

MIDLOTHIAN SUBDIVISION (0619)

Mile Post	Rule 6.3	CP #'s	Radio Display: CP T948 to CP HL234: 2020 (*38)		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
50.2	TWC ABS	T948	MIDLOTHIAN JCT. (3.4)			
46.8	TWC		FOREST HILL (6.4)		FH006	
40.4			BISBEE (6.3)		FH012	8420
34.1			MANSFIELD (11.0)		FH019	
23.1			MIDLOTHIAN (10.3)	(X)BNSF(A)	FH030	
12.8			(X)BNSF(A) (1.3)			
11.5			WAXAHACHIE (11.5)		TF798	
0.0	CTC	HL234	GARRETT JCT.		HL029	

(50.2)

SI-01 MAIN TRACK AUTHORITY

CTC in effect within control point limits at HL234.

TWC Between MP 50.2 and MP 0.0.

ABS Between MP 50.2 and MP 49.7;
MP 15.1 and MP 12.8.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
50.2 and 0.0	
(Except as Below).....	49
50.2 and 47.5.....	25
26.6 and 26.2.....	35
21.2 and 20.5.....	35
11.5 and 10.0.....	20+

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Waxahachie - BNSF turnout.....	15
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

- (#) 38.3
- (#) 29.7
- (#) 19.2
- (#) 6.5

SI-08 RULES ITEMS

(X) BNSF(A) MP 12.8 INSTRUCTIONS

Rule 9.12.3 Transfer Track Instructions: Dual-control switches at both ends of Transfer Track Waxahachie are radio-controlled. Located in advance of dual-control switch at MP 12.8 is a sign at MP 17.0 that displays a five digit code (#7964) which will activate both dual control switches governing movement over the Transfer Track. When code (#7964) is transmitted by an approaching train within one mile after passing the approach sign, by use of the train within one mile after passing the approach sign, by use of the numerical buttons on an equipped radio or a hand-held encoder, the dual control switches will line automatically for movement through the Transfer Track and absolute signal governing movement over switch at MP 12.0 will display either Diverging Clear or Diverging Approach. ABS Signal 15.1 in advance of absolute signal will display Approach Diverging.

If Absolute Signal fails to clear for movement through the Transfer Track, stop the leading end of movement within 200 feet of the absolute signal and operate the push button in box on absolute signal labeled "BN Switch". If signal fails to clear for movement to Transfer Track after one minute, open box on signal labeled "UP Interlocker" and do the following:

1. If indication light is illuminated, press and hold button for five seconds. Place dual control switch in hand operation and then comply with part 3 below:

2. If indication light is not illuminated, wait five minutes, press button and hold for five seconds. After eight minutes, if signal clears for straight through movement or indication light illuminates, place dual control switch in hand operation and comply with part 3 below.

If signal does not clear or indication light does not illuminate, place dual control switch in hand operation and wait eight minutes. After eight minutes has passed comply with part 3 below.

3. Operate the hand throw lever until the switch points move when the lever is moved. Line the switch for the Transfer Track. After at least one unit or car has passed over the switch points, return the switch to power.

4. Train may then proceed to the next dual control switch. Before passing over this switch, comply with part 3 above.

When straight through move is made and absolute signal governing movement over BNSF crossing displays Stop, open box on signal labeled "UP Interlocker" and do the following:

1. If indication light is illuminated, press and hold button for five seconds. If signal does not clear, place dual control switch in hand operation and then comply with part 3 below.

2. If indication light is not illuminated, wait five minutes, press button and hold for five seconds. After eight minutes, if signal does not clear for straight through movement and indication light illuminates, place dual control switch in hand operation and comply with part 3 below.

3. Operate the hand throw lever until the switch points move when the lever is moved. Line the switch for the main track. After at least one unit or car has passed over the switch points, return the switch to power. Proceed at restricted speed through the interlocking.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Gifco	25.6	FH027

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SI-11 INDUSTRIAL LEADS - None.
SI-12 TONNAGE RESTRICTIONS/TPOB Maximum gross weight: 143 Tons.
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.
SI-14 MISC. INSTRUCTIONS Six-axle locomotives prohibited on: Craft - Burleson's Honey Spur Midlothian - Team Track Waxahachie - El Dorado Chemical Spur Mansfield - Paragon Plastic Spur, Unimast Spur, Carnation Co. Spur Forest Hill Team Track. Joint Track Operation between Forest Ave. (CPT 214) and Waxahachie is over the BNSF DFW Subdivision, Texas Division. General Code of Operating Rules, BNSF Timetable and Special Instructions govern. Business Tracks are as follows: Sargent MP 770.8, TF770; Red Oak MP 788.0, TF788; Service MP 793.5, TF793; Armaglass MP 794.6, TF794; Nena MP 802.6, TF802.

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