



TAKE PRIDE

in

**RULES
OBSERVANCE**

For men to be safe they must be taught
by a competent, courteous teacher.

Each conductor, engineer and foreman
is a teacher and has the obligation to
require rules observance and safety in
the performance of duty by men under
their supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST



**MISSOURI PACIFIC RAILROAD CO.
TEXAS AND PACIFIC RAILWAY CO.
CHICAGO & EASTERN ILLINOIS RAILROAD CO.
MISSOURI-ILLINOIS RAILROAD CO.
and
AFFILIATED COMPANIES**

SYSTEM

**TIMETABLE
No. 6**

Effective 12:01 a.m. Sunday, October 26, 1975

**CENTRAL STANDARD TIME, EXCEPT
MOUNTAIN STANDARD TIME ON HORACE SUBDIV.**

**FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.**

**The Railroad Company Reserves the Right to Vary
Therefrom as Circumstances May Require.**

**J. W. GESSNER, Vice President—Operation.
J. M. TOLER, Asst. Vice Pres.—Transportation.
J. G. GERMAN, Asst. Vice Pres.—Engineering.
N. W. DERRYBERRY, Asst. Gen. Mgr.—Transportation.
C. E. DETTMANN, Asst. Gen. Mgr.—Transportation.**

SYSTEM

D. J. Bertel	Chief Engineer - Maintenance - St. Louis, Mo.
E. T. Franzen	Chief Engineer - Design-Construction - St. Louis, Mo.
D. M. Tutko	Chief Mechanical Officer - St. Louis, Mo.
E. E. Dent	Supt. Motive Power - St. Louis, Mo.
R. C. Hixson	Supt. Car Dept. - St. Louis, Mo.
D. C. Conway	Dir. Equip. Control - St. Louis, Mo.
M. G. Ummel	Gen. Supt. Stas. & Cl. Prev. - St. Louis, Mo.
C. S. Baldwin	Gen. Supt. Rules & Safety - St. Louis, Mo.

EASTERN DISTRICT

H. S. Vierling	Vice President - Chicago, Ill.
J. C. Love	General Manager - No. Little Rock, Ark.
H. W. Ritter	Asst. General Manager - No. Little Rock, Ark.
J. B. McCormack	General Superintendent - No. Little Rock, Ark.
C. D. Barton	Dist. Engr. - No. Little Rock, Ark.
E. A. Jones	Mech. Supt. - No. Little Rock, Ark.

Division	Superintendent	Headquarters
Chicago	L. L. Carmichael	Yard Center, Ill.
Illinois-M&I RR	A. L. Shoener	Chester, Ill.
Arkansas	W. F. Hillebrandt	No. Little Rock, Ark.
Little Rock Terminal	R. B. Schoultz	No. Little Rock, Ark.
Louisiana	C. Percy, Jr.	Monroe, La.
St. Louis Terminal	W. Crimm	St. Louis, Mo.

SOUTHERN DISTRICT

J. G. Sheppard	Vice President - Houston, Tex.
G. T. Graham	General Manager - Houston, Tex.
L. H. Miller	Asst. General Manager - Houston, Tex.
H. E. Handley, Jr.	Asst. General Manager - Ft. Worth, Tex.
M. G. Jackson	Asst. to Gen. Mgr. - Houston, Tex.
A. E. Gaebler	Dist. Engr. - Houston, Tex.
R. A. Hartselle	Dist. Engr. - Ft. Worth, Tex.
J. W. McCaddon	Mech. Supt. - Houston, Tex.
G. W. Niemeayer	Mech. Supt. - Ft. Worth, Tex.

Division	Superintendent	Headquarters
Palestine	J. W. Brugioni, Jr.	Palestine, Tex.
Kingsville	K. M. Holloway	Corpus Christi, Tex.
New Orleans	R. L. Brewer	Addis, La.
DeQuincy	P. L. Tucker	Houston, Tex.
Red River	R. G. Lang	Longview, Tex.
Rio Grande	B. J. Cranford	Ft. Worth, Tex.
Dallas-Ft. Worth Terminal	C. Oehler, Jr.	Ft. Worth, Texas.

WESTERN DISTRICT

K. D. Hestes	General Manager - Kansas City, Mo.
B. E. Kerlee	Asst. General Manager - Kansas City, Mo.
H. M. Doan	Mech. Supt. - Kansas City, Mo.
T. L. Gibson	Dist. Engr. - Kansas City, Mo.

Division	Superintendent	Headquarters
Northern	R. L. McCoy	Kansas City, Mo.
Kansas City Terminal	H. C. Gruenkemeyer	Kansas City, Mo.
Kansas	C. E. Satterfield	Osawatomie, Ks.
Central	A. W. Rees, Jr.	Coffeyville, Ks.

CHIEF DISPATCHERS

C. E. Dowdy	Chester, Ill.
J. E. McVey	No. Little Rock, Ark.
W. E. Butler	No. Little Rock, Ark.
R. H. Blassingame	Palestine, Tex.
M. H. Cunningham	Houston, Tex.
R. L. Wisdom, Jr.	Ft. Worth, Tex.
R. G. Swindler	Kansas City, Mo.

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Miles	SOUTH V	STATIONS	NORTH A	Station Numbers	Sidings	
					Cars	Feet
0.0		VALLEY JCT.	⊗T.R.R.A. ⊗⊙	C-9
0.2		ST. L. S. W. CONNECTION				
4.3		NO. DUPO.	⊗⊙T.R.R.A. ⊗			
6.0		DUPO.	⊙⊗T§	C-15	.....	.....
7.1		SOUTH DUPO.	⊙⊗⊙			
9.4		⊙ICG.	⊙			
22.5		VALMEYER.	⊙	C-31	102	5304
33.6		FULTS.		C-42	.....	.....
41.7		PRAIRIE DuROCHER.	⊙⊗	C-50	.....	.....
47.7		KIDD.		C-56	.....	.....
49.6		FLINTON.	I⊙	C-58	.....	.....
52.1		GAGE JCT.	I			
55.7		REILY JCT.		C-63	.....	.....
61.5		CHESTER.	⊙⊗T⊙	C-70	n-122 6384 s-145 7585	
65.7		FORD.		C-73	n-125 6522 s-118 6160	
71.6		CORA.		C-80	n-114 5977 s-131 6836	
76.3		RADDLE JCT.	∅	C-86	.....	.....
81.4		JACOB.	I	C-90	.....	.....
84.2		GORHAM.	⊙-1 T	C-93	.....	.....
84.7		⊙ICG.	⊙			
84.8		CHAP.	I	C-94	.....	.....
90.5		HOWARDTON JCT.	∅	C-100	.....	.....
95.0		HALSEY JCT.	∅	C-104	.....	.....
108.0		POTTS.	I	C-117	.....	.....
115.5		NILE ILL.	I	C-125	.....	.....
119.7		SIMBCO.	I	C-129	.....	.....
120.7		CAIRO JCT.	T⊙	C-130	.....	.....
192.5		ILLMO, MO.	⊙□⊙	ZC-386	.....	.....
191.3		MISSOURI JCT.		C-179	.....	.....
191.3		DEXTER JCT.		XD-26	.....	.....
190.3		CHARLESTON JCT.		XD-24	.....	.....
190.1		DEXTER.	⊙⊙-1 ⊙	XD-24	124	6488
178.7		IVES.		XD-13	178	9205
172.1		JUNLAND.		XD-6	181	9560
165.5		POPLAR BLUFF.	⊙-1 ⊙T§⊙	X-166	Yd.	.....

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH V	STATIONS	NORTH A	Station Numbers	
122.8		CAPEDEAU JCT.	⊙	C-132	
127.0		MARQUETTE.	§	CF-4	Maximum Speed 30 MPH except: Through cuts between Hendrix and Will- iams Street, Cape Girardeau 5 MPH.
128.6		⊙S.L.-S.F.	G		MP 128.6 to End of Track . . . 10 MPH
129.6		⊙S.E. MO. LBR. SL-SF ⊙			Yard Limits: Entire Subdiv.
130.2		CAPE GIRARDEAU.	⊙⊙	CF-7	
7.4					

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	Stations on STLSW between Illmo and Paragould.
MP 0—MP 76-20	50	
(Except as below)		
MP 4-03 — MP 7-01.	30	Name: _____ SSW Mile Post: _____
MP 65-09 — MP 66-00.	25	Illmo 3.81
MP 76-20 — MP 119-19.	60	Ancell 5.16
(Except as below)		Quarry 9.56
MP 116-14 — MP 117-21.	50	Rockview Jct. 10.50
MP 117-21 — MP 119-09.	40	Frisco Jct. 10.62
MP 119-09 — MP 119-19.	30	SLSF Crossing 10.73
MP 192-16 — MP 165-15.	60	MP Crossing 16.08
(Except as below)		Delta 16.13
MP 189-10 — Dexter Jct.	25	MP Crossing 16.14
Missouri Jct. — MP 191-00.	40	Randles 21.89

BUSINESS TRACKS	MP	Sta. No.	
Warnock	15.1	C-24	
Fountain	17.5	C-26	
Danley	39.7	C-48	
Menard	60.5	C-69	
Jones Ridge	74.6	C-83	
Raddle	77.0	C-86	
Powder Plant	98.6	C-98	
Wolf Lake	99.7	C-107	
Ware	104.0	C-113	
McClure	113.0	C-122	
Dudley	182.8	XD-17	
Fisk	176.1	XD-11	
Boering	170.0	XD-4	

ABS — Between Valley Jct. and Poplar Bluff.

CTC — Between Valley Jct. & ICG; Fults & Dexter Jct.; on East Track only between Dexter Jct. & Charleston Jct. and between Charleston Jct. and Poplar Bluff.

Signal indication with current of traffic between ICG and Fults and on West Track only between Missouri Jct. & Charleston Jct.

Two main tracks designated East and West tracks between Valley Jct. and Reily Jct.; Raddle Jct. and Howardton Jct.; Halsey Jct. and Simbco; and between Missouri Jct. and Charleston Jct.

Trains moving against current of Traffic between ICG Crossing and Fults must not exceed 49 MPH and be governed by Rule 99.

Southward trains originating Valley Jct. secure clearance.

Clearance must be secured by Southward MP and M-I trains at South Dupo and Northward trains at Poplar Bluff.

Train order signal at South Dupo applies to StLSW trains only. Operation between Simbco-Illmo over SI&MB Co. and between Illmo-Missouri Jct.-Dexter Jct. and between Dexter Jct. and Paragould over StLSW RR.

Arkansas Division jurisdiction includes territory Illmo to Poplar Bluff, and Dexter Jct. to Paragould.

No. 20 turnouts at StLSW connection and crossover MP 1-35.

Remote control switches between MP 6-10 and Poplar Bluff are No. 15, 16, or 20 except: Flinton-North end from yard, Chester-South end south siding and Gorham-North end from yard.

No. 16 turnout on StLSW at North end Dexter Jct.

Hot Box and Dragging Equipment Detectors located at MP 28-02, MP 57-20, MP 92-28, *MP 111-25, and MP 182-17.

6 WESTVILLE SUBDIV.—ILLINOIS DIVISION

Rule 99 (d) in effect. MAXIMUM SPEED 30 MPH		Miles	SOUTH STATIONS	NORTH	Sta. No.
Except 10 MPH between Danville-P&E MP 82 and Westville-C&EI MP 132.9.					
Business Tracks:	MP Sta. No.				
Hastings	150.1 ZD-150	123.0	DANVILLE	⑩⑩③	ZD-123
Longview	159.7 ZD-160	132.8	WESTVILLE	⑩	ZD-132
Zeigler Mine No. 5.	161.0 ZD-161	142.1	INDIANOLA		ZD-142
Fairland	161.9 ZD-162	145.6	SIDELL JCT.		ZE-141
Industrial Lead.		146.5	SIDELL		ZD-146
(Max. speed 10 MPH)		152.6	ALLERTON		ZD-153
Max. Wt.: 240,000 lbs.		155.7	BROADLANDS		ZD-156
Jamacia Spur—		164.9	VILLA GROVE	T ⑩③④⑤	ZB-145
Breaks out at Sidell Jct.—					
Jamacia	150.9 ZE-151			39.7	

Yard Limits: Between Danville-P&E MP 82 and Westville C&EI MP 132.9; MP 160-00 — MP 164-35.

Operation over: P&E Danville to Wyton (2 mi.); PC Wyton to Westville (6.2 mi.). Clearance 16 ft. 8 in. high ATR and 10 ft. 6 in. wide at 16 ft. 8 in. high ATR.

Before entering P&E or PC tracks secure permission of operator Wyton Tower and be governed by his instructions.

PINCKNEYVILLE SUBDIV.—ILLINOIS DIVISION

Maximum Speed MPH	Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings	
					Cars	Feet
(Except as below) 40	63.7	CHESTER	⑩⑩③④	C-70		
MP 64-02 —	71.8	WELGE		CA-10	86	4479
MP 64-14 —	77.3	STEELVILLE		CA-16	200	10700
MP 90-00 —	79.4	PERCY	⑩ ICG ④	CA-18		
MP 96-00 —	83.7	NEW WILSON		CA-23	99	5165
MP 102-20 —	92.5	PINCKNEYVILLE	⑩⑩③④	CA-31	Yd.	
MP 102-23 —	95.5	SHAKE RAG	⑩ ICG ④	CA-34		
MP 112-00 —	102.7	⑩ ICG				
MP 124-20 —	102.9	TAMAROA		CA-41		
MP 124-20 —	111.2	SHELLER	⑩	CA-49	Yd.	
MP 125-00 —	114.5	WALTONVILLE	⑩ BN ④	CA-53		
BUSINESS TRACK	125.0	MT. VERNON	⑩ ③ L&N ④ ⑤ T ③	CA-64	Yd.	
Streamline						
Lead	77.9	CA-17				
Pvatt-Fidelity Mine (via ICG at Pinckneyville)		CA-39				
Leahy (via ICG at Percy)		CA-22				
Between Percy and Leahy operation on ICG.						

Yard Limits: Chester subdiv. Conn. to MP 66-05; MP 76-20 to MP 84-00; MP 90-00 to MP 96-01; MP 110-15 to MP 112-05; MP 123-20 to End of Track at Mt. Vernon.

Industrial Leads — Maximum Speed 10 MPH

CAPTAIN MINE	Breaks out at MP 81.2
ICG Jct. ⑩	82.5
Captain Mine	86.1 CA-20
BURNING STAR NO. 2	Breaks out at Shake Rag
ICG Jct.	99.1
Burning Star No. 2 Mine	101.2 CA-38
ORIENT	Breaks out at Scheller
ICG Jct.	111.5
Orient No. 3 ⑩	112.6 CA-49
④ BN ④	113.5
Orient No. 6	114.1 CA-50

JOPPA SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings		Yard Limits:
				Cars	Feet	
298.2	BENTON JCT	⑩-1 ⑤	ZC-298			MP 298-10— MP 299-00
305.0	W. FRANKFORT	⑩ ⑤ ④ ③	ZC-305			MP 303-00— MP 309-20
308.8	JENKINS	⑤	ZC-309	86	3870	MP 315-10— MP 317-30
316.4	MARION	⑩ ICG ⑤ ④	ZC-317	60	2700	MP 347-15— MP 353-00
324.0	NEILSON JCT	⑩ ⑤ ④	ZC-324			MP 360-00— to end of Track.
329.3	GOREVILLE		ZC-329	59	2655	Buckhorn Ind. Lead: Jenkins
334.0	OMAR		ZC-333	60	2700	Max. Speed .10 MPH
339.7	VIENNA JCT	⑩ ⑤ ④	ZC-340			ICG Jct. 310.0
345.3	CYPRESS		ZC-345	57	2565	Zeigler #4 310.6 ZC-310
347.6	JOPPA JCT	T ⑤	ZC-348			Orient #4 313.3 ZC-311
348.5	CHASCO	⑤	ZK-348			
351.5	KARNAK	⑩ PC ⑤ ④	ZK-352	152	6840	
363.3	JOPPA	⑤ T ④ ③	ZK-363	Yd.		
65.1						

BN trains register at Neilson Jct. and Vienna Jct. by ticket.
Maximum Speed: MPH Maximum Speed: MPH
(Except as below) . 35 Joppa Jct. Wye..... 20
MP 324-07—324-15 . 20 MP 363-04—End
MP 334-20—334-26 . 20 of track 10
Business Tracks: MP No.
Johnston City 310.7 ZC-311
Hudgens . . . 321.8 ZC-322

THEBES SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Rule 99(d) in effect.	
				Cars	Feet
347.6	JOPPA JCT	⑩ ⑤ T	ZC-348		
362.8	TAMMS	⑩ ICG ④	ZC-363		
373.3	FAYVILLE JCT	⑩ ⑤	ZC-373		
VIA CAIRO SUBDIV. 4.9 Miles					
378.0	CAIRO JCT	⑩ T	C-130		
394.4	CHAFFEE		ZC-394		
45.0					

Note — Trains and engines proceed only after member of crew has protected crossing — Highway #3 at Olive Branch.

CAIRO SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Yard Limits: Fayville Jct. to Cairo	
				Cars	Feet
120.7	CAIRO JCT	⑩ ⑤ T	C-130		
125.6	FAYVILLE JCT	⑤	ZC-373		
130.8	MILLER CITY		CG-10		
142.6	⑩ ICG	G			
144.2	⑩ P. C.	⑤			
145.0	CAIRO	⑤ ④	CG-24		
24.3					

Absolute block in effect between Fayville Jct. and Cairo Jct. Block may be occupied only upon verbal authority of train dispatcher followed by his initials. Authority must be repeated including dispatchers initials and "OK" received. Movement may then be made without timetable, train order authority or flag protection. No following or opposing movement may be permitted until block is reported clear. Block must be reported clear to train dispatcher as soon as movement is completed. When there is lack of communication movement must be made under flag protection in both directions.

Rule 99 (d) in effect.
 Yard Limits: Riverside-Crystal City; Ste. Genevieve to MP 88-05; MP 114-15 to MP 119-08; MP 125-00 to End of Track at Bismarck.
 At SLSF crossing Crystal City employees be governed by instructions posted at gate when using this crossing.
 Maximum Speed MPH (Except as below) .25
 MP 2 (Bridge No. 1) .10
 MP 2-10—MP 2-18... 20
 MP 3-21—MP 3-27... 20
 Business Tracks MP Sta. No. McClay Spur ...6.2 MC-6 Ag-Nit Spur ...8.0 MC-8 Zell ...91.5 MB-9 Weingarten ...97.4 MB-14 Esther ...115.2 MB-32 Bonne Terre Ind. lead (max. Speed 20 MPH) Breaks out at Derby Jct.
 Elvins ...38.3 MC-39 River Mines ...37.6 MC-38 Flat River ...37.1 MC-37 St. Francois ...36.4 MC-36 Desloge ...35.6 MC-35 Dolomite ...34.0 MC-34 McDowell Spur ...32.3 MC-32 Bonne Terre ...31.1 MC-32
 Stations on SLSF R.R. between Crystal City and Thomure:
 Name SLSF MP
 Crystal City ... 40.0
 Selma ... 44.6
 Rush Tower ... 48.8
 Coral ... 56.8
 M-I Crossing ... 63.1
 M-I Connection ... 64.0

Miles	M-I R.R.		Station Nos.	Sidings	
	SOUTH STATIONS	NORTH STATIONS		Cars	Ft.
0.0	RIVERSIDE.....	ⓉⓂⓃ	MC-0	.....	.....
1.9	HERCULANEUM.....	Ⓜ	MC-2	.....	.....
4.5	CRYSTAL JCT.....		MC-5	.....	.....
5.2	CRYSTAL CITY.....		MC-6	.....	.....
24.0 Miles Via SLSF					
83.0	STE. GENEVIEVE.....	ⓉⓂⓃⓈⓈⓈⓈ	MB-2	.....	.....
87.0	MOSHER.....	Ⓜ	MB-5	27	1404
110.7	OGBORN.....		MB-27	24	1275
116.5	FLAT RIVER.....	Ⓜ	MB-33	28	1495
116.8	FEDERAL SWITCH.....	Ⓢ			
117.0	CENTRAL.....	Ⓢ	MB-34	Yd.	.....
118.2	DERBY JCT.....	Ⓜ	MB-36		.....
126.1	BISMARCK.....	ⓂⓃⓈⓈⓈⓈ	MB-43	Yd.	.....
72.3					

Operation on SLSF R.R. between Ste. Genevieve and Crystal City be governed by Uniform Code of Operating Rules and Special Instructions Item 7-(b).
 Operation on PPG Co. tracks between Crystal City and Crystal Jct.
 Max. gross wt. Crystal City to end of track 220,000 lbs.

St. Louis Terminal Div. Jurisdiction includes area between St. Louis — Kirkwood — Jefferson Barracks — Dupo — Mitchell Yard.
 MANCHESTER AVE. and Chippewa-Christy Lead — Stop and flag crossing.
 Transfers and trains moving up — Carroll St. approach — MacArthur Br., use East Track unless otherwise instructed by yardmaster.
 Reduce speed to 10 MPH on Mun. Br. tracks except north approach from river span to relay depot.

CARONDELET SUBDIV.—ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Nos.	Notes
	SOUTH	NORTH		
③ Crestwood				
Maximum Speed 30 MPH				
13.0	KIRKWOOD.....	ⓉⓂⓃⓈⓈⓈⓈ	MX-13	Yard Limits: Entire Subdiv.
13.6	Ⓢ. L. S. F.....	Ⓜ		Green and red flashing light indicators located each side highway crossings MP 15-10 and MP 22-13, unless indicator is green Stop and member of crew flag highway traffic.
16.6	GRANT.....		GH-4	
18.7	ALPHA.....		GH-6	
23.8	BROADWAY JCT.....	ⓂⓃ	GH-11	
10.7				

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Nos.	Notes
	SOUTH	NORTH		
Yard Limits: Entire Subdiv.				
Two main tracks between Lesperance St. and Davis Jct. Maximum Speed .30 MPH (except as below) Elevated Track Between 8th St., and Rutger St.: Tangent 15 Curves 10 Gratiot St. Through Interlocking 10				
1.1	LESPERANCE ST.....	ⓉⓂⓃⓈⓈⓈⓈ		
6.8	DAVIS JCT.....	Ⓜ	X-8	
5.7				

St. Louis Terminal Div. Business Tracks Sta. No.
 Grasso GH-7
 Maes GH-9
 Brentwood GM-1
 Rock Hill GM-1
 Matco GM-2
 Jefferson Barracks ... X-10
 Vertical Clearances:
 Under Mun. Br. Approach—10th St.:
 Break up Lead.....17'6"
 House Track Lead..17'11"
 House 4 and 6.....18'6"
 House 7 and 8.....19'8"
 House 10 and 11..19'11"
 (Piggybacks, loaded tri-levels and Vert-A-Pac cars will not clear.) Crews handling cars make sure will clear bridge approach.
 Desoto Subdiv.—MP 4-20: Southward track ..16'8" Northward track ..16'11"
 Equipment must not be routed between Davis St. and Iron Mountain Jct. unless they will clear above heights.

SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed: MPH (Except as below)	Second Class	Miles	M-I R.R.		Station Nos.	Sidings		NORTH Second Class
			SOUTH STATIONS	NORTH STATIONS		Cars	Ft.	
465	Daily							466
MP 10-23 — MP 11-3 ..15	PM	2 01	0.0	SALEM.....	ⓉⓂⓃ	MI-1	.....	12 30
MP 13-25 — MP 14-15 ..20			11.1	BRANCH JCT.....	Ⓢ	MI-12	.....
MP 48-15 — MP 49-04 ..15			2.4	CENTRALIA.....		MI-14	.....
MP 55-17 — MP 56-5 ..10			14.0	ICG JCT.....	ⓉⓂⓃⓈⓈⓈⓈ	MI-15	.....
MP 76-1 — MP 76-17 ..15			14.5	BIG BEN.....	Ⓜ	MI-16	39 2077	10 01
MP 78-14 — MP 80-20 ..10			23.2	HOYLETON.....		MI-24	.....	9 40
No. 465 will not require clearance at Salem.		3 45	32.6	NASHVILLE.....	ⓉⓂⓃⓈⓈⓈⓈ	MI-34	.....
Between Branch Jct. and ICG Jct. operation over ICG.		4 05	40.9	OAKDALE.....		MI-41	.....
Yard Limits: End of Track Salem to MP-2; MP 13-27 to MP 16-0; MP 32-10 to MP 32-30; MP 48-17 to MP 60-0; MP 78-12 to End of Track at Kellogg.		5 10	48.7	COULTERVILLE.....	ⓉⓂⓃⓈⓈⓈⓈ	MI-49	37 1948	8 30
			56.6	ICG.....	Ⓜ	MI-57	.....
BUSINESS TRACKS		5 40	57.4	SPARTA.....	ⓉⓂⓃⓈⓈⓈⓈ	MI-58	Yd.	8 01
Selmaville ...3.0..MI-4	PM		68.5	PAUTLER.....		MI-69	55 2855	AM
Toedte Spur ..31.0..MI-31			69.6	EVANSVILLE.....		MI-70	.....
Meinert ...30.9..MI-31			77.7	GAGE JCT.....			.....
IP Co. ....47.0..MI-47			2.5 Mi. Via Chester Subdiv.					
Midwest Mine .....52.0..MI-52			78.4	FLINTON.....	ⓉⓂⓃ	MI-80	.....
Burning Star Mine 3 ...59.4..MI-62			81.8	KELLOGG.....		MI-82	Yd.	
81.8								

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

SOUTH				NORTH	
FIRST CLASS				FIRST CLASS	
21				22	
Psg.		Station Nos.	Sidings	Psg.	
Sun. Wed. & Fri.	Miles		Cars Ft.	Mon. Wed. & Sat.	
PM				PM	
2 50	0.5	ST. LOUIS.....	MX-1	2 15	
	1.8	GRAND AVE.....			
	2.3	IRON MTN. JCT.....	X-1		
	3.6	DAVIS JCT.....	X-8		
	3.7	BARRACKS JCT.....	X-10	1 35	
3 15	6.8	WICKES.....	X-19		
	9.5	RIVERSIDE.....	X-27		
	18.7	HEMATITE.....	X-36		
	26.5	DE SOTO.....	X-42		
	35.6	BLACKWELL.....	X-51		
	42.2	CADET.....	X-57		
	51.0	MINERAL POINT.....	X-61		
	57.0	IRONDALE.....	X-70		
	60.9	BISMARCK.....	X-75		
	69.5	MIDDLEBROOK.....	X-83		
	75.3	ARCADIA-IRONTON.....	X-89		
	83.1	TIP TOP.....	X-92		
	88.6	GLOVER.....	X-99		
	91.8	CHLORIDE.....	X-101		
	97.8	ANNAPOLIS.....	X-108		
	100.1	NORTH DES ARC.....	X-112		
	107.9	GADS HILL.....	X-120		
	111.8	PIEDMONT.....	X-127		
	117.7	MILL SPRING.....	X-135		
	124.4	WILLIAMSVILLE.....	X-146		
	134.5	WILBY.....	X-155		
	145.4	BLACK RIVER JCT.....	X-164		
	155.4	POPLAR BLUFF.....	X 166		
6 30	165.5		Yd.	10 15	
PM	162.3			AM	

Between Grand Ave. and Barracks Jct., two main tracks designated east track and west track—Rules 450-453 inc. in effect—signalled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of 21st St. Yardmaster and must not exceed 25 MPH. Trains and engines must clear first class trains as prescribed by Rule 93 except:

1. When authorized by signal indication.
2. Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from 21st St. Yardmaster.

PEA RIDGE SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.
Yard Limits: MP 57-25 to MP 59-00; MP 83-10 to end of track.		57.7	CADET.....	①-1	X-57
Maximum Speed (Except as below) . . . 35 MPH MP 59-00 to MP 59-25.20 MPH		58.6	New Fountain Farm.....		XA-58
		72.4	INDIAN CREEK.....		XA-72
		84.1	PEA RIDGE.....		XA-84
					26.4

TIMETABLE NO. 6

DE SOTO SUBDIV. — ARKANSAS DIVISION 11

Operation on TRRA between St. Louis and Grand Ave.
ABS—between St. Louis and Poplar Bluff.
CTC between Barracks Jct. and Poplar Bluff.

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as shown below)	50	Triangle Spur	10.8	X-11
Between Grand Ave. and Iron Mtn. Jct. (Except as below)	35	Bussen Spur	11.6	X-12
Grand Ave. Interlocking	10	Whitehouse	16.0	X-16
Iron Mtn. Jct. Turnout	15	Hillcrest	17.8	X-17
Between Iron Mtn. Jct. and Davis Jct.	25	Sulphur Spring Spur	22.9	X-23
Thru turnouts Davis Jct.	15	Pevely	27.3	X-27
MP 17-13 — MP 18-21	40	Horine	29.5	X-30
MP 20-39 — MP 21-12	40	Vineland	47.1	X-47
MP 41-24 — MP 42-30	30	Tiff	53.9	X-54
MP 52-39 — MP 54-30	40	Evergreen	57.7	X-58
MP 70-10 — MP 71-03	40	Iron Mountain	80.7	X-81
MP 106-11 — MP 108-39	40	Lopez	84.1	X-84
MP 125-38 — MP 126-13	40	Pilot Knob	87.0	X-86
MP 129-29 — MP 131-00	40	Hogan	96.0	X-96
MP 135-20 — MP 137-12	40	Leeper	133.1	X-133
MP 146-18 — MP 148-29	40	Potosi Industrial Lead:—		
MP 150-17 — MP 151-00	40	Max. wt. 240,000 lbs		
MP 153-08 — MP 154-08	40	Maximum speed 20 MPH		
MP 164-05 — MP 165-14	40	(Mineral Point—Potosi)		
MP 165-14 — MP 165-20	20	Lumtie	62.0	XB-1
		Lawood	63.5	XB-3
		Potosi	64.4	XB-4

Yard Limits: Between Grand Ave. and Barracks Jct.
Two main tracks between Black River Jct. and Poplar Bluff.
Clearance is required by trains before leaving Poplar Bluff and St. Louis.

DeSoto subdiv. trains originating Lesperance St. secure clearance at Carroll St.

Overhead clearance Southwest Avenue, MP 4-20 is 16 feet 8 inches on southward track and 16 feet 11 inches on northward track. It must be known cars or equipment will clear before moving over this portion of the railroad.

Remote control switches are No. 15, 16 or 20 except Iron Mtn. Jct.

CHARLESTON SUBDIV.—ARKANSAS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Rule 99 (d) in effect.	Maximum Speed	MPH
163.2	JACKSON.....	①	DC-16	Between Jackson and Charleston (Except as below)	30	
147.1	ALLENVILLE.....		D-72	White Water Ind. Ld.	30	
149.3	INDUSTRIAL LEAD.....	②		Around wye-Charleston	15	
149.4	DELTA ①St.L.S.W.	G	D-74	Around wye-Allenville	15	
157.4	St.L.-S.F.....	④		Between Dexter Jct. and Charleston (Except as below)	30	
158.1	ORAN.....		D-83	MP 211-02 — MP 212-01	10	
162.0	MORLEY.....		D-87	MP 213-10 — MP 213-24	20	
173.5	DIEHLSTADT.....		D-98	Between SLSF Crossing and Highway 61 Crossing at Sikeston	10	
178.3	CHARLESTON.....	①T	D-103	(Approach Highway 61 Crossing prepared to stop for highway traffic.)		
219.5	BERTRAND.....		XD-54	Max. wt. Jackson to Delta 220,000 lbs., White Water Ind. Ld. breaks out at Allenville.		
214.5	MINER.....	①	XD-49	White Water Industrial lead 220,000 lb.		
211.4	SIKESTON.....	②③	XD-46	BUSINESS TRACKS		
211.0	St.L.-S.F.....	④		White Water	144.6	D-69
205.4	MOREHOUSE.....		XD-40	Newman Spur	160.2	D-85
195.6	ESSEX.....		XD-30	Hunterville	198.7	XD-33
191.3	DEXTER JCT ①StLSW-G	①	XD-26	Gray Ridge	200.2	XD-35
				Buckeye	217.8	XD-52

Yard Limits: MP 162-00 to End of Track; MP 191-11 to MP 191-24; MP 209-10 to MP 215-00 MP 224-00 to Charleston and MP 177-05 to Charleston.

Permission must be secured from SLSW Dispatcher before occupying StLSW Siding or lead track to Siding Delta.

TIMETABLE NO. 6

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Siding	NORTH FIRST CLASS	
21 Psg.	Cars					Ft.	22 Psg.
Sun. Wed. & Fri.							Mon. Wed. & Sat.
PM 6 35		165.5	POPLAR BLUFF... ^T ⊖-2 ⊠ I	X-166	Yd.		AM 10 10
		170.0	4.4 STANLEY.....I	X-170			
		172.9	2.9 HARVIELL JCT.....⊖	X-173			
		180.4	7.4 NEELYVILLE, MO.....T	X-180	162 8457		
		192.2	11.7 CORNING, ARK.....⊖-2	X-192	161 8376		
		198.5	6.3 KNOBEL.....	X-199	188 9800		
		202.9	4.3 PEACH ORCHARD.....	X-203	155 8088		
		207.6	4.7 DELAPLAINE.....	X-208			
		214.4	6.7 O'KEAN.....	X-214	160 8338		
		223.6	9.2 MURTA JCT.....⊖	X-223			
f 7 35		224.9	1.2 WALNUT RIDGE.....	X-225		f 9 10	
		226.3	1.4 HOXIE SS. L-S. F...⊕-2	X-226	166 8641		
		228.5	2.2 MINTURN JCT.....⊖	X-228			
		238.9	10.3 ALICIA.....	X-239	162 8448		
		251.8	12.9 TUCKERMAN.....	X-252	162 8436		
		258.1	6.2 CAMPBELL JCT.....	X-258			
		259.4	1.3 DIAZ.....IT	X-259			
f 8 20		261.7	2.3 NEWPORT.....⊖-2 ⊠ I	X-262	Yd.	f 8 25	
		263.9	2.2 NORTH BRIDGE JCT.⊖	X-264			
		264.5	0.6 SOUTH BRIDGE JCT.⊖	X-265			
		269.7	5.1 JIFFY.....I	X-270			
		274.3	4.6 GLAISE JCT.....⊖	X-275			
		278.1	3.8 BRADFORD.....	X-278	190 9893		
		286.7	8.5 RUSSELL JCT.....	X-286			
		288.4	1.7 BALD KNOB...⊖-2 ⊠ IT	X-288	110 5763		
		289.7	1.2 JUD.....I	X-289			
		296.4	6.7 KENSETT.....	X-296			
		298.4	1.9 HIG.....I	X-298			
		306.5	8.0 MACK.....I	X-306			
		312.7	6.2 BEEBE.....⊖-2	X-313			
		319.2	6.5 WACROSS.....I	X-320			
		330.7	11.4 JAX.....I	X-331			
		332.1	1.4 JACKSONVILLE.....T	X-332			
10 05 PM		343.6	11.5 NO. LITTLE ROCK...⊠ I ⊕ T	X-344	Yd.	6 35 AM	
		178.1					

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as below).....	60	Harviell	173.0	X-173
MP 191-26 — MP 192-31....	50	Minturn	232.4	X-232
MP 224-13 — MP 226-12....	50	Olyphant	269.8	X-270
MP 258-01 — MP 261-15....	50	Judsonia	292.6	X-293
MP 261-15 — MP 262-17....	40	Higginson	299.7	X-300
MP 262-17 — MP 264-08....	50	Garner	305.4	X-305
MP 288-06 — MP 288-19....	40	McRae	308.2	X-308
MP 292-26 — MP 293-03....	55	Ward	317.6	X-318
MP 340-30 — MP 345-05....	40	Cabot	323.0	X-323
		Valentine	336.1	X-336

Remote control switches are No. 15, 16 or 20 except:

Poplar Bluff—MP 165-22 crossover East Main—Running track.

Hoxie—3 switches north end of siding.

Diaz—Cotter Subdiv. conn.

Newport—South siding switch.

Bald Knob—Crossover east track—siding and Memphis Subdiv. conn.

No. Little Rock—3 switches north end departure lead, 3 switches north end receiving yard, main track crossover and 5 switches Locust St., south end running track.

Hot Box and Dragging Equipment Detectors located at *MP 188-22, #MP 220-09, #MP 255-10, *MP 283-15 and #MP 312-08.

Trains originating Poplar Bluff and No. Little Rock secure clearance.

ABS—CTC between Poplar Bluff and No. Little Rock.

Two main tracks designated East and West Track between Poplar Bluff & Harviell Jct., Murta Jct. & Minturn Jct., Campbell Jct. & North Bridge Jct., South Bridge Jct. & Glaise Jct., Russell Jct. & No. Little Rock.

Crossing circuit signs at MP 339-28. Unless southward freight trains have permission from Crest Yardmaster to move beyond Fairfax crossing, stop before passing signs.

DONIPHAN SUBDIV. — ARKANSAS DIVISION

Miles	SOUTH V STATIONS	NORTH ^ STATIONS	Station Numbers	Siding		Rule 99 (d) in effect
				Cars	Feet	
180.4	NEELYVILLE.....T		X-180			Max Speed 25 MPH.
186.2	5.7 NAYLOR.....		XE-6			Business Tracks: MP No.
191.2	5.0 OXLY.....		XE-11			Skelly Oil Spur...197.3 XE-16
200.3	9.0 DONIPHAN.....		XE-20			Maximum wt. 220,000 lbs.
	19.8					

LITTLE ROCK TERMINAL DIVISION

Jurisdiction includes Little Rock, East Little Rock and North Little Rock.

Before occupying Highway 365 crossing - Big Rock Lead Spur - E. Little Rock, Ark. crews must know crossing gates are down to afford protection.

14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION
LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings Cars Pt.	NORTH FIRST CLASS	
21	22						
Psg. Sun. Wed. & Fri.	Psg. Mon. Wed. & Sat.						
PM 10 05		343.6	NO. LITTLE ROCK... IⓂTⓈⓅ	X-344	Yd.		AM 6 35
		345.3	ARK RIVER.....ⓂⓅ				
s 10 25		345.6	LITTLE ROCK.....	X-346		s 6 30	
		346.0	ⓈC.R.I. & P.....Ⓜ				
		351.7	ENSIGN..... I	X-352			
		358.9	ALEXANDER..... I	X-359			
		364.1	BAUXITE JCT.....	X-364	104 5411		
		368.3	SHERIDAN JCT..... I	X-368			
		368.7	BENTON..... ⓂTⓅ	X-369			
		370.2	SALINE JCT..... Ⓟ	X-370			
		373.3	HASKELL. ⓈCRIP Ⓜ	X-373	215 11187		
		377.3	TRASKWOOD.....	X-377	118 6181		
		384.6	GIFFORD.....	X-385	121 6311		
f 11 15		388.7	MALVERN. ⓈCRIP Ⓜ	X-389		f 5 25	
		392.2	ABCO.....	X-390	177 9238		
		399.6	DONALDSON.....	X-400	119 6215		
		405.6	WITHERSPOON.....	X-406	118 619E		
		411.0	ARKADELPHIA... Ⓜ	X-411	169 8839		
		422.3	CURTIS JCT.....	X-422			
		426.3	GURDON..... TⓈⓅ	X-426	Yd.		
		429.3	BEIRNE JCT.....	X-429			
		437.6	BOUGHTON.....	X-438	160 8331		
		442.4	PRESCOTT.....	X-442	174 9094		
		449.6	EMMET.....	X-450	124 6564 n201 10477		
		457.7	HOPE ⓈLSF ⓂTⓅ	X-458	s110 5769		
		463.0	GUERNSEY.....	X-463	118 6186		
		471.3	FULTON.....	X-471	182 9509		
		477.7	HOMAN.....	X-478	167 8729		
		480.4	CLEAR LAKE JCT. Ⓟ	X-481			
1 35		490.2	TEXARKANA... ⓂT	X-491	Yd.	3 15	
AM		146.5					AM

ABS — CTC between No. Little Rock and Sig 4900 at Texarkana.

Two main tracks designated East and West tracks between No. Little Rock and Saline Jct.: Curtis Jct. and Beirne Jct.; Clear Lake Jct. and Texarkana.

Trains originating No. Little Rock and Texarkana must secure clearance.

Hot Box and Dragging Equipment Detectors located: #MP 373-35, #MP 403-03, *MP 431-37 and #462-00.

No superiority of trains and Rule 93 in effect between Sig 4900 Texarkana and StLSW crossing at MP 0.5. Do not exceed 10 MPH while occupying Texarkana Union Station tracks.

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	60	Vogels E. Main	351.0	X-351
MP 340-30 — MP 345-05	40	Cash Whistle-East Main	352.3	X-352
MP 345-05 — MP 347-11	30	Ark Power & Light-West Main	353.4	X-353
MP 357-09 — MP 357-25	55	Midwest Castings-West Main	354.0	X-354
MP 361-23 — MP 362-13	55	Mabelvale-West Main	355.0	X-355
MP 370-04 — MP 370-10	50	AG W. Main	356.3	X-356
MP 385-23 — MP 385-37	55	Ark Power & Light-East Main	356.5	X-356
MP 388-05 — MP 389-23	35	Enmar-East Main	356.7	X-357
MP 425-35 — MP 426-20	40	Jacuzzi Bros.-West Main	357.2	X-357
MP 441-30 — MP 442-20	50	Ark. Cont. Corp.	357.4	X-357
MP 457-15 — MP 458-10	30	Bryant-West Main	362.7	X-363
MP 471-18 — MP 471-20	40	Perla	386.7	X-387
MP 480-16 — MP 480-20	50	Daleville	410.0	X-410
		Gum Springs	415.5	X-415
		Beirne	430.1	X-430

Remote control switches are No. 15, 16 or 20 except:

No. Little Rock — 3 switches north end departure lead, 3 switches north end receiving yard main track crossover and 5 switches Locust St. south end running track.

Little Rock — crossover CRIP Ⓢ, switch entrance south end Union Depot.

Bauxite — Siding switches.

Sheridan Jct. — Switch to Benton Yard.

Gurdon — Gurdon subdiv. conn.

Ark. River Lift Bridge is remotely controlled by operator Locust St. If signals governing movement over bridge display stop, contact operator. If bridge is closed and signal cannot be cleared by operator be governed by instructions in Push Button Box located each end of lift span.

HOT SPRINGS SUBDIV. — ARKANSAS DIVISION

Miles	STATIONS		Station Numbers	Maximum Speed 10 MPH. Operation between Hot Springs Jct. and Malvern over CR&P Ry. Trackage between Mountain Pine and Hot Springs Jct. Yard Tracks only.
	SOUTH V	NORTH A		
412.1	MOUNTAIN PINE.....		XH-90	
399.1	HOT SPRINGS..... TⓈ		XH-77	
395.6	HOT SPRINGS JOT.....			BUSINESS TRACKS MP Sta. No.
	MALVERN..... Ⓜ		X-389	McClendon ... 392.7 XH-70 Mountain Pine Spur Track .410.2 XH-90
				35.4

16 HUGHES SUBDIV. — ARKANSAS DIVISION

Maximum Speed 30 MPH— Except Briark to CRI&P Jct. 20 MPH.		Miles	STATIONS		Station Nos.	Sidings	
Rule 99 (d) in effect be- tween CRI&P Jct. and Hughes only.			SOUTH ▼	NORTH ▲		Cars	Feet
BUSINESS TRACKS	Sta. MP No.	355.6	BRIARK 4.0		XG-87		
Penjur	337.3 CH-25	354.5	C. R. I. & P. JOT				
Chatfield	339.5 CH-27		TENARK 1.1		CH-42	70	3685
Mallory	340.5 CH-28	334.3	HUGHES 20.1		CH-22	78	4070
Neuhardt	345.4 CH-33						
Amanca	352.0 CH-39		25.2				

ABS-CTC between CRIP Jct. and Briark via CRIP R.R.

COTTER SUBDIV. — ARKANSAS DIVISION

Miles	STATIONS		Station Numbers	Sidings	
	SOUTH ▼	NORTH ▲		Cars	Feet
381.5	COTTER	② ③ ④ ⑤	WR-125	Yd.	
357.4	NORFORK	②-2	WR-102	100	6244
341.4	CALICO ROCK		WR-85		
339.5	CRESWELL		WR-83	48	2539
329.6	MOUNT OLIVE		WR-73	56	2940
325.0	SYLAMORE		WR-68		
312.4	GUION		WR-56	45	2364
304.9	BILTMORE		WR-49	49	2553
293.0	EARNHARTS		WR-36	49	2594
285.1	BATESVILLE	②-2 ③ T ④	WR-29	47	2492
270.3	NEWARK		WR-14		
265.5	PAROQUET		WR-9	83	4363
258.8	DIAZ	T ⑤	X-259		
122.7					

Yard Limits: Diaz to MP 260-20; MP 380-15 to MP 382-19.

Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.

Six axle truck engines must not operate over Bridge #1 at Hays Bros. Lbr. Calico Rock.

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
MP 258-30 — MP 266-25 (except as below)	40	ZZ Siding	259.5	WR-1
MP 264-12 — MP 264-15	30	Arkansas Eastman	273.6	WR-16
MP 266-25 — MP 313-00 (except as below)	49	Sulphur Rock	276.3	WR-20
MP 277-21 — MP 278-25	35	Moorefield	281.4	WR-25
MP 279-11 — MP 279-17	40	Pfeiffer Spur	283.6	WR-27
MP 283-12 — MP 285-10	40	Cushman Spur	288.1	WR-31
MP 285-10 — MP 286-22	20	Myersville	307.4	WR-50
Batesville Over Central St.	10	Nasco	315.2	WR-59
MP 286-22 — MP 287-29	40			
MP 305-21 — MP 306-18	25			
MP 308-16 — MP 308-22	40			
MP 313-00 — MP 381-15 (except as below)	30			
MP 318-20 — MP 319-11	25			
MP 359-00 — MP 380-00	25			

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

Miles	STATIONS		Station Numbers	Sidings		MPH Maximum Speed 50 (except as below)
	SOUTH ▼	NORTH ▲		Cars	Feet	
380.7	MEMPHIS (Sargent Yd.)	② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨	XG-93	Yd.		MP 298-08
380.6	KC JOT	② ③ ④ ⑤ ⑥ ⑦ ⑧				MP 299-03 40
378.3	BROADWAY					MP 331-29 —
378.2	TEXAS ST	② ③ ④ ⑤ ⑥ ⑦ ⑧				MP 334-25 40
378.1	KENTUCKY ST	② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨				20 MPH between Briark and Kentucky St.
375.8	BRIDGE JCT.	② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	XG-88			Southward trains will secure clearance Kentucky Street.
375.2	BRIARK		XG-87			Movement of trains and engines between Sargent Yard and Kentucky St. must be made at Low speed and only on authority of yard- master Sargent yard, subject to interlock- ing rules, verbal and- or hand signals by opr-switch tender.
370.0	PRESLEY JCT	② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	XG-82			
368.0	GAVIN		XG-80	82	4274	
361.5	CRAWFORDSVILLE		XG-74	190	9882	
352.1	EARLE		XG-64	43	2266	
337.5	LEVESQUE		XG-50	53	2778	
332.4	WYNNE	② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	C-304	171	8935	
318.8	FAIR OAKS	② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	XG-31	162	8472	
309.3	MCCRORY		XG-21	68	3584	
300.0	NEW AUGUSTA		XG-12	124	6474	
298.5	WHITE RIVER					Business
292.8	RIO VISTA		XG-6	68	3579	Tracks
287.8	BALD KNOB	② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	X-288			MP No.
92.8						

ABS — CTC between Bald Knob and Kentucky Street.

Two main tracks between Briark and Kentucky St.

Remote control switches and crossovers on Mississippi River Bridge and to Bald Knob are No. 16 turnouts except wye switches at Wynne, and siding switches New Augusta.

Gate protecting Sou RR crossing MP 380.6 may be left lined as last used.

Permission must be obtained from train dispatcher before opening door of gate lock on MP crossing Wynne.

Hot Box and Dragging Equipment Detector located *MP 292-00, MP 324-25 and *MP 348-15.

Operation over railroad crossing at grade on industrial leads at Memphis:

Memphis Ind. leads max. speed 20 mph except 10 mph on President Island lead and auxiliary tracks.

Max. wt., Leewood Yd. to North Yd., Sargent Yd. to Federal Compress and Calhoun Ave. to Parkway Yd. 240,000 lbs.; North Yd. to Huling St. 220,000 lbs.

Location	Other Railroad	Type of Protection
Walker Ave. at Southern		
Cotton Oil Mill	Southern	Stop Signs.
Entrance to Georgia Street		
Yard at North Wye	CRIP	Stop must be made before crossing CRIP track and member of crew must precede movement and flag crossing.
South Memphis Lead	SLSF	Gate — Normal position against Missouri Pacific.
West of East Parkway	L&N	Automatic interlocking.
Aulton	L&N	Manual interlocking.
Poplar Avenue	L&N	Gate — Normal position against L&N.

18 SHERIDAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers
Maximum Speed 35 MPH			368.3	SHERIDAN JCT... ④		X-368
BUSINESS		368.6	0.3	④ C.R.I. & P..... G	.....
TRACK		390.2	21.6	SHERIDAN.....	XH-24
Bannister Spur 379					
Yard Limits — Sheridan Jct. to MP 389-10.			21.5		

NORMAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers
Maximum Speed 30 (except as below)			426.3	GURDON..... ④⑤⑥⑦⑧⑨		X-426
MP 457-20 — MP 457-25..... 10		441.0	14.7	OKOLONA.....	XL-15
MP 472-00 — MP 472-02..... 15		446.5	5.5	DELIGHT JCT.....	XL-20
Yard Limits — Gurdon to MP 429-10.		454.0	7.4	GRAYSONIA.....	XL-28
Business Tracks		465.3	11.3	AMITY.....	XL-39
Summit 433.1		473.5	8.2	GLENWOOD.....	XL-47
Rosboro 469.8		480.7	7.1	CADDO GAP.....	XL-54
Birds Mill 478.9		485.9	5.1	NORMAN.....	XL-60
Delight Industrial Lead:			59.6		
Delight Jct.—Delight					
Max. speed 20 MPH					
Antoine 447.9					
Delight 452.1					

NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers
Max. speed 30 MPH except 10 MPH at Plaswood Ind. lead.			457.7	HOPE..... ④⑤⑥⑦		X-458
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nash- ville; MP 481-05 to MP 484-12; Per- kins; MP 492-00 to End of Subdiv.		483.1	25.3	NASHVILLE ④GN&A..... ⑥⑦	XJ-26
Plaswood Ind. lead 1.7 miles breaks out of Main Track at MP 462-10. Max. wt. 220,000 lbs.		493.1	9.9	PERKINS..... ⑦	XJ-36
North Hope — XJ-4.			35.3		
Plaswood Station Number XJ-5.					

GURDON SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings	
Maximum Speed 40 (Except as below)			426.3	GURDON..... ④⑤⑥⑦⑧⑨		X-426	Cars	Ft.
MP 456-06 — MP 456-25. 30		437.6	11.3	READER.....	E-11	66	3450
MP 458-26 — MP 460-27. 20		452.4	14.8	LESTER.....	E-26	65	3412
MP 491-27 — MP 492-25. 25		459.8	7.4	CAMDEN..... ⑥⑦⑧⑨	E-33	.....	.....
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 428-10; MP 457-17 to MP 463-20; El Dorado: MP 491-05 to MP 495-29.		460.8	0.9	④ St. L S.W..... ④	.....	.....	.....
BUSINESS		461.3	0.4	KRAFT.....	E-35	.....	.....
TRACKS		463.1	1.8	CULLENDALE..... ⑦	E-37	.....	.....
Barringer 431.5		474.5	11.3	LOUANN.....	E-48	121	6321
Chidester 444.7		478.8	4.3	SMACKOVER.....	E-52	.....	.....
MP 458-26 — MP 460-27. 20		484.5	5.6	NORPHLET.....	E-58	.....	.....
MP 491-27 — MP 492-25. 25		487.5	2.9	MONSANTO.....	E-61	61	3222
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 428-10; MP 457-17 to MP 463-20; El Dorado: MP 491-05 to MP 495-29.		492.2	4.7	EL DORADO..... ④⑤⑥⑦⑧⑨	E-66	Yd.	.....
Maximum Speed 40			65.9				

TIMETABLE NO. 6

COLLINSTON SUBDIV. — LOUISIANA DIVISION 19

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings	
Maximum Speed: MPH (Except as below) . 30			560.4	COLLINSTON .. ④MP-G④T④		C-505	Cars	Feet
MP 637-08		567.5	7.1	OAK RIDGE.....	E-141	.....	.....
MP 641-26		577.9	10.3	RAYVILLE ④IOG..... G	E-151	45	2371
MP 643-14..... 15		589.6	11.6	MANGHAM.....	E-163	.....	.....
Vidalia Ind. lead 20 MPH except 10 MPH over Highway 65.		600.3	10.7	WINNSBORO.....	E-174	49	2550
Bastrop Ind. Lead (Except as below) ... 30		614.4	14.0	WISNER.....	E-188	.....	.....
MP 553-09		623.5	9.0	SIOLLY ISLAND.....	E-197	.....	.....
MP 553-26..... 15		635.9	12.4	TENSAS RIVER.....	.....	.....	.....
Yard Limits:		637.2	1.3	CLAYTON JCT..... ⑦	E-211	.....	.....
MP 560-00 — MP 561-25;		642.7	5.5	FERRIDAY..... ④	E-216	Yd.	.....
MP 637-05 — Ferriday			82.0				
BUSINESS							
TRACKS							
Bastrop @..... 553.6							
Archibald 586.8							
Baskin 593.5							
Franklin							
Homes 597.5							
Chase 605.5							
E-171							
E-179							
E-183							
E-192							
E-210							
E-217							
E-226							
E-227							

Cars exceeding 220,000 lbs. handled on transfer ferry will be placed on center track with empty car on each end. Trains originating secure clearance before leaving Ferriday.

EUDORA SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings	
Yard Limits: Eudora to MP 447-25; MP 493-10 to End of Track.			446.8	EUDORA, ARK..... ⑥⑦⑧		K-141	Cars	Feet
Maximum Speed 30 MPH except between MP 465 10 and MP 484-00 — 25 MPH and MP 484-00 and end of track 15 MPH.		455.1	8.3	KILBOURNE, LA.....	KE-8	.....	.....
BUSINESS		465.4	10.3	OAK GROVE.....	KE-19	.....	.....
TRACKS		478.7	13.2	DARNELL.....	KE-32	.....	.....
Indian 451.0		484.0	5.3	EPPS.....	KE-37	.....	.....
Oaklawn 461.3		494.2	10.2	DELHI..... ⑦	KE-48	.....	.....
Warner Starch			47.4				
Co. Spur 466.7							
KE-20							
Forest 470.6							
KE-24							
Pioneer 474.2							
KE-28							

Max. Wt. 220,000 lbs. Oak Grove to Delhi.

LAKE PROVIDENCE SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings		Rule 99 (d) in effect between Eudora and Clay- ton Jct. only.
Maximum Speed 30 MPH.			408.1	M-GEHEE..... ④⑤⑥⑦⑧⑨		C-432	Cars		Feet
BUSINESS		424.1	16.0	MACON LAKE.....	K-118	.....	.....
TRACKS		431.3	7.1	LAKE VILLAGE..... T ⑦	K-126	49	2574	
Trippe Jct. 412.1		446.8	15.4	EUDORA, ARK..... ⑥⑦⑧	K-141	51	2654	
K-106		457.7	10.9	MILLIKIN, LA.....	K-152	.....	.....
K-135		470.1	12.3	LAKE PROVIDENCE.....	K-165	49	2597	
K-158		487.4	17.2	SONDHEIMER.....	K-182	.....	.....
K-178		498.4	10.9	TALLULAH ④IOG..... ⑥⑦⑧	K-194	39	2051	
K-186		511.5	13.1	QUIMBY.....	K-207	.....	.....
K-212		523.3	11.8	NEWELLTON.....	K-219	50	2607	
K-216		533.7	10.3	ST. JOSEPH.....	K-229	.....	.....
K-218		546.1	12.3	WATERPROOF.....	K-242	.....	.....
K-219		557.2	11.1	CLAYTON JCT..... ⑥	E-211	.....	.....
K-240			149.1					
K-245								
Warehouse . 463.8								
K-158								
K-169								
K-173								
K-178								
K-186								
K-188								
K-212								
K-240								
K-245								
YARD LIMITS:								
McGehee—MP 410-05.								
Lake Village:								
MP 429-25—MP 432-10								
Eudora:								
MP 445-05—MP 449-00								
Talla Bena Ind. Lead								
2.2 miles—Maximum speed 20 MPH								

TIMETABLE NO. 6

20 HUTTIG SUBDIV. — LOUISIANA DIVISION

Miles	STATIONS		Station Numbers
	SOUTH ▼	NORTH ▲	
492.2	EL DORADO	④ ⑤ ⑥ ⑦ ⑧ ⑨	E-66
14.5	URBANA		E-80
506.8	STRONG		E-86
512.8	DOLLAR JCT.		E-97
523.1	HUTTIG, ARK.	⑩ ⑪	F-3
527.2	LITROE, LA.		F-6
530.3	HAILE		F-18
542.8	OUACHITA RIVER	⑫ ⑬	F-30
553.7	STERLINGTON	⑭ ⑮ ⑯	F-30
554.0	⊗ A. & L. M.	⑰	
568.1	HUTTIG JCT.		
568.6	MONROE	⑱ ⑲ ⑳ ㉑ ㉒	C-525
77.2			

Rule 99 (d) in effect. — (Between Sterlington and El Dorado only.)
 Yard Limits: MP 491-05 to MP 495-25; MP 526-05 to MP 528-00; MP 552-15 to MP 556-20; MP 567-10 to Monroe Subdiv.

HAMBURG SUBDIV.—LOUISIANA DIVISION

Miles	STATIONS		Station Numbers
	SOUTH ▼	NORTH ▲	
443.5	MONTROSE		C-456
451.4	SNYDER		CM-27
456.0	MIST		CM-32
462.7	HAMBURG		CM-39
474.5	CROSSETT ⊗ CRI & P.	① ②	CM-50
30.9			

WARREN SUBDIV.—LOUISIANA DIVISION

Miles	STATIONS		Station Numbers
	SOUTH ▼	NORTH ▲	
422.6	DERMOTT		C-439
445.3	MONTECELLO ⊗ A.D. & N.	③ ④	KC-29
461.4	WARREN	⑤	KC-45
38.7			
Max. Wt. Monticello to Warren 220,000 lbs.			

BUSINESS TRACKS	MP	Sta. No.
Baxter	426.5	KC-10
Cominto	434.0	KC-17
Killin	442.5	KC-28
Wilmar	454.0	KC-37

WYNNE SUBDIV.—LOUISIANA DIVISION 21

Miles	STATIONS		Station Numbers	Siding		Maximum Speed MPH (Except as below) ... 30 MP 295-23 — MP 296-09 ... 20
	SOUTH ▼	NORTH ▲		Cars	Feet	
219.9	PARAGOULD	⑥ ⑦ ⑧	C-243	139	7262	
221.6	PARAGOULD JCT.					
235.3	JONESBORO JCT.					
238.0	JONESBORO ⊗ S.L.-S.F.	⑨	C-262	160	8358	Yard Limits:
256.7	HARRISBURG		C-280	105	5506	Paragould to MP 221-20
280.3	WYNNE ⊗ MP & G.	⑩ ⑪ ⑫ ⑬	C-304	Yd.		Wynne MP 277-23 to MP 282-02
290.9	CALDWELL		C-314	105	5503	MP 292-15 to MP 297-00
295.7	FORREST CITY ⊗ CRIP	⑭	C-319	28	1456	MP 312-00 to MP 315-00
296.4	DEX SIDING		C-320	41	2145	MP 324-05 to MP 330-15
313.1	MARIANNA	T	C-337	112	5589	MP 406-28 to Jct. with Monroe Subdiv.
325.5	LEXA	⑮ ⑯	C-349			
326.5	HELENA JCT.	⑰ ⑱				
329.2	HOLLY GROVE JCT.	⑲				
347.1	ELAINE		C-371	58	3019	White River lift bridge is normally open and closes on ap- proach of train. When signals indicate stop, be governed by in- structions in release box.
368.8	SNOW LAKE		C-392	97	5068	
377.8	WHITE RIVER	⑳ ㉑				
381.1	MEDINA		C-405	79	4123	
382.0	ARKANSAS RIVER	㉒				
387.0	WATSON		C-411	88	4586	
408.1	McGEHEE	㉓ ㉔ ㉕ ㉖	C-432	Yd.		
188.1						

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Greenfield	251.6	C-275	Wabash	341.1	C-365	Crumrod Spur	361.7	C-386
Whitehall	262.4	C-286	Fugwell	341.6	C-366	Ferguson	362.2	C-386
Cherry Valley	267.8	C-291	Ragan	348.2	C-372	Deerfield	366.0	C-390
Vandale	274.3	C-298	Ratlo	352.9	C-377	Mozart	375.1	C-399
Colt	286.3	C-310	Catron	355.2	C-379	Vestal Spur	377.4	C-401
Yaletowne	293.3	C-317	Mellwood	356.6	C-380	Duce	394.9	C-418
LaGrange	321.2	C-345	Lundell	358.6	C-382	Rohwer	396.4	C-420
Oneida	335.3	C-359	Mosby Spur	359.3	C-383	Cypress Bend	399.7	C-423
Lakeview	339.9	C-363				McArthur	402.5	C-426

Rule 99(d) in effect between Holly Grove Jct. and McGehee.
 ABS — CTC — Between Paragould Jct. and Jonesboro Jct. via SLSW.
 Trains must secure clearance Paragould and Wynne.
 Permission must be obtained from train dispatcher before opening door of gate lock on gate crossing — Wynne.
 St.L.S.W. trains may use siding Paragould, North Switch siding MP 219.5 — South Switch Paragould Jct.
 Helena Industrial Lead: (Helena Jct. to Helena 12.0 miles — Max. speed 25 MPH except 15 MPH MP 336-08 to MP 338-06).

Stations:	MP	Sta. No.
Wycamp	329.6	CJ- 3
Helena	338.6	CJ-12
Holly Grove Industrial Lead: (Holly Grove Jct. — Holly Grove max speed 10 MPH; max. wt. 220,000 lbs.)		
	MP	Sta. No.
Barton	329.7	CK-12
Poplar Grove	334.4	CK-17
Marvell	338.0	CK-21
Pine City	349.5	CK-32
Holly Grove	354.5	CK-37

Trains originating Little Rock, North Little Rock, McGehee, Monroe and Alexandria secure clearance.

Trains and Engines must move at Restricted Speed between Rock St. Jct. and Little Rock and between Rock St. Jct. and North Little Rock.

Maximum Speed	MPH
Between Little Rock and McGehee: (Except as below).....	50
Little Rock to Rock St. Jct.....	10
MP 343-20 — MP 346-15..	10
MP 346-15 — MP 349-21..	20
MP 385-28 — MP 389-24..	20
MP 427-15 — MP 428-08..	35
MP 446-05 — MP 447-23..	20
Between McGehee and Texmo Jct.: (Except as below).....	50
MP 408-12 — MP 409-07..	20
MP 473-02 — MP 474-00..	35
MP 498-27 — MP 504-10..	20
MP 528-03 — MP 528-17..	30
MP 529-17 — MP 531-20..	40
MP 561-17 — MP 561-19..	20
MP 574-03 — MP 575-00..	40
MP 579-00 — MP 585-25..	40

Remote control switches are No. 15 except — North end sidings Higgins, Grady, McGehee, South end sidings Hensley, Baldwin, Pickens; South end No. 2 track Monroe.

No. 15 switches North end sidings Hudspeth, Bosco, Olla, Tioga; South end sidings Swartz, Grayson, Georgetown, Antonia.

ABS — CTC between Arkansas River and Red River Jct.

ABS — Two main tracks between Red River Jct. and Texmo Jct. Rules 450-453 incl. in effect.

Hot Box and Dragging Equipment Detectors located at MP 373-06, MP 398-10, MP 421-20, MP 438-04, MP 469-08, *MP 537-13 and MP 569-18.

Arkansas River Bridge is remotely controlled by operator, Locust St. If signal governing movement over bridge displays stop, contact operator. If bridge is closed, and signal cannot be cleared by operator, be governed by instructions in Push Button Box located at each end of lift span.

BUSINESS TRACKS	MP	Sta. No.
Granite Mt.....	350.3	K-5
Drury	351.4	K-6
Sweet Home	351.7	K-6
Wrightsville	357.2	K-12
Woodson	362.8	K-17
Redfield	368.9	K-23
White Bluff	370.5	K-25
Fairfield	394.7	K-49
Noble Lake	398.7	K-53
Moscow	402.5	K-57
Tamo	405.6	K-60
Varner	415.0	K-70
Reedville	424.9	K-79
Winchester	435.7	K-90
Tillar	441.7	K-95
Helena Chem.	446.6	K-100
Jerome	424.8	C-448
Boydell	427.2	C-451
E. Ashley	435.6	C-459
Parkdale	445.0	C-469
Bayou	446.3	C-470
Muller	454.0	C-477
McGinty	454.1	C-478
Jones	457.2	C-481
Galion	467.2	C-491
Hancock	489.3	C-513
Stcard	495.8	C-519
Maidco	508.3	C-532
Cobb	508.4	C-532
Riverton	526.2	C-550
Pulpwood	532.5	C-556
Burlington	544.9	C-568
Standard	546.9	C-570
Mudville	565.2	C-589
Pollock	581.4	C-605
Simms	586.9	C-611
Camp Beauregard	592.5	C-618

Miles	STATION	SOUTH ▽	NORTH ▲	Station Numbers	Sidings	
					Cars	Feet
345.6	LITTLE ROCK.....		☉	X-346		
346.4	ROCK ST. JCT.....					
343.6	NO. LITTLE ROCK.....		☐	X-344		
344.5	☉C. R. I. & P.....		☉			
345.0	ARKANSAS RIVER.....		☉			
346.4	ROCK ST. JOT.....					
346.9	☉C. R. I. & P.....		☉			
349.1	EAST LITTLE ROCK.....		☉R.I.P.A. ☐	K-4		
354.1	HIGGINS.....			K-9	175	9150
364.5	HENSLEY.....			K-19	167	8700
381.8	BALDWIN.....			K-36	146	7603
388.4	PINE BLUFF.....		☉St.L.S.W. ☐	K-43	220	11385
409.6	GRADY.....			K-64	194	10138
420.2	GOULD.....		☉	K-75	59	3108
427.9	DUMAS.....			K-82	79	4147
431.0	PICKENS.....			K-86	187	9731
447.2	McGEHEE.....		☐	C-432	Yd.	
408.1	DERMOTT.....			C-439	115	5996
415.6	HUDSPETH.....			C-446	170	8873
422.0	MONTROSE.....			C-456	110	5729
432.1	PORTLAND.....		☉	C-460	84	4368
436.4	SUNSHINE.....			C-464	175	9139
440.1	WILMOT, ARK.....			C-473	84	4413
449.3	BONITA, LA.....			C-484	181	9445
460.8	MER ROUGE.....			C-497	102	5323
473.5	COLLINSTON.....		☉MP ☉	C-505	180	9360
481.0	SWARTZ.....			C-515	176	9181
491.8	HUTTIG JOT.....					
501.9	MONROE.....		☉ICG ☐	C-525	Yd.	
502.4	BOSCO.....			C-540	181	9433
516.6	OUACHITA RIVER.....		☉			
528.2	COLUMBIA.....			C-554		
530.5	GRAYSON.....		☉	C-558	176	9200
535.1	CLARKS.....			C-561		
537.4	OLLA.....			C-572	152	7952
548.7	URANIA.....			C-576	109	5696
552.8	TULLOS.....			C-580	56	2946
556.5	GEORGETOWN.....		☉LOAM ☉	C-585	153	8003
561.6	ANTONIA.....			C-601	184	9584
566.9	TIOGA.....		☉L. & A. ☐	C-616	154	8029
592.6	☉L. & A.....		☉			
595.1	RED RIVER JOT.....			C-620		
596.6	TEXMO JOT.....		☉	TB-196		
597.8	ALEXANDRIA.....		☉	C-625	Yd.	
601.5						

294.0

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

WEST		Miles	STATIONS	Station Numbers	Siding		EAST	
First Class	Cars				Feet	First Class	Daily	
31 Pgr. Daily						30 Pgr. Daily		
PM	12 15	0.5	ST. LOUIS..... ①②③④	MX-1			PM	4 45
		1.3	0.8 23rd STREET..... ①T②③④					
		1.5	0.2 OHIO AVE..... ③					
		2.3	0.8 GRAND AVE..... ①②③④					
		3.6	1.3 IRON MTN. JCT..... ③④	X-1				
		6.8	3.2 MAPLEWOOD..... ①②	MX-7				
		10.8	4.0 WEBSTER..... ①	MX-11				
		13.2	2.4 KIRK..... ①	MX-12				
s12	45	13.4	0.2 KIRKWOOD..... ①②	MX-13			s	4 05
		18.7	5.3 PARK..... ①	MX-18				
		23.4	4.7 BOYD..... ①	MX-22				
		32.2	8.8 DOZIER..... ①	MX-31				
		37.0	4.8 SUMMIT..... ①	MX-36				
1	17	46.5	9.5 SOUTH POINT..... ①	MX-52			3	22
		57.7	7.9 PACE..... ①	MX-58				
1	57	86.2	28.5 GASCONADE JCT..... ①②	MX-86				
		90.9	4.7 MORRISON JCT..... ②	MX-91			2	42
		100.2	9.3 CHAMMOIS..... ②T	MX-100				
		116.7	16.5 BONNOT JCT..... ②	MX-116				
		117.3	0.6 OSAGE JCT..... ②	MX-117				
		124.3	7.0 MOREAU..... ①	MX-124				
s	2 48	125.3	1.0 JEFFERSON CITY..... ①②T③	MX-125			s	2 07
		2 53	2.6 RIVER JCT..... ①	MX-128			1	58
		3 05	12.3 CENTERTOWN..... ①	MX-140	71	4082	1	46
		3 10	4.5 McGIRK..... ①	MX-144	73	4304	1	41
		3 16	5.6 CALIFORNIA..... ②	MX-150	62	4017	1	35
		3 32	15.8 DOW..... ②	MX-166	150	9240	1	19
		3 42	9.6 OTTERVILLE..... ②	MX-175	40	2542	1	09
		3 48	5.4 SMITHTON..... ②	MX-181	56	3758	1	03
		187.7	6.6 ③MKT..... ③					
s	3 56	188.9	1.2 SEDALIA..... ③④T⑤	MX-188	38	1937	s12	55
		4 08	6.8 DRESDEN..... ③	MX-195	96	5043	12	42
		4 14	5.2 LAMONTE..... ③	MX-200	48	2890	12	36
		4 22	7.2 KNOBNOSTER..... ③	MX-208	110	6167	12	28
f	4 37	218.4	10.3 WARRENSBURG..... ③	MX-218	39	2740	f12	17
		4 40	6.0 CENTERVIEW..... ③	MX-224	150	9508	12	08
		4 49	8.4 HOLDEN..... ③	MX-232	51	3398	11	59
		4 54	4.7 KINGSVILLE..... ③	MX-237	44	2867	11	54
		5 00	5.5 STRASBURG..... ③	MX-242	73	4293	11	48
		249.2	6.2 PLEASANT HILL..... ③④T⑤	MX-249	181	9862		
		252.3	3.0 AVON..... ③	MX-252	76	4166		
		259.8	7.5 LEE'S SUMMIT..... ③	MX-259	155	8840		
		265.1	5.3 LITTLE BLUE..... ③	MX-265	61	3279		
		273.2	7.8 INDEPENDENCE..... ③	MX-273	117	6350		
		276.8	3.6 ROCK CREEK JCT..... ③④	MX-276				
6	00	283.0	6.2 KANSAS CITY(Un.Sta.)..... ③④	MX-282			11	00
PM			278.8				AM	

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	Business Tracks:	MP	Sta. No.
(Except as below).....	60	Lake Jct.....	8.0	MX 8
Grand Ave.—Kirkwood.....	60	Webster Groves.....	10.0	MX 10
Thru Grand Ave. Interlocking.....	10	Barretts.....	16.5	MX 16
Between Grand Ave. and Iron Mtn. Jct.....	45	Valley Park.....	18.9	MX 18
MP 7-21 — MP 7-34.....	50	Eureka.....	27.9	MX 29
MP 9-29 — MP 10-30.....	40	Pacific ①.....	34.8	MX 36
MP 13-13 — MP 13-25.....	30	Gray Summit.....	39.9	MX 40
MP 13-36 — MP 15-14.....	50	West Labadie.....	43.7	MX 44
MP 21-01 — MP 21-23.....	55	Washington ②.....	51.7	MX 50
MP 21-01 — MP 23-22.....	55	Midwest Joist.....	56.8	MX 56
MP 27-31 — MP 28-22.....	55	New Haven ③.....	67.3	MX 67
MP 34-28 — MP 35-07.....	50	Berger.....	75.1	MX 74
MP 61-29 — MP 67-17.....	55	Hermann.....	81.0	MX 80
MP 72-09 — MP 75-28.....	50	Gasconade.....	88.5	MX 88
MP 80-09 — MP 81-16.....	50	Morrison.....	92.9	MX 92
MP 83-35 — MP 87-36.....	55	Bonnot's Mill.....	113.1	MX 112
MP 87-36 — MP 89-10.....	45	Algoa Farms.....	118.5	MX 119
MP 89-14 — MP 89-26.....	55	Shell Spur.....	151.5	MX 151
MP 92-27 — MP 93-02.....	55	Clarksburg.....	156.6	MX 156
MP 97-24 — MP 97-29.....	55	Tipton.....	182.8	MX 182
MP 106-33 — MP 107-01.....	55	Syracuse.....	168.1	MX 168
MP 115-00 — MP 276-30.....	55	Montserratt.....	211.5	MX 211
(Except as below).....	60	Missouri Public Spur.....	257.3	MX 257
MP 115-29 — MP 116-25.....	55	Western Electric Spur.....	261.0	MX 261
MP 117-02 Osage River Bridge.....	50	Unity Spur.....	262.8	MX 262
MP 117-26 — MP 118-22.....	55			
MP 124-21 — MP 126-24.....	45			
MP 126-24 — MP 128-19.....	55			
MP 128-19 — MP 129-33.....	50			
MP 132-15 — MP 132-28.....	50			
MP 136-22 — MP 139-00.....	45			
MP 139-00 — MP 143-34.....	55			
MP 150-06 — MP 150-30.....	50			
MP 162-05 — MP 163-01.....	50			
MP 168-13 — MP 171-06.....	50			
MP 187-30 — MP 190-05.....	40			
MP 200-30 — MP 201-05.....	55			
MP 208-03 — MP 208-07.....	55			
MP 216-30 — MP 218-30.....	35			
MP 218-30 — MP 221-15.....	50			
MP 232-27 — MP 233-08.....	55			
MP 248-20 — MP 249-15.....	45			
MP 257-15 — MP 260-06.....	35			
MP 264-12 — MP 264-14.....	25			
MP 265-35 — MP 265-37.....	40			
MP 270-26 — MP 276-36.....	35			

ABS — St. Louis to Rock Creek Jct.

CTC — Maplewood to River Jct., Strasburg to Rock Creek Jct.

Item 11, paragraph 3, Special Instructions will not apply between Moreau and River Jct.

Two main tracks between Grand Ave. and River Jct. except between Gasconade Jct. and Bonnot Jct.—Bonnot Jct. and Osage Jct.

Signal indication with current of traffic between Grand Ave. and Maplewood; Rules 450-453 in effect signaled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of Yardmaster at 21st Street and must not exceed 25 MPH. Trains and engines must clear first class trains as prescribed by Rule 93 except:

1. When authorized by Signal Indication.
2. Trains or engines must not enter foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from 21st Street Yardmaster.

No. 201 must secure clearance Neff Yd. addressed to "C&E Extra _____ East and No. 201" to cover movement over Sedalia Subdiv.

Operation over Kansas City Terminal Ry. between Rock Creek Jct. and Kansas City (Un. Sta.).

Dragging equipment units are located on signal 883 and 884. Block signal normally shows approach or advance approach. If bottom unit displays flashing red train must stop and inspect entire train. After inspection completed operate push button in detector box.

Dragging equipment units are located at Bonnot Jct. and Osage Jct. Units normally dark. When units display flashing red train must stop and inspect entire train. After inspection completed operate push button in detector box.

Hot Box and Dragging Equipment Detectors located MP 28-24, MP 62-18, MP 95-33, *MP 152-21, *MP 184-11, *MP 230-24 and *MP 256-28.

Remote control switches are No. 15, 16 or 20 except Jct. switch with Carthage Subdiv. at Pleasant Hill.

Following No. 16 turnouts: East end siding Centerville; both ends siding Dow.

Between 7:00 a.m. and 7:00 p.m. Whistle Signal 14(1) must be sounded for Rock Hill Road MP 10-18 and MP 10-19.

Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Stop and protect crossing at Truman Road before occupying.

Hand Throw Crossovers Between Main Tracks:

Pacific.....	MP 34-20
Washington.....	MP 55-22
New Haven.....	MP 67-17
Hermann.....	MP 81-07
Jefferson City.....	MP 126-20
	MP 125-07
	MP 125-00

Trains must secure clearance before leaving St. Louis, Jefferson City, Kansas City or Neff Yard.

Rock Creek Jct. is train order office for eastward trains only.

Yard Limits: Grand Ave. to MP 6-29.

St. Louis Terminal Div. jurisdiction between St. Louis and Kirkwood.

28 RIVER SUBDIV. — NORTHERN DIVISION

WEST Second Class	ABS — Between Jefferson City and Rock Creek Jct. CTC — Between Jefferson City and River Jct.; Eton Jct. and Congo.		Station Numbers	Sidings	EAST	
	Miles	STATIONS			Second Class	
					72	76
PM					PM	PM
4 30	125.3	JEFFERSON CITY	MX-125	Yd.	1 45	8 10
4 35	127.9	RIVER JCT.	MX-128		1 36	8 06
4 56	143.8	SANDY HOOK	G-15	179 9353	1 15	7 45
5 12	156.7	WOOLDRIDGE	G-27	170 8873	12 59	7 29
5 29	170.8	BOONVILLE	G-41	117 6450	12 42	7 12
5 40	178.4	LAMINE	G-50	250 12305	12 31	7 01
5 51	186.9	BLACKWATER	G-58	109 5810	12 20	6 50
6 03	195.0	NAPTON	G-66	151 7813	12 08	6 38
6 29	202.1	MIAMI	G-73	124 6426	11 59	6 29
6 45	215.2	MALTA BEND	G-86	169 9219	11 43	6 13
7 05	230.6	HODGE	G-101	179 9473	11 23	5 53
7 26	247.6	MYRICK	G-118	216 11345	11 02	5 32
	258.0	NAPOLEON	G-129			
7 48	265.1	BUOKNER	G-136		10 40	5 10
7 53	268.6	LAKE CITY	G-139	119 6686	10 35	5 05
8 01	274.2	RIPLEY JCT.	G-144		10 28	4 58
	276.2	ETON JCT.	G-145			
	283.8	CONGO	G-153			
	284.5	ROCK CREEK JCT.	MX-276			
	285.9	SOUTHWEST JCT.	MX-277			
9 05	286.7	NEFF YARD	MX-283	Yd.	10 00	4 30
PM	158.8				AM	PM

Signal indication, with current of traffic between Ripley Jct. and Eton Jct.; Congo and Rock Creek Jct.

Two main tracks between Jefferson City and River Jct.; Ripley Jct. and Eton Jct.; and between Congo and Neff Yard. Operation on AT&SF, two main tracks Eton Jct. and Congo. (See Item 7(a) Special Instructions)

Trains secure clearance at Jefferson City and Neff Yard.

Remote control switches are No. 15, 16 or 20. Ripley Jct. and all sidings Sandy Hook to Myrick inclusive No. 20 turnouts except Napton and west end Boonville.

Hot Box and Dragging Equipment Detectors located MP 160-30 and MP 223-18.

Rock Creek Jct. is train order office for eastward trains only. Crossover located MP 247—10½ is designated as "No. 1 Crossover Myrick," Crossover at MP 247-31 designated as "No. 2 Crossover Myrick."

Marshall—1st 5 streets east of depot protect crossing and do not drop or kick cars over crossings.

Item 11, par. 3, Spl. Instr. will not apply between Jefferson City and River Jct.

MPH	MPH
Maximum Speed (Except as below)..... 50	MP 443.7 — MP 444.2..... 45
MP 129-09 — MP 129-27..... 35	Congo-E Crossover & Mo Pac Conn. 30
MP 137-16 — MP 139-31..... 40	Congo W Crossover..... 40
MP 163-11 — MP 163-16..... 45	
MP 171-00 — MP 175-00..... 45	
MP 175-21 — MP 177-05..... 35	
MP 183-00 — MP 194-21..... 40	
MP 197-03 — MP 207-29..... 45	
MP 218-11 — MP 219-00..... 40	
MP 220-23 — MP 229-28..... 45	
MP 236-09 — MP 237-18..... 45	
MP 242-00 — MP 242-06..... 45	
MP 252-20 — MP 252-35..... 40	
MP 252-35 — MP 253-34..... 45	
MP 265-01 — MP 265-23..... 35	
MP 270-04 — MP 271-00..... 35	
On AT&SF RY. (Except as below) 55	
Eton Crossover & Mo Pac Conn. 30	
MP 437.5 — MP 437.8..... 40	
MP 437.9 — MP 438.5..... 45	

Business Tracks	MP	Sta. No.
Renz Spur	133.0	G-8
Lupus	151.1	G-22
Overton	161.0	G-32
Nelson	189.6	G-60
Stanhope	209.5	G-80
Blosser	211.0	G-82
Coyne Spur	212.9	G-83
Waverly	224.5	G-95
Necce Spur	253.1	G-124
Levasy	261.5	G-132
Carder Spur	262.1	G-133
Midas	263.0	G-134
Blue Valley	270.4	G-141
Marshall	204.1	GB-2

(Ind. lead 2 mi. Miami - Marshall)

TIMETABLE NO. 6

CONCORDIA SUBDIV. — NORTHERN DIVISION 29

WEST Miles	STATIONS	EAST	Station Numbers	Sidings ²	Cars	Feet
330.7	ATCHISON	①②T③	G-48	Yd.		
332.3	NORKAN JCT.	④	G-49			
347.9	EFFINGHAM	⑤	S-17			
355.2	MUSCOTAH	⑥	S-25			
361.4	WHITING	⑦	S-31			
367.3	NETAWAKA	⑧	S-37	65	4678	
379.8	GOFF	⑨	S-49			
385.7	CORNING	⑩	S-55	73	4134	
392.9	CENTRALIA	⑪	S-62			
400.4	VERMILLION	⑫	S-70			
408.8	FRANKFORT	⑬⑭⑮⑯	S-78	36	2574	
413.7	TUTTLE	⑰	S-83	98	5265	
425.6	BLUE RAPIDS	⑱	S-95	15	1113	
430.5	WATERVILLE	⑲	S-100			
437.7	BARNES	⑳	S-107			
443.6	GREENLEAF	㉑	S-113	53	3133	
450.6	LINN	㉒	S-120			
455.4	PALMER	㉓	S-125			
464.4	CLIFTON	㉔	S-134	50	3731	
466.0	⑳CRI&P	㉕	G			
471.0	CLYDE	㉖	S-141			
485.1	㉗AT&SF ㉘BN	㉗				
485.4	CONCORDIA	㉙①②③④	S-155	Yd.		
490.2	HASTINGS JCT.	㉚	S-159			
490.3	YUMA	㉛	S-160	38	2219	
496.3	BURE OAK JCT.	㉜	S-166			
496.4	JAMESTOWN	㉝	S-166	20	1436	
502.8	SOOTTSVILLE	㉞	S-172			
514.4	BELOIT	㉟①②③④	S-184	22	1663	
524.1	GLEN	㊱	S-194	36	1968	
533.3	CAWKER	㊲	S-203	32	1754	
538.6	DOWNS	㊳①②③④	S-208	Yd.		
548.5	OSBORNE	㊴	SF-10			
562.1	ALTON	㊵	SF-23			
570.4	WOODSTON	㊶	SF-32			
580.4	STOCKTON	㊷①	SF-42	Yd.		
246.9						

Rule 99 (d) in effect.

Maximum Speed MPH
(Except as below) . . . 35

MP 366-34 —
MP 367-28 30
MP 409-05 —
MP 409-06 20
Concordia,
over Cedar Street. . . 15
Washington
Industrial Lead . . . 15

Business Tracks: MP Sta. No.
Vliets 404.0 S-74
Ames 473.8 S-143
Rice 479.8 S-149
Gilbert 509.5 S-179
Solomon
Rapids 519.3 S-189
Glen Elder 525.6 S-195
Cawker City 532.9 S-202
Bloomington 553.7 SF-15

Washington Ind. Lead
Max. Wt. 220,000 lbs.
Cloutman 449.0 SC 5
Washington 450.5 SC 7

CTC — ABS — Norkan
Jct. to Atchison.

Yard Limits: MP 332-33
to MP 338-00; MP 442-16
to MP 444-25; MP 484-00
to MP 496-25; MP 514-00
to MP 515-00; MP 537-30
to MP 539-16; MP 578-20
to end of track Stockton.

Trains secure clearance
before leaving Concordia.

CONCORDIA: Washington
Ave. and Cedar St.—Stop
and protect.

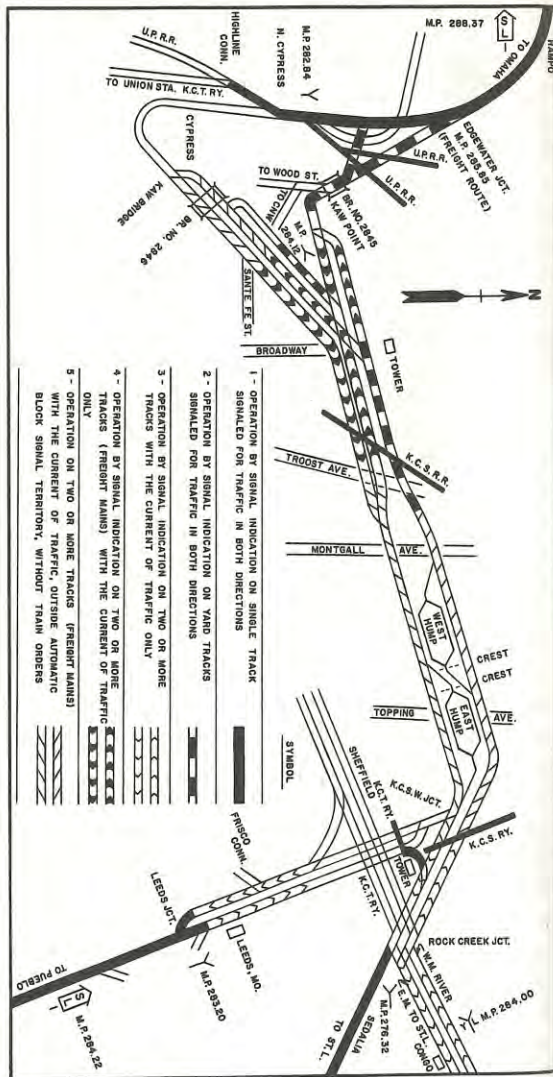
LEXINGTON SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect.	MPH
211.6	SWEET SPRINGS	①	LA-22	Maximum Speed 25	
219.9	CONCORDIA	②	LA-30	Business Tracks: MP Sta. No.	
231.9	HIGGINSVILLE	③	LA-42	Turner Berry Spur 210.4	LA-21
244.3	LEXINGTON	④	LA-55	Emma 215.8	LA-26
246.2	MYRICK	⑤⑥⑦⑧	G-118	Page City 235.6	LA-46
				Lexington Electric Light Spur 245.2	LA-56
34.6					

Yard Limits: MP 243-10 to MP 246-16; MP 212 to End of Track Sweet Springs.

TIMETABLE NO. 6

Operating Instructions (including Map.)



Train movements against the current of traffic must not exceed 25 MPH and will be made only on authority of Superintendent or his representative. Yard engines must keep informed of and avoid delay to trains.

Southwest Jct.: Trains and engines must stop before fouling Northern-Kansas Division Crossing at Southwest Junction unless crossing is known to be clear and no trains or engines are closely approaching crossing.

Unless otherwise instructed, when trains or engines simultaneously approach crossing, Kansas Division Trains will be allowed to cross first after conflicting movement has stopped.

Maximum Speed:	MPH
Neff Yard and MP 287-20 (Omaha Subdiv.)	20
(except as below)	
Over Montgall Ave.	10
MP 282-00 — MP 284-14	12
MP 283-12 — UP Conn. Kaw Bridge Yard.	12
Over KCT Bridge (between Kaw Point and Minnesota Ave.)	10
Rock Creek Jct. through interlocking (River Subdiv.)	10
Rock Creek Jct. through turnouts (Sedalia Subdiv.)	20
MP 270-26 — MP 276-36	35
Neff Yard to MP 284-22	
(Except as below)	
Neff Yard — MP 280-11	40
In Kansas City, Kansas, be governed by Item 9 of Special Instructions.	25
Leeds; Chevrolet property, protect all crossings.	

WEST Second CLASS	Daily Miles	STATIONS	Station Numbers	Sidings		Daily	EAST Second CLASS	Daily
				Cars	Feet			
171							172	
AM							AM	
1 01	280.0	NEFF YD., Mo. T [ⓐ] ⓑ		MX283	Yd.	1 01		
	282.0	⊗ KCS 2.0						
	283.0	⊗ MP 1.0						
	284.5	KAW PT., KAN. ⊗ ⊕						
	284.7	⊗ UP 0.1						
	284.8	⊗ UP 2.7						
	287.5	EDGEWATER JCT. 5.2						
	292.7	NEARMAN 6.1	0-10	121	6276			
	298.8	WOLCOTT 6.1	0-16	145	8593			
	305.6	COCHRANE UP JCT. 6.8	0-23	108	5786			
	309.2	ONW CONN. 3.6						
	309.6	LEAVENWORTH ⊗ ⊕ 0.4	ⓐ ⊕ ⊗	0-27	77 4646			
	314.2	WADE 4.6	0-32	97	5145			
	320.0	OAK MILLS 5.8	0-38	144	7561			
	330.7	ATCHISON ⊗ ⊕ 10.7	ⓐ ⊕ ⊗	0-48	Yd.			
	332.3	NORCAN JCT. 1.6	0-49					
6 30	338.1	SHANNON 5.8	0-56	120	6387	11 15		
	341.3	LANCASTER 3.2	0-59					
6 43	346.7	HURON 5.4	0-64	115	6279	11 04		
	351.7	EVEREST 5.0	0-69					
6 58	358.2	WILLIS 6.5	0-76	118	6453	10 48		
	369.7	⊗ UP 11.5						
7 13	370.3	HIAWATHA ⊗ ⊕ 0.6	0-88	80	4684	10 33		
	379.1	RESERVE KAN. 8.8	0-97			10 21		
8 50	384.3	FALLS CITY NEB ⊗ ⊕ 5.2	ⓐ ⊕ ⊗	0-102	Yd.	10 01		
9 05	389.5	STRAUSSVILLE 5.2	0-107	69	3708	9 54		
9 15	394.8	VERDON 5.3	0-112	114	6407	9 48		
9 25	401.2	STELLA 6.4	0-119	64	3593	9 40		
9 55	414.1	AUBURN 12.9	ⓐ ⊕ ⊗	0-132	117 6215	9 23		
10 01	416.4	CRETE JCT. 2.3	ⓐ ⊕ ⊗	0-134		9 20		
10 15	423.5	JULIAN 7.1	0-141	61	3286	9 08		
10 45	428.7	PAUL 5.2	0-146	68	3637	9 01		
10 50	436.9	NEBRASKA CITY ⊗ ⊕ 7.3	ⓐ ⊕ ⊗	0-153		8 48		
11 15	437.7	MONTANA 7	0-155	62	3609	8 45		
11 20	447.4	UNION 9.7	ⓐ ⊕ ⊗	0-165	83 4656	8 30		
11 40	454.8	MURRAY 7.4	0-172	69	3703	8 01		
	465.2	⊗ BN 10.4						
	465.5	⊗ BN 0.3						
11 57	467.1	LA PLATTE 1.6	0-185	59	3587	7 40		
12 05	473.1	GILMORE JCT. 6.0	ⓐ ⊕ ⊗	0-191		7 30		
	477.6	N ST. (U.P. Conn.) 4.5						
	482.4	CASS ST. (4.8 via U.P.)						
4 15	487.2	OMAHA (Grace St.) ⊗ ⊕ 1.1	ⓐ ⊕ ⊗	0-205	Yd.	6 30		
PM		199.6				PM		

Remote control switches No. 15 except East Switch Atchison, U.P. Jct., CNW conn., East end siding Leavenworth.

32 LOUISVILLE SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Yard Limits: MP 460-10 to End of Track Avoca; MP 482-25 to Louisville Jct.						
449.2		AVOCA.....	Ⓢ	OD-35		
		4.8				
454.0		LOWLINE JCT.....	Ⓢ	OD-40		
		1.1				
455.1		WEeping WATER	Ⓢ □ ⊕ ⊕ ⊕	OD-41	Yd.	
		0.9				
456.0		OMAHA JCT.....	Ⓢ	OD-42		
		3.9				
459.9		MANLEY.....	Ⓢ	OD-46	18	1243
		5.7				
465.6		LOUISVILLE.....	Ⓢ	OD-52	9	791
		0.3				
465.9		Ⓢ BN.....	Ⓢ			
		1.3				
467.2		Ⓢ C. R. I. & P.....	Ⓢ			
		4.4				
471.6		SPRINGFIELD.....	Ⓢ	OD-58	18	1376
		7.9				
479.5		Ⓢ U. P.....	Ⓢ			
		6.1				
485.6		Ⓢ C. & N. W.....	Ⓢ			
		3.5				
489.1		LOUISVILLE JCT.....	Ⓢ	O-199		
		4.7				
		OMAHA.....	Ⓢ □ ⊕ ⊕ ⊕	O-205	Yd.	
		38.9				

LINCOLN SUBDIV.—NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Maximum Speed 30 MPH (Except as below)						
Between 33rd Street and C&NW Jct. 18						
14th Street and end of track 10						
Weeping Water, First street east of depot. . . 10						
		447.4	UNION.....	Ⓢ T ⊕ ⊕	O-165	
			12.0			
459.4		LOWLINE JCT.....	Ⓢ	OD-40		
			1.0			
460.4		WEeping WATER.....	Ⓢ □	OD-41		
			1.0			
461.4		OMAHA JCT.....	Ⓢ ⊕ ⊕ ⊕	OD-42		
			10.1			
471.5		ELMWOOD.....	Ⓢ	OF-24		
			22.7			
494.2		Ⓢ C. R. I. & P.....	Ⓢ			
			0.6			
494.8		Ⓢ C. & N. W. JCT.....	Ⓢ			
			0.3			
495.1		LINCOLN.....	Ⓢ □ ⊕ ⊕ ⊕	OF-48	Yd.	
			47.7			

Yard Limits: Union: MP 447-25 — MP 448-05; Weeping Water: MP 459-00 — 464-30; Lincoln: MP 489-00 — Lincoln.

CRETE SUBDIV.—NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Max. Wt.: 220,000 lbs. Brock to Crete						
Maximum Speed 30 MPH						
Business Tracks: MP Nos.						
		416.4	ORETE JCT.....	O-134		
			11.5			
		427.9	TALMAGE.....	OD-14		
			38.7			
		466.6	Ⓢ BN.....	G		
			19.5			
		486.1	CRETE.....	OE-58	Yd.	
			69.7			

Rule 99 (d) in effect.

Repeater calling-on indication of train order signal at Auburn, is located at Crete Jct. with designation "CO". When this "CO" signal displays yellow light per Rule 231, train entering Omaha Subdiv. at Crete Jct. may move at low speed to train order signal at Auburn.

HASTINGS SUBDIV. — NORTHERN DIVISION 33

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Rule 99 (d) in effect.	
					Maximum Speed 30 MPH (Except as below)	
					MP 578-20 — Hastings 15 MPH	
490.2		HASTINGS JCT.....	Ⓢ T	S-159		
			2.1			
492.3		Ⓢ AT&SF.....	G			
			11.8			
504.1		Ⓢ CRI&P.....	Ⓢ			
			0.7			
504.8		SCANDIA.....	Ⓢ	SD-15		
			9.0			
513.8		REPUBLIC, KAN.....	Ⓢ	SD-24		
			14.7			
528.5		Ⓢ C&NW.....	Ⓢ			
			1.1			
529.6		SUPERIOR, NEB.....	Ⓢ	SD-39		
			0.5			
530.1		Ⓢ BN.....	G			
			25.2			
555.3		Ⓢ BN.....	Ⓢ			
			25.0			
580.3		HASTINGS.....	Ⓢ ⊕	SD-89		
			90.1			

BUSINESS TRACKS MP Nos.
Norway 497.8 SD-8
Abdal 538.4 SD-48
Mt. Clare 546.4 SD-56
Lawrence 555.5 SD-65
Pauline 567.1 SD-77
Muriel 573.1 SD 83

Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track.

Hastings: Stop and protect Burlington St. crossing.

BURR OAK SUBDIV.—NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Rule 99 (d) in effect.	
					Maximum Speed 30 MPH	
					Yard Limits: MP 496-11 to MP 497-02.	
496.4		JAMESTOWN.....	Ⓢ	S-166		
			16.5			
512.9		JEWELL.....	Ⓢ	SE-17		
			16.8			
529.7		BURR OAK.....	Ⓢ	SE-34		
			33.3			

Business Tracks: MP Nos.
Randall 506.7 SE-11
Mankato 521.5 SE-26

LENORA SUBDIV.—NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Rule 99 (d) in effect.	
					Maximum Speed 30 MPH (Except as below)	
					MP 582-35 to Lenora. 20 MPH	
538.6		DOWNES.....	Ⓢ T ⊕ ⊕	S-208		
			9.1			
547.7		PORTIS.....	Ⓢ	S-217		
			10.1			
557.8		GAYLORD.....	Ⓢ	S-227		
			5.2			
563.0		CEDAR.....	Ⓢ	S-233		
			9.6			
572.6		KIRWIN.....	Ⓢ	S-242		
			10.5			
583.1		GLADE.....	Ⓢ	S-253		
			15.4			
598.5		LOGAN.....	Ⓢ	S-268		
			14.4			
612.9		EDMOND.....	Ⓢ	S-282		
			10.4			
623.3		LENORA.....	Ⓢ ⊕	S-293		
			84.7			

Yard Limits:
Downs MP 538-28 — MP 539-16.
Lenora MP 622-10 — Lenora.

BUSINESS TRACKS: MP Nos.
Harlan 552.9 S-222
Claudell 567.8 S-237
Speed 589.8 S-259
Densmore 608.3 S-278

ST. JOSEPH SUBDIV.—NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Operation over A&E Bridge Co. tracks between Atchison and Winthrop; BN tracks between Winthrop and St. Joseph.	
					At St. Joseph — Stop and protect following crossings:	
					Illinois Ave. Messant Sylvania Charles St. Fourth St. Second and Cedar Highway 759 at Artesian Ice Plant.	
330.7		ATCHISON, KAN....	Ⓢ T ⊕	O-48		
			0.1			
330.8		DRAWBRIDGE (Mo. River).....	Ⓢ			
			0.3			
331.1		WINTHROP, MO.....	Ⓢ			
			3.5			
334.6		ARMOUR.....	Ⓢ			
			2.4			
337.0		Ⓢ ORI&P.....	Ⓢ			
			3.7			
340.7		HALLS.....	Ⓢ			
			7.1			
347.8		FRENCH.....	Ⓢ			
			1.4			
349.9		ST. JOSEPH.....	Ⓢ T ⊕	OA-21		
			18.5			

If crossing signal does not operate — before occupying Packers Ave. Spur 759 Highway flag each side crossing with red flag by day or fusee by night.

34 KANSAS CITY SUBDIV. — KANSAS DIVISION

ABS — From ⊗ ICG crossing to Osawatomie.
Signal indication with Current of Traffic Southwest Jct.—Leeds Jct.
CTC Leeds Jct. to Osawatomie.

Operation on Kansas City Term. Div., Neff Yard—Leeds Jct. Two main tracks Neff Yard—Leeds Jct.

Trains secure clearance before leaving Neff Yard.

Eastward Trains secure clearance at Osawatomie.

Yard Limits MP 283-20 — Neff Yard.

Hot box detector located at MP 309-01.

Maximum Speed MPH
Neff Yard — 284-22

(Except as below) 40
Neff Yard — MP 280-11... 25

MP 286-05 — MP 286-06... 25

MP 289-21 — MP 289-22... 25

MP 296-33 — MP 296-34... 25

MP 296-34 — MP 334-16

(Except as below) 60

MP 325-07 — MP 326-03... 45

MP 326-03 — MP 326-44... 20

MP 326-44 — MP 327-33... 55

MP 331-12 — MP 331-23... 55

MP 332-35 — MP 335-00... 40

Business Tracks: (MX-) MP Sta. No.

Alexander 284.8 291

Missy Spur 285.6 293

Jack Jones Lbr. Co. 292.1 300

Red Bridge 293.1 302

Long Bell Lbr. Co. 296.2 305

Owens Plastic 297.2 305

Redel 301.7 310

Stilwell 306.4 314

Remote control switches are No. 15, 16 or 20 except No. 10 at Osawatomie: Coffeyville Subdiv. main track to running track and Osawatomie Subdiv. main track to running track and to yard lead at west end.

Miles	WEST STATIONS	EAST	Station Numbers	Sidings	
				Cars	Feet
279.0	NEFF YARD. ⊕ ⊙ ⊙	⊕ ⊙ ⊙	MX-283		
	0.8				
278.2	SOUTHWEST JCT. T		MX-277		
	0.4				
278.6	⊗ ICG ⊙				
	0.5				
279.1	⊗ K.C.T. ⊙				
	0.1				
279.2	K.C.T. CONN. ⊙				
	1.2				
280.4	CENTROPOLIS ⊙		MX-288		
	3.0				
283.4	LEEDS JCT. ⊕ ⊙		MX-291		
	6.2				
290.0	DODSON ⊕		MX-298	E88 4431	w171 8567
	7.1				
297.1	MARTIN CITY, Mo. ⊙		MX-305		
	2.7				
299.8	KENNETH, KAN. ⊙		MX-308	134 7215	
	11.1				
310.9	BUOYRUS ⊙		MX-319	139 7451	
	6.2				
317.2	WAGSTAFF ⊕		MX-326	135 7289	
	8.7				
326.2	PAOLA ⊙		MX-334		
	0.6				
326.8	⊗ S.L.S.F. ⊕				
	0.1				
326.9	⊗ M.K.T. ⊕				
	1.6				
328.5	BROWN ⊕		MX-336	203 10803	
	5.9				
334.4	OSAWATOMIE. ⊕ ⊙ ⊙	⊕ ⊙ ⊙	MX-341	Yd.	
	0.5				
334.9	MP. ⊕ ⊙				
	56.7				

OSAWATOMIE SUBDIV.—KANSAS DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Sidings	
				Cars	Feet
334.4	OSAWATOMIE. T ⊕ ⊙ ⊙	⊕ ⊙ ⊙	MX-341	Yd.	
	8.9				
343.3	RANTOUL ⊙		MX-351	126 6972	
	10.8				
354.1	OTTAWA ⊕ ⊙		MX-362	135 7535	
	0.3				
354.4	⊗ A.T. & S.F. ⊕				
	2.7				
357.1	⊗ A.T. & S.F. ⊕				
	11.6				
368.7	LOMAX ⊙		MX-376	83 4661	
	8.1				
376.8	FLINT ⊙		MX-385	124 6732	
	1.8				
378.6	LYNDON ⊕		MX-386		
	7.6				
386.2	⊗ A.T. & S.F. ⊕				
	0.2				
386.4	OSAGE CITY. ⊕ ⊙		MX-394	116 6468	
	15.5				
401.9	ADMIRE ⊙		MX-410	117 6517	
	10.3				
412.2	LAKE ⊙		MX-420	117 6128	
	13.4				
425.6	COUNCIL GROVE. ⊕ ⊙ ⊙	⊕ ⊙ ⊙	MX-432	Yd.	
	91.2				

ABS — Osawatomie — Council Grove.
CTC — Lake — Council Grove.

Hot box and dragging equipment detector located at MP 390-33.

Maximum Speed:	MPH
(Except as below)	55
MP 332-35 — MP 335-00	40
MP 338-34 — MP 339-29	45
MP 353-37 — MP 354-32	20
MP 357-05 — MP 357-13	50
MP 400-15 — MP 400-27	50
MP 425-26 — MP 426-26	25

Remote control switches are No. 15, 16 or 20, except No. 10 at Osawatomie; Coffeyville Subdiv. main track to running track and Osawatomie Subdiv. main track to running track and to yard lead at west end.

At Council Grove No. 10 at west end No. 1 track.

TIMETABLE NO. 6

COUNCIL GROVE SUBDIV. — KANSAS DIVISION 35

Miles	WEST STATIONS	EAST	Station Numbers	Sidings	
				Cars	Feet
425.6	COUNCIL GROVE. ⊕ ⊙ ⊙	⊕ ⊙ ⊙	MX-432	Yd.	
	1.1				
425.8	PETE ⊙		MX-433		
	10.5				
436.3	WILSEY ⊙		MX-444	117 6524	
	9.3				
445.6	PRAIRIE ⊙		MX-454	171 8922	
	5.4				
451.0	HERINGTON. ⊕		MX-459	85 4642	
	0.5				
451.5	⊗ C.R.I.P. ⊕ ⊙				
	7.1				
458.6	HOPE ⊙		MX-467	85 4637	
	0.6				
459.2	⊗ A. T. & S. F. ⊕				
	8.8				
468.0	ELMO ⊙		MX-476	111 6092	
	8.1				
476.1	CODY ⊙		MX-485	121 6443	
	1.9				
478.0	GYPSUM ⊕ ⊙		MX-487		
	0.3				
479.1	SALINA JCT. T		MX-488		
	12.1				
491.2	BRIDGEPORT ⊙		MX-499	124 6577	
	4.7				
495.9	⊗ U. P. ⊕				
	0.3				
496.2	LINDSBORG ⊙		MX-504	82 4772	
	9.4				
505.6	MARQUETTE. ⊕ ⊙		MX-513	117 6497	
	12.6				
518.2	CRAWFORD ⊙		MX-526	82 4461	
	6.3				
524.5	GENESE. T ⊕ ⊙		MX-532	59 3841	
	3.5				
526.2	WHEAT ⊙		MX-534	116 6199	
	7.9				
529.7	⊗ S. L. S. F. ⊕				
	7.6				
537.6	BUSHTON ⊕		MX-545	80 4677	
	7.6				
545.2	CLAFLIN ⊙		MX-553	119 6450	
	13.6				
558.8	HOISINGTON. ⊕ ⊙	⊕ ⊙	MX-567	Yd.	
	133.3				

ABS — Council Grove—Hoisington.

CTC Council Grove — Pete.

Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.

Remote control switches No. 15 turnouts except No. 10 at West end No. 1 track Council Grove.

No. 15 turnout east end Hope.

TOPEKA SUBDIV.—KANSAS DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect.	
				MP	Sta. Nos.
				Yard Limits: MP 400-15 to end of track Topeka	
368.3	LOMAX ⊙		MX-376		
	38.2				
406.5	⊗ A. T. & S. F. ⊕				
	1.1				
407.6	TOPEKA ⊕ ⊙ ⊙	⊕ ⊙ ⊙	T-130		
	39.3				
				MPH	
				MAXIMUM SPEED	25
				BUSINESS TRACKS:	
				Michigan	374.4 T-97
				Overbrook	381.6 T-104
				Pauline	401.1 T-124

TIMETABLE NO. 6

36 HOISINGTON SUBDIV. — KANSAS DIVISION

	WEST STATIONS		EAST	Station Numbers	Sidings	
	Miles				Cars	Feet
Maximum Speed 55 MPH	558.8	HOISINGTON $\square @ T \S \textcircled{C}$		MX-567	Yd.	.....
(Except as Below)	568.9	10.1 OLMITZ		MX-577	65	3885
MP 588-36 — MP 589-11 50	575.6	6.7 OTIS		MX-583	64	4043
City Limits LaCrosse 45	584.1	8.3 BISON		MX-592	113	6289
MP 681-29 — MP 682-34 40	590.3	6.2 LA CROSSE		MX-598	68	3942
Hot Box and Dragging Equipment Detectors located MP 595- 21 and *MP 625-27.	605.3	15.0 McCRACKEN		MX-613	137	7625
BUSINESS TRACKS: MP Sta. No.	616.0	10.7 BROWNELL		MX-624	73	4058
Kanbrick (Hoisington) 561.4 GD-9	622.1	6.1 OSGOOD		MX-630	115	6136
Boyd 562.9 MX-571	627.3	5.2 RANSOM		MX-635	71	3945
Hargrave 598.0 MX-606	633.8	6.5 ARNOLD		MX-642	44	2591
Pen Dennis 649.4 MX-657	640.3	6.5 UTIOA		MX-648	117	6499
Manning 671.4 MX-679	655.6	15.3 SHIELDS		MX-663	117	6374
Coronado 704.1 MX-712	665.0	9.4 HEALY		MX-673	.....	.....
Whitelaw 724.6 MX-732	670.2	5.2 RANCH		MX-678	118	6281
Kanbrick Ind. Lead: Max Wt. MP 560-09 to end of track — 220,000 lbs.	681.7	11.5 @A. T. & S. F.		.....	.....	.....
ABS — Hoisington-Horace. Hoisington—Rule 425 in effect between remote control switches located at both ends of yard. Remote control switches, Hoisington are No. 15, or No. 20.	682.5	0.8 SCOTT CITY		MX-690	67	3850
	682.8	0.3 @A. T. & S. F.		.....	.....	.....
	692.1	9.3 MODOC		MX-700	120	6379
	699.2	7.1 MARIENTHAL		MX-707	.....	.....
	707.1	7.9 LEOTI		MX-715	70	4038
	717.1	10.0 SELKIRK		MX-725	116	6159
	729.0	11.9 TRIBUNE		MX-737	44	2591
	730.8	1.8 HORACE		MX-739	Yd.	.....
		171.8				

SALINA SUBDIV.—KANSAS DIVISION

	WEST STATIONS		EAST	Station Numbers	Sidings	
	Miles				Cars	Feet
Rule 99(d) in effect. MPH	479.1	SALINA JCT.		MX-488	.....	.....
Maximum Speed 30 (Except as below)	494.8	15.7 @ C. R. I. & P.		.....	.....	.....
City Limits Salina 25	494.8	0.0 @ U. P.		.....	.....	.....
Ohio Street Salina 10	494.9	0.1 SALINA		GK-16	Yd.	.....
BUSINESS TRACKS: MP Sta. No.	495.3	0.4 SALINA UNION DEPOT		.....	.....	.....
Kipp 494.7 GK-6	499.1	3.8 TRIGO		GK-21	39	2184
Smolan 504.5 GK-26	511.3	12.2 FALUN		GK-32	25	1652
Phillips 506.5 GK-28	521.0	9.4 MARQUETTE		MX-513	.....	.....
Mackie 516.5 GK-38		41.6				

HORACE SUBDIV. — KANSAS DIVISION
37

		MOUNTAIN STANDARD TIME		Station Numbers	Sidings		Maximum Speed: MPH
WEST STATIONS		EAST	Cars		Feet		
	730.8	HORACE $\square @ T \textcircled{C}$				MX-739	Yd.	.....	(Except as below) . . . . . 55
	740.5	9.7 WALKINGHOOD, KAN.		MX-748	175	8750	City Limits Eads 40
	746.6	6.1 TOWNER, COLO.		MX-754	.....	.....	City Limits Ordway 40
	752.5	5.9 STUART		MX-760	118	6039	NA Jct.—Pueblo Jct. 60
	758.1	13.7 SHERIDAN LAKE		MX-766	72	3834	(Except as below)
	771.8	5.6 CHIVINGTON		MX-780	117	6251	Boone (until crossing occupied) 40
	785.8	14.0 EADS		MX-794	118	6435	ATSF MP 615.9 — MP 616.0. 50
	807.7	22.8 HASWELL		MX-816	122	6597	ATSF MP 617.2 — MP 617.6. 25
	830.5	10.7 HEATH		MX-838	124	6462	Pueblo Jct.: AT&SF MP 617.6 — MP 617.8 15
	841.2	16.7 SUGAR CITY		MX-849	.....	.....	MP 893-06 — MP 895-06 20
	846.4	5.2 ORDWAY		MX-854	138	7304	(Industrial Lead West of Fountain River Bridge, Pueblo, Colo. — Old Main Line.)
	863.1	6.3 PULTNEY		MX-871	118	6140	Business Tracks: MP Sta. No.
	869.4	NA JCT.		MX-876	.....	.....	Astor 736.9 MX-745
	591.8	11.8 AVONDALE		MX-889	155	8153	Kanco 742.9 MX-750
	603.6	6.0 DEVINE		MX-895	.....	.....	Brandon 766.2 MX-774
	609.6	2.2 BAXTER		MX-897	150	7500	Galatea 799.1 MX-807
	611.8	6.0 PUEBLO JCT.		MX-903	.....	.....	Arlington 821.4 MX-829
	617.8	1.2 PUEBLO		MX-905	Yd.	.....	Crowley 851.9 MX-860
	897.1	165.8		.....	.....	.....	Olney Springs 857.3 MX-865
							Boone 876.1 MX-884

ABS — Horace to Pueblo. CTC — Between NA Jct. and Pueblo Jct. over joint MP-ATSF track controlled by ATSF dispr. at LaJunta. Uniform Code of Operating Rules apply except as modified by ATSF Rules shown under Item 7 (a) of Special Instructions. No. 20 turnouts both ends sidings Baxter and Avondale.

Time applies at the station for trains operating through Horace.

ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot.

MP trains must secure MP clearance before leaving Pueblo (ATSF clearance not required)

Hot Box and Dragging Equipment Detectors located at *MP 792-05 and MP 851-00.

Avondale; Entrance road to ordinance plant — Stop and protect before crossing.

38 HARDTNER SUBDIV. — KANSAS DIVISION

Miles	WEST V	STATIONS	EAST A	Station Numbers	Sidings	
					Cars	Feet
485.9		HARDTNER JCT.	⊙T	M-001		
		2.0				
487.9		⊗ A. T. & S. F.	⊙			
		0.9				
488.8		⊗ A. T. & S. F.	⊙			
		5.5				
494.3		FRONTIER		H-196	118	6428
		2.3				
496.6		BAYNEVILLE		H-197	21	1307
		4.8				
501.4		CLEARWATER		H-202	14	1199
		5.5				
506.9		MILLERTON		H-208	18	1394
		6.0				
512.9		CONWAY SPRINGS. ⊙ ⊙ T ⊕		NL-135	Yd.	
		11.4				
524.3		ARGONIA		H-225		
		0.2				
524.5		⊗ A. T. & S. F.	⊙			
		6.7				
531.2		FREEMPORT		H-232	32	2250
		10.4				
541.6		ANTHONY		H-243		
		0.3				
541.9		⊗ A. T. & S. F.	⊙			
		0.1				
542.0		⊗ A. T. & S. F.	⊙			
		16.8				
558.8		CORWIN		H-260		
		5.2				
564.0		HAZELTON		H-265		
		7.2				
571.2		KIOWA		H-272		
		1.3				
572.5		⊗ A. T. & S. F.	G			
		0.6				
573.1		⊗ A. T. & S. F.	⊙			
		3.7				
576.8		STUBBS		H-278		
		4.7				
581.5		HARDTNER	T	H-283		
		95.6				

STAFFORD SUBDIV.—KANSAS DIVISION

Miles	WEST V	STATIONS	EAST A	Station Numbers	Sidings	
					Cars	Feet
558.7		CONWAY SPRINGS. ⊙ ⊙ T		NL-135	Yd.	
		8.4				
567.1		MILTON		NL-144		
		5.1				
572.2		⊗ A. T. & S. F.	G			
		20.1				
592.3		KINGMAN		NL-169		
		0.8				
593.1		⊗ A. T. & S. F.	G			
		0.8				
593.9		⊗ A. T. & S. F.	⊙			
		4.5				
598.4		BROWN'S SPUR		NL-175		
		7.4				
605.8		PENALOSA		NL-183		
		4.2				
610.0		OLCOTT	T	NL-187		
		9.9				
619.9		PRESTON	⊙	NC-10	10	500
		0.2				
620.1		⊗ C. R. I. & P.	G			
		9.9				
630.0		IUKA	⊙T	NC-20		
		4.5				
614.5		TURON		NL-191		
		0.5				
615.0		⊗ C. R. I. & P.	⊙			
		13.6				
628.6		STAFFORD	□	NL-205		
		1.0				
629.6		⊗ A. T. & S. F.	⊙			
		9.7				
639.3		HUDSON		NL-216		
		9.0				
648.3		SEWARD		NL-225		
		5.4				
653.7		RADIUM		NL-230		
		95.0				

Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.

Rule 99 (d) in effect.

Yard Limits: Conway Springs to MP 559-30. MP 610-01 to End of Track Iuka.

Maximum Speed MPH (Except as below) . . . 30

Between Olcott and Iuka 20

Preston, Through Turn-out at end of siding. . . 15

Business Tracks: MP Sta. No.
 Norwich 571.4 NL-148
 Belmont 580.4 NL-157
 Alameda 585.3 NL-162
 Neola 620.9 NL-198

HUTCHINSON SUBDIV. — KANSAS DIVISION 39

Miles	WEST V	STATIONS	EAST A	Station Numbers	Sidings		Maximum Speed MPH
					Cars	Feet	
482.0		WICHITA YD.	⊙ ⊙ T ⊕	H-183	Yd.		Between Wichita and Geneseo (Except as below) . . . 30
		0.4					MP 485--02
482.4		⊗ S. L. S. F.	⊙				MP 485-07 . 20
		0.2					MP 530-19 —
482.6		⊗ C. R. I. & P.	⊙				MP 533-25 . 20
		0.4					MP 559-06
483.0		⊗ W. T. A.	⊙				MP 561-01 . 20
		0.0					Kanopolis Ind.
483.0		⊗ A. T. & S. F.	⊙				Lead—Geneseo to Kanopolis 14.3 miles. Max. Speed This Lead 30
		2.9					
485.9		HARDTNER JCT.	⊙T	M-1			
		9.1					
495.0		MAIZE		M-10	23	1532	
		4.1					
499.1		COLWICH		M-14	21	1546	
		5.1					
504.2		ANDALE		M-19	29	2388	
		5.7					
509.9		MT. HOPE		M-25	54	3059	
		7.0					
516.9		HAVEN		M-32	48	2918	
		5.5					
522.4		YODER		M-37	15 40	1140 2222	BUSINESS Sta. TRACKS: MP Nos.
		9.1					Wichita
531.5		⊗ A. T. & S. F.	⊙				Sand .490.5 M-5
		0.1					Superior
531.6		⊗ A. T. & S. F.	⊙				Sand .490.9 M-6
		0.4					Berwet .496.0 M-11
532.0		⊗ C. R. I. & P.	⊙				Lock-
		0.6					Joint .497.7 M-13
532.6		HUTCHINSON	⊙ ⊙ T ⊕	M-48	Yd.		KG&ECo.498.3 M-14
		0.9					Small
533.5		⊗ A. T. & S. F.	⊙				Spur .511.1 M-26
		4.0					Elmer .528.0 M-41
537.5		YA JCT.					Yaggy .535.8 M-54
		Via A.T. & S.F. 13.09 Mi.					Nickerson
							(between YA Jct. & ST Jct. .544.0 M-59
550.6		ST JCT.					Kanopolis
		8.6					14.3 M-103
559.2		⊗ S. L. S. F.	⊙				
		1.3					
560.5		LYONS	⊙ ⊙ T ⊕	M-76	39	2566	
		0.5					
561.0		⊗ A. T. & S. F.	⊙				
		12.2					
524.5		GENESEO	⊙ ⊙ T ⊕	MX-532	59	3841	
		91.2					

Rule 99 (d) in effect between Hardtner Jct. and Lyons only.

Yard Limits: Wichita to MP 487-23; MP 530-19 to MP 537-13; MP 558-04 to MP 561-27; MP 570-31 to Geneseo.

Operations via AT&SF Ry. between YA Jct. and ST Jct. (See Item 7(a) Special Instructions.)

Westward trains, before leaving Hutchinson and Eastward trains before leaving Lyons must secure AT&SF numbered clearance card.

Before entering AT&SF tracks at YA Jct. or ST Jct. verbal permission must be obtained from AT&SF Train Dispatcher. When train is clear of AT&SF tracks, AT&SF Train Dispatcher must be notified.

Hutchinson: Stop and protect Main St. crossing.

Hutchinson: In yard ⊙ CRI&P-G.

Stations on ATSF Ry. between YA Jct. and ST Jct.:

Name	ATSF MP
YA Jct.	222.7
Yaggy	223.2
Nickerson	228.6
ST Jct.	235.6

40 WICHITA SUBDIV.—CENTRAL DIVISION

PITTSBURG SUBDIV.—CENTRAL DIVISION 41

Rule 99 (d) in effect between Bronson and Durand.	WEST		STATIONS		Station Numbers	Siding		EAST	
	Second Class	Miles				Cars	Ft.	Second Class	Daily
Maximum Speed: MPH		348.9	BRONSON	H-50					
Bronson to Durand ... 30		354.2	⊗M.-K.-T. ⊙						
(Except as below)		354.4	MORAN	H-55					
City Limits		361.6	LA HARPE	H-63					
Iola ... 25		367.4	IOLA	H-68					
Durand to Wichita ... 40		367.8	⊙A.T. & S.F. ⊙						
No. 110 will not require clearance at Wichita when train order signal indicates proceed.	AM	374.7	PIQUA	H-76	27	1590	PM		
	1 00	383.6	DURAND ⊙T⊙⊙⊙	H-85	93	4902	11 00		
		386.0	YATES CENTER ⊙⊙	H-87					
	1 30	394.4	BATESVILLE	H-96	90	4881	10 10		
	2 25	420.7	EUREKA	H-122			9 20		
Yard Limits: MP 382-00 to MP 387-25; MP 451-30 to MP 458-10; MP 479-00 to Wichita.	3 00	438.6	SUMMIT	H-140	78	4286	8 40		
	3 20	452.7	WALNUT	H-154	80	4502	7 50		
	3 40	454.5	ELDORADO ⊙⊙⊙⊙⊙	H-155			7 30		
	3 45	454.6	McPHERSON JOT T	H-155					
Piqua - Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.	4 45	482.0	WICHITA YD. ⊙T⊙	H-183			6 30		
Humboldt .HU-10	AM		133.1				PM		

Business Tracks:	MP	Sta. Nos.	Business Tracks:	MP	Sta. Nos.	Business Tracks:	MP	Sta. Nos.
Athens	378.9	H-80	Reece	430.5	H-132	Benton	469.4	H-170
Toronto	399.5	H-101	Sallyards	435.1	H-136	Greenwich	474.4	H-175
Neal	407.6	H-109	Rosalie	441.9	H-143	Speedy Mix	476.8	H-179
			Towanda	468.6	H-164			

McPHERSON SUBDIV.—CENTRAL DIVISION

Rule 99 (d) in effect	WEST		STATIONS		Station Numbers	Siding		EAST	
MPH	Miles			Cars		Ft.	Second Class	Daily	
Maximum Speed ... 30 (Except as below)									
City Limits Potwin... 25		454.6	McPHERSON JOT ⊙T	H-155					
MP 486-11 —		467.1	POTWIN	PB-13					
MP 488-03 ... 15		474.5	WHITEWATER	PB-20	17	1117			
MP 501-12 —		474.7	⊙C.R.I. & P. ⊙						
MP 501-18 ... 15		486.8	NEWTON	PB-32	15	1006			
Yard Limits: McPherson Jct. to MP 457-13.		487.0	⊙A.T. & S.F. ⊙						
		495.1	HESSTON	PB-41	30	1992			
Newton; Stop and protect East Eighth St.—U.S. 50.		501.6	MOUND RIDGE	PB-47	20	1488			
		514.9	⊙C.R.I. & P. ⊙						
		516.2	McPHERSON	PB-62					
			61.6						

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Oil Hill	456.7	PB-2	Marvel Industries	488.8	PB-34
Brainerd	471.6	PB-17	Zimmerdale	491.7	PB-37
McLains	481.4	PB-27	Cent.-Kan. Hatchery	500.9	PB-46
			Elyria	509.3	PB-56

Miles	WEST	STATIONS	EAST	Station Numbers	Siding	
					Cars	Feet
319.3		NASSAU JOT	⊙T	P-71		
333.2		BRONAUGH		N-16		
343.3		LIBERAL, MO.		N-26		
343.4		⊙S. L. S. F. ⊙				
350.2		⊙S. L. S. F. ⊙				
352.8		CORNELL, KAN.		N-35	51	2802
357.6		⊙K. O. S. ⊙				
358.0		PITTSBURG	⊙⊙⊙	N-41		Yd.
358.5		⊙S. L. S. F. ⊙				
362.8		FLEMING		N-46	35	1991
365.6		⊙S. L. S. F. ⊙				
365.8		CHEROKEE		N-48	10	834
366.8		⊙S. L. S. F. ⊙				
374.0		COKEDALE ⊙M.K.T. ⊙		N-58		
379.6		SHERWIN ⊙S.L.S.F. ⊙		N-62	21	1320
386.1		FAULKNER		N-68	24	1561
392.8		CHETOPA	⊙	N-75		
393.2		⊙M. K. T. ⊙				
408.1		EDNA		N-91		
413.2		VALEDA		N-96	14	930
423.0		⊙A.T. & S.F. ⊙MKT. ⊙				
423.3		COFFEYVILLE	⊙	R-135		Yd.
		104.0				

Rule 99 (d) in effect.
Trains arriving Nassau Jct. will secure authority from train dispatcher or operator at Nevada, before fouling Main Track on Carthage Subdiv.
Yard Limits: Nassau Jct.—MP 320-17; Pittsburg, MP 355-00 to MP 360-18; MP 422-00 to Coffeyville.
Maximum Speed MPH (Except as below) ... 30
MP 392-09
MP 392-30 ... 15

Business Tracks MP No. Moundville .328.0 N-11 Bartlett ...400.0 N-83

CONWAY SPRINGS SUBDIV.—CENTRAL DIVISION

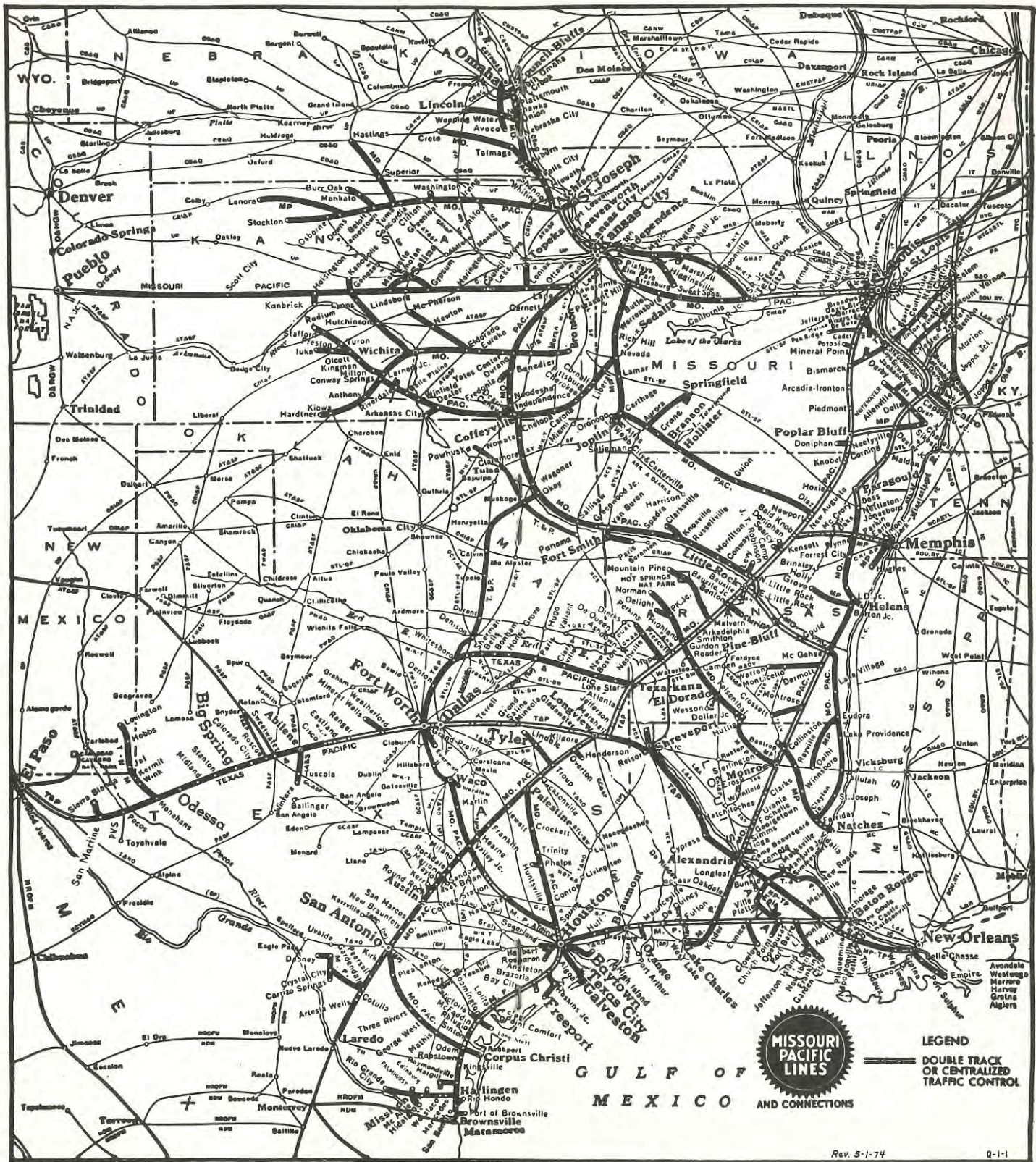
Miles	WEST	STATIONS	EAST	Station Numbers	Siding	
					Cars	Feet
428.7		DEARING	⊙	R-130		
442.1		CANEY	T	NL-19	13	909
442.2		⊙A. T. & S. F. ⊙				
458.9		SEDAN		NL-36		
480.9		CEDARVALE		NL-58	54	2442
497.7		DEXTER	⊙⊙⊙	NL-74	32	1831
498.1		DEXTER JOT	⊙			
517.2		WINFIELD	⊙	NL 94		
		21.0 Mi. Via AT&SF				
537.9		BELLE PLAINE		NL-115		
538.6		⊙A. T. & S. F. ⊙				
544.5		⊙C. R. I. & P. ⊙				
558.7		CONWAY SPRINGS	⊙	NL-135		Yd.
		130.3				

Rule 99 (d) in effect.
Yard Limits: Dearing to MP 431-00; MP 497-03 to MP 499-05; MP 558-00 to Conway Springs.
Operation over AT&SF at Caney Item 7 (a) Special Instructions.
Maximum Speed: MPH Between Dearing & Cedarvale ... 30 Between Cedarvale and Winfield ... 20 Between Belle Plaine & Conway Springs 25 Max. Wt. Between Dearing and Dexter 220,000 lbs.
Business Tracks: MP No. Tyro ...435.1 NL-12 Peru ...453.2 NL-30 Rogers ...464.6 NL-41 Layton ...474.7 NL-51 Tausig ...485.0 NL-62 Hooser ...490.8 NL-68 Riverdale 544.4 NL-121 Anson ...552.2 NL-129

ARKANSAS CITY SUBDIV.—CENTRAL DIVISION

Miles	WEST	STATIONS	EAST	Station Numbers	Siding	
					Cars	Feet
498.1		DEXTER JOT	⊙			Yd.
513.5		SILVERDALE		NB-15	29	1682
522.5		⊙A.T. & S.F. ⊙				
522.9		ARKANSAS CITY		NB-25		Yd.
		24.8				

Rule 99 (d) in effect.
Yard Limits: Dexter Jct. to MP 498-33.
Maximum Speed MPH (Except as below) ... 30
MP 498-06 —
MP 498-18 ... 20



44 COFFEYVILLE SUBDIV. — CENTRAL DIVISION

WAGONER SUBDIV. — CENTRAL DIVISION 45

Miles	SOUTH		NORTH		Station Numbers	Sidings	
	STAT.ONS	▲	▼	▲		Cars	Feet
333.4	OSAWATOMIE	②-2	①T	③	MX-341	Yd	....
	0.5						
334.9	⊗ M. P.						
	7.9						
342.8	LANE				R-9	126	6688
	10.6						
353.4	HECLA				R-20	115	6118
	4.0						
357.4	⊗ A. T. & S. F.						
	0.2						
357.6	GARNETT				R-24	....	....
	14.1						
371.7	DIXON				R-39	171	9203
	12.7						
384.4	LE ROY				R-51	....	....
	6.6						
391.0	VERNON				R-59	175	9283
	7.5						
398.5	DURAND				H-85	118	6162
	16.6						
415.1	ROPER				R-82	113	6036
426.5	FREDONIA				RC12	....	....
	2.5						
417.6	BENEDIOT ⊗ A. T. & S. F.				R-85	....	....
	9.6						
427.2	ALTOONA				R-94	....	....
	7.6						
434.8	NEODESHA				R 102	99	5994
	0.1						
434.9	⊗ S. L.-S. F.						
	7.4						
442.3	SYCAMORE				R 109	180	9002
	6.0						
448.3	⊗ A. T. & S. F.						
	0.3						
448.6	⊗ A. T. & S. F.						
	0.5						
449.1	INDEPENDENCE				R 116	71	4045
	13.3						
462.4	DEARING				R 130	115	6122
	5.4						
467.8	COFFEYVILLE				R 135	Yd	....
	133.4						

Miles	SOUTH		NORTH		Station Numbers	Sidings	
	STATIONS	▲	▼	▲		Cars	Feet
662.8	COFFEYVILLE, KAN				R 135	Yd	....
	2.3						
660.5	⊗ M-K-T						
	9.5						
651.0	LENAPAH, OKLA				L-311	115	6545
	10.9						
640.1	NOWATA				L-300	76	4681
	5.7						
634.4	OLEM				L-294	111	6214
	12.3						
622.1	OOLOGAH				L-282	142	7966
	11.8						
610.3	⊗ S. L.-S. F.						
	0.6						
609.7	CLAREMORE				L-270	102	5739
	12.8						
596.9	INOLA				L-257	170	9577
	15.5						
581.4	WAGONER ⊗ MKT				L-242	....	....
	1.8						
579.6	COOKSON				L-239	175	9415
	4.1						
575.5	OKAY JCT				L-233	....	....
	2.4						
122.5	VERDIGRIS R						
	5.8						
128.3	⊗ M-K-T						
	5.4						
133.2	MUSKOGEE ⊗ TP				MG-3	Yd	....
575.5	OKAY JCT				L-233	....	....
	18.0						
557.5	BRAGGS				L-218	130	7036
	16.7						
540.8	UPSON				L-201	123	6533
	3.4						
537.4	VIAN				L-197	....	....
	10.7						
526.7	⊗ K. O. S.						
	0.9						
525.8	SALLISAW				L-186	54	3591
	6.1						
519.7	HANSON				L-180	70	4132
	6.6						
513.1	MULDROW				L-173	59	3580
	9.5						
503.6	GREENWOOD JCT., OKLA				L-164	61	3302
	5.2						
498.4	⊗ S. L.-S. F.						
	1.2						
497.2	VAN BUREN, ARK.				L-158	Yd	....
	165.6						

ABS — Osawatometie-Coffeyville.

CTC Osawatometie and Lane Signal 3436; Dearing Signal 4623 and Coffeyville Signal 4666.

Fredonia: Reached via ATSF from Benedict. (See Item 7(a) Special Instructions)

Remote control switches are No. 15, 16 or 20 except both ends Dearing siding and switch from main track to running track Osawatometie.

Turnouts at Dixon Siding are No. 15.

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as below)	50			
MP 334-31 — MP 334-41	30	Greeley	348.1	R-15
MP 340-39 — MP 341-34	40	Birch	361.8	R-29
MP 343-23 — MP 344-01	45	Westphalia	373.6	R-41
MP 348-20 — MP 348-26	45	Aliceville	377.4	R-44
MP 356-40 — MP 357-37	25	Hasty	395.3	R-62
MP 371-27 — MP 372-26	45	Rose	405.3	R-72
MP 383-34 — MP 385-00	30	Buffalo	411.2	R-78
City Limits Altoona	40	Blake	453.3	R-120
MP 418-01 — MP 418-11	45			
MP 423-00 — MP 423-11	45			
MP 427-35 — MP 428-20	45			
MP 433-27 — MP 435-09	30			
MP 448-06 — MP 450-10	40			
MP 462-02 — MP 462-09	45			

YARD LIMITS:

MP 396-18 — MP 400-13.
MP 448-04 — MP 450-11.
MP 466-23 — Coffeyville.

ABS — Coffeyville to Van Buren (except between Okay Jct. and Muskogee.) Yard Limits: MP 495-20 to MP 499-00; MP 661-00 to Coffeyville. Muskogee: MP 128-23 to MP 134-25.

Remote control switches are No. 15, 16 or 20.

No. 15 turnouts both ends Cookson.

Operation over Verdigris River MP 122.5 joint MK&T RR.

Maximum Speed	MPH	City Limits	MPH
(Except as below)	50	City Limits Nowata	30
MP 497-22 — MP 499-08	20	Between Okay Jct. and Muskogee:	
MP 500-02 — MP 500-14	45	(Except as below)	49
MP 507-20 — MP 507-29	45	MP 128-08 — MP 128-12	20
MP 516-03 — MP 516-16	45	City Limits Muskogee	25
City Limits Sallisaw	40	Broadway & Okmulgee Sts.	
MP 534-22 — MP 535-04	40	Muskogee	12
MP 536-01 — MP 536-07	40		
MP 544-04 — MP 544-16	45		
MP 556-04 — MP 556-10	45		
MP 559-18 — MP 560-01	45		
MP 560-23 — MP 560-27	40		
MP 564-01 — MP 564-13	40		
City Limits Ft. Gibson	40		
City Limits Wagoner	40		
MP 592-00 — MP 594-00	35		
MP 596-20 — MP 597-04	35		
City Limits Claremore	30		
MP 617-18 — MP 618-29	40		

BUSINESS TRACKS:

MP	Sta. No.
Delaware	645.5 L-306
Talala	627.8 L-288
Neodesha	588.6 L-249
OG&E Spur	568.7 L-229
Fort Gibson	567.9 L-228
Gore	546.5 L-206
Fansteel	126.4 MG-126
West Ft. Smith	507.2 LG-4

46 VAN BUREN SUBDIV. — CENTRAL DIVISION

Maximum Speed MPH (Except as below)	Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings	
				Cars	Feet
MP 357-19—MP 359-10	497.2	VAN BUREN	L-158	Yd.	....
MP 359-10—MP 359-29	489.4	ALMA	L-149	72	3810
City Limits Conway	470.0	POPING	L-130	118	6178
MP 373-26—MP 383-02	464.8	OZARK	L-125	74	3859
MP 385-31—MP 386-05	456.5	ALIX	L-117	115	6014
City Limits Morrilton	443.0	SPADRA	L-105	144	7517
MP 412-28—MP 412-34	435.6	CLARKSVILLE Jct.	L-93	....	....
City Limits Russellville	443.7	CLARKSVILLE	L-101	....	....
MP 426-27—MP 427-00	427.5	SCOTIA	L-85	162	8437
MP 434-19—MP 434-31	417.7	RUSSELLVILLE	L-75	118	6143
Between Clarksville Jct. and Clarksville	417.6	D. & R. CONN.	....	....	....
MP 471-20—MP 472-15	410.7	WORTHEN	L-68	122	6388
MP 472-09—MP 474-16	400.0	BLACKVILLE	L-57	89	4628
MP 479-19—MP 479-26	392.5	MORRILTON	L-50	91	4734
BUSINESS TRACKS	381.3	MENIFEE	L-38	84	4378
MP	373.1	CONWAY	L-30	186	9682
Mulberry	363.6	MAYFLOWER	L-21	205	10280
Co-op Spur	343.6	No. LITTLE ROCK	X-344	Yd.	....
Peabody	153.2	....	....	....	....
Kemp-Johnson Coal Co.	....	....	....	....	....
Hoyt	....	....	....	....	....
Clarksville Jct. Storage	....	....	....	....	....
Knoxville	....	....	....	....	....
London	....	....	....	....	....
AP&L Spur	....	....	....	....	....
Clarksville Jct. to Clarksville	....	....	....	....	....
Lamar	....	....	....	....	....
Lambrick Spur	....	....	....	....	....
King Switch	....	....	....	....	....
Atkins	....	....	....	....	....
West Marche-Maumelle	....	....	....	....	....
Ord. Plant	....	....	....	....	....
Jeffrey	....	....	....	....	....
Levy	....	....	....	....	....

ABS — Van Buren-No. Little Rock (except between Clarksville Jct. and Clarksville).

Yard Limits: MP 495-20 to MP 499-00; MP 415-00 to MP 419-30; MP 370-06 to MP 375--20; MP 343-00 to MP 346-20; Clarksville Jct. MP 435-20 to end of track Clarksville.

Before D. & R. trains or engines enter Missouri Pacific main track at Russellville, permission must be obtained from Operator.

Scotia — Sou. end siding No. 20 turnout.
Mayflower — both ends siding No. 16 turnouts.

PARIS SUBDIV.—CENTRAL DIVISION

Rule 99 (d) in effect.	Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings	
				Cars	Feet
Yard Limits: Ft. Smith: SLSF Conn. to MP 512-10.	497.2	VAN BUREN	L-158	Yd.	....
Maximum Speed MPH (Except as below)	508.0	FT. SMITH	LD-5	....	....
City Limits Ft. Smith	509.3	S.L.S.F.	....	....	....
SLSF Conn.—MP 508-00	509.4	K. O. S.	....	....	....
MP 510-20	512.8	SO. FT. SMITH	LD-10	....	....
MP 510-21	519.4	FORT CHAFFEE	LD-17	....	....
MP 512-05	535.3	CHARLESTON	LD-33	....	....
MP 512-11	536.0	THESSING	LD-34	35	1500
BUSINESS TRACKS	553.1	PARIS	LD-51	....	....
MP	46.6	....	....	....	....
Barling	....	....	....	....	....
Lavaca	....	....	....	....	....
Branch	....	....	....	....	....
Ratcliff	....	....	....	....	....
Ft. Smith Yard:	....	....	....	....	....
Nth. R St.—SLSF G	....	....	....	....	....
Nth. L St.—KCS	....	....	....	....	....

Operation over SLSF R.R. between Van Buren and Ft. Smith. See Item 7(b) Special Instructions.

MIDLAND VALLEY SUBDIV. — RED RIVER DIV. 47

Miles	WEST STATIONS EAST	Station Numbers	Sidings		Rule 99 (d) in effect.
			Cars	Feet	
20.8	PANAMA	MV 21	....	....	Yard limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23; MP 198-17 to Pawhuska.
29.3	FS&VB	....	....	....	Maximum Speed: MPH Panama to Stigler..... 20 Stigler to MP 96-00..... 25 MP 96-00 — MP 98-00..... 12 MP 98-00 — MP 100-00..... 20 MP 100-00 — MP 142-00..... 35 MP 142-20 — MP 148-06..... 25 MP 148-06 — MP 151-04..... 20 MP 151-04 — MP 151-33..... 10 MP 151-33 — MP 154-23..... 20 MP 154-23 — Pawhuska... 25 (Except as below) MP 169-14 — MP 169-20... 10 MP 190-24 — MP 192-04... 10
40.9	KEOTA	MV 41	....	....	BUSINESS TRACKS—MP Sta. No. Bokoshe..... 27.2 MV-27 Gloco..... 47.5 MV-47 Kerr McGee..... 50.5 MV-50 Perdue..... 54.3 MV-55 Turley..... 157.5 MV-158 Skiatook..... 166.6 MV-167 Avant..... 176.7 MV-177
55.2	STIGLER	MV 55	39	....	Max Wt. 220,000 lbs. Except between Muskogee and Barnsdall 263,000 lbs.
67.5	PORUM	MV 67	....	....
77.2	WARNER	MV 77	....	....
95.8	SHOPTON	MV 96	Yd.	....
100.1	MUSKOGEE	MV 97	....	....
117.3	HASKELL	MV 117	14	....
134.0	BIXBY	MV 134	....	....
141.5	JENKS	MV 142	9	....
148.1	TULSA	MV 152	Yd.	....
151.8	AT&SF-MKT-SLSF	....	....	....
152.3	SS RY	....	....	....
187.2	BARNSDALL	MV 187	....	....
194.8	NELAGONY	MV 195	....	....
200.6	PAWHUSKA	MV 201	Yd.	....
179.8	....	....	....	....

Operation via SLSF between Cherokee Yd. and T.P. interlocker, Tulsa. Refer to Item 7(b) Special Instructions. Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.
All trains and engines stop and protect East 36th Street North, MP 155-03 and East 46th Street North MP 156-03 Tulsa.

BONHAM SUBDIV.—RED RIVER DIVISION

Miles	WEST STATIONS EAST	Sta. No.	Sidings		Rule 99(d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct.
			Cars	Ft.	
0.0	TEXARKANA	TP-0	Yd.	....	Maximum Speed MPH (except as below) 30 Over Church St., Paris..... 10 AT&SF-SP Kings Paris..... 6 MP 100-06 — MP 151-04... 25 MP 153-08 — MP 155-07... 20
14.8	HOOKS	TA15	75	4051	BUSINESS TRACKS MP Sta. No. Nash..... 5.1 TA-5 Proetz Lbr. Co..... 6.0 TA-6 Anglo-American Paper Plant..... 6.6 TA-7 Lone Star Ord. Plant..... 15.7 TA-12 Red River Army Depot..... 17.3 TA-17 New Boston..... 23.0 TA-22 Annona..... 52.5 TA-53 Mulberry Lbr..... 59.4 TA-58 Detroit..... 74.2 TA-74 Blossom..... 81.2 TA-81 Honey Grove..... 112.0 TA-112 Windom..... 117.3 TA-117 Sawoy..... 139.2 TA-139 TP&L..... 140.0 TA-140 Whitesboro..... 173.1 TA-173
34.2	DE KALB	TA34	57	4059	
61.0	CLARKSVILLE	TA61	85	4979	
91.0	PARIS	TA91	Yd.	....
91.7	AT&SF-S.P.	....	....	....
128.1	BONHAM	TA128	Yd.	....
141.6	MKT	TA142	....	....
154.5	S.P.	....	....	....
154.6	SHERMAN	TA155	Yd.	....
173.1	WHITESBORO JCT.	TA173	Yd.	....
173.1	....	....	....	....

Yard Limits: MP 0-00 to MP 2-09, MP 59-00 to MP 63-00, MP 88-07 to MP 93-00, MP 126-00 to MP 132-06, MP 152-06 to MP 156-03, MP 171-26 to MP 174-13.

Gate protecting AT&SF-SP-Crossing MP 91-07 and MKT Crossing Sherman may be left lined as last used.

Within Red River Army Depot—Stop and protect Texas St. and 1st St. South.

48 OKLAHOMA SUBDIV. — RED RIVER DIVISION

Maximum Speed between Muskogee and KO&G MPH Jct. 49	Except: Muskogee Over TP 20 MP 167-14 to MP 167-20... 45 MP 173-00 to MP 175-00... 25 MP 184-22... MP 185-01... 40 MP 202-00 to MP 217-00... 40	Except: Calvin—Over CRI&P... 20 MP 231-03 to MP 231-13... 45 MP 256-19 to MP 256-27... 30 Thru Conn. KO&G Jct. ... 15	Yard Limits: Muskogee: MP 128-23— MP 134-25 Henryetta: MP 171-27— MP 175-08 KO&G Jct.: MP 296-05— KO&G Jct.	Maximum Speed MPH Between Whitesboro Jct. and Tower 55 (Except as below) ... 50 MP 173-10 MP 173-20... 35 MP 191-15 MP 192-04... 40 MP 203-10 MP 203-20... 45 MP 207-33 MP 210-04... 20 MP 237-05 MP 243-30... 30 MP 243-30 Tower 55... 15 Tower 55... 15 Through Interlocking... 15 On wye tracks Tower 55... 10	SOUTH STATIONS NORTH		Station Numbers	Sidings	
					Miles				Cars	Feet
120.2	(Okay Jct.—Information only)			L-233	.....			
133.2	MUSKOGEE TP	13.0 T	⊙ ⊕ ⊕ ⊕ ⊕	MG-3	Yd.				
145.9	WAINWRIGHT	12.7		MG-146	143 7766				
158.5	HITOHITA	12.6		MG-169	62 3420				
174.1	HENRYETTA	15.6	⊙ T ⊕	MG-174	77 4140				
188.6	TANNER	14.5		MG-189	85 4543				
202.2	MINA	13.6	⊕	MG-202	142 7560				
215.3	⊙ C.R.I. & P.	13.1	⊕						
216.3	CALVIN	1.0		MG-216	77 4303				
230.0	ALLEN	13.7	⊕	MG-230	89 5042				
252.5	TUPELO	22.5	⊕	MG-252	147 7798				
269.5	WAPANUCKA	17.0	⊕	MG-270	.....			
278.0	CAIN	8.5		MG-279	134 7760				
297.6	KO&G JCT. OKLA.	19.6	⊕	MG-296	.....			
	RAY-DENISON, TEX.	20.9	⊕ Via MKT	MK-662	Yd.				
173.1	WHITESBORO JCT.	20.9	⊕ ⊕		Yd.				
179.5	COLLINSVILLE	6.3		TA-179	65 4143				
191.5	PILOT POINT	12.0		TA-191	139 7874				
209.1	DENTON	17.6	⊕ ⊕ ⊕ T ⊕	TA-209	123 7208				
225.4	ROANOKE	16.3	⊕ ⊕ ⊕ T ⊕	TA-225	144 7967				
235.5	WATAUGA	10.1		TA-235	44 2654				
238.1	⊕ S.T.L.S.W.	2.6	⊕ ⊕		.....			
240.0	HODGE	1.9	⊕	TA-240	98 5332				
244.5	TOWER 55	4.5	⊕ ⊕ ⊕ ⊕ ⊕	TP-245	Yd.				
		290.0							

Yard Limits: Whitesboro Jct.; MP 171-26—MP 174-13; Denton; MP 206-00—MP 212-25; Fort Worth; MP 237-00—MP 244-20.

Trains and engines operating between Tower 55 and Hodge be governed by instructions of yardmaster or Tower 55.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Tioga	186.0	TA-186	Keller	230.2	TA-230
Aubrey	198.3	TA-198	Coleman	277.6	MG-278
Argyle	216.4	TA-216	Durant	298.0	MG-298

ABS — Whitesboro Jct. to Tower 55.

Operation via MKT RR between Whitesboro Jct. and KO&G Jct. Northward trains secure Clearance Durant.

Durant: ⊕ On yard track — MKT and SLSF both protected by Automatic Interlocking. Do not exceed 20 MPH over these crossings.

Trains originating secure clearance Centennial Yard or Tower 55.

Northward trains secure both TP and MKT clearance at Denton when train order signal displays stop indication.

Northward MKT trains secure clearance Tower 55.

Northward TP trains secure MKT clearance at Centennial Yard or Tower 55 for movement beyond Whitesboro Jct. on MKT.

No. 16 turnout at Peach St., MP 243-02, both ends Roanoke siding, and both ends Pilot Point siding.

Hot Box and Dragging Equipment Detectors — *MP 169-25 (Okla.), MP 194-08, MP 219-12 and *MP 236-25 (Okla.).

STATIONS ON MKT KO&G JCT. — WHITESBORO JCT.

Station:	Mile Post	Ray	Pottsboro
Durant	641.4	661.9	669.6
Olive	649.1	680.9	681.9
Staley, Okla.	655.9	668.9	685.7
Excess, Tex.	656.7		

SHREVEPORT SUBDIV. — RED RIVER DIVISION 49

Maximum Speed between Muskogee and KO&G MPH Jct. 49	Except: Muskogee Over TP 20 MP 167-14 to MP 167-20... 45 MP 173-00 to MP 175-00... 25 MP 184-22... MP 185-01... 40 MP 202-00 to MP 217-00... 40	Except: Calvin—Over CRI&P... 20 MP 231-03 to MP 231-13... 45 MP 256-19 to MP 256-27... 30 Thru Conn. KO&G Jct. ... 15	Yard Limits: Muskogee: MP 128-23— MP 134-25 Henryetta: MP 171-27— MP 175-08 KO&G Jct.: MP 296-05— KO&G Jct.	Maximum Speed MPH Between Whitesboro Jct. and Tower 55 (Except as below) ... 50 MP 173-10 MP 173-20... 35 MP 191-15 MP 192-04... 40 MP 203-10 MP 203-20... 45 MP 207-33 MP 210-04... 20 MP 237-05 MP 243-30... 30 MP 243-30 Tower 55... 15 Tower 55... 15 Through Interlocking... 15 On wye tracks Tower 55... 10	WEST STATIONS EAST		Station Numbers	Sidings		Account pole line retirement: Yard Limits: MP 192.0 - MP 196.5, MP 310.6 - MP 317.9, MP 347.5 - MP 351.1. Maximum Speed: MPH (except as below) ... 50 MP 190.4—MP 195.8. 40 MP 235.8—MP 236.2. 50 MP 245.8—MP 247.8. 25 MP 310.9—MP 320.3. 20 MP 350.7—MP 351.4. 30
					Miles				Cars		Feet
192.1	ALEXANDRIA	3.6	⊕ ⊕ ⊕ ⊕ ⊕	TB-195	Yd.					
195.7	TEXMO JCT.	7.9	⊕ ⊕	TB-196	.....				
203.7	RAPIDES	22.3		TB-204	64 4105					
225.2	FERN	10.6		TB-225	76 4124					
235.8	CYPRESS	10.2		TB-236	87 5094					
246.0	CANE	1.5		TB-246	63 4066					
247.5	NATCHITOCHE	18.2	⊕ -1 ⊕	TB-247	.....				
265.7	LAKE END	20.3		TB-265	50 2935					
286.0	WESTDALE	22.6		TB-286	87 4777					
308.6	LUCAS	3.7		TB-308	90 4805					
311.7	⊕ K.O.S.	2.2	⊕		.....				
313.9	⊕ S. P.	1.1	⊕		.....				
315.0	CUT OFF JOT	0.6		TB-315	Yd.					
315.6	HOLLYWOOD JCT.	0.3		TB-316	Yd.					
315.9	SHREVEPORT	6.4	⊕ T ⊕ ⊕	TS-326	.....				
322.3	LAKE HAYES, LA.	10.2		TB-321	70 4116					
332.5	WASKOM, TEX.	10.6		TB-331	91 5289					
343.1	SCOTT'SVILLE	8.3		TB-342	72 4028					
351.4	MARSHALL	156.9	⊕ -1 T ⊕ ⊕	TP-67	142 7551					

ABS — Marshall to Alexandria. Two Main Tracks between Texmo Jct. and Alexandria, Rule 450-453 incl. in effect. Authority of train dispatcher not required to enter main track. Movements against current of traffic may be made within yard limits on permission of operator and authority of yardmaster Alexandria.

No. 16 turnout — Hollywood Jct.

HOSSTON SUBDIV.—RED RIVER DIVISION

Maximum Speed between Muskogee and KO&G MPH Jct. 49	Except: Muskogee Over TP 20 MP 167-14 to MP 167-20... 45 MP 173-00 to MP 175-00... 25 MP 184-22... MP 185-01... 40 MP 202-00 to MP 217-00... 40	Except: Calvin—Over CRI&P... 20 MP 231-03 to MP 231-13... 45 MP 256-19 to MP 256-27... 30 Thru Conn. KO&G Jct. ... 15	Yard Limits: Muskogee: MP 128-23— MP 134-25 Henryetta: MP 171-27— MP 175-08 KO&G Jct.: MP 296-05— KO&G Jct.	Maximum Speed MPH Between Whitesboro Jct. and Tower 55 (Except as below) ... 50 MP 173-10 MP 173-20... 35 MP 191-15 MP 192-04... 40 MP 203-10 MP 203-20... 45 MP 207-33 MP 210-04... 20 MP 237-05 MP 243-30... 30 MP 243-30 Tower 55... 15 Tower 55... 15 Through Interlocking... 15 On wye tracks Tower 55... 10	SOUTH STATIONS NORTH		Sta. Nos.	Rule 99 (d) in effect. Maximum Speed 20 Yard Limits: MP 3-15 to Hollywood Jct. Business Tracks MP Sta. No. Belcher 18.1 TT-18 Sentell 10.3 TT-10 Good Roads Spur. 4.8 TT-3
					Miles			
34.1	HOSSTON	4.7		TT-28	.....		
29.4	GILLIAM	24.6		TT-23	.....		
3.7	⊕ ICG	3.3	⊕		.....		
1.5	HOLLYWOOD YD.	1.5	⊕ T ⊕ ⊕ -1 ⊕	TS-316	.....		
0.0	HOLLYWOOD JCT.			TB-316	.....		
		34.1						

Max. Wt. 220,000 lbs. between MP 3-15 and Hosston.

All trains and engines stop and protect Levy Street — MP 3.2 - Shreveport.

52 LONGVIEW SUBDIV. — RED RIVER DIVISION

MPH		SOUTH STATIONS		NORTH STATIONS		Station Numbers	Sidings
Maximum Speed (Except as below)	MP	Miles		Miles			Cars Feet
MP	MP						
City limits—							
Palestine							
0-0	0-16						
18-33	19-07						
21-15	22-07						
26-20	28-07						
30-02	31-15						
44-30	45-30						
50-09	50-24						
52-10	53-00						
56-07	56-20						
59-18	60-19						
68-00	71-00						
73-05	73-25						
80-10	81-03						
Business Tracks	MP	Sta. Nos.					
Cherokee Sales	24.6	AX-56					
Mittie	30.0	AX-51					
Arp	52.7	AX-29					
Kinsloe	74.0	AX-7					
Bodie	78.0	AX-4					
No. 15 turnout north end freight route Palestine and south end siding Wells Creek.							
Hot Box and Dragging Equipment Detectors: MP 25-12 and MP 53-01.							

ABS — CTC between Palestine and Longview.
Originating trains secure clearance Palestine and Longview.

TYLER SUBDIV.—RED RIVER DIVISION

Yard Limits; Entire subdiv.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.
Maximum Speed	30 MPH				
(Except as below)					
MP 15-00 to MP 26-00	20 MPH				
MP 26-00 to MP 33-00	15 MPH				
Sta.					
BUSINESS TRACKS	MP No.				
General Electric Co.	13.5	CX-13			
Theford	30.1	CX-30			
Max. Wt.					
Truop-Swan	240,000 lbs.				
Swan-Lindale	220,000 lbs.				

HENDERSON SUBDIV.—RED RIVER DIVISION

Yard Limits: Entire Subdiv.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
Maximum Speed	15 MPH				
BUSINESS TRACKS	MP No.				
Humble Oil					
Rack	2.7	BX-4			
Parade Oil Co.	5.9	BX-6			
Int. Paper Co.	13.3	BX-13			
Henderson					
Clay	13.6	BX-14			
Woodcarve	14.0	BX-14			

FT. WORTH SUBDIV.—RIO GRANDE DIVISION 53

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings	Maximum Speed	MPH
				Cars Feet	(except as below)	
				Yd.	MP 0-00—MP 0-11	35
					MP 47-17—MP 48-10	25
					MP 78-00—MP 78-18	15
					MP 138-00—MP 139-25	25
					MP 163-05—MP 163-10	30
					Over StLSW	20
					Tower 55—Waco Jct.	45
					On tye tracks	
					Waco 55	10
					Creosote Plant Lead	
					Navasota	15
					Yard Limits:	
					MP 43-00 to Nava Jct.	
					Bryan Jct. to MP 82-15	
					MP 99-03 to MP 102-10	
					MP 161-00 to Waco Jct.	
					MP 244-02 to MP 252-00	
					MP Sta. No.	
					Business Tracks:	
					Wardlaw (Waco) BV-173	
					Gifford Hill	88.0 BV-83
					Nipak	81.7 BV-82
					Brazos	80.5 BV-81
					Indpark	80.3 BV-79
					College Sta.	73.6 BV-74
					Pinehurst	17.0 BV-17
					Hou. Shell	1.3 BV-1
					Trains secure clearance	
					Settegast Yard and Centennial Yard, or Tower 55.	
					MKT Waco-Ft. Worth	
					Station:	
					Tower 55	757.1
					Burleson	771.2
					Egan	777.6
					Alvarado	784.0
					Grandview	793.2
					Itasca	801.3
					Hillsboro	811.9
					Winslow	813.0
					Abbott	821.5
					West	827.4
					Elm Mott	836.4
					Greer	838.8
					Caphead	841.9
					Waco Jct.	842.1

Hot Box and Dragging Equipment Detector MP 19-10
SP Stations Bryan-Navasota
Millican SP-MP 80.2

No. 15 turnout South end siding Harrison and Trinity Subdiv. Conn. at Spring. No 16 turnout both ends siding Jerry.
Operation: On Trinity Subdiv. between Spring and Settegast; SP Co. between Nava Jct. and Bryan Jct.; on MKT between Waco Jct. and Tower 55; Dallas Subdiv. between Tower 55 and Centennial Yd.

A. & S. SUBDIV.—RIO GRANDE DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Maximum Speed
0.0	ABILENE		TJ-000	MP 0 to MP 5 — 20 MPH
16.7	AT & SF			MP 5 to Winters — 30 MPH
17.2	TUSCOLA		TJ-17	Max. Wt. 220,000 Lbs.
27.4	BRADSHAW		TJ-28	Yard Limits: Entire Subdiv.
38.2	WINTERS		TJ-38	

T.-N. M. SUBDIV.—RIO GRANDE DIVISION

Miles	YARD LIMITS: MONAHANS TO MP 1-04	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Rule 99 (d) in effect	Maximum Speed	MPH
					(Except as below)		
					MP 83-01 — MP 90-22		30
					(Until crossings are occupied)		15
					MP 65-02 — MP 66-00		15
					MP 77-00 — MP 66-00		15
					(Southward only)		20
105.5	LOVINGTON			TM-105	Wink Team	17.4	TM-17
84.4	HOBBS			TM-84	Magwait	29.0	TM-29
65.0	EUNICE			TM-66	Sid Richardson	28.6	TM-28
42.3	JAL, N. M.			TM-42	El Paso Natural	52.6	TM-53
23.6	KERMIT, TEX.			TM-24	United Carbon	55.9	TM-56
0.0	MONAHANS			TM-000	Continental Carbon	70.8	TM-70
					Witco	71.0	TM-71
					Warren	78.0	TM-78
					Climax	80.1	TM-80
					Skelly Oil Co.	99.2	TM-99
					Southern Union Oil	100.0	TM-100
					Lea County Oil	101.0	TM-101

54 BAIRD SUBDIV. — RIO GRANDE DIVISION

Maximum Speed (Except as below) MP	MPH	WEST		STATIONS	Station Numbers	EAST	
		FIRST CLASS	61			Freight	Sidings
258-00	259-03	55	61	All yard tracks between MP 248.1 and West end Centennial Yard. Do not exceed 20 MPH.	Station Numbers	Cars	Feet
260-26	262-05	55	61				
264-14	264-24	55	61				
266-14	266-25	55	61				
277-22	281-30	50	61				
285-15	285-20	55	61				
294-17	295-19	40	61				
329-28	337-03	40	61				
340-14	341-10	45	61				
343-05	345-18	45	61				
360-11	363-24	45	61				
372-05	372-13	55	61				
378-19	378-26	55	61				
383-06	384-23	50	61				
386-20	388-18	45	61				
405-11	406-04	45	61				
406-04	409-07	30	61				
446-30	448-14	35	61				
448-14	450-26	50	61				
476-15	477-10	55	61				
507-20	517-00	50	61				
Business Tracks	MP	Sta. Nos.					
Bomber	252	TP-252					
Benbrook	254	TP-255					
Aledo	263	TP-264					
Johnson							
Mines	324	TP-324					
Olden	347	TP-347					
Putnam	373	TP-374					
Bandag	401	TP-401					
Air Base Spur	413	TP-413					
Tecific	441	TP-441					
Pyramid	445	TP-445					
Reef Field	504	TP-504					
Sand Springs	504	TP-504					
ABS — Centennial Yd. to Big Spring.							
CTC between Centennial Yd. and west end siding Clyde.							
There is no superiority of trains between MP 512 and MP 515, Big Spring. All trains and engines will move at restricted speed.							
Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449-24; MP 507-24 to MP 517-00.							
No. 61 secure clearance Baird.							
Extra trains originating Centennial Yd. secure clearance.							
Big Spring register station for No. 61 only.							
PM							

Trains or engines making straight away movement may run ahead of No. 61 without train order authority when authorized by train dispatcher, but must keep informed of, and avoid delay to No. 61.

Hot Box and Dragging Equipment Detectors located MP 282-30, MP 317-02, MP 347-09, *MP 377-00, MP 416-00, MP 453-00, MP 485-14.

No. 16 Turnouts: Old E. Main—West end Centennial Yd.; Big Spring—E. end old main; all sidings except: Ranger, Baird, Tye, Trent, Colorado City and Ziler; E. end Roscoe, Lorraine; W. end Holder, Eskota, Dome and Iatan.

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

Maximum Speed except on Ft. Walters Spur	MPH	WEST STATIONS		Station Numbers
		WEATHERFORD	EAST	
25 MPH		0.0	TK-000	
15 MPH		18.1	TK-18	
Max. Wt. 220,000 Lbs.		22.0	TK-22	
Yard Limits: Entire Subdiv.		22.0		

TIMETABLE NO. 6

TOYAH SUBDIV. — RIO GRANDE DIVISION 55

WEST	FIRST CLASS	Miles	STATIONS	Station Numbers	EAST		Maximum Speed (Except as listed below) MP	MPH
					Cars	Feet		
5 01 PM	61	513.4	BIG SPRING	TP-513	Yd.	507-20	50	
5 15	61	523.9	MORITA	TP-524	142	533-26	50	
5 30	61	533.3	STANTON	TP-534	135	551-19	15*	
		539.2	DIX	TP-539		570-10	45	
5 46	61	549.2	CHUB	TP-549	130	587-03	55	
		553.3	MIDLAND	TP-553		605-13	35	
5 58	61	559.0	BOUNCE	TP-559	81	625-25	45	
6 03	61	563.8	PEGASUS	TP-564	157	632-26	55	
6 08	61	568.7	SOLO	TP-569	72	635-08	45	
		570.3	ODESSA	TP-570	Yd.	741-10	50	
6 20	61	578.9	ARCADE	TP-579	148	744-00	45	
6 27	61	584.1	DOURO	TP-584	77			
6 37	61	593.7	METZ	TP-594	152			
6 55	61	609.4	MONAHANS	TP-609	133			
7 02	61	615.6	WICKETT	TP-615	102			
7 11	61	624.2	PYOOTE	TP-624	88			
7 35	61	646.6	PECOS	TP-647	81			
8 01	61	666.1	TOYAH	TP-666	176			
8 15	61	676.7	GOZAR	TP-676	78			
8 30	61	686.3	SAN MARTINE	TP-687	75			
8 35	61	691.2	LEVINSON	TP-691	74			
8 45	61	698.8	KENT	TP-698	78			
8 59	61	708.8	BORACHO	TP-709	164			
9 20	61	727.1	WILD HORSE	TP-727	75			
9 28	61	735.0	VAN HORN	TP-735	61			
9 45	61	746.5	ALLAMORE	TP-746	76			
9 55	61	753.9	EAGLE FLAT	TP-754	76			
10 05	61	763.6	ARISPE	TP-764	74			
10 10	61	768.5	SIERRA BLACA	TP-768				
1 01 AM	61	858.4	EL PASO	TP-860	Yd.			
		343.5						

Hot Box and Dragging Equipment Detectors — MP 544-00, MP 613-20 and MP 706-10.

ABS — Big Spring to SP connection, Sierra Blanca. CTC between SP connection, Sierra Blanca and El Paso.

Yard Limits: MP 507-27 to MP 517-00; MP 567-33 to MP 576-17; MP 607-28 to MP 611-02; MP 664-25 to MP 668-20.

Big Spring Register Station for No. 61 Only.

Engines must not use Bin track, No. 3, or Eng. Spur at Crusher, Allamore.

Operation via S.P. Sierra Blanca to El Paso.

Trains secure clearance Toyah.

Sierra Blanca — Time applies at SP connection.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	S. P. Mile Post	Sta. No.	Station	S. P. Mile Post	Sta. No.
LASCA	746.1	TP-777	FABENS	800.1	TP-831
SMALL	751.3	TP-785	CLINT	807.3	TP-839
FINLAY	751.9	TP-790	BELEN	815.2	TP-846
McNARY	770.1	TP-803	YSLETA	817.0	TP-848
ISER	783.6	TP-815	ALFALFA	822.8	TP-854
TORNILLO	794.2	TP-826	TOWER 47		
			SP CONN	827.5	

TIMETABLE NO. 6

Maximum Speed MPH (Except as shown below)		SOUTH		NORTH		Station Nos.	Sidings	
MP	MP	Miles	STATIONS	Miles	STATIONS		Cars	Feet
MP 0-00	MP 1-18	0.0	PALESTINE	0.0	WEST JCT.	AX-81	Yd.	.....
MP 1-18	MP 5-04	1.0	1.0	1.6	SOUTH JCT.	A-83		
MP 5-04	MP 9-15	1.6	1.6	10.6	ELKHART	A-94	99	5012
MP 9-15	MP 12-12	12.2	12.2	12.3	GRAPELAND	A-106	59	2960
MP 12-12	MP 14-19	24.5	24.5	13.0	CROCKETT	A-119	175	10535
MP 14-19	MP 15-23	37.5	37.5	13.7	LOVELADY	A-133	65	3292
MP 15-23	MP 17-22	51.2	51.2	13.6	TRINITY	A-146	165	10200
MP 17-22	MP 23-26	64.8	64.8	6.9	RIVERSIDE	A-153	62	3138
MP 23-26	MP 24-31	71.7	71.7	12.3	PHELPS	A-165	88	4413
MP 24-31	MP 26-23	84.0	84.0	11.7	NEW WAVERLY	A-177	83	4175
MP 26-23	MP 28-37	95.7	95.7	8.0	WILLIS	A-185	83	4188
MP 28-37	MP 32-31	103.7	103.7	8.0	CONROE	A-193	142	7100
MP 32-31	MP 38-17	111.7	111.7	8.9	TAMINA	A-202	68	3426
MP 38-17	MP 43-09	120.6	120.6	7.1	SPRING	A-209	130	6507
MP 43-09	MP 45-16	127.7	127.7	10.1	ALDINE	A-219	107	5354
MP 45-16	MP 48-26	137.8	137.8	8.0	BELT JCT.	A-227		
MP 48-26	MP 52-26	145.8	145.8	1.7	GULF COAST JCT.			
MP 52-26	MP 58-26	147.5	147.5	2.7	SETTEGAST YD.	B-379	Yd.	.....
MP 58-26	MP 62-26	150.1	150.1					

Hot Box and Dragging Equipment Detectors located at MP 33-11; MP 67-12; MP 97-16; MP 132-00.

ABS — Between West Jct. and Settegast Yard.
 CTC — Between Palestine and Signal 12, and between Spring and Belt Jct.
 Trains originating secure clearance Palestine and Settegast Yard.
 All crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.
 Operation on HB&T between MP 144-00 and Settegast Yard.
 Yard Limits: MP 0-0 to MP 2-00; MP 144-00 to MP 150-01.

No. 15, 16 or 20 turnouts:
 Palestine — Spring — Belt Jct.
 So. End — Both ends siding Gulf Coast Jct.
 Frt. route — and conn. to Settegast Yd. —
 West Jct. — Ft. Worth Subdiv. East wye.
 South Jct. — Aldine — Both switches of siding.

SOUTH		Miles		STATIONS		Station Nos.	Sidings		NORTH	
First Class	21	Mon. Thurs. Sat.	Miles	Miles	STATIONS		Cars	Feet	First Class	22
	0.0		0.0	0.0	PALESTINE	AX-81	Yd.	.....	
	1.0		1.0	1.0	WEST JCT.	AX-81				
	8.5		8.5	7.5	TUCKER	AX-90	69	3448		
	18.0		18.0	9.5	OAKWOOD	AX-99	139	6953		
	34.7		34.7	16.7	BUFFALO	AX-116	58	2909		
	43.8		43.8	9.1	JEWETT	AX-125	72	3600		
	54.8		54.8	11.0	MARQUEZ	AX-136	178	8909		
	70.4		70.4	15.6	EASTERLY	AX-152	71	3552		
	77.1		77.1	6.7	FRANKLIN	AX-158	169	8488		
	89.6		89.6	12.5	HEARNE	AX-171	108	5427		
	93.9		93.9	4.3	VALLEY JCT.	AX-175	96	4816		
	99.6		99.6	5.7	GAUST	AX-181	120	6010		
	110.0		110.0	10.4	MILANO	AX-191	122	6101		
	119.1		119.1	9.1	ROCKDALE	AX-201				
	123.4		123.4	4.3	MARJORIE	AX-205	155	7787		
	132.2		132.2	8.8	THORNDALE	AX-214	69	3464		
	138.4		138.4	6.2	THRALL	AX-220	153	7670		
	144.7		144.7	6.3	M-K-T					
	PM		PM	0.1						
	12 05		144.8	7.7	TAYLOR	AX-226	Yd.	.....	4 35	
	12 16		153.4	8.6	HUTTO	AX-235	61	3088	4 15	
	12 26		161.6	8.2	ROUND ROCK	AX-243	129	6460	4 05	
	12 32		166.0	4.4	McNEIL	AX-247	91	4564	4 00	
	12 42		173.8	7.8	SNEED	AX-253	157	7880	3 50	
	s 12 50		179.1	5.3	AUSTIN	AX-262	48	2700	s 3 40	
			179.6	0.5	COLORADO BRIDGE	AX-263				
	1 02		187.3	7.7	BERGSTROM	AX-268	144	7211	3 23	
	1 10		194.2	6.9	BUDA	AX-276	80	4030	3 15	
	1 18		201.0	8.8	KYLE	AX-282	141	7050	3 07	
	1 27		208.7	7.7	CENTEX	AX-288	141	7050	2 59	
	1 28		208.8	0.1	M-K-T JCT.	AX-290			2 58	
	s 1 36		209.7	0.9	SAN MARCOS	AX-291			s 2 55	
	1 51		221.5	11.8	GOODWIN	AX-302	190	9545	2 35	
			227.3	5.8	NEW BRAUNFELS	AX-308				
			227.4	0.1	M-K-T					
			227.8	0.4	LANDA'S PARK	AX-309	67	3366	2 25	
	2 09		234.5	6.7	CORBEN YD.	AX-316	Yd.	.....	2 17	
	2 17		241.0	6.5	BRAOKEN	AX-322	159	7995	2 10	
	2 32		254.0	13.0	ADAMS	AX-335	73	3684	1 55	
	s 2 50		259.1	5.1	SAN ANTONIO	AX-340			s 1 45	
			259.8	0.7	S. P. No. 1	G				
			260.4	0.6	S. P. No. 2					
			264.3	3.9	SOSAN	AX-345	Yd.	.....	1 15	
	PM		PM	264.3					PM	

There is no superiority of trains between MP 259-00 and MP 265-09 and all trains and engines must move at restricted speed.

Gate at SP Crossing No. 1 MP 259.8 may be left lined and secured as last used.

58 AUSTIN SUBDIV. — PALESTINE DIVISION

ABS — Between Palestine and MP 259-00, and between MP 260-28 and MP 263-08. CTC between Palestine and Signal 14.

Yard Limits: MP 1-00 to MP 3-20; MP 92-05 to MP 95-16; MP 141-26 to MP 146-35; MP 176-12 to MP 184-05; MP 225-10 to MP 229-15; MP 255-10 to MP 267-00. All trains secure clearance Taylor.

No. 15, 16 or 20 turnouts; N. end frt. route, Palestine; West Jct.; south siding switch—Valley Jct.; north switch freight route—Taylor, connection—MKT Jct.; both siding switches—Landa's Park; Martin St., San Antonio.

Hot Box and Dragging Equipment detector located MP 119-24.

Maximum Speed	MPH	Maximum Speed	MPH
(Except as shown below)	50	MP 171-00 — MP 179-03	35
MP 0-0 — MP 1-00	20	MP 179-03 — MP 180-10	15
City Limits Palestine	30	Austin, West Avenue —	
City Limits Oakwood	45	Congress Avenue	10
MP 21-03 — MP 21-11	45	MP 180-10 — MP 186-00	35
MP 61-28 — MP 62-07	45	City Limits San Marcos	30
MP 64-06 — MP 64-18	45	City Limits New Braunfels	20
MP 65-16 — MP 65-22	45	MP 252-05 — MP 256-04	45
City Limits Franklin	45	MP 256-04 — MP 257-10	40
City Limits Hearne	25	MP 257-10 — MP 258-17	30
MP 93-11 — MP 93-12	30	MP 258-17 — MP 259-30	20
MP 94-20 — MP 94-26	45	Between MP 259-30 and	
City Limits Rockdale	45	MP 267-00 (Except	
City Limits Thorndale	45	as shown below)	35
City Limits Taylor	25	MP 259-30 — SP Crossing	
MP 144-10 — MP 144-21	15	No. 1 until crossing	
MP 144-21 — Main Street	8	occupied	6
MP 146-14 — MP 146-24	40	MP 259-30 — MP 260-35	30
		MP 264-21 — MP 264-27	15

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Lake	12.3	AX-93	Steck Paper Co.	172.1	AX-253
Champion	33.3	AX-114	Vinson	182.0	AX-265
Beavens	42.8	AX-115	Sid	206.1	AX-287
Koch (Conn. B.R.I.R.R.)	45.7	AX-127	Dittlinger	231.1	AX-312
New Baden	73.1	AX-154	Parker Bros.	231.2	AX-312
Marjorie (Conn. R.S.&S.R.R.)	124.4	AX-205	Ogden	236.7	AX-318
Round Rock (Conn. Georgetown R.R.)	161.6	AX-243	Wetmore	247.7	AX-329
IBM	169.0	AX-251	Longhorn	249.2	AX-330
Charles	170.4	AX-252	Green Light Spur	250.0	AX-331
Hooper	171.1	AX-254	North Loop	251.5	AX-333
Stripling Blake	171.9	AX-253	Towne Spur	251.8	AX-333
			Cementville	253-6	AX-334

LAREDO SUBDIV. — PALESTINE DIVISION 59

SOUTH FIRST CLASS	Miles	STATIONS	Sta. Nos.	Sidings		NORTH FIRST CLASS
				Cars	Feet	
21						22
MON. THURS. SAT.						SUN. TUES. FRI.
PM	3 10	264.3	SOSAN	AX345	Yd.	1 15
	3 15	267.0	HEAFER	AX348		1 05
	3 45	291.5	DEVINE	AX373	37 1879	12 32
	4 15	313.0	PEARSALL	AX394	41 2093	12 07
		321.9	DERBY	AX403		
		329.1	DILEY	AX410		
	4 48	339.5	GARDENDALE	AX422	39 1949	11 32
	4 55	345.8	COTULLA	AX427	92 4616	11 25
	5 25	367.6	ATLEE	AX449	63 3191	10 55
	5 35	374.1	ENCINAL	AX455	48 2422	10 46
	5 51	385.3	CALLAGHAN	AX467	46 2303	10 30
	6 25	408.3	NYE	AX490	28 1410	9 55
		412.0	Tex-Mex			
	7 00	412.2	LAREDO	AX494	Yd.	9 45
PM			147.9			AM

There is no superiority of trains between MP 259-00 and MP 265-09 and all trains and engines must move at restricted speed.

Yard Limits: MP 255-10 to MP 267-00; MP 338-20 to MP 340-19; MP 406-02 to end of Track Laredo.

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
Sosan — MP 264-21	35			
MP 264-21 — MP 264-27	15			
MP 264-27 — MP 267-00	35			
Between MP 267-00 and MP 362-00				
(Except as below)	49			
City Limits Lytle	30			
City Limits Devine	40			
City Limits Cotulla	40			
MP 362-00 — Laredo				
(Except as below)	40			
MP 408-22 — MP 410-10	30			
MP 410-10 — Laredo Sta.	15			
		Lytle	282.1	AX-363
		Natalia	287.1	AX-368
		Armour Chemical	310.1	AX-390
		Medina Electric	310.5	AX-391
		Burns Stock		
		Pens	331.0	AX-412
		Artesia Wells	356.9	AX-438

CRYSTAL CITY SUBDIV. — PALESTINE DIVISION

Rule 99 (d) in effect.	Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings	
					Cars	Feet
	190.8	DABNEY		HX18		
	186.4	URA		HX15		
	172.9	KELLY		GX173	24	1222
	163.9	LA PRYOR		GX164	26	1316
	145.8	CRYSTAL CITY		FX146	Yd.	
	143.4	RIVER		FX143	Yd.	
	134.5	BRUNDAGE		FX134	86	4324
	127.1	BIG WELLS		FX127		
	118.3	COUNTY LINE		FX118	41	2068
	105.0	GARDENDALE		AX422		
						85.8

60 FREEPORT SUBDIV. — KINGSVILLE DIVISION

Miles	STATIONS		Station Nos.	Yard Limits Entire Subdiv. Maximum Speed (Except as below)
	SOUTH ▼	NORTH ▲		
0.0	ANGLETON	.....	B-321	Freeport-Brazos River Bridge 30
9.5	CLUTE	.....	BH-8	Hoskins Ind. lead 15
11.4	HOSKINS JCT	.....	BH-6	Except over Bastrop Bayou Bridge MP 8-13 to MP 8-21 10
15.4	FREEPORT	.....	BH-0	BUSINESS TRACKS: MP 7.3 Sta. No. BH-10
15.4				Hoskins Ind. Lead: Max. Wt. 220,000 Lbs.
				Freeport to End of Track 220,000 Lbs.

VICTORIA SUBDIV.—KINGSVILLE DIVISION

Miles	STATIONS		Sta. Nos.	Yard Limits Entire Subdiv. Maximum Speed:
	SOUTH ▼	NORTH ▲		
12.5	VICTORIA	.....	BM-14	MP 0-0 — Victoria ... 30 MPH
0.0	BLOOMINGTON	.....	B-219	Between Bloomington and Long Mott: MP 0-0 — MP 13-00.. 25 MPH MP 13-00 — MP 14-00.. 10 MPH
12.5	NORTH SEADRIFT	.....	BK-12	
14.0	LONG MOTT	.....	BK-14	
26.5				BUSINESS TRACKS: MP Sta. No.
				Dernal 4.2 BM-4
				Big Three Gas... 4.3 BM-4
				Tennessee Gas ... 4.5 BM-4
				Green Lake.....10.3 BK-10

CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

Miles	STATIONS		Sta. Nos.	Sidings		MAXIMUM SPEED (Except as shown below) MPH
	SOUTH ▼	NORTH ▲		Cars	Feet	
3.1	SOSAN	.....	AX345	Yd.		
20.3	RO SIDING	.....	CC21	51	2570	
34.3	PLEASANTON	.....	CC34	166	8307	
55.2	CAMPBELLTON	.....	CC55	158	7898	
77.3	THREE RIVERS	.....	CC77	42	2110	MP 34-01 — MP 34-04 30
88.1	GEORGE WEST	.....	CC88	157	7850	MP 113-03 — MP 113-04 30
113.0	MATHIS	.....	CC113	17	880	MP 145-16 — MP 149-00 15
124.7	HUBERT	.....	CC124	63	3176	
132.2	ODEM	.....	B-155	Yd.		
141.2	VIOLA	.....	CC141			
145.6	M. P. JCT	.....			
145.9	C. C. T. A.	.....			
149.0	CORPUS CHRISTI	.....	CC150	Yd.		
149.0						

BUSINESS TRACKS: MP Sta. No.

Phoenix	5.0	CC-5
R. J. Reynolds Food Inc.	6.7	CC-6
San Jose	6.7	CC-7
Cassin	12.6	CC-13
Lehr	19.3	CC-20
Espey Sand Pit	23.1	CC-23
Leming	26.6	CC-27
Coughran	38.3	CC-39

BUSINESS TRACKS: MP Sta. No.

McCoy	46.3	CC-46
Whitsett	63.3	CC-63
Sunniland	68.0	CC-68
Gollad Corpn.	82.3	CC-82
Atlantic Ref.	87.4	CC-87
Heldenfels	110.2	CC-110
Edroy	126.1	CC-126

Trains must secure clearance at Odem. Yard Limits: Sosan to MP 5-06, MP 30-33 to MP 35-05; MP 130-00 to MP 134-03; MP 140-17 to Corpus Christi. Trains and engines moving on Halliburton Spur Pleasanton must not exceed 10 MPH.

In Corpus Christi Yard @ Tex. Mex.

TIMETABLE NO. 6

MISSION SUBDIV. — KINGSVILLE DIVISION 61

Miles	STATIONS		Station Nos.	Sidings	
	SOUTH ▼	NORTH ▲		Cars	Feet
0.0	HARLINGEN	.....	B-25	Yd.	
8.3	LA FERIA	.....	BR-8	68	3441
13.9	MERCEDES	.....	BR-14	109	5465
18.8	WESLACO	.....	BR-19	52	2641
22.8	DONNA	.....	BR-23	65	3264
26.9	ALAMO	.....	BR-27		
29.3	SAN JUAN	.....	BR-29	70	3538
31.0	PHARR	.....	BR-31	61	3078
34.2	McALLEN	.....	BR-34		
34.5	S. P.	.....		
40.0	MISSION	.....	BR-40	Yd.	
73.3	RIO GRANDE CITY	.....	BR-73	Yd.	
73.3					

Rule 99(d) in effect between Mission and Rio Grande City.

Maximum Speed: MPH (Except as below) 30

MP 32-09 — MP 36-26 15

Hidalgo-Palmhurst Ind. Lead 15

Except Mission to Palmhurst 10

Served from McAllen via SP Co.: Edinburg 30.4 BP-30

Hidalgo-Palmhurst Industrial Lead—13.9 miles (Crosses Mission Subdiv. at Mission)

Max. wt. 220,000 lbs. Hidalgo 0.0 BY-48 Madero 7.4 BY-56 Mission Subdiv. Crossing Palmhurst 13.9 BY-62

End of Track 400 ft. south of Palmhurst switch.

Max. Wt. Between Mission and Rio Grande City 240,000 Lbs.

Between Harlingen and Mission trains and engines will move at restricted speed without timetable or train order authority.

TIMETABLE NO. 6

62 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 63

SOUTH		Miles	STATIONS	Station Nos.	Sidings		NORTH	
859	395				Cars	Feet	858	394
Daily	Daily	All siding switches Algoa to Inari inclusive are No. 15 or 16 turnouts.				Daily	Daily	
			377.0 SETTEGAST YD. §T@	B-379	Yd.			
			368.1 8.9 NEW SOUTH YD. @	B-368	Yd.			
			20.3 0.9 T&NO JCT. @SP					
			19.4 5.4 MYKAWA. n126 7690					
			14.0 4.0 PEARLAND. s150 9350	108	5400			
			10.0 5.9 HASTINGS. 256 12800					
			4.1 4.1 ALVIN. @T		Yd.			
			28.6 4.2 ALGOA. B-343					
			24.4 0.4 BROWNIE. T	B-342	192	9636		
			343.2 9.4 LIVERPOOL. B-333	110	5494			
			342.8 13.4 ANGLETON. B-321	114	6696			
			333.4 14.5 S. BERNARD R. @	B-306				
			320.0 4.7 SWEENEY. @	B-301	102	5095		
			305.5 9.1 ALLENHURST. B-292	108	5394			
			300.8 7.6 A.T. & S.F. @					
			291.7 0.3 BAY CITY. @T	B-284	102	5121		
			284.1 8.6 BUCOKEYE. B-275	141	7800			
			283.8 10.3 S. P. @					
			275.2 0.3 BLESSING. B-265	105	5241			
			264.9 14.9 LAWARD. B-250	105	5257			
			264.6 4.8 LOLITA (PONConn) B-245					
			249.7 4.8 VANDERBILT. @	B-240	Yd.			
			244.9 10.6 CARR. B-230	111	5547			
			240.1 5.2 PLACEDO @S.P. @	B-224				
			229.5 5.0 BLOOMINGTON. @T	B-219	127	6375		
			224.3 3.3 BARGE CANAL. @					
			219.3 10.3 INARI. B-205	150	7521			
			216.0 12.3 GRETA. B-193	145	7252			
			205.7 7.4 REFUGIO. B-186					
			193.4 6.0 WOODSBORO. B-180	128	6392			
			186.0 17.9 SINTON. B-162	44	2224			
			180.0 0.1 SINTON JCT. @SP	B-162				
			162.1 7.5 ODEM @MP. @T	B-155	73	3656	7 25	
			162.0 13.1 ROBSTOWN @TM	B-141	115	5773	7 05	
			154.5 16.5 BISHOP. B-125				6 40	
			141.4 6.5 KINGSVILLE. @	B-119	Yd.		6 30	
			124.9 21.0 SARITA. B-98	85	4249	5 35		
			118.4 20.6 ARMSTRONG. B-77	107	5364	5 01		
			9 00 9.4 NORIAS. B-68	82	4098	4 40		
			9 30 AM 9.4 RAYMONDVILLE. B-46	104	5228	4 05		
			10 05 19.8 S.P. @					
			10 20 21.2 HARLINGEN. @T	B-25	Yd.		3 30	
			10 55 26.8 SAN BENITO. B-19					
			11 30 6.6 OLMITO. B-9					
			PM 19.0 8.3 BROWNSVILLE. @	B-0	Yd.			
			AM 9.0 0.7					
			0.7					

No. 395 and No. 859 are superior to No. 858.
TIMETABLE NO. 6

SPECIAL INSTRUCTIONS

ABS-CTC (AT&SF-TCS) New South Yard—South Switch Inari and between MP 162.0 Sinton Jct. and Odem MP 154-24.

Operation on AT&SF between New South Yard and Algoa; be governed by Uniform Code of Operating Rules and Special Instructions Item 7(a).

Two main tracks between Alvin and Algoa—the track to the right as observed by Southward Train is designated North track. Track to the right as observed by Northward train is designated South Track.

On AT&SF the timetable direction T&NO Jct. to Alvin is eastward, Alvin to Algoa westward.

Southward trains secure clearance Settegest Yd. and AT&SF numbered clearance card at New South Yard.

Northward trains must secure ATSF clearance at Alvin.

On AT&SF maximum speed permitted through remote control switches 30 MPH, except 15 MPH through switches at east end of two tracks at Alvin.

AT&SF timetable not required between New South Yard and Algoa.

When using HB&T tracks, Houston, HB&T Timetable and Special Instructions apply.

All crews arriving or departing Settegest Yard will register in and out on the HB&T Railway Co. Register.

Crews operating Angleton to Palestine must secure clearance at Angleton.

No. 858 may leave Harlingen without a clearance when train order signal indicates proceed.

No. 858, No. 859 and No. 394 may leave Kingsville without clearance when train order signal indicates proceed.

Crew designated may assume schedule of No. 858 or No. 859 at Kingsville without train order authority after schedule has arrived.

Rule 99(d) in effect between Kingsville and Harlingen.

Item 13 (1) of Special Instructions will apply between Brownsville and Harlingen.

Maximum Speed:	MPH	Yard Limits:
Brownsville—Harlingen		MP 0-0 to MP 28-06;
(Except as below)	35	MP 45-12 to MP 48-25;
MP 18-00—MP 22-02	20	MP 116-00 to MP 125-30;
MP 24-24—MP 25-17	15	MP 152-20 to MP 154-24.
Harlingen—MP 118-29	40	
MP 118-29—MP 204-10		
(Except as below)	49	
MP 154-23—MP 155-03	20	
MP 161-17—MP 162-07	15	
MP 131-10—MP 132-19	10	
MP 204-10—Algoa		
(Except as below)	50	
MP 214-23—MP 215-01	20	
MP 282-22—MP 285-15	30	
MP 305-14—MP 305-17	35	
MP 318-19—MP 320-04	20	
MP 342-28—MP 343-09	25	
Algoa—Settegest Yard		
(Except as below)	45	
Wye track Algoa	25	
Around two curves on AT&SF		
MP 0-0 to MP 0.5 west of		
Alvin	20	
Over T&NO crossing MP 19.4	40	

Industrial Spurs:		
Celanese Industrial		
Lead—MP 277-00		
Max. Speed	10	MPH.
Phillips Refinery Spur—		
Max. Speed	10	MPH;
Monsanto Industrial Lead—		
Max. Speed	15	MPH;
Monte Alto Industrial Lead		
(between Raymondville and Monte Alto 20.9 miles)		
Max. Speed	15	MPH
Max. Wt.	240,000	lbs.

BUSINESS TRACKS:	MP	Sta. Nos.	Sta.
Phillips Petroleum	337.8	B-338	MP No.
Monsanto Storage			
(2 tracks)	335.9	B-336	
Chocolate Bayou Spur	335.6	B-336	
Danbury	327.3	B-327	
Brazoria Clemens	308.6	B-309	
Pan American			
Petroleum Spur	298.5	B-299	
Abercrombie	297.1	B-297	
Bay-Tex Fertilizer	290.5	B-290	
Celanese Storage			
(2 tracks)	277.3	B-277	
Elmaton	269.6	B-270	
Keeran	232.6	B-234	
McFaddin	209.4	B-209	
Refco Corp.	190.4	B-190	
Cranell	173.6	B-174	
Calallen	148.1	B-148	
Corpus Christi			
Filtration Plant	147.3	B-147	
Lon Hill	146.7	B-147	
Driscoll	132.1	B-132	
Chemcel	122.8	B-123	
Ricardo	112.0	B-112	
Riviera	103.1	B-103	
Turcotte	82.8	B-83	
Yturria	52.4	B-52	
Lyford	41.4	B-41	
Sebastian	36.9	B-37	
Russelltown	14.1	B-14	

Brownsville Ind. Lead		
(San Benito to Rio Hondo—9.0 miles)		
Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.		
Max Wt.	220,000	lbs.
Business Tracks	M.P. No.	Sta.
Fresnal	6.6	BS-6
Rio Hondo	9.0	BS-9
MP 5.5 SP		
Brownsville Port Line:		
Max. Speed 15 MPH except Highway Crossing MP 6-9.6 MPH		
Brownsville Belt Line:		
Max. Speed 12 MPH except Street Crossing MP 0-08 to MP 0-16		
MP 1-16 SP-G		

TIMETABLE NO. 6

64 SUGARLAND SUBDIV. — DeQUINCY DIVISION

Miles	STATIONS		Station No.	Yard Limits—Entire Subdiv.
	SOUTH ▼	NORTH ▲		
				Sta. No. Business Tracks MP No. Pierce Junction . . . 7.9 AE-7 Klein Industrial 9.2 AE-9 Houston Chemical Co. . . 9.6 AE-9 Union Tank Supply 10.1 AE-10 Imperial Salt Co. 13.1 AE-13 Ritzloff Chemical Co. . . 13.1 AE-13 Heatran 13.7 AE-14 Fresno 16.0 AE-16 DeWalt 29.7 AG-27 Herbert 32.9 AG-29
	SETTEGAST Yd. T		B-379	
1.7	Gulf Coast Jct. T			
2.6	BELT JUNCTION T		A-227	
1.2	S. P. T			
1.3	S. P. T			
0.8	S. P. T			
0.1	BUFFALO BAYOU T			
0.9	CONGRESS AVE. T			
0.6	G. H. & H. T			
0.2	H. B. & T. T			
0.2	H. B. & T. (Two Trks.) T			
0.1	S. P. T			
5.8	S. P. T			
1.6	MYRTLE T		AE-8	
0.9	ALMEDA T		AE-11	
9.4	ARCOLA T		AE-19	
2.3	HAWDON T		AE-21	
4.0	A. T. & S. F. T			
8.0	END OF TRACK T			
33.1				

Max. Wt. Belt Jct. — Hawdon 240,000 Lbs.
Hawdon and End of Track 220,000 Lbs.

When using HB&T tracks Houston, HB&T Timetable and Special Instructions apply.

Yard Limits—Entire Subdiv.
Sta. No.
Business Tracks MP No.
Pierce Junction . . . 7.9 AE-7
Klein Industrial 9.2 AE-9
Houston
Chemical Co. . . 9.6 AE-9
Union Tank
Supply 10.1 AE-10
Imperial
Salt Co. 13.1 AE-13
Ritzloff
Chemical Co. . . 13.1 AE-13
Heatran 13.7 AE-14
Fresno 16.0 AE-16
DeWalt 29.7 AG-27
Herbert 32.9 AG-29

Rosharon Industrial Lead:
(Hawdon—
Kosharon 8.6 miles)
Max. Wt. 220,000 lbs.
Sta. No.
Business Tracks MP No.
Juliff 23.0 AE-23
Rosharon 29.7 AE-30

Maximum Speed MPH
Between Belt Jct.
and Myrtle 20
Between Myrtle and
MP 20-01 25
MP 20-01 — and
End of track 15
Rosharon Industrial
Lead 10

Sugarland AG 33
Pryor AG-35
(Reached via HB&T—
SP Co. from Settegast
Yard)

LAKE CHARLES SUBDIV.—DeQUINCY DIVISION 65

Miles	STATIONS		Station No.	Sidings		Maximum Speed MPH (Except as below)
	SOUTH ▼	NORTH ▲		Cars	Feet	
601.6	ALEXANDRIA T		C-625	Yd.		MP 602-10 — MP 602-20 . . . 35
610.6	WOODWORTH T		C-634	59	2997	MP 604-11 — MP 604-20 . . . 45
615.7	BRINGHURST T		C-640	115	5764	MP 623-24 — MP 624-11 . . . 35 City limits Oakdale 25 MP 601-07 — MP 690-02 . . . 40
623.6	GLENMORA T		C-647	67	3464	MP 690-02 — MP 690-03 . . . 20
635.6	OAKDALE T		C-659	125	6747	MP 690-03 — MP 693-07 . . . 40 MP 693-07 — End of Track 10
636.0	A. T. & S. F. T					Lake Charles: Wharves & Apron Docks 5
650.3	OBERLIN T		C-674			
654.1	ELDER T		C-679	97	4850	
660.6	KINDER T		B-544	Yd.		
680.0	IOWA JCT. T		C-704			
690.2	S. P. T					
694.2	LAKE CHARLES T		C-720	Yd.		
95.0						

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Forrest Hill	618.1	C-642	Le Jeune	652.3	C-676	Woodlawn	675.0	C-700
Long Leaf	621.2	C-645	Spur	664.2	C-688	American	680.5	C-703
McNary	622.6	C-646	Fontenot	669.4	C-694	Cyanamid	688.0	C-702
Bodcaw	647.0	C-670	Fenton	669.4	C-694	Manchester	688.0	C-712
						Harbor	690.0	C-713

ABS — Between Alexandria and Kinder.
Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.

Yard Limits: MP 599-00 to MP 603-25; MP 658-24 to MP 662-01; MP 688-18 to Lake Charles.

Manchester T SP T
Lake Charles Goss Port lead T SP T
KCS T

No. 15, 16 or 20 turnouts both ends of sidings: Woodworth, Bringhurst and Glenmora.

Harbor ind. lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 15 MPH.

BAYTOWN SUBDIV. — DeQUINCY DIVISION

Miles	STATIONS		Station No.	YARD LIMITS ENTIRE SUBDIV.
	WEST ▼	EAST ▲		
33.4	BAYTOWN T		BG-33	Maximum Speed MPH (Except as shown below) . . . 30 Between Settegast Yard and MP 13-17 City Limits Houston and Jacinto City . . . 20 San Jacinto Ordinance 15 Arco Industrial Lead 15 U. S. Steel Industrial Lead . . . 15 MP 19-29 — MP 20-24 San Jacinto River Bridge . . . 15 MP 22-16 — MP 24-04 20 MP 29-10 — Baytown 20
30.7	E. O. CO. T			
28.5	DURHAM YARD T		BG-28	
22.5	HIGHLANDS T		BG-22	
18.0	CHANNEL VIEW T		BG-18	
9.5	MARKET ST. T		BG-9	
3.8	SETTEGAST YD T		B-379	
29.6				

Lift bridge over Cedar Bayou Bridge No. 3—U. S. Steel lead protected by signals. When signals indicate Stop be governed by instructions in release box.

Business Tracks: MP	Sta. No.	MP Sta. Nos.
Miller-Estes Spur	10.3	BG-10
Sheffield Road		
Team	12.4	BG-12
North Shore Iron & Metal	12.7	BG-13
Walton Barge Terminal	13.1	BG-13
Greens Bayou	14.3	BG-14
Diamond Alkali Spur	14.5	BG-14
Ordinance Spur	15.0	BG-15
Houston Tank Car	16.3	BG-16
Arco Ind. Lead	17.5	BG-17
Mantu	19.8	BG-19

All crews arriving or departing Settegast Yard will register in and out on the HB&T Railway Co. Register.
When using HB&T tracks Houston, HB&T Timetable and Special Instructions apply.
MP 30-22 — San Jacinto Street Crossing — member of crew must protect on ground before occupying.

CROWLEY SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station No.	Maximum Speed MPH (Except as below)
	SOUTH ▼	NORTH ▲		
570.3	EUNICE T		B-570	MP 570-10 — MP 571-10 . . . 15 MP 590-28 — End Track 10 Mill St. Lead Crowley 10
577.9	MOWATA T		BD-578	Yard Limits—Entire Subdiv. Crowley-Mill Row lead T SP T
582.4	MAXIE T		BD-582	BUSINESS TRACKS: MP No. Gulf States 575.5 BD-575 American Cynamid 577.7 BD-577
592.3	CROWLEY T		BD-592	
22.0				

ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station No.	Maximum Speed MPH (Except as below)
	SOUTH ▼	NORTH ▲		
477.7	MAURICEVILLE T		B-477	MP 489-06 — MP 490-15 . . . 10 Doc Brown: Dupont Industrial Lead 10 Dupont Industrial Lead East Conn. 10 Firestone Ind. Lead 10
482.9	PEVETO T		BE-482	ORANGE: Weaver Ind. Lead 5 County Dock Ind. Lead 5
486.9	S. P. T			Yard Limits Entire Subdiv.
488.0	DOC BROWN T		BE-488	BUSINESS TRACKS: MP No. Bancroft 485.0 BE-485 Kilowatt 486.5 BE-486
490.5	ORANGE T		BE-490	
12.9				

66 BEAUMONT SUBDIV. — DeQUINCY DIVISION

Miles	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings	
					Cars	Feet
648.0		NO. BATON ROUGE.....		B-647	Yd.	.....
647.0		M. P. JCT.....				
646.4		EAST JOT.....	⊕			
643.1		WEST JOT.....		TD-11		
642.8		⊕T & P.....	⊕			
641.5		ANCHORAGE.....	⊕T	B-644	Yd.	.....
631.5		ERWINVILLE.....		B-631		.....
621.1		LIVONIA ⊕T & P.....	⊕	B-622		.....
		ATCHAFALAYA R.....	⊕			.....
610.4		KROTZ SPRINGS.....		B-610	82	4114
597.6		PORT BARRE.....	⊕T	B-597	104	5221
590.7		OPELOUSAS.....	⊕	B-590		.....
590.2		⊕SP.....	⊕			.....
590.1		⊕T & P.....	⊕			.....
584.2		LAWTELL.....		B-584	74	3700
570.4		⊕ SP.....	⊕			.....
570.3		EUNIOE.....	□ ⊕T	B-570	111	6550
559.5		BASILE.....		B-559	82	4116
544.5		KINDER ⊕M.P.....	⊕ ⊕T	B-544	Yd.	.....
532.3		REAVES.....		B-532	77	3848
515.3		GORDON.....		B-515	110	5616
508.4		⊕K. C. S.....	⊕			.....
508.0		DEQUINCY, LA.....	⊕ ⊕	B-508	167	8386
507.3		C.S. JUNCTION.....		B-507		.....
504.0		HELME.....		B-504	96	4820
499.2		LUCAS.....		B-499	95	4784
492.3		STARKS.....		B-492	150	7511
487.0		RULIFF.....		B-487	92	4646
477.4		MAURICEVILLE, TEX.....	⊕MP ⊕	B-477	197	9863
467.2		VIDOR.....		B-467	260	13018
462.8		⊕SP JOT.....	⊕			.....
461.8		DRAWBRIDGE.....	⊕			.....
461.6		⊕ SP.....	⊕			.....
460.8		GOL JOT.....				.....
460.3		⊕SP KCS.....	⊕			.....
459.1		BEAUMONT.....	⊕ ⊕T	B-461	Yd.	.....
455.1		ELIZABETH.....		B-455	155	7768
441.3		GRAYBURG.....		B-441	110	5541
427.2		HULL.....	⊕	B-427	138	6942
409.0		MARTHA.....		B-409	93	4664
398.8		HUFFMAN.....	⊕	B-398	141	7068
385.0		DYERSDALE.....		B-385	108	5440
381.6		SETTEGAST JOT.....		B-382		.....
379.3		SETTEGAST Yd.....	⊕ ⊕T	B-379	Yd.	.....
		268.8				

In Anchorage yd. ⊕ T&P—G.
 No. 15, 16 or 20 turnouts east wye switch—Settegest Jct.; both ends siding Dyersdale; West Crossover and East Crossover—Beaumont; DeQuincy lead and CS Jct.—KCS conn.; west siding switch Kinder; west wye switch Anchorage; main track switch West Jct.
 Hot Box and Dragging Equipment Detectors located at *MP 444-18, *MP 529-32, *MP 563-22 and *MP 596-02.

NEW IBERIA SUBDIV. — DeQUINCY DIVISION 67

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Rule 99 (d) in effect between Port Barre and New Iberia.	
					Business Tracks	MP Sta. No.
0.0		PORT BARRE.....	⊕T ⊕	B-597		
11.2		ARNAUDVILLE.....		BB-12		
17.5		OEOELIA.....		BB-18		
25.5		PARKS.....		BB-26		
30.3		ISLE LABBE.....		BB-31		
39.4		LOREAUVILLE.....		BB-40		
41.0		TECHE BAYOU.....	⊕ ⊕			
46.4		NEW IBERIA.....	⊕ ⊕T	BB-48		
46.8		⊕S. P. (WEST TOWER) ⊕				
47.7		S. P. Conn.....				
		VIA S. P.				
52.9		S. P. Conn.....				
59.1		JEANERETTE.....		BB-60		
59.2		⊕S. P.....	⊕			
59.4		⊕S. P.....	⊕			
60.2		⊕S. P.....	⊕			
62.5		SORRELL.....		BB-64		
63.8		S. P. Conn.....				
		VIA S. P.				
82.3		GARDEN CITY.....	T	BB-83		
		82.3				

Yard Limits: MP 0-0 to MP 2-15; MP 40-00 to MP 47-21; MP 52-27 to MP 63-24.
 The normal position of drawbridge on Oaklawn, Franklin Ind. lead MP 74-06 stands open for river traffic and will be closed only when trains are ready to cross.
 Maximum Speed 25 MPH, except MP 46-13 — MP 82-10, 10 MPH on Mo. Pac. tracks.
 Jefferson Island Industrial Lead, 25 MPH. Except MP 48-01 — MP 48-07 — 10 MPH and MP 57-22 — End of track 10 MPH.
 ⊕ SP ⊕ — Jefferson Island—Ind. lead.
 Maximum wt. between New Iberia and Garden City 220,000 lbs.
 Operation via SP MP 47.7 to MP 52.9 and MP 63.8 to Garden City.
 Oaklawn, Franklin Ind. Lead—opens off S.P. track at S.P. MP 101.8.

THIBODAU SUBDIV. — NEW ORLEANS DIVISION

Miles	WEST ▼	STATIONS	EAST ▲	Station Nos.	Yard Limits: Entire Subdiv.	
					Maximum Speed	MPH
0.0		McCALL.....		TB-68		
1.4		PALO ALTO.....		TH-3		
9.4		PAINCOURTVILLE.....		TH-11		
12.5		MUNSON.....		TH-14		
13.1		NAPOLEONVILLE.....		TH-15		
31.0		THIBODAU.....		TG-29		
		31.0				

68 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

MPH	Miles	STATIONS	Station Nos.	Sidings	
				Cars	Feet
94.7		BUNKIE.....	ⓂTⓄⓈ	TB-163	.....
90.0	4.7	EVERGREEN.....		TV-42	.....
85.8	4.2	COTTONPORT.....		TV-38	17 862
79.5	6.3	MANSURA JOT.....	Ⓞ	TW-3	.....
72.6	6.9	HAMBURG.....		TV-30	82 4103
65.3	7.3	HYDE.....		TV-23	76 3832
64.9	0.3	SIMMSPORT.....	ⓄⓈ	TV-22	.....
59.8	5.1	KELLER.....		TV-17	250 12937
57.0	2.8	LETTSWORTH.....		TD-58	40 2002
49.8	7.2	BATCHELOR.....		TD-51	8. 4163
42.0	7.8	MORGANZA.....		TD-42	24 1234
32.0	10.0	NEW ROADS.....		TD-33	75 3768
24.5	7.5	GLYNN.....		TD-25	33 1655
17.3	7.2	CHAMBERLIN.....		TD-18	38 1914
12.8	4.5	LOBDELL.....	Ⓞ	TD-13	154 7741
12.3	0.5	LOBDELL JOT.....		TD-12	.....
11.8	0.5	Ⓞ M. F.....	Ⓞ		
10.0	1.8	Ⓞ M. P.....	Ⓞ		
7.8	2.2	PORT ALLEN.....	Ⓞ	TD-8	.....
6.5	1.3	CANAL.....	ⓄⓈⓄ	TD-6	.....
0.0	6.5	ADDIS.....	Ⓞ-2 ⓂTⓄⓈ	TB-90	Yd.....
	94.7				

Current joint Time Table of the Texas and Pacific Railway and Louisiana and Arkansas Railway will govern the movement of trains between Mansura Jct., and Lobdell Jct. Train movements between Bunkie and Addis will be handled by L&A Train Dispatcher.

Yard Limits: Bunkie to Mansura Jct.; Lobdell Jct. to Addis.

ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION 69

Miles	WEST STATIONS	EAST STATIONS	Sta. Nos.	Sidings		Maximum Speed MPH
				Crs	Feet	
						(Except as below) 50
						MP 75-00—MP 75-17 25
						MP 84-00—MP 86-24 20
						MP 88-23—MP 91-15 20
						MP 94-34—MP 95-03 35
						MP 108-32—MP 109-20 35
10.2	W. BRIDGE JOT. Ⓞ		TB10	Yd		MP 117-20—MP 118-34 40
11.4	AVONDALE. ⓄⓈⓄ		TB11	Yd		MP 128-04—MP 128-27 45
16.5	OYANAMID ⓄSP Ⓞ		C-806 TB16			MP 162-20—MP 163-12 20
19.3	AMA.....		TB19	225	11060	MP 170-11—MP 170-30 35
22.1	LULING.....		TB22			MP 178-12—MP 179-07 45
28.5	TAFT.....		TB28			MP 190-15—MP 195-28 40
30.1	KILLONA.....		TB31			Yard Limits: MP 0-0 to MP 17-00; MP 60-00 MP 62-38; MP 68-22 to MP 70-00; MP 81-12 to MP 87-15; MP 161-20 to MP 164-10; MP 192-00 to MP 196-18.
40.0	JOHNSON.....		TB40	226	11336	
46.3	VACHERIE.....		TB46			
53.1	ST. JAMES.....		TB52	108	6409	
64.7	DONALDSONVILLE.....		TB65	209	10457	Business Tracks: MP No.
67.8	MC CALL.....		TB68	136	6806	Service Foundry 14.0 TB-14
75.8	WHITE CASTLE.....		TB75	121	6048	Farmers Export 19.2 TB-19
84.2	DOVER.....		TB82	145	7291	Monsanto 21.4 TB-21
85.4	PLAQUEMINE.....		TB85			Dufresne 23.3 TB-23
87.8	BATON.....		TB88	231	11583	Hahnville 25.0 TB-26
90.1	ADDIS.....		TB90	Yd		Argus Chemical Co., (Union Carbide, Hooker Chem) 28.1 TB-28
95.0	MORLEY.....		TB95			Waterford Spur 30.0 TB-30
101.8	GROSSE TETE.....		TB102	232	11647	Edgard 35.3 TB-35
109.3	MARINGOUIN.....		TB109			Columbia 35.8 TB-36
114.1	LIVONIA ⓄMP Ⓞ		TB114	223	11165	Armant 45.7 TB-46
119.1	FORDOCHE.....		TB118	84	4230	Caire Spur 54.0 TB-54
129.5	MELVILLE Ⓞ-2 Ⓞ		TB129			Co-op Refinery 53.5 TB-54
138.5	PALMETTO.....		TB139	239	11970	Gulf 61.0 TB-61
152.0	MORROWS.....		TB153	101	5089	Central Farmers 62.5 TB-63
163.1	BUNKIE.....		TB163	205	10249	Melamine Chem. 62.3 TB-63
170.2	SOUPAC JOT.....		TB169			Triad 62.3 TB-63
171.1	CHENEYVILLE.....		TB170			Cora-Texas 74.5 TB-74
177.0	MEEKER.....		TB177	209	10453	Soniat 76.0 TB-76
182.5	ROCK JOT.....		TB178			Catherine 76.5 TB-77
190.4	WILLOW GLEN.....		TB190			Hercules 81.3 TB-81
192.1	ALEXANDRIA.....		C-625 TB-195	Yd		Georgia Pacific 81.3 TB-81
						Allemania 85.0 TB-83
						Dow 88.8 TB-88
						Copolymer 88.9 TB-88
						St. Delphine 89.0 TB-89
						Sid Richardson 89.3 TB-89
						Marrineaux Spur 114.0 TB-114
						McKneely 120.9 TB-121
						Rosa 145.1 TB-146
						LeMoyen 148.7 TB-149
						Red Barn Chem. Co. 169.8 TB-170
						LeCompte 178.5 TB-179
						MFC Spur 182.8 TB-183
						Chambers 184.0 TB-185
						Hot Box Detectors located MP 44-02; MP 71-10; MP 108-07; MP 134-04; and MP 168-06.

192.1

ABS — Alexandria to MP 12.4. CTC — between Willow Glen and Alexandria; Livonia and MP 87-15; east end siding Donaldsonville and west end siding McCall.

No. 15, 16 or 20 turnouts located both ends sidings Ama, Johnson, Donaldsonville, Livonia, Palmetto, Baton, Grosse Tete, and Meeker.

Engines will not go beyond 250 ft. from point of switch in Soniat Spur.

Engines may occupy main track between switching limit signs MP 189-29 and Willow Glen, MP 190-15 upon signal indication after authority has been obtained from train dispatcher. Such authority may be obtained through the operator at Alexandria.

CRI&P trains may use main track between Rock Jct. and Willow Glen when authorized by train dispatcher. Control operator must protect with hold out signal at Meeker and Tag Lever until occupancy released.

Drill Track — Avondale to MP 13-34 designated arriving and leaving switch for Avondale. Switch is hand throw #16 turnout.

Operation between MP 17-00 and New Orleans on TP-MPT Subdiv.

MARKSVILLE SUBDIV. — NEW ORLEANS DIVISION

Miles	STATIONS	Station Nos.	Sidings	
			Cars	Feet
79.5	MANSURA.....	Ⓞ L. & A. ⓄG	TW-4	
84.7	MARKSVILLE.....	Ⓞ	TW-9	
				5.2

CHURCH POINT SUBDIV. — NEW ORLEANS DIVISION

Miles	STATIONS	Station Nos.	Sidings	
			Cars	Feet
0.0	BUNKIE.....	Ⓞ-2 ⓂTⓄⓈ	TB-163	.....
3.6	EOLA Ⓞ S. P.....	Ⓞ	TL-4	.....
8.8	ST. LANDRY.....		TL-9	9 470
20.0	VILLE PLATTE.....		TL-20	38 1927
26.7	LEDOUX.....		TL-27	12 705
36.0	OPELOUSAS Ⓞ M.P....	Ⓞ	TX-23	12 611
43.5	LEWISBURG.....		TX-32	10 517
47.9	CHURCH POINT.....		TX-36	15 752
				47.9

Miles	SOUTH V STATIONS	NORTH A	Station Nos.	Maximum Speed: (Except as below) _____ MPH
0.0	GOULDSBORO..... □		TB-2 C-815	Service Roads - Each side - _____ 25 Westbank Expressway _____
1.0	② S. P. G		Y-1	MP 2.5 — MP 2.7 _____ 10 Marie Dr. Gretna — MP 3 _____ 10
7.2				MP 15.6 — MP 24.3 _____ 10 MP 32.6 — MP 32.8 _____ 10 MP 39.6 — MP 40.2 _____ 10 MP 44.1 — MP 44.7 _____ 10
8.2	BELLE CHASSE.....		Y-10	
35.3				
43.5	PORT SULPEUR.....		Y-46	
9.5				
53.0	EMPIRE.....		Y-55	
1.2				
54.2	END OF TRACK.....			
54.2				

Yard limits entire subdiv.

Business Tracks: MP Sta. No.
 McDonoughville _____ Y-2
 Chevron Chem. _____ 12.0 Y-12
 Alliance _____ 21.4 Y-21
 Myrtle Grove _____ 22.2 Y-26

Lift Bridge over Algiers Cut-Off MP 6-15. ②③
 Turn Bridge over Doullut's Canal at MP 55.1. ②③

After engines pass over Marie Drive crossing and cleared last service road in the direction of movement — Westbank Expressway — Gretna, La. normal speed may be resumed.

Meeting points of opposing trains or engines will be arranged between the conductors of such trains or engines. Conductors will communicate with each other and after agreeing upon the meeting point, each conductor will repeat the name of the meeting point, then have a definite and proper understanding with their engineers and other members of the crew.

Traffic must be stopped before occupying two crossings Hwy. 31 to serve Menhaden Plant, Empire and movement made only on signal of crew member at crossing.

TP-MP TERMINAL SUBDIV. — NEW ORLEANS DIV.

Miles	WEST V STATIONS	EAST A	Station Nos.	Jurisdiction includes New Orleans to Avondale and Avondale to Goulsboro including Perry Street Wharf.
0.0	NEW ORLEANS... ②-2 ④T		TB-1 C-817	Operation W. Bridge Jct.—New Orleans via New Orleans Public Belt R.R.
15.2				
10.2	W. BRIDGE JCT..... ②		TB-10 TB-11	
1.2				
11.4	AVONDALE..... ④②③		C-806	
16.4				

Yard Limits: MP 0-0 to MP 17-00.
 Drill track — Avondale to MP 13-34 designated arriving and leaving switch for Avondale. Switch is hand throw with No. 16 turnout.

Trains and engines approach Louisiana Ave.; Sala Ave., or Avenue "A" — Westwego, La. at restricted speed, looking out for highway vehicles and prepared to stop short of crossing.

Business Tracks	Sta. No.
Westwego	TB-3 (TP) C-809 (MP)
Marrero	TB-5 (TP) C-812 (MP)
Harvey	TB-4 (TP) C-813 (MP)
Gretna	TB-3 (TP) C-814 (MP)
Gouldsboro	TB-2 (TP) C-815 (MP)

1. Eastward and Northward regular trains are superior to trains of same class in opposite direction, except as shown on schedule page or general order schedule.

2. MAXIMUM ENGINE SPEEDS (where Maximum train speed is LOWER, it will govern).

A. M.P., T&P, C&EI, MI and A&S Engines:
 Do not exceed 55 MPH with units 1100-1391, 1500-1521, 8000-8007.

Do not exceed 65 MPH on all others whether operating or dead in tow.

B. Engines running light must not exceed 45 MPH.

C. Engines without pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH.

D. Engine with flat spots in excess of 3 inches must not be handled exceeding 10 MPH unless authorized by Superintendent.

3. SPEED RESTRICTIONS: (Where maximum Train or engine speed is LOWER, it will govern).

3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES:

	MPH
Thru turnouts less than No. 9.....	10
Thru No. 9, 10 and 11 turnouts and crossovers, entire train	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train	35
Thru No. 20 equilateral turnouts, entire train	50
Thru precurved turnouts, entire train.....	50
In straightaway movement when moving points of No. 9, 10 and 11 spring switches.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 spring switches.....	35
In straightaway movement when lead wheels have passed over points of spring switches, maximum speed may be resumed.	

All turnouts are No. 11 or less, except as otherwise specified.

3-B. TRAINS HANDLING WORK EQUIPMENT.

	MPH
Locomotive Cranes (boom must be disconnected).....	30
Bridge Derrick Cars (non-revolving).....	30
Ditchers and Burro Cranes, loaded on flat cars.....	30
Except Burro Cranes when loaded on MPX 15000— 15032 Incl. and MPX 15094 or loaded on TPX 15026— 15032 Incl. and TPX 15108—Max. Frt. Train speed.	

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown above, must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes, Ditchers and Jordan Spreaders.

Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table, except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity.

Max. Frt. Train Speed	Permissible Speed
MPH	MPH
15	10
20-25	15
30	20
35	25
40-45	35
49-60	40

Scale test cars except MPX 198, MPX 15110 and

MPX 15111 30 MPH

MPX 198, MPX 15110 and MPX 15111 Max. Speed

Handle scale cars on rear, if more than one, space 3 cars apart.

Loaded welded or jointed rail trains and snow plows. 40 MPH

Unless otherwise instructed by Superintendent, rail trains will be restricted to 70 cars, rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

3-C. The movement of Derricks, Cranes and other such equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

3-D. SPEED RESTRICTIONS ON PSGR. EQUIPMENT WITH FLAT WHEELS:

No restrictions if length of flat spot does not exceed 3 inches.

If length of flat spot is greater than 3 inches maximum speed 10 MPH.

3-E. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, when practicable, a Train Order, Form X, must be issued, specifying the restriction. When not practicable to obtain Train Order, Form X, cond. must inform engr. of restricted equipment, specifying maximum speed restricted equipment to be handled, and notify dispr.

3-F. SHIPMENTS REQUIRING CLOSE ATTENTION:

Unless otherwise directed by Superintendent, shipments of excessive height, width, weight or value or other unusual shipments requiring close attention must be positioned in trains as close to engine as practical, but in no case further than 5 cars behind engine, except cars accompanied by messenger, cars requiring handling on rear end only, or cars moving in local trains may be positioned not to exceed 5 cars ahead of caboose.

3-G. WORK EQUIPMENT OR MATERIAL CARS:

Work equipment or material cars designated by initials MPX, TPX or C&EI designated by prefix "A", and contractors spray trains, must be handled in local freight trains only and not to exceed speed of 30 M.P.H. unless authorized by the superintendent. The following cars are exempt from these instructions:

C&EI wheel cars series A 1036-1045

MPX air dump cars 4000-4069

MPX welded rail cars series 6500-6568, 6600-6636, 6650-6685

MPX tie cars series 8001-8078

MPX flat cars 15000-15018, 50000-50200

TPX flat cars 15026-15032

MPX gondolas series 27000-29400

MPX box cars series 30000-32400

MPX hopper cars series 60000-62200

MPX sand cars series 70000-70300

CEIX sand cars series 70092-70099

MPX-TPX wheel cars series 99000-99099

MPX cars which are in consist of wrecker crane

MPX-TPX work train cabooses

4. MAXIMUM TRAIN SPEED: (Shown on Schedule Page).

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

5. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding following gross weight must not be handled except as authorized by the Superintendent:

4 Axles..... 263,000 lbs.

6 Axles..... 394,500 lbs.

8 Axles..... 526,000 lbs.

Such authority together with any restrictions, must be attached to the Waybill. If speed restrictions required, Train order form X must be issued covering, when practicable.

On Subdivisions where maximum gross weight is less than those shown above, the maximum gross weight that can be handled will be shown on the schedule page of that Subdiv. Cars exceeding weight shown below must not be handled, except as authorized by the Superintendent, thus:

If max. weight shown is: 220,000 lbs. . . . 240,000 lbs.

Then 4 axle cars may handle 220,000 lbs. . . . 240,000 "

" 6 axle cars may handle 330,000 " . . . 360,000 "

" 8 axle cars may handle 418,000 " . . . 456,000 "

U-30 and SD 40 type engines must not be operated on subdivs. where max. gross wt. limitation is less than 240,000 lbs. except as authorized by Superintendent.

6. RAILROAD CROSSING AT GRADE:

Equipment must not be left standing within interlocking limits unless coupled to other equipment extending beyond such limits.

Outside of ABS Territory within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is an approach sign. Trains and engines must immediately reduce speed to 20 MPH and be prepared to stop before reaching crossing until it can be seen that gate is in proper position for movement over crossing.

7. OPERATION OVER FOREIGN LINES:

Unless otherwise provided; trains and engines using foreign lines will be governed by the rules and instructions of the line being used. Foreign line employees are subject to rules and instructions of this railroad while occupying its tracks.

(a) Use of A. T. & S. F. Tracks Between: (Uniform Code of Operating Rules apply except as modified below.)

1. Tecific and Sweetwater.

2. Eton Jct. and Congo.

3. Benedict and Fredonia.

4. Winfield and Belle Plaine.

5. YA Jct. and ST Jct.

6. NA Jct. and Pueblo Jct.

7. New South Yard and Algoa.

8. At Caney, Kansas, AT&SF main track between MoPac crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains and engines. AT&SF main track between points designated is automatic block territory. Switch indicators installed near all switches leading into main track. All trains and engines run at restricted speed expecting to find main track occupied by other trains and engines.

At above locations (1 thru 7) be governed by the following AT&SF Rules:

- (1) Signal Indication: Yellow over yellow or flashing yellow
Name: Approach—medium
Indication-Proceed: approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.
- (2) Red over Diverging Proceed through diverging
Flashing Yellow Approach Approach route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding medium speed, immediately reduce to that speed.
- (3) Flashing Red or Red over Yellow—Restricting—Proceed at restricted speed.
- (4) Restricted Speed: A speed that will permit stopping short of another train, obstruction, or switch not properly lined but not exceeding 20 MPH.
- (5) Medium Speed—A speed not exceeding 40 MPH.
- (6) Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication. When a train or engine passes a signal which fails to assume its proper indication, it will proceed with front end protected by flagman to the end of that block, and rear end protected until entire train has passed out of block.

Where the letter "P" appears on the mast of a stop and proceed signal, the name of such signal is "permissive", and indication is "proceed at restricted speed". Trains or engines may, without stopping, pass such signals at restricted speed and proceed at restricted speed to next governing signal.

- (7) Exception to Rule 330 shown on Page 109 of the Uniform Code of Operating Rules will not apply on AT&SF tracks. On the AT&SF each movement made past a stop signal must be authorized by AT&SF control operator or train dispatcher.
- (8) When a block signal is observed "pumping", changing indications intermittently, or working erratically, trains must comply with the most restrictive indication the signal can display. A prompt report must be made to the train dispatcher and control operator.
- (9) Maximum authorized speed for wrecking derricks 10 MPH at any point where train order speed restriction is 20 MPH or less, except if speed restriction is less than 10 MPH the more restrictive speed will govern.
- (10) A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train obstruction or switch not properly lined for one mile.
- (11) A complete and detailed report must be made by wire to the AT&SF Trainmaster joint with the AT&SF Chief Dispatcher, covering all railroad accidents, accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine.
- (12) When running on track to the left whistle signal of one extra long and one short must be sounded approaching stations, junctions, curves and other obscure places.

- (13) Approach Order (Form U) (Example)
8:01 AM to 5:01 PM approach Gang No. _____ between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men or machines fouling track until proper proceed signal received by (title and name of employee in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employee named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

- (14) Be governed by Rule 99(j) when using ATSF Tracks.
- (15) Temporary Speed Restriction Signs (Rule 10(g)) will consist of Yellow Flag, Disk or Light.
When displayed and train has not been restricted by train order or Special Instructions, two miles beyond the temporary Speed Restriction sign, TRAIN will proceed prepared to STOP short of a flagman, obstruction, or men or machines fouling track, not exceeding 10 miles per hour for an additional two miles or until REAR OF TRAIN HAS PASSED a Temporary Resume Speed Sign.
- (16) Rule 10(k) not applicable on ATSF.

7. (b) Use of SLSF Tracks Between: (Uniform Code of Operating Rules apply except as modified below)

(Be governed by SLSF Timetable)

1. Crystal City and St. Genevieve.
 2. Springfield and Aurora.
 3. Van Buren and Ft. Smith.
 4. Cherokee Yard and TP Interlocker, Tulsa. (SLSF Terminal Division Timetable governs.)
 5. Rockview and Chaffee.
- (1) Restricted Speed: Proceed prepared to stop short of train, obstruction, or switch not properly lined, looking out for broken rail, but not exceeding 20 MPH.
- (2) SLSF General Orders will expire with current timetable and will be reissued January 1 and July 1 of each year. Circulars will contain other information and instructions and will expire only when cancelled.
- (3) Whistle signal ____ O O ____ answer to any yellow signal.
- (4) Train signals must be displayed on leading unit as well as on identifying unit.
- (5) Rule 99(k) in effect.
- (6) A speed of 15 MPH must not be exceeded through turnouts and crossovers.
- (7) Train order Form "G" example 3. If "F" is a train order station train must secure clearance before leaving "F" unless otherwise provided.
- (8) Track protection by Train Order: (example)
"STOP ORDER IN EFFECT ____ (date or dates)* ____
____ M until ____ M BETWEEN MP ____ and MP ____."

*Date will be indicated: Example — one day, use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through 15 inclusive.

Flag red on side approaching restriction and black on opposite side will be placed not less than three hundred feet from each side of location indicated in order. Yellow flags and green flags will be placed according to the rules. Trains receiving this order will be authorized to proceed through limits of such order by one of the following methods:

- (a) Stop at red flag and be governed by instructions of foreman in charge.
- (b) Stop at red flag and then may proceed through limits of order upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.
- (c) If red flag has been removed train may proceed through limits of order without stopping upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.
If train unable to proceed as authorized by (a), (b) or (c), train must then:
 - (1) If red flag displayed, stop at red flag, wait until time in order is up and then proceed according to Rule 10(k). (Unattended red flag)
 - (2) If red flag not displayed, stop at entrance to restriction, wait until time in order is up and then proceed.

NOTE: Unless otherwise prescribed, speed over track within time and mile post limits stated in order will not exceed 10 MPH.

- (9) Rule 285 (Approach), Indication: Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before reaching next signal.
- (10) Addition to Rule 326:
If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false proceed indication. Flagman must remain there until relieved by an employee of the Signal Department or by instructions of the Chief Dispatcher.
- (11) Addition to Rule 351. (In effect between St. Genevieve and Crystal City only)
When a train is stopped by a "Stop and Proceed" signal displaying stop indication, immediately send a flagman in advance, wait 5 minutes after flagman has preceded train, then proceed at restricted speed to the next signal. Flagman must precede train as far as possible in the 5 minutes before train starts through the block and continue preceding the train until overtaken.
- (12) KC Junction and Kentucky Street, Memphis, Tenn., will be governed by instructions of SLSF operator. Switch tended at Kentucky Street for movement in both directions.

8. RAIL DETECTOR CARS:

Sperry rail detector test cars, when testing rail may occupy main track in CTC territory only as provided by Rule 402.

9. RESTRICTIONS ON USE OF ENGINE WHISTLE:

Within city limits at points designated by symbol Ⓢ on sched-

ule page do not sound whistle except to warn persons or vehicles oblivious to approach of train or engine and whose attention cannot be attracted by ringing bell.

10. OPERATION OF ENGINES:

- A. When engines are moved from mechanical facility to train or vice versa the controls will be handled from the lead unit when practicable, except when making short back up moves.
- B. Operating diesel engines through water. Unless otherwise directed by officer at point of high water, diesel engines must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, cover on motors should be removed and motor examined. If water has entered motor, motor must be cut out.
- C. Under unusual circumstances when a unit becomes inoperative, abnormal weather, etc., it is possible that the units can go into overload and damage traction motors. To prevent overload do not exceed the quarter hour short time rating of any unit in 8th throttle when speed is steady or decreasing. The following chart illustrates quarter hour ratings. The unit having highest minimum speed governs the short time rating of the entire consist.

UNIT WITH HIGHEST MINIMUM SPEED GOVERNS CONSIST RATING

¼ Hr. Rating		SPEED AND AMMETER READINGS ON LEAD UNIT							
		GP35	U23B	U30C	GP28 GP38 ED40	GP16 GP18	GP7 GP9	SW15 MP15	SW7 8 9 SW12 GP12
TRAIL UNITS	GP35 U23B	10MPH 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100AMP	10MPH 980AMP	10MPH 900AMP	10MPH 870AMP	10MPH 825AMP
	GP7 9 16 GP18 28 38 ED40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1274AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 950AMP	9.5MPH 890AMP	9.5MPH 840AMP
	SW7 8 9 12 GP12 SW15 MP15	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 950AMP	7MPH 1065AMP	7MPH 950AMP

If throttle is reduced to prevent slipping, the ¼ hour amperage rating still must not be exceeded regardless of speed.

The ammeter is the most accurate measure of load and should be used for ¼ hour rating. Example: When lead SW12 is at steady 840 amps, the trailing GP38 will be at 1150 amps and can be so operated for 15 minutes before adjusting tonnage. Should SW12 amps increase above 840 as speed drops the trailing GP38 would be overloaded and adjustment must be made immediately.

While the ammeter is the most accurate measure of load, the speedometer can be used for the ¼ hour rating if the ammeter is inoperative. Example: When a lead MP15 is at a steady 10.0 mph, the trailing GP35 will indicate 1125 amps and can be so operated for 15 minutes before adjusting tonnage. But, if the speed drops below 10.0 mph the trailing GP35 would be overloaded and adjustment must be made immediately.

D. Shoving or Back-Up Movements:

Do not use any more power than actually required to smoothly start shoving movement. Always use the least possible power to negotiate sharp curves and turnouts or movement across bridges.

GP Units 81-429, 551, 1078-1096, 1100-1299, 1500-1521, 1600-1827, 1837-1849, 1855-1881, 1900-1944 and 8000-8007 do not have alignment controlled couplers. To avoid the possibility of jackknifing between units in the shoving of 20 or more cars the following precautions must be taken:

(1) When any of these units are adjacent to each other in a consist of 4 or more units, power must be used only on the 3 units next to train and all other units taken off line.

(2) When three units or less are in consist, full power may be used on all units.

To prevent the possibility of slack running out and breaking the train in two a minimum brake pipe reduction is desirable keeping the engine brakes released and using power until STOP is made. A sufficient number of hand brakes, dependent upon whether cars are loaded or empty and the grade condition, should be applied at rear of train to prevent break-in-two.

E. Switching:

When switching cars and the engine brakes only are used to control the cut of cars, crew must not handle more cars than can be safely stopped by the independent brake.

F. Fuel Saver Switch:

Certain Diesel locomotives (as specified in Gen. Notice) have been equipped with a FUEL SAVER SWITCH which is located in the cab, within the main battery switch compartment and is appropriately stenciled on the outside of the access door and below the switch FUEL SAVER SWITCH for easy location and identification.

The switch is a single pole, single throw toggle type and is clearly stenciled for its "ON" - "OFF" positions.

The function of this switch, when placed in "ON" position is to limit the throttle response to #1 notch power and engine speed regardless of throttle advance on lead or controlling locomotive. When placed in "OFF" position engine speed, loading and throttle response will respond normally on this locomotive. When one of these locomotives is the lead or controlling unit, the switch may still be in "ON" position without affecting throttle advance on other locomotives in consist.

When the full potential of horsepower and tractive effort is not required of the entire locomotive consist, the FUEL SAVER SWITCH may be placed in the "ON" position of one of the above units when instructed by Superintendent or his representative to achieve the maximum fuel savings.

If another locomotive in the consist fails while the FUEL SAVER SWITCH is in the "ON" position and the locomotive is required, this switch may then be placed in "OFF" position to obtain maximum horsepower and tractive effort.

11. ABS AND CTC: (See Schedule Pages)

- (1) Block Indicators will be designated by letter "I".
- (2) Rule 99(k) in effect, except in Illinois Rule 99(j) in effect.
- (3) In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track or leave main track switch open.
- (4) Where CTC Rules are in effect, trains or engines must not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.
- (5) Where CTC Rules are in effect trains or engines having proceeded under flag protection under provisions of Rule 345 or Rule 350 due to lack of communication must not

exceed low speed regardless of more favorable signal indication until communication has been re-established with control operator.

12. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- (1) Uniform Code of Operating Rules.
- (2) Uniform Code of Safety Rules.
- (3) Radio Rules.
- (4) Circular 81.
- (5) Maintenance and operation of air and dynamic brakes, air signal and train handling instructions.
- (6) Conductor must also have "Emergency Handling of Hazardous Materials" Instructions.

13. UNIFORM CODE OF OPERATING RULE CHANGES.

(1) PROTECTION BY SIGNS:

On Subdivisions where maximum speed does not exceed 35 MPH protection for men, machines and track restrictions may be provided by display of temporary speed restriction and resume speed signs as prescribed by rule 10 (g) without the use of train orders or flag protection.

When such signs are displayed train or engine will proceed not exceeding 10 MPH, or slower if necessary, within the limits of the restriction, and be prepared to stop short of gang, machines, or stop sign. If gang is encountered be governed by verbal instructions of foreman. If stop sign displayed, train or engine must stop and be governed by verbal instructions of foreman.

(2) TIMETABLE SCHEDULES:

Schedules for regular trains may be established by General Order designating class, direction, number and movement for such train.

Trains so established will operate under the same rules and with the same authority as if they were shown in timetable.

(3) MAX. may be used for abbreviation of maximum.

(4) A yellow stripe around switch staff or operating lever of hand throw switch will indicate that diverging track is protected by derail.

(5) RULE 34: Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting movement of their train or engine, as soon as the signal is clearly visible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

(6) RULE 209: Train orders may be duplicated mechanically. Printed Form X Ex. 3 showing multiple locations may be used.

(7) BLOCK AND INTERLOCKING SIGNAL INDICATIONS: Definition distant signal — A signal governing approach to an absolute signal outside ABS territory. Distant signals convey information concerning indication being displayed by next signal only and do not protect against trains, engines, obstructions, switch not properly lined or broken rails.

Name	Aspect	Indication
Distant Clear	Green with a "D" marker	Proceed; next signal displaying other than stop indication. The indication of next signal may change to stop after the distant signal is passed and enginemen and trainmen must be on the alert to observe it.
Distant Approach	Yellow with a "D" marker	Proceed prepared to stop before reaching next signal.

(8) **RULE 220.** Conductor and engineer of train being tied-up short of terminal and leaving train before relieving crew arrives will secure all train orders and clearances held by his crew which have not been fulfilled. Conductor will leave orders for rear of train in envelope on conductor's desk with waybills. Engineer will leave orders for head end of train in envelope on engine. Both conductor and engineer will show correct designation of the train, date and location on outside of envelope and will sign below this information.

Unless otherwise instructed, crew manning a train which has tied-up on line of road must contact train dispatcher before proceeding.

(9) **RULE 330:** — 5 minutes or more will be considered delay, except when any delay occurs after passing Approach Signal to an interlocking, train or engine must approach Absolute Signal of interlocking at low speed.

(10) **RULE 510 (2):** Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

510 (3) ADD: Trainmen and enginemen, except in emergency, must not pass from one unit to another while units are in motion.

(11) **TIME SERVICE AND WATCH INSPECTION:** Employees required to use standard watches must present watch and certificate to a designated inspector once each two years for inspection.

Employees in charge of standard clocks must, during each tour of duty secure correct time from Train Dispatcher and set clock when found to differ 30 seconds or more from correct time. If standard clock will not maintain correct time, it must be removed from service and face covered.

(12) **TRAIN ORDERS:** Train order Form Y Example 4 may be combined with train order Form G, and worded "_____ protecting to the rear as prescribed by Rule 99."

The following is supplementary to Form X Train Orders and may be used only on subdivisions where intermediate pole markers are not used. (Example)

Train order Form Y Example 3 may be combined with Form V Example 2.

"Reduce speed to
15 MPH over restricted track located between MP 10 and MP 11
30 MPH over restricted track located between MP 41 and MP 43
Signs displayed as specified in Rule 10 (g) indicate the restricted area"

(13) **OCCUPY LEAD UNIT:** Head brakeman on freight trains will ride lead unit when practicable.

14. USE OF RADIO.

(a) When granting authority by radio for a train to move through the limits of an approach order, stop order or conditional stop order, after track is cleared and safe for passage

and foreman has contacted train involved, he must identify himself thus:

(example) "Foreman Smith in charge of tamping gang using order No. 522 between MP 80 and MP 81 Chester Subdiv.", and will advise the engineer "Tamping gang is clear of East track. Extra 620 North may proceed not exceeding 30 MPH."

The engineer must identify himself as follows: "Engineer Jones on Extra 620 North", and will acknowledge instructions "Extra 620 North 30 MPH MP 81 to MP 80 on order No. 522."

After foreman has responded "OK" train may proceed as authorized.

(b) Radio call-in system areas are identified by symbols @-1 and @-2 which denote base stations or radio control points. Employees may contact train dispatcher by operating Dispatcher 1 button for @-1 stations and Dispatcher 2 button for @-2 stations on radio.

Operation of push-button on radio control head or of lever switch on Wabco portable radio for three seconds will identify calling station to dispatcher. Receipt of a tone will confirm dispatcher has been alerted. Dispatcher will answer call as soon as other duties permit. If no tone is received operate push-button for ten seconds. If contact is not then established other available means of communication should be used.

The Dispatcher 1 and Dispatcher 2 buttons are to be used only to contact the dispatcher in those areas so marked in the timetable.

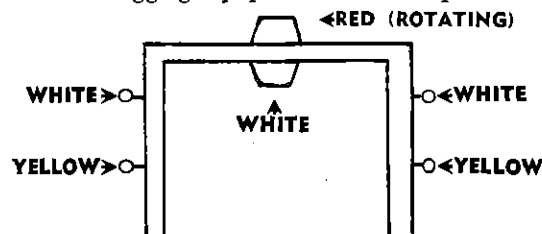
15. HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

(Also shown on Schedule Page).

SUBDIV.	MP	SUBDIV.	MP	SUBDIV.	MP
Alexandria	44-02	Chicago	* 237-29	Memphis	* 348-16
Alexandria	71-10	Chicago	* 267-05	Monroe	373-06
Alexandria	108-07	Chicago	293-20	Monroe	398-10
Alexandria	134-04	Chicago	321-00	Monroe	421-20
Alexandria	168-06	Dallas	29-15	Monroe	438-04
Austin	119-24	Dallas	54-24	Monroe	469-08
Baird	282-30	Dallas	30-05	Monroe	* 537-13
Baird	317-03	Dallas	108-05	Monroe	569-18
Baird	347-09	Dallas	* 162-11	Oklahoma	* 169-25
Baird	* 377-00	Dallas	* 190-18	Oklahoma	194-08
Baird	416-00	Ft. Worth	19-10	Oklahoma	219-12
Baird	453-00	Holsington	595-21	Oklahoma	* 236-25
Baird	485-14	Holsington	* 625-27	Oswatimie	* 390-33
Beaumont	* 444-18	Horace	* 792-05	River	160-30
Beaumont	* 529-32	Horace	851-00	River	223-18
Beaumont	* 563-22	Hoxie	* 188-22	Sedalia	28-24
Beaumont	* 596-02	Hoxie	* 220-09	Sedalia	62-18
Chester	28-02	Hoxie	* 256-10	Sedalia	95-33
Chester	57-20	Hoxie	* 283-15	Sedalia	* 152-21
Chester	92-28	Hoxie	* 312-08	Sedalia	* 184-11
Chester	* 111-25	Kansas City	309-01	Sedalia	* 230-24
Chester	182-17	Little Rock	* 373-35	Sedalia	* 256-28
Chicago	* 46-45	Little Rock	* 403-03	Toyah	544-00
Chicago	* 73-30	Little Rock	* 431-37	Toyah	613-20
Chicago	98-11	Little Rock	* 462-00	Toyah	706-10
Chicago	122-24	Longview	35-12	Trinity	33-11
Chicago	139-39	Longview	53-01	Trinity	67-12
Chicago	160-31	Memphis	* 292-00	Trinity	97-16
Chicago	179-22	Memphis	324-25	Trinity	132-00
Chicago	212-32				

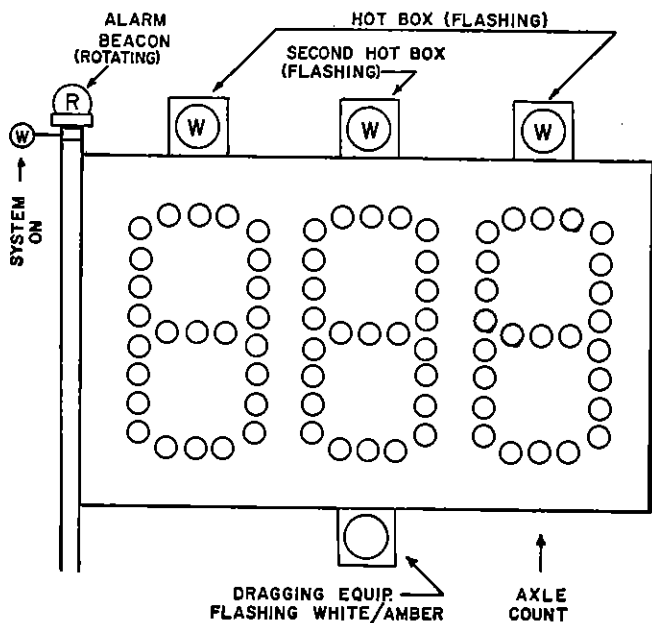
If train is moving less than 10 MPH by detector, stop must be made and entire train inspected. Braking while approaching or passing detector will cause false indications and brakes should not be applied in that area unless necessary.

Hot Box and Dragging Equipment Detectors operate as follows:



- (1) Lights arranged as sketched when illuminated indicate:
White Light-Lower Center—detector functioning. If not lighted when passed by both engine and caboose train must be given standing inspection immediately and dispatcher notified.
Red Light-Upper Center—(Rotating)—hot journal and/or dragging equipment detected. Make immediate standing inspection.
White Light on side—one or more hot journals detected on side, or both sides, if both illuminated. Entire side or sides must be inspected.
Yellow Lights on side—Dragging Equipment detected. Entire train must be inspected.
- (2) Detectors designated by symbol # have an additional white light on each side and operate as above except if more than one hot journal on one or both sides of train both white lights will be lighted on that side or sides. If the upper white light only is illuminated on both sides there is one hot journal on each side on the same axle.

DISPLAY PANEL



- (3) Detectors designated by symbol *are equipped with read-out panels arranged as sketched. If "system-on" light is not illuminated during passage of entire train immediate standing inspection must be made.

Red Beacon (Illuminated)—Defect detected. Stop and inspect. If no information on read-out panel, inspect entire train.

White Lights Above Panel:

Right side flashing — Hot Box on right side of train.
 Left side flashing — Hot Box on left side of train.
 Center flashing — More than one defect detected.
 Inspect entire train.

White or Amber Light Below Panel Flashing—Dragging equipment detected.

Number on display panel indicates number of axles from point defect first detected to and including rear axle of caboose. If no abnormal condition is found on axle indicated, check the entire car and two cars on each side of the one indicated.

Adams, V. L. Gen. Agt. T'master
 Allen, J. W. Asst. Trainmaster
 Banks, K. E. Trainmaster
 Barnes, D. K. Asst. Trainmaster
 Bennage, A. C. Rd. Fman.-Engs.
 Berry, J. W. Asst. Supt.
 Blanchard, L. W. Asst. T'master
 Boling, J. D. Asst. Supt.
 Bolton, T. E. Oper. Con. Officer
 Bradley, L. E. Asst. T'master
 Breece, L. C. Rd. Fman.-Engs.
 Brocker, R. J. Trainmaster
 Brown, R. H. Rd. Fman.-Engs.
 Calloway, J. A., Jr. Asst. Trainmaster
 Cain, F. H. Asst. Trainmaster
 Campbell, H. D. Oper. Con. Off.
 Cargile, K. G. Trainmaster
 Carter, R. A. Asst. Trainmaster
 Chalfant, F. E. Trainmaster
 Chapman, R. M. Oper. Con. Off.
 Chitwood, J. T. Rd. Fman.-Engs.
 Chitwood, W. O. Trainmaster
 Coleman, T. P. Oper. Con. Off.
 Conley, L. E. Trainmaster
 Clark, C. W. Rd. Fman.-Engs.
 Cox, H. E. Asst. Trainmaster
 Crabtree, P. N. Trainmaster
 Craig, J. A. Trainmaster
 Cummings, D. L. Asst. T'master
 Cummings, W. W. Master Mech.
 Daniel, A. J. Master Mechanic
 Darrington, A. J. Trainmaster
 Davis, D. L. Rd. Fman.-Engs.
 Day, L. W. Rd. Fman.-Engs.
 Dent, J. W. Master Mechanic
 DeVore, J. T. Term. Mgr.
 Diamond, R. W. Master Mech.
 Dunlap, J. G. Master Mechanic
 Dunlap, J. W. Trainmaster
 Englund, C. R. III. Asst. T'master
 Everett, G. O., Jr. Trainmaster
 Falkenhain, L. C. Oper. Con. Off.
 Farr, W. T. Trainmaster
 Freeman, C. H. Oper. Con. Off.
 Garcia, R. Trainmaster
 Gibbs, B. J. Trainmaster
 Gray, R. E. Trainmaster
 Grizzle, B. N. Rd. Fman.-Engs.
 Halferty, D. L. Asst. Supt.
 Halvachs, W. F. Rd. Fman.-Engs.
 Hamon, M. L. Trainmaster
 Hanfeld, R. F. Trainmaster
 Harris, W. L. Asst. Trainmaster
 Henley, L. W. Asst. T'master
 Hickerson, R. F. Trainmaster
 Hinojosa, A., Jr. Trainmaster
 Hirtz, P. W. Asst. Trainmaster
 Hobbs, T. R. Oper. Con. Officer
 Hope, J. D. Master Mechanic
 Hopkins, J. D. Rd. Fman.-Engs.
 Howell, F. J. Oper. Con. Officer
 Huffman, C. V. Rd. Fman.-Engs.
 Hughes, M. B. Asst. Trainmaster
 Jenkins, W. J. Rd. Fman.-Engs.
 Johnson, G. R. Asst. Supt.
 Johnson, J. L. Rd. Fman.-Engs.
 Johnson, L. H., Jr. Trainmaster
 Jones, C. E. Trainmaster
 Jones, W. L. Trainmaster
 Kelly, M. F. Trainmaster
 Kennedy, R. F. Trainmaster
 Kennerly, K. K. Rd. Fman.-Engs.
 King, R. B. Asst. Supt.
 Kirby, H. N. Trainmaster
 Kohler, J. P., Jr. Rd. Fman.-Engs.
 Landers, L. D. Trainmaster
 Larkan, R. E. Master Mechanic
 Latta, H. E. Rd. Fman.-Engs.
 Lerch, W. J. Asst. Trainmaster
 Leviner, H. L. Trainmaster
 Lewis, H. R. Rd. Fman.-Engs.
 Lopez, F. A., Jr. Trainmaster
 Love, J. C., Jr. Trainmaster
 Marbach, J. W. Trainmaster
 Martinez, L. C. Asst. T'master
 McGehee, H. P. Oper. Con. Off.
 McIntyre, S. D. Asst. T'master
 McLeod, A., Jr. Trainmaster
 Meadows, D. W. Trainmaster
 Meeks, J. L. Rd. Fman.-Engs.
 Mellon, J. H. Trainmaster
 Meinzer, G. L. Asst. T'master
 Michael, W. L. Rd. Fman.-Engs.
 Milam, K. D. Trainmaster
 Miller, F. R. Master Mech.
 Murphy, D. L. Trainmaster
 Mullings, J. B., Jr. Trainmaster
 Neely, D. M. Trainmaster
 Nolte, N. E. Rd. Fman.-Engs.
 Packard, K. C. Trainmaster
 Pattan, P. C. Asst. Trainmaster
 Pearson, J. E., Jr. Trainmaster
 Perez, J. J. Trainmaster
 Peters, C. A. Asst. Supt.
 Peters, M. R. Asst. Trainmaster
 Piacentini, R. L. Asst. T'master
 Pipkin, M. E. Oper. Con. Officer
 Powell, J. T. Asst. Trainmaster
 Radzewicz, D. R. Asst. T'master
 Ramsey, R. E. Asst. Supt.
 Ray, W. T. Oper. Con. Officer
 Reddick, J. H. Trainmaster

Rees, A. W., Sr. Supt. Oper. Con.
 Reeves, C. C. Supt. Oper. Con.
 Richmond, W. E. Trainmaster
 Riney, J. L. Asst. Trainmaster
 Roach, L. A. Trainmaster
 Robb, T. P. Asst. Trainmaster
 Roppolo, N. P., Sr. Asst. Trainmaster
 Rose, K. G. Trainmaster
 Sams, C. T. Rd. Fman.-Eng.
 Sheridan, J. H. Master Mechanic
 Shoffner, D. L. Rd. Fman.-Eng.
 Skinner, J. M. Asst. Trainmaster
 Smallwood, A. L. Trainmaster
 Smith, G. C. Trainmaster
 Smith, G. W. Trainmaster
 Spurr, J. M. Rd. Fman.-Eng.
 Steinkamp, J. E. Trainmaster
 Sutton, W. F. Oper. Con. Officer
 Taylor, G. A., Jr. Rd. Fman.-Eng.
 Taylor, T. L. Trainmaster

Terry, J. L. Asst. Trainmaster
 Tholen, D. D. Trainmaster
 Thomas, W. S., Jr. Rd. Fman.-Eng.
 Thresher, L. L. Rd. Fman.-Eng.
 Toler, J. M., Jr. Asst. T'master
 Turner, R. Asst. Supt.
 Upton, J. C. Trainmaster
 Van Leer, J. C. Asst. T'master
 Wagner, L. J. Asst. Trainmaster
 Walker, R. G. Trainmaster
 Webb, J. H. Master Mechanic
 Welch, A. S. Asst. Supt.
 White, J. R. Trainmaster
 Wiggins, B. W. Master Mech.
 Williams, C. D. Trainmaster
 Williamson, D. J. Trainmaster
 Wilson, W. A. Rd. Fman.-Eng.
 Wilson, W. C. Asst. Trainmaster
 York, W. D. Master Mechanic
 Zahler, H. W. Rd. Fman.-Eng.

CHIEF MEDICAL OFFICER

Dr. Ernest T. Rouse, M.D.
 St. Louis, Mo.

MEDICAL OFFICERS AUTHORIZED TO TREAT ON-DUTY INJURIES AND TO GIVE PHYSICAL EXAMINATIONS INCLUDING PRE-EMPLOYMENT EXAMINATIONS

District Medical Officers

F. J. Armbruster, M.D.
 1010 Dixie Highway
 Executive Plaza
 Chicago Heights, Ill.
 Paul W. Hoover, M.D.
 510 Medical Arts Bldg.
 Little Rock, Ark.
 The Coffey Clinic
 306 W. Broadway
 Ft. Worth, Texas.

Richard A. Sutter, M.D.
 Sutter Clinic 819 Locust St.
 St. Louis, Mo.
 W. H. Duncan, M.D.
 Suite 2600, Commerce Tower
 911 Main St.
 Kansas City, Mo.
 Liles, Frierson, Wolf & Frnka
 2403 Caroline
 Houston, Texas.

The term "Company Doctor" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. An injured employe is not required to accept treatment by a Medical Officer if he prefers to go to a hospital association doctor or to his personal physician.

If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called. For other medical officers see General Notices.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
10.....	6	0
20.....	3	0
30.....	2	0
40.....	1	30
49.....	1	14
50.....	1	12
55.....	1	5
60.....	1	0

TIMETABLE NO. 6

EXPLANATION OF CHARACTERS

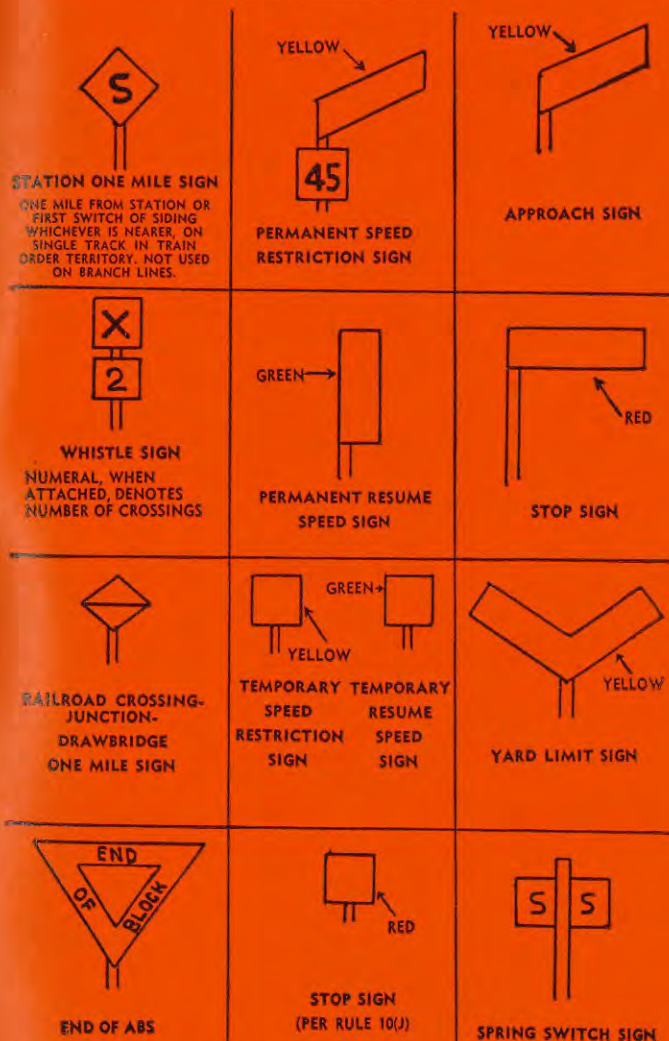
- (A) Automatic Interlocking.
- (B) Radio Base Station.
- (B-1) Call in System Dispatcher 1.
- (B-2) Call in System Dispatcher 2.
- (D) Draw Bridge.
- (G) Gate—Normal position against conflicting route.
- (G) Gate—Normal position against this Sub-div.
- (M) Manual Interlocking.
- (S) Stop Sign.
- (T) Turntable or Wye.
- (X) Railroad Crossing at Grade.
- (Y) Yard Limits.
- ⊗—50 MPH Equilateral Turnout.
- ⊙—50 MPH Precurved Turnout.
- ‡—Track Scale.
- n—Northward.
- s—Southward.
- ⊙—Train Order Office.
- ⊠—Crossover between main tracks—Dual Control Switches.
- ⊠—General order book and standard clock.
- General Order Book
- s—Regular stop.
- f—Flag stop for psgrs.
- ⑨—Item 9 Special Instructions applies.

Register Stations are shown in full-face type.

Capacity of Sidings shown in 50 ft. cars, also feet, clearance point to clearance point.

Track diagrams and color codes are for general information only and are not to scale. Red indicates CTC-ABS. Green indicates ABS.

ROADWAY SIGNS



TIMETABLE NO. 6