

Radio conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

**FOREMAN'S FORM U
TRAIN ORDER CLEARANCE**

RI _____
(Occupation) (Name)

in charge of work at MP _____, calling
(Train No.) _____ (after train answers giving
his identification): _____

This is RI _____
(Occupation) (Name)

in charge of the work between MP _____ and
MP _____ Train Order No. _____
We are in the clear and you may proceed past the
red conditional stop sign and through the limits of
order at _____ MPH.

Where Rule 10 (i) (2) is authorized, Foreman will
omit the words, "Train Order No. _____."

**ENGINEER'S ORAL ACKNOWLEDGMENT
OF FORM U CLEARANCE**

This is engineer of RI Train

_____ (Train No.) _____ (Direction)

I may proceed past the red conditional stop sign
and through the limits of Order No. _____
between MP _____ and MP _____ at
_____ repeat _____ miles per hour.
(Speed) (Speed)

Where Rule 10 (i) (2) is authorized, Engineer will
omit the words, "of Order No. _____."

PREVENT INJURY



SAFETY FIRST

Chicago, Rock Island & Pacific Railroad



SOUTHERN DIVISION

**TIME
TABLE**

No. 9

EFFECTIVE AT 12:01 A.M.
CENTRAL STANDARD TIME

SUNDAY, DEC. 28, 1969

W. C. HOENIG
Superintendent

G. H. VOSS
Asst. General Manager

C. R. HURT
Asst. General Manager

W. F. THOMPSON
General Manager

This Time Table for the exclusive use
and guidance of Employees

Southward

Main Line

Northward

SUBDIVISION 25
STATIONS
TIME TABLE NO. 9
December 28, 1969

Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	RI	STATIONS	M.P. from St. Joseph	Signs
.....	Yard	11670	RI	HERINGTON *TO(N)	171.4	RYdBC FWTY
6130	.....	20007	.....	AT&SF Crossing	.....	.....
4660	46	20023	.....	LOST SPRINGS	178.5	.....
.....	.....	.....	.....	MARION	194.3	W
6130	45	20037	.....	AT&SF Crossing	194.5	.....
.....	.....	.....	.....	PEABODY	208.3	.....
6320	24	20051	.....	AT&SF Crossing	208.5	.....
.....	.....	.....	.....	WHITEWATER	222.8	.....
5130	17	20054	.....	MoPac Crossing	222.9	.....
5180E 5830W	Yard	20070	.....	FURLEY	229.5	.....
.....	.....	.....	.....	CLINE	241.2	FWTC
.....	.....	.....	.....	SL-SF Crossing	241.6	.....
.....	.....	20072	.....	MoPac Crossing	242.0	.....
.....	.....	20073	.....	NORTH JCT.	243.7	.....
.....	.....	20074	SJ	WICHITA	244.6	.....
7200	77	20078	.....	SOUTH JCT. TO	245.4	.....
.....	.....	.....	.....	MIDLAND	249.6	.....
6220	17	20095	.....	MoPac Crossing	266.3	.....
3900	62	20103	.....	RIVERDALE	266.4	.....
4630	44	20112	.....	WELLINGTON	273.8	W
.....	.....	.....	.....	PERTH	283.0	.....
5780	Yard	20123	CD	AT&SF Crossing	293.7	.....
4509	27	20131	.....	CALDWELL, KANS. *TO(N)	294.5	WTBC
.....	.....	.....	.....	RENFROW, OKLA.	302.6	.....
6228	47	20148	.....	AT&SF Crossing	311.6	.....
.....	90	20151	.....	JEFFERSON	318.5	.....
4640	56	20159	.....	POND CREEK	322.2	.....
6044	Yard	20167	HN	KREMLIN	330.7	.....
.....	.....	.....	.....	NORTH ENID	339.5	RYdW BC
8095	Yard	20171	.....	SL-SF Crossing	340.5	.....
6245	31	20184	.....	ENID	341.8	YdYW
4783	91	20190	.....	BISON	355.4	.....
4592	.....	20195	.....	HENNESSEY	361.4	.....
6798	S60	20199	.....	JACKS	366.5	.....
5178	207	20207	.....	DOVER	370.4	.....
7302	2	20225	.....	KINGFISHER	378.6	.....
.....	.....	.....	.....	OKARCHE	388.4	.....
.....	.....	.....	.....	CONCHO	396.1	.....
.....	.....	.....	.....	EL RENO JCT.	400.8	.....
.....	Yard	21232	FO	EL RENO YARD *TO(N)	401.7	RYdW FWTC
.....	.....	.....	.....	CR&P Crossing	400.9	.....
.....	.....	.....	.....	ROCK ISLAND JCT.	401.0	.....
.....	Yard	21232	.....	EL RENO	402.6	YdFW

Automatic Block System
MP172-7 to MP243.34 Rules 400 to 405

AUTOMATIC BLOCK SYSTEM

MP245-20 to MP338-13 Rules 400 to 406

MP343-13 to MP402-17 Rules 400 to 406

WHERE RULES 400 TO 406, INCLUSIVE, ARE NOT IN EFFECT, OR WHEN OPERATING UNDER RULE 356, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. ALL TRAINS MUST OBTAIN CLEARANCE AT CALDWELL AND ELRENO YARD - RULE 99(i) AUTHORIZED.
See Page 2 for Speed Restrictions and Special Instructions. MAXIMUM SPEED: 60 MPH

ADDITIONAL STATIONS				
Capacity and Direction of Entry Into Spur	M.P.	NAME		Sta. No.
29	183.5	LINCOLNVILLE	P	20012
21	187.4	ANTELOPE	P	20016
19	200.4	AULNE	P	20025
38	216.2	ELBING	P	20045
21	236.1	KECHI	P	20063

ADDITIONAL STATIONS				
Capacity and Direction of Entry Into Spur	M.P.	NAME		Sta. No.
43	253.1	HAYSVILLE	P	20082
23	258.8	PECK	P	20088
49 North	287.0	CORBIN	P	20116
81	311.8	MEDFORD	P	20140
56	349.5	WAUKOMIS	P	20178

SPEED RESTRICTIONS

	MPH
SUBDIVISION 25	
MP 194 Pole 20 AT&SF Crossing.....	50
MP 240 Pole 31 to MP 249 Pole 39 (Except as shown below).....	30
MP 241 Pole 20 to MP 243 Pole 28 Cline to North Jct.	20
MP 243 Pole 28 to MP 245 Pole 20 North Jct. to South Jct.	15
MP 295 Pole 0 to MP 295 Pole 11	50
MP 338 Pole 24 to MP 343 Pole 32	30
MP 395 Pole 17 to MP 395 Pole 27	55

SPECIAL INSTRUCTIONS

SUBDIVISION 25
Herington—Southward trains and engines reduce speed to 12 MPH (engines only) over Walnut Street Crossing.

Between North Jct. and South Jct. Wichita trains will be governed by the timetable and rules of WUT Ry.

Trains moved into siding at North siding switch North Enid or South siding switch Enid by Train Dispatcher must not foul or re-enter main

track except on authority of the Train Dispatcher.

AT&SF Crossing Lost Springs trains finding signal at stop position must stop not more than 100 feet from signal.

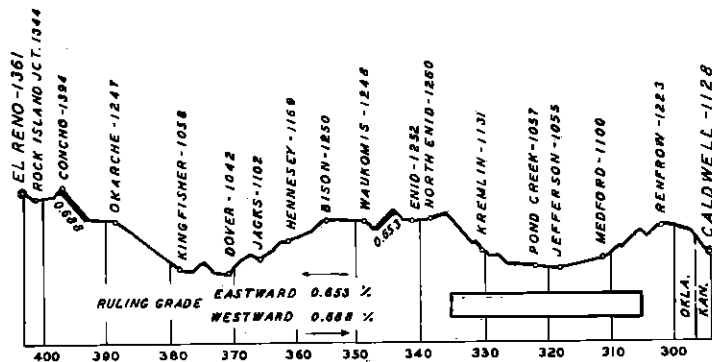
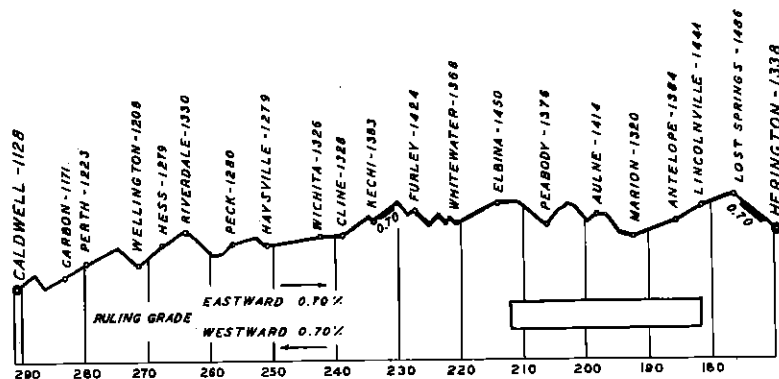
Trains and Engines will obtain clearance at Caldwell and El Reno Yard.

Engines will not be required to check train register at El Reno Yard. Register check will be furnished.

North Enid is register station for trains originating and terminating. El Reno: Trains and engines will not exceed 25 MPH over public crossings within the city limits of El Reno; except 20 MPH over crossings at Elm, Foreman, Rogers, Woodson and Mitchell Streets; and 15 MPH over Watts Street.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 314 Pole 24	Orin	12
MP 363 Pole 4	Continental Oil	10
MP 364 Pole 8	Humble Oil	27
MP 380 Pole 18	Armour Chemical	11



Westward

Ponca City Branch

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 25-A STATIONS TIME TABLE NO. 9 December 28, 1969			M.P. from North Enid	Signs	SECOND CLASS					
		17											18				
		Freight											Freight				
		Daily						Daily									
					16	20055	.....	PONCA CITY.....	54.8	Yd						
							1.5	AT&SF Crossing.....	53.3								
		A.M.					0.8	AY.....									
		12.01		Yard			11.9	PONCA CITY YARD.....*TO (N)	52.5	RYdB FWYC	P.M.	10.00					
		12.22			62	20041	8.3	.....	41.1			9.40				
		12.40	2585		32	20083	6.7	.....	32.8			9.35				
		1.01	2780		53	20026	10.4	BI.....	26.1			9.01					
		1.25			93	20015	6.0	GB.....	15.7			8.40					
		1.45			27	20010	2.2	.....	9.7			8.20				
							7.5	SL-SF Crossing.....	UX	7.5							
		2.05		Yard	20171	HN.....	54.8	NORTH ENID.....*TO	0.0	RFWBC Yd	8.00	P.M.					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(d) AUTHORIZED.

MAXIMUM SPEED: 35 MPH

SPEED RESTRICTIONS

MP 16 Pole 10 to MP 54 Pole 24..... 15 MPH

SPECIAL INSTRUCTIONS

No. 18 may leave North Enid without clearance when operator not on duty and train order signal displayed per Rule 230.

Trains moved into siding at North siding switch North Enid or South siding switch Enid by Train Dispatcher must not foul or re-enter main track except on authority of the Train Dispatcher.

SPECIAL INSTRUCTIONS—continued

At Ponca City movement over South Ave. crossing will be protected by member of crew at crossing.

All railroad crossings at grade are protected by interlocking except SL-SF crossing MP 7.5 operated by trainmen normal position gates against SL-SF; light arrangement for stop—Red; proceed—yellow.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 50 Pole 0	Farmers Coop. Grain	51

Southward

Warren Branch

Northward

				Footage Capacity of Sidings	Car Capacity Of Other Tracks	Station Numbers	SUBDIVISION 25-B STATIONS		M. P. from North End	Signs					
							TIME TABLE NO. 9 December 28, 1969								
				6046	Yard	20171	HN	NORTH ENID	*TO	0.0	RFWYd BC				
								2.7 SL & SF Crossing	UX	2.9					
					36	20312		9.4 LAHOMA		11.7					
					27	20317		5.0 MENO		16.7					
					26	20321	WD	3.7 RINGWOOD	TO	20.4					
				904	13	20324		3.3 WARREN		23.7	Yd				
								24.1							

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10 (1) (2) AUTHORIZED

MAXIMUM SPEED: 25 MPH

SPEED RESTRICTIONS

MP 9 Pole 24 to Warren

MPH
20

SPECIAL INSTRUCTIONS

Trains moved into siding at North siding switch North Enid or South siding switch Enid by Train Dispatcher must not foul or re-

SPECIAL INSTRUCTIONS—continued

enter main track except on authority of the Train Dispatcher.

All railroad crossings at grade are protected by interlocking except SL-SF crossing MP-2.3 Gate operated by Trainmen. Normal position of gate AGAINST CRI&P, Light arrangement for Stop, Red; Proceed, Yellow.

Southward

Alva Branch

Northward

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 25-C STATIONS		M. P. from North End	Signs					
							TIME TABLE NO. 9 December 28, 1969								
					96	20439	AO	ALVA	TO	103.5	RFWYYd				
					38	20431		7.9 ASHLEY		96.4					
					70	20423		7.9 INGERSOLL		88.5					
						20406		15.7 AUGUSTA		72.8					
				6046	Yard	20171	HN	40.0 NORTH ENID	*TO	0.0	RFWYd BC				
								71.5							

TRAINS AND ENGINES WILL OPERATE PER RULE 93 AND RULE 10 (1) (2) AUTHORIZED BETWEEN AUGUSTA AND ALVA.

MAXIMUM SPEED: 20 MPH

SPEED RESTRICTIONS

MP 88 Pole 15 to MP 88 Pole 25

MPH
15

SPECIAL INSTRUCTIONS

Between NORTH ENID and AUGUSTA trains will be governed by SL & SF timetable and operating rules.

Trains arriving SL & SF connection North Enid on subdivisions 25-B and 25-C will receive permission from operator North Enid or

SPECIAL INSTRUCTIONS—continued

dispatcher to occupy Main Track from SL & SF connection to North Enid.

Movement over State Highway 281, Alva, and Highway 64, Ingersoll, will be protected by member of crew at crossing.

Trains moved into sidings at North siding switch North Enid or the South siding switch Enid by train dispatcher must not foul or re-enter Main Track except on authority of the train dispatcher.

Southward

Main Line

Northward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 26 STATIONS		M.P. from St. Joseph	Signs	SECOND CLASS			
97							TIME TABLE NO. 9				98			
Freight							December 28, 1969				Freight			
Daily						Daily								
		P.M. 6.30		.....	Yard	21232	FO...	401.7	RFWT YdBC	P.M. 6.30			
		6.35		.....	.....	.....	Remote Control	408.6	YD	6.04			
				.....	.....	21238	.....	408.3	.....				
				.....	30	21241	.....	412.2	.....				
		6.54		8010	56	21246	CO...	416.0	.....	5.46			
		7.04		4172	19	21253	.....	425.9	.....	5.36			
				.....	.....	.....	.....	435.7	.....				
		7.17		.....	Yard	21265	C.....	436.3	BCRFW YdY	5.23			
				.....	26	21272	.....	449.4	.....				
		7.41		6316	42	21282	RS...	456.0	.....	4.57			
				.....	95	21294	.....	465.5	.....				
		8.05		2589	240	21304	NA...	475.5	W	4.33				
		8.13		6682	Yard	21310	SR...	481.2	.....	4.25			
				.....	84	21314	.....	485.2	.....				
				.....	24	21322	.....	493.7	.....				
		8.35 P.M.		.....	Yard	21329	WA...	500.1	FWRBC Yd	3.57 P.M.			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: 60 MPH

SPEED RESTRICTIONS

	MPH
El Reno: Oklahoma Freight Belt	20
Through Pacific Jct switch; main track movement	35
Through Automatic Switch Belt Jct.	15
El Reno: Over all public crossings not protected by automatic warning devices (Except as shown below)	25
Watts Street	15
Rogers-Woodson-Mitchell Streets	20
27th South	No Restrictions
Over all public crossings protected by automatic signal de- vices (Except as shown below)	35
Foreman Street and Elm Street	20
MP 430 Pole 11 to MP 430 Pole 32	55
MP 447 Pole 8 to MP 448 Pole 27	55
MP 471 Pole 26 to MP 478 Pole 24	25

SPECIAL INSTRUCTIONS

Rule 83: Chickasha for trains originating and terminating.
Engineers will not be required to check train register at El Reno
Yard; register check will be furnished.
Private industry scales located at Chickasha; Ross Feed and Seed,
Washita Elevator and Chickasha Cotton Oil Mill not equipped with
dead rail; engines not permitted to stand or move over these scales.
Not more than one locomotive unit at a time will be used in move-
ments on team tracks Waurika.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 405 Pole 15	Jensen Spur	10
MP 409 Pole 22	Oklahoma Brick	30
MP 439 Pole 22	Public Service	17
MP 450 Pole 12	Magnolia	24
MP 465 Pole 30	Universal Gas Co.	8
MP 478 Pole 9	Chan	16
MP 478 Pole 15	Alwinn	15

Westward

Mangum Branch

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 26-A STATIONS TIME TABLE NO. 9 December 28, 1969			M.P. from Junction Subdivision 26	Signs	SECOND CLASS					
		703					704										
		Freight					Freight										
		Sun. Tues. Thurs.															
		A.M. 8.30			Yard	21265	C	CHICKASHA	*TO		BC RFWYYd	P.M. 1.30					
								SL-SF Crossing									
		9.00			33	21810		VERDEN		8.7		12.50					
		9.30 A.M.		2235	151	21723	DO	ANADARKO	TO (N)	17.4	RWY	12.20 P.M.					
					55	21825		WASHITA		26.1							
				2593	32	21832		FORT COBB		31.8							
				1408	57	21843	CG	CARNEGIE	TO	42.1	W						
				1640	68	21851	MV	MOUNTAIN VIEW	TO (N)	50.6							
					66	21859		GOTEBO		48.1							
					38	21866		KOMALTY		65.0							
								SL-SF Crossing	UX	70.6							
				1388	158	21872	KO	HOBART	TO	70.9	WY						
								AT&SF Crossing	UX	79.5							
					70	21881	FN	LONE WOLF	TO (N)	80.3							
				1415	25	21899		GRANITE		87.9							
								M-K-T Crossing	UX	96.4							
					144	21898	MG	MANGUM	TO (N)	96.6	RYW C						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(d) AUTHORIZED.

MAXIMUM SPEED: 30 MPH

SPEED RESTRICTIONS

	MPH
MP 0 Pole to MP 0 Pole 4 and North leg of Wye at Chickasha.....	15
Main Street Crossing Verden (engines only).....	12
Anadarko to Mangum.....	20
Bridges 495, 518, and 854.....	10

SPECIAL INSTRUCTIONS

Private industry scales located at Chickasha Ross Feed Seed and Fertilizer, Washita Elevator, and Chickasha Cotton Oil Mill also at Anadarko and Mangum not equipped with dead rails. Engines are not permitted to stand or move over these scales.

Trains may leave Anadarko without clearance.

Anadarko; conveyor over middle of Roosevelt Material track will not clear engine or man on top of car.

SPECIAL INSTRUCTIONS—continued

Movements over US Highway 163 crossing MP 69 Pole 15 near Hobart will be protected by member of crew on ground at crossing.

Mangum; movement over Carolina Street will be protected by member of crew at crossing.

All railroad crossings at grade are protected by interlocking except:

Location	Crossing	Remarks
MP 70.6	SL-SF	Stop Sign
MP 79.5	AT&SF	Stop Sign
MP 96.4	MKT	Stop Sign

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 8 Pole 8	Alfalfa Spur	2

Southward

Lawton Branch

Northward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 26-B STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from St. Joseph	Signs	SECOND CLASS									
		703	Freight												704				
		Sun. Tues. Thurs.													Mon. Wed. Fri.				
		A.M. 11.00													A.M. 11.20				
		11.40 A.M.		2235	151	21723	DO.....ANADARKO..... TO (N)	460.5	RYdY										
		12.50 P.M.		.....	71	21738	.....APACHE.....	476.0	.....			10.45				
		1.05 P.M.		2286	202	21748	RB.....RICHARDS SPUR..... TO (N)	485.3	YdY			10.15							
		1.30 P.M.		2766	86	21755	.....FORT SILL.....	492.5	YdY			9.15						
				1259	84	21759	WN.....LAWTON..... TO	496.2	RYdY C			9.00 A.M.							
				.....	.....	.....	.....SL-SF Crossing..... UX	496.5	.....									
				.....	30	21767	.....GERONIMO.....	504.7	.....									
				.....	95	21777	WR.....WALTERS..... TO	514.7	.....									
				.....	30	21784	.....TEMPLE.....	521.8	.....									
				.....	Yard	21329	WA.....WAURIKA..... *TO (N)	537.6	RYdY BC									

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(d) AUTHORIZED.
MAXIMUM SPEED: 30 MPH

SPEED RESTRICTIONS

MP 460 Pole 15 to MP 460 Pole 21 20

SPECIAL INSTRUCTIONS

Trains may leave Anadarko without clearance when operator not on duty.

Movement over all street crossings in Ft. Sill reservation will be protected by member of crew at crossing.

All trains and engines of CRI&P and SL-SF must move at restricted speed on SL-SF tracks between CRI&P crossing and Fourth St. Lawton expecting to find trains or engines of either line turning on wye or making deliveries.

MPH

SPECIAL INSTRUCTIONS—continued

Temple Milling Co. track at Temple must not be used by engines North of road crossing.

Anadarko conveyor over middle of Roosevelt Material track will not clear engine or man on top of car.

Private industry scales at Anadarko not equipped with dead rails. Engines are not permitted to stand or move over these scales.

SL-SF crossing MP 496.5 gated operated by trainmen normal position of gates against CRI&P. Light arrangement for Stop, Red; Proceed, Yellow.

Westward

Graham Branch

Eastward

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 27-A STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from Bridgeport	Signs									
				4585	130	22398	BR.....BRIDGEPORT..... *TO	.....	RYdY BC								
				1580	130	22028	.....JACKSBORO.....	29.5	W								
				2662	92	22055	GM.....GRAHAM..... TO (N)	56.2	RWY									

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: 20 MPH

SPEED RESTRICTIONS

MP 4 Pole 0 to MP 8 Pole 0 15

SPECIAL INSTRUCTIONS

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 4 Pole 16	Rickels	9

SPECIAL INSTRUCTIONS—continued

Graham—movement over street crossing just West of depot will be protected by member of crew at crossing. Eastward trains stop and flag West Fourth Street crossing. Private industry scales not equipped with dead rails. Engines must not stand or move over them.

Southward

Main Line

Northward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 27 STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from St. Joseph	Signs	SECOND CLASS			
97			98										
Freight	Daily	P.M.	Freight							Daily	P.M.		
		8.35	.....	Yard	21329	WA....	WAURIKA.....*TO (N)	500.1	YdFWR BC				
		8.52	6297	35	21339	RN....	10.5						
		9.07	4585	52	21353	.....	RYAN, OKLA.....TO	510.7	.....			3.41	
		9.21	4678	18	21364	.....	13.6						
		9.31	4585	72	21372	BW....	RINGGOLD, TEX.....P	524.3	.....			3.26	
		10.02	4608	30	22392	CN....	11.2						
		10.12	4585	Yard	22398	BR....	STONEBURG.....P	535.5	.....			3.13	
		10.30	4597	31	22413	.....	7.9						
		10.48	5301	.....	22420	.....	FW&D Crossing.....P	543.4	.....			
		10.55	4900	27	22433	GN....	0.4						
							BOWIE.....*TO	543.8	.....			3.04	
							19.2						
							CHICO.....TO	563.0	.....			2.42	
							6.6						
							BRIDGEPORT.....*TO	569.6	RYdW BCY			2.32	
							14.9						
							BOYD.....P	584.5	.....			2.14	
							7.2						
							NEWARK.....P	591.7	.....			
							7.5						
							HICKS.....P	599.2	.....			1.57	
							5.5						
							SAGINAW.....TO	604.7	YdR			1.48	
							4.9						
							StLSW Crossing.....						
							0.0						
							Ft. Worth Belt Crossing.....	609.6	.....			
							0.0						
							FW&D Crossing.....						
							0.4						
							SLSF JCT.....	610.0	.....			
							1.4						
		11.15 P.M.	.....	Yard	22441	F....	PEACH.....*TO (N)	611.4	YdWYR BCF			1.30 P.M.	
							11.3						

AUTOMATIC BLOCK SYSTEM

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED.
MAXIMUM SPEED: 60 MPH

SPEED RESTRICTIONS

	MPH
MP 544 Pole 21 to MP 544 Pole 30.....	55
MP 547 Pole 33 to MP 548 Pole 5.....	55
MP 563 Pole 0 to MP 567 Pole 17.....	50
MP 567 Pole 17 to MP 571 Pole 0.....	40
†MP 568 Pole 18 to MP 570 Pole 25.....	20
MP 582 Pole 0 to MP 582 Pole 30.....	45
MP 604 Pole 20 GC&SF Crossing.....	20
†MP 605 Pole 0 to MP 611.4 (Except as shown below).....	30
MP 608 Pole 31 to 17th Street Ft. Worth.....	20

†Indicates City Ordinances.

SPECIAL INSTRUCTIONS

Rule 83: Bridgeport for trains originating and terminating.
Fort Worth FW&D Yard Office for trains originating and terminating.
Interlocking Rules 325 to 332 inclusive and 340 to 345 inclusive are in effect at Purina Jct. and 6th Street Jct., Fort Worth.
Bridgeport: Do not exceed 20 MPH over first crossing north of depot.
General Order Boards and Books are located off line at:
Fort Worth— FW&D Yard Office SL-SF Enginehouse, West Yard
FW&D Enginehouse T&P Passenger Station
SL-SF Yard Office
Standard Clocks are located off line at:
Fort Worth— GC&SF Passenger Station FW&D Telegraph Office
T&P Passenger Station

SPECIAL INSTRUCTIONS—continued

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 561 Pole 10	Cities Service	15
MP 564 Pole 0	Lone Star	137
MP 565 Pole 4	Crushers, Inc.	224
MP 565 Pole 5	Perch Hill	243
MP 565 Pole 14	ARC Spur	40
MP 584 Pole 12	Lone Star	3
MP 597 Pole 22	Texas Electric	684

Saginaw is the initial and terminal station per Rule 4 Subdivision 27. There is no superiority of trains between Saginaw and Peach. Arriving and leaving switch Peach at MP 610.2. Times shown at Peach on schedules of No. 97 and No. 98 are for information only. Conductors will register at Saginaw by form 1339.
GC&SF viaduct over 7th St. industrial Track Fort Worth and T&P Viaducts MP 611.2 and MP 612.1 will not clear man on top of car.
Scales Purina Elevator 1 and 3 Fort Worth have total capacity of 200,000 pounds; do not cross these scales while switching with a load of more than 90 tons or 180,000 pounds gross weight.
Engines must not go beyond clearance point west end Lone Star main track between load track and cleaning track at Chico.
Not more than one locomotive unit at a time will be used in movements on Texas Electric Spur MP 597 Pole 22 more than 4000 feet from main track switch.

Southward

Main Line

Northward

				SUBDIVISION 28 STATIONS			
				TIME TABLE NO. 9			
				December 28, 1969			
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers			M.P. from St. Joseph	Signs	
.....	.....	22441	F.....	PEACH.....	*TO (N) 611.4	RYdY FWBC	
				- 0.5			
				PURINA JCT.....	611.9		
				- 0.3			
				DALWOR JCT.....	P 612.2		
				- 1.9			
4728	Yard	22197	.....	SYLVANIA.....	P 613.5		
				- 8.1			
4983	54	22194	.....	HURST.....	P 621.6		
				- 5.6			
4791	20	22192	.....	TARRANT.....	P 627.2		
				- 7.4			
				N.C. JCT.....	P 634.6		
				- 0.1			
4645	140	22189	GV...	IRVING.....	TO 634.7	WY	
				- 0.2			
				S.C. JCT.....	P 634.9		
				- 4.1			
				DALLAS			
				(Freight Station).....	*P 639.0	BC	
				- 4.8			
7429	Yard	23185	.....	NORTH JCT.....	P 643.8		
				- 0.5			
				UT.....	DALLAS.....	TO(N) 644.3	YBC
				- 0.6			
	Yard			CJ.....	CADIZ ST. JCT.	TO(N) 644.9	RC
				- 33.5			

AUTOMATIC BLOCK SYSTEM
Rules 400 to 406
MP 611.9 to MP 643.8

Two Main
Tracks

SPEED RESTRICTIONS

	MPH
Between 17th Street Ft. Worth and Dalwor Jct.....	Restricted Speed
Between Purina Jct. and Dalwor Jct.....	15
†MP 611 Pole 15 to MP 615 Pole 5.....	30
†MP 615 Pole 15 to MP 617 Pole 0.....	30
†MP 629 Pole 28 to MP 637 Pole 0.....	30
MP 642 Pole 2 to MP 643 Pole 28 (North Jct.).....	40

SPECIAL INSTRUCTIONS

Rule 83: Ft. Worth—FW&D Yard Office for trains originating and terminating.
 Dallas—GC&SF Yard Office for SL-SF extra trains.
 Cadiz St. Jct.—Rock Island extra trains.
 Cadiz St. Jct. is the initial station for Rock Island and FW&D trains leaving Dallas.
 Dallas GC&SF Yard is the initial station for SL-SF trains leaving Dallas.
 General Order Boards and Books off line are located at:
 Ft. Worth—FW&D Yard Office and Enginehouse
 SL-SF Yard Office and Enginehouse West Yard
 T&P Passenger Station
 Teague—Trainmaster's Office and Enginehouse
 Standard Clocks off line are located at:
 Ft. Worth—GC&SF Passenger Station
 T&P Passenger Station
 FW&D Telegraph Office
 Dallas—GC&SF Yard
 Interlocking Rules 325 to 332 inclusive and 340 to 345 inclusive are in effect at Purina Jct. and 6th St. Jct.
 Scales Purina Elevator 1 and 3 Ft. Worth have total capacity of 200,000 pounds; do not cross these scales in switching with a load

RULE 99(k) AUTHORIZED MAXIMUM SPEED 50 MPH

SPECIAL INSTRUCTIONS—continued

of more than 90 tons or 180,000 pounds gross weight.
 Between North Jct. and Cadiz St. Jct. trains will be governed by Timetable and Rules of the Dallas Union Terminal. Following speed restrictions are in effect within the limits of the Union Terminal Co., Dallas, Texas:

Main Tracks	MPH
1 Between North Jct. and North Tower.....	15
2 Between North Tower and South Tower.....	10
3 Between South Tower and double track Jct. Cadiz St.....	15
4 Between Double Track Jct. and AT&SF Tower.....	25
Movement through crossovers and turnouts.....	10
Movement upon Depot and Shed Tracks.....	10

GC&SF viaduct over 7th St. industrial track Ft. Worth and T&P Viaducts MP 611.2 and MP 612.1 will not clear man on top of car. Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 618 Pole 5	Richland Industrial Park	77
MP 620 Pole 1	Gifford Hill	28
MP 620 Pole 9	Hart Spur	24
MP 620 Pole 21	Hurst Warehouse	16
MP 620 Pole 27	Anchor Metal-Boyle Galvanizing	30
MP 622 Pole 8	Bell Aircraft	43
MP 626 Pole 12	Phillips Pipe Line Co.	36
MP 626 Pole 13	Ed Pit	38
MP 628 Pole 23	Great Southwest	22
MP 629 Pole 25	Texas Gypsum Co.	50
MP 630 Pole 10	Liggett Texas P&L Spur	8
MP 633 Pole 24	Ratteree	5
MP 636 Pole 1	Texas Power and Light	3
MP 636 Pole 6	Norrick	43

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 29 STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from Memphis	Signs	SECOND CLASS				
727	25	725	723							722	724	728	26	
Cotton Belt Freight	Freight	Cotton Belt Freight	Freight							Cotton Belt Freight			Freight	
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	
P.M. 8.45	P.M. 8.30	P.M. 5.30	P.M. 3.30	.....	Yard	30000	FO-GO-US..MEMPHIS, TENN.....*TO	.....	RFWY BC					P.M. 11.15
	8.35			.....	.....	.....	K... KENTUCKY ST., TENN...TO	1.2	R	A.M. 8.00	A.M. 11.00	P.M. 2.00		10.30
				.....	.....	.....	SL-SF Crossing.....	3.4	.....				
				.....	.....	30004	BRIDGE JCT., ARK.....	3.4	.....				
				.....	.....	30005	BRIARK.....	4.1	.....				
9.10	9.03	5.55	3.55	4130	250	30009	WEST MEMPHIS..... TO (N)	9.4	WYd	7.25	10.25	1.25		10.28
9.16	9.08	6.01	4.01	5319	.....	30013	MOUNDS.....P	13.7	.....	7.19	10.19	1.19		10.21
9.23	9.15	6.09	4.09	4631	2	30020	PROCTOR.....P	19.7	.....	7.12	10.12	1.12		10.14
9.35	9.23	6.19	4.19	8391	.....	30027	HETH.....P	26.9	.....	7.03	10.03	1.03		10.06
9.53	9.36	6.34	4.34	4017	20	30038	WIDENER.....P	38.5	.....	6.51	9.51	12.51		9.53
26				.....	115	30041	MADISON.....	40.7	.....				
10.01	9.44	6.43	4.43	3713	206	30045	FORREST CITY..... *TO	44.8	W	6.43	9.43	12.43		25 9.44
	26			.....	70E	30050	MePac Crossing.....	5.1	.....				
10.09	9.52	6.52	4.52	8391	30	30052	LONGINO.....P	49.9	.....				
				.....	8W	30059	PALESTINE.....P	51.8	.....	6.35	9.35	12.35		9.29
10.22	10.06	7.05	5.05	4392	44	30064	GOODWIN.....P	59.0	.....				
10.27		7.10	5.10	.....	.....	.....	WHEATLEY.....TO	64.5	.....	6.22	9.22	12.22		9.15
10.28		7.11	5.11	.....	.....	.....	COTTON BELT JCT..... P	68.5	Yd	6.16	9.16	12.16		
P.M.		P.M.	P.M.	.....	.....	.....	BR JUNCTION.....	69.1	Yd	6.15	9.15	12.15		
	10.13			W4585	98	30069	StLSW Crossing.....	69.2	RWY YdBC	A.M.	A.M.	P.M.		9.10
				E4322	.....	.....	BRINKLEY.....*TO(N)	80.5	.....				
				.....	11W	30080	BRASFIELD.....P	80.5	.....				
	10.42			4434	47	30088	MESA.....P	88.3	Y					8.40
	10.48			4091	59	30093	HAZEN.....TO	93.3	W					8.34
	10.54			4612	18	30098	SCREETON.....P	98.3	.....					8.28
	10.59			4112	101	30103	CARLISLE.....TO(N)	102.8	W					8.22
				.....	18W	30110	SISEMORE.....P	108.9	.....				
	11.09			4586	117	30111	LONOKE.....TO	111.5	W					8.12
	11.25			4594	E4	30124	GALLOWAY.....P	124.6	.....					7.57
				.....	.....	.....	StLSW Crossing.....P	130.5	.....				
	11.34			2862	550	31132	NORTH LITTLE ROCK....P	131.9	Yd					7.45
				.....	.....	.....	MePac Crossing.....	132.8	.....				
	11.36			.....	258	31133	LITTLE ROCK.....	132.9	Yd					7.40
	11.55			.....	Yard	31136	BIDDLE.....*TO(N)	135.2	RFWT YdBC					7.30 P.M.

Rules 400-406

AUTOMATIC BLOCK SYSTEM MP 132.29 to Briark

Two Main Tracks

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(k) AUTHORIZED BRIARK TO BIDDLE. MAXIMUM SPEED: All Trains 60 MPH

See Page 11 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

	MPH
SUBDIVISION 29	
Memphis—Entering 4th St. Yard	5
Memphis—I.C. Wye—Texas and Broadway	5
Memphis—Through Union Station	10
Kentucky St. to Briark	25
MP 43 Pole 20 to MP 45 Pole 1	45
MP 44 Pole 28 MOPAC Crossing—Engine only	50
MP 68 Pole 12 to MP 69 Pole 35	25
MP 84 Pole 27 to MP 85 Pole 27	45
Bridge 853 MP 85 Pole 12	25
MP 85 Pole 27 to MP 87 Pole 9	45
MP 130 Pole 17 StLSW Crossing—Engine only	35
MP 132 Pole 2 to MP 135 Pole 7 (Except as shown below)	30
MP 132 Pole 28 East MOPAC Crossing	20
MP 133 Pole 18—9th St. Crossing	Restricted Speed

SPECIAL INSTRUCTIONS

SUBDIVISION 29

Memphis is the initial station for Westward Trains originating there. Kentucky Street is initial station for Westward Cotton Belt trains and terminal station for Eastward Cotton Belt trains.

Trains originating at Memphis must obtain clearance at Kentucky Street and will not require clearance at Memphis.

All trains will obtain clearance at Brinkley.

StLSW trains will register at Brinkley by form 1339.

Trains will register at Kentucky Street, Memphis by form 1339.

All trains and engines stop at all Non-interlocked railroad crossings in Memphis Terminal, except crossings between Kansas Avenue and Florida Street where will be governed by hand signals.

Between Fourth Street yard and Kentucky Street Memphis all trains and engines move at restricted speed.

Between Kentucky Street and Briark, trains will be governed by Arkansas and Memphis Railway Bridge and Terminal Co. operating rules:

West Memphis HMT (Hold main track) color light dwarf signal MP 9 pole 13 for eastward trains. This signal displays yellow

SPECIAL INSTRUCTIONS—continued

indication only and when so displayed authorizes movement on main track to absolute signal at MP 8 pole 16 this hold main track signal is not an automatic block signal.

StLSW Trains will enter and leave CRI&P main track at Briark, BR Jct. or Cotton Belt Jct.

Eastward trains will approach Arkansas River Bridge MP 132.5 prepared to stop and must know drawbridge is closed before proceeding.

Private Industry scales at Forrest City not equipped with dead rails; engines must not stand or move over them.

Mesa, through trains will not enter Stuttgart Branch if necessary to get train in clear; instead may use Des Arc Branch when siding blocked.

Bulletin Board and General Order Books are located off line at:

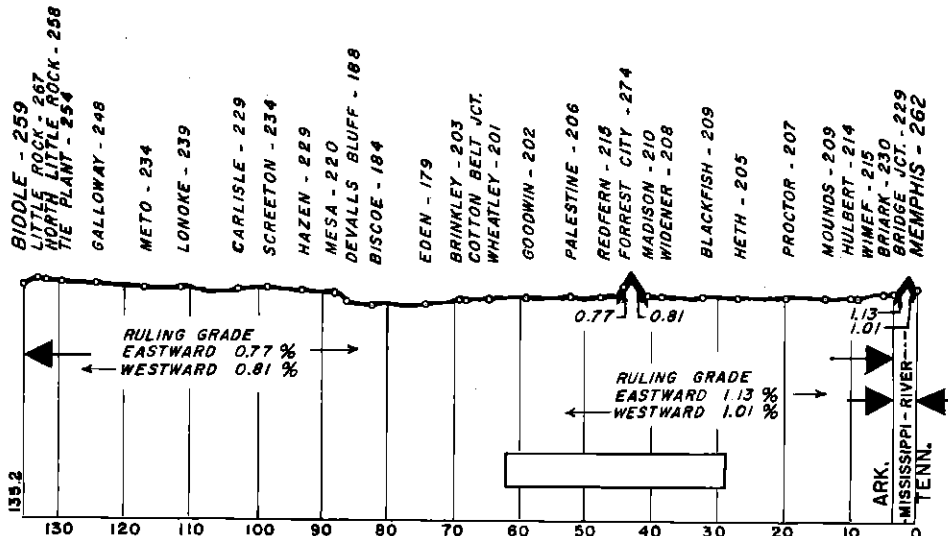
Memphis—I.C. Iowa Yard
 Memphis—I.C. Roundhouse
 Memphis—Central Station
 Memphis—Fourth Street
 Pine Bluff—Gravity Yard
 Stuttgart

Standard Clocks are located off line at:

Memphis—Central Station
 Memphis—Fourth Street

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 15-4	Tri-State Aggregate	10
MP 91-7	Green	9
MP 108-9	Sisemore	18



Southward

Des Arc Branch

Northward

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 29-A STATIONS TIME TABLE NO. 9 December 28, 1969				M.P. from Mesa	Signs				
					50	30314	DR	DES ARC	TO	13.5	WYd					
				4414	47	30088		MESA	P	0.0	YR					

RULE 10(i)(2) AUTHORIZED.
 TRAINS AND ENGINES WILL OPERATE PER RULE 93.
 TRAINS ORIGINATING AT DES ARC EN ROUTE SUBDIVISION 29 WILL OBTAIN CLEARANCE AT DES ARC.
 MAXIMUM SPEED: 10 MPH

Southward

Stuttgart Branch

Northward

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 29-B STATIONS TIME TABLE NO. 9 December 28, 1969				M.P. from Mesa	Signs				
				4414	47	30088		MESA	P	0.0	YR					
					17	30214		KAY		14.0	Y					
								StLSW Crossing	UX	19.9						
								StLSW Crossing	UX	20.6						
					101	30221	G	STUTT GART	TO	20.8	YWB Yd					

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
 RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: 20 MPH

SPECIAL INSTRUCTIONS

Trains originating at Stuttgart which will operate on Subdivision 29 must obtain clearance at Stuttgart.

Cotton Oil Mill and Arkansas Grain Mill "J" at Stuttgart private industry scales not equipped with dead rails. Engines must not stand on or move over these scales.

SPECIAL INSTRUCTIONS—continued

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against CRI&P StLSW	Light Arrangement For Stop Proceed
19.9	StLSW	Derails	Trainmen		
20.6	StLSW	Gate	Trainmen		Red Yellow

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity Of Other Tracks	Station Numbers	SUBDIVISION 30 STATIONS			M.P. from Memphis	Signs	SECOND CLASS			
25							TIME TABLE NO. 9					26			
Freight							December 28, 1969					Freight			
Daily							Daily								
A.M.							P.M.								
			12.40	.....	Yard	31136	RK...	BIDDLE.....*TO (N)	135.2	RFWT YdBC				3.30
			12.44	.....	.....	.....	.....	1.2 HOT SPRINGS JCT.....P	136.4	Y				3.15
				.....	.....	.....	.....	3.5 MoPac Crossing.....	139.9	.....				
			12.53	4609	14	31142	.....	1.8 PULASKI.....P	141.7	.....				3.07
				.....	W10	32150	.....	8.7 MAUELLE.....	150.4	.....				
			1.16	4753	14	32153	.....	2.5 PINNACLE.....P	152.9	.....				2.47
			1.31	4581	20	32159	.....	6.4 ROLAND.....P	159.5	.....				2.31
				.....	5E	32167	.....	7.4 LEDWIDGE.....P	166.9	.....				
			1.48	3408	16	32172	.....	5.4 BIGELOW.....P	172.3	.....				2.05
				.....	W10	32177	.....	4.3 HOUSTON.....P	176.6	.....				
			2.03	4301	62	32184	RY...	7.2 PERRY.....TO	183.8	.....				1.40
			2.19	3586	.....	32194	.....	10.5 HOMEWOOD.....P	194.3	.....				1.27
				.....	15	32198	.....	4.1 CASA.....P	198.4	.....				
			2.37	4583	41	32209	AO.....	10.2 OLA.....TO	208.6	W				1.02	
			2.51	1782	66	32219	DA.....	10.9 DANVILLE.....TO	219.5	W				12.48	
			2.57	4619	24	32224	UN.....	4.3 BELLEVILLE.....TO	223.8	.....				12.42
				.....	8E	32229	.....	4.8 HAVANA.....	228.6	.....				
			3.12	4585	.....	32234	.....	5.9 WAVELAND.....P	234.5	.....				12.28
				.....	5E	32239	.....	4.9 BLUE MOUNTAIN.....P	239.4	.....				
				.....	W5	32245	.....	5.7 MAGAZINE.....	245.1	.....				
			3.37 A.M.	4424	80	32252	BO.....	6.6 BOONEVILLE.....*TO	251.7	YdRYW BC				12.01 P.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(k) AUTHORIZED PERRY TO BIDDLE

MAXIMUM SPEED: 49 MPH

See Page 14 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

	MPH
SUBDIVISION 30	
MP 135 Pole 7 to MP 136 Pole 30	20
MP 138 Pole 24 to MP 139 Pole 26	40
MP 139 Pole 26 to MP 140 Pole 20	25
MP 140 Pole 20 to MP 142 Pole 15	45
MP 142 Pole 10 to MP 144 Pole 0	Restricted Speed
MP 145 Pole 24 to MP 148 Pole 15	Restricted Speed
MP 146 Pole 17 to MP 146 Pole 33	25
MP 147 Pole 0 to MP 147 Pole 5	45
MP 148 Pole 32 to MP 149 Pole 2	45
MP 149 Pole 20 to MP 151 Pole 9	20
MP 151 Pole 9 to MP 153 Pole 3	40
MP 153 Pole 3 to MP 154 Pole 2	25
MP 154 Pole 2 to MP 161 Pole 5	40
MP 161 Pole 7 to MP 161 Pole 15	25
MP 162 Pole 20 to MP 169 Pole 0	20
MP 170 Pole 9 to MP 171 Pole 25	25
MP 174 Pole 2 to MP 174 Pole 19	35
MP 178 Pole 5 to MP 179 Pole 32	20
MP 212 Pole 9 to MP 212 Pole 17	40
MP 220 Pole 5 to MP 220 Pole 15	45

SPECIAL INSTRUCTIONS

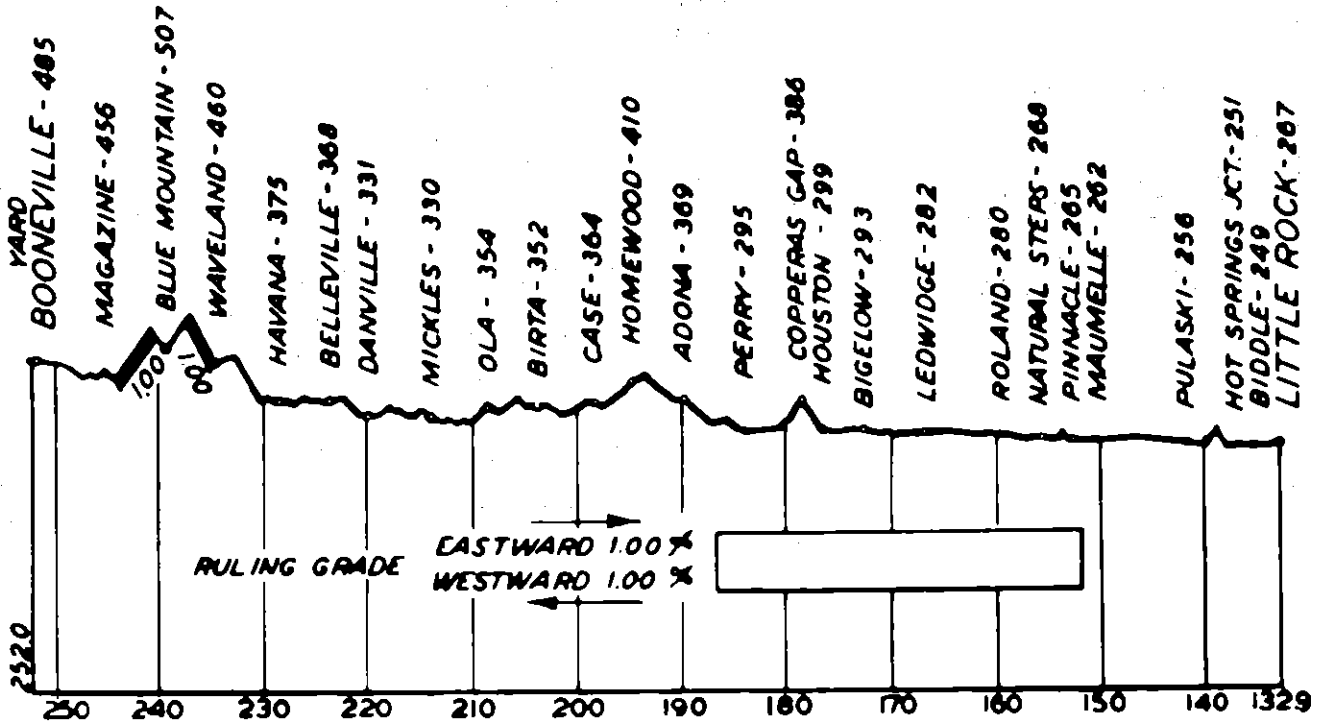
SUBDIVISION 30

Trains may leave Hot Springs Jct. without clearance.
Do not exceed 10 MPH on Arkansas Kraft Paper Mill Track from North switch of South Run-around track to Paper Mill.
Pulaski: HMT (Hold Main Track) color light signal located on mast of eastward automatic block Signal No. 1422 at MP 142 Pole 5. This signal displays indication Rule 290 only and when so displayed authorizes movement on main track to absolute signal MP 141 Pole 5.

Track No. 1 Booneville is designated as siding.
Dispatcher's phones other than at stations are located at:
MP 155 Pole 28
MP 161 Pole 28
MP 168 Pole 33
MP 178 Pole 30
MP 203 Pole 18
MP 213 Pole 25

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 145 Pole 0	Kewitt-Johnson	76
MP 180 Pole 4	Arkansas Kraft	414



Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity Of Other Tracks	Station Numbers	SUBDIVISION 31 STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from Memphis	Signs	SECOND CLASS							
		25										Freight				Daily	
		Freight										Daily					
		Daily															
		A.M. 3.45	4424	80	32252	BO.....BOONEVILLE.....*TO	251.7	WBC YdRY		A.M. 11.57							
		4.12	.....	25	32272	MF.....MANSFIELD.....TO	271.5	.....		11.27					
		4.23	3693	37	32280	.....HARTFORD, ARK.....P	280.0	.....		11.16					
		4.42	3705	56	32295	.....KCS Crossing.....UX BX.....HOWE, OKLA.....TO	295.4	.....		10.55					
		4.53	3125	31	32302	.....SL-SF Crossing.....UX.....WISTER.....P	301.8	W		10.42						
		5.21		24	32322	RO.....RED OAK.....TO	322.3	.....		10.14						
		5.31		10	32330	.....PANOLA.....P	330.0	.....		10.04					
		5.38	3279	73	32335	WN.....WILBURTON.....TO	335.6	W		9.56							
		5.44	7558	.....	32340	.....LIMESTONE.....P	340.0	.....		9.49				
		5.58 A.M.	.....	18	32352	HN.....HARTSHORNE.....*TO	351.5	RWBC		9.29 A.M.						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

MAXIMUM SPEED: 49 MPH

SPEED RESTRICTIONS

	MPH
MP 251 Pole 16 to MP 253 Pole 1	25
MP 259 Pole 6 to MP 259 Pole 14	45
MP 293 Pole 25 to MP 294 Pole 18	40
MP 299 Pole 0 to MP 299 Pole 23	40
MP 299 Pole 23 to MP 300 Pole 3	25
MP 300 Pole 3 to MP 301 Pole 30	40
MP 301 Pole 29 SL-SF Crossing-Engine only	20
MP 301 Pole 30 to MP 302 Pole 30	45
MP 347 Pole 9 to MP 347 Pole 15	45

SPECIAL INSTRUCTIONS

Bridges 2728, 2766, 2788, 2837, 2863, 2897 and 3014 will not clear man on side of car.

All railroad crossings at grade are protected by interlocking except:

Location	Crossing	Remarks	Operated By	Normal Position Gates Against
MP 301.8	SL-SF	Gate	Trainmen	SL-SF

Track No. 1 Booneville is designated as siding.

Dispatchers Phone other than at stations are located at:

MP 259 Pole 21
MP 264 Pole 11
MP 288 Pole 15
MP 308 Pole 25
MP 316 Pole 0

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 336 Pole 33	Congoleum Industry	....

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity Of Other Tracks	Station Numbers	SUBDIVISION 32 STATIONS		M.P. from Memphis	Signs	SECOND CLASS			
25							TIME TABLE NO. 9				26			
Freight							December 28, 1969				Freight			
Daily						Daily								
		A.M. 5.58	.....	14	32352	HN.....HARTSHORNE.....*TO	351.5	RWBC	A.M. 9.29				
		6.09	3604	.....	32361	.....ALDERSON.....P	360.9	.....	9.14				
		6.16	6538	282	32366	MA.....McALESTER.....TO	366.4	WYdC	9.05					
			.....	.....	.....	.....MKT Crossing.....	366.4	.....					
		6.30	3845	74	32377	.....HAYWOOD.....P	377.4	Yd	8.45				
		6.41	4080	11	32387	.....STUART.....P	386.5	.....	8.25				
		6.47	2239	.....	32391	.....HILLTOP.....P	391.1	.....	8.17				
			.....	.....	.....	.....KO&G Crossing.....	396.3	.....					
		6.55	4486	64	32397	CA.....CALVIN.....TO	397.2	.....	8.07				
		7.12	7215	140	32411	HD.....HOLDENVILLE.....TO	410.7	W	7.37					
						.....SL-SF Crossing.....							
		7.22	5605	61	32419	WA.....WEWOKA.....TO	418.7	W	7.22					
		26 7.30	5189	.....	32426	.....LIMA.....P	425.0	.....	7.14				
		7.38	3292	259	32431	DM.....SEMINOLE.....TO	431.2	W	7.06					
		7.44	4448	.....	32436	.....TRACY.....P	435.8	.....	7.00				
			.....	.....	.....	.....OCA JCT.....	445.9	.....					
		8.01 A.M.	.....	Yard	32448	JE.....SHAWNEE.....*TO	448.2	RYdW FBC	6.40 A.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

MAXIMUM SPEED: All Trains 49 MPH

SPEED RESTRICTIONS

	MPH
MP 365 Pole 0 to MP 367 Pole 8.....	25
MP 366 Pole 23 MKT Crossing—Engine only.....	20
MP 387 Pole 11 to MP 387 Pole 23.....	45
MP 396 Pole 16 KOG Crossing—Engine only.....	20
MP 397 Pole 20 to MP 397 Pole 26.....	35
Bridge 3978.....	20
MP 397 Pole 29 to MP 398 Pole 6.....	45
MP 401 Pole 0 to MP 401 Pole 8.....	40
MP 409 Pole 15 to MP 411 Pole 20.....	40
MP 410 Pole 26 SL-SF Crossing— Engine and Eastward trains only.....	20
MP 414 Pole 8 to MP 415 Pole 2.....	45
MP 429 Pole 0 to MP 433 Pole 24.....	20
MP 438 Pole 0 to MP 439 Pole 10.....	45
MP 447 Pole 10 to MP 448 Pole 1.....	25

SPECIAL INSTRUCTIONS

Dispatchers Phone other than at stations are located at:
 MP 405 Pole 11
 MP 428 Pole 18
 MP 442 Pole 1

Shawnee: No 5 Yard Track is designated as siding. West siding switch located at MP 449 Pole 19; East siding switch located at MP 448 Pole 33.

Engines or cars weighing 200,000 pounds or more must not move over private industry scales at McAlester Oil Mill.

Piggy-back ramp Haywood will not clear man on car South Side. Bridges 3804 and 3855 will not clear man on side of car.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 417 Pole 4	Phillips Spur	4
MP 427 Pole 9	Haliburton Oil Well Cementing Co.	9

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 33 STATIONS			M.P. from Memphis	Signs	SECOND CLASS			
25							TIME TABLE NO. 9					26			
Freight							December 28, 1969					Freight			
Daily							Daily								
A.M. 8.05				.....	Yard	32448	JE.....	SHAWNEE.....	*TO (N)	448.9	RYdB	A.M.		
8.15				4588	.....	32456	.....	DALE.....	.....P	457.0	FWYC	6.35		
				.....	17E	32461	.....	McCLOUD.....	.....P	461.0	.....			
8.26				4613	32	32466	RH.....	HARRAH.....	.....TO	466.1	.....	6.13		
				.....	15	32473	.....	CHOCTAW.....	.....P	472.6	.....			
				.....	.....	.....	.....	SL-SF Crossing.....	.....	482.5	.....			
				.....	.....	.....	.....	MKT Crossing.....	P UX	484.1	.....			
				.....	.....	.....	.....	MKT Crossing.....	UX	485.6	.....			
9.05				5532	Yard	32485	KX.....	HARTER.....	*TO	485.6	FWYd	5.40			
				.....	.....	.....	.....	MKT Crossing.....	UX	485.9	YBC			
				.....	.....	.....	.....	SL-SF Crossing.....	UX	486.5	.....			
				.....	.....	.....	.....	SL-SF Crossing.....	UX	486.8	.....			
				.....	.....	.....	.....	SL-SF Crossing.....	UX	487.7	.....			
				.....	6E	32495	.....	COUNCIL.....	.....P	494.5	.....			
9.30				7668	198	32501	KU..	YUKON.....	.....TO	500.9	.....	4.56		
				.....	20	32507	.....	BANNER.....	.....P	506.7	.....			
				.....	.....	.....	.....	BELT JCT.....	.....P	512.3	.....			
10.20 A.M.				.....	Yard	21232	FO..	EL RENO YARD.....	*TO (N)	513.3	RYdB	3.45		
				.....	.....	.....	.....	EL RENO YARD.....	.....	513.3	FWTC	A.M.		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(j) AUTHORIZED MP 510.8 TO MP 488.9. MAXIMUM SPEED: 49 MPH

SPEED RESTRICTIONS

	MPH
MP 448 Pole 1 to MP 448 Pole 30.....	20
†MP 448 Pole 30 to MP 449 Pole 0.....	30
MP 474 Pole 20 to MP 474 Pole 28.....	45
†MP 482 Pole 0 to MP 482 Pole 18.....	25
MP 482 Pole 18 SL-SF Crossing.....	20
MP 484 Pole 4 MKT Crossing.....	20
MP 485 Pole 22 to MP 486 Pole 28.....	20
MP 486 Pole 30 Santa Fe Street.....	20
MP 487 Pole 25 SL-SF Crossing.....	20
MP 500 Pole 33 to MP 501 Pole 11.....	40
Belt Jct. (through Automatic Switch).....	15
†El Reno over all public crossings not protected by automatic warning devices. (Except as shown below).....	25
Rodgers-Woodson-Mitchell Streets.....	20
Shepherd Street East.....	No Restrictions
At all public crossings protected by automatic signal devices. (Except as shown below).....	35
Foreman Street.....	20

SPECIAL INSTRUCTIONS

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 467 Pole 11	Huey	16
MP 471 Pole 4	Chandler Materials	16
MP 481 Pole 20	Goodner	25
MP 493 Pole 8	Robberson Steel	26
MP 496 Pole 0	OG&E (two tracks)	53
MP 497 Pole 33	Lacey	13
MP 503 Pole 24	National Feed Lot	8

SPECIAL INSTRUCTIONS—continued

Do not exceed 10 MPH on Huey Spur MP 467 Pole 11. Harter (Okla. City); Hammonds Mill, Inc., Ralston Purina Co., and Eckroat Grain Co. have track scales not equipped with dead rails. Engines are not permitted on these scales. Private industry scales located at Yukon not equipped with dead rails. Engines are not permitted on these scales. Shed over National Feed Pen track near Yukon will not clear man on top or side of car. Bridge No. 5099 will not clear man on side of car. Engineers will not be required to check train register at El Reno Yard; register will be furnished. Snow plowing equipment will not clear concrete platform at Oklahoma City (Harter).

All railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For Stop Proceed
484.1	MKT	No Gates	.....	.....	.....
485.6	MKT	.....	Trainmen	MKT	Red Yellow
485.9	MKT	Gate	Trainmen	MKT	Red Yellow
486.5	SL-SF	.....	Trainmen	SL-SF	Red Yellow
486.8	SL-SF	.....	Trainmen	SL-SF	Red Yellow
487.7	SL-SF	.....	Trainmen	SL-SF	Red Yellow

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 34 STATIONS			M.P. from Memphis	Signs	SECOND CLASS			
25			TIME TABLE NO. 9				26								
Freight			December 28, 1969				Freight								
Daily						Daily									
		A.M. 10.45	.....	Yard	21282	FO..	EL RENO YARD.....*TO (N)	513.3	RYdB FWTC	A.M. 1.00				
			.....	.....	.....	.....	2.5 ROCK ISLAND JCT. ....	..P 514.2	Yd					
			.....	.....	.....	.....	0.1 CRI&P Crossing.....	..P 514.3	.....					
		10.50	.....	.....	.....	.....	0.2 PANHANDLE JCT. ....	..... 514.4	Yd	12.52				
		11.02	5162	36	33523	.....	8.6 CALUMET.....	..P 523.2	.....	12.40 A.M.				
		11.16	4854	161	33535	GY..	11.6 GEARY.....	TO 534.8	RCWY	12.25					
			.....	W18	33540	.....	8.6 BRIDGEPORT.....	..... 543.4	.....					
		11.45	3847	45	33554	CO..	11.2 HYDRO.....	TO 554.6	.....	P.M. 11.57				
		11.56 A.M.	2491	152	33563	WF..	8.0 WEATHERFORD.....	TO 562.6	W	11.45					
		12.12 P.M.	5160	13	33573	.....	10.4 INDIANAPOLIS.....	P 573.0	.....	11.30				
			.....	.....	.....	.....	7.5 SL-SF Crossing.....	UX 580.5	.....					
		12.27	5085	20	33582	.....	0.2 CLINTON.....	..... 580.7	Y	11.18				
			.....	.....	.....	.....	2.6 P&S Crossing.....	UX 583.2	.....					
		12.44	5160	.....	33594	.....	11.0 FOSS.....	..P 594.3	.....	10.55				
			.....	29E	33602	.....	7.4 CANUTE.....	..P 601.7	.....					
		1.02	3816	190	33609	KC.....	7.6 ELK CITY.....	TO 609.3	W	10.35					
		1.25 P.M.	.....	Yard	33627	SA.....	17.0 SAYRE.....	*TO (N) 626.3	YdRF WYBC	10.00 P.M.				
			.....	.....	.....	.....	113.0							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
MAXIMUM SPEED: 49 MPH

SPEED RESTRICTIONS

	MPH
†El Reno over all public crossings not protected by automatic warning devices (except as shown below)	25
Rodgers-Woodson-Mitchell Streets.....	20
Shephard Street.....	No Restrictions
All public crossings protected by automatic signal devices (except as shown below).....	35
Foreman Street.....	20
Rock Island Jct. to Panhandle Jct.....	30
MP 527 Pole 0 to MP 626 Pole 11 (except as shown below).....	45
MP 539 Pole 15 to MP 539 Pole 25.....	40
MP 541 Pole 20 to MP 542 Pole 10.....	30
MP 562 Pole 27 to MP 562 Pole 35.....	40
MP 580 Pole 22 SL-SF Crossing.....	20
MP 583 Pole 15 P&S Crossing.....	20
MP 583 Pole 18 to MP 583 Pole 25.....	40

†Indicates city ordinance.

SPECIAL INSTRUCTIONS

Engineers will not be required to check train register at El Reno Yard; register will be furnished.
Bridges 5485-5516-5526-5568-5801 and 5930 will not clear man on side of car.
Private industry scales Clinton and Elk City not equipped with dead rails; engines must not stand or move over them.
Weatherford—Snow plow must be operated via siding as station platform will not clear plow on main track. Unloading ramp Magcobar will not clear man on side of car.
Rule 83: Geary for trains originating or terminating.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For
580.5	SL-SF	....	Trainmen	SL-SF	Stop Red
583.2	P&S	....	Trainmen	P&S	Proceed Yellow

Southward **Geary Branch** **Northward**

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 34-A STATIONS			M.P. from Geary	Signs	SECOND CLASS							
		713														714			
		Freight														Freight			
		Tues. Thurs. Sat.														Mon. Wed. Fri.			
		A.M. 7.00		.....	56	33035	.....	HOMESTEAD	.....	42.8	.....							
				1420	89	33039	K.....	OKEENE	.....	TO	37.3	RWYdY C	A.M. 10.30					
				.....	.....	.....	.....	SL-SF Crossing	.....	UX	36.6	.....						
		7.50		1177	26	33051	.....	HITCHCOCK	.....	.....	26.8	.....	9.35		
		8.10		.....	60	33055	.....	BUCHER	.....	.....	23.0	.....	9.15		
		8.55		.....	126	33061	TG.....	WATONGA	.....	TO	16.7	W	8.30				
		9.40		.....	36	33070	.....	GREENFIELD	.....	.....	8.0	.....	7.45		
		10.20 A.M.		4354	161	33535	GY.....	GEARY	.....	TO	0.0	RYd WYC	7.00 A.M.					

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(d) AUTHORIZED.
MAXIMUM SPEED: 35 MPH

SPEED RESTRICTIONS
MPH
MP 8 Pole 0 to MP 42 Pole 8 10

SPECIAL INSTRUCTIONS—continued
Buchser: Private industry scales not equipped with dead rails, engines must not stand or move over them.

SPECIAL INSTRUCTIONS
Trains may leave Homestead without clearance.
Trains may leave Okeene without clearance when operator not on duty and train order signal displayed per Rule 230.
Watonga: Southward trains will move over State Highway crossing 3 and 33 South of depot after protection afforded by member of crew at crossing.

All railroad crossings at grade are protected by interlocking except SL-SF crossing MP 36.6 protected by gate operated by trainmen.
Normal position gate against CRI&P. Light arrangement for Stop, Red; Proceed, Yellow.
Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 35 Pole 15	Pan American Petro.	8

Westward **Morse-Wilco Branch** **Eastward**

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 35-B STATIONS			M.P. from Morse Jct.	Signs	SECOND CLASS							
				.....	.....	.....	.....	MORSE JCT	.....	0.0	YdY				
				2600	34	15210	.....	CAPPS	.....	9.6	.....							
				2600	44	15220	SF.....	SUNRAY	.....	TO	20.0	W						
				.....	206	15223	.....	SHEERIN JCT	.....	23.4	Y					
				.....	54	15227	.....	BRYDEN	.....	27.2	.....							
				.....	18	15230	BR.....	ETTER	.....	TO	29.6	YB					
				.....	.....	.....	.....	P&SF Crossing	.....	UX	29.9	.....						
				.....	54	15241	.....	EXUM	.....	.....	40.9	.....						
				.....	22	15246	.....	WILCO	.....	.....	46.3	.....						

TRAINS AND ENGINES OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: 30 MPH

SPEED RESTRICTIONS
MPH
MP 29 Pole 31 P&SF Crossing 15

SPECIAL INSTRUCTIONS—continued
Normal position gate against P&SF. Light arrangement for Stop, Red; Proceed, Yellow.

SPECIAL INSTRUCTIONS
Trains and engines will not exceed 10 MPH between Sheerin Jct. and Sheerin, or when switching Sheerin yard or industry tracks.
Railroad crossings at grade are protected by interlocking except P&SF Crossing MP 29.9 protected by gate operated by trainmen.

Industrial or spur tracks between stations located at:

Location	Name	Car Capacity
MP 23 Pole 0	Sheerin Spur	.....

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 35 STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from Memphis	Signs	SECOND CLASS			
25			Freight							26			
Daily										Daily			
		P.M. 1.30		4158	Yard	33627	SA .....SAYRE .....*TO (N)	626.4	RYYd FWBC	P.M. 10.00			
		1.55		2920	80	33641	.....14.6.....ERICK.....	640.9	.....	9.35			
				.....	10E	33649	.....7.6.....TEXOLA, OKLA.....P	648.5	.....			
		2.11		3700	.....	33654	.....5.4.....FULLER, TEXAS.....P	653.9	.....	9.15			
		2.25		2740	125	33665	SK .....10.6.....SHAMROCK .....TO	664.5	.....	8.30			
				.....	.....	.....	.....0.5.....FW&D Crossing.....	665.0	.....			
		2.56		2680	105	33687	.....22.3.....McLEAN.....P	687.2	W	7.53			
		3.16		2700	.....	33702	.....15.2.....ROCKEDGE.....P	702.4	.....	7.25			
				.....	36	33714	.....11.4.....BOYDSTON.....P	713.8	.....			
		3.46		4150	76	33719	GR.....5.5.....GROOM.....TO	719.3	Y	7.00			
				.....	36	33727	.....7.4.....LARK.....P	726.7	.....			
				.....	40	33735	.....8.5.....CONWAY.....P	735.2	.....			
		4.25		2290	.....	33744	.....6.5.....YARNALL.....P	743.7	.....	6.25			
				.....	.....	.....	.....12.1.....FW&D Crossing.....UX	755.6	.....			
				.....	.....	.....	.....3.5.....P&SF Crossing.....	759.3	.....			
		4.55 P.M.		.....	Yard	34762	VN.....1.3.....AMARILLO.....*TO (N)	760.6	RFWY YdBC	6.00 P.M.			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

MAXIMUM SPEED: 49 MPH

SPEED RESTRICTIONS

	MPH
MP 626 Pole 12 to MP 661 Pole 33 (Except as shown below).....	45
MP 627 Pole 28 to MP 628 Pole 21.....	40
MP 643 Pole 9 to MP 643 Pole 18.....	40
MP 665 Pole 0 FW&D Crossing.....	30
MP 671 Pole 0 to MP 760 Pole 18 (Except as shown below).....	45
MP 671 Pole 30 to MP 672 Pole 6.....	40
MP 674 Pole 13 to MP 674 Pole 23.....	40
MP 678 Pole 1 to MP 678 Pole 9.....	40
MP 680 Pole 25 to MP 681 Pole 31.....	40
MP 685 Pole 5 to MP 700 Pole 23.....	40
MP 705 Pole 5 to MP 706 Pole 2.....	40
†MP 758 Pole 14 to MP 760 Pole 18.....	20

†Indicates city ordinance.

SPECIAL INSTRUCTIONS

Sayre: No. 1 Track is designated as siding.
All railroad crossings at grade are protected by interlocking except FW&D Crossing at MP 755.6 protected by gate operated by trainmen normal position of gate against FW&D. Light arrangement for STOP; Red.

Industrial spur tracks between stations are located at:

Location	Name	Car Capacity
MP 657 Pole 35	Norrick	43
MP 748 Pole 3	Royal	....

Southward

Liberal-Amarillo Line

Northward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 35-A STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from Amarillo	Signs	SECOND CLASS							
		29															
		Freight														28	
		Daily								Freight							
		A.M. 12.01								Daily							
			.....	Yard	14933	RA.....LIBERAL, KANS....*TO (N)	153.2	RYdF WYBC		A.M. 7.01						
			.....	.....	.....	.....12.9	.....	.....							
			.....	S44	15140	.....BM&E Crossing.....UX	140.3	.....								
			.....	.....	.....	.....0.0	.....	.....							
			.....	.....	.....	.....BAKER, OKLA.....	140.3	.....								
			.....	.....	.....	.....8.5	.....	.....							
			.....	.....	.....	.....ADAMS.....	131.8	.....								
			.....	.....	.....	.....13.5	.....	.....							
		1.01	2600	46	15118	HS.....HARDESTY, OKLA.....TO	118.3	.....		5.01						
			.....	.....	.....	.....10.4	.....	.....							
			.....	.....	.....	.....HITCHELAND, TEX.....	107.9	.....								
			.....	.....	.....	.....7.8	.....	.....							
		1.45	2600	20	15100	.....BERNSTEIN.....	100.1	.....		4.05					
			.....	.....	.....	.....9.4	.....	.....							
		2.05	2600	148	15091	GU.....GRUYER.....TO	90.7	WYd		3.45							
			.....	.....	.....	.....15.3	.....	.....							
			.....	.....	.....	.....MB.....MORSE.....TO	75.4	YdWC		3.01			
			.....	.....	.....	.....1.0	.....	.....							
			.....	.....	.....	.....ROCK ISLAND JCT.....	74.4	Yd					
			.....	.....	.....	.....0.5	.....	.....							
			.....	.....	.....	.....MORSE JCT.....	73.8	YdW		2.55			
			.....	.....	.....	.....6.6	.....	.....							
			.....	.....	.....	.....PRINGLE.....	67.3	.....		2.36		
			.....	.....	.....	.....9.8	.....	.....							
			.....	.....	.....	.....FN.....STINNETT.....TO	57.5	WFYd		1.57			
			.....	.....	.....	.....8.5	.....	.....							
			.....	.....	.....	.....OIL CITY.....	49.0	Yd		1.31			
			.....	.....	.....	.....3.1	.....	.....							
			.....	.....	.....	.....ANTELOPE.....	45.9	Yd		1.25			
			.....	.....	.....	.....2.1	.....	.....							
			.....	.....	.....	.....SANFORD.....	43.8	Yd		1.21			
			.....	.....	.....	.....6.5	.....	.....							
			.....	.....	.....	.....FRITCH.....	37.3	.....		1.09		
			.....	.....	.....	.....24.1	.....	.....							
			.....	.....	.....	.....ST. FRANCIS.....	13.2	.....		12.35		
			.....	.....	.....	.....11.3	.....	.....							
			.....	.....	.....	.....P&SF Crossing.....	1.9	.....								
			.....	.....	.....	.....1.9	.....	.....							
			.....	Yard	34762	VN.....AMARILLO.....*TO (N)	.....	RYdF WY		12.01 A.M.					
		7.01 A.M.	.....	.....	.....	.....153.2	.....	.....							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

MAXIMUM SPEED: 35 MPH

SPEED RESTRICTIONS

	MPH
MP 1 Pole 31 P&SF Crossing.....	20
MP 2 Pole 0 to MP 67 Pole 10 (Except as shown below).....	25
MP 40 Pole 20 to MP 40 Pole 30.....	Restricted Speed
MP 43 Pole 15 to MP 46 Pole 13.....	15
Bridge 465.....	10
MP 46 Pole 24 to MP 49 Pole 0.....	15
Bridge 706.....	20
Bridge 834.....	20
MP 140 Pole 11 BM&E Crossing.....	15
MP 152 Pole 10 Grade Crossing.....	10
Pantex Spur.....	15

SPECIAL INSTRUCTIONS—continued

Trains must not leave Sanford or Oil City to descend to Canadian River unless 85 per cent of all air brakes are operative and engine supplied with sand. Cars must not be shoved down these descending grades unless a sufficient number of hand brakes have been set to control the movement of every car.

Southward trains leave rear portion of train between switches Antelope when possible and line west switch for siding while doubling to Sanford but whenever rear of train does not clear east end of Antelope siding, set derail on west end Antelope siding in derailling position; in addition to lining west switch for siding. Normal position of Antelope derail is open and locked when not in use as provided above.

Railroad crossings at grade are protected by interlocking except BM&E Crossing MP 140.3 protected by gate operated by trainmen. Normal position gate against BM&E. Light arrangement for Stop, Red; Proceed, Yellow.

SPECIAL INSTRUCTIONS

Between Sanford and Canadian River maximum grade 3.6 per cent and between Canadian River and Oil City, 2.5 per cent.

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 36 STATIONS		M.P. from Memphis	Signs	SECOND CLASS				
25							TIME TABLE NO. 9				26				
Freight Daily							December 28, 1969				Freight Daily				
		P.M. 10.40		.....	Yard	34762	VN.....	AMARILLO.....	*TO (N)	760.6	RFWY YdBC			P.M. 12.10	
				33	34768	.....	6.5	SONCY.....	767.1	.....			
				33	34775	.....	6.9	BUSHLAND.....	774.0	.....			
		11.08		1580	57	34783	.....	8.0	WILDORADO.....	782.0	.....			A.M. 11.25	
				32	34789	.....	7.5	EVERETT.....	789.5	.....			
		11.26		2940	69	34796	GA.....	5.5	VEGA.....	795.0	Y			10.59	
				19	34804	.....	7.7	LANDERGIN.....	802.7	.....			
		11.45 P.M.		2680	53	34810	.....	6.1	ADRIAN.....	808.8	.....			10.31	
				W19	34813	.....	4.2	GRUHLKEY.....	813.0	.....			
		12.01 A.M.		2450	.....	34821	.....	8.5	BOISE.....	821.5	.....			10.14	
				13	34833	.....	10.8	GLENRIO, TEX.....	832.2	.....			
		12.50		.....	22	34851	.....	17.9	SAN JOH, N. MEX.....	850.3	.....			9.31	
				20	34866	.....	15.0	LESBIA.....	865.3	.....			
		1.30 A.M.		.....	Yard	16137	XN.....	8.7	TUCUMCARI.....	874.0	RYdFW TYBC			9.01 A.M.	
							113.4	*TO (N)						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

MAXIMUM SPEED: 49 MPH

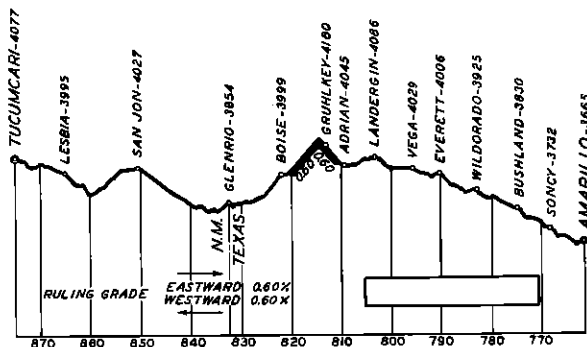
SPEED RESTRICTIONS

†MP 760 Pole 18 to MP 764 Pole 7	20
†MP 795 Pole 0 to MP 795 Pole 8	40
†Indicates city ordinance.	

SPECIAL INSTRUCTIONS

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 764 Pole 3	Team Track	10
MP 775 Pole 0	Southwest Portland Cement	....



Southward

Hot Springs Branch

Northward

SECOND CLASS			Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 37 STATIONS TIME TABLE NO. 9 December 28, 1969			M.P. from Hot Springs Jct.	Signs	SECOND CLASS		
35	749	87				36	88	746					
Freight	Mo. Pacific Freight	Freight				Freight	Freight	Mo. Pacific Freight					
Daily	Daily Except Sunday	Daily Except Sunday				Daily	Daily Except Sunday	Daily Except Sunday					
A.M. 8.45		A.M. 9.00	.....	Yard	31136	RK..	Signal Indications Rules 400 to 406 BIDDLE.....*TO (N) - 1.2 HOT SPRINGS JCT... - 4.9	.....	BC RFWT	A.M. 7.30	P.M. 7.55	
8.50		9.05	.....	.....	.....	.....		0.0	YYd	7.05	7.45	
9.02		9.35	3501	.....	31146	.....	13.9	4.9	.....	6.55	7.13	
9.45		11.55 A.M.	4491	.....	31155	Bl.....	3.3	18.8	YdW	6.27	6.38	
			.....	.....	.....	.....	1.0	22.1	.....			
9.55		12.05 P.M.	.....	.....	31159	N.....	4.3	23.1	W	6.15	6.30	
10.05 A.M.		12.15	4047	80	31164	.....	0.3	27.4	RYYd	6.05 A.M.	6.20	
			.....	.....	.....	.....	0.3	27.7	.....			
A.M. 4.50		12.45	1293	115	31176	.....	12.3	40.0	RYYd		5.30	A.M. 11.15
			.....	.....	.....	.....	4.5	44.5	Yd		5.00	10.59
5.05	1.00		1331	30	31180	GS.....	10.6	54.1	RYd		3.50	10.30 A.M.	
5.35 A.M.	1.25		.....	.....	.....	.....	2.9	57.0	RYd WYB		3.45 P.M.	
	1.35 P.M.		.....	58	31198	HD.....	58.2					

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. EXCEPT NO. 749 IS SUPERIOR TO NO. 746.
MAXIMUM SPEED: 45 MPH

SPEED RESTRICTIONS

	MPH
MP 0 Pole 0 to MP 0 Pole 5	10
MP 0 Pole 31 to MP 2 Pole 3	30
MP 4 Pole 28 to MP 4 Pole 36	35
MP 8 Pole 7 to MP 8 Pole 35	35
MP 13 Pole 14 to MP 15 Pole 2	35
MP 18 Pole 26 to MP 19 Pole 29	30
MP 22 Pole 4 MoPac Crossing (engines only)	15
MP 27 Pole 14 to MP 40 Pole 0 (Except as shown below)	40
MP 27 Pole 25 MoPac Crossing	20
MP 39 Pole 8 to MP 40 Pole 0	30
MP 40 Pole 0 to MP 41 Pole 30	25
MP 41 Pole 30 to MP 55 Pole 34	20
MP 55 Pole 34 to MP 57 Pole 0	15

SPECIAL INSTRUCTIONS

No 36 may leave Haskell without clearance.
Trains may leave Hot Springs Jct. without clearance.
Trains may leave Butterfield without clearance.
Train assuming No. 36's schedule at Haskell must arrive at Haskell Subdivision 38 as No. 36 unless authorized by train order out of Haskell.
Train assuming No. 749's schedule at Butterfield must originate at Malvern on Subdivision 37-A as No. 748 unless authorized by train order out of Butterfield.
Mile Post numbers between Biddle and Hot Springs will be designated in train orders by prefix "H."

SPECIAL INSTRUCTIONS—continued

A board, indicating beginning of heavy descending grade southward, is located about 7600 feet north of switch at Butterfield on National Lead Co. spur. When descending this grade, if retainer valves are not turned up on cars at top of hill and an "over" brake pipe reduction or brake pipe leakage causes brakes to set sufficiently to stop the train, engineer will not attempt to release brakes until sufficient number of retainer valves have been turned up to insure that train will not move until brake system is fully re-charged. Trains must not leave National Lead Co. Mine or Magnet Cove Co. Mine unless at least 85 per cent of air brakes in their train are in operation.

Rule No. 83: Haskell, Butterfield and MP Jct. for regular trains. Railroad crossings at grade are protected by interlocking except MoPac Crossing MP 22.1 protected by gate operated by trainmen. Normal position gate against MoPac. Light arrangement for Stop-Red; Proceed-Yellow.
Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 1 Pole 2	Twen. Cen.	102
MP 3 Pole 1	Ward	70
MP 3 Pole 3	Peiser	15
MP 4 Pole 1	Berger	38
MP 4 Pole 4	A. P. Green	14
MP 17 Pole 0	Lignite	56
MP 48 Pole 3	Ark, Inc.	15
MP 48 Pole 5	Wilson Springs	10
MP 49 Pole 0	Union Carbide	129
MP 56 Pole 0	Lake Catherine Norris Dispenser	35

Southward

Sparkman Branch

Northward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 37-A STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from Butterfield	Signs	SECOND CLASS			
		747								748			
		Mo. Pacific Freight								Mo. Pacific Freight			
		Daily Except Sunday								Daily Except Sunday			
		A.M. 11.20	4326	22	31176	.....BUTTERFIELD.....P	0.0	RYd	A.M. 4.45				
		11.35 A.M.	1725	28	31281	MR.....MALVERN.....*TO	5.0	RWYd BC	4.30 A.M.				
			.....	.....	.....	.....MoPac Crossing.....UX	5.6	.....				
			.....	19	31308	.....MANNING.....	31.8	.....				
			.....	43	31316	.....SPARKMAN.....TO (N)	40.1	.....				

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
 TRAINS AND ENGINES WILL OPERATE PER RULE 93 AND RULE 10(i)(2)
 AUTHORIZED BETWEEN MALVERN AND SPARKMAN
 MAXIMUM SPEED: 30 MPH

SPEED RESTRICTIONS

	MPH
Butterfield—East leg of wye	15
MP 0 Pole 0 to MP 0 Pole 21	15
MP 0 Pole 21 to MP 2 Pole 25	20
MP 2 Pole 33 to MP 4 Pole 0	25
MP 4 Pole 0 to MP 5 Pole 27	20
MP 11 Pole 21 to MP 40 Pole 6	20

SPECIAL INSTRUCTIONS

Trains may leave Butterfield without clearance.
 Train assuming No. 747's schedule at Butterfield must originate at MP Jct. on Subdivision 37 as No. 746 unless authorized by train order out of Butterfield.
 No. 748 may leave Malvern without clearance when operator is not on duty and train order signal indicates proceed.
Rule 83: Butterfield for regular trains.
 Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 2 Pole 3	Cuffman Lumber Co.	10

All railroad crossing at grade are protected by interlocking except MoPac crossing MP 5.6 protected by gate operated by trainmen. Normal position gate against CRI&P. Light arrangement for Stop-Red; Proceed-Yellow.

Southward

Camden Branch

Northward

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 38-A STATIONS TIME TABLE NO. 9 December 28, 1969		Signs				
			4939	231	31514	FY.....FORDYCE.....TO	30.2	....	WYd				
			.....	Yard	31340	.....CAMDEN.....TO	30.2	....	WYdC				

Between Fordyce and Camden trains will be governed by StL&SW Timetable and Operating Rules.

Trains will enter and leave StL&SW main track at North siding switch Camden and at Fordyce.

Southward				Main Line				Northward					
SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 38 STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from Haskell	Signs	SECOND CLASS			
		35	Freight							36	Freight	Daily	A.M. 6.00
		Daily											
		A.M. 10.20	4047	100	31164	.....HASKELL.....*	0.0	RYYd				
		10.37	.....	S8	31476	.....POYEN.....	12.4	.....		5.38	
			.....	S10	31462	.....THIEL.....	18.1	.....				
		10.55	.....	73	31487	OA.....LEOLA.....TO	28.4	.....		5.20	
			.....	S4	31494	.....CARTHAGE.....	30.4	.....				
			.....	N7	31500	.....BUNN.....	36.5	.....				
			.....	S7	31507	.....IVAN.....	43.9	.....				
		11.58 A.M.	4939	231	31514	FY.....FORDYCE.....TO	50.7	WYd		4.15			
			.....	.....	.....	.....StLSW Crossing.....	50.8	.....				
		12.43 P.M.	6084	139	31528	NS.....TINSMAN.....*TO	64.6	YYd WR		3.25			
			.....	80	31533	.....CRAM.....	70.9	.....		3.15	
		1.10	.....	33	31537	HR.....HARRELL.....TO	73.6	.....		3.10	
			.....	98	31552	.....CALION.....	89.0	.....				
		2.30 P.M.	.....	Yard	31564	DO.....EL DORADO.....*TO	100.6	RFWT YdBC		2.30 A.M.		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
MAXIMUM SPEED: 40 MPH

See Page 26 for Speed Restrictions and Special Instructions.

Southward				Crossett Branch				Northward									
				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 38-B STATIONS TIME TABLE NO. 9 December 28, 1969	M.P. from Tinsman	Signs								
			6084							139	31528	NS.....TINSMAN.....*TO	0.0	RWY Yd			
			2700	35	31835	.....BANKS.....	6.2	Yd								
			.....	.....	.....	.....W&SR JCT.....	15.7	Yd					
			1483	25	31846	.....HERMITAGE.....TO	16.9	Yd								
			.....	13	31853	.....VICK.....	26.4	.....								
			.....	14	31859	.....STILLIONS.....	32.6	.....								
			.....	16	31860	.....WHITLOW.....	37.5	.....								
			.....	38	31869	.....WHITLOW JCT.....	38.5	Yd							
			.....	.....	.....	.....AD&N Crossing.....UX	43.0	.....								
			.....	.....	.....	.....MoPac Crossing.....UX	43.1	.....								
			.....	208	31874	.....A&M JCT.....	43.1	RWB YYd							
			.....	.....	.....	.....CROSSETT.....TO (N)	49.1	.....								

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
RULE 99(d) AUTHORIZED.
MAXIMUM SPEED: 20 MPH

See Page 26 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 38

	MPH
MP 0 Pole 0 to MP 0 Pole 7.....	15
MP 5 Pole 0 to MP 31 Pole 0.....	35
MP 43 Pole 5 to MP 57 Pole 0 (Except as shown below).....	30
MP 50 Pole 26 StL&SW Crossing.....	20
MP 57 Pole 0 to MP 99 Pole 0 (Except as shown below).....	35
Bridge L-876 over steel portion.....	10
MP 99 Pole 0 to MP 100 Pole 20.....	20

SUBDIVISION 38-B

Bridge LV 317.....	10
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SPECIAL INSTRUCTIONS

SUBDIVISION 38

No. 35 may leave Haskell without clearance.

Train assuming No. 35's schedule at Haskell must originate at Biddle, Subdivision 37 as No. 35 unless authorized by train order out of Haskell. Mile Post numbers between Haskell and El Dorado will be designated in train orders by prefix "L."

Rule 83: Tinsman for trains originating and terminating.

Cram— between 6 AM and 6 PM daily, trains and engines moving between switches will move at restricted speed account gravel trucks crossing track. Gravel conveyor 450 ft. from north end old high line will not clear engine or cars except low cars such as coal cars or flats, and will not clear man on top or side of car.

All trains will approach Ouachita River Bridge MP 87.6 at Restricted Speed and be prepared to stop if gate is in stop position.

SPECIAL INSTRUCTIONS—continued

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 22 Pole 0	Toler Lumber Co.	15
MP 22 Pole 11	International Paper	9
MP 92 Pole 25	Morrow (AP&L)	52

SUBDIVISION 38-B

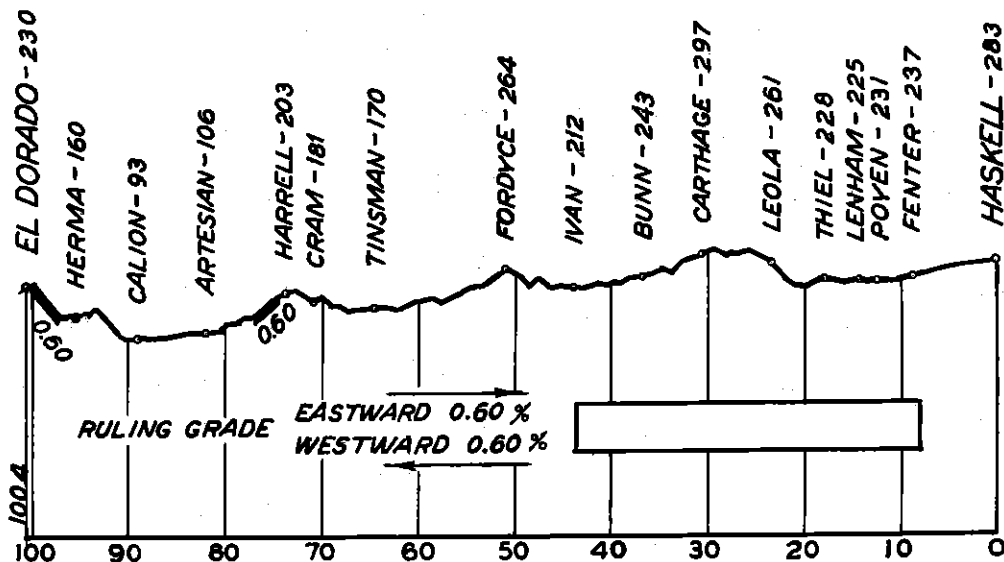
Trains operating between hours of 7:30 AM and 5 PM will run at Restricted Speed looking out for motor cars and work equipment.

Maintenance of Way employees will not be required to obtain line-up between the hours of 7:30 AM and 5 PM.

Mile Post numbers between Tinsman and Crossett will be designated in train orders by prefix "LV."

All railroad crossings at grade are protected by interlocking, except:

Mile-post	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For Stop Proceed
38.5	AD&N	No Gate	----	----	----
43.0	MoPac	No Gate	----	----	----



Southward				Main Line				Northward			
SECOND CLASS				SUBDIVISION 39 STATIONS TIME TABLE NO. 9 December 28, 1969				SECOND CLASS			
35		Freight	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	M.P. from Haskell	Signs	36			
Daily								Freight	Daily		
	P.M. 11.59		.....	Yard	31564	DO.....EL DORADO.....*TO	100.6	RFWT YdBC	P.M. 9.05	
	12.26		.....	92	31580	JN.....JC T. CITY, ARK. - LA...TO	116.7	.....	8.30
	A.M. 12.56		.....	146	31596	BN.....BERNICE.....TO	132.2	W	8.02	
	1.10		.....	104	31605	.....DUBACH.....	141.2	.....	7.42
			.....	S22	31614	.....VIENNA.....	150.3	.....		
	1.58		3235	145	31619	RS.....RUSTON.....TO	154.8	WYYd	7.15		
			.....	21	31632	.....QUITMAN.....	168.8	.....		
	2.40		.....	81	31638	HO.....HODGE.....TO	174.0	Yd	6.40	
	2.46		.....	74	31640	.....JONESBORD.....	176.4	.....	6.15
			.....	28	.....	.....HUNT..... TO (N)	185.1	.....		
	3.07		2845	.....	31652	.....DODSON.....	188.4	.....	5.55
	3.24		.....	Yard	31663	W.....WINNFIELD.....TO	199.3	RWY YdBC	5.35	
	3.29		.....	.....	.....	.....L&A JCT.....	199.9	R	5.30
			.....	.....	.....	.....PINEVILLE JCT.....	245.5	.....		
			.....	.....	.....	.....ALEX. L&A YARD.....	246.5	RC	
	6.59		.....	204	31710	AX.....ALEXANDRIA..... TO (N)	246.8	RWY YdBC	4.00 P.M.	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
MAXIMUM SPEED: 40 MPH

See Page 28 for Speed Restrictions and Special Instructions.

Southward				Eunice Branch				Northward			
				SUBDIVISION 40 STATIONS TIME TABLE NO. 9 December 28, 1969							
		Freight	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	M.P. from Haskell	Signs				
Daily											
			204	31710	AX.....ALEXANDRIA..... TO (N)	246.8	RWY YdBC			
		R.I. JCT.....	247.1	.....		
		ALEXANDRIA JCT.....	249.8	.....		
		LAMOURIE JCT.....	257.7	.....		
			30	31725	.....LECOMPTÉ.....	261.0	.....		
			S10	31740	.....TURKEY CREEK.....	276.0	.....			
			40	31746	NE.....PINE PRAIRIE..... TO (N)	282.4	.....		
			25	31748	.....EASTON.....	284.5	.....		
			32	31756	.....MAMOU.....	292.8	W		
		SO. PAC. JCT.....	301.6	.....		
			31765	NI.....EUNICE..... TO (N)	302.6	RYYd			

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
TRAINS MAY LEAVE ALEXANDRIA WITHOUT CLEARANCE WHEN OPERATOR NOT ON DUTY. RULE 10(1)(2) AUTHORIZED.
MAXIMUM SPEED: 20 MPH

See Page 28 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 39

	MPH
MP 100 Pole 20 to MP 101 Pole 0	20
MP 101 Pole 0 to MP 116 Pole 11	30
MP 116 Pole 11 to MP 116 Pole 18	25
MP 131 Pole 20 to MP 154 Pole 18	35
MP 154 Pole 18 to MP 155 Pole 10	20
MP 155 Pole 10 to MP 173 Pole 23	30
MP 173 Pole 23 to MP 174 Pole 10	15
MP 174 Pole 10 to MP 198 Pole 23	35
MP 198 Pole 23 to MP 199 Pole 21	20
MP 199 Pole 21 to MP 199 Pole 30	15

SUBDIVISION 40

MP 249 Pole 20 to MP 249 Pole 27	15
MP 257 Pole 20 to MP 258 Pole 0	15
MP 301 Pole 0 to MP 301 Pole 19	15

SPECIAL INSTRUCTIONS

SUBDIVISION 39

Alexandria is the initial station for trains originating. Train 36 will register by form 1339 and leave in register box at old L&A yard office, Alexandria, La.

Bernice—unloading platform and pit on East Beacon Track will not clear man on side of car.

Winnfield—Timetable and Train Order time applies at North switch MP 197 Pole 12.

Between L&A Jct. and RI Jct. (Alexandria) trains will be governed by L&A Timetable and operating rules.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 108 Pole 3	Catesville	17
MP 129 Pole 9	A. A. Reed Lumber Co.	16
MP 134 Pole 7	Claiborne Gasoline Co.	15
MP 145 Pole 8	Hilly Spur	15
MP 148 Pole 0	Farmers Spur	20
MP 178 Pole 3	Rogers Spur	3
MP 184 Pole 25	Louisiana Plywood	24
MP 185 Pole 2	Hunt & Son Lumber Co.	28

SPECIAL INSTRUCTIONS—continued

SUBDIVISION 40

Alexandria is the initial station for trains originating.

Eunice is the initial station for trains originating.

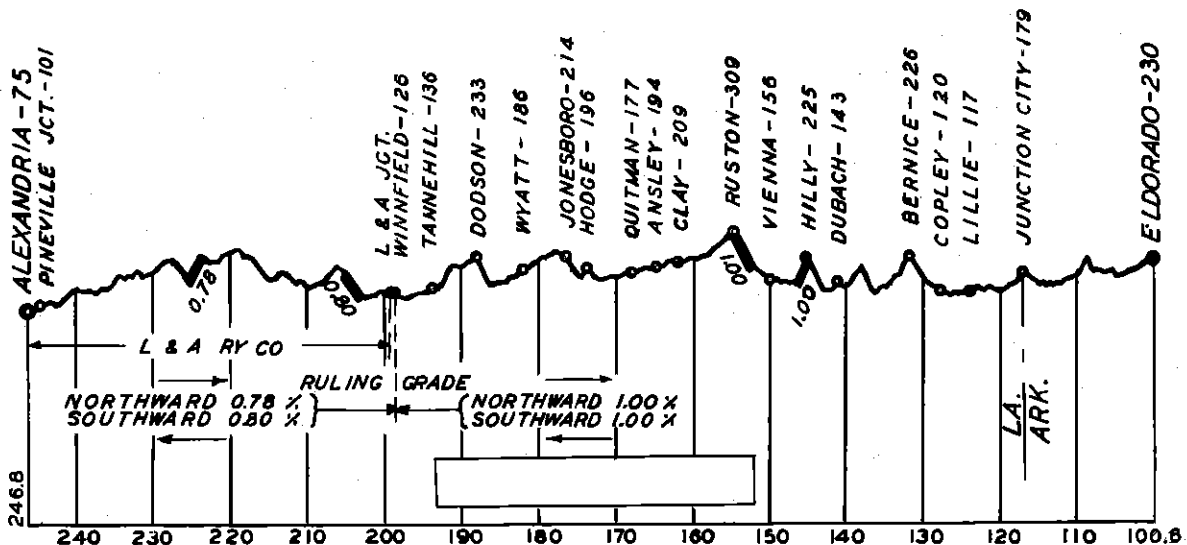
Trains operating over Subdivision 40 between 7 AM and 5 PM must secure clearance at Alexandria and/or Eunice.

Between RI Jct. and Lamourie Jct. trains and engines will use Missouri Pacific-Texas and Pacific tracks and will be governed by T&P Timetable and operating rules. Rock Island trains and engines may occupy MoPac-T&P main track only on authority of MoPac-T&P train dispatcher. Connection at Lamourie Jct. MP 257.7 is a hand operated electrically locked switch. Maximum speed through turnout is 15 MPH. MoPac-T&P General Order Book and General Notice Book located in CRI&P Alexandria freight office. That portion of old main track from Alexandria Jct. MP 249.8 to MP 250.4 retained as industrial lead to serve Wickes Lumber Co.

Between SP Jct. MP 301.6 and Eunice trains will be governed by Southern Pacific Timetable and operating rules.

Industrial or spur tracks between stations located at:

Location	Name	Car Capacity
MP 250 Pole 1	Wickes Lumber Co.	12
MP 284 Pole 7	Continental Oil Co.	18
MP 289 Pole 8	Reddell	17
MP 291 Pole 7	River Brand Rice Mills	7
MP 291 Pole 8	Magnolia Oil Co.	26
MP 300 Pole 9	Pioneer Lumber Co.	10



RULES CHANGES

UNIFORM CODE OF OPERATING RULES

Rule L (Addition)—Enginemen and trainmen whose vision require the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times. Enginemen and trainmen requiring glasses for distant vision, must have with them while on duty, two pairs of the required glasses. Where glasses are required for both distant vision and reading, two pairs of distant glasses and one pair of reading glasses or two pairs of bifocal glasses must be carried. Such employees must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

Rule 10(g) (Addition)—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

Rule 9B (Addition)—Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossings at grade, drawbridges and junctions prepared to stop.

Rule 104(a) (Addition)—Where there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates "Stop" or "Stop, Then Proceed at Low Speed" and, there is no conflicting movement closely approaching the switch, member of crew will operate key release marked "Clear" if so equipped and, signal should clear. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

RULE 110(a) HIGH-WIDE LOAD—A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or; contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors, in checking waybills for trains handling a high-wide load or excessive weight shipment, must immediately notify the Chief Train Dispatcher if they do not have instructions governing movement of car. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmaster must notify the Chief Dispatcher.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and, crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below.

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track—trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment if on other than main track when being met or passed by train on adjacent track must be stopped and other train must move at restricted speed until entire train has passed wide shipment.
On two or more tracks—trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.
3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed _____ MPH at (or between) _____.

RULES CHANGES—Continued

10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the Item 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

Example:

"Extra 300 West has (car number) in train measuring _____ in width and _____ in height. Be governed by Rule 110(a) Items One, Two and Nine, 10 MPH at Bridge _____."

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

Rule 111 (c)—Mirrors of any type must not be used in making inspection as required by Rule 111.

Maximum speed may be increased as well as decreased by train order.

Train orders, except Form X Example 2, must not be issued in the form of a General Order.

TRAIN AIR BRAKE AND COMMUNICATION SIGNAL RULES.

Rule 33, Paragraph II

II. At points other than initial terminals where locomotive crew, train crew, or both are changed on a freight train and consist including engine remains intact and it becomes necessary to stop train:

A. Enginemen of arriving train, after making stop, must complete a full service "Brake Pipe" reduction, if not already in effect.

B. Engineman of departing train must note as soon as he boards locomotive, that locomotive brakes are fully applied, as indicated by gauge, and that main reservoir pressure is within required limits.

NOTE: When engine crew is changed without stopping train, the outbound Engineman must have the assurance from inbound Engineman that the train's air brakes are working properly.

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

		Loaded 85 Ft. & Longer Cars
No. 20.....	40	35
No. 15.....	25	20
Others.....	10	

MPH

TOFC Trailers loaded with swinging meat thru No. 15 and No. 20 turnouts..... 15

LOCATION No. 15 TURNOUTS

Subdivision 25	MP 240 Pole 10	North switch	East Siding
	MP 245 Pole 17	Switch to WUT Tracks	
	MP 295 Pole 0	South Siding	Switch
	MP 338 Pole 12	North Siding	Switch
	MP 378 Pole 3	North Siding	Switch
	MP 379 Pole 19	South Siding	Switch
	MP 388 Pole 3	North Siding	Switch
	MP 395 Pole 34	North Siding	Switch
	MP 396 Pole 28	South Siding	Switch
Subdivision 26	MP 455 Pole 1	North Siding	Switch

SPEED RESTRICTIONS—continued

Subdivision 27	MP 511 Pole 31 South Siding Switch MP 603 Pole 19 North Siding Switch MP 610 Pole 7 Trinity River
Subdivision 28	MP 614 Pole 17 South Siding Switch MP 621 Pole 5 North Siding Switch MP 622 Pole 7 South Siding Switch MP 626 Pole 25 North Siding Switch MP 627 Pole 27 South Siding Switch MP 634 Pole 26 North Siding Switch MP 635 Pole 26 South Siding Switch MP 637 Pole 14 North Siding Switch MP 639 Pole 0 South Siding Switch
Subdivision 29	MP 25 Pole 17 East Siding Switch MP 27 Pole 5 West Siding Switch MP 51 Pole 29 East Siding Switch MP 53 Pole 20 West Siding Switch MP 134 Pole 31 Crossover MP 134 Pole 33 End of Two Main Tracks
Subdivision 30	MP 136 Pole 14 Entrance West Lead

MAXIMUM ENGINE SPEEDS	MPH
607, 609, 610, 613-620, 630, 637-639, 641-646, 648-655, 657-665, 675-677, 750-751.....	95
303, 312, 319, 321, 323, 325, 328, 340, 343, 345, 350, 352, 353, 355-357, 359, 360, 366, 369, 370, 372, 374, 375, 382-396.....	90
190-199, 208-210, 223, 226, 228-230, 234, 238, 243-281, 285-299.....	83
485, 488, 489, 491, 492, 497, 498.....	80
300, 301, 302, 304-311, 313-318, 320, 322, 324, 326, 327, 329-333, 341, 342, 344, 346-349, 351, 354, 358, 361-365, 367, 368, 371, 373, 376, 381.....	77
10-23, 25, 27, 42, 100-127, 200-207, 211, 213-220, 222, 224, 225, 227, 231-233, 235-237, 239-242, 402-411, 415-424, 430-441, 450-456, 470-475, 920-936, 940-949, 1200-1353.....	70
765-779, 795-797, 811-840, 901, 904, 907, 909, 913, 914.....	65
529-546, 1005, 1008, 1013, 1014, 1015.....	45
550-559, 561-563, 900, 902, 903, 905, 906, 908, 910-912, 915.....	40
Switch engines 485-498, 765-797, 811-840, 901, 904, 907, 909, 913 and 914 equipped with friction bearings when moving dead in train.....	45

	Psgr.	Freight
Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Subdivision 1-A and 1B.....	59	49
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals or indicators.....		30
Railroad crossing not protected by interlocking except where higher speed authorized in this rule.....		10
Engines running forward light, or with only one car (except suburban service).....		35
Road freight or passenger diesels, other than road switchers, backing up.....		25
When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.....		
Scale test cars moving in trains will be handled next ahead of cabooses.....		
Short Wheel base ore hoppers.....	30	
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer.....		25
Pile Driver 95231, 95232 and Crane 95260.....		
Main Line.....	35	
Branch Line.....	25	

SPEED RESTRICTIONS—continued

	Psgr.	Freight
These machines must not be handled over bridges on industrial and other back tracks unless otherwise authorized by officer and must not be handled in trains when pile leads and platforms are attached to boom in either a raised or lowered position unless accompanied by the operator in the cab of the machine.		
These machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.		
Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable.		
These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case speed restrictions will be as follows:		
Subdivisions 35-A, 36, 38, 39.....		30
Subdivisions 26-B, 34-A, 35-B, 37, 38-B.....		25
Subdivisions 25-B, 25-C, 26-A, 27-A.....		20
Subdivisions 29-A, 29-B, 37-A, 40.....		15
All other Subdivisions.....		40
Trains handling Biddle Relief derrick 95018 must not exceed speed of 15 MPH over bridges 1325, SD-29, H-439, and LV-15.		
Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends.....		40
Trains handling welded rail of any length will not exceed 35 MPH on main track or 5 MPH through turnouts. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed.		
Air dump cars under load.....		40
Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.		
All Work Equipment cars converted from old passenger cars are to be moved only on rear end of freight trains, no more than five cars ahead of caboose. Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of caboose.		
Suburban cars series 2500 and 2600 are conventional equipment restricted to 70 MPH.		

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than shown below, a speed of 3 MPH must not be exceeded.

	Maximum height of water above rail
Diesel engines.....	3 inches
Lightweight passenger cars.....	7 inches
Conventional passenger cars.....	12 inches

1. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

2. Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

- 3. f—Flag stop to receive or discharge traffic.
- g—Conditional stop for revenue passengers only.
- s—Regular Stop.

SPECIAL INSTRUCTIONS—continued

Rule 4—When snowplows are operated preceding or following other trains, absolute block must be maintained between such trains in territory involved. An absolute block may be established by flagmen, train orders, absolute signals, or by radio communication when authorized by an officer.

When handling snowplows, a maximum speed of 30 MPH must not be exceeded except, when using Vanderbilt-type snowplows, the officer in charge is authorized to permit maximum speed of 40 MPH.

Flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings motor car set-offs, or at any place marked by flanger signs.

Not more than two road switcher-type engines shall be coupled to wedge snowplows to avoid buckling.

5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.

6. The following letters and symbols shown in "Station" and "Signs" columns indicate:

B—General Order Books and Boards	R—Train register station
C—Standard Clocks	T—Turntable
F—Fuel station	W—Water station
P—Train dispatcher's telephone	Y—Wye
UX—Railroad crossing not protected by interlocking	
TO—Train order station per Rule 221	
TO (N)—Train order station, no train order signal.	
Yd—Station where yard limit signs are maintained	
°—Radio installation	

7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.

9. A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.

10. HIGHWAY CROSSING SIGNALS—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward crossing on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop automatic crossing signal.

A controller is provided on side of case for this purpose. To raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing, switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved, extreme care should be taken to see the correct controller is used.

11. HOLIDAYS: New Years, Memorial Day, July Fourth, Labor Day, Thanksgiving, Christmas.

12. All through girder bridges will not clear man on the side of a car.

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.

Drawbridges are located as follows:

Subdivision 29—MP 85.3—White River.

29—MP 132.5—Arkansas River

Subdivision 38—MP 87.6—Ouachita River

14. In CTC territory where maximum speed is in excess of 20 MPH, trains using a hand operated main track switch not equipped with electric lock, must have a portion of its train occupying main track or leave main track switch open while using such track. Trains must not clear main track at such switches.

15. Dead engines will be handled behind the operating units.

When moving two or more road switcher type engines dead in same train, separate each engine by at least 1 car.

16. Loads of bundled floating-type lumber must be entrained not more than 10 cars ahead of caboose or 10 cars behind engine to permit frequent inspection. At least one buffer car must be placed between these loads and the caboose or between these loads and the engine. Trains handling these loads,

SPECIAL INSTRUCTIONS—continued

before meeting or passing another train must make inspection and ascertain that loads are not shifted. Yardmasters must advise train dispatchers of any of these loads moving in trains and train dispatcher must keep crews informed of locations of other trains.

17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.

18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides of car must be adequately secured to the car by either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.

19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

- (1) Less than two and one-half inches—Normal Speed.
- (2) Two and one-half inches or more—Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one-half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, conductor or engineer must notify Dispatcher at first available point of communication.

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

20. TRAIN LOCATION LINE-UP RULES—Rules contained herein govern all types of track work and similar cars, all railroad machinery or work equipment used on or adjacent to railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations for Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other track cars are operated between sunset and sunrise and during the day when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew:

1. Before placing track car on main track.
2. Before operating track cars foul of main track.
3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes. If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed for that train will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul of main track by providing flag protection as prescribed by Rule 99.

The line-up shall list all trains on the road ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible. Such additional information as may be helpful to persons receiving the line-up must be given, for example, number of cars in train, or light engine. Local, Symbol Number, Passenger Extra, etc.

Line up will not contain information as to train and engine movements made exclusively within yard limits.

Track cars will be moved as the way is seen to be clear within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

Example: Extra 303 East (Station) not before 7:30 AM; or
No. 74 Leave (Station) not before 2:01 PM, etc.

SPECIAL INSTRUCTIONS—continued

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely."

On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely."

Dispatchers must take necessary action to prevent trains or engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" (Wait Order).

Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervision. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

Rule 21

①



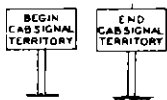
1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.

②



2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.

③

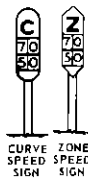


3. Indicates location of beginning and end of cab signal territory.

SPECIAL INSTRUCTIONS—continued

Rule 21—Continued

④



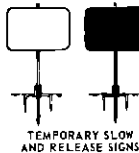
4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures are shown it governs all trains and engines. See Rule 10 (h).

⑤



5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On sub-divisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10 (h).

⑥



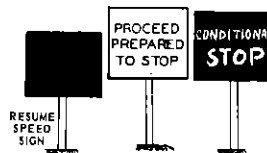
6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10 (g).

⑦



7. Indicates point where stop must be made before any part of train or engine passes such stop sign. This sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

⑧



8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign. "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10 (i) (1) and 10 (i) (2).

OFFICERS

J. E. Hare	Senior Assistant Superintendent.....	El Reno, Oklahoma
F. J. Bridges	Chief Dispatcher.....	El Reno, Oklahoma
H. L. Reyburn.....	Chief Dispatcher.....	El Reno, Oklahoma
C. F. Haley.....	Assistant Superintendent.....	Little Rock, Arkansas
F. G. Vestal.....	Terminal Superintendent.....	Fort Worth, Texas
S. A. Young.....	Assistant Terminal Superintendent.....	Dallas, Texas
M. T. Lenahan.....	Division Safety Officer.....	El Reno, Oklahoma
J. H. Stephenson.....	Trainmaster.....	Amarillo, Texas
G. A. Snyder.....	Trainmaster.....	El Reno, Oklahoma
R. N. Trogdon.....	Trainmaster.....	Fort Worth, Texas
J. H. Meek.....	Trainmaster.....	McAlester, Oklahoma
W. J. King.....	Trainmaster.....	Memphis, Tennessee
D. B. Hart.....	Trainmaster.....	El Dorado, Arkansas
C. W. Ivey.....	Trainmaster.....	El Reno, Oklahoma
W. D. Cummings.....	Terminal Trainmaster—Agent.....	Dallas, Texas
C. S. Branch.....	Trainmaster.....	Dallas, Texas
R. G. Huff.....	Assistant Trainmaster.....	Little Rock, Arkansas
B. L. Ryan.....	Road Foreman of Engines.....	El Reno, Oklahoma
L. E. Duffy.....	Road Foreman of Engines.....	El Reno, Oklahoma
W. H. Stiver.....	Road Foreman of Engines.....	Little Rock, Arkansas
L. Williams, Jr.....	Master Mechanic.....	El Reno, Oklahoma
E. F. Johnson.....	Assistant Master Mechanic.....	Little Rock, Arkansas
J. C. Kelly.....	Assistant Master Mechanic.....	Fort Worth, Texas
M. L. Mann.....	Assistant Master Mechanic.....	El Reno, Oklahoma
E. G. Henson.....	Master Car Repairer.....	El Reno, Oklahoma
B. W. Rollins.....	Assistant Master Car Repairer.....	El Reno, Oklahoma
G. O. Everett.....	Assistant Master Car Repairer.....	Little Rock, Arkansas
T. W. Toal.....	Division Engineer.....	El Reno, Oklahoma

DISPATCHERS

W. R. Hedrick.....	Assistant Chief Dispatcher
R. B. Sarvis.....	Assistant Chief Dispatcher
R. W. Popejoy.....	Assistant Chief Dispatcher
J. L. Steward.....	Assistant Chief Dispatcher
F. S. Joslyn.....	Assistant Chief Dispatcher
J. D. Marquis.....	Assistant Chief Dispatcher
A. E. Anderson.....	Assistant Chief Dispatcher
J. I. Henderson.....	Assistant Chief Dispatcher
G. G. Murphy.....	Dispatcher
J. E. Fraser.....	Dispatcher
B. A. Johnston.....	Dispatcher
C. R. Ferguson.....	Dispatcher
W. E. Perryman.....	Dispatcher
V. E. McCormick.....	Dispatcher
M. A. Galloway.....	Dispatcher
P. W. Clark.....	Dispatcher
R. M. Young.....	Dispatcher
J. R. Young.....	Dispatcher
J. N. Speake.....	Dispatcher
G. E. Wilbanks.....	Dispatcher
R. A. Minyard.....	Dispatcher
A. L. Bone.....	Dispatcher
W. A. O'Donnell.....	Dispatcher
L. B. Sharp.....	Dispatcher
C. L. Linn.....	Dispatcher
I. L. Stockton.....	Dispatcher
D. B. Barrow.....	Dispatcher
D. L. Kirkpatrick.....	Dispatcher
C. L. Pitt.....	Dispatcher
J. L. Martin.....	Dispatcher

TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	19	45.6
0	34	106.0	1	20	45.0
0	36	100.0	1	21	44.4
0	38	94.7	1	22	43.9
0	40	90.0	1	23	43.4
0	42	85.7	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0