

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, deleted or added pages:

April 25, 2018: 63.

May 22, 2018: 38, 57, 58, 77, 78, 79.

June 12, 2018: 37.

June 26, 2018: 21, 35, 48.

July 24, 2018: 76.

August 7, 2018: Title page, 26, 31, 46, 70.



Red River Division

Timetable No. 2

In Effect at 0800
Central Continental Time
April 25, 2018
(Including updates through
August 7, 2018)

Division General Manager

Janssen Thompson
The Woodlands, Texas
713-847-3500

General Director Transportation

Lance Brewer
The Woodlands, Texas
713-847-3189

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Division Managers

Alliance

M D Anderson.....	Trainmaster.....	817-224-7055
A J Arjanen.....	Asst. Terminal Sup.....	817-224-7201
C.A. Ashworth.....	Trainmaster.....	817-224-7055
A.S. Brehm.....	Trainmaster.....	817-225-7055
S.M. Cleveland.....	Supt. Operating Practices.....	817-224-7397
Seatran Dixon.....	Road Foreman of Engines.....	817-224-7322
DA Guenther.....	Trainmaster.....	817-224-7055
ZD Harmon.....	Trainmaster.....	817-224-7055
Kyle James.....	Terminal Superintendent.....	817-224-7081
Sean Lawson.....	Trainmaster.....	817-224-7055
Terence McMillan.....	Terminal Manager.....	817-224-7069
Todd Parker.....	Terminal Manager.....	817-224-7069
G.S. Peters.....	Signal Supervisor.....	817-224-7012
J Plaggemeyer.....	Trainmaster.....	817-224-7055
MJ Plott.....	Trainmaster.....	817-224-7055
J W Putnam.....	Trainmaster.....	817-224-7055
D S Turner.....	Trainmaster.....	817-224-7055
Bret Winters.....	Terminal Manager.....	817-224-7069
Andre Young.....	Terminal Manager.....	817-224-7069

Amarillo

T. Pate.....	Roadmaster.....	940-987-7080
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Arkansas City

Russell Frasier.....	Trainmaster.....	620-441-2286
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Avondale

Tamika Collins.....	Div. Trainmaster.....	504-437-2641
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Beaumont

V.Y. Morris.....	Trainmaster/RFE.....	713-847-3311
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Casey

Adam Curry.....	Trainmaster.....	817-867-2083
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Childress

Tyson Pate.....	Roadmaster.....	940-937-7080
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Cleburne

Ric Holly.....	Trainmaster.....	817-224-7366
J.L. Johnsey.....	Road Foreman.....	817-224-7072

Conroe

Natalie Bemer.....	Asst. Roadmaster.....	682-978-3327
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Corpus Christi

Jeremy Mason.....	Trainmaster/RFE.....	501-490-0120
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Creek

Joshua Sanders.....	Roadmaster.....	918-445-7998
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Dayton

Tyler Davis.....	Terminal Manager.....	713-847-3297
Brandon Kenward.....	Division Trainmaster.....	713-847-3120
Brandon King.....	Trainmaster.....	713-847-3297
Heather McCumpsey.....	Trainmaster.....	713-847-3297
Adam Stone.....	Trainmaster.....	713-847-3297
Richard Zahm.....	Trainmaster.....	713-847-3297

Eagle Pass

Ramon Ruiz.....	Trainmaster.....	817-867-2182
Alonso Torres.....	Trainmaster.....	817-867-2182

Enid

Roger Honeycutt, Jr.....	Roadmaster.....	918-445-2508
Evan McCulloch.....	Trainmaster.....	918-445-2586
Eddie Nickerson.....	Road Foreman.....	918-445-7965

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Ft. Worth

J. Luttrull Mgr PTC Field Operations 817-352-2552
 Jake Plott Trainmaster 817-740-7327
 P.S. Robinson Mgr of Signals 817-740-7278

Galveston

Reid Curry Trainmaster 817-867-1905
 Clint Pachar Terminal Manager 713-847-3531
 Richard Sanders Trainmaster 817-867-1905
 Brian Watson Trainmaster 817-867-1905

Houston

Bob Boemio Asst. Superintendent 713-847-3333
 Harlen Bradley Trainmaster 817-867-2105
 Darren Hale Terminal Superintendent 817-847-2110
 Jon Harris Terminal Manager 713-867-2108
 Don Henry Trainmaster 817-867-2105
 Dave Martin Trainmaster 817-867-2105
 Spencer Mason Trainmaster 817-867-2105
 Clarence McKinney Trainmaster 817-867-2105
 Ray Woodside Roadmaster 817-867-1840

Irving

C Harmond Road Foreman 817-224-7253

Lacassine

Michael Dover Trainmaster 337-572-2522

Lafayette

Chris Hammersky Trainmaster 337-572-2514
 Brian Hauber Supt Operations 337-572-2501
 Jared Heck Trainmaster 337-572-2514
 Tyler Jacobs Trainmaster 337-572-2514
 Darrell Kitchen Terminal Manager 337-572-2513
 J. D. McGregor Trainmaster/RFE 337-572-2516
 Nate Myers Trainmaster 337-572-2514
 Chad Nesteby Trainmaster 337-572-2514
 Alex Steinkirchner Trainmaster 337-352-2514

Longview

Seth Young Trainmaster 903-232-2630

Lubbock

J DeLeon Road Foreman 806-765-3969
 N Esquivel Trainmaster 806-765-3974
 K. Kirk Roadmaster 806-765-3955
 S Malick Trainmaster 806-765-3974
 K McClain Division Trainmaster 806-473-9142
 M Shields Trainmaster 806-765-3974
 Alex Williamson Trainmaster 806-765-3974

Madill

Cody Dyvig Trainmaster 817-994-2905
 Brian Haislip Trainmaster 580-263-9705

Network Operations Center

Micah Hammond Asst. Corridor Supt 817-352-2590

Oklahoma City

K.B. Carson Trainmaster 405-670-7628
 Marc Chamberlain Supervisor Structures 405-670-7682
 Josh Ernzen Road Foreman 405-670-7595
 J.L. Finley Trainmaster 405-670-7553
 J.D. Jacobson Trainmaster 405-670-7686
 Mike Purcell Trainmaster 405-670-7685
 Ross Molyneaux Superintendent Operations 405-670-7675
 Kenny Theerman Terminal Manager 405-670-7684
 Roadmaster 405-670-7693

Pearland

Danny Fleming Trainmaster 713-847-3398
 Justin Gee Superintendent Operations 713-847-3485

San Antonio

Bob Beals Trainmaster/RFE 254-771-4670
 J P Leodoro Terminal Manager 254-771-4652
 Lauren Loutzenhiser Trainmaster 254-771-4707 & 4708
 George MacDonald Trainmaster 254-771-4707 & 4708
 Jessica Pendleton Trainmaster 254-771-4707 & 4708
 CBT Room 254-771-4710

Saginaw

A.J. Dalfrey Supervisor Structures 817-352-3564
 Paul Derry Supervisor Engr Support 817-352-2792
 Justin Devine Div. Engineer 817-352-2907
 Matthew Hammond Gen Dir Line Maintenance 817-352-3737
 J.R. Mares Mgr Structures 817-352-2906
 Adam Moe Asst. Div. Engineer 817-352-3561

Sherman

Walter Miller Roadmaster 901-433-7420

Silsbee

Jordan Bowell Trainmaster 713-847-3311
 Bobby Daniels Trainmaster 713-847-3311
 Jeff Madden Sr. Trainmaster 713-847-3311
 Dusin McDonald Terminal Manager 713-847-3308
 Chad Nesteby Trainmaster 713-847-3311

Somerville

Kevin Gresham Trainmaster 979-596-2349
 Craig Hendricks Trainmaster 979-596-2349
 Josh Pennington Trainmaster 979-596-2349

Spring (ROC)

Carl Dantzer Crew Manager 713-847-3171
 Aaron Petersen Dir of Transportation 281-350-7553
 Jeff Switzer Mgr. Disp Practices & Rules 281-350-7526
 Robin Taylor Manager Joint Lines 281-350-7553
 Gwen Wadkins Corridor Superintendent 281-350-7557

Sweetwater

Rob Jones Division Trainmaster 325-236-7202

Teague

Adam Curry Sr. Trainmaster 817-867-2161
 Taber Foley Trainmaster/RFE 817-867-2150
 Justin Gunnels Trainmaster 817-867-2150
 Michael Manning Trainmaster 817-867-2150

Temple

Richard Burns Trainmaster 254-771-4728
 Ty Christian Terminal Superintendent 254-771-4701
 Steve Crawford Trainmaster 254-771-4728
 Robert Drake Trainmaster 254-771-4728
 James Erwin Trainmaster 254-771-4728
 M ke Foster Trainmaster 254-771-4728
 Jason Jaroch Road Foreman of Engines 254-771-4665
 David Litchfield Trainmaster 254-771-4728
 Randy Marquez Trainmaster 254-771-4728
 Cody McFarlin Trainmaster 254-771-4728, 30, 32
 Reuben Metters Trainmaster 254-771-4728
 David Mooney Roadmaster 254-771-4676
 Greg Parrish Trainmaster 254-771-4728
 Sammy Post Terminal Manager 254-771-4702
 Tamarr Thomas Trainmaster 254-771-4728
 Tory Vaughan Trainmaster 254-771-4728

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Tulsa

Michael Castleberry..... Trainmaster 918-445-2503
 Jenee Chavez..... Terminal Manager 918-445-2554
 Aaron Erwin Roadmaster 918-445-2566
 Theron Griffith..... Signal Supervisor..... 918-445-3403
 Lance Head Trainmaster 918-445-2503
 Johnny Holmes..... Trainmaster 918-445-2503
 Joe Jernegan..... Signal Supervisor..... 918-445-2534
 Gerald Luster..... General Foreman II..... 918-445-2575
 Brandon Maly Terminal Manager 918-445-2554
 Xavier Perez..... Asst. Superintendent..... 918-445-2554
 Scott Tweet..... Terminal Manager 918-445-2554
 Carter Tuggle..... Terminal Superintendent 918-445-2501
 Jason Watkins Division Engineer 918-445-2538

Wichita Falls

C J Carson..... Trainmaster (Childress)..... 806-316-4304
 Adrianna Hernandez..... Trainmaster 940-716-5705
 D J Kreilling Signal Supervisor..... 940-716-5716
 J B Martinez..... Road Foreman 940-716-5710
 Marc Russell..... Roadmaster 817-740-7274

The Woodlands

Ronnie Anderson..... Division Engineer 713-847-3390
 Lance Brewer General Dir Transportation..... 713-847-3189
 Nate Hutchins Signal Manager..... 713-847-3372
 Nerissa Perkins Telecom Supervisor 713-847-3579
 Kimberlee Saucedo Director Of Administration 713-847-3595
 Janssen Thompson General Manager 713-847-3500

U.S./Mexico Ops

F. Hernandez Gen Dir - U.S. 915-345-8962
 F. Hernandez Gen Dir - Mexico 011-521-444-188-4089

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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Avard Subdivision MAIN LINE STATIONS		Rule 4 3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Adjoining Sub: Creek Subdivision Boundary: Avard MP 425.2 / Creek, MP 425.2 Information for Cherokee Yard is found in the Creek sub, timetable.						
			425.2	HALL	X				0.5	
			425.7	DX	TX(2)				2.6	
			428.3	AVERY					7.8	
	8,976	96032	436.1	SH RK					9.7	
	11,170	96046	445.8	MANNFORD					12.8	
	9,200	96062	458.6	HALLETT					10.7	
		96069	469.3	CASEY					4.7	
	10,200		474.0	CAMP					4.0	
		96078	478.0	PAWNEE					13.5	
	14,600	96091	491.5	MORRISON					11.1	
		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				16.5	
	7,550	96125	525.3	CALLAHAN					7.9	
		96134	533.2	FAIRMONT					0.5	
			542.7	EAST ENID (MT2)					2.4	
			543.2	CP STEEN					10.5	
		96155	554.4	WEST ENID Adj. RR: UP, MP 544.5	AJT				3.1	
	8,675	96157	557.5	CARRIER					5.3	
		96163	562.8	WALKER					6.5	
		96169	569.3	GOLTRY					5.1	
	7,430	96174	574.4	HELENA					6.1	
		96181	580.5	McWILLIE					8.1	
		96189	588.6	CARMEN					6.3	
		96195	594.9	DACOMA					6.8	
			601.7	HOPETON					0.2	
			601.9	CP 6017					176.7	
			601.9	AVARD	JT					

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)
Pawnee - 73(X)	Perry - 83(X)	Perry - 14(0) Red Rock Dispr
Enid - 53(X)	Helena - 43(X)	
Dacoma - 24(X)	Avard - 23(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Mobile Radio	Number	Access Digit	Disconnect Digit
Tulsa (Green)	445-2604	*1	#1
Perry (P5)	670-7511	*	#
Enid (Blue)	445-2605	*1	#1

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	Frts	
	Under 100 TOB	100 TOB & Over
MP 425.2 to MP 601.9	55*	45*

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:

1. Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
2. 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.
3. Train does not average more than 80 TOB.

Exceptions:

- a. 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.
- b. 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.

4. 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.

1(B). Speed—Permanent Restrictions

	Frts
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

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	Fr
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

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

	Fr
MP 425.2 to MP 444.0	35

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, crossover turnouts	20	20
MP 425.7, DX, industry turnout	15	15
MP 428.3, Avery, turnout	30	25
MP 436.1, Shirk, siding turnouts	40	25
MP 445.8, Mannford, siding turnouts	40	40
MP 458.6, Hallett siding turnouts	40	25
MP 474.0, Camp, siding turnouts	40	40
MP 491.5, Morrison, siding turnouts	40	25
MP 502.4, Black Bear turnout	35	25
MP 508.2, CP 3211, crossover to Red Rock sub	35	25
MP 525.3, Callahan, siding	20	20
MP 525.3, Callahan, siding turnouts	25	25
MP 533.2, Fairmont, MT1 turnout	40	25
MP 543.2, CP Steen, applies to both routes	25	25
MP 557.5, Walker siding turnouts	40	25
MP 601.7, CP 6017, turnout	15	15
MP 601.9, Avard, Panhandle sub turnout	20	20
MP 602.1, East Avard, 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	20	20
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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	Beaumont Main	3805
	Z-Yard Lead	3806
	East Yard Track 2 WE turnout	3832
	Wye Track	3911
	West Yard Tracks	4001-4004, 4006
Goltry	Fertilizer Spur Track	4210

3. Type of Operation

Main Track

MP 425 2 to MP 533.2	CTC
MP 533 2 to MP 543.2	CTC, 2 MT
MP 543 2 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

Mile Post	Type	Notes
502.6	Manual	Controlling RR: BNSF
544.5	Automatic	UPRR Channel 24 * **

* 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

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.

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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

GCOR 9.12.1—Absolute signals governing movement through interlockings at MP 544.5 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.

5. Trackside Warning Detectors (TWD)

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

Mile Post	Device	Recall Code	Notes
Type B. Locations			
451.1		638	
472.5		738	
494.0		837	
516.6		838	
550.8		437	
573.1		438	

6. FRA Excepted 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—Eastward trains will contact the Enid Yardmaster and receive permission before passing Oakwood Road (Blanton), MP 548. Westward trains will contact the Enid Yardmaster when passing through Fairmont for instruction on crew swap or staging requirements. All trains if unable to contact the Enid Yardmaster will not pass highway 412 and will contact the Avard Subdivision Dispatcher to receive instructions.

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.

Close/No Clearance Location(s)

Location	Track Name	Track No.	Obstruction
Tulsa	Holly West Lite Oil #5 & 6	925, 926	Loading Racks
Perry	House Track	3204	Structure
Fairmont	Koch Nitrogen Plant	3701-3702	Loading racks
	BOC Gas	3711	Gate and loading racks
Enid	Reagent Chemical	3722	Loading racks
	Enid Iron & Metal	3723	Dock and fencing
	Johnston's Grain	3801-3802	Loading rack
		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	Dock	
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

SSI-Switch Control/Monitoring Systems

- Turnouts Equipped with two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
 - MP 425.6 Holly Refinery

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

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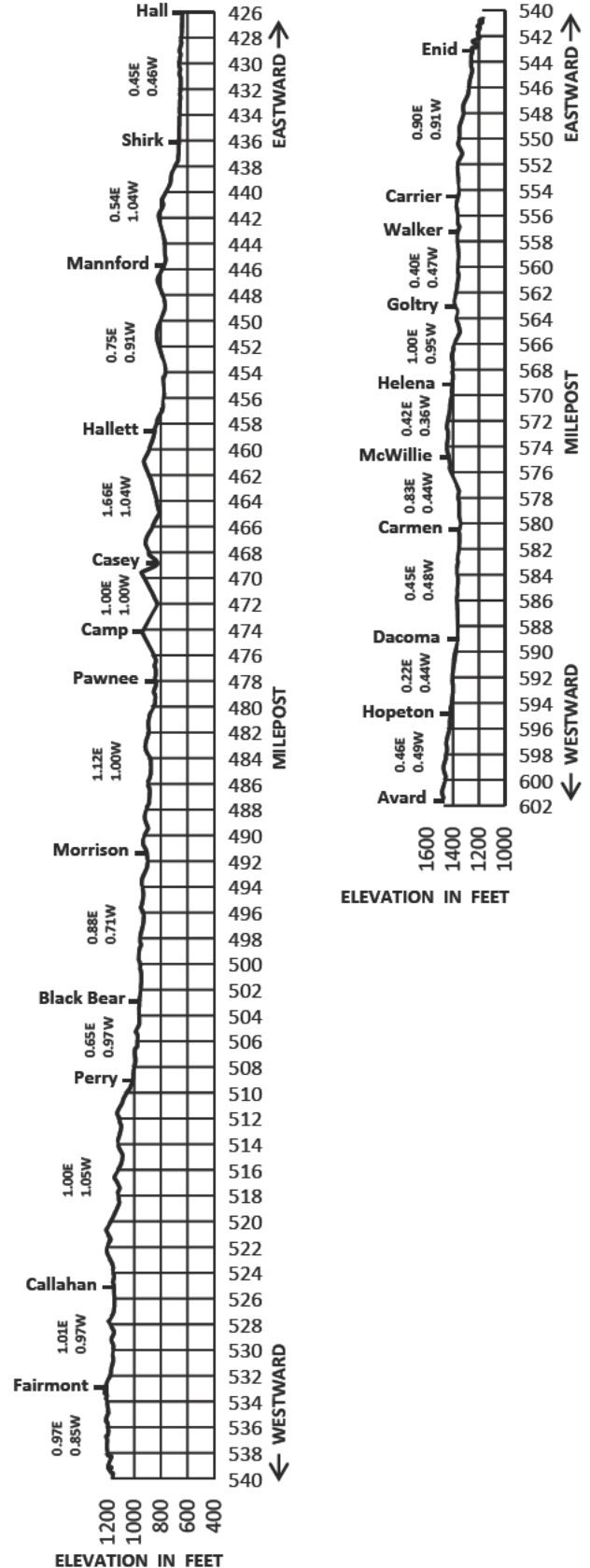
8. Line Segments

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		East
96069	Casey	469.3	2,693	Both
96078	Pawnee House Track	478.2	1,300	Both
96078	Track 2998	478.8	7,525	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

10. Grade Charts



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bay City Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Subdivision Boundary: Bay City, MP 65.1 / End MT						
			65.1	NORTH END OF TRACK	R				3.5	
		33600	68.6	BAY CITY	BPR				0.4	
			69.0	UP RRX Adj. RR: UP, MP 68.9	JMR	RL	7506		10.6	
		33690	79.6	WADSWORTH	R				2.9	
			82.5	SOUTH END OF TRACK	R				17.5	
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, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5

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

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 Exempted 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.

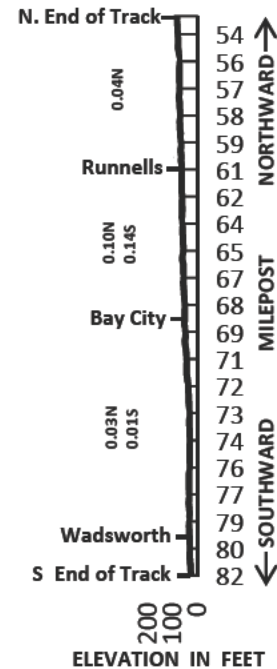
8. Line Segments

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



10. Grade Chart
N. End of Track
54
56
57
58
59
60.4N
61 Runnels
62
64
65
67
68 Bay City
69
71
72
73
74 0.03N 0.01S
76
77
79
80 Wadsworth
82 S End of Track
NORTHWARD ↑
MILEPOST
SOUTHWARD ↓
200
100
0
ELEVATION IN FEET

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W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	BBRX Subdivision Rule 6.28 STATIONS			Type of Oper.	Line Segment	Miles to Next Stn.	↑ E A S T W A R D
				Rule	4	3				
Subdivision Boundary: BBRX, MP 0.0 / End MT										
			0 0	DUMP STATION					3.3	
			3 3	BIG BROWN					8.2	
			11.5	SESSIONS				1250	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, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information

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

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 Dept. personnel needing access to the derail must first obtain key to derail from Loop Operator.

5. Trackside Warning Devices (TWD)—None

6. FRA Exempted 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

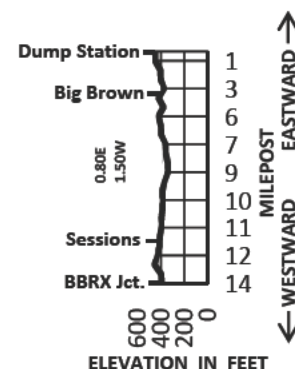
Switch BBRX Jct.—Reverse Command 21740

8. Line Segments

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

9. Other Location Information—None

10. Grade Chart



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Chickasha Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
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	JRT		CTC RL	1003		
Between MP 541.4 and MP 668.7, Stillwater Central Railroad Timetable governs.										
	96670	669.5		LONG	R		RL TWC	1003		17.7
1,692	96687	687.2		ALTUS	gRS		RL			22.2
	96709	709.4		ELDORADO			TWC			13.9
	40527	723.3		QUANAH	BJRT		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)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
Radio Channel 45 in service for SLWC at N Yd Oklahoma City		

Dispatcher Information
817-867-7092, Fax 817-352-6319

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

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-axis locomotives and six-axis 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 540.6	CTC
MP 540.6 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

- Hy-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.

5. Trackside Warning Devices (TWD)—None

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

MP	Device	Recall Code	Notes
Type B. Locations			
713.5		138	
679.3		798	

6. FRA Exempted Track—None

7. Special Conditions

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

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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.

Close/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 673.4
- MP 677.8
- MP 692.0
- MP 712.1 to MP 715.5

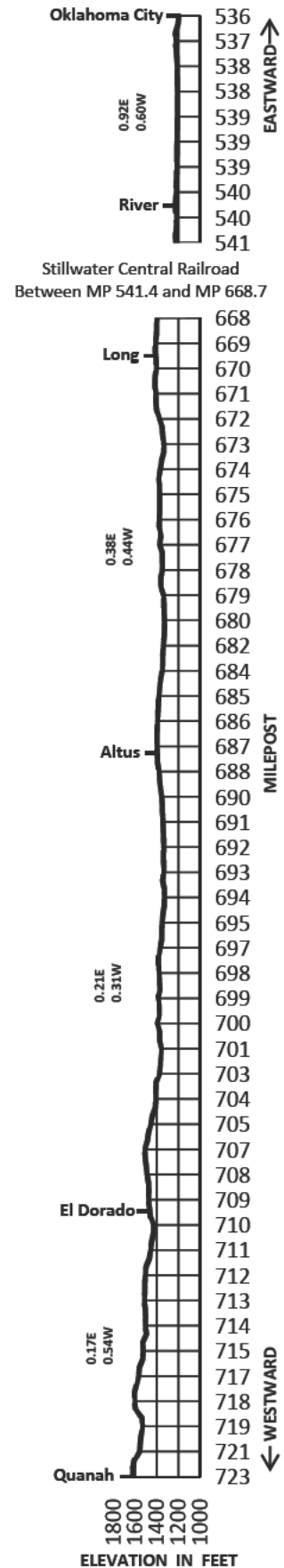
8. Line Segments

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	Conroe Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
		45700	152.2	SILSBEE	BCJ PRT	RL		8.2	
5,530	45465	144.0	KOUNTZE					15.1	
7,650	45445	128.9	BRAGG					7.4	
	45440	121.5	VOTAW					10.5	
8,540	45425	111.0	ROMAYOR					5.5	
	45415	105.5	RAYBURN					10.6	
3,950	44990	94.9	CLEVELAND-UP RRX Adj. RR: UP, MP 94.9	AJP				5.3	
	44980	89.6	FOSTORIA					4.6	
9,650	44970	85.0	SECURITY			TWC		5.9	
	44950	79.1	WAUKEGAN					4.6	
	44910	74.6	BEACH					2.3	
		72.2	CONROE					0.1	
		72.1	UP RRX	A				8.3	
7,910	44895	63.8	HONEA					8.2	
	44885	55.6	MONTGOMERY					5.7	
	44880	49.9	DOBBIN-BNSF RRX	A				0.7	
		49.2	CP 492 Adj. Sub: Houston , MP 49.2	J		CTC		11.5	
		37.7	YARBORO					4.6	
8,568	44860	33.1	WOOD					4.9	
	44770	28.2	NAVASOTA-UP RRX	A		TWC		9.9	
5,650	44760	18.3	ALLENFARM					12.9	
	44750	5.4	SCOFIELD					5.4	
	44600	0.0	CP 1413	JT				152.2	

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)	Yarboro - 21(X)
Somerville East - 19(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, 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 152.2 to MP 0.0	49	49
MP 49.2X to MP 49.8X	30	30

1(B). Speed—Permanent Restrictions

	Frt
MP 152.2 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 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 152.2 to MP 0.0..... 143 tons, Restriction E

3. Type of Operation

Main Track	
MP 152.2 to MP 149.0	RL
MP 149.0 to MP 49.3	TWC
MP 49.3 to MP 49.2	CTC
MP 49.2X to MP 49.8X (Adjoining CP 1051 Houston Sub)	CTC
MP 49.2 to MP 0.0	TWC

Interlockings

Mile Post	Type	Notes
94.9	Automatic	UP Radio Channel 14 *
72.1	Automatic	UP Radio Channel 74 *
49.9	Automatic	BNSF Radio Channel 66 *
28.2	Automatic	UP Radio Channel 37 (UP Navasota Sub) and Channel 89 (UP Eureka Sub) * #

* Equipped with MW Release Box
Additional information located in Item 7

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hi-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC) MP 77.2 to MP 0.0

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

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—The 50 foot rule will not apply at the main track switch located at MP 152.1, 5th St., when making a facing point move to enter Silsbee Yard.

5. Trackside Warning Devices (TWD)

See System Special Instructions for additional Trackside 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

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.

Close/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

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 492 and CP 1051 (Houston sub)—MP 49.2X to MP 49.8X

SSI—Switch Control/Monitoring Systems

- POS in effect

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

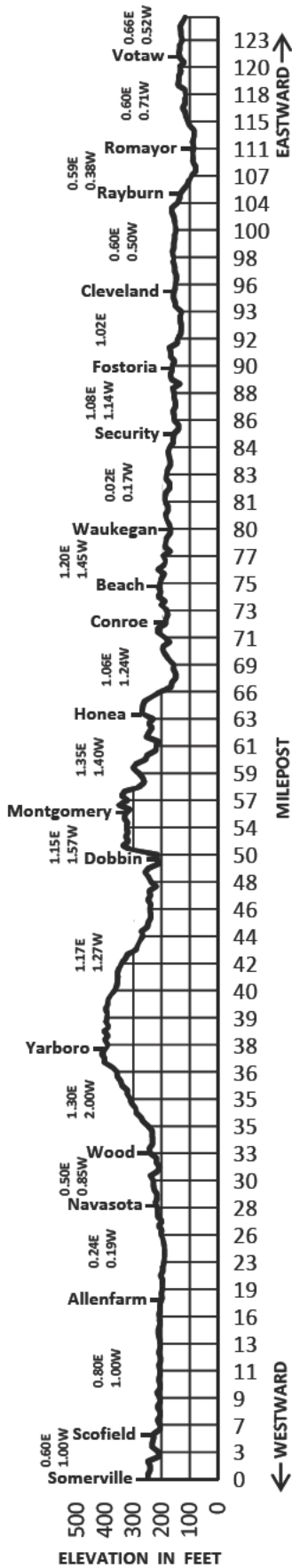
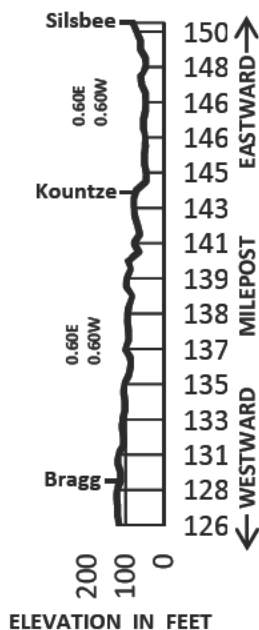
Segment No.	Limits	Mile Posts
Road Line Segments		
7502	Silsbee to CP 1413	
Yard Line Segments		
7560	Silsbee Yard	

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

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10. Grade Chart



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Creek Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS						
Adjoining Sub: Cherokee, Heartland Division Subdivision Boundary: Creek, MP 420.0 / Cherokee, MP 420.0										
	96420	420.4	EAST TULSA				CTC		MT1-2.6 MT2-4.0	
		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	1003	1.4	
		424.4	EAST CHEROKEE	X(2)					0.5	
		424.9	TULSA JCT						0.3	
		425.2	HALL Adj. Sub: Avard / End of 2MT, MP 425.2	JX			CTC			
		428.6	WEST CHEROKEE	X			CTC 2MT	1003	1.9	
	96431	430.5	NORRIS				CTC		5.0	
	96436	435.5	OMA				CTC 2MT		1.7	
	96438	437.2	SAPULPA Adj. Sub: Sooner , MP 437.2	JTX(2)					5.0	
	5,993	94442	442.2	KIEFER					14.0	
	8,504	94456	456.2	BEGGS					11.0	
	6,064	94467	467.2	BUTLER					1.4	
		94469	468.6	OKMULGEE					7.6	
	8,517	94476	476.2	SCHULTER					5.9	
	4,920	94482	482.1	HENRYETTA	P				12.6	
	8,493	94495	494.7	FRED					9.7	
		94504	503.5	WETUMKA					8.6	
	7,935	94513	513.0	YEAGER			CTC	1046	6.6	
		94520	519.6	HOLDENVILLE					5.4	
	6,240	94525	525.0	SPAULDING					14.1	
	9,110	94539	539.1	FRANCIS					9.1	
		94548	548.2	ADA	P				10.0	
	8,425	94558	558.2	FITZHUGH					12.8	
	8,431	94571	571.0	SCULLIN					8.3	
		94580	579.3	MILL CREEK					12.5	
	8,543	94592	591.8	RAVIA					10.8	
		94603	602.6	MADILL	B				182.6	
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

Preston - 36(X) Henryetta - 46(X) Ada - 56(X)

Roff - 76(X) Madill - 26(X)

Emergency - Call 911

Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3,
Railroad Police X=4, 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

	Frts	
	Under 100 TOB	100 TOB & Over
MP 420.0 to MP 427.8	60	45
MP 427.8 to MP 602.6	55	45

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

	Frts	
	Under 100 TOB	100 TOB & Over
MP 425.1 to MP 425.2, Yard 1	10	10

1(B). Speed—Permanent Restrictions

	Frts
MP 420.0 to MP 420.4	55
MP 420.0 to MP 420.4, NWD, HER	40
MP 426.6 to MP 426.9, HER	10
MP 420.4 to MP 428.6	30
MP 428.6 to MP 429.2	25
MP 429.2 to MP 436.2	45
MP 436.2 to MP 438.2	25
MP 438.2 to MP 440.2	45
MP 457.7 to MP 458.1	45
MP 471.3 to MP 471.8	45
MP 478.5 to MP 480.2	45
MP 480.2 to MP 482.7	25
MP 482.7 to MP 484.6	45
MP 492.0 to MP 492.5	45
MP 494.4 to MP 494.7	45
MP 498.7 to MP 499.0	50
MP 506.0 to MP 506.3	50
MP 506.9 to MP 507.2	45
MP 509.9 to MP 510.3	45
MP 511.5 to MP 511.7	50
MP 516.3 to MP 518.3	45
MP 518.3 to MP 520.6	25
MP 520.6 to MP 521.7	50
MP 526.5 to MP 526.7	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 548.8, HER	20
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

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Key Trains

Maximum Speed within the following municipal area limits unless otherwise restricted:

	Fr
MP 420.0 to MP 451.0	35

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, crossover turnouts	30	25
MP 424.9, Tulsa Jct, turnout	30	25
MP 425.2, Hall, crossover turnouts	15	15
MP 428.6, West Cherokee, turnout and crossover turnouts	20	20
MP 430.5, Norris, turnout	45	45
MP 435.5, Oma, turnout	45	45
MP 437.2, Sapulpa, crossover turnouts	20	20
MP 442.2, Kiefer, siding turnouts	20	20
MP 456.2, Beggs, siding turnouts	20	20
MP 467.2, Butler, siding turnouts	20	20
MP 476.2, Schuler, siding turnouts	20	20
MP 494.7, Fred, siding turnouts	20	20
MP 513.0, Yeager, siding turnouts	20	20
MP 525.0, Spaulding, siding turnouts	20	20
MP 539.1, Francis, siding turnouts	20	20
MP 571.0, Scullin, siding turnouts	20	20
MP 591.8, Ravia, 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.

	Fr	
	Under 100 TOB	100 TOB & Over
W 41st Overpass to Begin CTC on Old Freight Main	20	20
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,
 Muskogee Spur 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, Holnam 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:		
Muskogee	Container Lead	
	24th Street West	
428.8	Switch Zone 100	

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) MP 420.0 to MP 428.6
- Hy-Rail Limits Compliance System (HLCS)

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 East Cherokee and MP 425.2 there are 2 Main Tracks. Tracks are designated as Main and MT2.
- 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.

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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		Exception reporting
446.8		367	
452.9	DED		Exception reporting
457.4	DED		Exception reporting
461.7	DED		Exception reporting
466.3	DED		Exception reporting
470.2	DED		Exception reporting
474.7		368	
481.1	DED		Exception reporting
496.4		467	
516.2		468	
542.5		567	
565.8		568	
587.7		768	
592.4	DED	776	NWD
600.9	DED	876	SWD, Exception reporting

6. FRA Excepted Track

Location	Track Name	Track No.
Muskogee Spur		3001 - 3003, 3005, 3011, 3012
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)
	Hub 7	1657 Switches (1657E, 1657W)
Cherokee Yard Diesel Shop	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)	

7. Special Conditions

Muskogee, OK—Trains and engines using Muskogee Yard must comply with special notices posted in the UP/BNSF depot. When switching on Fort Howard tracks, Fort Howard safety rules must be followed.

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.

Clark—BNSF Crews will not use Track No. 3 at Martin Marietta without the specific authority of Martin Marietta personnel.

UP Detour Trains—UP detour trains operating between Tulsa and Claremore comprised entirely of empty equipment with DP power on the rear of the train are restricted to a maximum speed of 40 MPH.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Tulsa	Paper House	339	Loading dock
	Borg Steel	442	Barrier Wall
Sapulpa	Intl. Metals	4942	Dock
Okmulgee	Hodges	5309	Building; watch footing around drainage pipe
	Dublok Glass	5311	Entrance gate
Henryetta	Anchor Glass	5515	Metal box
Holdenville	Tyson Foods	9452	Structure doorway
Francis	Reagent Chem.	6104	Loading rack
Ada	Solo Cup Lower Track	6212	Structures
	Wedron Silica	6221	Structures
Roff	Unimin Corp.	6401	Structures
Mill Creek	US Silica (New)	6604, 6605	Structures
	US Silica (Old)	6608	Structures
Clark	Martin Marietta	6703	Light poles
MP 587.5	Main Track		Mechanical monitoring device

Close Track Centers

Location	Track Name	Track Nos.
Tulsa	Cherokee Yard	1070-1071
		1101-1102

Test Mile

MP 447.0 to MP 448.0
MP 597.0 to MP 598.0

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SSI-Switch Control/Monitoring Systems

- Turnouts Equipped with two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
 - MP 424.4 Lower Sand Springs

Flash Flood Critical Areas

- MP 438.2 to MP 438.5
- 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 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

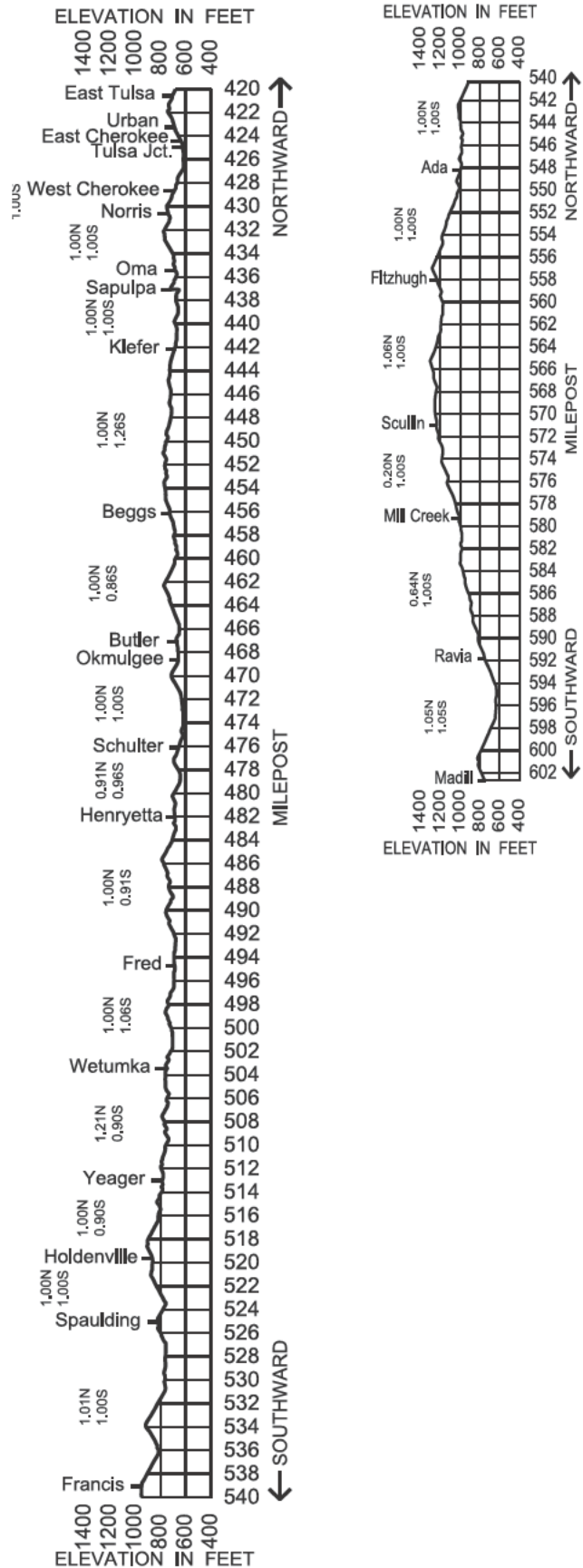
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
1003	MP 420.0 to Oma	
1046	Oma to MP 602.6	
1055	Muskogee Spur	
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	Bo h
94564	Roff	563.3	3,516	Bo h
	Hilltop	576.4	Yard	Bo h
94583	TXI Quarry	582.4	5,200	South
94583	Clark	582.6	Yard	Bo h
	Martin Marietta-Clark	583.0		
94584	Ryder	584.5	2,713	Both
94585	Troy	585.5	3,950	South

10. Grade Charts



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	DFW Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
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				12.4	
	3,932		781.7	LANCASTER					9.5	
	6,252		791.2	STERRETT					5.4	
			796.6	UP RRX Adj. RR: UP, MP 796.7	AJ				1.3	
			797.9 271.0	BRI JCT					0.8	
	8,825	40271	270.3	WAXAHACH E			TWC ABS		12.2	
	5,824	40259	258.7	BARDWELL					17.1	
	5,990	40242	241.6	CORSICANA					2.0	
			239.6	UP RRX	M				17.2	
	9,109	40222	222.4	STREETMAN					5.0	
			217.4	BBRX JCT Adj. Sub: BBRX, 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)	Teague N - 18(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

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

1(B). Speed—Permanent Restrictions

	Psg	Fr
MP 769.3 to MP 770.4	25	25
MP 769.8 to MP 769.9, bridge, cars over 134 tons	10	10
MP 770.0 to MP 770.3, 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 796.3 to MP 270.0	20	20
MP 242.3 to MP 238.0	30	30

Key Trains

Maximum Speed within the following municipal area limits unless otherwise restricted:

	Fr
MP 769.3 to MP 791.0	35

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

Location	Track Name	Track No.
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179 are not permitted on:		
DFW Subdivision		

3. Type of Operation

Main Track

MP 769.3 to MP 208.0	TWC, ABS
MP 208.0 to MP 205.6	RL, ABS

Interlockings

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
 • Hy-Rail Limits Compliance System (HLCS)

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.

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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.

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 RRR 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.

Irvig—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.

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.

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- 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.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
TXI Super Rock		1198	Do not ride on west side of car. Close clearance car and dumper shed.
Guardian Glass		1004	Do not ride on west side of car. Close clearance exists between car and conveyor building.
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

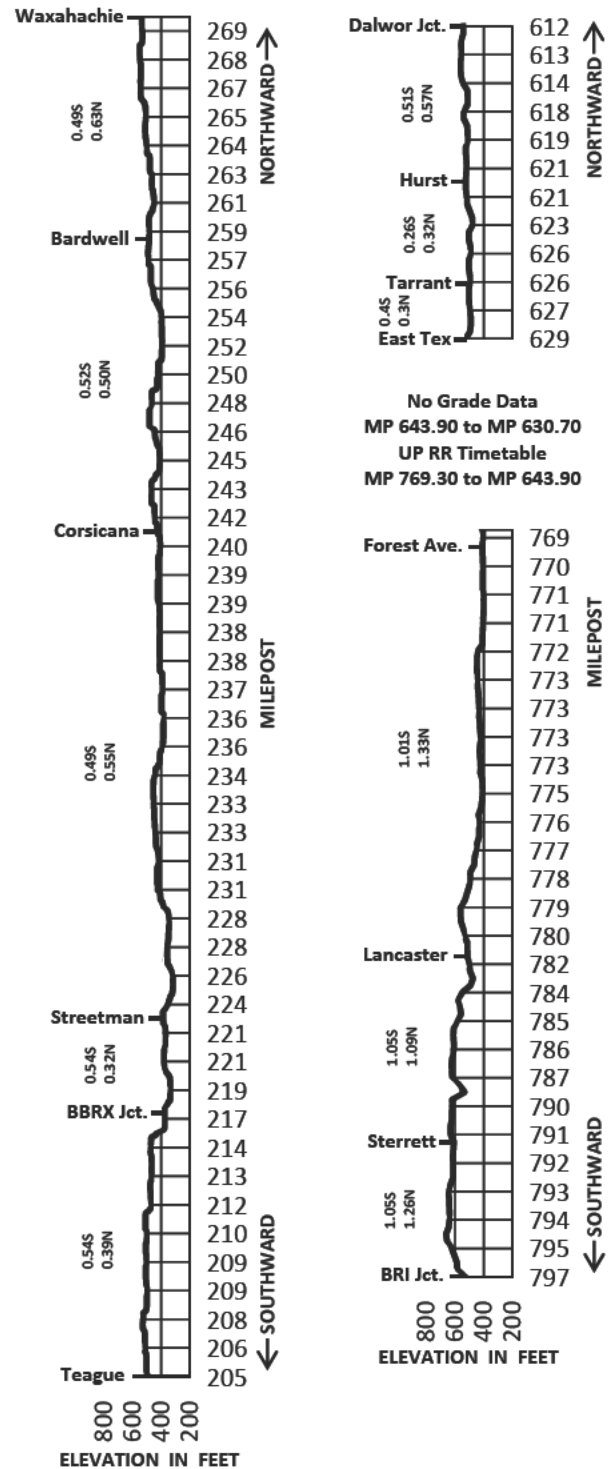
8. Line Segments

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 Track	9936 9937 225.8	2,075 1,100	North

10. Grade Chart



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft. Worth Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Rule 4.3					
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	GA NESV LLE	BP			10.5	
8,204		51060	400.8	VALLEY V EW				13.2	
8,179		51045	387.6	METRO	T			1.6	
			386.0	DALLAS JCT Adj RR: KCS, MP 386.8	J	CTC		0.4	
			385.6	SOUTH WYE	T			8.3	
7,898		51035	377.3	PONDER				6.7	
6,678		51030	370.6	JUSTIN				2.1	
			368.5	LAMBERT				MT1&2-2.0	
			366.5	HARRIET	X(2)			1.6	
			364.9	BETH	X			0.3	
		51027	364.6	NORTH ALLIANCE (Main 2)	BCPT	CTC 2 MT	7500	2.2	
			362.4	SOUTH ALLIANCE (Main 2)				2.0	
			360.4	HASLET	X(2)			2.3	
		51022	358.1	LAKE WANDA	X(2)			2.5	
			355.6	CP 3556 Adj. Sub: Wichita Falls, MP 355.5	X(2)			0.8	
			354.8	CP 3548 Adj. Sub: Wichita Falls, MP 354.8				0.9	
11,896		40345	353.9	SAGINAW	BCMP	CTC		5.0	
4,383		40339	348.9	NORTHSIDE	M			0.9	
			348.0	BREDEBERG				1.8	
		40341	346.2	FT WORTH Adj RR: UP MP 346.1, MT2	JX	CTC 2MT		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		3.1	
5,808		43535	342.2	BIRDS				8.5	
7,908		43520	333.7	CROWLEY				8.4	
8,437		43510	325.3	JOSHUA				4.7	
7,244		43505	320.6	M DWAY	X(2)			3.1	
		43500	317.5	CLEBURNE Adj. Sub: Venus, MP 317.0	BJP TX(2)			7.2	
11,050		43496	310.3	RIO VISTA				6.9	
11,150		43495	303.4	BLUM				9.0	
10,525		43485	294.4	KOPPERL				6.6	
6,950		43480	287.8	MORGAN		CTC	7500	7.1	
10,700		43475	280.7	MERIDIAN				10.3	
11,130		43470	270.4	CLIFTON				15.1	
10,840		43455	255.3	MANHATTAN				12.5	
10,930		43420	242.8	McGREGOR				9.3	
11,200		43415	233.5	MOODY				8.1	
10,050		43410	225.4	PENDLETON				4.2	
			221.2	BELCO				2.4	
7,330			218.8	TEMPLE ADAMS STREET				0.6	
		43400	218.2	TEMPLE	BCPT			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 Birds		
Gainesville South - 33(X)	Ponder - 34(X)	Haslet - 35(X)
Saginaw Yd Ch 084 - 41(X)	Ft Worth - 42(X)	
Radio Channel 030 in service Birds to Belco		
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, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, 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.		

Dispatcher Information

Gainesville to Birds: 0630-2230 - 817-867-7122, Fax 817-352-7006
 Gainesville to Belco: 2230-0630 - 817-867-7122, Fax 817-352-7006
 Birds to Belco: 0630-2230 - 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

Main Track	Psgr		Frt	
	Under 100 TOB	100 TOB & Over	Under 100 TOB	100 TOB & Over
MP 411.3 to MP 218.1	79	55	55	55

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

Track	Psgr	Frt
MP 386.0, Dallas Jct, North and South Legs Wye	10	10
MP 0.0 to MP 0.7, Dublin Main	10	10
MP 317.4 to MP 317.3, South Tail	10	10
MP 218.7 to MP 218.1, South Freight Lead	20	20

1(B). Speed—Permanent Restrictions

Track	Psgr	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	55
MP 368.4 to MP 364.6 MT2	65	55
MP 365.4 to MP 364.8, MT1	65	55
MP 364.6 to MP 360.7, MT2	55	55
MP 361.0 to MP 360.7, MT1	65	55
MP 356.5 to MP 354.8	55	55
MP 354.1 to MP 353.7	25	25

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	Psg	Frt
MP 351.0 to MP 346.4	40	40
MP 346.4 to MP 344.8, MT1	30	30
MP 346.4 to MP 345 2, MT2	20	20
MP 345.2 to MP 344 8, MT2	30	30
MP 344.8 to MP 343.7	40	40
MP 343.7 to MP 340 5, HER	40	40
MP 334.5 to MP 332.6, HER	55	55
MP 329.3 to MP 329.1	70	55
MP 327.5 to MP 327.1	70	55
MP 318.7 to MP 317 2	55	45
MP 292.8 to MP 292.6	75	55
MP 287.5 to MP 282.3	65	55
MP 280.6 to MP 280.0	75	55
MP 276.3 to MP 275.8	65	55
MP 274.8 to MP 274.1	75	55
MP 271.8 to MP 271.1	45	45
MP 267.2 to MP 266.9	75	55
MP 265.0 to MP 263.7	65	55
MP 260.5 to MP 257.5	60	55
MP 253.3 to MP 251.5	65	55
MP 245.0 to MP 244.7	75	55
MP 237.9 to MP 236.6	70	55
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 municipal area limits unless otherwise restricted:

	Frt
MP 379.0 to MP 345.7	35
MP 345.3 to MP 322.0	35

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
MP 400.8, Valley View, siding turnouts	25	25
MP 387.6, Metro, siding turnouts	25	25
MP 377.3, Ponder, siding turnouts	25	25
MP 370.6, Justin, siding turnouts	25	25
MP 368.5, Lambert, MT1 turnout	50	40
MP 368.5, Lambert, GE Lead turnout	25	25
MP 366.5, Harriet, crossover turnouts	30	25
MP 366.5, Harriet, IMF Lead turnout	25	25
MP 364.9, Beth, crossover turnout	30	30
MP 364.6, N Alliance, IMF crossover turnouts	15	15
MP 364.6, N Alliance, NE C & D Leads	30	30
MP 362.4, S Alliance, SE C & D Leads	30	30
MP 360.4, Haslet, S IMF Lead turnout	25	25
MP 360.4, Haslet, crossover turnouts	50	50
MP 358.1, Lake Wanda, crossover turnouts	50	50
MP 355.6, CP 3556, north crossover	40	40
MP 355.6, CP 3556, south crossover	35	35
MP 353.9, Saginaw, siding turnouts	20	20
MP 348.0, Bredenberg, turnout to MT2	40	40
MP 346.2, Ft Worth, MT1, turnout to Circus Track	15	15
MP 346.2, Ft Worth, Circus Track turnout to Heartland Lead	15	15
MP 346.2, Ft Worth, MT2 turnout to UP MT1	20	20
MP 346.2, Ft Worth, crossover turnouts	20	20

	Psg	Frt
MP 343.6, CP 3436, turnout to MT2	40	40
MP 342 2, Birds, siding turnouts	20	20
MP 333.7, Crowley, siding turnouts	25	25
MP 325 3, Joshua, siding turnouts	25	25
MP 320.6, Midway, siding turnouts and crossover turnouts	25	25
MP 310 3, Rio Vista, siding turnouts	25	25
MP 303.4, Blum, siding turnouts	25	25
MP 294.4, Kopperl, siding turnouts	25	25
MP 287.8, Morgan, siding turnouts	25	25
MP 280.7, Meridian, siding turnouts	25	25
MP 270.4, Clifton, siding turnouts	25	25
MP 255.3, Manhattan, siding turnouts	25	25
MP 242.8, McGregor, siding turnouts	25	25
MP 233.5, Moody, siding turnouts	25	25
MP 225.4, Pendleton, siding turnouts	25	25
MP 221.2, Belco, turnout to freight yard	25	25
MP 219.5, Temple, siding turnouts	20	20
MP 218.8, Temple Adams Street, crossover 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.

	Psg	Frt
Alliance Yard, Track 7151, crossover north lead	30	30
Alliance Yard, Track 7151, crossover south R and D leads	30	30
Alliance Yard, IMF Facility, North IMF Lead, track 7217, HER	20	20
Alliance Yard, IMF Facility, North IMF Lead, track 7217	25	25
Alliance Yard, IMF Facility, tracks 7201-7213	20	20
Alliance Yard, IMF Facility, South IMF Lead, track 7218, HER	20	20
Alliance Yard, IMF Facility, South IMF Lead, track 7218	25	25
Lambert, GE Lead, HER	20	20
Lambert, GE Lead	25	25
Fort Worth 17th St. Yard, all freight yard tracks except freight main track and leads	5	5
Crawford, Franklin Industry Tracks 2040 and 2041	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.

3. Type of Operation

Main Track

MP 411.3 to MP 368.6	CTC
MP 368.6 to MP 355.5	CTC, 2 MT
MP 355.5 to MP 347.9	CTC
MP 347.9 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

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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 0.0 (S Birds) to MP 0.7 (Belt Jct) on Dublin Main
MP 317.4 to MP 317.3 on South Tail
MP 218.7 to MP 218.1 on South Freight Lead

Interlockings

Mile Post	Type	Notes
Tower 55	Manual	Controlling RR: UP
MP 348.9	Manual	Controlling RR: BNSF
MP 353.8	Manual	Controlling RR: BNSF

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

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

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	Milepost	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.
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.
Burleson	330.66	SW Alsbury Blvd

**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.

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		8	
375.1		7	
368.4	DED		Exception Reporting
363.2	DED		Main 1, Exception Reporting
358.5		8	
351.3	DED	7	
331.3		8	
307.8		7	
301.1		8	
289.9		8	
265.8		8	
247.3		8	
224.8		8	

6. FRA Exempted Track

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

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 North Yard Yardmaster to ensure there are no conflicting movements before occupying the crossing.

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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 7133 switch lead. The north limit is the 7162 crossover switch. The south limit is the clearance point on the 7133 switch lead 100 feet north of the Roundhouse switch. The RCZ sign on the 7133 lead is placed adjacent to Roundhouse lead on the left-hand side.
- **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 must contact the remote control operator on Channel 64 to deactivate the Zone prior to entering the limits. Movements desiring to enter Zone 2 must contact the remote control operator on Channel 41 or 25 to deactivate the RCZ prior to entering the limits. If unable to contact the remote control operator, contact the switch tender to determine if either RCZ is activated.

Saginaw Yard

- **RCZ 1**—is established on the north end of Saginaw Yard on track 8297 (Old West Siding or West Pass). The north limit of the RCZ 1 is at MP 353.70 (50 feet south of Southern Ave.). The south limit of RCZ 1 is at the North Saginaw Lead Switch off Track 8297.
- **RCZ 2**—is established on the south end of Saginaw Yard on track 8297 (Old West Siding or West Pass). The north limit of RCZ 2 is the 8360 switch and the south limit is at MP 351.4 (5 car lengths from the south departure signal).
- **Activation/Deactivation Procedure**—The Remote Control Operator will notify the Yardmaster when the RCZ is activated or deactivated. Movements desiring to enter the RCZ must contact the Yardmaster on Channel 84 to deactivate the RCZ prior to entering the limits. If the Yardmaster can not be reached on Channel 84, contact the RCO Operator for instructions to enter the zone.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
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
Crowley	Filmpak	3401	Fence
Cleburne	Johns Manville	2140	Structures
	Technical Chem.	2161	Structures

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
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

- ICS in effect:
 - MP 366.5 Harriet *
 - MP 364.9 Beth *
 - MP 360.4 Haslet
 - MP 358.1 Lake Wanda
 - 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

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 361.7 to MP 361.0, MT3
- 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

8. Line Segments

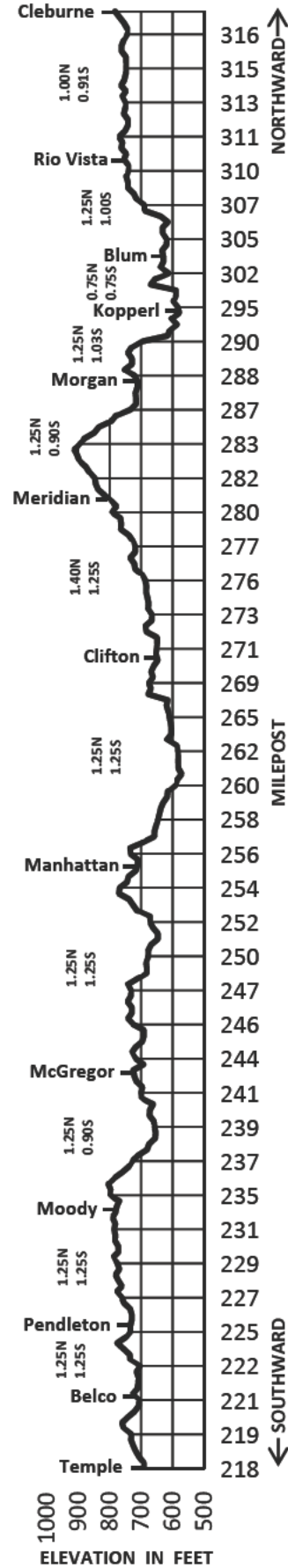
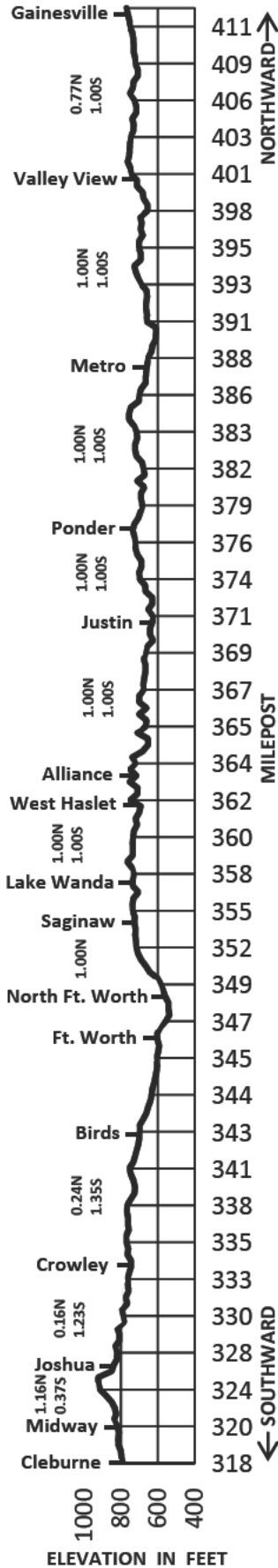
Segment No.	Limits	Mile Posts
Road Line Segments		
7500		411.3 to 218.2
Yard Line Segments		
7557	Gainesville Yard	
7556	Alliance Yard	
7555	Saginaw Yard	
7554	Ft. Worth Yard	
7553	Cleburne Yard	

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

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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	Galveston Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
				MAIN LINE STATIONS						
Adjoining Sub: <u>Lampasas</u> and <u>Ft. Worth</u> 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: <u>Lampasas</u> , MP 218.1	J		CTC 2MT		0.7	
			217.4	OPAL Adj. RR: UP, MP 217.4	JM		CTC 6MT		2.4	
			215.0	KNOWD			CTC 2MT		10.3	
	11,570	43580	204.7	ROGERS					8.7	
	12,070	43584	196.0	BUCKHOLTS					8.0	
	11,190	43588	188.0	CAMERON					6.7	
	12,160	43590	181.3	HOYTE					6.8	
	10,570	43592	174.5	M LANO					0.1	
			174.4	UP RRX	AP				8.6	
	10,970	43596	165.8	CHRISMAN					8.0	
	12,054	43600	157.8	CALDWELL Adj. RR: UP, MP 157.5 via 6.28	JPX				6.5	
	11,320	44575	151.3	DAV DSON					9.9	
	15,200	44600	141.4	SOMERVILLE	BP				0.1	
			141.3	CP 1413 Adj. Sub: <u>Conroe</u> , MP 141.3	JTX				8.4	
	11,480	44610	132.9	LANDES					6.9	
			44620	BRENNHAM	M		CTC		5.9	
	11,230	44630	120.1	PHILLIPSBURG					9.8	
	6,810	44640	110.3	DANT					4.1	
	9,420	44700	106.2	BELLVILLE	P			7500	11.6	
	10,400	44710	94.6	SEALY-UP RRX Adj. RR: UP MP 94.4	AJ				13.8	
	11,740	33910	80.8	WALLIS					14.6	
			66.2	TOWER 17-UP RRX Adj. RR: UP, MP 66.2	CJM				0.4	
	12,210	34100	65.8	ROSENBERG	BP				10.8	
	11,429	34120	55.0	BOOTH					4.6	
			34125	THOMPSONS	T				6.2	
	8,790	34130	44.2	DUKE					1.3	
			42.9	UP RRX Adj. RR: UP, MP 43.2	AJ				6.9	
	12,210	34145	36.0	MANVEL					7.4	
			35600	ALV N Adj. Sub: <u>Mykawa</u> , MP 28.7	BJT X(2)		CTC 2MT		4.2	
			35610	ALGOA Adj. RR: UP BNSF MP 24.3 = UP MP 343.3	JTX(2)				13.4	
	5,460	35900	11.0	TEXAS CITY JCT Adj. RR: TCT, MP 10.3	JT		TWC ABS		4.7	
			35950	VIRGINIA PO NT Adj. RR: UP, MP 6.3	J				1.1	
			5.2	LIFT BRIDGE	BCM		CTC		1.1	
			4.1	ISLAND Adj. RR: UP, MP 4.1	JR				1.9	
			40000	GALVESTON	BPR		RL		217.8	
Adjoining RR: UP Subdivision Boundary: Galveston, MP 0.3 / UP, 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 Sub DS Alvin - 58(X) Houston Term DS	Galveston - 75(X)
Radio Channel 030 in service Galveston Yard		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
 Temple to Somerville—817-867-7112, Fax 281-350-7564
 Somerville to Alvin and Algoa to Galveston—817-867-7023,
 Fax 281-350-7560
 Alvin to Algoa—817-867-7147, Fax 281-350-7521

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 6.3	55	55
MP 6.3 to MP 0.3	25	25

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

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Key Trains

Maximum Speed within the following municipal area limits unless otherwise restricted:

MP 66.0 to MP 22.0	35
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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 siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 217.9, Temple Main Street, crossover turnouts	20	20
MP 215.0, Knowd, all dual control turnouts	30	30
MP 216.9, Fueling Facility, MT1-MT1 turnout	30	30
MP 216.9, Fueling Facility, MT3, MT4, MT5, MT6 turnouts	25	25
MP 208.0, CP 2080, turnout	50	40
MP 204.7, Rogers, siding turnouts	25	25
MP 196.0, Buckholts, siding turnouts	25	25
MP 188.0, Cameron, siding turnouts	25	25
MP 181.3, Hoyte, siding turnouts	25	25
MP 174.5, Milano, siding turnouts	25	25
MP 165.8, Chriesman, siding turnouts	25	25
MP 157.8, Caldwell, siding turnouts	25	25
MP 151.3, Davidson, siding turnouts	25	25
MP 143.6, Somerville, NSS turnout and siding track	30	30
MP 141.3, CP 1413, crossover turnouts	30	30
MP 140.6, Somerville, SSS turnout	20	20
MP 132.9, Landes, siding turnouts	25	25
MP 120.1, Phillipsburg, siding turnouts	25	25
MP 110.3, Dant, siding turnouts	25	25
MP 106.2, Bellville, siding turnouts	25	25
MP 94.6, Sealy, siding turnouts	25	25
MP 80.8, Wallis, siding turnouts	25	25
MP 65.8, Rosenberg, siding turnouts	25	25
MP 55.0, Booth, siding turnouts	25	25
MP 44.2, Duke, siding turnouts	25	25
MP 36.0, Manvel, siding turnouts	25	25
MP 28.7, Alvin, turnout to south leg of wye	25	25
MP 27.0, MP27, crossover turnouts	30	30
MP 24.4, Algoa, north connection to UP	30	30
MP 24.4, Algoa, crossover turnouts	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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 218.1 to MP 0.3..... 143 tons, Restriction A

Location	Track Name	Track No.
Six-axis locomotives and six-axis 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—Controlled by the BNSF Galveston Lift Bridge Control Operator	CTC
MP 4.1 to MP 0.3	RL

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

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

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

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-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.
- Positive Train Control (PTC)

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.
	123.35	Kuhn Rd.
	123.04	FM 109
Sealy, TX	95.21	Maler Rd.
	94.59	San Felipe Rd.
	94.50	2nd St.
	94.43	Main St.
	94.03 **	Hill St.
	93.32 **	Kersten St.
Richmond, TX	62.86	Lamar St.

** 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 6.19—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 interlockings at MP 94.6 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.

5. Trackside Warning Devices (TWD)

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

MP	Device	Recall Code	Notes
Type B. Locations			
199.0		328	
178.4		348	
161.3		347	
144.7		358	
129.0		718	
107.6		728	
92.0		727	
77.3		738	
53.1		737	
39.7		748	
20.7		747	
12.2		758	
Type C. Other Detectors			
169.5	WILD	698	

6. FRA Excepted 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

7. Special Conditions

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. 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.

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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.

Galveston—Crews of trains arriving and setting out at Galveston yard must contact the Galveston yard switcher on Channel 036 or 030 prior to entering the yard. If the Galveston switcher can not be contacted, crews must get permission from the Trainmaster 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 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.

Milepost	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 Make-Up 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.

Spring Switches—Spring switches are at the following locations:

Station	Spring Switch Location	Spring Switch Location
Texas City	MP 11.4 N Switch	MP 10.3 S Switch
Galveston Yard	MP 3.5 NE West YD Lead	

Remote Control Zones

Temple

- **RCZ 1**—The East Lead from Switch 104 (north end 11 pocket) through the solar switch (old spring switch) and on the Belco Freight Lead up to, but not including the road crossing at Industrial Blvd is approximately 3114 ft. Contact the Yard Trainmaster on Channel 36.
- **RCZ 2**—The south end of the yard on the east side, from the East Lead 101 Lead Switch to but not including the Southeast Lead Derail which is approximately 1580 ft. Contact the Yard Trainmaster on Channel 36.
- **RCZ 3**—South end of Yard, West Lead from the South Switch track 126 extending South through track 149 (Dirt Road) to but not including the Derail at the South end of track 149 which is approximately 2630 ft. Contact Yard Trainmaster on Channel 64.
- **RCZ 4**—North end of Yard West Side EEXO2 to the Shunt Sign located on the Top West Lead which is approximately 1285 ft. Contact Yard Trainmaster on Channel 64.
- **Activation/Deactivation Procedure**—The remote control operator foreman will contact the trainmaster and request that RCZ protection be established. The trainmaster will record the activation on the required form and relay the RCZ confirmation number to the remote control operator foreman. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated. Before an RCZ can be fouled or occupied, the trainmaster must be contacted to determine if the RCZ is activated.

Galveston

- **RCZ A**—Established on 91 yard lead (track 6191) from the clearance point of track 6113 (engine tie-up track) extending approximately 3600 feet to the south edge of the 51st overpass. Signs posted to designate limits.
- **RCZ B**—Back lead from the yard crossing just north of 6110 switch, extending approximately 4000 feet to the yard xing just south of the 6106 switch. Signs posted to designate limits.
- **RCZ C**—Established on 6110 yard lead from the 6106 switch to just south of the 6113 switch (adjacent to engine tie-up track derail). Signs designating limits are not displayed due to clearance and or sight distance issues.
- **Activation/Deactivation Procedure**—The Remote Control Operators will contact the Trainmaster for permission to active a remote control zone and will notify the Trainmaster when the remote control zone is deactivated. Trainmasters will log the start and end times for all RCZ zones in the RCZ log book. Movements desiring to enter an RCZ must contact the Trainmaster on Channel (30). If the Trainmaster cannot be reached, contact the RCO Operator in charge of the zone on Channel (30 or 36) to ensure the RCZ is deactivated prior to entering the limits.

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Close/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
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
Somerville	Koppers	4201 - 4223	Do not ride cars past gate
Brenham	Texas Fibers	4051	Dock; do not ride cars past gate
	Blue Bell	4068	Building; do not ride cars into track
		4074, 4075	Building; do not ride cars past derail
Sealy	International Paper	5020	Dock; do not ride cars past derail
Chips	Chips	5041 - 5042	Between the tracks listed there is close clearance because poles have been installed between the tracks. These poles will not clear a person riding the side of a car in this facility. Spotting of cars must be done from the ground.
Rosenberg	Purina	5032	Building; do not ride cars past derail
	Bison Lumber	5038	Dock; do not ride cars past derail
Arcola	Martin Merietta	5120	Derail switch stand. All employees are to walk cars past the derail.

Close Track Centers

Location	Track Name	Track Nos.
Temple	Yard	111 - 114

SSI—Switch Control/Monitoring Systems

- Turnouts Equipped With Two Switch Machines (Moveable Point Frogs/Swing Nose Frogs/Derail)
 - S Bellville MP MP 104.6
 - S Caldwell MP MP 157.9
 - Opal MP 217.5 Turnout MT1 to UP Main
 - 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 213.0 to MP 212.0
- 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

8. Line Segments

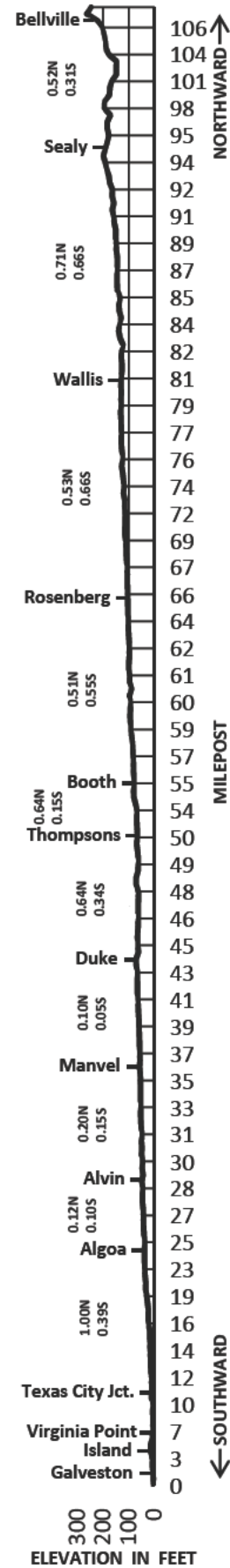
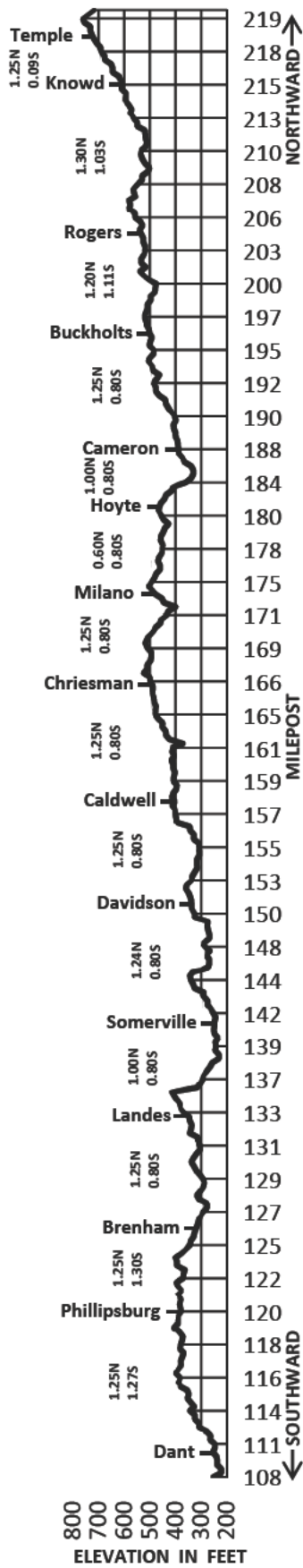
Segment No.	Limits	Mile Posts
Road Line Segments		
7500		MP 218.2 to MP 0.3
Yard Line Segments		
7552	Temple Yard	
7551	Somerville Yard	
7550	Galveston Yard	
7500	37th Street Yard	

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
35902	Tex Stone	12.7	6,200	North

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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	Houston Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	N O R T H W A R D ↑
				MAIN LINE STATIONS	STATIONS					
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		21.0	
	6,115	40185	184.6	NEWBY					16.1	
	6,343	40168	168.5	FLYNN					16.7	
	6,208	40151	151.8	ZULCH					21.3	
	6,360	40130	130.5	SINGLETON			TWC ABS		5.2	
		40125	125.3	SHIRO				492	14.8	
	7,498	40111	110.5	SIMMONS					4.9	
		40105	105.6	DOBBIN		A			0.4	
			105.2	CP 1051		J	CTC		8.4	
	5,860	40096	96.8	KAREN	Adj. Sub: Conroe, MP 105.1				12.0	
		40085	84.8	TOMBALL					3.6	
	7,615	40081	81.2	ORR			TWC ABS		10.6	
	8,900	40070	70.6	CASEY		BC			13.2	
			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)	Dobbin - 14(X)	Tomball - 13(X)
Casey - 12(X)	Houston - 10(X)	
Radio Channel 025 in service at Casey Yard		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
 Teague to Belt Jct:
 817-867-7147, Fax 281-350-7521

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 204.3 to MP 204.0	30
MP 69.0 to MP 67.8	30
MP 59.9 to MP 57.4	20

Key Trains

Maximum Speed within the following municipal area limits unless otherwise restricted:

MP 93.0 to MP 57.4	35
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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 siding turnout speed unless otherwise indicated.

	Frt	
	Under 100 TOB	100 TOB & Over
MP 105.1, CP 1051, turnout	30	30
MP 71.4, North Casey, MT to MT turnout	25	25
MP 69.6, Casey, SSS turnout and siding	10	10

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 200.0	RL, ABS
MP 200.0 to MP 105.2	TWC, ABS
MP 105.2 to MP 105.1	CTC
MP 105.1 to MP 57.4	TWC, ABS

Interlockings

Mile Post	Type	Notes
105.6	Automatic	*

* Equipped with MW Release Box

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC) MP 105.6 to MP 57.4

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

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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.

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		148	
82.6		138	

6. FRA Exempted 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.

Milepost	Crossing Name	Track No.
204.2	FM 1365	233

Close/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.

Test Miles

MP 197.0 to MP 196.0
MP 74.0 to MP 75.0—NWD

Flash Flood Critical Areas

MP 105.6 to MP 96.8

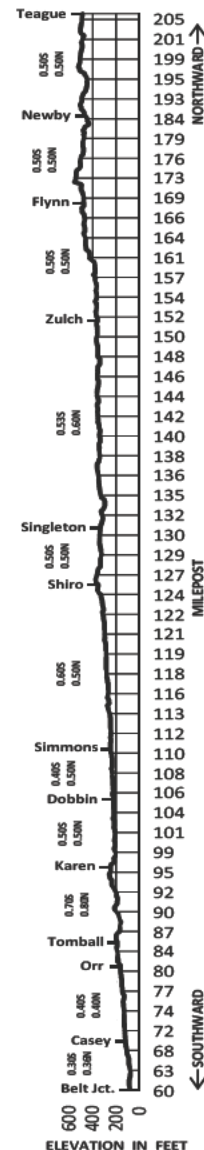
8. Line Segments

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

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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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lafayette Subdivision MAIN LINE STATIONS			Miles to Next Stn.	↑ EASTWARD
				Rule 4.3	Type of Oper.	Line Segment		
Adjoining RR: UP								
Subdivision Boundary: Lafayette, MP 10.2 / UP, MP 10.2								
			10.2	WEST BRIDGE JCT	JM	TWC	1280	1.9
			12.1	AVONDALE Adj. RR: NOPB, MP 12.1	J			2.7
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			4.5
9,773			19.3	SALIX				12.8
			32.1	BAYOU DES ALLEMANDS DB	C			9.1
10,828	36732		41.2	RACELAND Adj. RR: LDRR, MP 40.1	JT			13.8
7,760	36724		55.0	SCHRIEVER Adj. RR: LDRR, MP 54.9	BCJP			16.2
			36715	URSA	C			2.1
			73.3	BAYOU BOEUF DB	C			7.2
			80.5	ATCHAFALAYA RIVER DB	C			1.3
8,749	36703		81.8	BERWICK				14.9
10,500			96.7	BAYOU SALE				7.4
			104.1	CHARENTON CANAL DB	C			2.4
10,300	36682		106.5	BALDWIN		TWC ABS	1281	20.0
10,500	36664		126.5	NEW IBERIA				5.2
8,127	36658		131.7	CADE				12.8
			36643	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			16.7
10,690	36632		164.9	CROWLEY				2.7
			167.6	UP CROSSING Adj. RR: UP, MP 167.2	AJ			7.5
			36623	MIDLAND				5.2
			180.3	MERMENTAU RIVER DB				11.1
9,947	36614		191.4	ROANOKE				11.8
			203.2	LACASSINE				2.2
			205.4	IOWA JCT	J	CTC		195.2
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		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, 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	Psgr		Frt	
	Under 100 TOB	100 TOB & Over	Under 100 TOB	100 TOB & Over
MP 10.2 to MP 14.3	20	20	20	20
MP 14.8 to MP 205.4	70	60	60	55

1(B). Speed—Permanent Restrictions

	Psgr	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 municipal area limits unless otherwise restricted:	Frt
MP 10.2 to MP 14.3	35
MP 14.8 to MP 19.0	35
MP 141.0 to MP 149.0	35

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.

	Psgr		Frt	
	Under 100 TOB	100 TOB & Over	Under 100 TOB	100 TOB & Over
MP 19.3, Salix, siding turnouts	20	20	20	20
MP 41.2, Raceland, siding turnouts	20	20	20	20
MP 106.5, Baldwin, siding turnouts	20	20	20	20
MP 131.7, Cade, siding turnouts	20	20	20	20
MP 164.9, Crowley, siding turnouts	20	20	20	20
MP 191.4, Roanoke, siding turnouts	20	20	20	20
MP 201.9, East Lacassine	20	20	20	20
MP 204.5, West Lacassine	20	20	20	20

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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	Fr	
		Under 100 TOB	100 TOB & Over
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 10.2 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 10.2 to MP 14.3	TWC
MP 14.8 to MP 201.9	TWC, ABS
MP 201.9 to MP 205.4	CTC

Interlockings

Mile Post	Type	Notes
10.2	Manual	Controlling RR: UP
167.6	Automatic	UP #

Additional information located in Item 7

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

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

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, Mementau	MP 180.6

GCOR 9.12.4—GCOR 9.12.4 does not apply to the absolute signals governing movement over the drawbridges at Mementau, 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.

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
84.9		737	WWD
94.4		748	
110.0		747	
121.4		748	
138.9		758	
154.3		757	
168.2		768	
177.4		767	
183.3			
194.4		768	
Type C. Other Detectors			
172.7	WILD	728	

6. FRA Exempted 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.

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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.

Lafayette Yard—Freight trains will receive yarding instructions from BNSF Train Dispatcher or Yardmaster.

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 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.

Spring Switches—Spring switches are at the following locations:

Station	Spring Switch Location	Spring Switch Location
Salix	MP 18.3 E SW	MP 20.2 W SW
Raceland	MP 40.0 E SW	MP 42.2 W SW
Berwick	MP 80.9 E SW	MP 82.5 W SW
Bayou Sale	MP 95.7 E SW	MP 97.8 W SW
Baldwin	MP 105.3 E SW	MP 107.3 W SW
New Iberia	MP 125.5 E SW	
Cade	MP 130.9 E SW	MP 132.6 W SW
E 101 SW Lafayette	MP 146.0	
E 902 SW Lafayette	MP 146.1	
W YD SW Lafayette Yard		MP 148.2
Crowley	MP 163.9 E SW	MP 166.0 W SW
Roanoke	MP 190.5 E SW	MP 192.4 W SW

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Avondale MP 9.6	MT		Overpass
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 the 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

- POS in effect

8. **Line Segments**

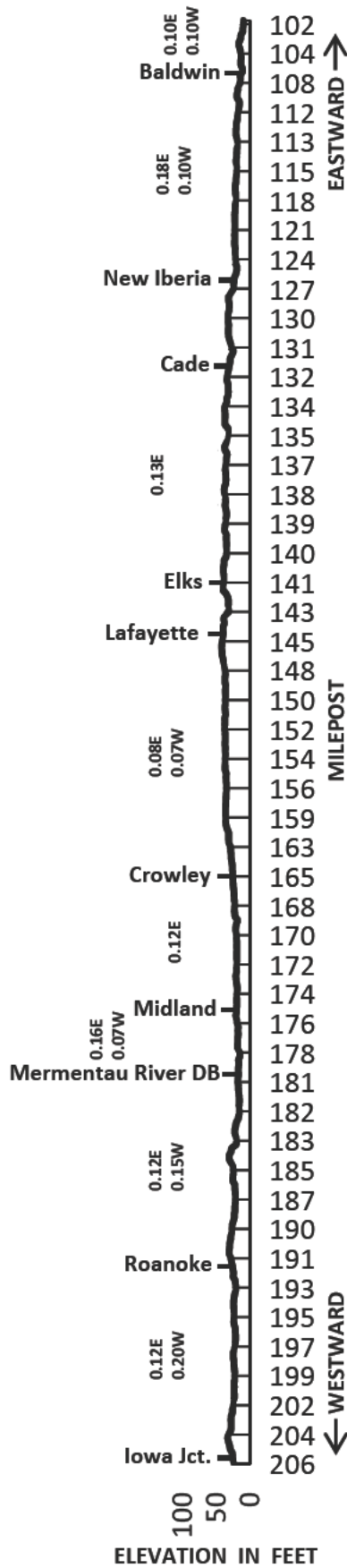
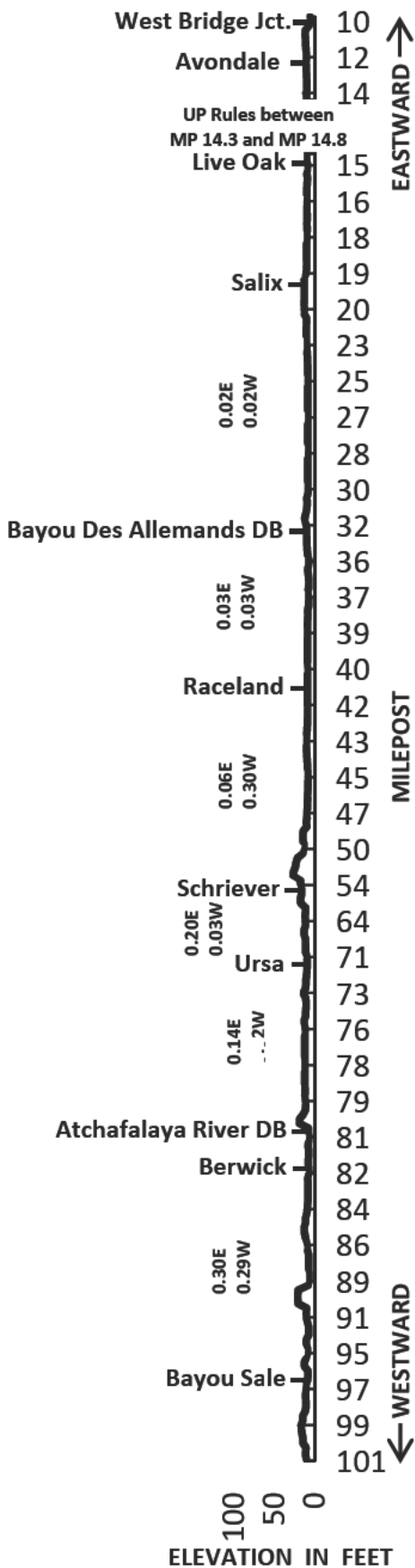
Segment No.	Limits	Mile Posts
Road Line Segments		
1280	MP 10.2 to MP 14.3	
1281	MP 14.8 to MP 205.4	
Yard Line Segments		
1282	Avondale Yard	
1283	Lafayette Yard	

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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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lampasas Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
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					1.8	
			219.9	GOBER					6.5	
	43345		226.4	BELTON					9.3	
13,100	43335		235.7	NOLANVILLE					10.6	
	43325		246.3	FORT HOOD Adj. RR: USG, MP 249.4	J				8.0	
	43320		254.3	COPPERAS COVE	P				9.4	
9,988	43315		263.7	KEMPNER					10.0	
6,250	43310		273.7	LAMPASAS	P				9.6	
7,950	43305		283.3	OGLES			TWC		8.4	
10,248	43200		291.7	LOMETA Adj. RR: GCSR, MP 291.8	JP		ABS		8.6	
	43197		300.3	ANTELOPE GAP					5.8	
11,481	43194		306.1	CASTOR					7.3	
	43190		313.4	GOLDTHWAITE					10.6	
10,050	43188		324.0	MULL N					6.3	
	43184		330.3	V LLA					5.9	
9,920	43180		336.2	ZEPHYR					8.2	
5,400	43105		344.4	RICKER Adj. RR: FWWR, MP 343.8	J			7508	4.0	
8,100	43100		348.4	BROWNWOOD Adj. RR: TXR, MP 348.9	BJT				0.6	
			349.0	CP 3490					15.2	
6,568	43015		364.2	OBREGON					5.5	
	43010		369.7	SANTA ANNA					3.8	
	43005		373.5	SAN ANGELO JCT Adj. RR: TXPF, MP 373.5	JT				4.8	
8,697	42994		378.3	COLEMAN					12.7	
5,639	42990		391.0	SILVER VALLEY					5.5	
9,149	42986		396.5	NOVICE			TWC		6.8	
	42982		403.3	GOLDSBORO			ABS		6.9	
	42978		410.2	LAWN					5.2	
5,261	42974		415.4	TUSCOLA					11.2	
7,012	42966		426.6	VIEW					16.7	
6,512	42958		443.3	TOLAND					11.2	
6,738	42950		454.5	TECIFIC Adj. RR: UP, MP 454.3	J				5.1	
	42900		459.6	SWEETWATER	BPT				241.5	
Adjoining Sub: Slaton Subdivision Boundary: Lampasas, MP 459.6 / Slaton, MP 459.6 Information for Sweetwater is located in the Slaton Sub Timetable.										

Central Continental Time in effect on Lampasas Subdivision

Radio Call-In		
Radio Channel 055 in service Temple 1st Street to Tecific		
Temple - 32(X)	Copperas Cove - 22(X)	Lometa - 21(X)
Goldthwaite - 16(X)	Zephyr - 15(X)	Brownwood - 14(X)
Coleman - 13(X)	Tuscola - 12(X)	Toland - 11(X)
Radio Channel 078 in service Brownwood Yard - 14(X)		
Radio Channel 036 in service Tecific to Sweetwater		
Sweetwater - 41(X)		
Emergency - 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Temple 1st Street to Gober—817-867-7112, Fax 281-350-7564
 Gober to Sweetwater—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	Frts	
	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 459.6	55	55

Exception:

- 40 MPH when moving eastward between MP 282.0 and MP 274.9 averaging over 60 TOB.
- 40 MPH when moving westward between MP 340.0 and MP 344.0 averaging over 60 TOB.

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

MP 218.6 to MP 218.7, West Freight Two	15	15
MP 218.6 to MP 219.8, West Freight One	20	20

1(B). Speed—Permanent Restrictions

	Frts
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 272.3	40
MP 272.3 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 321.8	50
MP 327.1 to MP 331.9	45
MP 345.7 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

Key Trains

Maximum Speed within the following municipal area limits unless otherwise restricted:

MP 239.0 to MP 245.0	35
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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 siding turnout speed unless otherwise indicated.

	Frnt	
	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 235.7, Nolanville, siding turnouts	30	30
MP 263.7, Kempner, siding turnouts	30	30
MP 283.3, Ogles, siding turnouts	30	30
MP 291.7, Lometa, siding turnouts	25	25
MP 306.1, Castor, siding turnouts	30	30
MP 324.0, Mullin, siding turnouts	30	30
MP 336.2, Zephyr, siding turnouts	30	30
MP 344.4, Ricker, turnout to Central Texas Rail Link	30	30
MP 348.4, Brownwood, siding turnouts	20	20
MP 364.2, Obregon, siding turnouts	20	20
MP 378.3, Coleman, siding turnouts	20	20
MP 391.0, Silver Valley, siding turnouts	20	20
MP 396.5, Novice, siding turnouts	20	20
MP 415.4, Tuscola, siding turnouts	20	20
MP 454.5, 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

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 459.6	CTC

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

MP 218.6 to MP 218.7, West Freight Two
MP 218.6 to MP 219.8, West Freight One

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC), MP 454.1 to MP 460.7

Gen-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
Killeen, TX	244.40	TX 195 / Ft. Hood St.
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.

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		7	
247.2		8	
250.5			Exception only
260.32			Exception only
268.4		7	
276.96			Exception only
287.4		8	
302.1		7	
318.4		8	
345.1		8	
372.0		8	
400.9		8	
429.4		8	
445.3		7	
Other Devices			
238.0	High Water		EWD Signal 2392, WWD Absolute Signal WE Nolanville

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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
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 Make-Up 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/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Coleman	Coleman Grain	7620	Elevator
Sweetwater	Oil Mill	5153	Gates

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
(Moveable Point Frogs/Swing Nose Frogs/Derail)
- Sweetwater MP 459.0

Spring Switches—Spring switches are at the following locations:

Station	Spring Switch Location	Spring Switch Location
Nolanville	MP 234.0, E SW	MP 236.5, W SW
Kempner	MP 263.1, E SW	
Lampasas	MP 273.5, E SW	MP 274.8, W SW
Ogles	MP 282.8, E SW	MP 284.4, W SW
Lometa	MP 290.1, E SW	MP 292.1, W SW
Antelope Gap	MP 299.9, E SW	MP 300.8, W SW
Castor	MP 305.5, E SW	MP 307.8, W SW
Goldthwaite	MP 312.7, E SW	MP 313.8, W SW
Mullin	MP 323.2, E SW	MP 325.3, W SW
Villa	MP 329.9, E SW	MP 330.7, W SW
Zephyr	MP 335.7, E SW	MP 337.7, W SW
Obregon	MP 363.5, E SW	MP 364.7, W SW
Coleman	MP 376.8, E SW	MP 378.5, W SW
Silver Valley	MP 390.6, E SW	MP 391.8, W SW
Novice	MP 395.1, E SW	MP 396.9, W SW
Goldsboro	MP 402.4, E SW	MP 403.2, W SW
Lawn	MP 409.2, E SW	MP 410.1, W SW
Tuscola	MP 414.7, E SW	MP 415.6, W SW
View	MP 425.6, E SW	MP 427.0, W SW
Toland	MP 443.0, E SW	MP 444.2, W SW

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

8. Line Segments

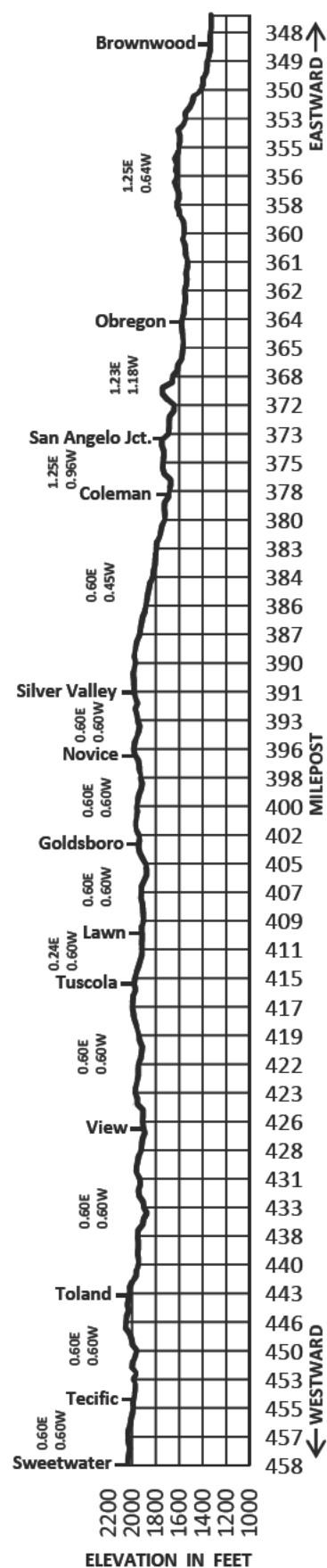
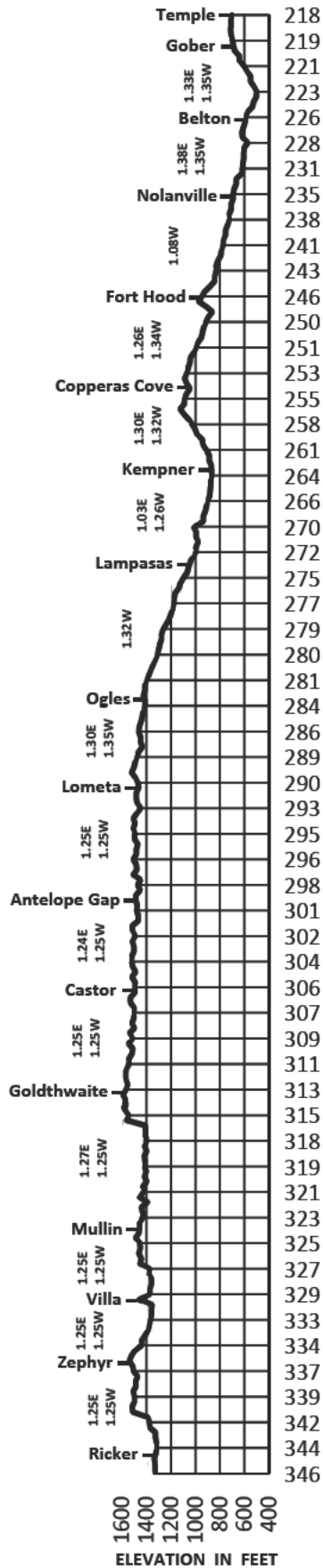
Segment No.	Limits	Mile Posts
Road Line Segments		
7508	Temple to Sweetwater	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
43345	Belton Stock	226.5	500	Bo h
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
42900	US Gypsum	458.3	1,058	West
42950	Georgia Pacific Gypsum	456.3	4,792	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	Longview Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
				Adjoining RR: UP Subdivision Boundary: Longview, MP 207.6						
		46500	207.6	LONGVIEW	BJPR		RL		19.8	
		46445	187.8	TATUM					6.4	
	2,790	46435	181.4	BECKVILLE					9.7	
	3,430	46430	171.7	CARTHAGE					10.0	
		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	NEUV LLE					4.1	
	3,280	45920	127.0	CALGARY					6.6	
		45900	120.4	SAN AUGUST NE	BPC				5.5	
		45880	114.9	VENABLE					5.3	
		45870	109.6	REBECCA					4.9	
		45860	104.7	BRONSON		TWC	7503		7.2	
		45840	97.5	PINELAND					9.5	
	5,970	45830	88.0	BROWNEDELL					14.4	
	4,140	45800	73.6	JASPER	BPC				11.2	
		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					4.8	
	3,080	45730	43.2	LEVERTE					5.8	
		45725	37.4	BESSMAY Adj. RR: SRN, MP 37.4	J				7.3	
	3,110	45715	30.1	QU NN					3.5	
	5,150	45705	26.6	EVADALE Adj. RR: SRN, MP 28.2	J				2.5	
		45702	24.1	HAYES					3.1	
		45700	21.0	SILSBEE	BC PRT		RL		186.6	
End Longview Sub MT, MP 21.0 Connection with Conroe and Silsbee subs via GCOR/MWOR 6.28										

Central Continental Time in effect on Longview Subdivision		
Radio Call-In		
Radio Channel 097 in service Longview to Silsbee		
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, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
BNSF—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 207.6 to MP 162.0	35	35
MP 162.0 to MP 153.0	49	49
MP 153.0 to MP 21.0	25	25

Temperature Restrictions

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

MP 162.0 to MP 153.0, 105 degrees and over	40	40
MP 153.0 to MP 150.1, 105 degrees and over	10	10
MP 150.1 to MP 21.0, 100 to 105 degrees	10	10
MP 150.1 to MP 21.0, 105 degrees and over	Out of service until inspected, then 10 MPH with inspection ahead of each train	

1(B). Speed—Permanent Restrictions

	Frt
MP 207.3 to MP 206.2	10
MP 197.1 to MP 196.5	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 26.5 to MP 26.2, bridge	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/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

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2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 207.6 to MP 184.9..... 134 tons, Restriction G
 MP 184.9 to MP 151.6..... 143 tons, Restriction E
 MP 151.6 to MP 21.0..... 134 tons, Restriction G

Location	Track Name	Track No.
Six-axle locomotives and six-axle derricks are not permitted on:		
Jasper	LP Spur, MP 69.2	2843

3. Type of Operation

Main Track

MP 207.6 to MP 205.0	RL
MP 205.0 to MP 21.8	TWC
MP 21.8 to MP 21.0	RL

Interlockings

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

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)

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.

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/HWD	898	
164.1		348	
141.0	HBD	408	
117.0	HBD	178	
88.5	HBD	048	
72.0	HBD	728	
48.0	HBD/HWD	48	

6. FRA Exempted Track—None

7. Special Conditions

Longview—When trains are ready to depart Longview en route 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.

Close/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

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

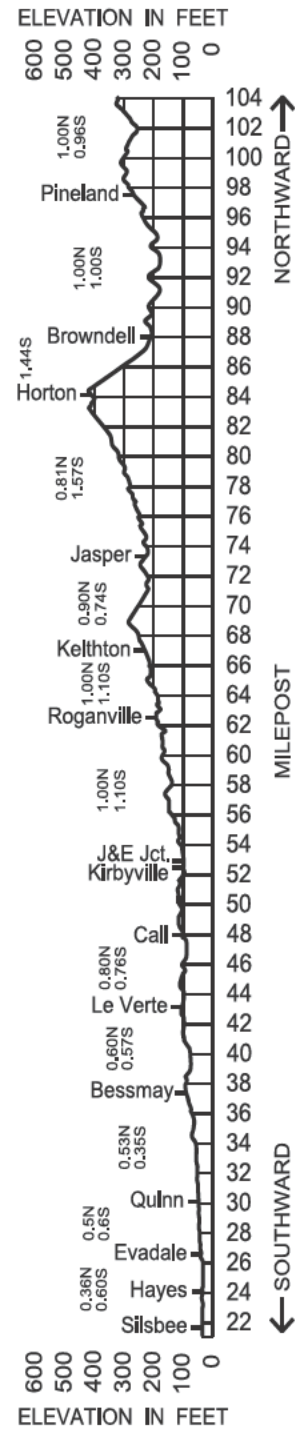
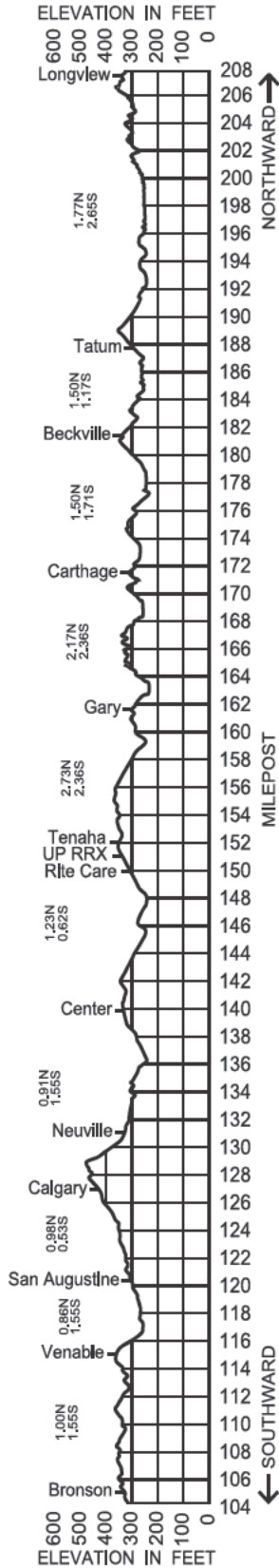
Segment No.	Limits	Mile Posts
Road Line Segments		
7503	Longview to Silsbee	

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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10. Grade Charts



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Madill Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS						
Adjoining Sub: <u>Creek</u> Subdivision Boundary: Madill, MP 602.6 / Creek, MP 602.6										
	8,760	94603	602.6	MAD LL		B			8.0	
	8,540	94610	610.6	K NGSTON					9.6	
		94620	620.2	LAKES DE Adj. RR: KRR, MP 620.3		J	CTC	1046	4.6	
	8,617	94625	624.8	BARRY					6.3	
		94631	631.1	STALEY Adj. RR: UP MP 631.1		J			5.4	
The UP RR timetable governs MP 631.0 to MP 631.4										
		94637	636.5	DENISON Adj. RR: TNER, MP 636.6		J	CTC		0.6	
			637.1	SOUTH DENISON			TWC ABS		7.1	
			644.2	NORTH SHERMAN					1.3	
	6,690	94644	645.5	SHERMAN Adj. RR: TNER, MP 645.5		JT			4.4	
		94650	649.9	SOUTH SHERMAN JCT Adj. RR: DGNO, MP 649.9		J			7.8	
	8,630	94658	657.7	DORCHESTER					7.1	
		94665	664.8	GUNTER					8.8	
		94674	673.6	CELINA					6.1	
	8,770	94680	679.7	PROSPER			TWC	1046	5.9	
		94686	685.6	FRISCO					5.1	
		94690	690.3	CAMEY					2.2	
	6,258	94695	692.5	HEBRON					7.4	
		94700	699.9	BLISS Adj. RR: DGNO, MP 700.0		J			0.6	
		94701	700.5	CARROLLTON Adj. RR: DART, MP 700.1		AJ			4.4	
	7,283	94705	704.9	GRIBBLE					4.4	
		94711	709.2	IRV NG		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 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		
Staley - UP DS - Channel 027 *07		
To Contact the UP Dispatcher —On multichannel radio, place the display to channel 027 and press *07.		
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

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 602.6 to MP 631.0	40	40
MP 631.4 to MP 709.2	40	40
MP 709.2 to MP 710.8	25	25
MP 710.8 to MP 711.0	10	10

1(B). Speed—Permanent Restrictions

	Frt
MP 610.4 to MP 611.1	25
MP 630.1 to MP 631.0	30
MP 631.0 to MP 631.4	20
MP 634.9 to MP 635.9	30
MP 635.9 to MP 637.1	20
MP 645.1 to MP 645.8	20
MP 700.4 to MP 700.5	20
MP 700.5 to MP 704.0	30
MP 704.4 to MP 709.2	25

Key Trains

Maximum Speed within the following municipal area limits unless otherwise restricted:

	Frt
MP 678.0 to MP 711.0	35

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 610.6, Kingston, siding turnouts	20	20
MP 620.2, Lakeside, KRR turnout	20	20
MP 624.8, Barry, siding turnouts	20	20
MP 657.7, Dorchester, siding turnouts	20	20
MP 679.7, Prosper, siding turnouts	20	20
MP 692.5, Hebron, 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.

	Frt
Irving, Carl Road Crossing, Track 752	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 709.2..... 143 tons, Restriction D

Location	Track Name	Track No.
No more than one six-axle locomotive or six-axle derrick is permitted on:		
Madill	Clint William	7123
Six-axle locomotives and six-axle derricks are not permitted on:		
Frisco	Gould Battery	8205, 8206
Carrollton	Bayfield Lead	1011
	BSP Switch	1040
Irving	Pit Track	808
Six-axle 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 642.6	TWC, ABS
MP 642.6 to MP 710.1	TWC
MP 710.1 to MP 711.0	RL

Interlockings

Mile Post	Type	Notes
700.5	Automatic	RR: DGNO

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hi-Rail Limits Compliance System (HLCS)
- Positive Train Control (PTC)—MP 664.8 to MP 699.7

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	Milepost	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	
699.50	Perry Rd./Ryan Ave.	
Irving, TX	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.

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
700.2		7102	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.

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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:

Milepost	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.

Close/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
	Progress Rail and Sunny D Lead	7750	Fence
	Kaiser	7752	Fence
Celina	Gen. Chemical	8001	Building
Prosper	Mahard Feed	8106	Structure
Frisco	Mill Track	8202	Building
Carrollton	Bayfield Lead	1011	Fence & building
Irving	MP 708.8	MT	Crossing gate
	MP 710.1 to MP 710.4	799	Whistle board
	Lead	750	Gate
	Am. Beverage	754	Building & gate
	Martin Marietta Dump Stn	806	Structures
	TXI Dump Station	830	Structures
	BSP Warehouse	1040, 1041	Building
	GP Plastics	1050	Building
	Cornerstone (Old Saddlecreek Bldg.)	1060	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

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 687.0 to MP 689.0
MP 693.0 to MP 694.0
MP 697.7 to MP 699.0

8. Line Segments

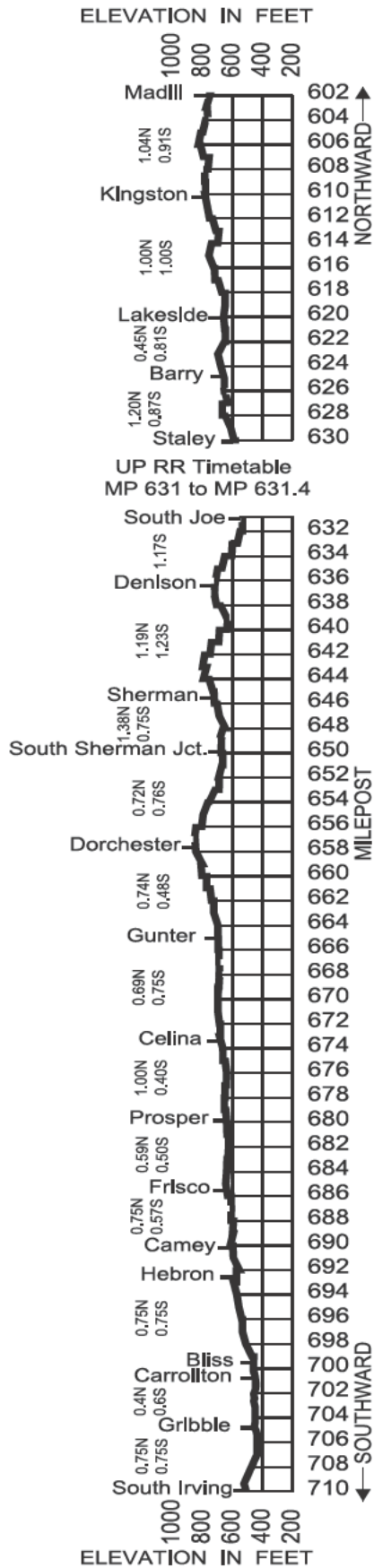
Segment No.	Limits	Mile Posts
Road Line Segments		
1046	Madill to Irving	
Yard Line Segments		
1145	Sherman	
793	Irving	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
94651	J&J Industrial Lead	650.8	6,000	North
94676	TXI Celina Yard	675.0	Yard	Both
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

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10. Grade Chart



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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mykawa Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
Adjoining RR: UP										
Mykawa Sub End MT, MP 19.3 / Connection with UPRR at MP 19.3										
	10,320	35490	14.0	MYKAWA	BCPT				1.6	
			12.4	SOUTH CREEK					2.4	
	5,490	35500	10.0	PEARLAND		CTC	7501		5.9	
	13,140	35550	4.1	HASTINGS					4.1	
		35600	0.0	ALV N	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 - 58(X)
Radio Channel 030 in service at Pearland Yard - 76(X)	
Emergency - Call 911	
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9	

Dispatcher Information
817-867-7147, Fax 281-350-7521

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 Maximum Speed within the following municipal area limits unless otherwise restricted:	Frt
MP 19.3 to MP 0.4	35

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 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:		
	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)

GCOR/MWOR 1.14—BNSF trains, at Houston, use UP and PTRR 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.

5. Trackside Warning Devices (TWD)

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

MP	Device	Recall Code	Notes
Type B. Locations			
1.7		748	

6. FRA Exempted 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

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7. Special Conditions

Close/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 (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

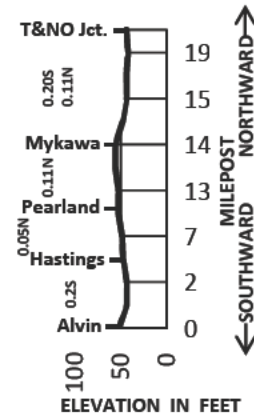
8. Line Segments

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



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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Plainview Subdivision		Rule 4 3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
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					8.0	
5,150		42110	596.4	KAFF R					6.9	
		42100	603.3	TULIA					12.0	
		41935	615.3	KRESS					6.5	
11,500		41930	621.8	F NNEY					5.8	
		41900	627.6	PLAINVIEW To Dimmitt Spur, MP 627.6	CPT		TWC	7106	0.6	
			628.2	FLOYDADA JCT.	A				0.2	
		41880	634.0	FURGUSON					6.9	
		41875	640.9	HALE CENTER					10.5	
5,100		41865	651.4	ALLEY					5.6	
		41855	657.0	ABERNATHY					14.9	
			671.9	MARNELS					1.2	
			673.1	HOUSE 246					0.4	
			673.5	CANYON JCT.	JT		CTC		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 Trainmaster - 246		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, Lubbock Terminal Trainmaster X=6, PTC Desk X=9		

Mobile PBX Access			
To Connect: Set channel TxRx, Press access code, wait for dial tone, Press 8, dial 593-7670 for VTR.			
To Disconnect: Press #			
	Mobile		Access
	Tx	Rx	
Plainview	Ch 093	Ch 037	*

Dispatcher Information
817-867-7020, Fax 817-352-7042

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 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

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

MP 669.0 to MP 673.5	35
----------------------	----

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 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

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

* Equipped with MW Release Box

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4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

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

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

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		8	
606.9		8	
636.0		8	
666.7		8	

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

- **RCZ 1**—The switching lead between the clearance point of the crossover from Main Track 1 at MP 674.1 and MP 673.6. RCZ Signs displayed to designate limits.
- **RCZ 2**—Track 699 between the clearance point of track 611, MP 1.1, and MP 2.0 on track 699, the Purina lead. RCZ Signs displayed to designate limits.
- **RCZ 3**—The Switching lead between the clearance point of the crossover from Main 1 to the West end of the Lower Yard at MP 675.3 and the clearance point of the Switching Lead and the West end of 124 track, MP 674.9. A Sign at MP 674.9 is located next to the fence. Prior to the RCZ being activated the, switch at the East end of 124 track to the switching lead and the switch on 216 track to the switching lead must be locked for movement on the switching lead. RCZ Signs displayed to designate limits.
- **Activation/Deactivation Procedure**—The Remote Control Operator will contact the Lubbock Terminal Trainmaster for permission to activate an RCZ and will notify the Terminal Trainmaster when remote control zone is deactivated. The RCZ may be activated only after it is determined by visual inspection that trains, engines, men, or equipment are not occupying the RCZ limits. The Lubbock Terminal Trainmaster is required to log the activation and deactivation of an RCZ and must not deactivate the zone without notification to the Remote Control Operator.

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

Close/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
	Zipp Industries	8209	Structure
Ferguson	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

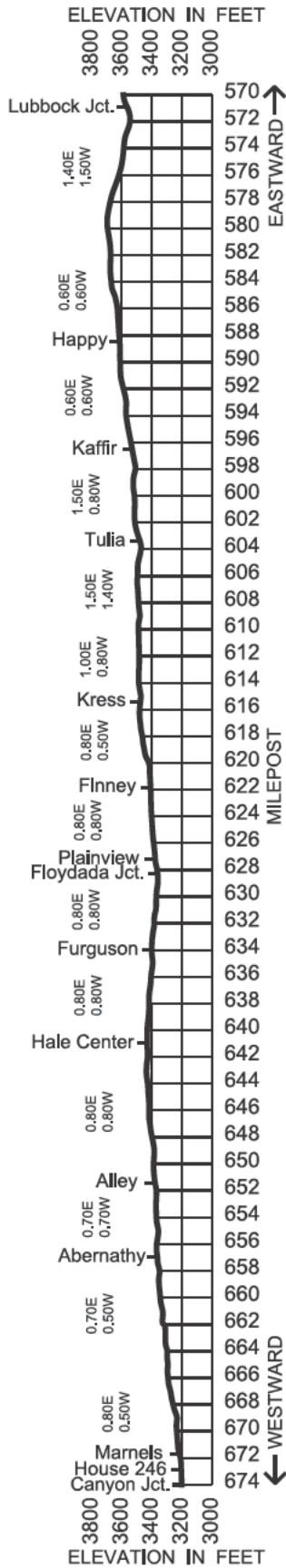
Segment No.	Limits	Mile Posts
Road Line Segments		
7106	Lubbock Jct to Canyon Jct.	
Yard Line Segments		
7157	Lubbock Yard	

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

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10. Grade Chart



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W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Red River Valley Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	E A S T W A R D ↑
				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	BUPX				0.9	
		40448	115.0	WEST WICHITA FALLS			CTC 2MT		0.9	
			116.1	OR ENT					2.3	
		40454	118.4	VALLEY JCT. Adj. RR: SSC, MP 118.4	J				5.9	
6,524		40460	124.3	IOWA PARK					11.6	
8,966		40471	135.9	FOWLKES					4.4	
		40476	140.3	ELECTRA					7.8	
6,273		40483	148.1	HARROLD			CTC		7.1	
			156.2	CP 1562					7.1	
10,493		40499	163.3	VERNON					15.4	
9,030		40514	178.7	CHILLICOTHE					13.4	
			189.8	CP 1898					11.1	
		40527	192.1	QUANAH Adj. Sub: Chickasha , MP 193.5	BJT		CTC 2MT		2.3	
		96729	196.9	ACME					3.6	
6,232		40536	200.5	GOODLETT					11.2	
9,855		40547	211.7	KIRKLAND					8.5	
12,204		40556	220.2	CH LDRESS				485	7.6	
6,277		40563	227.8	CAREY					7.9	
7,105		40572	236.7	ESTELLINE					16.2	
7,311		40586	251.9	MEMPHIS					11.2	
9,165		40599	263.1	HEDLEY					12.6	
10,900		40613	275.7	CLARENDON			CTC		12.9	
7,302		40623	288.6	ASHTOLA					15.9	
7,352		40639	304.5	MALDEN					3.4	
		40643	307.9	CLAUDE					9.8	
7,316		40653	317.7	KASOTA					11.7	
			329.4	CP3294					1.4	
			330.8	CP 3308					0.3	
			331.1	CP 3311 Main 1					1.7 MT1	
			332.6	CP 3326 Main 2					2.1 MT 2	
		332.8		BC JCT (Main 1) Adj. Sub: Boise City, KS Div MP 332.9	J		CTC 2 MT		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 CP 1562		
Wichita Falls - 26(X)	Electra - 27(X)	Oklauinion - 28(X)
Radio Channel 066 in service CP 1562 to MP 334.7		
Vernon - 28(X)	Quanah - 29(X)	Childress - 30(X)
Memphis - 31(X)	Hedley - 47(X)	Clarendon - 32(X)
Claude - DS 92 - 34(X), DS 101 - 24(X)	Amarillo - DS 101 - 35(X) DS 92 - 25(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information

Wichita Falls to Vernon—817-867-7055, Fax 817-352-7023
Vernon to CP 3294 - 817-867-7092, Fax 817-352-6319
CP 3294 to MP 334.7 - 817-867-7101, Fax 913-551-2403

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frts	
	Under 100 TOB	100 TOB & Over
MP 114.1 to MP 327.5	60	50
MP 327.5 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
----------------------------------	----	----

1(B). Speed—Permanent Restrictions

	Frts
MP 114.1 to MP 116.1, MT2	40
MP 114.1 to MP 116.1, MT2, 100 TOB and over	30
MP 114.1 to MP 115.0, MT1	10
MP 115.0 to MP 116.1, MT1	20
MP 115.0 to MP 116.1, MT1, 100 TOB and over	10
MP 165.9 to MP 166.5	55
MP 192.3* to MP 196.9, MT1	35
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

* No signs displayed

Key Trains

Maximum Speed within the following municipal area limits unless otherwise restricted:

MP 114.1 to MP 121.0	35
MP 327.0 to MP 334.7	35

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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.

	Frnt	
	Under 100 TOB	100 TOB & Over
MP 116.1, Orient, MT1 turnout	20	10
MP 124.3, Iowa Park, siding turnouts	35	35
MP 135.9, Fowlkes, siding turnouts	35	35
MP 148.1, Harrold, siding turnouts	35	35
MP 163.3, Vernon, siding turnouts	35	35
MP 178.7, Chillicothe, siding turnouts	35	35
MP 192.1, Quanah, turnout MT1	35	35
MP 196.9, Acme, turnout MT1	35	35
MP 200.5, Goodlett, siding turnouts	35	35
MP 211.7, Kirkland, siding turnouts	35	35
MP 220.2, Childress, siding turnouts	35	35
MP 236.7, Estelline, siding turnouts	35	35
MP 251.9, Memphis, siding turnouts	35	35
MP 263.1, Hedley, siding turnouts	35	35
MP 275.7, Clarendon, siding turnouts	35	35
MP 288.6, Ashtola, siding turnouts	35	35
MP 304.5, Malden, siding turnouts	35	35
MP 317.7, Kasota, siding turnouts	35	35
MP 329.4, CP 3294 turnout	40	40
MP 330.8, CP 3308 crossover and turnouts	20	20
MP 331.1, CP 3311 crossover and turnout	20	20
MP 332.6, CP 3326, turnouts	20	20
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

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

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

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	

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.

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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.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Wichita Falls	N. Am. Pipe	3365	Structures
Iowa Park	Cryovac	1211, 1212	Structures
Oklahoma	Dump Shed	1555	Structures
Vernon	Bolton Elevator	1638	Structures
	Mid-West Mud	1640	Structures
	Farmers COOP	1641	Structures
Chillicothe	Hardeman Grain	1788	Structures
	Reno Elevator	1790	Structures
Acme	Georgia Pacific	401	Structures
Claude	Attebury Grain	3093	Structures

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

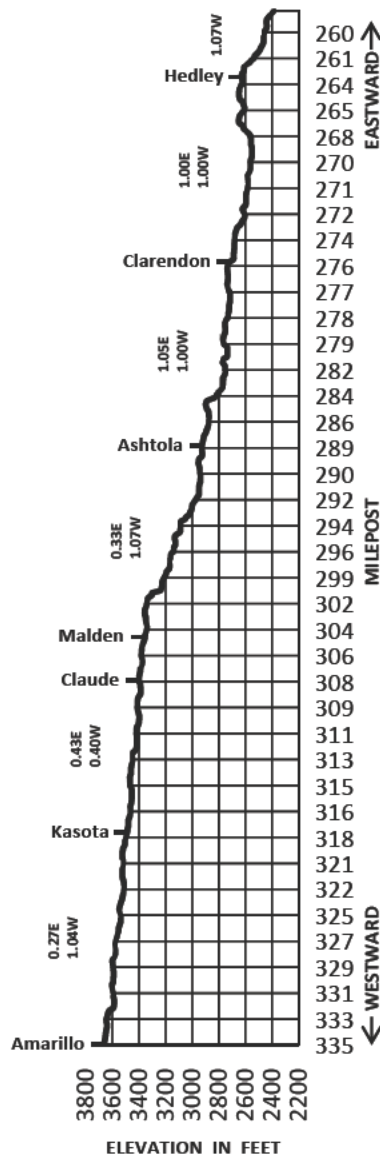
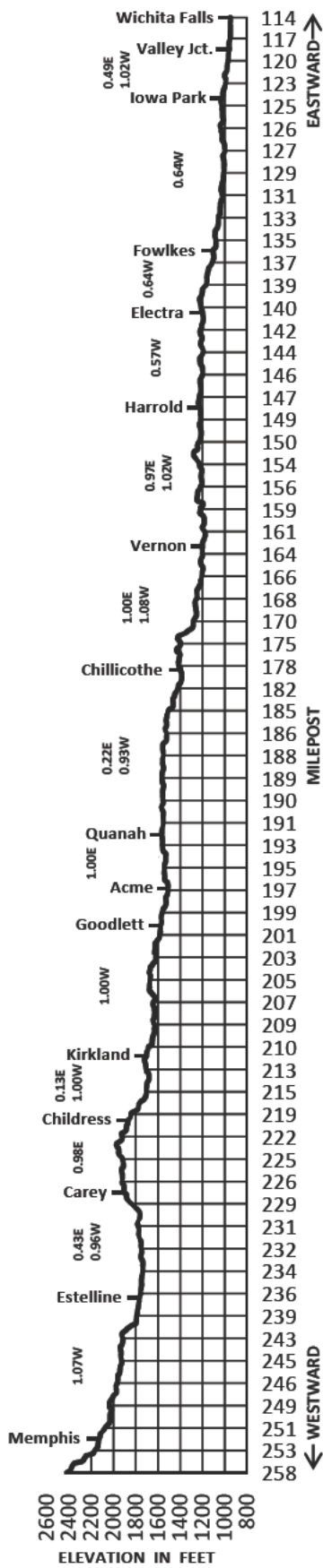
Segment No.	Limits	Mile Posts
Road Line Segments		
485		114.1 to 334.7
Yard Line Segments		
765	Amarillo	
766	Childress	
795	Oklahoma/West Texas Power Co. Tracks	

9. Other Location Information

Station No.	Name	Mile Post	Capacity in Feet	Switch Opens
40490	Oklahoma	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	Red Rock Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	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								
	24,288	52700	263.4	ARKANSAS CITY	PT			0.8	
			264.2	CP 2642	X			11.6	
	12,185	52680	275.8	NEWKIRK				13.1	
	32,442	52300	288.9	PONCA CITY	BPTX(2)			11.4	
	8,616	52290	300.3	MARLAND				6.5	
	7,447	52280	306.8	RED ROCK				5.9	
	7,993	52270	312.7	OTOE				3.6	
		96103	316.3	BLACK BEAR - BNSF RR Adj. Sub: Avard , MP 316.5	MJ			4.8	
			321.1	CP 3211	X	CTC		0.5	
	5,515 W 3,234 E	96109	321.6	PERRY Adj. Sub: Avard , MP 321.5	PJ			6.8	
	8,563	52090	328.4	ASP				10.4	
	10,149	52060	338.8	MULHALL				8.4	
	8,915	52050	347.2	LAWR E				5.4	
	14,725	51700	352.6	GUTHRIE	PT			7.5	
	9,735	51695	360.1	SEWARD				10.0	
	7,041	51690	370.1	EDMOND				6.7	
	8,029	51680	376.8	BRITTON				3.9	
			380.7	NOWERS	BP			3.4	
			384.1	BRICKTOWN (Main 1)	TX(2)			M1-1.0 M2-1.8	
			385.1	SH ELDS (Main 1)		CTC		0.2	
			385.3	RIVER (Main 1) Adj. Sub: Chickasha , MP 385.5	J	2MT		0.6	
			385.9	BURNETT Adj. Sub: Chickasha , MP 385.8	JX(2)			1.6	
			387.5	SOUTH BURNETT				1.3	
			388.8	GM CROSSOVER				1.7	
	8,460	51500	390.5	FLYNN	BCPT			2.7	
	8,351	51420	393.2	MOORE				8.6	
	6,678	51415	401.8	NORMAN				6.2	
	9,075	51410	408.1	NOBLE				9.7	
	9,600	51400	417.8 517.1	PURCELL				6.9	
	8,297	51325	510.2	WAYNE		CTC		7.6	
	8,229	51315	502.6	PAOLI				7.0	
	7,926	51300	495.6	PAULS VALLEY				7.5	
	8,804	51255	488.1	WYNNEWOOD				10.1	
	9,225	51250	478.0	DAVIS	T			8.4	
	8,599	51240	469.6	DOUGHERTY				9.3	
	8,443	51225	460.3	GENE AUTRY				5.7	
	8,334		454.6	ARBUCKLE				4.2	
		51200	450.4	ARDMORE	BPT	CTC 2MT		7.4	
	10,739	51150	443.0	OVERBROOK				9.9	
	9,945	51140	433.1	MAR ETTA				10.0	
	8,053	51120	423.1	THACKERVILLE		CTC		11.8	
		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)	Perry - 14(X)
Guthrie - 15(X)	Moore - 20(X)	Shawnee - 21(X)
Purcell - 22(X)		
Radio Channel 085 in service Purcell to Gainesville		
Wayne - 23(X)	Davis - 24(X)	Dougherty - 25(X)
Marietta - 31(X)	Gainesville North- 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, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
 Arkansas City to Wayne—817-867-7021, Fax 817-352-7040
 Wayne to Gainesville:
 0800-1600 M-F - 817-867-7114, Fax 817-352-6879
 1600-0800 M-F & all times S/S - 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

	Psg		Frt	
	Under 100 TOB	100 TOB & Over	Under 100 TOB	100 TOB & Over
Main Track				
MP 263.4 to MP 387.6	55	55	55	55
MP 387.6 to MP 411.3X	79	55	55	55

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

	Psg	Frt	Frt
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

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1(B). Speed—Permanent Restrictions

	Psg	Fr
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 369.7 to MP 370.4, HER	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 municipal area limits unless otherwise restricted:

	Fr
MP 358.0 to MP 417.8	35
MP 517.1 to MP 516.0	35

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 263.4, Arkansas City, siding turnouts	20	20
MP 262.9, CP 2629, crossover turnouts	20	20
MP 275.8, Newkirk, siding turnouts	40	25
MP 288.9, Ponca City, turnouts and crossover turnouts	25	25
MP 300.3, Marland, siding turnouts	40	25
MP 306.8, Red Rock, siding turnouts	40	25
MP 308.2, turnout to OG&E Sooner Spur	20	20
MP 312.7, Otoe, siding turnouts	40	25
MP 316.3, Black Bear, turnout	35	25
MP 321.1, CP 3211, crossover turnout	35	25
MP 321.6, Perry, siding turnouts	25	25
MP 328.4, Asp, siding turnouts	40	25
MP 338.8, Mulhall, siding turnouts	40	25
MP 347.2, Lawrie, siding turnouts	40	25
MP 352.6, Guthrie, siding turnouts	40	25
MP 360.1, Seward, siding turnouts	40	25
MP 370.1, Edmond, siding turnouts	40	25
MP 376.8, Britton, siding turnouts	40	25
MP 380.7, Nowers, turnout	25	25
MP 385.9, Burnett, crossover turnouts	40	25
MP 387.5, South Burnett, turnout	40	25
MP 390.5, Flynn, siding turnouts	20	20
MP 393.2, Moore, siding turnouts	40	25
MP 401.8, Norman, siding turnouts	40	25
MP 408.1, Noble, siding turnouts	40	25
MP 417.3, Purcell, siding turnouts	20	20
MP 510.2, Wayne, siding turnouts	30	25
MP 502.6, Paoli, siding turnouts	30	25
MP 495.6, Pauls Valley, siding turnouts	30	25
MP 488.1, Wynnewood, siding turnouts	30	25
MP 478.0, Davis, siding turnouts	30	25
MP 469.6, Dougherty, siding turnouts	30	25
MP 463.1, CP 4631, turnout N Leg Wye	25	25
MP 462.9, Sovereign, turnout	25	25
MP 462.7, CP 4627, turnout S Leg Wye	25	25
MP 460.3, Gene Autry, siding turnouts	30	25
MP 454.6, Arbuckle, siding turnouts	40	25
MP 450.4, Ardmore, 2 MT turnouts	25	25
MP 443.0, Overbrook, siding turnouts	30	25
MP 433.1, Marietta, siding turnouts	30	25
MP 423.1, Thackerville, siding turnouts	30	25

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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.

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		
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

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

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

GCOR 1.14—BNSF trains use UP and AOK tracks between Shawnee and Harter.

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	Milepost	Crossing Name
Ponca City, OK	286.26	Prospect Ave.
Logan County, OK	360.8	Forrest Hills Rd
	361.8	Simpson Rd
Oklahoma City, OK	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 St.
	401.76	Gray St.
	401.77	Main St.
	401.93	Eufaula St.
	402.25	Duffy St.
	402.53	Boyd St.
	402.80	Brooks St.
	403.08	Lindsey St.
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.

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			
421.1		8	SWD
Type B. Locations			
270.8		8	
296.9		8	
317.5		8	
341.9		7	
358.9		8	
377.8		8	
395.5		7	
404.2		8	
505.7		8	
482.6		7	
468.6	DED	8	Exception reporting
462.9	DED	7	Exception reporting
457.6		8	
437.5		8	
426.3	DED	8	Exception reporting
421.1		8	NWD
418.1	DED	8	Exception reporting
414.5X		8	
Type C. Other Detectors			
426.9	WILD	7	

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6. FRA Excepted 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

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. There must be a person located on each side of the car while pulling cars out or shoving cars into the LPG Rack.

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.

Milepost	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

Oklahoma City

- **RCZ 1 (Flynn Yard)**—is established on the 1238 bowl lead on the north end of the bowl extending to the west crossover switch on the south leg of the wye and the north clearance point on the west leg of the wye. Signs are located as follows:
 1. North end of west leg of wye at clearance point.
 2. East end of south leg of wye at clearance point.
 3. North end of bowl on the lead.

- **RCZ 2 (Flynn Yard)**—is established on the 1230 Hump lead on the south end of the bowl extending to the clearance sign at the south end of the tail track. Signs are located as follows:
 1. South end of the bowl at the 1230 south switch.
 2. Clearance sign at south end of tail track.
- **Activation/Deactivation Procedure**—The remote control operator will notify the Tower Trainmaster when the remote control zone is activated or deactivated. To enter Zones 1 and 2 movements must contact the remote control operator or the Tower Trainmaster to determine if the remote control zone is activated.

Close/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 W 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 Tk	1291	Dock
Shawnee	Industrial Spur	3799	Overpass
	Buford White Lbr	3707	Loading dock
	Union Carbide	6003	Building
Wynnewood	Gary Williams Refinery	6206 - 6208	Loading racks
MP 487.9	Gas plant	6209	Overhead and side structures
Ardmore	Uniroyal Goodyear	6347	Structures
	Blue Bonnet	6353 - 6354	Structures
	Michelin	6370	Structures
Gainesville	Poly Pipe	6519	Structures
	Southland	6535	Dock

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Close Track Centers

Location	Track Name	Tracks
Gainesville	Yard	6501 - 6108

Duplicate Mileposts—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

Milepost 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 (Moveable Point Frogs/Swing Nose Frogs/Derail):
 - Sovereign MP 462.9
 - 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 440.5
- MP 418.6 to MP 413.6X
- MP 413.4X to MP 413.3X
- MP 412.8X to MP 412.5X

8. Line Segments

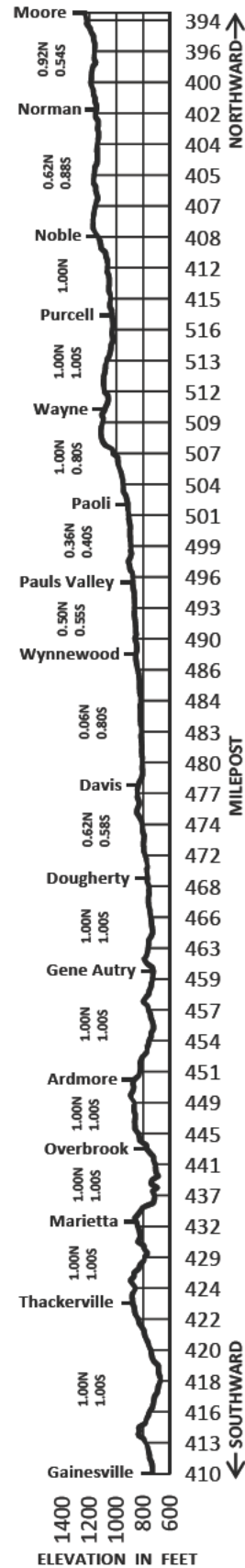
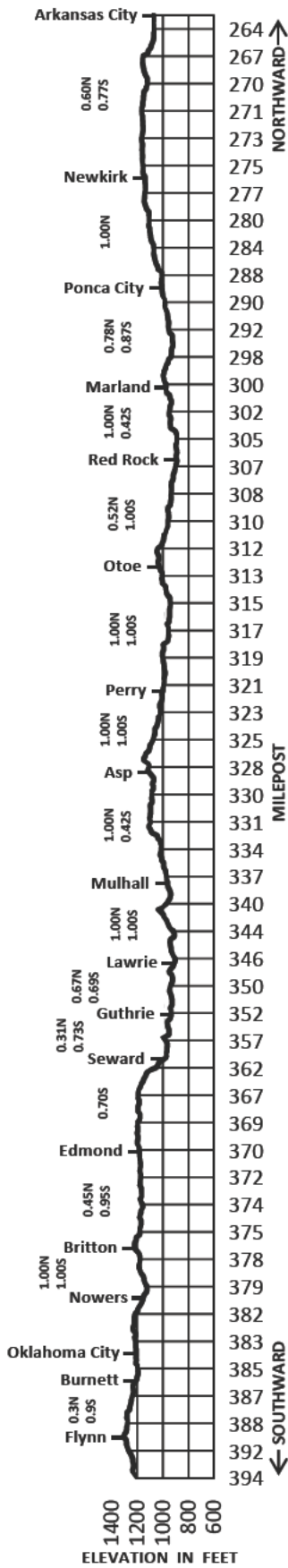
Segment No.	Limits	Mile Posts
Road Line Segments		
7400	Arkansas City to Purcell	
7500	Purcell to Gainesville	
7405	Packingtown Lead	
7403	Flynn to GM	
7511	Ardmore to Uniroyal	
Yard Line Segments		
7451	Arkansas City Yard	
7452	Ponca City Yard	
7453	Nowers Yard	
7454	Oklahoma City GM Yard	
7455	Flynn 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	Bo h
	Pauls Valley Industrial Lead	496.1	7,170	South
	Sovereign (Wye Track)	462.9		Bo h
	Ardmore Industrial Park	449.6	26,400	Bo h
	Borden Chemical	414.0X	800	South

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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	Silsbee Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
				BCJ PRT	RL					
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		10.1	
	10,672	37185	10.6	LUMBERTON			TWC	7503	2.1	
		37190	8.5	VOTH			CTC		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
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Radio Channel 058 in service Beaumont Yard

Radio Channel 072 in service Goodyear for switching

Emergency - Call 911

Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3,
Railroad Police X=4, Defector Desk X=5

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	Frts	
	Under 100 TOB	100 TOB & Over
MP 20.7 to MP 1.0	49	49

1(B). Speed—Permanent Restrictions

	Frts
MP 19.1 to MP 18.8	35
MP 16.3 to MP 15.1	35
MP 2.3 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.

	Frts	
	Under 100 TOB	100 TOB & Over
MP 10.6, Lumberton, siding turnouts	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.

	Frts	
	Under 100 TOB	100 TOB & Over
Voht, 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

Location	Track Name	Track No.
Six-axis locomotives and six-axis derricks are not permitted on:		
Beaumont Yard	Yard tracks	2116, 2117

3. Type of Operation

Main Track

MP 20.7 to MP 19.3	RL
MP 19.3 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

- Hy-Rail Limits Compliance System (HLCS)

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.

Safety Rule S-13.7.1—Does not apply to the main track switch at 5th St. when making a facing point move to enter Silsbee Yard.

5. Trackside Warning Devices (TWD)—None

6. FRA Excepted Track—None

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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.

Close/No Clearance Locations

Location	Track Name	Track No.	Obstruction
Beaumont	Transit Mix	4002	Gate
Cheek	Goodyear	6701	House Track
	Gulf Coast Steel	6801	Sign

Test Miles

MP 4.0 to MP 5.0

Flash Flood Critical Areas

MP 4.5 to MP 1.7

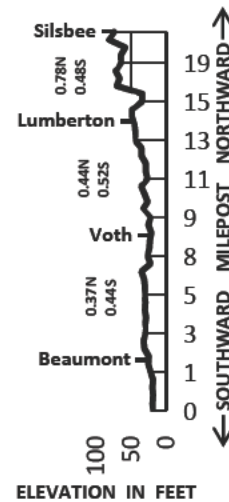
8. Line Segments

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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W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Slaton Subdivision MAIN LINE STATIONS		Rule 4 3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ E A S T W A R D
	Adjoining Sub: <u>Lampasas</u> Subdivision Boundary: Slaton, MP 459.6 / Lampasas, MP 459.6									
		42900	459.6	SWEETWATER	BPT			7508	1.1	
			460.7	ORIENT JCT.	X				5.2	
	12,253	42420	787.3	GANNON				7106	12.0	
	7,242	42415	775.3	PYRON					6.7	
	5,050	42410	768.6	HERMLEIGH					11.7	
	5,880	42400	756.9	SNYDER					16.3	
	7,543	42380	740.6	FULLERVILLE					11.6	
	5,154	42370	729.0	JUSTICEBURG			CTC		8.7	
	5,482	42365	720.3	AUGUSTUS					6.5	
	7,280	42360	713.8	POST					10.2	
	5,400	42355	703.6	BUENOS					6.3	
	9,497	42350	697.3	SOUTHLAND					7.3	
		42300	690.0	SLATON	BP				10.2	
	4,916	42280	679.8	BURRIS					3.3	
			676.5	EAST LUBBOCK	R			1.9		
		42200	674.6	LUBBOCK	BCPR		RL 2 MT	1.1		
		42195	673.5 88.6	CANYON JCT. Adj. Sub: <u>Plainview</u> , MP 673.5	JRT X(2)		CTC 2 MT	3.9		
	6,792		84.7	EAST BROADVIEW				1.8		
			82.9	WEST BROADVIEW Adj. RR: WTR, MP 82.9	J			4.8		
	5,326	41665	78.1	SHALLOWATER				12.5		
	5,292	41655	65.6	ANTON				12.6		
	7,341	41645	53.0	LITTLEFIELD				14.9		
	4,757	41635	38.1	SUDAN			CTC	8.0		
	5,416	41630	30.1	MILL				3.0		
			27.1	TOLK				4.9		
	11,630	41625	22.2	MULESHOE				12.4		
	11,721	41615	9.8	LARIAT				9.2		
		53035	0.6	FARWELL				0.6		
	6,903		0.0	CP 6476	JT			208.7		
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 Sweetwater 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 Trainmaster - 246		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, Lubbock Terminal Trainmaster X=6		

Mobile PBX Access Sweetwater to Sudan

To Connect: Set channel TxRx, Press access code, wait for dial tone, Press 8, dial 593-7670 for VTR.
To Disconnect: Press #

	Mobile		Access
	Tx	Rx	
Sweetwater	Ch 079	Ch 021	*
Snyder	Ch 095	Ch 009	*
Lubbock	Ch 092	Ch 010	*
Anton	Ch 095	Ch 009	*
Sudan	Ch 079	Ch 021	*

Dispatcher Information

Sweetwater to Gannon—817-867-7024, Fax 281-350-7572
 Gannon to Farwell—817-867-7020, Fax 817-352-7042
 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

	Frts	
	Under 100 TOB	100 TOB & Over
Main Track		
MP 459.6 to MP 461.0	55	55
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)

	10	10
MP 460.6 to MP 460.7, Secondary	10	10
MP 0.8 (Farwell) to 0.5 (CP 6468), East Leg Wye	10	10

1(B). Speed—Permanent Restrictions

	Frts
MP 459.6 to MP 460.7	40
MP 778.0 to MP 777.9	45
MP 705.6 to MP 700.7	45
MP 673.6 to MP 673.5, HER	30
MP 88.6 to MP 86.0, HER	30
MP 0.7 to MP 0.1	25

Key Trains

Maximum speed within the following municipal area limits unless otherwise restricted:

MP 681.0 to MP 673.5	35
MP 88.6 to MP 85.0	35

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.

	Frts	
	Under 100 TOB	100 TOB & Over
MP 787.3, Gannon, siding turnouts	25	25
MP 740.6, Fullerville, siding turnouts	25	25
MP 697.3, 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 9.8, Lariat, siding turnouts	25	25
MP 0.0, CP 6476, Hereford Sub turnout	25	25

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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.

	Frnt	
	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

Sweetwater 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 459.6 to MP 461.0	CTC
MP 792.2 to MP 676.6	CTC
MP 676.6 to MP 673.6	RL, 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 460.6 to MP 460.7 on Secondary
MP 0.8 (Farwell) to 0.5 (CP 6468) on East Leg Wye

4. Subdivision Specific Rules Information

Safety Overlay Systems in Effect

- Hy-Rail Limits Compliance System (HLCS)

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	Milepost	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.

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			
791.7		8	
770.8		0	
748.5		8	
730.9		0	
709.0		8	
685.8		7	
81.2		8	
62.2		7	
41.5		8	
26.1		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

6. FRA Exempted 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.

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Remote Control Zones

Lubbock

- **RCZ 1**—The switching lead between the clearance point of the crossover from Main Track 1 at MP 674.1 and MP 673.6. RCZ Signs displayed to designate limits.
- **RCZ 2**—Track 699 between the clearance point of track 611, MP 1.1, and MP 2.0 on track 699, the Purina lead. RCZ Signs displayed to designate limits.
- **RCZ 3**—The Switching lead between the clearance point of the crossover from Main 1 to the West end of the Lower Yard at MP 675.3 and the clearance point of the Switching Lead and the West end of 124 track, MP 674.9. A Sign at MP 674.9 is located next to the fence. Prior to the RCZ being activated the, switch at the East end of 124 track to the switching lead and the switch on 216 track to the switching lead must be locked for movement on the switching lead. RCZ Signs displayed to designate limits.
- **Activation/Deactivation Procedure**—The Remote Control Operator will contact the Lubbock Terminal Trainmaster for permission to activate an RCZ and will notify the Terminal Trainmaster when remote control zone is deactivated. The RCZ may be activated only after it is determined by visual inspection that trains, engines, men, or equipment are not occupying the RCZ limits. The Lubbock Terminal Trainmaster is required to log the activation and deactivation of an RCZ and must not deactivate the zone without notification to the Remote Control Operator.

Mile Post Range Change

MP 461.0 = 792.2
MP 673.5 = MP 88.6

Close/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
	Holcimius Cement	752, 753	Structure
	Holy Asphalt	764	Structure
	Cone Elevator	765, 766	Structure
	WW Steel	904	Structure
	General Steel	913	Structure
	Beck Steel	611	Gates Erskin St., gates for plant entrance and throughout plant
Snyder	Desert Brine	4443	Structure
	WL Plastics	4453, 4454	Structure
Posey	Great Plains	4865	Structure
	Godbold	4896	Structure
Burriss	Jarvis Metals	355, 356	Structure
Littlefield	Wilbur Ellis	4253	Structure
	American Cotton Growers	4271	Structure
Sudan	Central Compress	4241	Structure
	Livestock Trade	4247	Structure

Location	Track Name	Track No.	Obstruction
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 757.1 to MP 756.5 MP 73.8 to MP 73.4
MP 714.3 to MP 713.5 MP 71.8 to MP 71.5
MP 77.3 to MP 77.0

8. Line Segments

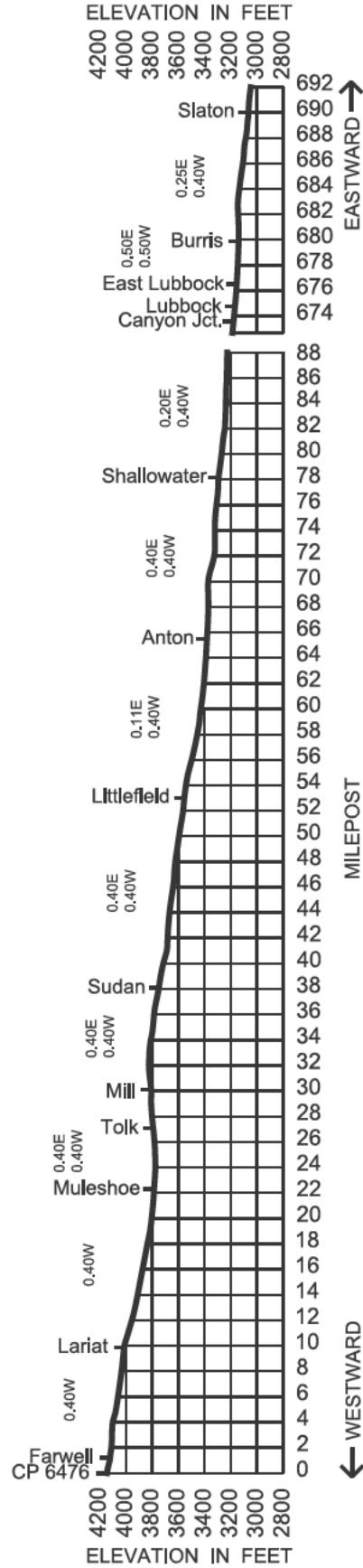
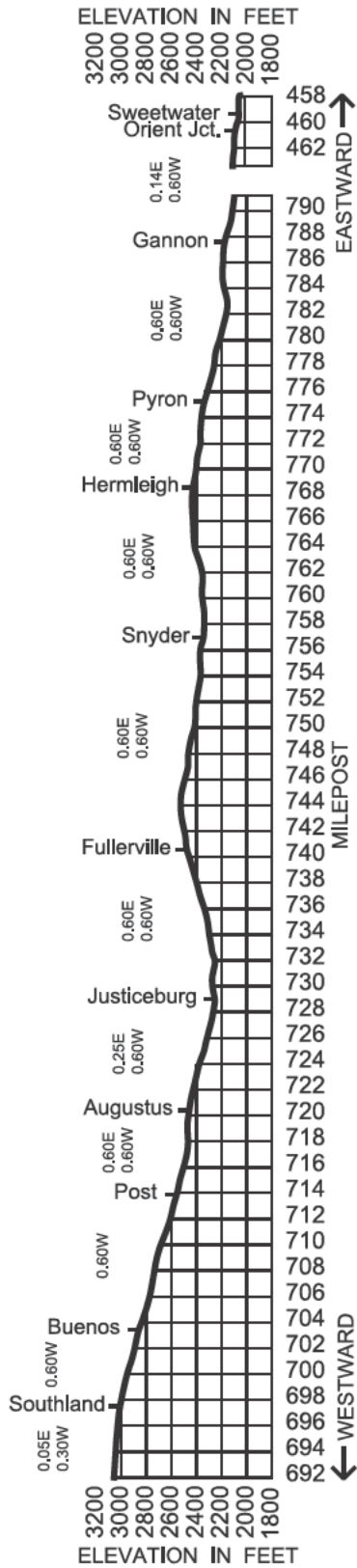
Segment No.	Limits	Mile Posts
Road Line Segments		
7508		MP 459.6 to MP 461.0
7106		MP 461.0 to Canyon Jct.
7107		Canyon Jct. to CP 6476
Yard Line Segments		
7158	Sweetwater Yard	
7510	Sweetwater Industrial Spur	
7157	Lubbock Yard	

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 Ind. 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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WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sooner Subdivision MAIN LINE STATIONS			Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3						
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)
Emergency - Call 911
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5

Dispatcher Information

817-867-7051, Fax 817-352-7039
 Stillwater Central Railroad 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
----------------------	----

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

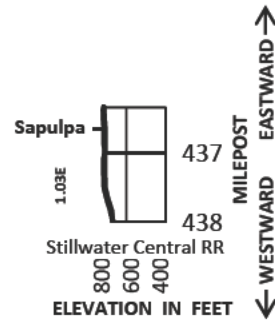
BNSF trains operate on SLWC tracks between MP 438.9 and MP 540.0 and are governed by the SLWC Timetable and Special Instructions.

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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W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Venus Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ E A S T W A R D
	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, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5	
UP DS - Channel 027 *07	

Dispatcher Information

0630—2230 - 817-867-7022, Fax 817-352-2422
 2230—0630 - 817-867-7122, Fax 817-352-7006
 UP Dispatcher—402-636-1780

1. Speed Regulations

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

1(A). Speed—Maximum

Main Track	Frts	
	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

	Frts
MP 13.4 to MP 11.4	20
MP 7.9 to MP 7.0	20
MP 2.0 to MP 0.3	20
MP 0.3 to MP 0.0	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 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.

	Frts	
	Under 100 TOB	100 TOB & Over
Ward Industrial Spur, Track 8799	25	25
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

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

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.

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	

6. FRA Exempted Track

Location	Track Name	Track No.
Ward Industrial Spur		4210, 4250, 4280
	Ward Industrial Spur to end of track	4301
	Westmoreland Rd. to end of track	4701, 4702

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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.

Close/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 0.2

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

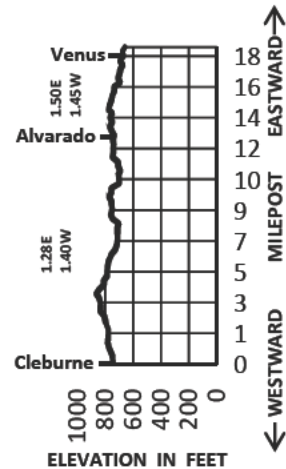
8. Line Segments

Segment No.	Limits	Mile Posts
Road Line Segments		
7509	Venus to Cleburne	

9. Other Location Information

Station No.	Name	Mile Post from Venus	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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W E S T W A R D	Length of Siding (Feet)	Station Nos.	Mile Post	Wichita Falls Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	E A S T W A R D
				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 2 MT		1.3	
	51000		6.1	NORTH YARD	BMTR		RL ABS 2 MT CTC MT1		3.0	
			9.3	BNSF RRX	MR		RL ABS MT2 CTC 2 MT		1.9	
			11.0	CP 11 Connection with Ft. Worth Sub, MP 9.9X and MP 9.9Y					8.0	
	7,213	40354	19.0	AVONDALE					15.1	
	10,611	40370	34.1	HERMAN					5.7	
		40376	40.3	DECATUR					10.5	
	6,988	40387	50.8	ALVORD					13.0	
	9,500	40399	63.8	FRUITLAND					4.7	
		40404	68.5	BOWIE					0.7	
			69.2	UP RRX	A				3.8	
	10,926		73.0	CARTER					6.1	
		40415	79.1	BELLEVUE					11.1	
	8,898	40425	90.2	DICKWORSHAM					15.3	
		40441	105.5	JOLLY					4.5	
	22,372	40446	110.0	RHEA					4.1	
		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 036 in service Deen Road to CP 11		
Haslet - 35(X)	Ft Worth - 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, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5, PTC Desk X=9		

Dispatcher Information
 Tower 55 to CP 11 and Saginaw Interlocking—817-867-7122,
 Fax 817-352-7006
 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

Main Track	Frts	
	Under 100 TOB	100 TOB & Over
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	30	30
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

	Frts
MP 4.8 to MP 9.3	20
MP 9.3 to MP 11.1	30
MP 10.4X to MP 11.1	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 48.0	45
MP 68.3 to MP 70.4	30
MP 96.0 to MP 96.2	55
MP 113.0 to MP 114.1, MT2, 100 TOB and over	30
MP 113.0 to MP 114.1, MT1	10

Key Trains

Maximum Speed within the following municipal area limits unless otherwise restricted:

	Frts
MP 4.8 to MP 30.0	35
MP 111.0 to MP 114.1	35

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.

	Frts	
	Under 100 TOB	100 TOB & Over
MP 8.74, CP 874	30	30
MP 9.84, CP 3544 turnout	30	30
MP 9.9X, CP 3548, turnout	30	30
MP 10.5X, CP 10, turnout	30	30
MP 11.0, CP 11, turnout MT to MT	30	30
MP 11.0, CP 11, turnout end of 2 MT	25	25
MP 19.0, Avondale, siding turnouts	40	40
MP 34.1, Herman, siding turnouts	35	35
MP 50.8, Alvord, siding turnouts	20	20
MP 63.8, Fruitland, siding turnouts	40	40
MP 73.0, Carter, siding turnouts	40	40
MP 90.2, Dickworsham, siding turnouts	40	40
MP 110.0, Rhea, siding turnouts	40	40

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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	Wilbanks 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 (M1)	RL, ABS, 2 MT
MP 7.6 to MP 9.3 (M2)	RL, ABS, 2MT
MP 8.7 to MP 10.9	MT1 - CTC, 2MT
MP 9.3 to MP 10.9	MT2 - CTC, 2MT
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

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)
- Hy-Rail Limits Compliance System (HLCS)
Use thumbwheel setting "M3" when authorized on BN Transfer Track between CP 874 and CP 3544.

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	Milepost	Crossing Name
Ft. Worth	18.23	Haslet Rd.

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

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.

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.

[TOC Home](#)**Remote Control Zones****North Yard**

- **RCZ 1**—is located on the Cold Storage Lead and extends from the Mark IV Parkway crossing to the derail (approximately 700'). Pull out direction is Westbound (Timetable). RCZ signs will be displayed at both ends of the limits.
- **RCZ 2**—is located on the GP Lead from the on track derail and extends approximately 1500' west. Pull out direction is Westbound (Timetable). RCZ signs will be displayed at both ends of the limits.
- **RCZ 3**—has two legs (Gavillon, CTI) and is located on the CTI/Gavillon Lead. First leg extends from the derail to the private crossing leading into Gavillon (approximately 1525'). Second leg is from the CTI Bean switch and extends east to the CTI Bean gate (approximately 425'). Pull out direction is Eastbound (Timetable). RCZ signs will be displayed at all limits.
- **RCZ 4**—is located on the east end of the yard at North Yard in track 9112 (West Lead) between the east derail and the 9112 switch. Pull out direction is Eastbound (Timetable). Approximate length of this zone is 2,535 feet. RCZ signs will be displayed at all limits.
- **RCZ 5**—is located on the east end of the yard at North Yard in track 9109 (East Lead) between the clearance point of the Main Track switch and the 9109 switch. Pull out direction is Eastbound (Timetable). Approximate length of this zone is 715 feet. RCZ signs will be displayed at all limits.
- **RCZ 10**—is located on track 9110 between the clearance point of the 10 extension switch on the main yard lead to the 9110 switch. Approximate length of this zone is 2,019 feet. RCZ signs will be displayed on the switch stands entering the zone. Pull out direction is Westbound (Timetable).
- **RCZ 11**—is located on track 9110 between the clearance point of the 9110 switch on the yard lead to the clearance point of the MT2 switch. Approximate length of this zone is 1,400 feet. RCZ signs will be displayed on the switch stands entering the zone. Pull out direction is Westbound (Timetable).
- **RCZ 12**—is located in track 9112 between the clearance point of the 20/20 switch on the main yard lead to the 9112 switch. Approximate length of this zone is 1,415 feet. RCZ signs will be displayed on the switch stands entering the zone. Pull out direction is Westbound (Timetable). Signs will be displayed on the switch stands entering the zone. Pull out direction is Westbound (Timetable).
- **Activation/Deactivation Procedure**—The Remote Control Operators will contact the Yardmaster for permission to activate the remote control zone and will notify the Yardmaster when the remote control zone is deactivated. Yardmasters will log the start and end times for all RCZ zones 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 Operator for instructions to enter the zone.

Duplicate Mileposts

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

Close/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	
Ft. Worth N Yd	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	Downtown 6	3106	Structures
	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

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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

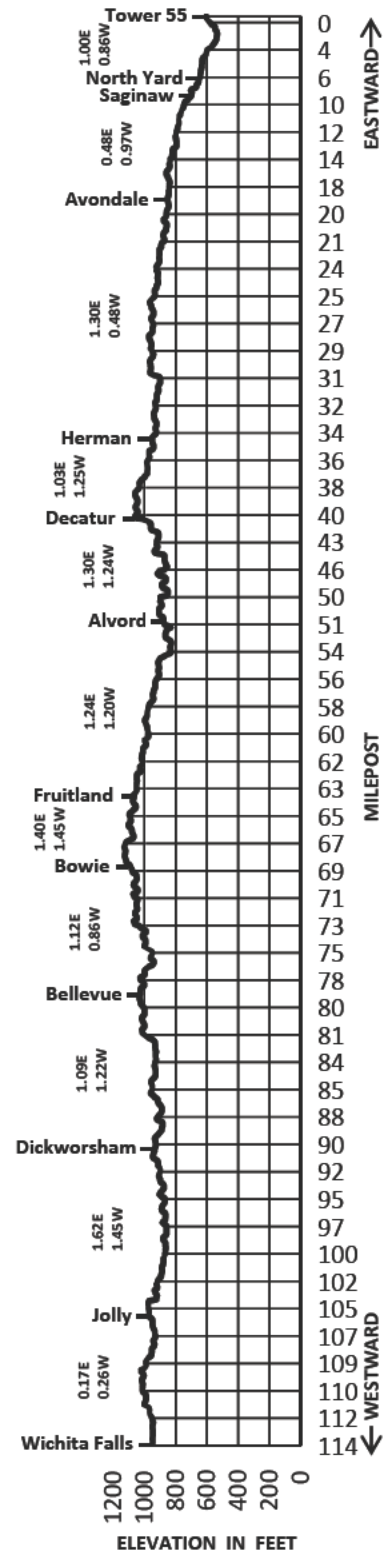
8. Line Segments

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

10. Grade Chart



Reference Information Speed Tables

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

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

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

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