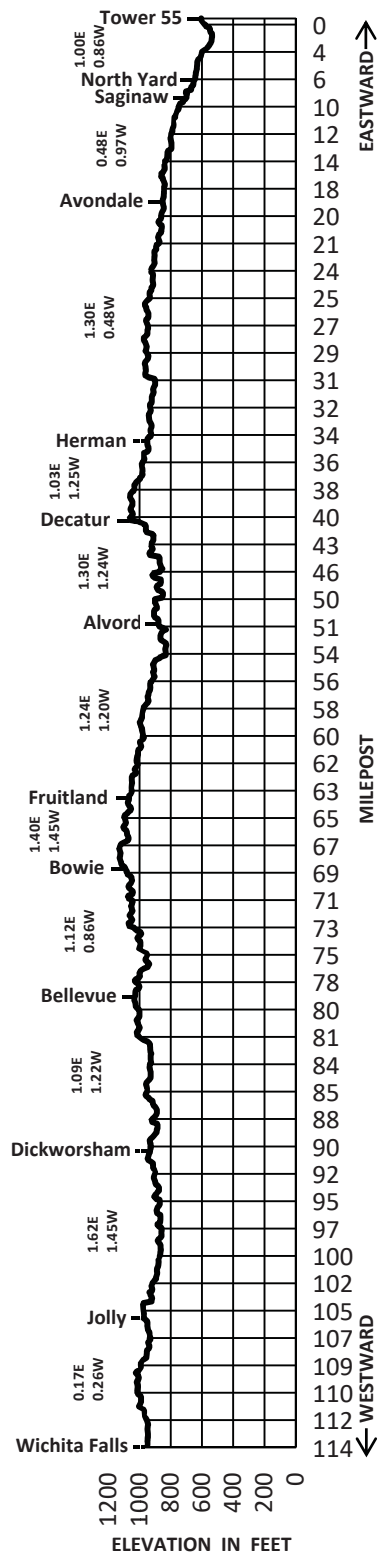
Segment No.	Limits	Mile Posts
Road Line Segments		
485	Deen Road to Wichita Falls	
2900	Saginaw Connection	9.8 to 11.1
Yard Line Segments		
761	Fort Worth	
762	Wichita Falls	
794	Saginaw UP BNSF Interlocking	
490	Valley Jct to MP 8.0 on the Valley Line	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
40361	Rhome	25.0	2,432	East
40376	Decatur	40.3	5,950	Both
40395	Sunset	59.6	638	East
40415	Bellevue	79.1	6,443	Both
40431	Henrietta	95.7	1,281	East

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10. Grade Chart



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MRAS Radio Guide

How to Access the MRAS

1. Determine correct MRAS radio based off Station and Channel designator.
2. Enter corresponding TX and RX channel.
3. Enter *1 to receive dial tone.
4. Dial 8 the desired number (i.e., 8+ 256-4777).
5. Once complete enter #1 to hang up.

From a phone on the BNSF Network, dial 8 plus the number.

From a mobile phone, dial area code plus the number.

Area Code	Prefix
254	771
817	224
713	847
337	572
504	437
325	643
806	765
806	379
817	352

Ft Worth Subdivision						
Station	Channel Designator	Access	Disconnect	Number	TX Ch	RX Ch
Manhattan	P2	*1	#1	771-4633	095	009
Meridian	P4	*	#	224-7362	090	015

Galveston Subdivision						
Station	Channel Designator	Access	Disconnect	Number	TX Ch	RX Ch
Temple	P5	*1	#1	771-4630	079	021
Somerville	P3	*1	#1	771-4632	092	010
Sealy	P4	*1	#1	847-3232	090	015
Galveston	P2	*1	#1	847-3156	095	009

Houston Subdivision						
Station	Channel Designator	Access	Disconnect	Number	TX Ch	RX Ch
Tomball	Green	*2	#2	847-3516	029	068
Belt Junction	Green	*1	#1	847-3515	029	068
Shiro	Green	*1	#1	847-3517	029	068
Casey	P5	*	#	847-3148	079	021
Zulch	Blue	*1	#1	847-3518	097	034

Lafayette Subdivision						
Station	Channel Designator	Access	Disconnect	Number	TX Ch	RX Ch
Roanoke	Green	*1	#1	572-2585	029	068
Baldwin	White	*1	#1	572-2587	055	021
Lafayette	P5	*1	#1	572-2586	079	021
Schriever	Red	*1	#1	437-2644	093	037

Lampasas Subdivision						
Station	Channel Designator	Access	Disconnect	Number	TX Ch	RX Ch
Copperas Cove	P3	*	#	771-4631	092	010
Brownwood	P5	*	#	643-7231	079	021
Plainview						
Station	Channel Designator	Access	Disconnect	Number	TX Ch	RX Ch
Plainview	Red	*	#	765-3967	093	037
Red River Valley						
Station	Channel Designator	Access	Disconnect	Number	TX Ch	RX Ch
Clarendon	Blue	*1	#1	379-3303	097	034
Quanah	Orange	*1	#1	352-2015	012	080
Childress	Gree	*1	#1	352-2972	029	068
Vernon	Blue	*1	#1	352-2046	097	034
Slaton						
Station	Channel Designator	Access	Disconnect	Number	TX Ch	RX Ch
Sudan	P5	*	#	765-3921	079	021
Lubbock	P3	*	#	765-3916	092	010
Anton	P2	*	#	765-3919	095	009
Snyder	P2	*	#	765-3917	095	009

Reference Information

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

TERMSDXO

T - Trains

E - Engines

R - Railroad cars

M - Men & equipment fouling track

S - Stop signal

D - Derail or switch lined improperly

X - Crossings at grade

O - Other crew movements

Remember “TERMSDXO” when shoving cars

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

GCOR/MWOR 4.3 Timetable Characters

A	Automatic Interlocking
B	General orders, notices, and circulars
C	Radio communication
g	Gate, normal position against conflicting route
G	Gate, normal position against this subdivision
J	Junction
M	Manual interlocking
P	Telephone
R	Restricted Limits
S	Railroad crossing protected by permanent stop sign
T	Turning facility
U	Railroad crossing not protected by signals or gates
X	Crossover
X(2)	Multiple crossovers
Y	Yard Limits