MIDLOTHIAN SUBDIVISION (0619)

Mile Post	Track Layout	Rule 6.3	CP #'s	Radio Display: CP T948 to CP T234: 037-037- (*29) ▼ SOUTH NORTH ▲ Stations / Control Points	Sta. #'s	Siding Capacity
50.2		TWC ABS	T948	MIDLOTHIAN JCT. (3.4)		
46.8				FOREST HILL (5.0)	FH006	
41.8				BISBEE (7.8)	FH012	8420
40.1						
34.1				MANSFIELD (11.0)	FH019	
23.1			MD023	MIDLOTHIAN (10.3) (X)BNSF(M)	FH030	
12.8				BNSF CROSSING (1.3) (X)BNSF(A)		
11.5				WAXAHACHIE (11.5)	TF798	
0.0			T234	GARRETT JCT. (M)	HL029	
				(50.2)		

SI-01 MAIN TRACK AUTHORITY

TWC/ABS Between:
MP 50.2 and MP 0.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 50.2 and 32.5	
(Except as Below)	**49**
50.2 and 47.5	30
47.5 and 43.5	40
43.5 and 43.2	35
43.2 and 38.5	40
Between Mileposts 32.5 and 0.0	
(Except as Below)	**60**
26.6 and 26.2	30
26.2 and 21.2	40
21.2 and 20.5	35
20.5 and 16.3	45
16.3 and 9.7	40
0.3 and 0.0	40

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts
Waxahachie, Midlothian - BNSF turnout.. 10

2. Dual Control Switch Turnouts (No Exceptions)

3. Misc. Speed Restrictions (No Exceptions)

4. Key Trains: Crude Oil / High Hazard Flammable
Entire Subdivision..... 40

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

Midlothian Sub MP 0.0 = Ennis Sub MP 233.6

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 50.1	(#) 29.7	(#) 19.2
(#) 38.3	% 25.6	(#) 6.5

SI-08 RULES ITEMS

Rule 5.8.4:
SSI Item 9 applies at and between:
MP 42.93 and MP 40.07

(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 MP 12.8 is a sign at MP 21.5 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 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 12.8 will display either Diverging Clear or Diverging Approach. ABS Signal 15.1 in advance of absolute signal will display Approach Diverging.

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.

MIDLOTHIAN SUBDIVISION (0619)

SI-08 RULE ITEMS Continued...:

When straight through move:
Is made and absolute signal governing movement over BNSF crossing displays Stop, open box on signal labeled "UP Interlocking" 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 eleven minutes and forty one seconds, 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.

Rule 32.12.7 Helper Service:
When operating locomotives in Helper Service through turnout at Mid-Tex MP 22.5, do not exceed 50 KLBS / 600 AMPS.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Gifco	25.6	FH027
Reheis	23.1	FH030

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Six-axle Locomotives prohibited:
Craft - Burleson's Honey Spur.
Mansfield - Paragon Plastic Spur, Spectrum Lead, Ropack Lead.
Forest Hill Team Track.

Joint Track Operations:
Forest Ave. (CP T214) 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

Midlothian (CP MD023) and Alvarado Jct.
CP Q225) is over the BNSF Venus Subdivision and Ward Industrial Spur, Texas Division.
General Code of Operating Rules, BNSF Timetable and Special Instructions govern.