

a Genesee & Wyoming Company

Dallas, Garland & Northeastern Railroad, Inc.

TIMETABLE #8

Effective 0001 on October 15, 2016



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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

Railroad Junction

Manual Interlocking

Main Track Crossover

J

M W

X Y Wye

Yard

Timetable Characters

Dallas, Garland, & Northeastern Railroad, Inc.

475 Gautney St. Garland, TX 75040

Name	Job Title	Phone	Fax	Cell
ARDC	Dispatcher			
ARDC	Crew Caller			
ARDC	Emergency Use Only			
Jacksonville TLC	Customer Service			
			_	
Marvin Lockman	General Manager			
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		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

<u>McKinney Subdivision First Response Telephone Numbers</u>				
MP	Contact	Phone number	Emergency #	
MP 324.7 to MP 310.5	Grayson County Sheriff		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		911
MP 749.3 to MP 754.6	Texas DPS		911

Siding Track Feet	Mile Post	Garland Subdivision Stations East Characters
	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

MAXIMUM SPEEDS

Maximum Authorized Speed	MPH
Entire Subdivision	10

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

None

1	DEFECT	DETEC	TORS	

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 Kinsley 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

Greenville – Junction manual interlocking MP 713.6 and MP 713.7

- The train control signals on the KCS will be controlled by the KCS Dispatcher. The train control signals on the DGNO will be DTMF-controlled. Train movements will be on a firstcome, first-serve basis.
- In order to request the westward DGNO block signal, after passing "D" signal at Lee Street, which is approximately 2,000' from the interlocking, the DGNO crew must enter Dispatcher Tone 166# on DGNO Channel 01. Be governed by signal indication.
- In order to request the eastward DGNO block signal, after passing "D" signal at Blacklands Railroad Crossing, which is approximately 2,000' from the interlocking, the DGNO crew must enter Dispatcher Tone 685# on DGNO Channel 01. Be governed by signal indication.
- If a red absolute signal is displayed at Greenville Junction, contact the KCS Dispatcher. After authority is granted by the dispatcher to pass the stop indication, the train must wait 5 minutes, 0 seconds and then move by hand signals into the limits of the interlocking stopping clear of the conflicting route to ensure that the signals are at stop on the conflicting route. After waiting 8 minutes, 0 seconds and no conflicting movement is seen or heard, movement may proceed on hand signals to the switches. Before passing over the switches, the train must stop, and the employee must operate the switches by hand as outlined in Rule 9.13.1- Hand Operating of Dual Control Switches. After at least one unit or car has passed over the switch points, the employee must return the switches to power unless otherwise instructed by the control operator. When movement is seen or heard on conflicting route, hand proceed signal must not be given until such movement is stopped.
- Contact the KCS Dispatcher to request all transfer movements from the DGNO to the KCS or from the KCS to the DGNO.
- Auxiliary push button boxes have been installed on the DGNO
 eastbound signal mast and the DGNO westbound signal mast
 at the Greenville railroad crossing as a back-up to the DTMF
 operation. These push buttons allow DGNO to request the
 appropriate route across the interlocking in the event that the
 DTMF radio link fails. These push buttons boxes will have
 DGNO switch padlocks applied and must be kept locked when
 not in use.

Greenville - Junction with Blacklands Railroad at MP 714.3

Greenville – Junction with the Texas Northeastern Railroad at MP 714.1

Hunt Yard - West end of all yard tracks are out of service with red boards displayed

Garland - MP 750.9 – KCS automatic interlocking and junction KCS Dispatcher (phone number 318-676-6643). The release box is located in the northwest quadrant of the interlocking. Instructions for operating the release are as follows:

When indicator light is lit:
 Immediately operate push button and hold for five (5) seconds before releasing. If signal does not change to a favorable

indication after 5 minutes and indicator light remains lit, train or engine may proceed on hand signal.

• When indicator light is not lit:

Wait 5 minutes and if no conflicting movement is seen or heard, operate push button and hold for five seconds before releasing.

If signal does not change to a favorable indication after five minutes, move by hand signal into the limits of the interlocking to ensure that signals are at stop on conflicting routes (stop clear of conflicting routes).

After again waiting five minutes, movement may proceed on hand signals.

When movement is seen or hear on conflicting routes, hand proceed signal must not be given until such movement is stopped.

Storage Tracks:

Notes:

- Melton 6,116 ft.
- Royse City 825 ft.
- Rockwall 1,650 ft.
- Dalrock 880 ft.

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		Darias, Gariana &	Normeastern Kambad
			OTHER SPECIFIC INSTRUCTIONS
Siding Track Feet	Mile Post	McKinney Subdivision Stations North Timetable Characters	DGNO trains and engines may occupy BNSF track between South Sherman Jct. and Denison. All movements are under the direction of the BNSF dispatcher in Ft. Worth on Radio channel 70-70.
	324.7	South Sherman Ict	Junctions: South Sherman Jct -, MP 324.7 – Junction with BNSF Railroad
	319.3	Howe	Storage Tracks
	312.5	Van Alstyne	• McKinney – 1,559 ft.
	307.6	Anna	Notes:
	303.4	Melissa	
	296.5	McKinney	
	292.5	End of Track	
		METHOD OF OPERATION	
292.5 – 33	24.7	6.28 Other Than Main Track	
		MAXIMUM SPEEDS	
Permane	nt Speed	1	
T 4.			
South She Sherman BNSF Sh	erman Jo Yard	AAR99 Channel Channel Number t. to End of track 6565 1 2323 2 7070 12	
		EQUIPMENT RESTRICTIONS	
axle car. 2) Maxim 3) Cars th	um dime at are sho ensions e	weight is 286,000 pounds, based on a 43' 10" 4 four- ensions are AAR Plate F. Forter than 43' 10", heavier than 286,000 pounds, or exceeding AAR Plate F require the approval of the Engineering, or his designee, prior to movement.	
	MA	IN TRACK SWITCH LOCATIONS	
None			
		DEFECT DETECTORS	
None			
McKinne	y Subdiv	FRA EXCEPTED ision in its entirety	
	RE	EMOTE CONTROL OPERATIONS	
None	101	2 Common of Barrions	

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

METHOD OF OPERATION

MAXIMUM SPEEDS

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

Track 007 at Carrollton Yard is designated as an engine servicing area.

Lewisville Industrial Track located between End of Track at MP 745.4 and Junction with DCTA at MP 742.8.

Jackson Pass is located at MP 743.0 off of Lewisville Industrial Track.

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 form MP 730.4 to MP 742.75.

Inwood Industrial Track is extending south of the Addison wye to the derail north of International Parkway.

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.

DGNO trains and engines may occupy FWWR track at MP 603.5 only with permission from the FWWR Dispatcher.

Junctions

Carrollton- MP 603.5- Junction with FWWR Railroad

<u>Carrollton- MP 603.0- Junction with BNSF Railroad</u>
<u>Carrollton- MP 603.2- Automatic interlocking with Lewisville</u>
Industrial track and BNSF Railroad **

Lewisville Industrial Track MP 744.6 Automatic interlocking with Carrollton and BNSF Railroad **

- **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:
 - A. Indicator light burning denotes signal on conflicting routes indicate stop.
 - (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.
 - (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.
 - B. Indicator light burning does not relieve crew member from operating time release or otherwise protecting the movement when required.

Siding Track Feet Mile Post Stations Stations Timetable Characters 643.9 and MP 629.5 only wit after obtaining TRE track but Junctions	ay occupy TRE main track between MP the permission from the TRE Dispatcher lletins from the ARDC Dispatcher.
752.8 Brookhollow B Lead 754.6 South / End of Track Notes:	
752.8 Brookhollow B Lead J 754.6 South / End of Track Notes:	ack- End of Track – Junction with TRE
Notes:	
749.3 – 755.0	
MAXIMUM SPEEDS	
Maximum Authorized Speed MPH Entire Subdivision	
RADIO PROCEDURES	
LocationAAR 99 ChannelChannel NumberBrookhollow Subdivision65651TRE Dispatcher62627	
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	
Brookhollow Subdivision – All industrial leads	
REMOTE CONTROL OPERATIONS	
None	
OTHER SPECIFIC INSTRUCTIONS	
Brookhollow A Industrial Spur located from MP 749.3 to MP 755.0. Brookhollow B Industrial Spur located from TRE MP 637.5 (TRE/Brookhollow connection) to the junction with Brookhollow A Industrial Spur at MP 752.8.	

		Dallas, Garland & N	Northeastern Railroad	
		M 1. 1. 10 11	OTHER SPECIFIC INSTRUCTIONS	
Siding Track Feet	Mile Post	Mockingbird Subdivision Timetable Stations West Characters	Tracks 901 and 902 at Mockingbird Yard are designated as within an engine servicing area. The RIP Track at Mockingbird Yard is designated as within a car	
	637.5	West Mockingbird	shop repair area.	
	639.5	East Mockingbird B, G, Y	Old Dallas Main Industrial Spur located between MOP Jct. MP 222.0 (UPRR Connection) to MP 220.0 (KCS yard limits).	
637.5 –	639.5	METHOD OF OPERATION 6.28 Other than Main Track	East Dallas Industrial Spur located between UPRR MP 210.3 to end of track. Valley Yard Industrial Spur located between UPRR MP 215.2 to end of	
		MAXIMUM SPEEDS	track.	
Maximum Authorized Speed MPH			West Dallas Industrial Spur located at UPRR Browder Yard and end of track.	
Entire Su	UGIV ISIOI	10	Centerport Industrial Spur located at TRERR MP 629.9 to end of track.	
		RADIO PROCEDURES	Wildwood Industrial Spur located at TRERR MP 636.7 to end of track.	
LocationAAR99ChannelChannel NumberMockingbird Subdivision65651TRE Dispatcher62627			Yard Yardmaster at MOP Jct. to receive permission to enter Miller Yard DGNO trains and engines may occupy UP tracks between MOP Junction and Browder after obtaining permission from the UP Dispatcher to	
	EQUIPMENT RESTRICTIONS		operate the electric switch locks at the east end of CJ Yard and the East end of Cadiz Yard. NOTE: East end of Cadiz Yard is also referred to as south end Cadiz	
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.			Yard. DGNO trains and engines may occupy TRE main track between MP 643.9 and MP 629.5 only with permission from the TRE Dispatcher a obtaining TRE track bulletins from the ARDC Dispatcher.	
	MAIN TRACK ON THE ACTIONS		Notes:	
None	IVIE	AIN TRACK SWITCH LOCATIONS		
		DEFECT DETECTORS		
None				
		FRA EXCEPTED	<u> </u>	
		division – All industrial spur tracks except Valley ur and Old Dallas Main Industrial Spur.		
	R	EMOTE CONTROL OPERATIONS] ————	
			7	

None

System Special Instructions – All Subdivisions

SAFETY RULES AND PROCEDURES

None

OPERATING RULES

None

SPEED INSTRUCTIONS

System Speed Restrictions

- All tracks designated as Engine Servicing Tracks or Car Shop Repair Tracks.......5 MPH

SPEED TABLE

SPEED TABLE – FOR INFORMATION ONLY					
Time P		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
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

illuminated, AC power is not being used, and the crossing warning device(s) is operating on battery power only. Extended battery operation of crossing warning devices can affect the safety of the crossing. Contact the train dispatcher if the light on the signal box is not illuminated.

Banner Test:

The following STOP OBSTRUCTION banner, pictured below, could be used during the performance of efficiency tests where compliance with Restricted Speed is required. The STOP OBSTRUCTION banner would encompass the width of track and is to be considered as a: train, engine, railroad car, men or equipment, switch or derail lined improperly or red flag.



Train Delays:

Any DGNO crew that is delayed by the UP, BNSF, KCS or TRE railroads for longer than 30 minutes must notify the Trainmaster on duty as soon as possible and follow their instructions.

Extraboard Instructions:

All extra board employees will need to call the ARDC crew caller to verify that their time sheet has been received at the end of their tour of duty. At that time, you will be notified of your position on the extra board and if you have a call upon your rest period. If you are unable to reach ARDC within 10 minutes you must call the Trainmaster on duty for instructions. If you are on a hold down, the call must be placed on upon tie up of the last day of the hold down.

Fuel Conservation:

Fuel conservation is an important responsibility for every employee involved in operating and maintaining locomotives. These instructions are intended as an addition to our current requirements and fuel conservation policy. Importantly, they require enhanced communication and will provide a means to document compliance with the fuel conservation policy.

When a train crew is arriving at a terminal or intermediate location where their train or locomotive(s) will dwell for more than 20 minutes contact the dispatcher, yardmaster, trainmaster or control station (the person providing instructions and authorization of movement). During this communication reach a decision as to whether the locomotives are to be left idling or shutdown. The dispatcher, yardmaster, trainmaster or control station should consult with weather data to make certain the decision regarding

how the locomotives will be left for the expected amount of dwell time adheres to the fuel conservation policy and record the decision.

In the event the dwell time is extended unexpectedly and weather data indicates the ambient temperature will drop below 35 degrees F, arrangements must be made to have the locomotives restarted during the period of time when temperatures will be below 35 degrees.

When weather may result in freeze damage to a locomotive (ambient temperature below 35 degrees for an extended period of time) the following guidelines should be applied unless instructed by proper authority to take additional or alternative actions.

Position locomotives shut down in a heated building designated for this purpose whenever possible.

Verify to the extent possible that boilers, APUs, hot starts, AESS systems, as equipped are working as intended. If it is determined the equipment is not operative, document and report it.

If the temperature is 10 degrees F or below, leave the locomotive idling in throttle notch 2.

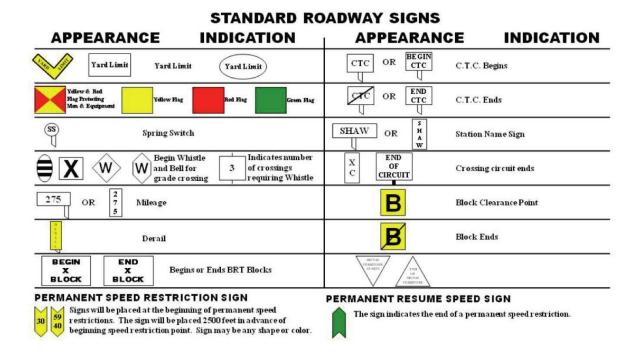
If the temperature is 0 degrees F or below, leave the locomotive idling in notch 3.

Make certain that the locomotives are properly secured per applicable instructions.

AIR BRAKE & TRAIN HANDLING RULES

Notes:

None



RADIO CHANNELS

DGNO	AAR			RX
CH	СН	SYSTEM	FREQ.	FREQ.
1	065/065	DGNO	161.085	161.085
2	023/023	DGNO #2	160.455	160.455
3	069/069	UP DFW Sub, Dallas Sub (CPT212-CPT916), Mineola Sub	161.145	161.145
4	027/027	UP Choctaw Subdivision	160.515	160.515
5	035/035	UP Switcher	160.635	160.635
6	010/010	KCS Dallas Subdivision Road Channel	160.260	160.260
7	062/062	TRE/DCTA	161.040	161.040
8	063/063	I.T.S. (KCS Dallas Subdivision Yard)	161.055	161.055
9	016/010	KCS Dallas Subdivision Dispatcher	160.350	160.260
10	078/078	UP Dallas Subdivision (CPT916-CPT252)	161.280	161.280
11	020/020	UP Ray Yard Switcher/Denison	160.410	160.410
12	070/070	BNSF Madill Sub Road	161.160	161.160
13	008/008.	UP Yard (Miller)	160.230	160.230
14	096/096	UP Road (Belt Jct. to Miller Yard)	161.550	161.550
15	024/024	UP Road Texarkana	160.470	151.805
16	066/066	BNSF Madill Sub Yard	151.955	151.955
17	061/061	UP Yard Texarkana	161.250	161.025
18	065/023	DGNO/TNER Repeater	161.085	160.455

Notes:	
110163.	
	
	
	



