

DALLAS/FT. WORTH TIMETABLE NO. 5  
EFFECTIVE September 28, 2015  
MIDLOTHIAN SUBDIVISION GENERAL ORDER NO. 12

**PURPOSE:**

SI-05: Change milepost equation reading:  
Midlothian Sub MP 0.0 = Ennis Sub MP 233.6  
Midlothian Sub MP 50.27 = Ft. Worth Sub MT 2 MP 248.63  
to read:  
Midlothian Sub MP 0.0 = Ennis Sub MP 233.59  
Midlothian Sub MP 50.26 = Ft. Worth Sub MT 2 MP 248.63

**Previous Changes:**

SI-00: Change milepost for Midlothian Jct.  
SI-01: Change TWC / ABS limits  
SI-02: Change milepost speed restrictions on Maximum Speed Table  
SI-03: Change milepost for Part 4  
SI-05: Add milepost equation for Ft Worth Sub MT 2  
SI-14: Add Hot Wheel Detectors; List locations of bridges with through truss structure.  
SI-13: Add Auto Train Instructions  
SI-03: Change Part 4. Key Trains: Crude Oil / High Hazard Flammable Limits  
SI-00: Change station miles at Mansfield. Add station Britton CP MD025 at MP 24.9  
Add Manual Interlocking at Britton.  
SI-15: Signal Information at Britton.  
SI-07: Add Talk On Arrival and Defect Only to selected detectors.

Timetable subdivision information and instructions not modified by this General Order remain in effect.

EFFECTIVE: 1243C, March 29, 2019

**CANCELLATIONS:**

This order cancels all previous orders for the MIDLOTHIAN Subdivision.

**SI-00 - STATION MILES**

Change Midlothian Jct. to read:

50.3	TWC ABS	T948	MIDLOTHIAN JCT. (3.4)		
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Effective 0800 hours, August 12, 2016

Change station miles at Mansfield to read 9.2

Add station Britton at MP 24.9 with CP MD025. Add Manual Interlocking at station Britton

34.1	TWC ABS		MANSFIELD (9.2)	FH019	
24.9		MD025	BRITTON (1.8)	(M)	

**SI-01 - MAIN TRACK AUTHORITY**

Change to read;

**TWC/ABS Between:**

MP 50.3 and MP 0.0.

**SI-02 - MAXIMUM SPEED TABLE**

Change Maximum Speed Table to read:

<b>Maximum Speed</b>	<b>MPH</b>
<b>Between Mileposts</b>	
<b>50.3 and 32.5</b>	

<b>(Except as Below)</b> .....	<b>49</b>
50.3 and 47.5 .....	30
47.5 and 43.8 .....	40
43.8 and 41.4 .....	35
41.4 and 32.5 .....	40
<b>Between Mileposts</b>	
<b>32.5 and 0.0</b>	
<b>(Except as Below)</b> .....	<b>60</b>
32.5 and 26.6 .....	40
26.6 and 26.2 .....	30
26.2 and 21.2 .....	40
21.2 and 20.5 .....	30
20.5 and 9.8 .....	40
0.4 and 0.0 .....	40

**SI-03 - OTHER SPEED RESTRICTIONS**

Change to read:

<b>Maximum Speed</b>	<b>MPH</b>
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**4. Key Trains: Crude Oil / High Hazard Flammable**

Between Mileposts:50.3 and 15.0 .....	40
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**SI-05 - MILE POST EQUATIONS**

Effective 1206 on March 29, 2019 Change to read;

Midlothian Sub MP 0.0 = Ennis Sub MP 233.59

Midlothian MP 50.26 = Fort Worth MT 2 MP 248.63

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Change to read;

Midlothian Sub MP 0.0 = Ennis Sub MP 233.6

Midlothian MP 50.27 = Fort Worth MT 2 MP 248.63

**SI-07 - ITEM 13 TRAIN DEFECT DETECTORS**

Effective 1800 on May 16, 2016

Add Talk On Arrival and Defect Only feature to the following detectors.

Refer to SSI Item 13 for instructions;

(#)+ 38.3

(#)+ 29.7

(#)+ 19.2

(#)+ 6.5

**SI-08 - RULES ITEMS**

Effective 0900 on October 15, 2015

Change to read;

**Rule 5.8.4**

SSI Item 9 applies at and between:

MP 29.66 Holland Britton Rd.

MP 42.93 and MP 40.07

**SI-12 - TONNAGE RESTRICTIONS/TPOB**

Effective 0900 on March 14, 2016

Change to read;

**Maximum Gross Weight Restrictions:**

143 tons, restriction A and Q

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**SI-13 - TRAIN MAKE-UP RESTRICTIONS**

Effective 1546 on January 09, 2017

Add;

SSI Item 5-B Maximum Train Length.

Auto Trains: A train made up entirely of loaded multi-level cars (auto racks) with 80 cars or more, not to exceed 8,500 feet in total train length, requires a rear helper.

Up to five (5) conventional cars weighing 45 tons or more may be placed on the head end of the train.

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**SI-14 - MISCELLANEOUS INSTRUCTIONS**

Add:

**Hot Wheel Detectors:** As referenced in SSI Item 13.1, bridges with a through truss structure located at the following locations:

MP 34.39

MP 43.41

MP 48.52

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**SI-15 - ADDITIONAL INSTRUCTIONS**

Effective 0800 hours, August 12, 2016

Add CP MD025 Manual Interlocking at Britton MP 24.9

Two signals at this location to govern Northward and Southward movements between main track and Hanson. Both switches equipped with power split point derails.

Intermediate signal at MP 25.6 removed from service.

Intermediate signal placed into service at MP 27.0

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SIGNATURE: 

SIGNATURE TITLE: GEN. SUPERINTENDENT