



Fort Worth & Western

Ft Worth Division

Timetable #3

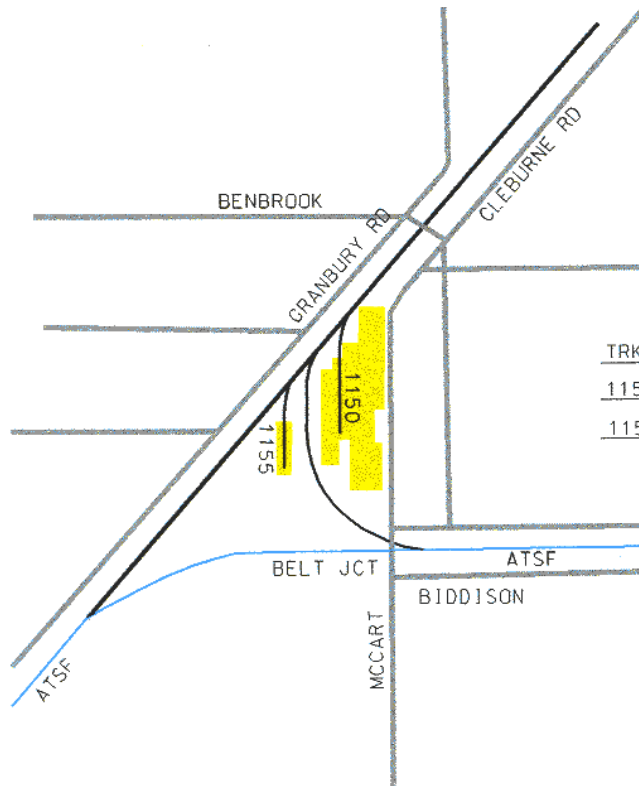
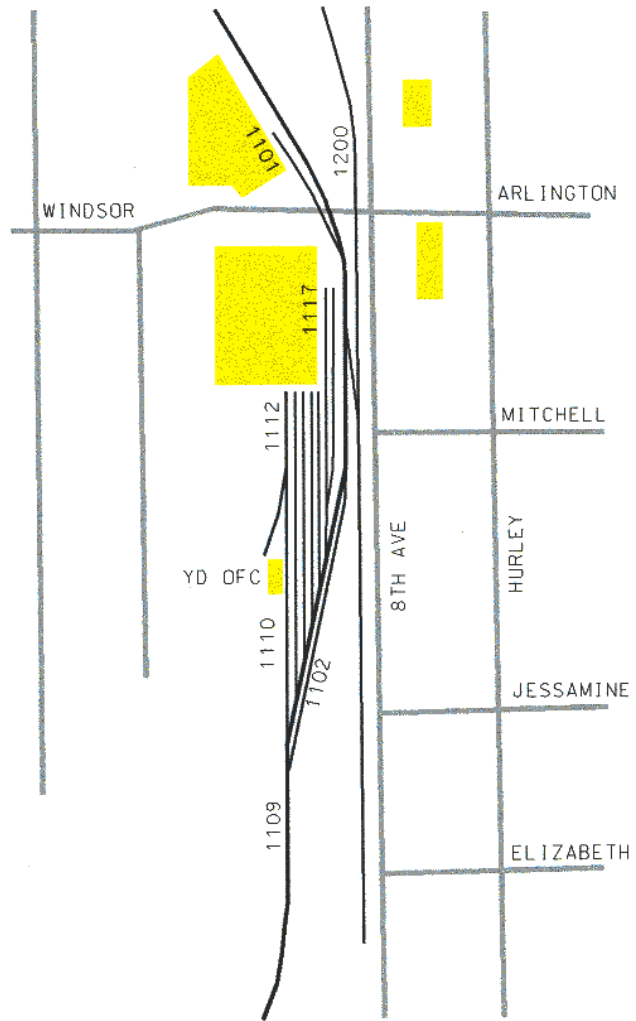
July 24, 1994

Prepared by David W. Moore

Fort Worth Division			
MP from AMSCO	Car Capacity	Stations	Signs
6.59		Tower 60 BN RR	
6.56		UP RR crossing	
6.55		ATSF RR crossing	
6.20		Cottonbelt Jct	
6.10		Stockyards Jct	
6.00	15	Synpro	
5.70		North Main	
4.65	8	White Settlement	
4.10		Montgomery	
3.60		Trinity Park	
2.10		Tandy	
1.85		8 th Avenue	WFR
1.20		Ryan Place	P
0.20		Amsco	Y
0.00		Belt Jct - ATSF	

Zone 11 – 8th Avenue Yard

TRK #	NAME	CARS
1101	TANDY WIRE	2
1102		
1109	COACH YARD LEAD	14
1110	RESTORATION TRACK	2
1112	CHAMPION DOCK	5
1113	COACH YARD	5
1114	COACH YARD	5
1115	COACH YARD	5
1116	COACH YARD	5
1117	CHAMPION PAPER	5
1118	STORAGE	8
1200	CITY LEAD	



TRK #	NAME	CARS
1150	AMSCO STEEL E (A)	3
1155	AMSCO STEEL W (B)	3

SPECIAL INSTRUCTIONS

Zone 11 – 8th Avenue Yard

Crew be careful with train on light rail of industries in Eighth Avenue Yard – observe 10 mph speed.

Do not exceed 5 mph on tracks 1, 2, 3, and 4 in Coach Yard

Berry Street:

Use caution at Berry Street.

Berry Street very heavy vehicle traffic. Speed limit 8th Ave to Amsco not to exceed 15 mph.

Amsco Steel:

Amsco east track (A) is inside Building A for unloading #1150.

Amsco west track (B) is inside Building B for unloading #1155.

Amsco Steel protected with derails.

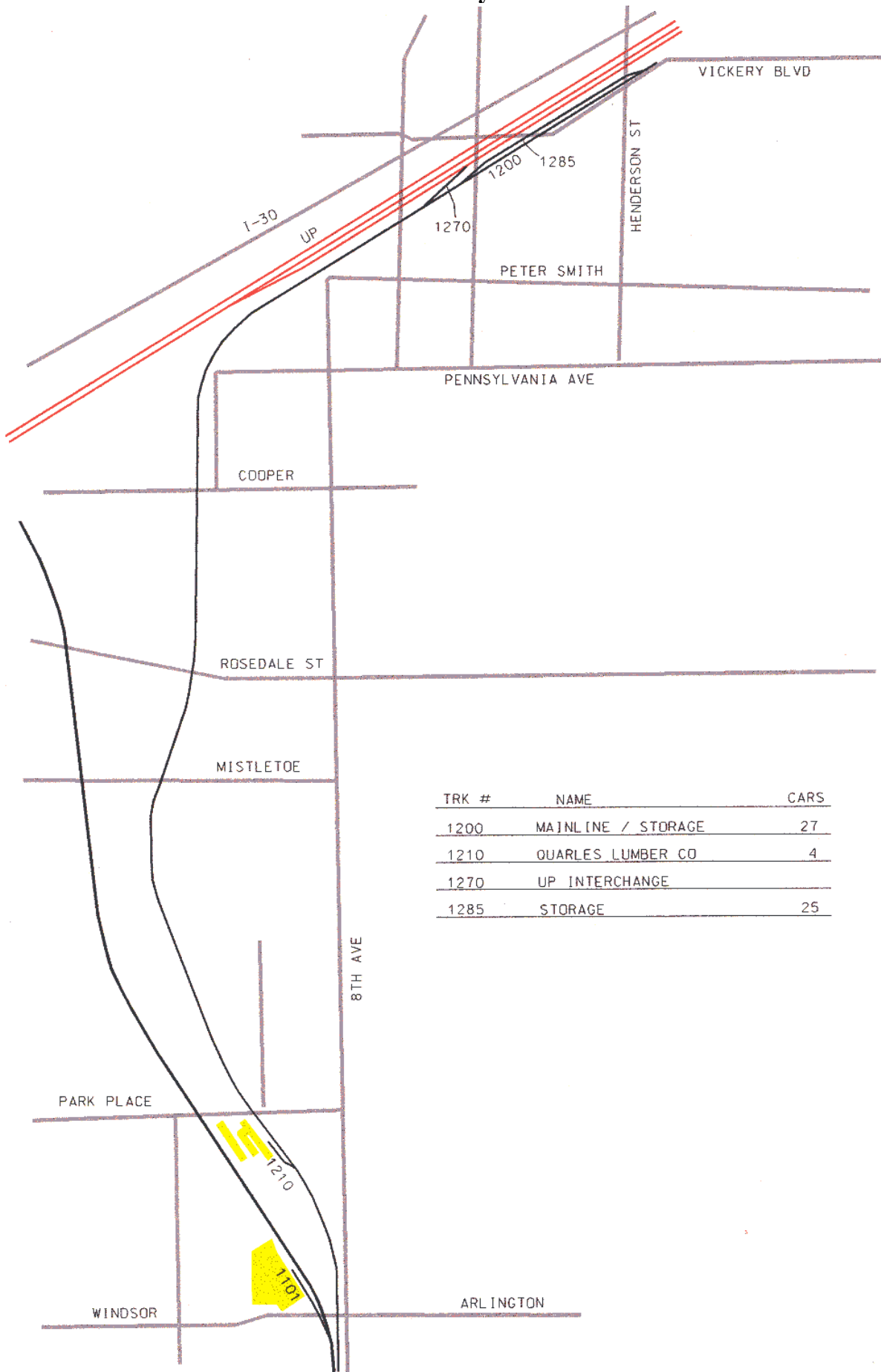
East leg to wye Amsco #1152:

Do not exceed 10 mph on account curvature very tight. Caution must be used going through this plant. Use bell and whistle frequently

FWWR / ATSF Joint Track:

Permission to operate from E. Belt Junction through road crossing on McCart at Biddison Street will be received from ATSF dispatcher. Speed limit on joint track not to exceed 10 mph. Switch at Amsco east leg of wye must be left aligned for west leg when not in use.

Zone 12 – City Lead



TRK #	NAME	CARS
1200	MAINLINE / STORAGE	27
1210	QUARLES LUMBER CO	4
1270	UP INTERCHANGE	
1285	STORAGE	25

SPECIAL INSTRUCTIONS

Zone 12 – City Lead

Quarles Lumber:

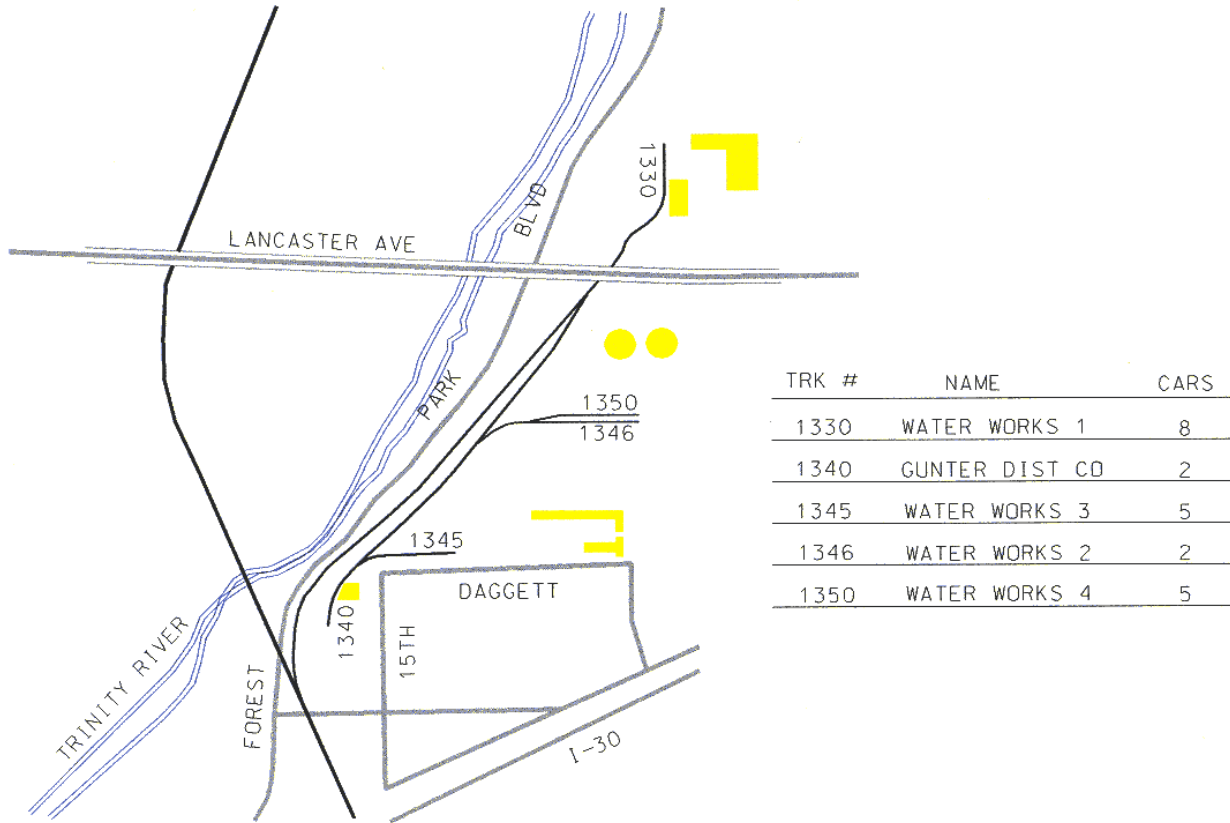
Cars pushed to Quarles Lumber will have crewman riding at head end to give signals. Observe operation of spring frog switch at Quarles, oil if necessary. Brakeman will make sure gate at Quarles is open and secure before setting out cars and will observe movement of cars and locomotives on that spur. Gate will be locked when leaving

When approaching Summit and Vickery Street overpasses crew will watch for people on or around track.

UP Interchange:

Cars for interchange with UP Railroad will be spotted on track #1200 and left with air brakes and two hand brakes set. UP interchange switch will be lined for UP. Tail of track #1200 at east-end switch will hold engine and two cars only. Maximum speed on city branch will be 10 mph.

Zone 13 – Water Works Spur

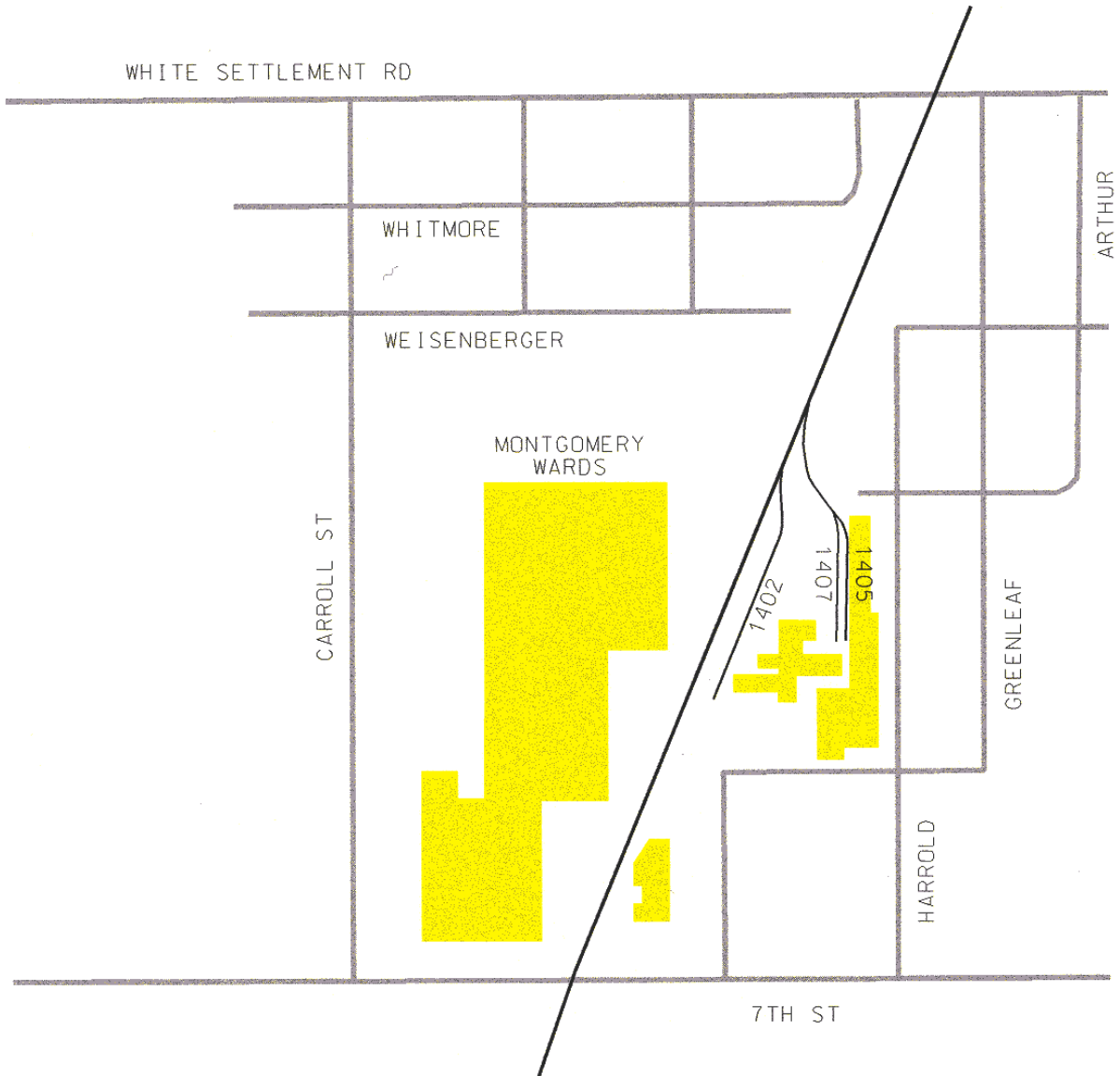


SPECIAL INSTRUCTIONS

Water Works will have trainman riding on head end to give signals. Speed restrictions will be followed to the letter. Gate will be locked when leaving.

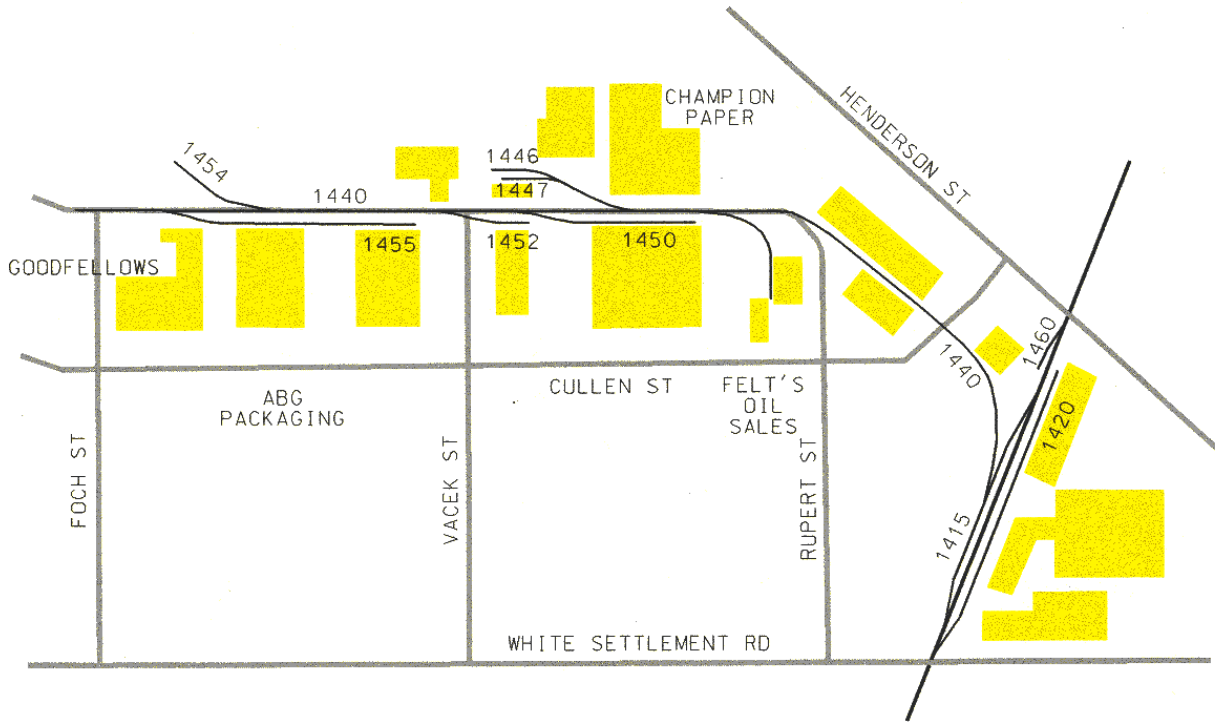
Do not exceed 5 mph.

Zone 14 - Montgomery



TRK #	NAME	CARS
1402	MANVILLE #1	10
1405	MANVILLE #3	
1407	MANVILLE #2	

Zone 14 – White Settlement



TRK #	NAME	CARS
1415	WHITE SETTLEMENT	8
1420	BULKMATIC	8
1440	SHAMROCK ST LEAD	
1446	GACHMAN STEEL EAST	5
1447	GACHMAN STEEL	5
1450	PACKAGING, INC (O'GRADY)	7
1452	JAHNS SUPPLY	3
1454	GACHMAN SCRAP WEST	2
1455	TARRANT CO FOOD BANK	5
1460	M W SHACK	

SPECIAL INSTRUCTIONS

Zone 14 – Montgomery and White Settlement

Manville:

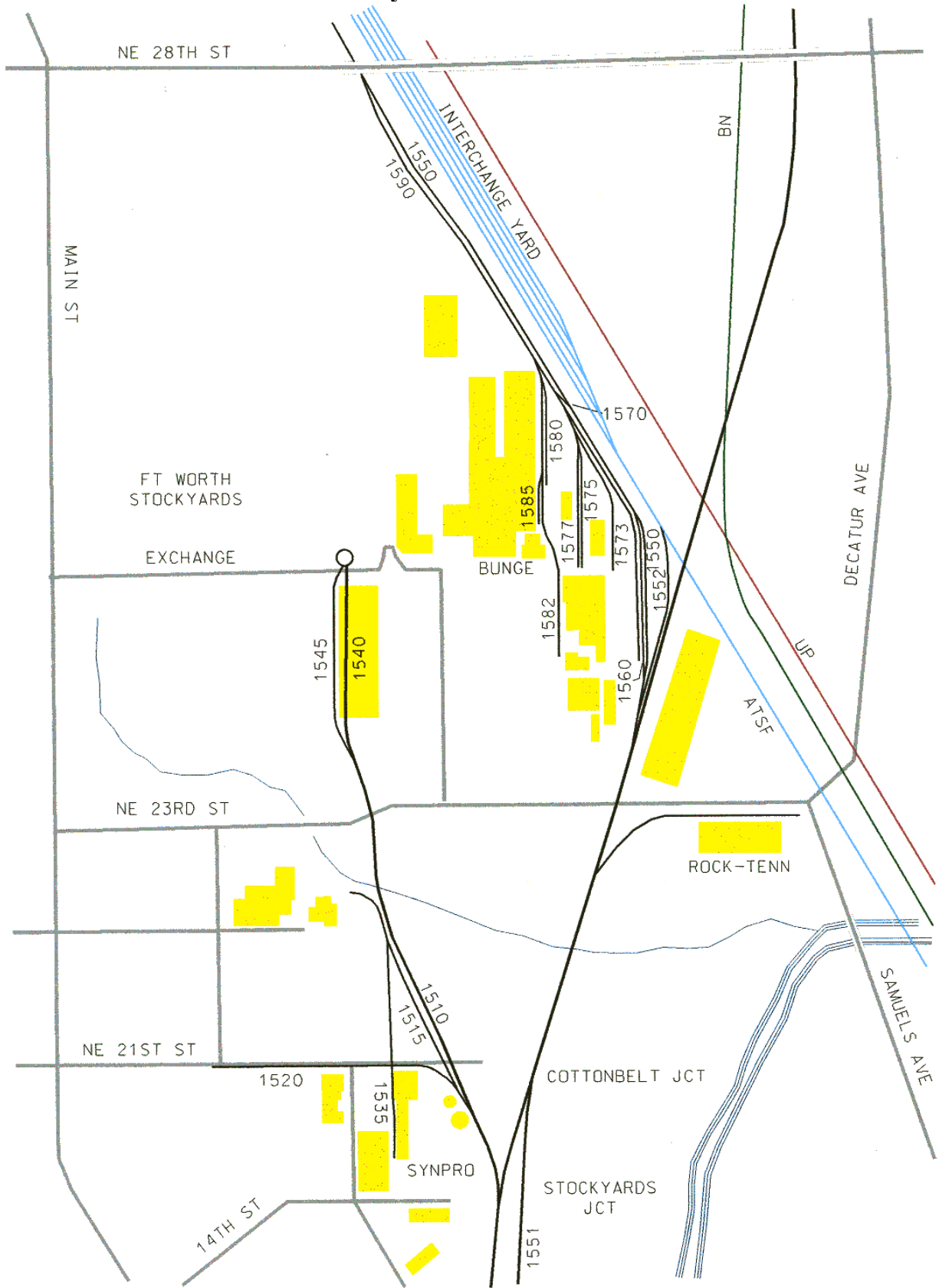
Gates at Manville will be open and secure before placing cars. Watch for close clearance at Manville #3.

Shamrock Street:

Bell and whistle will be used when running down Shamrock Street Lead. Close clearance at Shamrock Street Lead through Pierce's Office Supply, with tight curves. Watch for ice in the winter. Watch for correct operation of spring frog switches at White Settlement, oil if needed. No track bumper at end of Shamrock Street. Tail of Shamrock Street Lead will hold engine and two (2) cars.

Gates will be locked when finished at all industries.

Zone 15 – Stockyards and North Fort Worth



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TRK #	NAME	CARS
1510	STOCKYARD LEAD	
1515	SYNPRO #1	2
1520	SYNPRO #2	5
1535	SYNPRO PLANT	4
1540	STOCKYARD STATION	
1545	STOCKYARD STATION	
1550	BUNGE FOOD LEAD SOUTH	13
1550	NORTH STORAGE	20
1551	SSW CITY LEAD	5
1552	ATSF INTERCHANGE	
1560	BUNGE FOOD SIDING	12
1570	BUNGE FOOD CROSSOVER	
1573	BUNGE FOOD STORAGE	10
1575	BUNGE FOOD UNLOADING	8
1577	BUNGE FOOD UNLOADING	5
1580	BUNGE FOOD PLANT #1	5
1582	BUNGE FOOD SCALE TRACK	7
1585	BUNGE SCRIBNER SPUR	3
1590	BUNGE FOOD STORAGE	20

SPECIAL INSTRUCTIONS

Zone 15 – Stockyards and North Fort Worth

Switch at Cottonbelt Junction will be left aligned for main track.

Bunge:

Check position of Derail #1555 must be in derailing position when not in use. Cars will not be placed on track #1551 or #1552, SSW City Lead or ATSF Interchange respectively. Air will be used on all cars wet out at Bunge and two handbrakes set on all cuts of over ten cars. Use bell and whistle due to plant noise. Bunge Oil tail track will hold engine and two cars. Plant gates will be closed when switching is completed. Engineer will use caution when braking train due to slippery rails. Watch footing around track #1580. Watch for Derail and blue flag on Bunge unloading track #1 and unloading track #1580. Storage track #1 has no bumper. Watch for blowing steam at tracks and #1580 that will block trainman's vision at night. Track #1582 will hold only 8 cars from scales to end of track.

Santa Fe Interchange:

Before delivering cars call ATSF yardmaster at Saginaw for track clearance. When delivering cars to Santa Fe, use switch #1550 to Track #1552. Watch derail #1555, proceed to signal light at ATSF main line and stop. Call ATSF dispatcher (radio), and get permission. Permission to cross ATSF main line will be by blinking signal (restricting). Switches will be lined by ATSF dispatcher. Pull into interchange yard and drop cars at designated track. Main line siding will be used to run around cars. Recross main line on restricting signal. Watch place of SSW switch #1550 and Derail #1555. ATSF track numbers are #3713, #3714 and #3715.

Synthetic Products Co.

Watch for close clearance on Lead Track Tail – very tight curve. Tail track will hold engine and five cars.

Gate across track two car lengths from end at tail track.

Use whistle and bell due to noise at plant. Very tight curve at #1520, watch for ice in winter.

Load track #1515 for loading. When setting out cars at Synpro, or unloading, handbrakes and air will be set.

Track #1520, Synpro #2, holds 4 cars plus 1 small UTLX tank car.

Stockyards:

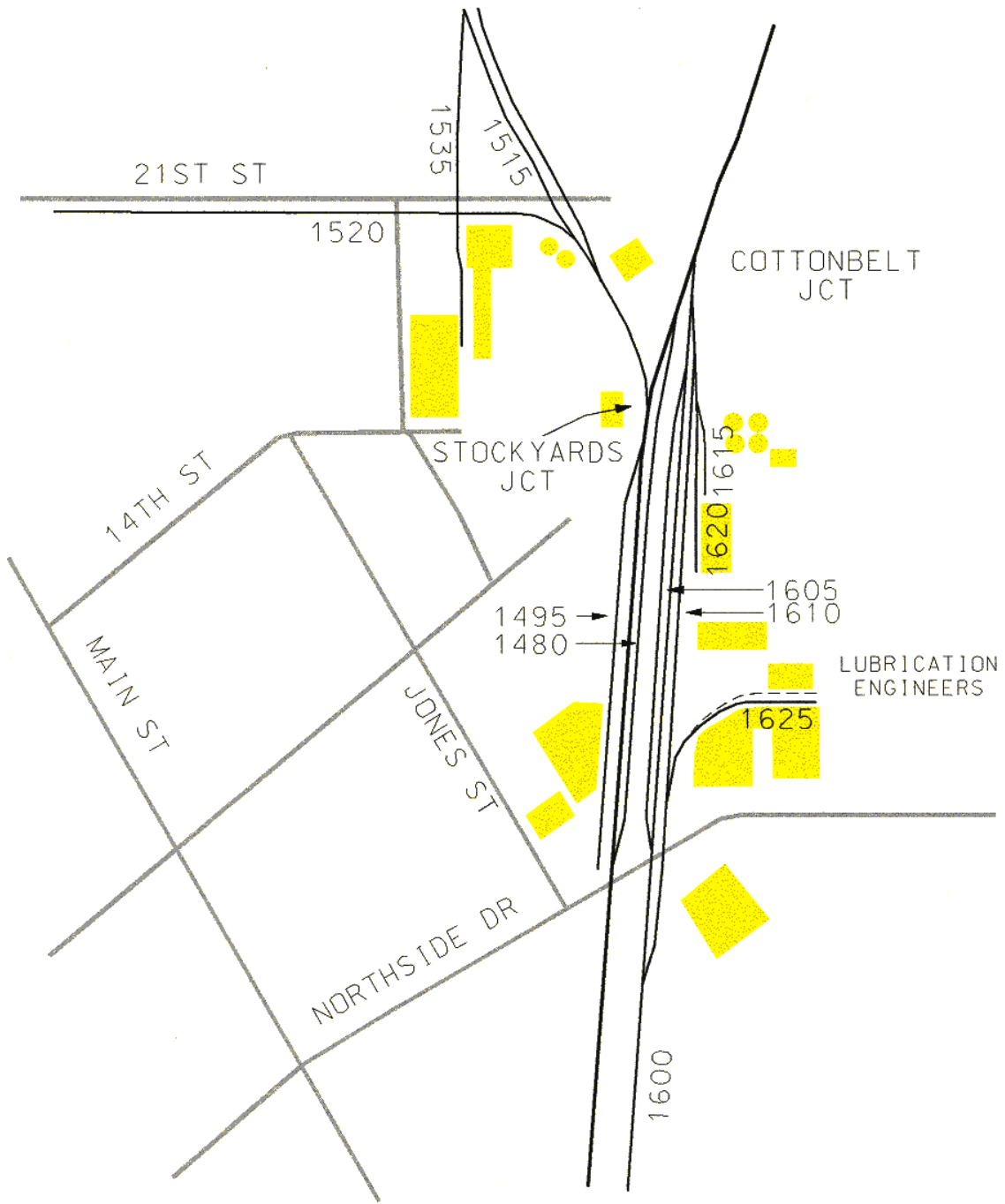
Train personnel will watch for Synpro employees working on tank cars, track #1515. Sound whistle when entering Stockyard Lead with bell ringing until on turntable at Stockyards. Expect pedestrian trespassers on Marine Creek Bridge. When entering station's covered platform, be cautious watching out for people on and around track and platform. Station operator may announce train arrival and clear track and platform area.

When making stop, Engineer will use hand signals to indicate such to Conductor. Use caution when cutting engine off the train. Brakeman must walk ahead when crossing Exchange Avenue to keep track clear of pedestrians. Keep sharp watch out for people on and around engine and turntable.

When leaving station, Conductor will observe train on Engineer's side.

Watch out for blowing steam that can block trainman's vision on track #1540. Extremely slippery footing around track #1540 and on adjacent walkways.

Zone 16 – North Side



TRK #	NAME	CARS
1480	SYNPRO	15
1495	UNITED PAPER	5
1605	HOUSE TRACK	17
1610	NORTH SIDE SIDING	20
1615	WITCO	4
1620	HOLDING TRACK	4
1625	FORT WORTH ISD	3

Zone 16 – City Lead



TRK #	NAME	CARS
1630	COMM METALS #1	4
1635	COMM METALS #2	4
1640	NATIONAL METALS	10
1645	FT WORTH IRON & METAL	4
1650	TEXAS ELECTRIC	10
1660	TEXAS REFINERY #2	1
1665	TEXAS REFINERY #1	1

SPECIAL INSTRUCTIONS

Train air pressure will be set at 90 lbs. for all trains; Main reservoir pressure will be set at 130 to 140 lbs. for all locomotives. Maximum speed will be 20 mph on main line at places not covered by time table. Flying switch movements will be made only if there is no other means of setting out cars in freight service only. Any cars set out on any grade will have emergency application of air and a hand brake tied. Speeds in time table apply to movement through the switch. Bridge restriction speed on Trinity River bridge, milepost 3.5, is 10 mph. Bridge restriction speed on Marine Creek bridge, milepost 4.6, is 10 mph.

All track north of Cottonbelt Junction is excepted track – DO NOT exceed 5 mph. Not more than 5 hazardous material cars at one time and no passenger trains on this track.