



a Genesee & Wyoming Company

Dallas, Garland & Northeastern Railroad, Inc.

TIMETABLE #8

Effective 0001 on
October 15, 2016



Our Goal Every Day

Dallas, Garland & Northeastern Railroad

Table of Contents

Telephone Numbers.....	2
Garland Subdivision.....	3
McKinney Subdivision.....	5
Carrollton Subdivision.....	6
Brookhollow Subdivision.....	7
Mockingbird Subdivision	8
System Special Instructions – All Subdivisions.....	9
Radio Channels.....	11

Timetable Characters	
A	Automatic Interlocking
B	Radio Base Station
C	Commuter Passenger Station
CP	Control Point
CS	Controlled Siding
EMT	End of Main Track
G	General Order/ Bulletin location
J	Railroad Junction
M	Manual Interlocking
W	Wye
X	Main Track Crossover
Y	Yard

Dallas, Garland & Northeastern Railroad

Dallas, Garland, & Northeastern Railroad, Inc.

475 Gautney St.
Garland, TX 75040

Name	Job Title	Phone	Fax	Cell
ARDC	Dispatcher	[REDACTED]	[REDACTED]	
ARDC	Crew Caller			
ARDC	Emergency Use Only			
Jacksonville TLC	Customer Service			
Marvin Lockman	General Manager	[REDACTED]	[REDACTED]	[REDACTED]
John Black	Assistant General Manager			
Clarke McAllister	Trainmaster			
Robert Corley	Trainmaster			
Matt Lane	Trainmaster			
Brian Butterworth	Trainmaster			
Alex Alvarez	Roadmaster			
Rodney Thomas	Chief Mechanical Officer			
Maureen Byrne	Dir. Sales and Marketing			
Sandy Cox	Office Manager			

Emergency Responders

Garland Subdivision First Response Telephone Numbers

MP	Contact	Phone number	Emergency #
MP 714.1 to MP 728.0	Hunt County Sheriff	[REDACTED]	911
	Texas DPS		911
MP 728.0 to MP 743.1	Rockwall County Sheriff		911
	Texas DPS		911
MP 743.1 to MP 755.2	Dallas County Sheriff		911
	Texas DPS		911

McKinney Subdivision First Response Telephone Numbers

MP	Contact	Phone number	Emergency #
MP 324.7 to MP 310.5	Grayson County Sheriff	[REDACTED]	911
	Texas DPS		911
MP 310.5 to MP 292.5	Collin County Sheriff		911
	Texas DPS		911

Carrollton and Mockingbird Subdivisions First Response Telephone Numbers

MP	Contact	Phone number	Emergency #
MP 592.8 to MP 603.5	Dallas County Sheriff	[REDACTED]	911
MP 749.3 to MP 754.6	Texas DPS		911

Siding Track Feet	Mile Post	Garland Subdivision	
		Stations	Timetable Characters
		▲ East	
	714.1	Greenville	J, M
	715.6	Melton	
	721.8	Caddo Mills	
	730.3	Royse City	
	734.0	Fate	
	738.7	Rockwall	
	743.4	Dalrock	
	746.5	Rowlett	
	751.0	Garland	A, G, J
	755.2	End of track	

METHOD OF OPERATION
714.1 – 755.2.....6.28 Other Than Main Track

MAXIMUM SPEEDS
Maximum Authorized Speed MPH
Entire Subdivision10

RADIO PROCEDURES		
Location	AAR99 Channel	Channel Number
Greenville – Garland	6565	1
Garland Yard	2323	2
KCS Road	1010	6
KCS Dispatcher	1610	9

EQUIPMENT RESTRICTIONS
Sprecher Industrial Lead – No six-axle locomotives are to be operated on the Sprecher Industrial Lead.
Melton Storage Track – No six-axle locomotives are to be operated through the crossover.
1) Maximum car weight is 286,000 pounds, based on a 43' 10" 4 four-axle car.
2) Maximum dimensions are AAR Plate F.
3) Cars that are shorter than 43' 10", heavier than 286,000 pounds, or have dimensions exceeding AAR Plate F require the approval of the Vice President of Engineering, or his designee, prior to movement.

MAIN TRACK SWITCH LOCATIONS
None

DEFECT DETECTORS
None

FRA EXCEPTED
Garland Subdivision – from MP 714.3 to MP 746.2 Sprecher Industrial spur – in its entirety All industrial leads - in their entirety

REMOTE CONTROL OPERATIONS
None

OTHER SPECIFIC INSTRUCTIONS
If any incident occurs that will affect the movement of the DART Light Rail Vehicles (LRV), the DART Train Control Center must be immediately contacted at 214-928-6048. An incident can be, but not limited to, a derailment that has rail equipment fouling DART's track, a vehicle collision fouling their track, etc. Contact your immediate supervisors as well.

Sprecher Industrial Spur – extending from the switch at MP 752.9 to End of Track

The engine track at Garland is designated as an engine servicing area.

Kingsley runaround (long Oakland #792) is not to be used to shove loaded aggregate cars. Loaded aggregate cars are to be pulled into the Kingsley runaround, cut off, run around, then shoved to spot. If conditions require aggregate cars to be shoved, only the west track is to be used.

All cars longer than 60 feet and heavier than 130 tons must not be handled in customer tracks for which they are not designated.

No cars other than Kraft cars may be handled within Kraft plant gates.

Between MP 750.95 and MP 754.84, a pair of indicators are provided on the crossing cases or bungalows at the following highway crossings: 5th Street, Glenbrook, Newman, North Garland, Shiloh and International. One of the two indicators will be continuously illuminated; white indicating that commercial AC power is present. If the DGNO crossing signal is disabled for DGNO track only, both indicators on the DGNO case or bungalow will flash white.

- Rule 6.17 – Switches at Junctions**
- Junction with the KCS railroad at MP 713.6 and MP 713.7 - DGNO junction track switches must be left and locked for KCS.
 - Junction switch with the KCS railroad at MP 750.6 – DGNO junction track switch may be left lined and locked as last used.

DGNO trains and engines may occupy KCS tracks between MP 210.4 and MP 220 after receiving permission from the KCS Yardmaster at Wylie Yard. KCS bulletins must be obtained from the ARDC Dispatcher before occupying KCS track.

DGNO trains and engines required to switch Northeast Texas Coop at Greenville must be granted permission by the KCS Dispatcher on radio channel 16-10.

Except for the Interlocking and distant signals at the KCS crossing at Garland and the KCS junction at Greenville, all former MKT signals are out of service.

Continued on next page

Dallas, Garland & Northeastern Railroad

Siding Track Feet	Mile Post	Carrollton Subdivision
		Stations ▲ East Timetable Characters
	592.8	End of Track
	598.3	Addison W
	603.0	Carrollton G, A, J
	603.5	FWW Connection

METHOD OF OPERATION
592.8 – 603.5.....6.28 Other Than Main Track

MAXIMUM SPEEDS				
<table style="width: 100%;"> <tr> <td style="width: 80%;">Maximum Authorized Speed</td> <td style="text-align: right;">MPH</td> </tr> <tr> <td>Entire Subdivision and Industrial Spurs.....</td> <td style="text-align: right;">10</td> </tr> </table>	Maximum Authorized Speed	MPH	Entire Subdivision and Industrial Spurs.....	10
Maximum Authorized Speed	MPH			
Entire Subdivision and Industrial Spurs.....	10			

RADIO PROCEDURES		
Location	AR99 Channel	Channel Number
Entire Subdivision	6565	1
Mercer Yard	2323	2
BNSF Carrollton	7070	12

EQUIPMENT RESTRICTIONS
1) Maximum car weight is 286,000 pounds, based on a 43' 10" 4 four-axle car. 2) Maximum dimensions are AAR Plate F. 3) Cars that are shorter than 43' 10", heavier than 286,000 pounds, or have dimensions exceeding AAR Plate F require the approval of the Vice President of Engineering, or his designee, prior to movement.

MAIN TRACK SWITCH LOCATIONS
None

DEFECT DETECTORS
None

FRA EXCEPTED
Carrollton Subdivision - MP 603.5 - MP 598.5 Jackson Pass - in its entirety All industrial leads - in their entirety

REMOTE CONTROL OPERATIONS
None

OTHER SPECIFIC INSTRUCTIONS
<p>Track 007 at Carrollton Yard is designated as an engine servicing area.</p> <p>Lewisville Industrial Track located between End of Track at MP 745.4 and Junction with DCTA at MP 742.8.</p> <p>Jackson Pass is located at MP 743.0 off of Lewisville Industrial Track.</p> <p>Authority to occupy DCTA from MP 742.8 to MP 730.4 is controlled by the DCTA Dispatcher on radio channel 62-62. Trinity Rail Express (TRE) has responsibility for any restrictions on the section of rail from MP 730.4 to MP 742.75.</p> <p>Inwood Industrial Track is extending south of the Addison wye to the derail north of International Parkway.</p> <p>DGNO trains and engines may occupy BNSF track at Carrollton- MP 699.9. All movements will be made under the direction of the BNSF Dispatcher on radio channel 70-70.</p> <p>DGNO trains and engines may occupy FWW track at MP 603.5 only with permission from the FWW Dispatcher.</p> <p>Junctions</p> <p><u>Carrollton- MP 603.5- Junction with FWW Railroad</u></p> <p><u>Carrollton- MP 603.0- Junction with BNSF Railroad</u></p> <p><u>Carrollton- MP 603.2- Automatic interlocking with Lewisville Industrial track and BNSF Railroad **</u></p> <p><u>Lewisville Industrial Track MP 744.6 Automatic interlocking with Carrollton and BNSF Railroad **</u></p> <p>**BNSF/DGNO automatic interlocking instructions. The release box is located in the southeast quadrant of the interlocking. Instructions for operating the release are as follows:</p> <p>A. Indicator light burning denotes signal on conflicting routes indicate stop.</p> <p>(1) If indicator light is burning, depress button and hold 5 seconds. Release button and wait 3 minutes, 0 seconds for time release to run. If no movement on conflicting routes, train or engine may proceed on hand signal from the crewmember at the crossing.</p> <p>(2) If indicator light not burning, wait 1 minute, 30 seconds, then press the release button and hold for 5 seconds. After waiting 1 minute, 30 seconds, if indicator light is not illuminated, crew member must observe that each conflicting route signal indicates stop. If all conflicting route signals indicate stop, train may pass signal to occupy interlocking limits, stopping clear of conflicting routes and then wait 10 minutes. Train may then proceed. If conflicting routes all do not indicate stop or if dark signal is encountered, before proceeding, protection must be provided per Rule 9.12.3.</p> <p>B. Indicator light burning does not relieve crew member from operating time release or otherwise protecting the movement when required.</p>

Dallas, Garland & Northeastern Railroad

System Special Instructions – All Subdivisions

SAFETY RULES AND PROCEDURES

None

OPERATING RULES

None

SPEED INSTRUCTIONS

System Speed Restrictions

- Movement on all tracks other than main track and through turnouts..... 10 MPH
- All turnouts except those connecting to other Railroads..... 10 MPH
- All tracks designated as Engine Servicing Tracks or Car Shop Repair Tracks.....5 MPH

SPEED TABLE

SPEED TABLE – FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
12	00	5.0	1	46	34.0
8	34	7.0	1	42	35.3
6	00	10.0	1	40	36.0
5	00	12.0	1	34	38.3
4	00	15.0	1	30	40.0
3	30	17.1	1	20	45.0
3	00	20.0	1	16	47.4
2	45	21.8	1	12	50.0
2	30	24.0	1	10	51.4
2	24	25.0	1	06	54.5
2	10	27.7	1	02	58.0
2	00	30.0	1	00	60.0

EQUIPMENT INSTRUCTIONS

1. The following cars must be entrained with no more than 4000 trailing tons from those cars:
 - Empty tank cars less than 35 feet in length.
 - Other cars measuring less than 42 feet in length and they must not be coupled to a car longer than 75 feet in length.
2. Scale test cars and other cars designated as required to be on the rear end of trains must be entrained within the rear 5 cars of the train. Unless equipped with operative air brakes, scale test cars must not be handled as the rear car in a train.
3. Loaded continuous welded rail (CWR) trains must be handled separately from other trains.
4. When making up trains, the following will govern:
 - Loaded cars should be placed toward the head end of trains, with empties placed near the rear.

- Loaded multi-platform double stack cars should be entrained on the head end of trains.
- Blocks of ten or more cars having an average weight over 100 tons per car must be placed near the head end of trains.
- Any block of 20 or more conventional TOFC/COFC or multi-level cars must be placed as close to the rear as good train make-up will permit (i.e., loads ahead of empties).

MISCELLANEOUS INSTRUCTIONS

Standard Time:

To comply with the Federal “Energy Policy Act of 2005” standard time must be advanced or backed one hour as follows:

At 0200 on the 2nd Sunday of March every year, Standard Time is advanced one hour to 0300.

At 0200 on the 1st Sunday in November every year, Standard Time is set back one hour to 0100.

All clocks and watches must be changed to comply with this law. Crew members will compare time with each other and ARDC at the first opportunity after the time change. All computer documents will generate with the correct time after the change, be alert for discrepancies.

Time Zone In Effect:

All DGNO Subdivisions will use Central Standard Time as shown in Continental Time format.

Consist Verification:

All crews receiving trains or picking up cars on foreign railroads must verify that the cars received are part of the train by comparing at least six (6) cars of each track to the train list furnished by the delivering road.

Prevention Of Harmonic Rock:

The critical speed range for harmonic rock is between 13 and 19 MPH. Every effort must be made to operate trains at speeds above or below these limits except when:

1. An engine is operating at its maximum.
2. Train is operating on ascending grades.
3. When automatic brakes are applied.

Trains operated in a draft condition are less susceptible to harmonic rock. While in the critical speed range, the engineer, and conductor should make a constant and careful observation of as much of their train as possible to determine if any cars are rocking excessively.

Automatic Warning Device Boxes:

An illuminated white light above the door of a signal box at highway/rail grade crossings indicates the AC power is being used for an active device(s) at that location. When the light is not

