



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.**

and

AFFILIATED COMPANIES

SYSTEM

**TIMETABLE
No. 7**

Effective 12:01 a.m. Sunday, October 31, 1976

**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.**

**R. K. DAVIDSON, Vice President—Operation.
J. M. TOLER, Vice President—Transportation.
J. G. GERMAN, Vice President—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.
B. E. Kerlee	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. W. Rees, Jr.	Chester, Ill.
Arkansas	W. F. Hillebrand	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 - Ft. Worth, Tex.
H. W. Ritter	Asst. General Manager - Houston, 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.

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	C. E. Satterfield	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.
H. E. Handley, Jr.	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	P. L. Tucker	Osawatomie, Ks.
Central	R. B. King	Coffeyville, Ks.

CHIEF DISPATCHERS

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

INDEX

	Page
EASTERN DISTRICT	2-23
Chicago Division	2-3
Illinois Division	2-8
St. Louis Terminal Division	9
Arkansas Division	10-18
Little Rock Terminal Division	13
Louisiana Division	19-23
WESTERN DISTRICT	24-45
Northern Division	24-34
Kansas City Terminal Division	30
Kansas Division	35-40
Central Division	41-45
SOUTHERN DISTRICT	46-73
Red River & Dallas-Ft. Worth Term. Divs.	46-54
Rio Grande	56-57
Palestine Division	58-61
Kingsville Division	62-65
DeQuincy Division	66-69
New Orleans	70-73
MAP	48-49
Hazardous Mtls. Instructions	94-95
Special Instructions - System	74-95
Doctors	96
SUBDIV.:	
A&S	55
Alexandria	70
Arkansas City	42
Austin	58-59
Avoyelles	71-72
Baird	56
Baytown	66
Beaumont	68-69
Bonham	52
Brownsville	64-65
Brownsville Ind. Leads	63
Burr Oak	34
Cairo	7
Cape Girardeau	4
Carondelet	9
Carthage	26-27
Charleston	11
Chester	4-5
Chicago	2-3
Church Point	72
Coffeyville	43
Collinston	19
Concordia	32
Conway Springs	42
Corpus Christi	62
Cotter	16
Council Grove	36
Crete	33
Crowley	67
Crystal City	60
Dallas	46-47
DeSoto	10-11
Doniphan	13
Ft. Worth	55
Gurdon	18
Hamburg	20
Hardtner	39
Hastings	34
Henderson	54
Hoisington	37
Horace	38
Hosston	53
Hot Springs	15
Hoxie	12-13
Hughes	16
Hutchinson	40
Huttig	20
Joppa	7
Kansas City	35
Lake Charles	67
Lake Providence	19
Laredo	60
Lenora	34
Lesperance	9
SUBDIV.:	
Lexington	28
Lincoln	33
Little Rock	14-15
Longview	54
Louisville	33
McPherson	41
Memphis	17
Midland Valley	52
Mission	62
M-I R.R.	8
Monroe	22-23
Nashville	18
New Iberia	69
N.O. & L.C.	73
Norman	18
Oklahoma	50
Omaha	31-32
Orange	67
Osawatomie	35
Pana	2
Paris	45
Pea Ridge	10
Pinckneyville	6
Pittsburg	42
River	29
Salina	37
St. Genevieve	8
St. Joseph	34
Sedalia	24-25
Sheridan	18
Shreveport	53
Sparta	8
Springfield	28
Stafford	39
Sugarland	66
Thebes	7
Thibodaux	72
T-NM	55
Topeka	36
Toyah	57
TP-MPT	73
Trinity	61
Tyler	54
Van Buren	45
Wagoner	44
Warren	20
W.M.W. & N.W.	56
Webb City	26
Westville	6
Whitesboro	51
Wichita	41
Wynne	21

SPECIAL INSTRUCTIONS CHICAGO SUBDIV.
CHICAGO DIVISION JURISDICTION — CHICAGO TO WOODLAND JCT.

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
Between Dolton Jct. and Gorham (Except as below)	60	Thornton	21.7	ZA-22
Dolton Jct. to Thornton Jct.	15	Crete	30.4	ZA-30
MP 145-02 — MP 145-04	20	Balmo	32.5	ZA-33
MP 146-36 — MP 146-37	35	Goodenow	34.2	ZA-34
MP 153-17 — MP 153-20	20	Beecher	37.6	ZA-38
MP 164-33 — MP 165-00	30	Sollitt	41.0	ZA-41
MP 175-28 — MP 176-22	30	Grant Park	44.7	ZA-45
MP 193-35 — MP 194-23	20	Wichert	57.9	ZA-58
MP 195-01 — MP 195-14	55	Papineau	64.2	ZA-64
MP 202-28 — MP 203-21	50	Martinton	67.7	ZA-68
MP 218-16 — MP 219-02	20	Pittwood	71.5	ZA-72
MP 224-13 — MP 224-20	20	Coaler	79.6	ZA-80
MP 252-00 — MP 252-02	30	Woodland	81.8	ZA-82
MP 253-10 — MP 253-22	55	Bryce	87.5	ZB-88
MP 264-40 — MP 265-10	55	Fountain Creek	96.1	ZB-96
MP 266-14 — MP 266-29	55	Reilly	103.4	ZB-103
MP 270-14 — MP 270-38	55	Dalley	116.5	ZB-117
MP 275-38 — MP 276-14	30	Royal	120.0	ZB-120
MP 298-00 — MP 299-00	30	Tipton	129.1	ZB-129
MP 299-00 — MP 302-23	55	Block	136.5	ZB-136
MP 314-08 — MP 318-00	40	Bongard	140.0	ZB-140
MP 318-00 — MP 324-36	50	West Ridge	148.9	ZB-149
MP 324-36 — MP 335-20	40	Bourbon	159.4	ZB-159
MP 338-00 — Chester Subdiv. Conn.	20	Chippis	173.1	ZB-173
		Shelbyville	193.9	ZC-194
		Moccasin	212.9	ZC-213
		Loogootee	233.2	ZC-233
		Bakerville	279.3	ZC-282
		B. S. Mine #5	317.5	CD-22
		Murphysboro	328.8	CD-10

Operation between Chicago and Yard Center over C&W.I. Southward trains originating Yard Center secure clearance.

Yard Limits between Dolton Jct. and MP 31-00.
ABS — Between Yard Center and Gorham.
CTC — Between southward interlocking signal Watseka and Gorham.

Two main tracks between Yard Center and Woodland Jct. designated Northward and Southward tracks.

Signal Indication with current of traffic, Rules 450-453. Incl. in effect between Yard Center and Southward interlocking signal Watseka.

Trains moving against current of traffic between Yard Center and Watseka must not exceed a speed of 49 MPH and be governed by Rule 99. Movements against current of traffic must approach interlockings at Thornton Jct. MP 20.1; CR MP 26.8; Jay MP 27.0; Pence MP 49.7; St. Anne MP 60.1 at Low Speed.

Chicago Subdiv. trains secure clearance Villa Grove.

Industrial Leads:
Cisna Park — Breaks out at Goodwine — Max. Speed 20 MPH
Claytonville 94.2 ZF-94
Cisna Park 97.9 ZF-98

Alonzo — Breaks out at Goodwine — Max. Speed 10 MPH
Alonzo 89.4 ZF-95

JSW RR — Breaks out at Mt. Vernon — Max. Speed 20 MPH
Huff 279.9 ZC-280
Nason 286.5 ZC-277
Old Ben 21. 293.1 ZC-277

CHICAGO SUBDIVISION

Between Chicago and Woodland Jct. Be Governed by C&E-I-L&N Joint Timetable		Station Numbers	Sidings	
SOUTH	NORTH		Cars	Feet
0.0	CHICAGO (Dearborn)	ZA-0		
3.3	37TH STREET	ZA-3		
16.9	DOLTON JCT.	ZA-17		
18.0	YARD CENTER	ZA-18	Yd.	
20.1	THORNTON JCT	ZA-20		
26.8	CHICAGO C.R.			
27.0	JAY	ZA-26		
27.8	CHICAGO HEIGHTS	ZA-27	Yd.	
28.8	STEGER	ZA-29	122	6106
49.7	PENCE	ZA-50		
49.9	MOMENOE	ZA-50	110	5535
60.1	ST. ANNE	ZA-60	76	3806
77.5	WATSEKA	ZA-77		
82.6	WOODLAND JCT.	ZA-83		
94.0	GOODWINE	ZB-92	216	10800
108.0	ELLIS	ZB-108	208	10400
125.9	GLOVER	ZB-126	170	8547
145.1	VILLA GROVE	ZB-145	173	8698
153.4	TUSCOLA	ZB-153	197	9894
164.7	ARTHUR	ZB-165		
169.1	CADWELL	ZB-168	211	10550
176.1	SULLIVAN	ZB-176		
185.2	FINDLAY JCT.	ZB-186	200	10000
198.8	CLARKSBURG	ZC-200	203	10150
204.5	MODE	ZC-205		
218.9	ALTAMONT	ZC-219	200	10072
224.6	ST. ELMO	ZC-224		
235.7	ST. PETER	ZC-236	218	10900
242.4	KINMUNDY	ZC-242		
252.1	SALEM	ZC-252	163	8150
254.1	OB&O			
263.3	KELL	ZC-263	194	9718
276.2	MT. VERNON	ZC-276	143	7875
287.2	INA	ZC-287	166	8336
298.2	BENTON JCT	ZC-298		
301.8	BENTON	CD-40	212	10618
306.1	BN			
307.7	ICG			
314.9	BUSH	CD-24	141	7056
335.5	GRIMSBY	CD-3	117	6112
338.7	GORHAM	C-93	Yd.	
339.0				

No. 16 turnouts—Remote control switches at: Woodland Jct.; North end Findlay; Findlay Jct.—switch to Pana; Subdiv. Benton Jct.; North end sidings at Tuscola, St. Peter and Kell; Both ends siding Goodwine, Villa Grove, Cadwell, Clarksburg, and Benton.

No. 16 turnouts—Spring switch at South end sidings Tuscola, St. Peter and Kell.

Hot Box Detectors and Drugging Equipment Detectors located at: *MP 46-45; *MP 73-30; MP 98-11; MP 122-24; MP 139-39; MP 160-31; MP 179-22; MP 212-32; *MP 237-29; *MP 267-05; MP 293-20; and MP 321-00.

PANA SUBDIV.—ILLINOIS DIVISION

Maximum Speed:	MPH	SOUTH		NORTH		Station Numbers	Sidings	
Findlay Jct.—Pana Jct..	60 <th colspan="4">STATIONS</th> <th>Cars</th> <th>Feet</th>	STATIONS					Cars	Feet
Pana Jct. entering or leaving CR main tracks.	15	185.2	FINDLAY JCT.			ZB-186		
BUSINESS TRACKS		205.1	PANA JCT.	ICG, B&O		ZB-205	200	10000
Westervelt MP 191-8	ZB-192							
C&E Stations on CR R.R.			VIA C.R.					
Rosamond MP 171.4	ZB-209		8.4					
Taylor Springs MP 196.4	ZB-234		4.7			ZB-213	211	10550
Livingston MP 215.0	ZB-253		4.7			ZB-218		
Nameoki MP 278.7	ZB-279		4.7			ZB-222		
Granite City	MP 281.1	ZB-282	4.5					
Madison	MP 284	ZB-284	4.7			ZB-227		
E. St. Louis	MP 286.7	ZB 288	16.0			ZB-232	369	18450
ABS—Between Findlay Jct. and Pana Jct.			17.0			ZB-243	292	14600
CTC—Between MP 185-27 Findlay Jct. and MP 203-35 Pana Jct.			10.0			ZB-260	211	10550
Yard Limits:		275.1	MITCHELL YARD			ZB-276		
MP 203-35 to Pana Jct.		290.0	ST. LOUIS, MO.			ZB-290		
			104.8					

Operation over CR between Pana Jct. and Mitchell Yard, CR-ICG joint track between Mitchell Yard (Lenox) and Granite City, TRRA between Granite City and St. Louis. Northward Trains secure clearance at Pana Junction.

Miles	SOUTH ▼	STATIONS	NORTH ▲	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	⊗			
20.6		VAL.	I ⊗			
33.6		FULTS.	I	C-42		
41.7		PRAIRIE DuROOHER.	⊗	C-50		
47.7		KIDD.	I	C-56		
49.6		FLINTON.	I	C-58	Yd.	
52.1		GAGE JCT.	I			
55.7		REILY JCT.		C-63		
61.5		CHESTER.	⊗T ⊗	C-70	n-122 s-145	6384 7585
65.7		FORD.		C-73	n-125 s-118	6522 6160
70.3		ROCKWOOD JCT.				
73.0		CORA JCT.	∅			
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		POTS.	I	C-117		
115.5		NILE ILL.	I	C-125		
119.7		SIMBCO.	I	C-129		
120.7		CAIRO JCT.	T ⊗	C-130		
		ILLMO. MO.	⊗ ⊗	ZC-386		
192.5		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 ▼	STATIONS	NORTH ▲	Station Numbers	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.
127.0		MARQUETTE.	⊗	CF-4	
128.5		RUSH JCT.	□		MP 128.6 to End of Track. .10 MPH
128.6		⊗S.L.-S.F.	G		Yard Limits: Entire Subdiv.
129.6		⊗S.E. MO. LBR. SL-SF ⊗	⊗		Normal position of switch Rush Jct. is lined for movement to and from SLSF connection.
130.2		CAPE GIRARDEAU.	⊗ ⊗	CF-7	
				7.4	

TIMETABLE NO. 7

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	Stations on STLSW between Illmo and Paragould.	SSW Mile Post:
(Except as below)	60		
MP 0-00 — MP 4-03	50		
MP 4-03 — MP 7-01	30		
MP 7-01 — ICG	50		
MP 55-26 — MP 65-09	50		
MP 65-09 — MP 66-00	25		
MP 66-00 — MP 76-12	50		
MP 116-14 — MP 117-21	50		
MP 117-21 — MP 119-00	40		
MP 119-00 — MP 119-10	20		
MP 119-10 — MP 119-19	30		
MP 189-10 — Dexter Jct.	25		
Missouri Jct. — MP 191-00	40		
BUSINESS TRACKS	MP	Sta. No.	
Warnock	15.1	C-24	Paront
Fountain	17.5	C-26	Missouri Jct.
Valmeyer ⊗	22.5	C-31	Dexter Jct.
Danley	39.7	C-48	MP Crossing
Menard	60.5	C-69	Dexter
Jones Ridge	74.6	C-83	Bernie
Raddle	77.0	C-86	NM Jct.
Powder Plant	88.6	C-98	Malden
Wolf Lake	99.7	C-107	St. Francis
Ware	104.0	C-113	Piggott
McClure	113.0	C-122	Greenway
Dudley	182.8	XD-17	Rector
Fisk	176.1	XD-11	Jay
Boeing	170.0	XD-4	Marmaduke
			Blytheville Jct.

ABS — Between Valley Jct. and Poplar Bluff. CTC — Between Valley Jct. & Dexter Jct.; on East Track only between Dexter Jct. & Charleston Jct. and between Charleston Jct. and Poplar Bluff. Signal indication with current of traffic on West Track only between Missouri Jct. & Charleston Jct.

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

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.

Trains originating Chester and trains from Pinckneyville Subdiv. secure clearance Chester.

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.

Flashing Light Signal-U.S. Highway 60 East, Poplar Bluff crossing with track No. 105-Barnes Gro. Co. Ind. Lead. Push Button located 100 ft. on both sides of crossing. Trains and engines stop before passing Push Button Box-operate push button to actuate flashing light signal crossing U.S. Highway 60.

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

TIMETABLE NO. 7

6 WESTVILLE SUBDIV.—ILLINOIS DIVISION

Rule 99 (d) in effect.		Miles	STATIONS		Sta. Nos.
MAXIMUM SPEED	MPH		SOUTH	NORTH	
Except 10 MPH between Danville-P&E MP 82 and Westville-C&EI MP 132.9.	30	123.0	DANVILLE.....	①②③④	ZD-123
		132.8	WESTVILLE.....	⑤	ZD-132
		142.1	INDIANOLA.....		ZD-142
Business Tracks:	MP No.	145.6	SIDELL JCT.....		ZE-141
Hastings.....	150.1	146.5	SIDELL.....		ZD-146
Longview.....	159.7	152.6	ALLERTON.....		ZD-153
Zeigler Mine No. 5.....	161.0	155.7	BROADLANDS.....		ZD-156
Fairland.....	161.9	164.9	VILLA GROVE.....	T ①②③④⑤	ZB-145
Industrial Lead (Max. speed 10 MPH) Max. Wt.: 240,000 lbs. Jamaica Spur—Breaks out at Sidell Jct.—Jamaica.....		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.); CR 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 CR tracks secure permission of operator Wyton Tower and be governed by his instructions.

PINCKNEYVILLE SUBDIV.—ILLINOIS DIVISION

Maximum Speed (Except as below) MPH	MPH	Miles	STATIONS		Station Nos.	Sidings	
			SOUTH	NORTH		Cars	Feet
MP 64-02	40	63.7	CHESTER.....	①②③④⑤⑥	C-70		
MP 64-14	15	71.8	WELGE.....		CA-10	86	4479
MP 90-00		77.3	STEELEVILLE.....		CA-16	167	8700
MP 96-00	20	79.4	PERCY.....	① IOG ②	CA-18		
MP 102-20		83.7	NEW WILSON.....		CA-23	99	5165
MP 102-23	15	92.5	PINCKNEYVILLE.....	①②③④	CA-31	Yd.	
MP 112-00		95.5	SHAKE RAG.....	① IOG ②	CA-34		
MP 124-20	25	102.7	① IOG.....	④			
MP 124-20		102.9	TAMAROA.....		CA-41		
BUSINESS TRACK	Sta. No.	111.2	SCHELLER.....	⑤	CA-49	Yd.	
Streamline Lead.....	77.9	114.5	WALTONVILLE.....	① BN ②	CA-53		
Pyatt-Fidelity Mine (via ICG at Pinckneyville) Leathy (via ICG at Percy).....	CA-39	125.0	MT. VERNON.....	①②③④⑤⑥⑦⑧	CA-64	Yd.	
operation on ICG.			61.2				

Yard Limits: Chester subdiv. Conn. to MP 66-05; MP 76-20 to MP 84-00; MP 90-00 to MP 97-00; MP 110-15 to MP 112-05; MP 123-20 to End of Track at Mt. Vernon.

Industrial Leads—Maximum Speed 10 MPH except reduce speed to 5 MPH on Orient No. 6 Industrial Lead-North end doubling track.

Over Scale 300 feet west of No. 1 load yard switch Cap. Mine.....	5	MPH
CAPTAIN MINE.....	Breaks out at MP 81.2	
ICG Jct. ⑤.....	82.5	
Captain Mine.....	86.1	CA-20
BURNING STAR NO. 4.....	Breaks out at New Wilson	
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 ①.....	112.6	CA-49
① BN ②.....	113.5	
Orient No. 6.....	114.1	CA-50

Trains originating Chester and trains from Pinckneyville subdivn. secure clearance Chester.

TIMETABLE NO. 7

JOPPA SUBDIV.—ILLINOIS DIVISION 7

Miles	STATIONS		Station Nos.	Sidings		Yard Limits:
	SOUTH	NORTH		Cars	Feet	
298.2	BENTON JCT.....	①-1 ⑤	ZC-298			MP 298-10—MP 299-00
305.0	WEST FRANKFORT. ①②③④⑤		ZC-305			MP 347-15—MP 353-00
308.8	JENKINS.....	⑥	ZC-309	86	3870	MP 360-00—to end of Track.
316.4	MARION.....	⑦ IOG ⑧	ZC-317	60	2700	Conditional Yard Limits: MP 303-00—MP 309-20—701 am to 701 pm
324.0	NEILSON JCT.....	⑨⑩⑪	ZC-324			Buckhorn Ind. Lead: Jenkins
329.3	GOREVILLE.....		ZC-329	59	2655	Max. Speed..10 MPH
334.0	OMAR.....		ZC-333	60	2700	ICG Jct. 310.0
339.7	VIENNA JCT.....	⑫⑬⑭	ZC-340			Zeigler #4 310.6 ZC-310
345.3	CYPRESS.....		ZC-345	57	2565	Orient #4 313.3 ZC-311
347.6	JOPPA JCT.....	T ⑮	ZC-348			
348.5	CHASCO.....	⑯	ZK-348			
351.5	KARNAK.....	⑰ OR ⑱	ZK-352	152	6840	
363.3	JOPPA.....	⑲ T ⑳	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 of track..... 10
 MP 334-20—334-26 .20
 Operation on BN R.R. between Vienna Jct. and Chocat.

Business Tracks: MP No. Johnston City 310.7 ZC-311 Hudgens .321.8 ZC-322 Cook (on BN).... ZK-367

THEBES SUBDIV.—ILLINOIS DIVISION

Miles	STATIONS		Station Nos.	Rule 99(d) in effect.
	SOUTH	NORTH		
347.6	JOPPA JCT.....	① ② T	ZC-348	Yard Limits: Joppa Jct.—MP 348-05
362.8	TAMMS.....	③ IOG ④	ZC-363	Operation between Cairo Jct. and Illmo over SIMB; Illmo and Rockview over SSW; Rockview and Chaffee over SLSF. See Item 7(b) Special Instructions.
373.3	FAYVILLE JCT.....	⑤ ⑥	ZC-373	Maximum Speed..... 25 MPH
VIA CAIRO SUBDIV. 4.9 Miles				
378.0	CAIRO JCT.....	⑦ ⑧ T	C-130	Business Tracks MP No. Perks..... 351.1 ZC-351 Olive Branch..... 369.3 ZC-369
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	STATIONS		Station Nos.	Yard Limits: Fayville Jct. to Cairo
	SOUTH	NORTH		
120.7	CAIRO JCT.....	① ② T	C-130	Maximum Speed (Except as below)..... 25 MPH
125.6	FAYVILLE JCT.....	③	ZC-373	MP 120-27—MP 120-40..... 10 MPH
130.8	MILLER CITY.....		CG-10	MP 142-31—MP 144-35..... 10 MPH
142.6	① IOG.....	G		
144.2	② CR.....	⑤		
145.0	CAIRO.....	⑥ ⑦	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.

TIMETABLE NO. 7

Rule 99 (d) in effect.

Yard Limits: Riverside-Crystal City

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

Industrial lead Ste. Genevieve to Bismarck maximum speed 20 MPH.

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
Rivermines . . . 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	46.8
Brickeys	53.2
Coral	56.6
Duren	61.5
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	GOBORN.....	.....	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 Jet.

Max. gross wt. Crystal City to end of track 220,000 lbs.

SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed: MPH (Except as below)	SOUTH Second Class	Miles	M-I R.R.		Station Nos.	Sidings		NORTH Second Class	
			STATIONS	STATIONS		Cars	Ft.		
35	465							466	
MP 10-23 — MP 11-3	Daily								
MP 13-25 — MP 14-15									
MP 48-15 — MP 49-04	PM								
MP 55-17 — MP 56-5	2 01	0.0	SALEM.....	ⓈⓉ	MI-1	.....	12	30
MP 78-14 — MP 80-20		11.1	BRANCH JCT.....	Ⓢ	MI-12	.....	.....	.....
		13.5	CENTRALIA.....	.....	MI-14	.....	.....	.....
		14.0	ICG JCT.....	ⓈⓉ	MI-15	.....	.....	.....
		14.5	BIG BEN.....	Ⓢ	MI-16	39	2077	10 01	
		23.2	HOYLETON.....	.....	MI-24	.....	9	40
		32.6	NASHVILLE.....	ⓈⓉ	MI-34	.....	.....	.....
		40.9	OAKDALE.....	.....	MI-41	.....	.....	.....
		48.7	COULTERVILLE.....	ⓈⓉ	MI-49	37	1948	8 30	
		56.6	ICG.....	Ⓢ	MI-57	.....	.....	.....
		57.4	SPARTA.....	ⓈⓉ	MI-58	Yd.	.....	8 01
		68.5	PAUTLER.....	.....	MI-69	55	2855	AM
		69.6	EVANSVILLE.....	.....	MI-70	.....	.....	.....
		77.7	GAGE JCT.....	Ⓢ	.....	.....	.....	.....
			2.5 Mi. Via Chester Subdiv.						
		80.2	FLINTON.....	Ⓢ	MI-80	Yd.	.....	.....
		83.0	KELLOGG.....	.....	MI-82	Yd.	.....	.....
			83.0						

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.

Reduce Speed to 3 MPH over Towveyor rail crossing at south end of East Bay and West Bay in Miller Street Warehouse.

Cars must not be left standing on the Towveyor crossing, south end of Miller St. Freight House.

When setting cars to piggyback ramps, full stop must be made within ten (10) feet of the ramp, then move slowly to spot or couple cars to ramp.

CARONDELET SUBDIV.—ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Numbers	Crestwood
	SOUTH	NORTH		
13.0	KIRKWOOD.....	ⓈⓉ	MX-13	Maximum Speed 30 MPH
13.6	S. L. S. F.....	Ⓢ	.....	Yard Limits: Entire Subdiv.
16.6	GRANT.....	.....	GH-4	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.
18.7	ALPHA.....	.....	GH-6	
23.8	BROADWAY JCT.....	T	GH-11	
10.7				

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

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

St. Louis Terminal Div. Business Tracks

Sta. No.	Vertical Clearances:
Maplewood Mo.	MX 7
Webster Groves	MX 10
Lake Jct.	MX 8
Maplewood, Ill.	C-2
E. St. Louis	C-3
Valley Jct.	C-9
Dupo	C-15
Bixby	C-17
Big Bend Road	GH-1
Billman	GH-2
Collopy	GH-2
Tesson	GH-5
Grasso	GH-7
Mags	GH-9
Brentwood	GM-1
Rock Hill	GM-1
Matco	GM-2
Jefferson Barracks	X-10

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 . . . 16'3"
Northward track . . . 16'10"
Equipment must not be routed between Davis St. and Iron Mountain Jct. unless they will clear above heights.

Crossover from the north to the southbound main line at Nagel Street, is the end of double track and single track from Nagel Street to Davis Jct. The southend of the crossover at Nagel Street is equipped with spring switch. Normal position is lined from north to southbound. All southbound trains and engines using northbound main track, unless otherwise instructed will cross over at Nagel Street and be governed by automatic block signals at Davis Jct. and must secure permission from operator at Grand Ave. to run against current of traffic between Nagel St. and Jefferson Barracks. All trains and engines must not exceed fifteen (15) MPH from Davis Jct. to Arlee Ave. both main tracks.

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

SOUTH		NORTH	
FIRST CLASS		FIRST CLASS	
21		22	
Psgr.		Psgr.	
Daily	Miles	Stations	Station Nos.
PM 2 30	0.5	ST. LOUIS.....	MX-1
	1.8	GRAND AVE.....	
	2.3	IRON MTN. JCT.....	X-1
	3.6	⊗S. L. S. F.....	
	3.7	DAVIS JCT.....	T⊗ X-8
	10.6	BARRACKS JCT.....	X-10
6.8	6.8	WICKES.....	X-19 93 4842
9.5	9.5	RIVERSIDE.....	X-27 95 4953
	35.6	HEMATITTE.....	X-36 94 4906
	42.2	DE SOTO.....	X-42 122 6370
	51.0	BLACKWELL.....	X-51 84 4404
	57.0	CADET.....	X-57 89 4630
	60.9	MINERAL POINT.....	X-61 84 4390
	69.5	IRONDALE.....	X-70
	75.3	BISMARCK.....	X-75 96 5023
	83.1	MIDDLEBROOK.....	X-83
	88.6	ARCADIA-IRONTON.....	X-89
	91.8	TIP TOP.....	X-92 81 4244
	97.8	GLOVER.....	X-99
	100.1	CHLORIDE.....	X-101
	107.9	ANNAPOLIS.....	X-108 87 4554
	111.8	NORTH DES ARC.....	X-112
	117.7	GADS HILL.....	X-120 83 4348
	124.4	PIEDMONT.....	X-127 126 6570
	134.5	MILL SPRING.....	X-135
	145.4	WILLIAMSVILLE.....	X-146 85 4471
	155.4	WILBY.....	X-155
	164.6	BLACK RIVER JCT.....	X-164
6 10	165.5	POPLAR BLUFF.....	X-166 Yd.
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:

- When authorized by signal indication.
- 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 ⊙	X-57
Maximum Speed (Except as below)..... 30 MPH		58.6	New Fountain Farm.....	⊙	XA-58
MP 59-00 to MP 59-25..... 20 MPH		72.4	INDIAN CREEK.....		XA-72
		84.1	PEA RIDGE.....	⊙	XA-84
		26.4			

Flashing Light Signal—Missouri State Highway No. 185 crossing with Indian Creek Mine Lead push button box located 150 feet east and 50 feet west of Highway 185. Trains and engines stop before passing push button box and operate push button to activate flashing light signals before crossing Missouri Highway 185.

TIMETABLE NO. 7

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	Lumite.....	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 3 inches on southward track and 16 feet 10 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.
163.2	JACKSON.....	⊙	DC-16	Maximum Speed MPH
147.1	ALLENVILLE.....		D-72	Between Jackson and Charleston (Except as below)..... 30
149.3	⊗INDUSTRIAL LEAD.....	⊙		White Water Ind. Ld..... 30
149.4	DELTA ⊗St.L.S.W.....	G	D-74	Around wye-Charleston..... 10
157.4	⊗St.L.-S.F.....	A		Around curve-Allenville..... 10
158.1	ORAN.....		D-83	Between Dexter Jct. and Charleston (Except as below)..... 30
162.0	MORLEY.....		D-87	MP 211-02 — MP 212-01..... 10
173.5	DIEHLSTADT.....		D-98	MP 213-10 — MP 213-24..... 20
178.3	CHARLESTON.....	⊗T	D-103	Between SLSF Crossing and Highway 61 Crossing at Sikeston..... 10
219.5	BERTRAND.....		XD-54	(Approach Highway 61 Crossing prepared to stop for highway traffic.)
214.5	MINER.....	⊙	XD-49	Max. wt. Jackson to Delta 220,000 lbs., White Water Ind. Ld. breaks out at Allenville.
211.4	SIKESTON.....	⊗ ⊙ ⊙	XD-46	White Water Industrial lead 220,000 lb.
211.0	⊗S.L.-S.F.....	A		BUSINESS TRACKS
205.4	MOREHOUSE.....		XD-40	White Water..... 144.6 D-69
195.6	ESSEX.....	⊙-1 ⊙	XD-30	Newman Spur..... 160.2 D-85
191.3	DEXTER JCT ⊗St.LSW- G		XD-26	Hunterville..... 198.7 XD-33
	80.3			Gray Ridge..... 200.2 XD-35
				Buckeye..... 217.3 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 SLSW Siding or lead track to Siding Delta.

TIMETABLE NO. 7

12 HOXIE SUBDIV. — ARKANSAS DIVISION

HOXIE SUBDIV. — ARKANSAS DIVISION 13

SOUTH FIRST CLASS		STATIONS	Station Nos.	Siding		NORTH FIRST CLASS	
21 Psgr.	Miles			Cars	Ft.	22 Psgr.	Daily
Daily						AM	
PH 6 15	165.5	POPLAR BLUFF... ^{1.4} ⓉⓈⓂ	X-166	Yd.	10 55		
	170.0	STANLEY... ^{2.9} Ⓜ	X-170				
	172.9	HARVIELL JCT... ^{7.4} Ⓜ	X-173				
	180.4	NEELYVILLE, MO... ^{11.7} Ⓜ	X-180	162 8457			
	192.2	CORNING, ARK... ^{6.3} Ⓜ-2	X-192	161 8376			
	198.5	KNOBEL... ^{4.3} Ⓜ	X-199	188 9800			
	202.9	PEACH ORCHARD... ^{4.7} Ⓜ	X-203	155 8088			
	207.6	DELAPLAINE... ^{6.7} Ⓜ	X-208				
	214.4	O'KEAN... ^{9.2} Ⓜ	X-214	160 8338			
	223.6	MURTA JCT... ^{1.2} Ⓜ	X-223				
s 7 15	224.9	WALNUT RIDGE... ^{1.4} Ⓜ	X-225		s 9 50		
	226.3	HOXIE S. L-S. F... ^{10.3} Ⓜ-2	X-226	166 8641			
	228.5	MINTURN JCT... ^{12.9} Ⓜ	X-228				
	238.9	ALICIA... ^{6.2} Ⓜ	X-239	162 8448			
	251.8	TUCKERMAN... ^{1.3} Ⓜ	X-252	162 8436			
	258.1	CAMPBELL JCT... ^{2.3} Ⓜ	X-258				
	259.4	DIAZ... ^{2.2} Ⓜ	X-259				
f 8 00	261.7	NEWPORT... ^{0.6} Ⓜ-2	X-262	Yd.	f 9 05		
	263.9	NORTH BRIDGE JCT... ^{5.1} Ⓜ	X-264				
	264.5	SOUTH BRIDGE JCT... ^{4.6} Ⓜ	X-265				
	269.7	JEFFY... ^{3.8} Ⓜ	X-270				
	274.3	GLAISE JCT... ^{8.5} Ⓜ	X-275				
	278.1	BRADFORD... ^{1.7} Ⓜ	X-278	190 9893			
	286.7	RUSSELL JCT... ^{1.2} Ⓜ	X-286				
	288.4	BALD KNOB... ^{6.7} Ⓜ-2	X-288	110 5763			
	289.7	JUD... ^{1.9} Ⓜ	X-289				
	296.4	KENSETT... ^{8.0} Ⓜ	X-296				
	298.4	HIG... ^{6.2} Ⓜ	X-298				
	306.5	MACK... ^{6.5} Ⓜ	X-306				
	312.7	BEEBE... ^{11.4} Ⓜ-2	X-313				
	319.2	WACROSS... ^{1.4} Ⓜ	X-320				
	330.7	JAX... ^{11.5} Ⓜ	X-331				
	332.1	JACKSONVILLE... ^{11.5} Ⓜ	X-332				
9 35 PM	343.6	NO. LITTLE ROCK... ^{178.1} Ⓜ	X-344	Yd.	7 25 AM		

Maximum Speed MPH

(Except as below).....	60
MP 191-26 — MP 192-31.....	50
MP 224-13 — MP 227-26.....	50
MP 258-01 — MP 261-15.....	50
MP 261-15 — MP 262-17.....	40
MP 262-17 — MP 264-08.....	50
MP 288-06 — MP 288-19.....	40
MP 292-26 — MP 293-03.....	55
MP 340-30 — MP 345-05.....	40

BUSINESS TRACKS	MP	Sta. No.
Harviell	173.0	X-173
Minturn	232.4	X-232
Olyphant	269.8	X-270
Judsonia	292.6	X-293
Higginson	299.7	X-300
McRae	308.2	X-308
Ward	317.6	X-318
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—Both crossovers—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 255-09, *MP 283-14 and MP 312-10.

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.

DONIPHAN SUBDIV. — ARKANSAS DIVISION

Miles	SOUTH 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	NAYLOR.....		XE-6	.....	.....	Business Tracks: MP No.
191.2	OXLY.....		XE-11	.....	.....	Skelly Oil Spur....197.3 XE-16
200.3	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

SOUTH FIRST CLASS		STATIONS	Station Nos.	Siding		NORTH FIRST CLASS	
21 Psgr.	Miles			Cars	Ft.	22 Psgr.	Daily
Daily						AM	
9 35	343.6	NO. LITTLE ROCK... 1.7	X-344	Yd.	7 25		
	345.3	ARK RIVER... 0.3					
s 10 00	345.6	LITTLE ROCK... 0.3	X-346		s 7 20		
	346.0	O.C.R.I. & P... 5.6					
	351.7	ENSIGN... 7.1	X-352				
	358.9	ALEXANDER... 5.2	X-359				
	364.1	BAUXITE JCT... 4.1	X-364	104 5411			
	368.3	SHERIDAN JCT... 0.4	X-368				
	368.7	BENTON... 1.5	X-369				
	370.2	SALINE JCT... 3.0	X-370				
	373.3	HASKELL... 3.8	X-373	215 11187			
	377.3	TRASKWOOD... 7.3	X-377	118 6181			
	384.6	GIFFORD... 4.1	X-385	121 6311			
f 10 50	388.7	MALVERN... 3.4	X-389		f 6 15		
	392.2	ABCO... 7.4	X-390	177 9238			
	399.6	DONALDSON... 6.0	X-400	119 6215			
	405.6	WITHERSPOON... 5.3	X-406	118 6198			
	411.0	ARKADELPHIA... 11.3	X-411	169 8839			
	422.3	CURTIS JCT... 3.9	X-422				
	426.3	GURDON... 3.0	X-426	Yd.			
	429.3	BEIRNE JCT... 8.3	X-429				
	437.6	BOUGHTON... 4.8	X-438	160 8331			
	442.4	PRESCOTT... 7.2	X-442	174 9094			
	449.6	EMMET... 8.1	X-450	124 6564 n201 10477			
	457.7	HOPE... 5.2	X-458	s110 5769			
	463.0	GUERNSEY... 8.2	X-463	118 6186			
	471.3	FULTON... 6.4	X-471	182 9509			
	477.7	HOMAN... 2.6	X-478	167 8729			
	480.4	CLEAR LAKE JCT... 9.8	X-481				
1 05	490.2	TEXARKANA... 146.5	X-491	Yd.	4 10		

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.

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

Maximum Speed (Except as Below) _____	MPH	BUSINESS TRACKS	MP	Sta. No.
60		Vogels E. Main.....	351.0	X-351
40		Cash Whistle-East Main.....	352.3	X-352
30		Ark Power & Light-West Main.....	353.4	X-353
20		Midwest Castings-West Main.....	354.0	X-354
55		Mabelvale-West Main.....	355.0	X-355
55		AG W. Main.....	356.3	X-356
55		Ark Power & Light-East Main.....	356.5	X-356
50		Enmar-East Main.....	356.7	X-357
40		Jacuzzi Bros.-West Main.....	357.2	X-357
55		Ark. Cont. Corp.....	357.4	X-357
35		Bryant-West Main.....	362.7	X-363
40		Perla.....	386.7	X-387
50		Daleville.....	410.0	X-410
30		Gun Springs.....	415.5	X-415
40		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 north end Amtrak 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	SOUTH ▼	STATIONS	NORTH ▲	Station Numbers	Maximum Speed 25 MPH. Operation between Hot Springs Jct. and Malvern over CRI&P Ry. Trackage between Mountain Pine and Hot Springs Jct. Yard Tracks only.
	BUSINESS TRACKS		MP			Sta. No.
412.1	12.9	MOUNTAIN PINE.....		XH-90	
399.1	3.5	HOT SPRINGS.....	T ⊕	XH-77	
395.6	19.2	HOT SPRINGS JCT.....			
.....	5.2	MALVERN.....	⊗ ⊕	X-389	
	35.4				

16 HUGHES SUBDIV. — ARKANSAS DIVISION

Maximum Speed 25 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				BRIARK		XG-87		
MP	Sta. No.		355.6	C. R. I. & P. JOT				
Penjur	337.3	CH-25	354.5	TENARK		CH-42	70	3685
Chatfield	339.5	CH-27	334.3	HUGHES		CH-22	78	4070
Mallory	340.5	CH-28						
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		WR-125	Yd.	
357.4	NORFORK		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
286.1	BATESVILLE		WR-29	47	2492
270.3	NEWARK		WR-14		
265.5	PAROQUET		WR-9	83	4363
258.8	DIAZ		X-259		
	122.7				

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

Conditional Yard Limits: MP 283 — MP 289 — 8:01 am to 10:01 pm; MP 311 — MP 313 — 10:01 am to 10:01 pm.

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

Six axle type 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		ZZ Siding	259.5	WR-1
(except as below)	40	Arkansas Eastman	273.6	WR-16
MP 264-12 — MP 264-15	30	Sulphur Rock	276.3	WR-20
MP 266-25 — MP 313-00		Moorefield	281.4	WR-25
(except as below)	49	Pfeiffer Spur	283.6	WR-27
MP 277-21 — MP 278-25	35	Cushman Spur	288.1	WR-31
MP 279-11 — MP 279-17	40	Myersville	307.4	WR-50
MP 283-12 — MP 285-10	40	Nasco	315.2	WR-59
MP 285-10 — MP 286-22	20			
Batesville Over Central St.	10			
MP 286-22 — MP 287-29	40			
Cushman Spur	10			
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 360-00	25			

TIMETABLE NO. 7

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

Miles	STATIONS		Station Numbers	Sidings		MPH Maximum Speed 50 (except as below) MP 298-08 MP 299-03..... 40 MP 331-29 — MP 334-25..... 40 20 MPH between Briark and Kentucky St. Southward trains will secure clearance Kentucky Street. 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 operator.
	SOUTH ▼	NORTH ▲		Cars	Feet	
380.7	MEMPHIS (Sargent Yd.)		XG-93	Yd.		
380.6	KC JCT					
378.3	BROADWAY					
378.2	TEXAS ST					
378.1	KENTUCKY ST					
375.8	BRIDGE JCT		XG-88			
375.2	BRIARK		XG-87			
370.0	PRESLEY JCT		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		C-304	171	8935	
318.8	FAIR OAKS		XG-31	162	8472	
309.3	McORORY		XG-21	68	3584	
300.0	NEW AUGUSTA		XG-12	124	6474	
298.5	WHITE RIVER					
292.8	RIO VISTA		XG-6	68	3579	
287.8	BALD KNOB		X-288			
	92.8					

ABS — CTC between Bald Knob and Kentucky Street.

Two main tracks between Briark and Kentucky St.

ABS — CTC both SLSF main tracks Neptune St. to 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.
Aulon	L&N	Manual interlocking.
Poplar Avenue	L&N	Gate — Normal position against L&N.

TIMETABLE NO. 7

18 SHERIDAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers
Maximum Speed 25 MPH			▼	▲	
BUSINESS			368.3	SHERIDAN JCT... ④	X-368
TRACK			368.6	③ C.R.I. & P..... G	.....
BANNISTER SPUR			390.2	SHERIDAN.....	XH-24
Yard Limits — Sheridan Jct. to MP 369-10.			21.5		

NORMAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers
Maximum Speed 30 MPH (except as below)			▼	▲	
MP 457-20 — MP 457-25..... 10			426.3	GURDON..... ④ ⑤ ⑥ ⑦ ⑧ ⑨	X-426
MP 472-00 — MP 472-02..... 15				441.0	OKOLONA.....	XL-15
Yard Limits — Gurdon to MP 429-10.			446.5	DELIGHT JCT.....	XL-20
Business Tracks			454.0	GRAYSONIA.....	XL-28
Summit 433.1 XL-7			465.3	AMITY.....	XL-39
Rosboro 469.8 XL-43			473.5	GLENWOOD.....	XL-47
Birds Mill 478.9 XL-52			480.7	CADDO GAP.....	XL-54
Delight Industrial Lead:			485.9	NORMAN..... T	XL-60
Delight Jct.—Delight			59.6		
Max. speed 20 MPH					
Antoine 447.9 EF-1					
Delight 452.1 EF-6					

NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers
Max. speed 30 MPH except 10 MPH on Plaswood Ind. lead.			▼	▲	
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nashville; MP 481-05 to MP 484-12; Perkins; MP 492-00 to End of Subdiv.			457.7	HOPE..... ⑥ ⑦ ⑧ ⑨	X-458
Plaswood Ind. lead 1.7 miles breaks out of Main Track at MP 462-10.				483.1	NASHVILLE ③ GN & A... ④ ⑤ ⑥	XJ-26
Max. wt. 220,000 lbs.			493.1	PERKINS..... ⑦	XJ-36
North Hope — XJ-4.			35.3		
Plaswood Station Number XJ-5.					

GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed MPH (Except as below)..... 40 <th rowspan="2">Miles</th> <th colspan="2">SOUTH STATIONS NORTH</th> <th rowspan="2">Station Numbers</th> <th colspan="2">Sidings</th>		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings	
MP 456-06 — MP 456-25.30			▼	▲		Cars	Ft.
MP 458-26 — MP 460-27.20		426.3	GURDON..... ④ ⑤ ⑥ ⑦ ⑧ ⑨	X426	Yd.	.....
MP 487-05 — MP 492-25.25		437.6	READER.....	E-11	66	3450	
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 428-10; MP 457-17 to MP 463-20; El Dorado; MP 487-05 to MP 495-29.			452.4	LESTER.....	E-26	65	3412
BUSINESS TRACKS			459.8	CAMDEN..... ⑥ ⑦ ⑧ ⑨	E-33	.....
Sta. No.			460.8	③ St. L.S.W..... ④	.....	.....
Barringer 431.5 E-5			461.3	KRAFT.....	E-35	.....
Childester 444.7 E-18			463.1	CULLENDALE..... ⑦	E-37	.....
			474.5	LOUANN.....	E-48	121	6321
			478.8	SMACKOVER.....	E-52	.....
			484.5	NORPHLET.....	E-58	.....
			487.5	MONSANTO.....	E-61	61	3222
			492.2	EL DORADO..... ④ ⑤ ⑥ ⑦ ⑧ ⑨	E-66	Yd.
			65.9				

COLLINSTON SUBDIV. — LOUISIANA DIVISION 19

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings		Rule 99 (d) in effect.
Maximum Speed: MPH (Except as below) . 30			▼	▲		Cars	Feet	
MP 637-08 (#10 Turnout) ... 10		560.4	BASTROP IND. LEAD 6.8 MILES (COLLINSTON-BASTROP)	④ T ⑤	C-505	.....	.....	MP 641-26 —
MP 643-14 10			567.5	VIDALIA IND. LEAD 8.8 MILES (FERRIDAY-VIDALIA)	E-141
MP 643-14 10		577.9	E-151	45	2371	Vidalia ind. lead 20 MPH except 10 MPH over Highway 65.
MP 553-09		589.6	.....	.....	E-163	.....	.....	Bastrop Ind. Lead (Except as below) ... 30
MP 553-26 15		600.3	.....	.....	E-174	49	2550	MP 553-09
Yard Limits: MP 560-00 — MP 561-25; MP 637-05 — Ferriday			614.4	.....	E-188	.....	.....	MP 553-26 15
Business Tracks			625.5	.....	E-197	.....	.....	Stations
MP No.			635.9	.....	.....	.....	.....	Bastrop ⑤ ... 553.6 E-127
Archibald ... 586.8 E-160			637.2	.....	E-211	.....	.....	Franklin
Baskin 593.5 E-167			642.7	.....	E-216	Yd.	.....	Homes 597.5 E-171
Franklin			82.0		.....	.....	.....	Chase 605.5 E-179
Homes 597.5 E-171								Gilbert 609.5 E-183
Chase 605.5 E-179								Peck 618.2 E-192
Gilbert 609.5 E-183								Clayton 636.0 E-210
Peck 618.2 E-192								Concordia Jct. 643.4 E-217
Clayton 636.0 E-210								Vidalia ⑥ T 651.6 E-226
Concordia Jct. 643.4 E-217								Natchez ⑦ E-227
Vidalia ⑥ T 651.6 E-226								.....
Natchez ⑦ 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.

LAKE PROVIDENCE SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings		Rule 99 (d) in effect
Maximum Speed 30 MPH.			▼	▲		Cars	Feet	
		408.1	Mc-GEHEE..... ④ ⑤ ⑥ ⑦ ⑧ ⑨	C-432	Yd.	.....	.....	Maximum Speed 30 MPH.
		424.1	MACON LAKE.....	K-118	.....	.....	.....	BUSINESS TRACKS
		431.3	LAKE VILLAGE..... T	K-126	49	2574	.....	MP No.
		446.8	EUDORA, ARK..... ⑥	K-141	51	2654	.....	Tripple Jct. ... 412.1 K-106
		457.7	MILLIKIN, LA.....	K-152	.....	.....	.....	Chicot 440.0 K-135
		470.1	LAKE PROVIDENCE.....	K-165	49	2597	.....	Shelburn 463.1 K-158
		487.4	SONDHEIMER.....	K-182	.....	.....	.....	H & W
		498.4	TALLULAH ③ IOG..... ④ ⑤ ⑥	K-194	39	2051	.....	Warehouse 463.8 K-158
		511.5	QUIMBY.....	K-207	.....	.....	.....	Hollybrook 474.4 K-169
		523.3	NEWELLTON.....	K-219	50	2607	.....	Transylvania 478.5 K-173
		533.7	ST. JOSEPH.....	K-229	.....	.....	.....	Talla Bena 490.9 K-186
		546.1	WATERPROOF.....	K-242	.....	.....	.....	Somerset 516.0 K-212
		557.2	CLAYTON JCT..... ⑥	E-211	.....	.....	.....	Goldman 544.4 K-240
		149.1						Azucena 549.4 K-245
		YARD LIMITS:						
		McGehee—MP 410-05.						
		Talla Bena Ind. Lead 2.2 miles—Maximum speed 20 MPH						

20 HUTTIG SUBDIV. — LOUISIANA DIVISION

Maximum Speed MPH (Except as below) . 30 MP 492-08 — MP 493-18 25 MP 524-21 — MP 524-29 20 MP 553-21 10 MP 566-00—Huttig Jct. 15	Miles	STATIONS		Station Numbers
		SOUTH V	NORTH A	
Note—Trains and engines must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566-00 and DeSaird St. 568-10.	492.2	EL DORADO.....	⊗ ⊕ ⊙ ⊕ ⊗ ⊕	E-66
	506.8	URBANA.....		E-80
	512.8	STRONG.....		E-86
	523.1	DOLLAR JCT.....		E-97
	527.2	HUTTIG, ARK.....	⊕	F-3
	530.3	LITROE, LA.....		F-6
	542.8	HAILE.....		F-18
	553.7	OUACHITA RIVER.....	⊗ ⊕	
	554.0	STERLINGTON.....	⊕ ⊙ ⊕	F-30
	568.1	⊗ A. & L. M.....	⊕	
568.6	HUTTIG JCT.....			
	MONROE.....	⊗ ⊕ ⊙ ⊕ ⊗ ⊕	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

Rule 99 (d) in effect. Yard Limits: MP 473-10 to End of Track, Crossett. Maximum Speed 25 MPH.	Miles	STATIONS		Station Numbers
		SOUTH V	NORTH A	
	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.....	⊕ ⊙	CM-50
	30.9			

WARREN SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect. Yard Limits: MP 444-10 to MP 447-10; MP 460-10 to End of Track. Maximum Speed 30 MPH except between MP 445-00 — MP 461-14 25 MPH. Note—Trains and engines move over crossing, MP 445-22 when protected by crew member.	Miles	STATIONS		Station Numbers
		SOUTH V	NORTH A	
	422.6	DERMOTT.....		C-439
	445.3	MONTICELLO ⊗A.D.&N.....	⊕ ⊙	KC-29
	461.4	WARREN.....	⊕	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	SOUTH V	STATIONS	NORTH A	Station Numbers	Siding		Maximum Speed MPH MP 235-10 MP 408-10 (Except as below) ... 30 MP 295-23 — MP 296-09 .. 20
					Cars	Feet	
219.9		PARAGOULD.....	⊕ ⊙ ⊕	C-243	139	7262	
221.6		PARAGOULD JCT.....					
235.3		JONESBORO JCT.....					Yard Limits: Paragould to MP 221-20 Wynne MP 277-23 to MP 282-02 MP 292-15 to MP 297-00 MP 312-00 to MP 315-00 MP 324-05 to MP 330-15 MP 406-28 to Jct. with Monroe Subdiv.
238.0		JONESBORO ⊗S.L.-S.F.....	⊕	C-262	160	8358	
256.7		HARRISBURG.....		C-280	105	5506	
280.3		WYNNE ⊗MP&G.....	⊕ ⊙ ⊕ ⊗	C-304	Yd.		
290.9		CALDWELL.....		C-314	105	5503	
295.7		FOREST CITY ⊗CRIP.....	⊕	C-319	28	1456	
296.4		DEX SIDING.....		C-320	41	2145	
313.1		MARIANNA.....	T	C-337	112	5589	
325.5		LEXA.....	⊕ ⊙	C-349			
326.5		HELENA JCT.....	⊕ ⊙				
329.2		MARVELL JCT.....	⊕				
347.1		ELAINE.....		C-371	58	3019	White River lift bridge is normally open. To close bridge, employee must ascertain no barge under or approaching, then operate. Push Button in Release Box in accordance with instructions posted therein.
368.8		SNOW LAKE.....		C-392	97	5068	
377.8		WHITE RIVER.....	⊕ ⊙				
381.1		MEDINA.....		C-405	79	4123	
382.0		ARKANSAS RIVER.....	⊕				
387.0		WATSON.....		C-411	88	4586	
408.1		McGEHEE.....	⊕ ⊙ ⊕ ⊗	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	Tugwell	341.6	C-365	Ferguson	362.2	C-386
Cherry Valley	267.8	C-291	Ragan	348.2	C-372	Deerfield	366.0	C-390
Vanndale	274.3	C-298	Ratio	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
Onelda	335.3	C-359	Mosby Spur	359.3	C-383	Cypress Bend ..	399.7	C-423
Lakeriew	339.9	C-363				McArthur	402.5	C-426

Rule 99(d) in effect between Marvell 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 10 MPH MP 336-08 to MP 338-06).

Stations:	MP	Sta. No.
Wycamp.....	329.6	CJ- 3
Helena.....	338.6	CJ-12
Marvell Industrial Lead: (Marvell Jct. — Marvell) 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

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 529-17	30
MP 529-17 — MP 531-20	40
MP 571-27 — MP 575-00	40
MP 582-11 — MP 585-25	40

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	446.8	C-470
Muller	454.0	C-477
McGinty	454.1	C-478
Jones	457.2	C-481
Gallon	467.2	C-491
Hancock	489.3	C-513
Sicard	495.8	C-519
Malco	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

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 Collinston, 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 438-05, 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.

All trains operating between North Little Rock and Rock Street Bridge must use north main track known as Smith No. 1 unless permission is secured from Crest Yardmaster when necessary to use south main track known as Smith Main.

Miles	SOUTH ▼	STATION	NORTH ▲	Station Numbers	Sidings	
					Cars	Feet
345.6		LITTLE ROCK	⊕ ⊞	X-346		
346.4		ROCK ST. JCT.				
343.6		NO. LITTLE ROCK	⊞ ⊕ T § ⊕	X-344		
344.5		⊗ C. R. I. & P	⊞			
345.0		ARKANSAS RIVER	⊞ ⊕			
346.4		ROCK ST. JCT				
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
408.1		McGEHEE	⊞ ⊕ T § ⊕	C-432	Yd.	
415.6		DERMOTT		C-439	115	5996
422.0		HUDSPETH		C-446	170	8873
432.1		MONTROSE		C-456	110	5729
436.4		PORTLAND	⊞	C-460	84	4368
440.1		SUNSHINE		C-464	175	9139
449.3		WILMOT, ARK		C-473	84	4413
460.8		BONITA		C-484	181	9445
473.5		MER ROUGE		C-497	102	5323
481.0		COLLINSTON	⊞ T	C-505	180	9360
491.8		SWARTZ		C-515	176	9181
501.9		HUTTIG JCT				
502.4		MONROE	⊗ IOG ⊞ ⊕ T § ⊞ ⊕	C-525	Yd.	
516.6		BOSCO		C-540	181	9433
528.2		OUACHITA RIVER	⊞ ⊕			
530.5		COLUMBIA		C-554		
535.1		GRAYSON	⊞	C-558	176	9200
537.4		CLARKS		C-561		
548.7		OLLA		C-572	152	7952
552.8		URANIA		C-576	109	5696
556.5		TULLOS		C-580	56	2946
561.6		GEORGETOWN	⊗ LOAM ⊞ ⊕	C-585	153	8003
576.9		ANTONIA		C-601	184	9584
592.6		TIOGA	⊗ L. & A. ⊞	C-616	154	8029
595.1		⊗ L. & A.	⊞			
596.6		RED RIVER JCT		C-620		
597.8		TEXMO JCT	⊞ ⊕	TB-196		
601.5		ALEXANDRIA	⊞ ⊞ ⊕	C-625	Yd.	
		294.0				

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

WEST		STATIONS	Station Numbers	Sidings		EAST	
First Class	Miles			Cars	Feet	First Class	Daily
31						30	
Pagr.							
Daily							
AM							PM
11 55	0.5	ST. LOUIS	MX-1				4 55
	1.3	23rd STREET					
	1.5	OHIO AVE.					
	2.3	GRAND AVE.					
	3.6	IRON MTN. JCT.	X-1				
	6.8	MAPLEWOOD	MX-7				
	10.8	WEBSTER	MX-11				
	13.2	KIRK	MX-12				
s 12 25	13.4	KIRKWOOD	MX-13				s 4 15
	18.7	PARK	MX-18				
	23.4	BOYD	MX-22				
	32.2	DOZIER	MX-31				
	37.0	SUMMIT	MX-36				
12 59	46.5	SOUTH POINT	MX-52				3 32
	57.7	PACE	MX-58				
1 37	86.2	GASCONADE JCT.	MX-86				
	90.9	MORRISON JCT.	MX-91				2 52
	100.2	CHAMOIS	MX-100				
	116.7	BONNOT JCT.	MX-116				
	117.3	OSAGE JCT.	MX-117				
	124.3	MOREAU	MX-124				
s 2 28	125.3	JEFFERSON CITY	MX-125				s 2 17
	2 33	RIVER JCT.	MX-128				2 08
	2 46	CENTERTOWN	MX-140	71	4082	1 56	
	2 51	MCGIRK	MX-144	73	4304	1 51	
	2 57	CALIFORNIA	MX-150	62	4017	1 45	
	3 13	DOW	MX-166	150	9240	1 29	
	3 23	OTTERVILLE	MX-175	40	2542	1 19	
	3 29	SMITHTON	MX-181	56	3758	1 13	
	187.7	⊗MKT					
s 3 43	188.9	SEDALIA	MX-188	38	1937	s 1 05	
	3 51	DRESDEN	MX-195	96	5043	12 52	
	3 57	LAMONTE	MX-200	48	2890	12 46	
	4 05	KNOBOSTER	MX-208	110	6167	12 38	
f 4 17	218.4	WARENSBURG	MX-218	39	2740	f 12 27	
	4 24	CENTERVIEW	MX-224	150	9508	12 18	
	4 33	HOLDEN	MX-232	51	3398	12 09	
	4 38	KINGSVILLE	MX-237	44	2867	12 04	
	4 44	STRASBURG	MX-242	73	4293	11 58	
	249.2	PLEASANT HILL	MX-249	181	9862		
	252.3	AVON	MX-252	76	4166		
	259.8	LEE'S SUMMIT	MX-259	155	8840		
	265.1	LITTLE BLUE	MX-265	61	3279		
	273.2	INDEPENDENCE	MX-273	117	6350		
	276.8	ROCK CREEK JCT.	MX-276				
5 40	283.0	KANSAS CITY (Un.Sta.)	MX-282			11 10	AM

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	Business Tracks:	MP	Sta. No.
(Except as below).....	60 60	Lake Jct.	8.0	MX 8
Thru Grand Ave. Interlocking... 10 10		Webster Groves.....	10.0	MX 10
Between Grand Ave. and		Barretts.....	16.5	MX 16
Iron Mtn. Jct.....	45 35	Valley Park.....	18.9	MX 18
Iron Mtn. Jct. and Kirkwood... 40 45		Eureka.....	27.9	MX 29
MP 7-21 — MP 7-34.....	50 50	Pacific.....	34.8	MX 36
MP 9-29 — MP 10-30.....	40 40	Gray Summit.....	39.9	MX 40
MP 13-13 — MP 13-25.....	30 30	West Labadie.....	43.7	MX 44
MP 13-36 — MP 15-14.....	50 50	Washington.....	51.7	MX 50
MP 21-01 — MP 21-23.....	55 55	Midwest Jolst.....	56.8	MX 56
MP 27-31 — MP 28-22.....	55 55	New Haven.....	67.3	MX 67
MP 34-28 — MP 35-07.....	50 50	Berger.....	75.1	MX 74
West Labadie Tracks.....	— 10	Hermann.....	81.0	MX 80
MP 61-29 — MP 67-17.....	55 55	Gasconade.....	88.5	MX 88
MP 72-09 — MP 75-28.....	50 50	Morrison.....	92.9	MX 92
MP 80-09 — MP 81-16.....	50 50	Bonnot's Mill.....	113.1	MX 112
MP 83-35 — MP 87-36.....	55 55	Algoa Farms.....	118.5	MX 119
MP 87-36 — MP 89-10.....	45 45	Shell Spur.....	151.5	MX 151
MP 89-14 — MP 89-26.....	55 55	Clarksburg.....	156.6	MX 156
MP 92-27 — MP 93-02.....	55 55	Tipton.....	182.8	MX 182
MP 97-24 — MP 97-29.....	55 55	Syracuse.....	183.1	MX 188
MP 106-33 — MP 107-01.....	55 55	Montserrat.....	211.5	MX 211
MP 115-00 — MP 276-30.....	60 55	Missouri Public Spur.....	257.3	MX 257
(Except as below).....	60 55	Western Electric Spur.....	261.0	MX 261
MP 115-29 — MP 116-25.....	55 55	Unity Spur.....	262.8	MX 262
MP 117-02 Osage River Bridge. 50 50				
MP 117-26 — MP 118-22.....	55 55			
MP 124-21 — MP 126-24.....	45 45			
MP 126-24 — MP 128-19.....	55 55			
MP 128-19 — MP 129-33.....	50 50			
MP 132-15 — MP 132-28.....	50 50			
MP 136-22 — MP 139-00.....	45 45			
MP 139-00 — MP 143-34.....	55 55			
MP 150-06 — MP 150-30.....	50 50			
MP 162-05 — MP 163-01.....	50 50			
MP 168-13 — MP 171-06.....	50 50			
MP 187-30 — MP 190-05.....	40 40			
MP 200-30 — MP 201-05.....	55 55			
MP 208-03 — MP 208-07.....	55 55			
MP 216-30 — MP 218-30.....	35 35			
MP 218-30 — MP 221-15.....	50 50			
MP 232-27 — MP 233-08.....	55 55			
MP 248-20 — MP 249-15.....	45 45			
MP 257-15 — MP 260-06.....	35 35			
MP 264-12 — MP 264-14.....	25 25			
MP 265-35 — MP 265-37.....	40 40			
MP 270-26 — MP 276-36.....	35 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 Morrison 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. 101 must secure clearance Neff Yd. addressed to "C&E Extra — East and No. 101" 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 152-31, *MP 184-11, *MP 230-09 and *MP 255-28.

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(l) 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 crossings at Truman Road and Noland Road before occupying.

Hand Throw Crossovers Between Main Tracks:

Pacific.....	MP 34-20
West Labadie.....	MP 43-26
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.

26 CARTHAGE SUBDIV. — NORTHERN DIVISION

SOUTH		STATIONS	Station Numbers	Siding		NORTH	
SECOND CLASS	Mile			Cars	Feet	SECOND CLASS	Daily
101						102	
Daily							
PM							PM
9 00	249.2	PLEASANT HILL... ①-1 ④ ⑤ ⑥	MX-249	181	9862	1 30	
	249.1	0.6 ⑦ C.R.I. & P. ⑧					
9 10	253.7	4.6 ⑨ ORE	P-5	78	4258	1 20	
9 25	258.8	5.1 ⑩ HARRISONVILLE... ⑪ SLSF	P-10	35	2264	1 11	
9 38	265.4	6.6 ⑫ LONE TREE	P-16	73	4039	1 01	
9 55	277.6	12.2 ⑬ ADRIAN	P-29	81	4751	12 40	
10 10	287.1	9.5 ⑭ BUTLER... ⑮ -1	P-38	79	4623	12 25	
10 26	298.9	11.8 ⑯ RICH HILL	P-50	115	6523	12 08	
10 38	307.4	8.5 ⑰ HORTON... ⑱	P-58	44	2363	11 38	
		10.0					
10 59	317.4	⑲ NEVADA... ⑳ -1 ㉑ ㉒ ㉓	P-69	Yd.		11 20	
11 05	319.3	1.9 ㉔ NASSAU JCT... ㉕ T	P-71			11 15	
11 20	330.8	11.5 ㉖ SHELDON	P-82	74	4368	10 58	
11 39	342.2	11.4 ㉗ LAMAR... ㉘ SLSF ㉙	P-93	81	4699	10 42	
11 54	353.5	11.3 ㉚ JASPER... ㉛	P-105	74	4434	10 25	
		10.6					
12 12	364.1	㉜ CARTHAGE... ㉝ SLSF ㉞ T ㉟ ①	P-115			10 10	
	527.6	1.6 ② PEARL... ③	WR-270	93	4896	10 00	
12 18	526.0	19.2 ④ STOTT'S CITY	WR-250	91	4956	9 35	
12 45	506.8	17.2 ⑤ S. L. S. F. ⑥					
1 10	489.6	0.5 ⑦ AURORA... ⑧ ⑨ ⑩	WR-232	56	3178	9 10	
1 15	489.1	11.3 ⑪ CRANE... ⑫ T ⑬	WR-221	Yd.		8 50	
1 50	477.8	17.1 ⑭ REEDS SPRING	WR-204	36	2308	8 25	
2 20	460.7	9.8 ⑮ GRETNA	WR-194	125	6658	8 10	
2 35	450.9	3.6 ⑯ BRANSON... ⑰	WR-191	45	2609	8 04	
2 45	447.3	1.6 ⑱ HOLLISTER, MO.	WR-189	36	2166	8 01	
2 50	445.7	13.0 ⑲ CRICKET, ARK.	WR-176	37	2221	7 41	
3 10	432.7	17.2 ㉑ BERGMAN	WR-159	135	7594	7 15	
3 35	415.5	23.2 ㉒ YELLEVILLE	WR-136	53	2891	6 37	
4 10	392.3	10.8 ㉓ COTTER... ㉔ ㉕ ㉖	WR-125	72	3829	6 20	
4 30	381.5						
AM		261.7					AM

WEBB CITY SUBDIV.—NORTHERN DIVISION

Miles	YARD LIMITS ENTIRE SUBDIV.		Station Numbers	Max. Wt. Joplin to end of track 220,000 lbs.
	SOUTH	NORTH		
364.1	CARTHAGE... ① ② T ③ ④		P-115	Maximum Speed (Except as below)..... 30 MP 364-23—MP 366-09... 15 MP 381-03—MP 381-15... 15
374.9	WEBB CITY... ⑤ T ⑥		P-126	Business Tracks MP No. Dumont 367.9 P-119 Hercules—Dynamite .. 369.9 P-120 Center Creek 371.3 P-122 Cisco 376.0 P-127 Atlas 6.0 HC-6
381.5	JOPLIN... ⑦		P-133	
	17.4			
Atlas — County road AA, stop and protect.				

CARTHAGE SUBDIV. — NORTHERN DIVISION 27

No. 101 is superior to No. 102.

Nevada is register station for originating and terminating trains only.

Clearance addressed to No. 101 at Neff Yard will fulfill the requirements of last par. of Rule 83(a) at Pleasant Hill when train order signal indicates proceed.

Train order signal Pleasant Hill governs to Sedalia and Carthage Subdiv. trains.

Train order signal Carthage governs to Carthage and Webb City Subdiv. trains.

Aurora is register station for originating and terminating trains only.

YARD LIMITS:
Jct. Sedalia Subdivn. to MP 249-34; MP 314-20 to MP 320-00; Carthage — MP 361-10 to 524-20; MP 490-00 to 488-00; MP 477-05 to 479-20 and MP 382-19 to 379-25.

BUSINESS TRACKS:	MP	Sta. No.
Wagner Spur	304.2	P-55
Milo	324.0	P-75
Irwin	335.7	P-86
Carytown	358.3	P-109
La Russell	513.1	WR-256
Hoberg	499.0	WR-242
Galena	468.0	WR-211
Pyatt	403.0	WR-146
Flippin	386.5	WR-130

BUSINESS TRACKS:	MP	Sta. No.
Archie	271.7	P-23
Passaic	232.8	P-34
Panama	302.4	P-54

Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.

TUNNELS —

Automatic block signals are located at Reeds Spring, Crest and Cricket tunnels. When signals display "stop then proceed at low speed" trains must wait 8 minutes and then proceed at low speed through tunnel, unless signal changes to proceed. Track car operators must operate push button on signal masts at entrance before moving through tunnels. Operation of pushbuttons sets signals in each direction in stop position for 8 minutes.

Maximum Speed	MPH	Maximum Speed	MPH
MP 249-06 — MP 364-03		MP 460-04 — MP 459-20	30
(Except as below).....	49	MP 448-10 — MP 446-17	30
MP 258-16 — MP 258-17	45	MP 435-27 — MP 435-00	10
MP 264-20 — MP 274-30	40	MP 433-32 — MP 432-34	35
Rich Hill City Limits.....	25	MP 432-15 — MP 431-31	10
MP 317-20 — MP 317-28	15	MP 431-31 — MP 431-12	35
MP 364-01 — MP 364-03	15	MP 430-19 — MP 429-19	35
MP 527-30 — MP 468-14		MP 429-19 — MP 429-13	30
(Except as below).....	49	MP 422-25 — MP 422-18	35
MP 527-30 — MP 526-16	15	MP 420-27 — MP 420-16	35
MP 511-24 — MP 511-19	40	MP 409-33 — MP 381-15	
Aurora City Limits.....	20	(Except as below).....	49
MP 483-07 — MP 481-18	40	MP 404-27 — MP 399-03	40
MP 471-05 — MP 470-21	40	MP 399-03 — MP 393-21	45
MP 468-14 — MP 409-33		MP 393-21 — MP 393-02	40
(Except as below).....	40	MP 385-25 — MP 381-15	40
MP 467-26 — MP 467-15	30		

28 SPRINGFIELD SUBDIV.—NORTHERN DIVISION

Miles	SOUTH STATIONS NORTH		Station Numbers
	▼	▲	
488.2	AURORA.....	☐④⑤	WR-232
VIA SLSF 29.9 MILES			
511.1	SPRINGFIELD...⑤SLSF④	☐④⑤	PD-34
29.9			

Operation via SLSF between Springfield and Aurora. See Item 7(b) Special Instructions. Crew secure clearance at Springfield and Aurora before occupying SLSF tracks. When SLSF operator at Aurora not on duty clearance not required but permission must be secured from SLSF Train Dispatcher before occupying SLSF tracks at Aurora.

A rotating white light is located on top of railroad signal case on south side of tracks between North Jefferson and East Trafficway Streets. This white light will light and rotate after all signals governing vehicular traffic are displaying red aspect on both streets.

Trains and engines approach North Jefferson Street and East Trafficway Street prepared to stop until rotating white light is seen to be operating or if after two minutes rotating white light is not operating, train movement over these streets must be protected by crew member on ground at each crossing until crossing is occupied.

BUSINESS TRACKS:	MP	Sta. No.	SLSF Stations:	Mile Post
Battlefield	502.7	PD-28	Marionville	264
Wallis	506.2	PD-28	Logan	262
			Billings	257
			Republic	252
			Brookline	247
			Nichols	242

LEXINGTON SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect.	MPH
211.6	SWEET SPRINGS.....	☐④⑤	LA-22	Maximum Speed	25
219.9	CONCORDIA.....		LA-30	Business Tracks: MP Sta. No.	
231.9	HIGGINSVILLE.....	☐④⑤	LA-42	Turner Berry Spur.....	210.4 LA-21
244.3	LEXINGTON.....	☐④⑤	LA-55	Emma	215.8 LA-26
246.2	MYRIOK.....	☐④⑤	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.

RIVER SUBDIV.—NORTHERN DIVISION 29

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 Second Class	
	73	Miles		Cars	Feet	72	76
Daily	PM	Miles	STATIONS			Daily	Daily
	4 30	125.3	JEFFERSON CITY...☐④⑤	MX-125	Yd.	PM 1 45	PM 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.....④⑤	G-41	117 6450	12 42	7 12
	5 40	178.4	LAMINE.....	G-50	250 12905	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	MYRIOK.....	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 JOT.....	G-144	.....	10 28	4 58
	.....	276.2	ETON JOT.....	G-145	.....	.....	.....
	.....	283.8	OONGO.....	G-153	.....	.....	.....
	.....	284.5	ROOK CREEK JOT.....	MX-276	.....	.....	.....
	.....	285.9	SOUTHWEST JOT.....	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 160-33 and MP 223-18.

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

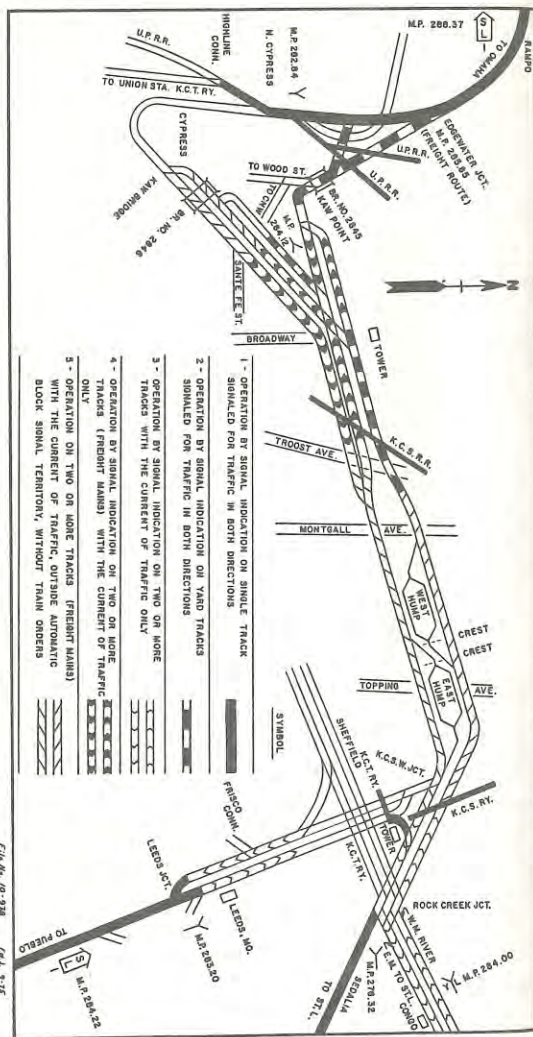
Crossover located MP 247 Pole 10½ is designated as "No. 1 crossover Myrick," crossover at MP 247-31 designated as "No. 2 crossover Myrick."

Marshall—1st 5 streets east of depot and English and Lyon Streets west of depot—protect crossings and do not drop or kick cars over crossings. Employees are prohibited from walking, standing or performing any service for M.F.A. on the north side of their track.

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

Maximum Speed	MPH	Maximum Speed:	MPH
(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	Business Tracks	MP No.
MP 175-21—MP 177-05.....	35	Renz Spur	133.0 G-8
MP 183-00—MP 194-21.....	40	Lupus	151.1 G-22
MP 197-08—MP 207-29.....	45	Overton	161.0 G-32
MP 218-11—MP 219-00.....	40	Nelson	189.6 G-60
MP 220-23—MP 229-28.....	45	Stanhope	209.5 G-80
MP 236-09—MP 237-18.....	45	Blosser	211.0 G-82
MP 242-00—MP 242-06.....	45	Coyne Spur	212.9 G-83
MP 252-20—MP 252-35.....	40	Waverly	224.5 G-95
MP 252-35—MP 253-34.....	45	Neece Spur	253.1 G-124
MP 265-01—MP 265-23.....	35	Levasy	261.5 G-132
MP 270-04—MP 271-00.....	35	Carter Spur	262.1 G-133
On AT&SF RY. (Except as below)	55	Midas	263.0 G-134
Eton Crossover & Mo Pac Conn..	30	Blue Valley	270.4 G-141
MP 437.5—MP 437.8.....	40	Marshall	④ 204.1 GB-2
MP 437.9—MP 438.5.....	45	(Ind. lead 2 mi. Miami-Marshall)	

Operating Instructions (including Map.)



Remote control switches are No. 15, 16 or 20 except No. 10 are located as follows:

Wyandotte — UP conn.—2 switches.
 Edgewater Jct. — Running track.
 Kaw Point — Wood St. yard lead.
 Kaw Point — CNW yd. lead.
 Kaw Point — End of two main tracks.
 K.C.N.W. conn. East Yard Jct. Kaw River Jct.
 Leeds — East switch Blue River Yard.
 Lydia Ave. to Santa Fe St. and to Troost Ave.

Max. Wt. K.C.N.W. — Kansas City, Ks. 220,000 lbs.
 ⊗ ATSF.
 ⊙ Santa Fe St.

1. OPERATION BY SIGNAL INDICATION ON SINGLE TRACK SIGNALLED FOR TRAFFIC IN BOTH DIRECTIONS
2. OPERATION BY SIGNAL INDICATION ON YARD TRACKS SIGNALLED FOR TRAFFIC IN BOTH DIRECTIONS
3. OPERATION BY SIGNAL INDICATION ON TWO OR MORE TRACKS WITH THE CURRENT OF TRAFFIC ONLY
4. OPERATION BY SIGNAL INDICATION ON TWO OR MORE TRACKS (FREIGHT MAINS) WITH THE CURRENT OF TRAFFIC ONLY
5. OPERATION ON TWO OR MORE TRACKS (FREIGHT MAINS) WITH THE CURRENT OF TRAFFIC, OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY, WITHOUT TRAIN ORDERS

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.

	MPH
Maximum Speed:	
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)	40
Neff Yard — MP 280-11.	25
In Kansas City, Kansas, be governed by Item 9 of Special Instructions.	
Leads; Chevrolet property, protect all crossings.	

WEST Second CLASS	Miles	STATIONS	Station Numbers	Sidings		EAST Second CLASS
				Cars	Feet	
171	Daily					172
AM	1 01	280.0	NEFF YD., Mo. T ⊗ ⊙	MX283	Yd.	1 01
		282.0	⊗ KOS ⊙			
		283.0	⊗ MP ⊙			
		284.5	KAW PT., KAN. ⊙			
		284.7	⊗ UP ⊙			
		284.8	⊗ UP ⊙			
		287.5	EDGEWATER JCT.			
		292.7	NEARMAN	0-10	121 6276	
		298.8	WOLCOTT	0-16	145 8593	
		305.6	COCHRANE	0-23	108 5786	
		309.2	CNW CONN.			
		309.6	LEAVENWORTH. ⊗ ⊙	0-27	77 4646	
		314.2	WADE	0-32	97 5145	
		320.0	OAK MILLS	0-38	144 7561	
		330.7	ATOHISON ⊗ ⊙ T ⊗	0-48	Yd.	
		332.3	NORKAN JCT.	0-49		
	6 30	338.1	SHANNON	0-56	120 6387	11 15
		341.3	LANCASTER	0-59		
	6 43	346.7	HURON	0-64	115 6279	11 04
		351.7	EVEREST	0-69		
	6 58	358.2	WILLIS	0-76	118 6453	10 48
		369.7	⊗ UP ⊙			
	7 13	370.3	HIAWATHA ⊙ ⊙	0-88	80 4684	10 33
		379.1	RESERVE, KAN.	0-97		10 21
	8 50	384.3	FALLS CITY NEB. ⊗ ⊙	0-102	Yd.	10 01
	9 05	389.5	STRAUSSVILLE	0-107	69 3708	9 54
	9 15	394.8	VERDON	0-112	114 6407	9 48
	9 25	401.2	STELLA	0-119	64 3593	9 40
	9 55	414.1	AUBURN ⊙ ⊙	0-132	117 6215	9 23
	10 01	416.4	CRETE JCT. ⊙	0-134		9 20
	10 15	423.5	JULIAN	0-141	61 3286	9 08
	10 45	428.7	PAUL	0-146	68 3637	9 01
	10 50	436.9	NEBRASKA CITY. ⊗ ⊙	0-153		8 48
	11 15	437.7	MONTANA	0-155	62 3609	8 45
	11 20	447.4	UNION ⊙ T ⊙	0-165	83 4656	8 30
	11 40	454.8	MURRAY	0-172	69 3703	8 01
		465.2	⊗ BN ⊙			
		465.5	⊗ BN ⊙			
	11 57	467.1	LA PLATTE	0-185	59 3587	7 40
	12 05	473.1	GILMORE JCT.	0-191		7 30
			via U.P.—9.3 Miles			
		482.4	CASS ST.			
	4 15	487.2	OMAHA (Grace St.). ⊗ ⊙	0-205	Yd.	6 30
PM		199.6				PM

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

32 OMAHA SUBDIV. — NORTHERN DIVISION

Two main tracks designated North and South Tracks between Gilmore Jct. MP 473.1 and Cass St., MP 482.4.

Movement across Fourth and Tenth Streets at Atchison — crossing gates must be in lowered position before 4th or 10th St. crossing can be occupied. If gates do not lower automatically or have raised due to automatic time out feature, movement must be stopped and gates lowered prior to occupying crossings by operating the lowering switch located on both sides of 4th and 10th Sts. These switches are marked indicating the track they serve and can be activated by the use of a switch key. Compliance with Rule 103 of the Uniform Code of Operating Rules is not altered by these instructions.

Do not leave cars east of MP 308-26 on Leavenworth Storage Track. Trains when picking up or setting out eastbound leave train west of MP 308 Pole 26.

CONCORDIA SUBDIV. — NORTHERN DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
330.7	ATCHISON.....	1.6	0-48	Yd.	
332.3	NORKAN JCT.....	15.6	0-49		
347.9	EFFINGHAM.....	7.3	S-17		
355.2	MUSCOTAHA.....	6.2	S-25		
361.4	WHITING.....	5.9	S-31		
367.3	NETAWAKA.....	12.5	S-37	65	4678
379.8	GOFF.....	5.9	S-49		
385.7	CORNING.....	7.2	S-55	73	4134
392.9	CENTRALIA.....	7.5	S-62		
400.4	VERMILLION.....	8.4	S-70		
408.8	FRANKFORT.....	4.9	S-78	36	2574
413.7	TUTTLE.....	9.1	S-83	98	5265
425.6	BLUE RAPIDS.....	4.9	S-95	15	1113
430.5	WATERVILLE.....	7.2	S-100		
437.7	BARNES.....	5.9	S-107		
443.6	GREENLEAF.....	7.0	S-113	53	3133
450.6	LINN.....	4.8	S-120		
455.4	PALMER.....	9.0	S-125		
464.4	OLIFTON.....	1.6	S-134	50	3731
466.0	ORI & P.....	5.0			
471.0	CLYDE.....	14.1	S-141		
485.1	AT & SF & BN.....	0.3			
485.4	CONCORDIA.....	4.8	S-155	Yd.	
490.2	HASTINGS JCT.....	0.1	S-159		
490.3	YUMA.....	6.0	S-160	38	2219
496.3	BURR OAK JCT.....	0.1	S-166	20	1436
496.4	JAMESTOWN.....	6.4	S-172		
502.8	SCOTTSVILLE.....	11.6	S-184	22	1663
514.4	BELOIT.....	9.7	S-184	22	1663
524.1	GLEN.....	9.2	S-194	36	1968
533.3	CAWKER.....	5.3	S-203	32	1754
538.6	DOWNES.....	9.9	S-208	Yd.	
548.5	OSBORNE.....	13.6	SF-10		
562.1	ALTON.....	8.3	SF-23		
570.4	WOODSTON.....	10.0	SF-32		
580.4	STOCKTON.....		SF-42	Yd.	
246.9					

TIMETABLE NO. 7

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

Rule 99 (d) in effect.

Yard Limits: MP 460-10 to End of Track Avoca; MP 482-25 to Omaha.

Maximum Speed 30 MPH
(Except as below)

MP 449-02 —

MP 450-18 15

MP 456-12 25

MP 466-00 —

MP-466-10 15

Omaha — over all grade crossings except Commercial Ave. and 30th St. 10

Max. Wt.: Avoca to Weeping Water 240,000 lbs. Louisville to Louisville Jct. 240,000 lbs.

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
449.2	AVOCA.....	4.8	OD-35		
454.0	LOWLINE JCT.....	1.1	OD-40		
455.1	WEeping WATER.....	0.9	OD-41	Yd.	
456.0	OMAHA JCT.....	3.9	OD-42		
459.9	MANLEY.....	5.7	OD-46	18	1243
465.6	LOUISVILLE.....	0.3	OD-52	9	791
465.9	BN.....	1.3			
467.2	C. R. I. & P.....	4.4			
471.6	SPRINGFIELD.....	7.9	OD-58	18	1376
479.5	U. P.....	6.1			
485.6	C. & N. W.....	3.5			
489.1	LOUISVILLE JCT.....	4.7	O-199		
	OMAHA.....		O-205	Yd.	
38.9					

LINCOLN SUBDIV. — NORTHERN DIVISION

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

Business Tracks: MP Nos.

Nehawka 451.7 OF-4

Wabash 467.6 OF-20

Eagle 479.1 OF-32

Walton 486.5 OF-39

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
447.4	UNION.....	12.0	O-165		
459.4	LOWLINE JCT.....	1.0	OD-40		
460.4	WEeping WATER.....	1.0	OD-41		
461.4	OMAHA JCT.....	10.1	OD-42		
471.5	ELMWOOD.....	22.7	OF-24		
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. At BN 11th and UP Comm-Lincoln, which is protected by gates and pipe connected derrails, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

CRETE SUBDIV. — NORTHERN DIVISION

Max. Wt.: 220,000 lbs. Brock to Crete

Maximum Speed 30 MPH

Business Tracks: MP Nos.

Brock 423.2 OD-9

Tangeman 431.9 OE-3

Cook 437.8 OE-9

Nissen Spur 440.1 OE-12

Burr 445.6 OE-17

Douglas 451.4 OE-23

Panama 458.5 OE-30

Hickman 465.6 OE-37

Sprague 472.9 OE-44

Kramer 480.3 OE-52

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
416.4	CRETE JCT.....	11.5	O-134		
427.9	TALMAGE.....	38.7	OD-14		
466.6	BN.....	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.

TIMETABLE NO. 7

34 HASTINGS SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS EAST	Station Numbers	Rule 99 (d) in effect.
490.2	HASTINGS JOT.....⊙T	S-159	Maximum Speed .....30 MPH (Except as below) MP 578-20 — Hastings ....15 MPH
492.3	⊙AT&SF.....G		BUSINESS TRACKS MP Sta. Nos.
504.1	⊙ORI&P.....⊙		Norway .....497.8 SD-8
504.8	SCANDIA.....0.7	SD-15	Abdal .....538.4 SD-48
513.8	REPUBLIC, KAN.....9.0	SD-24	Mt. Clare .....546.4 SD-56
528.5	⊙O&NW.....14.7		Lawrence .....555.5 SD-65
529.6	SUPERIOR, NEB.....1.1	SD-39	Pauline .....567.1 SD-77
530.1	⊙BN.....0.5		Muriel .....573.1 SD 83
555.3	⊙BN.....25.2		Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track.
580.3	HASTINGS.....25.0	SD-89	Hastings: Stop and protect Burlington St. crossing.
	90.1		

BURR OAK SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS EAST	Station Numbers	At Mankato — Stop and protect crossing — U.S. Highway 36.
496.4	JAMESTOWN.....⊙	S-166	Rule 99 (d) in effect.
512.9	JEWELL.....16.5	SE-17	Maximum Speed .....30 MPH Yard Limits: MP 496-11 to MP 497-02.
529.7	BURR OAK.....16.8	SE-34	Business Tracks: MP Sta. Nos.
	33.3		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.
538.6	DOWNNS.....⊙T⊙⊙	S-208	Maximum Speed .....30 MPH (Except as below)
547.7	PORTIS.....9.1	S-217	MP 582-35 to Lenora..... 20 MPH
557.8	GAYLORD.....10.1	S-227	Yard Limits:
563.0	CEDAR.....5.2	S-233	Downs MP 538-28 — MP 539-16.
572.6	KIRWIN.....9.6	S-242	Lenora MP 622-10 — Lenora.
583.1	GLADE.....10.5	S-253	BUSINESS TRACKS: MP Sta. Nos.
598.5	LOGAN.....15.4	S-268	Harlan .....552.9 S-222
612.9	EDMOND.....14.4	S-282	Claudell .....567.8 S-237
623.3	LENORA.....10.4	S-293	Speed .....589.8 S-259
	84.7		Densmore .....608.3 S-278

ST. JOSEPH SUBDIV.—NORTHERN DIVISION

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

TIMETABLE NO. 7

KANSAS CITY SUBDIV. — KANSAS DIVISION 35

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

ABS — From ⊙ ICG crossing to Osawatome.
Signal indication with Current of Traffic Southwest Jct.—Leeds Jct. CTC Leeds Jct. to Osawatome.
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 Osawatome.
Yard Limits MP 283-20 — Neff Yard.
Hot box detector located at MP 309-01.
Maximum Speed MPH
Neff Yard — 296-34
(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.
Alexander284.8 291
Missy Spur285.6 293
Jack Jones Lbr. Co.292.1 300
Red Bridge293.1 302
Long Bell Lbr. Co.296.2 305
Owens Plastic297.2 305
Redel301.7 310
Stilwell306.4 314

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

OSAWATOMIE SUBDIV.—KANSAS DIVISION

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

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

ABS — Osawatome — Council Grove.
CTC — Lake — Council Grove.

Hot box and dragging equipment detector located at *MP 380-33.

Remote control switches are No. 15, 16 or 20, except No. 10 at Osawatome; Coffeyville Subdiv. main track to running track and Osawatome 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. 7

36 COUNCIL GROVE SUBDIV. — KANSAS DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Sidings		
				Cars	Feet	
425.6	COUNCIL GROVE ^{ⓂⓈⓉ}		MX-432	Yd.	.....
425.8	PETE		MX-433	.....	.....
436.3	WILSEY		MX-444	117	6524	
445.6	PRAIRIE		MX-454	171	8922	
451.0	HERINGTON	[Ⓜ]	MX-459	85	4642	MPH
451.5	Ⓞ.R.I.P.	^{ⓂⓈⓉ}				MP 425-26 — MP 426-26... 25
458.6	HOPE		MX-467	85	4637	MP 430-22 — MP 430-34... 50
459.2	Ⓞ.A. T. & S. F.	[Ⓜ]				MP 432-18 — MP 434-42... 45
468.0	ELMO		MX-476	111	6092	Over CRI&P Crossing Herington 35
476.1	CODY		MX-485	121	6443	City Limits Gypsum (4:01 AM to 11:59 PM)... 40
478.0	GYP SUM	^{ⓂⓈⓉ}	MX-487			MP 495-32 — MP 496-37... 40
479.1	SALINA JOT	T	MX-488			Over street crossings Geneseo... 40
491.2	BRIDGEPORT		MX-499	124	6577	
495.9	Ⓞ.U. P.	[Ⓜ]				
496.2	LINDSBORG		MX-504	82	4772	BUSINESS TRACKS: MP Sta. No.
505.6	MARQUETTE	^{ⓂⓈⓉ}	MX-513	117	6497	Delavan 443.9 MX-452
518.2	CRAWFORD		MX-526	82	4461	Dillon 462.9 MX-471
524.5	GENESEO	^{ⓂⓈⓉ}	MX-532	59	3841	Carlton 470.9 MX-479
526.2	WHEAT		MX-534	116	6199	Frederick 530.4 MX-538
529.7	Ⓞ.L. S. F.	[Ⓜ]				Prodeo 535.4 MX-535
537.6	BUSHTON	^{ⓂⓈⓉ}	MX-545	80	4677	Redwing 552.8 MX-561
545.2	CLAF LIN	^{ⓂⓈⓉ}	MX-553	127	6872	
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.

Conditional Yard Limits — MP 524-00 to MP 527-00 Rule 93 in effect.

TOPEKA SUBDIV. — KANSAS DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Sidings		
				Cars	Feet	
368.3	LOMAX		MX-376			MPH
406.5	Ⓞ.A. T. & S. F.	[Ⓜ]				Rule 99 (d) in effect.
407.6	TOPEKA	^{ⓂⓈⓉ}	T-130			Yard Limits: MP 400-15 to end of track Topeka
				39.3		
						MAXIMUM SPEED 25
						BUSINESS TRACKS: MP Sta. Nos.
						Michigan 374.4 T- 97
						Overbrook 381.6 T-104
						Pauline 401.1 T-124

HOISINGTON SUBDIV. — KANSAS DIVISION 37

Miles	WEST STATIONS	EAST	Station Numbers	Sidings		
				Cars	Feet	
558.8	HOISINGTON ^{ⓂⓈⓉ}		MX-567	Yd.	.....
568.9	OLMITZ		MX-577	65	3885	MPH
575.6	OTIS		MX-583	64	4043	(Except as Below)
584.1	BISON		MX-592	113	6289	MP 588-36 — MP 589-11... 50
590.3	LA CROSSE	^{ⓂⓈⓉ}	MX-598	68	3942	City Limits LaCrosse... 45
605.3	MCCRACKEN		MX-613	137	7625	MP 681-29 — MP 682-34... 40
616.0	BROWNELL	[Ⓜ]	MX-624	73	4058	Hot Box and Drugging Equipment Detectors located MP 595- 21 and *MP 625-27.
622.1	OSGOOD		MX-630	115	6136	BUSINESS TRACKS: MP Sta. No.
627.3	RANSOM		MX-635	71	3945	Kanbrick (Hoisington) .561.4 GD-9
633.8	ARNOLD		MX-642	44	2591	Boyd 562.9 MX-571
640.3	UTICA	^{ⓂⓈⓉ}	MX-648	117	6499	Hargrave 598.0 MX-606
655.6	SHIELDS		MX-663	117	6374	Pen Dennis 649.4 MX-657
665.0	HEALY	[Ⓜ]	MX-673			Manning 671.4 MX-679
670.2	RANCH		MX-678	118	6281	Coronado 704.1 MX-712
681.7	Ⓞ.A. T. & S. F.	[Ⓜ]				Whitlaw 724.6 MX-732
682.5	SCOTT CITY	^{ⓂⓈⓉ}	MX-690	67	3850	Kanbrick Int. Lead:
682.8	Ⓞ.A. T. & S. F.	[Ⓜ]				Max Wt. MP 560-09 to end of track — 220,000 lbs.
692.1	MODOC		MX-700	120	6379	ABS — Hoisington-Horace.
699.2	MARENTHAL		MX-707			Hoisington—Rule 425 in effect between remote control switches located at both ends of yard.
707.1	LEOTI	^{ⓂⓈⓉ}	MX-715	70	4038	Remote control switches, Hoisington are No. 15, or No. 20.
717.1	SELKIRK	^{ⓂⓈⓉ}	MX-725	116	6159	Time applies at the station for trains operating through Horace.
729.0	TRIBUNE		MX-737	44	2591	
730.8	HORACE ^{ⓂⓈⓉ}		MX-739	Yd.	.....
				171.8		

SALINA SUBDIV. — KANSAS DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Sidings		
				Cars	Feet	
479.1	SALINA JOT		MX-488			MPH
494.8	Ⓞ.C.R.I. & P.	[Ⓜ]				Rule 99 (d) in effect.
494.8	Ⓞ.U. P.	[Ⓜ]				Maximum Speed (Except as below) 30
494.9	SALINA	^{ⓂⓈⓉ}	GK-16	Yd.		City Limits Salina... 25
495.3	SALINA UNION DEPOT	^{ⓂⓈⓉ}				Ohio Street Salina... 10
499.1	TRIGO	[Ⓜ]	GK-21	39	2184	BUSINESS TRACKS: MP Sta. No.
511.3	FALUN		GK-32	25	1652	Kipp 484.7 GK-6
521.0	MARQUETTE	^{ⓂⓈⓉ}	MX-513			Smolan 504.5 GK-26
				41.6		Phillips 506.5 GK-28
						Mackie 516.5 GK-38

38 HORACE SUBDIV. — KANSAS DIVISION

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

ABS — Horace to Pueblo. CTC — Between NA Jct. and Pueblo Jct. Operation between NA Jct. and Pueblo Jct. over joint MP-ATSF Track controlled by ATSF dispr. at La Junta. 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. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

Time applies at the station for trains operating through Horace.
 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.

HARDTNER SUBDIV. — KANSAS DIVISION 39

WEST Miles	STATIONS	TIME EAST ▲	Station Numbers	Sidings	
				Cars	Feet
485.9	HARDTNER JCT.....	ⓂⓇ	M-001	.....	.....
487.9	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
488.8	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
494.3	FRONTIER.....		H-196	118	6428
496.6	BAYNEVILLE.....		H-197	21	1307
501.4	CLEARWATER.....		H-202	14	1199
506.9	MILLERTON.....		H-208	18	1394
512.9	CONWAY SPRINGS.....	ⓂⓇ	NL-135	Yd.	.....
524.3	ARGONIA.....		H-225	.....	.....
524.5	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
531.2	FREEMPORT.....		H-232	32	2250
541.6	ANTHONY.....		H-243	.....	.....
541.9	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
542.0	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
558.8	CORWIN.....		H-260	.....	.....
564.0	HAZELTON.....		H-265	.....	.....
571.2	KIOWA.....		H-272	.....	.....
572.5	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
573.1	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
576.8	STUBBS.....		H-278	.....	.....
581.5	HARDTNER.....	T	H-283	.....	.....
95.6					

STAFFORD SUBDIV. — KANSAS DIVISION

Miles	WEST STATIONS	TIME EAST ▲	Station Numbers	Sidings	
				Cars	Feet
558.7	CONWAY SPRINGS.....	ⓂⓇ	NL-135	Yd.	.....
567.1	MILTON.....		NL-144	.....	.....
572.2	Ⓜ A. T. & S. F.....	G	.....	.....	.....
592.3	KINGMAN.....		NL-169	.....	.....
593.1	Ⓜ A. T. & S. F.....	G	.....	.....	.....
593.9	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
598.4	BROWN'S SPUR.....		NL-175	.....	.....
605.8	PENALOSA.....		NL-183	.....	.....
610.0	OLCOTT.....	T	NL-187	.....	.....
619.9	PRESTON.....	Ⓜ	NC-10	10	500
620.1	Ⓜ C. R. I. & P.....	G	.....	.....	.....
630.0	IUKA.....	ⓂⓇ	NC-20	.....	.....
614.5	TURON.....		NL-191	.....	.....
615.0	Ⓜ C. R. I. & P.....	Ⓜ	.....	.....	.....
628.6	STAFFORD.....	□	NL-205	.....	.....
629.6	Ⓜ A. T. & S. F.....	Ⓜ	.....	.....	.....
639.3	HUDSON.....		NL-216	.....	.....
648.3	SEWARD.....		NL-225	.....	.....
653.7	RADIUM.....		NL-230	.....	.....
95.0					

40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Feet	
482.0	WICHITA YD. [T] [V] [R] [T] [S] [C]		H-183	Yd.	.....	Maximum Speed MPH
482.4	0.4 S. L. S. F. [A]					Between Wichita and Geneseo (Except as below) ... 30
482.6	0.2 C. R. I. & P. [A]					MP 485-02
483.0	0.4 W. T. A. [A]					MP 485-07 20
483.0	0.0 A. T. & S. F. [A]					MP 530-19 —
485.9	2.9 HARDTNER JCT. [V] [T]		M-1			MP 533-25 20
495.0	9.1 MAIZE [M-10]		M-10	23	1532	MP 559-06
499.1	4.1 COLWICH [M-14]		M-14	21	1546	MP 561-01 20
509.9	10.8 MT. HOPE [M-25]		M-25	54	3059	
516.9	7.0 HAVEN [M-32]		M-32	48	2918	
522.4	5.5 YODER [M-37]		M-37	15 40	1140 2222	
531.5	9.1 A. T. & S. F. [C]					BUSINESS Sta. TRACKS: MP Nos.
531.6	0.1 A. T. & S. F. [C]					Wichita
532.0	0.4 C. R. I. & P. [A]					Sand 490.5 M-5
532.6	0.6 HUTCHINSON [V] [V] [S] [C]		M-48	Yd.	.....	Superior Sand 490.9 M-6
533.5	0.9 A. T. & S. F. [M]					Berwet 496.0 M-11
537.5	4.0 YA JCT. [M]					Lock- Joint 497.7 M-13
	Via A.T. & S.F. 13.09 Mi.					KG&ECo. 498.3 M-14
550.6	8.6 ST JCT. [M]					Andale 504.2 M-19
559.2	1.3 S. L. S. F. [C]					Small Spur 511.1 M-26
560.5	0.5 LYONS [M-76]		M-76	39	2566	Elmer 526.0 M-41
561.0	0.5 A. T. & S. F. [C]					Yaggy 535.8 M-54
562.5	12.2 GENESEO [M] [V] [R] [C]		MX-532	59	3841	Nickerson (between YA Jct. & ST Jct. 544.0 M-59
						Kanopolis 14.3 M-103

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.

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

Hutchinson: Stop and protect Main St. crossing.

Hutchinson: In yard [C]RI&P-G.

Kanopolis Ind. Lead—

Geneseo to Kanopolis 14.3 miles. Max. Speed This Lead 30 MPH.

Trains and Engines run at restricted speed between Geneseo and Kanopolis 701 AM until 501 PM, sounding whistle signal per last paragraph uniform code of operating Rule 14(1) expecting to find track cars.

TIMETABLE NO. 7

WICHITA SUBDIV. — CENTRAL DIVISION 41

Rule 99 (d) in effect between Bronson and Durand.	WEST Second Class 111	Miles	STATIONS	Station Numbers	Sidings	EAST Second Class 110
	111					
Maximum Speed: MPH	Daily	Miles				Daily
Bronson to Durand (Except as below)	30	348.9	BRONSON	H-50		
City Limits Iola	25	354.4	0.3 M.-K. [A]			
Durand to Wichita	40	361.6	0.2 MORAN	H-55		
Both legs of Wye-Durand	5	367.4	7.2 LA HARPE	H-63		
		367.8	5.8 IOLA	H-68		
	AM	374.7	0.4 A.T. & S.F. [A]			
No. 110 will not require clearance at Wichita when train order signal indicates proceed.	1 00	383.6	6.9 PIQUA [M] [T] [V] [C]	H-76	27 1590	PM
		386.0	8.9 DURAND [M] [T] [V] [C]	H-85	93 4902	11 00
	1 30	394.4	2.4 YATES CENTER [V] [C]	H-87		
	2 25	420.7	8.4 BATESVILLE	H-96	90 4881	10 10
	3 00	438.6	26.3 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 20	452.7	17.9 SUMMIT	H-140	78 4286	8 40
	3 40	454.5	14.1 WALNUT	H-154	80 4502	7 50
	3 45	454.6	0.8 ELDORADO [M] [V] [C]	H-155		7 30
Piqua - Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.	4 45	482.0	0.1 McPHERSON JCT. [T]	H-155		
Humboldt .HU-10	AM		27.4 WICHITA YD. [M] [V] [R] [C]	H-183	Yd.	6 30
			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	Rosalia [C]	441.9	H-143	Greenwich	474.4	H-175
Neal	407.6	H-109	Towanda	463.6	H-164	Speedy Mix	476.8	H-179

McPHERSON SUBDIV.—CENTRAL DIVISION

Rule 99 (d) in effect	WEST Miles	STATIONS	EAST Station Numbers	Sidings
Maximum Speed ... 30 (Except as below)				
City Limits Potwin.. 25				
MP 486-11 —	454.6	McPHERSON JCT [T] [C]	H-155	
MP 488-03	467.1	12.5 POTWIN	PB-13	
MP 501-12 —	474.5	7.4 WHITEWATER	PB-20	17 1117
MP 501-18	474.7	0.2 C.R.I. & P. [A]		
Yard Limits: McPherson Jct. to MP 457-13.	486.8	12.1 NEWTON [C]	PB-32	15 1006
	487.0	0.2 A.T. & S.F. [M]		
	495.1	8.1 HESSTON	PB-41	30 1992
	501.6	6.5 MOUND BRIDGE	PB-47	20 1488
	514.9	13.3 C.R.I. & P. [A]		
	516.2	1.3 McPHERSON [C]	PB-62	Yd.
		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

TIMETABLE NO. 7

42 PITTSBURG SUBDIV.—CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
319.3		NASSAU JCT.....	⓪T	P-71		
		13.9				
333.2		BRONAUGH.....		N-16		
		10.1				
343.3		LIBERAL, MO.....		N-26		
		0.1				
343.4		⊗ S. L. S. F.....	Ⓐ			
		6.8				
350.2		⊗ S. L. S. F.....	Ⓒ			
		2.6				
352.8		CORNELL, KAN.....		N-35	51	2802
		4.8				
357.6		⊗ K. O. S.....	G			
		0.4				
358.0		PITTSBURG.....	ⓧ⓪Ⓣ	N-41	Yd.	
		0.5				
358.5		⊗ S. L. S. F.....	Ⓒ			
		4.3				
362.8		FLEMING.....		N-46	35	1991
		2.8				
365.6		⊗ S. L. S. F.....	Ⓒ			
		0.2				
365.8		CHEROKEE.....		N-48	10	834
		1.0				
366.8		⊗ S. L. S. F.....	G			
		7.2				
374.0		COKEDALE ⊗ M.K.T. ⊗	Ⓒ	N-58		
		5.6				
379.6		SHERWIN ⊗ S.L.S.F.	G	N-62	21	1320
		6.5				
386.1		FAULKNER.....		N-68	24	1561
		6.7				
392.8		CHETOPA.....	Ⓒ	N-75		
		0.4				
393.2		⊗ M. K. T.....	G			
		14.9				
408.1		EDNA.....		N-91		
		5.1				
413.2		VALEDA.....		N-96	14	930
		9.8				
423.0		⊗ A.T. & S.F. ⊗ MKT.	Ⓒ			
		0.3				
423.3		COFFEYVILLE.....	ⓧ⓪Ⓣ	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 .. 30
MP 392-30 .. 15

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

CONWAY SPRINGS SUBDIV.—CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
428.7		DEARING.....	⓪	R-130		
		13.4				
442.1		CANEY.....	T	NL-19	13	909
		0.1				
442.2		⊗ A. T. & S. F.....	Ⓐ			
		16.7				
458.9		SEDAN.....		NL-36		
		22.0				
480.9		CEDARVALE.....		NL-58	54	2442
		16.8				
497.7		DEXTER.....	ⓧ⓪Ⓣ	NL-74	32	1831
		0.4				
498.1		DEXTER JCT.....	⓪			
		19.1				
517.2		WINFIELD.....	Ⓒ	NL 94		
		21.0 Mi. Via AT&SF				
537.9		BELLE PLAINE.....		NL-115		
		6.6				
544.5		⊗ C. R. I. & P.....	Ⓐ			
		14.2				
558.7		CONWAY SPRINGS.....	ⓧ⓪Ⓣ	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. Sta.
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	Sidings	
					Cars	Feet
498.1		DEXTER JCT.....	Ⓒ		Yd.	
		15.4				
513.5		SILVERDALE.....		NB-15	29	1682
		9.0				
522.5		⊗ A.T. & S.F.....	Ⓒ			
		0.4				
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 .. 30
MP 498-18 .. 20

COFFEYVILLE SUBDIV.—CENTRAL DIVISION 43

Miles	SOUTH ↓	STATIONS	NORTH ↑	Station Numbers	Sidings	
					Cars	Feet
333.4		OSAWATOMIE.....		Ⓒ-2	ⓧT	
		0.5				
334.9		⊗ M. P. ⊗.....				
		7.9				
342.8		LANE.....		R-9	126	6688
		10.6				
353.4		HECLA.....		R-20	135	7578
		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
		2.5				
417.6		BENEDICT ⊗ A.T. & S.F.....		R-85		
		Ⓐ				
426.5		FREDONIA.....		ⓧ⓪Ⓣ	RC12	
		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				

ABS — Osawatomi-Coffeyville.
CTC Osawatomi and Lane Signal 3436; Dearing Signal 4623 and Coffeyville Signal 4666.

Fredonia: Reached via AT&SF 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 Osawatomi.

Turnouts at Dixon Siding are No. 15.

Turnouts at Hecla are No. 16.

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as below)	50	Greeley	348.1	R-15
MP 334-31 — MP 334-41	30	Birch	361.8	R-29
MP 340-39 — MP 341-34	40	Westphalia	373.6	R-41
MP 343-23 — MP 344-01	45	Aliceville	377.4	R-44
MP 348-20 — MP 348-26	45	Hasty	395.3	R-62
MP 356-40 — MP 357-37	25	Rose	405.3	R-72
MP 371-27 — MP 372-26	45	Buffalo	411.2	R-78
MP 383-34 — MP 385-00	30	Blake	453.3	R-120
City Limits Altoona	40			
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			
		MP 396-18 — MP 400-13.		
		MP 448-04 — MP 450-11.		
		MP 466-23 — Coffeyville.		

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
662.8	COFFEYVILLE, KAN.	R 135	Yd	.....
660.5	②M-K-T.....			
651.0	LENAPAH, OKLA.....	L-311	115	6545
640.1	NOWATA.....	L-300	76	4881
634.4	OLEM.....	L-294	111	6214
622.1	OOLOGAH.....	L-282	142	7966
610.3	③S.L.-S.F.....			
609.7	CLAREMORE.....	L-270	102	5739
596.9	INOLA.....	L-257	170	9577
581.4	WAGONER ②MKT.....	L-242		
579.6	COOKSON.....	L-239	175	9415
575.5	OKAY JCT.....	L-233		
557.5	BRAGGS.....	L-218	130	7036
540.8	UPSON.....	L-201	123	6533
537.4	VIAN.....	L-197		
526.7	③K. C. S.....			
525.8	SALLISAW.....	L-186	54	3591
519.7	HANSON.....	L-180	70	4132
513.1	MULDROW.....	L-173	59	3580
503.6	GREENWOOD JCT., OKLA.....	L-164	61	3302
498.4	③S. L.-S. F.....			
497.2	VAN BUREN, ARK.	L-158	Yd	.....
165.6				

ABS — Coffeyville to Van Buren. Operation between Okay Jct. and Muskogee via Oklahoma Subdiv. Yard Limits: MP 495-20 to MP 499-00; MP 660-00 to Coffeyville.

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

No. 15 turnouts both ends Cookson.

Maximum Speed	MPH	MPH
(Except as below).....	50	
MP 497-22 — MP 499-08.....	20	
MP 500-02 — MP 500-14.....	45	
MP 507-20 — MP 507-29.....	45	
MP 516-03 — MP 516-16.....	45	
City Limits Sallisaw.....	40	
MP 534-22 — MP 535-04.....	40	
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
MP 621-12 — MP 622-07.....	25
City Limits Nowata.....	30

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
West Ft. Smith.....	507.2	LG-4

Miles	STATIONS	Station Numbers	Sidings																																																																																																					
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Maximum Speed MPH (Except as below)..... 50																																																																																																								
MP 357-19—MP 359-10 45																																																																																																								
MP 359-10—MP 359-29 35																																																																																																								
City Limits Conway..... 45																																																																																																								
MP 373-26—MP 383-02 45																																																																																																								
MP 385-31—MP 386-05 45																																																																																																								
City Limits Morrilton..... 30																																																																																																								
MP 412-28—MP 412-34 45																																																																																																								
City Limits Russellville 30																																																																																																								
MP 426-27—MP 427-00 45																																																																																																								
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Between Clarksville Jct. and Clarksville..... 30																																																																																																								
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Mulberry.....479.7 L-140																																																																																																								
Co-op Spur.....462.9 L-123																																																																																																								
Peabody.....447.5 L-110																																																																																																								
Kemp-Johnson Coal Co.....446.9 L-109																																																																																																								
Hoyt.....445.8 L-108																																																																																																								
Clarksville Jct. Storage.....435.3 L-93																																																																																																								
Knoxville.....433.6 L-91																																																																																																								
London.....425.4 L-82																																																																																																								
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Lamar.....438.5 L-95																																																																																																								
Lambrick Spur.....440.7 L-97																																																																																																								
King Switch.....441.9 L-99																																																																																																								
Atkins.....405.8 L-63																																																																																																								
AP&L Spur No. 2.....362.3 L-19																																																																																																								
West Marche-Maumelle																																																																																																								
Ord. Plant.....356.2 L-13																																																																																																								
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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.

Scotia — Sou. end siding No. 20 turnout.

Mayflower — both ends siding No. 16 turnouts.

PARIS SUBDIV. — CENTRAL DIVISION

Miles	STATIONS	Station Numbers	Sidings																																																								
			Cars	Feet																																																							
Rule 99 (d) in effect.																																																											
Yard Limits: Ft. Smith: SLSF Conn. to MP 512-10.																																																											
Maximum Speed MPH (Except as below).... 30																																																											
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SLSF Conn.....																																																											
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MP 512-05 — MP 512-11..... 10																																																											
Business Tracks: MP Sta. No.																																																											
Barling.....518.1 LD-16																																																											
Lavaca.....526.3 LD-24																																																											
Branch.....540.0 LD-38																																																											
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Operation over SLSF R.R. between Van Buren and Ft. Smith. See Item 7(b) Special Instructions.

WEST				DALLAS SUBDIVISION				EAST			
FIRST CLASS		Miles		STATIONS	Station Numbers	Sidings		FIRST CLASS		Daily	Daily
21 Psgr.	461 Psgr.					Cars	Feet	460 Psgr.	22 Psgr.		
AM 1 20		0.0		TEXARKANA ARK. ^T ⊙⊙⊙⊙⊙⊙⊙	TP-0	Yd.			AM 3 55		
				St. L.S.W. ^{0.5} ⊙							
		1.3		NATIONAL TEX. ^{0.8}	TP-2	89	4903				
				K.C.S. ^{1.1} ⊙							
		7.9		SULPHUR. ^{5.5}	TP-8	174	9157				
		14.8		SPRINGDALE. ^{6.9}	TP-15	89	4914				
		20.4		QUEEN CITY. ^{5.6}	TP-21	140	7449				
		23.6		ATLANTA. ^{3.2} ⊙	TP-24	77	4756				
		31.2		BIVINS. ^{7.6}	TP-31	142	7425				
		37.5		KILDARE. ^{6.3}	TP-37	94	5022				
		43.5		PAYNE. ^{6.0}	TP-44	146	7761				
		50.7		JEFFERSON ⊙ L.&A. ^{7.2} ⊙⊙	TP-51	158	9513				
		58.7		WOODLAWN. ^{8.0}	TP-58	136	7395				
f 2 45		66.3		MARSHALL. ^{7.6} ⊙⊙⊙⊙⊙⊙	TP-67	159	8243		f 2 20		
		70.5		QUINCY. ^{4.2}	TP-70	86	4748				
		75.3		KEOKUK. ^{4.8}	TP-75	138	7484				
		82.9		LANSING. ^{7.6}	TP-83	195	10485				
f 3 25		89.6		LONGVIEW. ^{6.7} ⊙⊙⊙⊙	TP-90	Yd.			f 1 45		
		93.8		GREGGTON. ^{4.2}	TP-94	132	7364				
		102.8		GLADEWATER. ^{9.0}	TP-103	136	7255				
		113.8		BIG SANDY ⊙ St.L.S.W. ^{11.0} ⊙⊙	TP-113	131	7277				
		124.2		FADA. ^{10.4}	TP-124	135	7507				
		130.0		HOARD. ^{5.8}	TP-130	88	4967				
		136.1		MINEOLA. ^{6.1} ⊙⊙⊙	TP-138	245	13970				
		142.2		SILVER LAKE. ^{6.1}	TP-143	83	4730				
		150.0		GRAND SALINE. ^{7.8}	TP-149	141	7512				
		158.8		EDGEWOOD. ^{8.8}	TP-160	142	7559				
		167.4		WILLS POINT. ^{8.6} ⊙	TP-167	135	7728				
		175.9		ELMO. ^{8.5}	TP-176	137	7454				
		181.9		TERRELL. ^{6.0} ⊙	TP-183	79	4406				
		187.0		LAWRENCE. ^{5.1}	TP-187	132	7466				
		199.1		MARITH. ^{12.1}	TP-199	139	7403				
		207.0		SCOTTDALE. ^{7.9}	TP-207	85	4686				
		209.1		T.&P. JCT. ^{2.1} ⊙⊙⊙⊙⊙	TP-210	142	7388				
				TOWER 19. ^{5.1} ⊙							
s 6 30	PM 3 35			DALLAS. ^{2.1} ⊙⊙⊙⊙	TP-215			PM 3 50	s 1100		
		214.8		TERMINAL JCT. ^{0.2} ⊙	TP-216						
		216.1		BROWDER. ^{1.3} ⊙	TP-218	82	4362				
		226.4		GRAND PRAIRIE. ^{10.3}	TP-227	85	4570				
		229.0		BOP. ^{2.6} ⊙	TP-230	Yd.					
		232.7		ARLINGTON. ^{3.7}	TP-233	71	4179				
7 20	4 30	245.4		TOWER 55. ^{12.7} ⊙⊙⊙⊙⊙⊙	TP-245			PM 2 55	PM 9 45		
AM	PM	251.1		CENTENNIAL YD. ^{5.7} ⊙⊙	TP-250						
		251.1									

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
(Except as below)	60			
MP 2-15 — MP 2-33	50	Hoot	6.5	TP7
MP 23-22 — MP 23-33	35	South Texarkana	11.4	TP11
MP 30-27 — MP 31-04	50	Heat Research	84.6	TP85
MP 36-12 — MP 38-00	50	Pumps	87.0	TP87
MP 50-06 — MP 50-14	50	Hawkins	118.6	TP119
MP 50-26 — MP 51-17	30	Debbie	128.9	TP129
MP 65-16 — MP 67-06	30	Amoca	156.3	TP157
MP 66-12 — MP 66-23	15	(Siding)		
MP 89-05 — MP 90-22	40	Forney	194.0	TP194
MP 100-21 — MP 104-30	40	Mesquite	202.0	TP202
MP 112-33 — MP 112-34	40	Dalworth Paint	202.3	TP203
MP 136-00 — MP 136-12	40	Skyline	205.6	TP205
MP 148-36 — MP 149-19	40	Harrys	218.0	TP218
MP 166-09 — MP 167-01	35	Eagle Ford	220.0	TP220
MP 182-06 — MP 183-09	40	Cloudy	222.0	TP224
MP 193-07 — MP 194-10	45	June Pit	223.2	TP225
MP 207-34 — MP 208-30	40	Mt. Creek	223.8	TP226
MP 209-01 — Tower 19	20	Great Southwest	231.2	TP231
MP 214-20 — MP 214-24	15	Handley	239.2	TP239
MP 216-18 — MP 217-24	30	Jamestown	242.9	TP243
MP 225-15 — MP 225-26	50	Fort Worth	245.8	BV272
MP 225-26 — MP 226-25	30			
MP 226-25 — MP 227-25	50			
MP 228-32 — MP 235-07	40			
MP 239-06 — MP 245-18	40			
MP 245-18 — MP 245-40	15			
MP 245-40 — MP 248-04	35			

Through Siding and Turnouts East Yard Ft. Worth 15

No Superiority of trains and Rule 93 in effect between Sig. 4900 at Texarkana and StLSW crossing. All trains and engs. move at restricted speed.

ABS — ⊙ St.L.S.W. Texarkana to MP 248-01, Centennial Yard. CTC between StLSW crossing Texarkana and T.&P. Jct.; Terminal Jct. and MP 244-02.

No. 16 turnouts at T.&P. Jct. and all sidings except Terrell. Trains originating secure clearance at Longview, Texarkana and Centennial Yd. or Tower 55.

Trains operating between Texarkana and Palestine will not require clearance at Longview if train order signal indicates proceed.

No. 461 must secure clearance at Terminal Jct. Great Southwest-South Industrial Lead—Max. Speed. 20 MPH Hot Box and Dragging Equipment Detectors: MP 29-15, MP 54-24, MP 80-05, MP 108-05, *MP 162-11, and *MP 190-18.

In East Dallas Yd. ⊙ ATSF ⊙ 10 MPH. Operation via SP, T.&P. Jct. to Tower 19, Max. Speed 20 MPH; Operation via Right of Way District, Tower 19 to Terminal Jct., Max. Speed 10 MPH all tracks. No superiority of trains, interlocking Rules in effect and movement governed by signal indication.

Do not take frt. cars under sheds at Dallas unless authorized by opr.

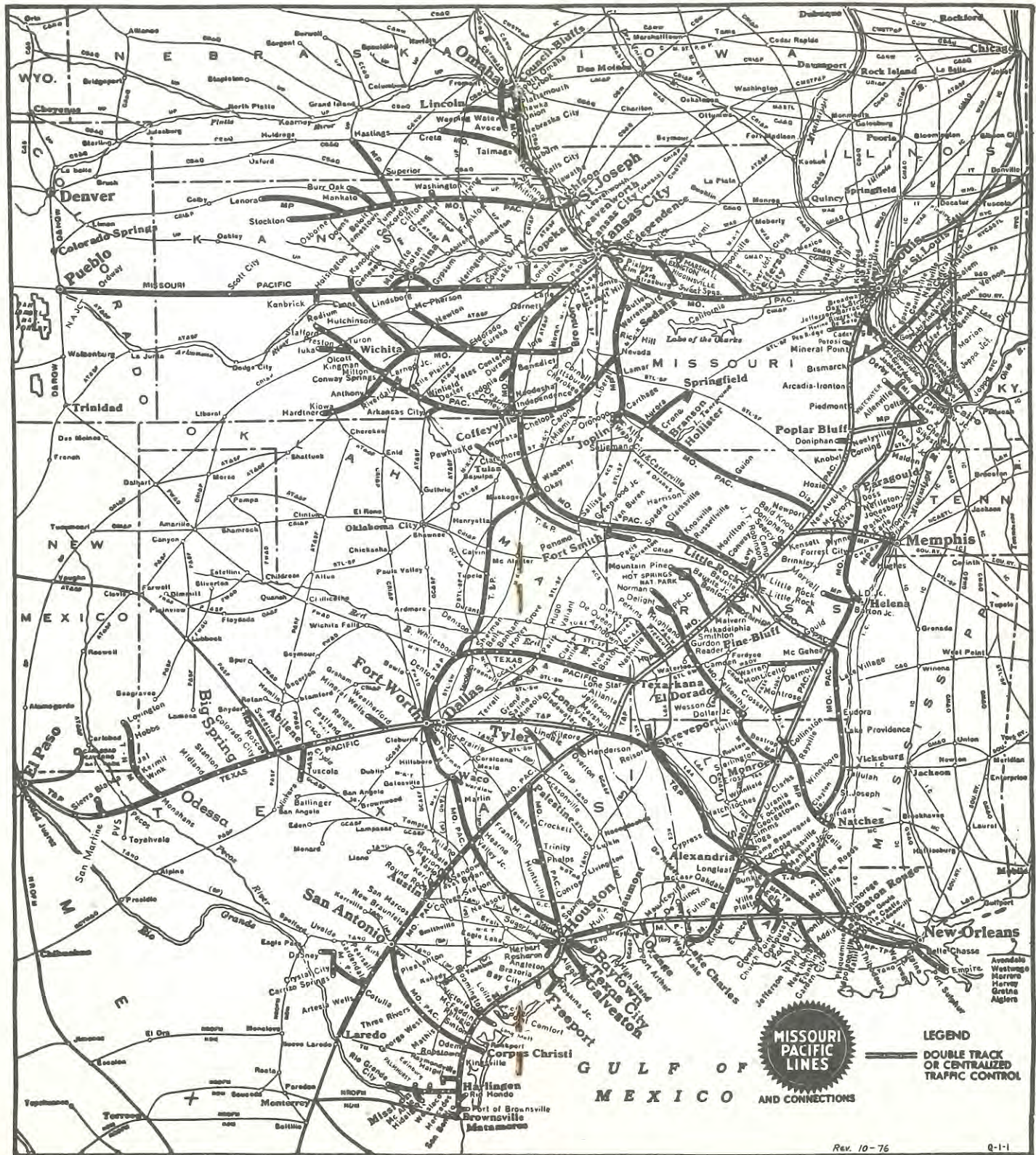
Do not exceed 5 MPH on Morton Salt Co. tracks, Grand Saline. Two main tracks between Terminal Jct. and MP 248-01 Centennial Yard. Yard Limits: MP 244-02 — MP 248-01.

No superiority of trains between MP 244-02 and Tower 55. All trains and engs. move at restricted speed.

Between MP 244-02 and MP 248-01 movement of trains and engines will be governed by instruction of yardmaster or Tower 55.

Between MP 248-01 and MP 252-00 movement of trains and engines will be governed by instructions of yardmaster.

Centennial Yard:—All yard tracks between MP 248-01 and West End Centennial Yard; do not exceed 20 MPH.



50 OKLAHOMA SUBDIV. — RED RIVER DIVISION

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) 49 MP 128-08 — MP 128-12 . . . 20 City Limits Muskoogee . . . 25	STATIONS		Station Numbers	Sidings Cars Feet	
	SOUTH ↓	NORTH ↑			
	Miles				
Muskoogee Over TP ⊗ . . . 20	120.2	OKAY JCT. ⊖	L-233		
Broadway & Okmulgee Sts. Muskoogee . . . 12	122.5	VERDIGRIS RIVER . . . ⊘ ⊙			
MP 167-14 to MP 167-20 . . . 45	128.3	⊗ M-K-T ⊙ ⊙			
MP 173-00 to MP 175-00 . . . 25	133.8	MUSKOGEE ⊗ TP . . . ⊙ ⊙ ⊙	MG-3	Yd.	
MP 184-22 — MP 185-01 . . . 40	145.9	WAINWRIGHT	MG-146	143	7766
MP 202-00 to MP 217-00 . . . 40	158.5	HITCHITA	MG-159	62	3420
Except: Calvin—Over CRI&P ⊗ . . . 20	174.1	HENRYETTA ⊙ ⊙ ⊙	MG-174	77	4140
MP 231-03 to MP 231-13 . . . 45	188.6	TANNER	MG-189	85	4543
MP 256-19 to MP 256-27 . . . 30	202.2	MINA	MG-202	142	7560
Thru Conn. KO&G Jct. . . 15	215.3	⊗ C.R.I. & P. ⊙			
Yard Limits: Muskoogee: MP 126-00 — MP 134-25	216.3	CALVIN	MG-216	77	4303
Henryetta: MP 171-27 — MP 175-08	230.0	ALLEN ⊙	MG-230	89	5042
KO&G Jct.: MP 296-05 — KO&G Jct.	252.5	TUPELO ⊙	MG-252	147	7798
	269.5	WAPANUCKA ⊙	MG-270		
	278.0	CAIN	MG-279	134	7760
	297.6	KO & G JCT. OKLA ⊙ RAY-DENISON, TEX. MKT ⊙	MG-298		
	198.3		MK-662	Yd.	

Business Tracks:	MP	Sta. No.
Fansteel	126.4	MG-126
Coleman	277.6	MG-278
Durant	298.0	MG-298

MKT STATIONS

Station:	MKT Mile Post	Station:	MKT Mile Post
Durant	641.4	Excess, Tex.	656.7
Olive	649.1	Ray	661.9
Staley, Okla.	655.9	Denison	660.9

Operation via MKT between Ray-Denison, Tex and KO&G Jct., Okla. 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.

Operation over Verdigris River MP 122.5 joint-MKT.

Hot Box and Dragging Equipment Detectors — *MP 169-25 and *MP 236.25.

WHITESBORO SUBDIV. — RED RIVER DIVISION 51

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 — Through Interlocking . . 15 On wye tracks Tower 55 . . . 10	STATIONS		Station Numbers	Sidings Cars Feet	
	SOUTH ↓	NORTH ↑			
	Miles				
MP 173-10 —		RAY-DENISON TEX. ⊙ ⊙	MK-622	Yd.	
MP 173-20 . . . 35		20.9			
MP 191-15 —	173.1	WHITESBORO JCT. ⊙ ⊙		Yd.	
MP 192-04 . . . 40	179.5	6.4			
MP 203-10 —	191.5	COLLINSVILLE	TA-179	65	4143
MP 203-20 . . . 45	191.5	12.0			
MP 207-33 —	209.1	PILOT POINT	TA-191	139	7874
MP 210-04 . . . 20	209.1	17.6			
MP 237-05 —	225.4	DENTON ⊙ ⊙ ⊙ ⊙	TA-209	123	7208
MP 243-30 . . . 30	225.4	16.3			
MP 243-30 —	235.5	ROANOKE	TA-225	144	7967
Tower 55 . . . 15	235.5	10.1			
Tower 55 —	238.1	WATAUGA	TA-235	44	2654
Through	238.1	2.6			
Interlocking . . 15	240.0	⊙ S.T.L.S.W. ⊙ ⊙			
On wye tracks	240.0	1.9			
Tower 55 . . . 10	244.5	HODGE ⊙	TA-240	98	5332
Yard Limits: Whitesboro Jct.: MP 171-26 — MP 174-13		4.5			
Denton: MP 206-00 — MP 212-25		92.3			
Tower 55: MP 237-00 — MP 244-20					

ABS — Whitesboro Jct. to Tower 55.

Operation via MKT between Whitesboro Jct. and Ray-Denison, Tex.

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.

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

Hot Box and Dragging Equipment Detectors — MP 194-08 and MP 219-12.

Business Tracks:	MP	Sta. No.	MKT STATIONS
Aubrey	198.3	TA-198	MKT Mile Post
Keller	230.2	TA-230	Perrin Field 668.9
			Pottsboro 669.6
			Sadler 681.9
			Whitesboro 685.7

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	STATIONS		Station Numbers	Siding Capacity in Cars	Rule 99 (d) in effect.
	SOUTH	NORTH			
20.8	PANAMA		MV 21		Yard limits: MP 92-82 to MP 101-04; MP 146-04 to MP 154-23; MP 198-17 to Pawhuska. Maximum Speed: MPH Panama to MP 79-5..... 30 MP 79-5 to MP 96-00..... 20 MP 96-00 — MP 98-00..... 12 MP 98-00 — MP 100-00..... 25 MP 100-00 — MP 142-00... 30 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 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 Max. Wt. 220,000 lbs. between Barnsdall and Pawhuska.
29.3	⊗FS & VB	⊗			
40.9	KEOTA		MV 41		
55.2	STIGLER	⊗	MV 55	39	
67.5	PORUM		MV 67		
77.2	WARNER		MV 77		
95.8	SHOPTON	⊗T⊗	MV 96	Yd.	
100.1	MUSKOGEE	⊗TP⊗	MV 97		
117.3	HASKELL	⊗TG	MV 117	14	
134.0	BIXBY		MV 134		
141.5	JENKS		MV 142	9	
148.1	TULSA	⊗T⊗	MV 152	Yd.	
151.8	⊗MKT-SLSF	⊗			
152.3	⊗SS RY.	⊗			
187.2	BARNSDALL		MV 187		
194.8	NELAGONY	⊗G	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	STATIONS		Sta. No.	Siding		Rule 99(d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct.
	WEST	EAST		Cars	Ft.	
0.0	TEXARKANA	⊗⊗⊗	TP-0	Yd.		Maximum Speed MPH (except as below) Over Church St., Paris..... 10 MP 100-06 — MP 151-04... 25 MP 153-08 — MP 155-07... 20 BUSINESS TRACKS MP Sta. No. Nash 5.1 TA-5 Proetz Lbr. Co. 6.0 TA-6 Anglo-American .. Paper 6.6 TA-7 Lone Star Ord. Plant 15.7 TA-12 Red River Army Depot 17.3 TA-17 New Boston 22.0 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 Savoy 139.2 TA-139 TP&L 140.0 TA-140 Whitesboro 173.1 TA-173
0.6	⊗ K. C. S.	⊗⊗				
14.8	HOOKS		TA15	75	4051	
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.
 MKT Crossing Sherman may be left lined as last used.
 Within Red River Army Depot—Stop and protect Texas St. and 1st St. South.

SHREVEPORT SUBDIV.—RED RIVER DIVISION 53

Miles	STATIONS		Station Numbers	Siding		Account pole line retirement:
	WEST	EAST		Cars	Feet	
192.1	ALEXANDRIA	⊗⊗	TB-195	Yd.		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. 40 MP 245.8 — MP 247.8. 25 MP 310.9 — MP 320.3. 20 MP 350.7 — MP 351.4. 30 Business Tracks MP Sta. No. England AFB..... 199.8 TB199 Boyce..... 208.7 TB209 Rodemacher..... 211.9 TB212 Soybean Spur..... 243.0 TB243 Plywood Spur..... 251.0 TB251 Powhatan..... 258.8 TB258 Gahagan..... 276.1 TB275 Grand Bayou..... 280.1 TB280 Caspiana..... 296.6 TB296 Gayles..... 302.4 TB302 Olin..... 303.9 TB304 Reisor..... 319.0 TB319 Greenwood..... 326.4 TB325 Jonesville..... 335.4 TB334
195.7	TEXMO JCT.	⊗⊗	TB-196			
203.7	RAPIDES		TB-204	64	4105	
225.2	FERN		TB-225	76	4124	
235.8	CYPRESS		TB-236	87	5094	
246.0	CANE		TB-246	63	4066	
247.5	NATOHITOCHE	⊗-1	TB-247			
265.7	LAKE END		TB-265	50	2935	
286.0	WESTDALE		TB-286	87	4777	
308.6	LUCAS		TB-308	90	4805	
311.7	⊗K.O.S.	⊗				
313.9	⊗S.P.	⊗				
315.0	CUT OFF JCT.	⊗	TB-315	Yd.		
315.6	HOLLYWOOD JCT.	⊗	TB-316	Yd.		
4.8	SHREVEPORT	⊗⊗	TS-326			
322.3	LAKE HAYES, LA.		TB-321	70	4116	
332.5	WASKOM, TEX.		TB-331	91	5289	
343.1	SCOTTSMVILLE		TB-342	72	4028	
351.4	MARSHALL	⊗⊗-1	TP-67	142	7551	
156 9						

ABS—Alexandria to Marshall. Two Main Tracks between Alexandria and Texmo Jct., 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

Miles	STATIONS		Sta. Nos.	Rule 99 (d) in effect.
	SOUTH	NORTH		
34.1	HOSSTON		TT-28	Maximum Speed MPH Yard Limits: MP 3-15 to Hollywood Jct.
29.4	GILLIAM		TT-23	
4.8	SHREVEPORT		TS-326	
3.7	⊗ ICG	⊗		Business Tracks MP Sta. No. Belcher 18.1 TT-18 Sentell 10.3 TT-10 Good Roads Spur 4.8 TT-3
1.5	HOLLYWOOD YD	⊗⊗-1	TS-316	
0.0	HOLLYWOOD JCT		TS-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.

54 LONGVIEW SUBDIV. — RED RIVER DIVISION

Maximum Speed (Except as below) MP		MPH	STATIONS		Station Numbers	Sidings
(Except as below) MP	MP	50	SOUTH	NORTH		
City limits—		30				
Palestine		20				
0-0	0-16	20				
18-33	19-07	45				
21-15	22-07	45				
26-20	28-07	20				
30-02	31-15	45				
44-30	45-30	45				
50-09	50-24	45				
52-10	53-00	45				
56-07	56-20	45				
59-18	60-19	45				
68-00	71-00	45				
73-05	73-25	45				
80-10	81-03	15				
Business Tracks		Sta. Nos.				
Alcoa Spur	7.4	AX-73				
Cherokee Sales	24.6	AX-56				
Arp	52.7	AX-29				
Kinsloe	74.0	AX-7				
Bodie	78.0	AX-4				
No. 15 or No. 16 turnouts north end freight route Palestine, both ends Wells Creek, south end Overton, north ends Troup and Tecula.						
Hot Box and Dragging Equipment Detectors: MP 25-12 and MP 53-01.						

ABS — CTC between Palestine and Longview.

Do not exceed 10 MPH over LeTourneau Lead track — Longview.

Originating trains secure clearance Palestine and Longview.

Trains operating between Texarkana and Palestine will not require clearance at Longview if train order signal indicates proceed.

TYLER SUBDIV.—RED RIVER DIVISION

Yard Limits; Entire subdiv.		Miles	STATIONS		Station Nos.
Maximum Speed	(Except as below)		SOUTH	NORTH	
MP 15-00 to MP 26-00	20 MPH	32.7	LINDALE	CX-33	
MP 26-00 to MP 33-00	15 MPH	26.3	SWAN	CX-27	
Sta. Nos.		19.0	TYLER	CX-19	
BUSINESS TRACKS		13.9	ELBERTA	CX-14	
General Electric Co.		8.6	WHITEHOUSE	CX-9	
Theford		0.0	TROUP	AX-36	
Max. Wt.					
Troup-Swan					
Swan-Lindale					

HENDERSON SUBDIV.—RED RIVER DIVISION

Yard Limits; Entire Subdiv.		Miles	STATIONS		Station Numbers
Maximum Speed	MPH		SOUTH	NORTH	
BUSINESS TRACKS	MP No.	0.0	OVERTON	AX-22	
Humble Oil		16.0	HENDERSON	BX-16	
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 55

Miles	STATIONS		Station Numbers	Sidings		Maximum Speed (except as below) MPH
	SOUTH	NORTH		Cars	Feet	
						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 139-29...25
						MP 163-05—MP 163-10...30
						Over STLWS @...20
						Tower 55—Waco Jct...45
						On tye tracks
						Waco 55...10
						Cresote 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 Sta. No.						
Business Tracks:						
Wardlaw (Waco) BV-173						
Gifford Hill...83.0 BV-88						
Brazos...81.7 BV-82						
Nipak...80.5 BV-81						
Indpark...80.3 BV-79						
College Sta...73.6 BV-77						
Pinehurst...17.0 BV-17						
Parker Bros...3.0 BV-3						
Hou. Shell...1.3 BV-1						
Trains secure clearance						
Settegast Yard and Centennial Yard, or Tower 55.						
MKT Waco-Ft. Worth Station: MKT. MP.						
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						

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 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	Station Numbers	BUSINESS TRACKS:	MP	Sta. No.
0.0	ABILENE		TJ-000	Bowman	4.5	TJ-005
16.7	AT & SF			Maximum Speed		
17.2	TUSCOLA		TJ-17	MP 0 to MP 5 — 20 MPH		
27.4	BRADSHAW		TJ-28	MP 5 to Winters — 30 MPH		
38.2	WINTERS		TJ-38	Max. Wt. 220,000 Lbs.		
				Yard Limits: Entire Subdiv.		

T.-N. M. SUBDIV.—RIO GRANDE DIVISION

YARD LIMITS: MONAHANS TO MP 1-04		Miles	STATIONS		Station Numbers	Rule 99 (d) in effect Maximum Speed (Except as below) MPH
SOUTH	NORTH		SOUTH	NORTH		
105.5	LOVINGTON	21.1			TM-105	MP 83-01 — MP 90-22
84.4	HOBBS	19.4			TM-84	(Until crossings are occupied) . . . 15
65.0	EUNICE	22.8			TM-66	MP 65-02 — MP 66-00 15
42.3	JAL. N. M.	18.7			TM-42	MP 77-00 — MP 66-00 20
23.6	KERMIT, TEX.	23.6			TM-24	Magwalt 29.0 TM-29
0.0	MONAHANS	105.5			TM-000	Sid Richardson 28.6 TM-28
						Combest 52.6 TM-53
						United Carbon 55.9 TM-56
						Continental Carbon 70.8 TM-70
						Witeo 71.0 TM-71
						Warren 78.0 TM-78
						Climax 80.1 TM-80
						Southern Union Oil 100.0 TM-100
						Lea County Oil 101.0 TM-101

56 BAIRD SUBDIV. — RIO GRANDE DIVISION

TOYAH SUBDIV. — RIO GRANDE DIVISION 57

Maximum Speed (Except as below) MP	MPH	WEST		STATIONS	Station Numbers	EAST		
		FIRST CLASS	61			Cars	Feet	
258-00	259-03	55	Freight	Miles	Cars	Feet	Sidings	
260-26	262-05	55						
264-14	264-24	55	Daily	11 40	251.1	CENTENNIAL YD.	TP-250	Yd.
266-14	266-25	55			260.3	IONA	TP-260	147 7794
276-03	276-29	50			273.1	EARLS	TP-273	145 7983
277-22	281-30	55	AM		277.3	WEATHERFORD	TP-277	151 8327
285-15	285-20	55			287.1	PREBLE	TP-287	124 6788
294-17	295-19	40			294.1	BENNETT	TP-294	132 7194
298-14	298-21	45			301.1	BRAZOS	TP-301	130 6961
329-28	337-03	40			307.6	SANTO	TP-308	
340-14	341-10	45			313.5	JUDD	TP-313	128 6972
343-05	345-18	45			318.5	GORDON	TP-319	
350-11	363-24	45			326.8	STRAWN	TP-326	124 6959
372-05	372-13	55			338.7	TIFFIN	TP-338	127 6809
378-19	378-23	50			340.8	RANGER	TP-341	
383-06	384-23	45			351.5	EASTLAND	TP-351	122 6914
386-20	389-18	45			360.7	CISCO	TP-361	181 9803
405-11	406-04	45			367.9	DOTHAN	TP-368	127 6920
406-04	409-07	30			381.7	JAYELL	TP-381	130 6772
446-30	448-14	35			385.8	BAIRD	TP-386	
448-14	450-26	50			2 40	CLYDE	TP-392	133 7405
476-15	477-10	55			2 52	HOLDER	TP-405	170 8779
507-20	517-00	50			406.6	ABILENE	TP-407	Yd.
					2 59	BAGDAD	TP-409	111 6008
					3 06	FYE	TP-414	101 5520
					3 15	MERKEL	TP-423	147 7775
					3 21	TRENT	TP-429	83 4718
					3 30	ESKOTA	TP-438	138 7481
					3 41	SWEETWATER	TP-448	228 11673
					3 50	ROSCOE	TP-456	137 7451
					4 01	LORAINÉ	TP-467	134 7451
					4 05	COLORADO CITY	TP-476	27 1647
					4 13	DOMÉ	TP-479	153 8266
					4 26	IATAN	TP-492	138 7474
					4 40	COAHOMA	TP-503	142 7401
					4 45	ZILER	TP-509	81 4352
					4 50	BIG SPRING	TP-513	Yd.
					PM	262.3		

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, Lorainé; W. end Holder, Eskota, Dome and Iatan.

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

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

TIMETABLE NO. 7

Maximum Speed (Except as listed below) MP	MPH	WEST		STATIONS	Station Numbers	EAST		
		FIRST CLASS	61			Cars	Feet	
507-20	517-00	50	Freight	Miles	Cars	Feet	Sidings	
533-26	535-00	50						
551-19	555-27	15*	Daily	5 01 PM	513.4	BIG SPRING	TP-513	Yd.
570-10	573-17	45			5 15	MORITA	TP-524	142 7560
587-03	587-17	45			5 30	STANTON	TP-534	135 7492
609-13	609-14	35			539.2	DIX	TP-539	
646-25	647-04	45			5 46	OHUB	TP-549	130 6944
692-26	693-00	55			553.3	MIDLAND	TP-553	
735-08	735-19	50			5 58	BOUNCE	TP-559	81 4335
741-10	744-00	45			6 03	PEGASUS	TP-564	157 8312
					6 08	SOLO	TP-569	72 4261
					570.3	ODESSA	TP-570	Yd.
					6 20	ARCADE	TP-579	148 7862
					6 27	DOURO	TP-584	77 4303
					6 37	METZ	TP-594	152 7899
					6 55	MONAHANS	TP-609	133 7465
					7 02	WICKETT	TP-615	102 5392
					7 11	PYOTE	TP-624	88 4898
					7 35	PECOS	TP-647	81 4539
					8 01	TOYAH	TP-666	176 9551
					8 15	GOZAR	TP-676	78 4220
					8 30	SAN MARTINE	TP-687	75 4184
					8 35	LEVINSON	TP-691	74 4130
					8 45	KENT	TP-698	78 4348
					8 59	BORACHO	TP-709	164 8522
					9 20	WILD HORSE	TP-727	75 4216
					9 28	VAN HORN	TP-735	61 3579
					9 45	ALLAMORE	TP-746	76 4223
					9 55	EAGLE FLAT	TP-754	76 4232
					10 05	ARISPE	TP-764	74 4129
					10 10	SIERRA BLANCA	TP-768	
					1 01 AM	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; SP connection, Sierra Blanca, to MP 767-00.

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 SP 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	759.1	TP-790	BELEN	815.2	TP-846
MENARY	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. 7

SOUTH First Class		Miles	STATIONS	Station Nos.	Sidings		NORTH First Class	
21	Mon. Thurs. Sat.				Cars	Feet	22	Sun. Tues. Fri.
		0.0	PALESTINE	AX-81	Yd.			
		1.0	WEST JCT	AX-81				
		8.5	TUCKER	AX-90	69	3448		
		18.0	OAKWOOD	AX-99	139	6953		
		34.7	BUFFALO	AX-116	58	2909		
		43.8	JEWETT	AX-125	72	3600		
		54.8	MARQUEZ	AX-136	178	8909		
		70.4	EASTERLY	AX-152	71	3552		
		77.1	FRANKLIN	AX-158	169	8482		
		89.6	HEARNE	AX-171	108	5427		
		93.9	VALLEY JCT	AX-175	96	4816		
		99.6	GAUSE	AX-181	120	6010		
		110.0	MILANO	AX-191	122	6101		
		119.1	ROCKDALE	AX-201				
		123.4	MARJORIE	AX-205	155	7787		
		132.2	THORNDALE	AX-214	69	3464		
		138.4	THRALL	AX-220	153	7670		
		144.7	M-K-T					
AM							PM	
		11 20	TAYLOR	AX-226	Yd.		5 45	
		11 31	HUTTO	AX-235	61	3088	5 26	
		11 41	ROUND ROCK	AX-243	129	6460	5 16	
		11 47	McNEIL	AX-247	91	4564	5 10	
		11 57	SNEED	AX-253	157	7880	5 00	
s12		05 179.1	AUSTIN	AX-262	48	2700	s 4 50	
		179.6	COLORADO BRIDGE	AX-263				
		12 17	BERGSTROM	AX-268	144	7211	4 37	
		12 26	BUDA	AX-276	80	4030	4 28	
		12 35	KYLE	AX-282	141	7050	4 19	
		12 45	CENTEX	AX-288	141	7050	4 09	
		12 46	M-K-T JCT	AX-290			4 08	
s12		50 209.7	SAN MARCOS	AX-291			s 4 05	
		1 06	GOODWIN	AX-302	190	9545	3 46	
		227.3	NEW BRAUNFELS	AX-308				
		227.4	M-K-T					
		1 15	LANDA'S PARK	AX-309	47	2382	3 38	
		1 24	CORBYN YD	AX-316	Yd.		3 29	
		1 32	BRACKEN	AX-322	159	7995	3 21	
		1 48	ADAMS	AX-335	73	3684	3 05	
s		2 05	SAN ANTONIO	AX-340			s 2 55	
		259.8	S. P. No. 1	G				
		260.4	S. P. No. 2					
		2 25	SOSAN	AX-345	Yd.		2 26	
PM			264.3				PM	

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.; 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 — Congress Avenue	10
City Limits Oakwood	45	MP 180-10 — MP 186-00	35
MP 21-03 — MP 21-11	45	City Limits San Marcos	30
MP 61-28 — MP 62-07	45	City Limits New Braunfels	20
MP 64-06 — MP 64-18	45	MP 252-05 — MP 256-04	45
MP 65-16 — MP 65-22	45	MP 256-04 — MP 257-10	40
City Limits Franklin	45	MP 257-10 — MP 258-17	30
City Limits Hearne	25	MP 258-17 — MP 259-30	20
MP 93-11 — MP 93-12	30	Between MP 259-30 and MP 267-00 (Except as shown below)	35
MP 94-20 — MP 94-26	45	City Limits Rockdale	45
City Limits Rockdale	45	RS&S Yard	10
MP 259-30 — SP Crossing No. 1 until crossing occupied	6	City Limits Thorndale	45
MP 144-10 — MP 144-21	25	City Limits Taylor	25
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	183.8	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.-Kerr DX002)	161.6	AX-243	Wetmore	247.7	AX-329
Longhorn	249.2	AX-330	Green Light Spur	250.0	AX-331
IBM	169.0	AX-251	North Loop	251.5	AX-333
Charles	170.4	AX-252	Towne Spur	251.8	AX-333
Hooper	171.1	AX-254	Cementville	253-6	AX-334
Stripling Blake	171.9	AX-253			

There is no superiority of trains between MP 259.0 and MP 264.3 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.

60 LAREDO SUBDIV. — PALESTINE DIVISION

SOUTH FIRST CLASS	Miles	STATIONS	Sta. Nos.	Sidings		NORTH FIRST CLASS
				Cars	Feet	
21						22
MON. THURS. SAT.						SUN. TUES. FRI.
PM						PM
2 25	264.3	SOSAN	AX345	Yd.	.....	2 26
		2.7				
2 31	267.0	HEAFER	AX348		.....	2 16
		24.5				
3 01	291.5	DEVINE	AX373	37	1879	1 44
		21.5				
3 30	313.0	PEARSALL	AX394	41	2093	1 18
		8.9				
.....	321.9	DERBY	AX403		.....
.....	329.1	DILLEY	AX410		.....
		10.4				
4 03	339.5	GARDENDALE	AX422	39	1949	12 43
		6.3				
4 11	345.8	COTULLA	AX427	92	4616	12 35
		21.3				
4 41	367.6	ATLEE	AX449	63	3191	12 05
		6.5				
4 51	374.1	ENCINAL	AX455	48	2422	11 56
		11.2				
5 07	385.3	CALLAGHAN	AX467	46	2303	11 40
		23.0				
5 41	408.3	NYE	AX490	28	1410	11 05
		3.7				
.....	412.0	Tex-Mex . . . . .			.....
		0.2				
6 15	412.2	LAREDO	AX494	Yd.	.....	10 55
PM		147.9				AM

There is no superiority of trains between MP 264.3 and MP 265.3 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

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

Business Tracks	MP	Sta. No.
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
Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max Speed 30 MPH Max. Wt. 240,000 lbs.	190.8	DABNEY		HX18		
Business Tracks Sta. No.		4.4				
Blewett SP ③ MP 187.3 HX-14	186.4	URA		HX15		
		13.5				
Yard Limits: MP 105-00 to MP 106-04; MP 139-00 to MP 148-10.	172.9	KELLY		GX173	24	1222
		9.0				
Maximum Speed Crystal City — Gardendale 30 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172-23 to MP 173-02; Wye tracks Crystal City 15 MPH.	163.9	LA PRYOR		GX164	26	1316
		18.1				
	145.8	CRYSTAL CITY ③ ④ ⑤ ⑥ ⑦ ⑧		FX146	Yd.	.....
		2.4				
	143.4	RIVER		FX143	Yd.	.....
		8.9				
	134.5	BRUNDAGE		FX134	86	4324
		7.4				
	127.1	BIG WELLS		FX127		.....
		8.3				
	118.3	COUNTY LINE		FX118	41	2068
		13.3				
	105.0	GARDENDALE	⑧ T ⑨	AX422		.....
		85.8				

TRINITY SUBDIV. — PALESTINE DIVISION 61

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings	
				Cars	Feet
0.0	PALESTINE ① T ② ③ ④		AX-81	Yd.	.....
	1.0				
0.0	WEST JCT		A-81		.....
	12.2				
12.2	ELKHART		A-94	99	5012
	12.3				
24.5	GRAPELAND		A-106	59	2960
	13.0				
37.5	CROCKETT	⑤ ⑥	A-119	175	10535
	13.7				
51.2	LOVELADY		A-133	65	3292
	13.6				
64.8	TRINITY	⑦ ⑧ ⑨	A-146	165	10200
	6.9				
71.7	RIVERSIDE		A-153	62	3138
	12.3				
84.0	PHELPS	T	A-165	88	4413
	11.7				
95.7	NEW WAVERLY		A-177	83	4175
	8.0				
103.7	WILLIS	⑩ ⑪	A-185	83	4188
	8.0				
111.7	CONROE ⑫ AT & SF		A-193	142	7100
	8.9				
120.6	TAMINA	⑬ T ⑭	A-202	68	3426
	7.1				
127.7	SPRING	⑮ T	A-209	130	6507
	10.1				
137.8	ALDINE		A-219	107	5354
	8.0				
145.8	BELT JCT. ⑯ SP ⑰ ⑱		A-227		.....
	1.7				
147.5	GULF COAST JCT. . . . . .				.....
	2.7				
150.1	SETTEGAST YD.	⑲ T ⑳ ㉑ ㉒	B-379	Yd.	.....
	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 Settegest Yard.
 CTC — Between Palestine and Signal 12, and between Spring and Belt Jct.
 Trains originating secure clearance Palestine and Settegest Yard.
 All crews arriving and departing Settegest Yard will register in and out on the HB&T Railway Co. Register.

Operation on HB&T between MP 144-00 and Settegest 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 Settegest Yd. —
 West Jct. Ft. Worth Subdiv. East wye.
 South Jct. Aldine — Both switches of siding.

Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings		
				Cars	Feet	
3.1	SOSAN		AX345	Yd.		
20.3	RO SIDING		CC21	51	2570	MAXIMUM SPEED
34.3	PLEASANTON		CC34	166	8307	MPH
55.2	CAMPBELLTON		CC55	158	7898	(Except as shown below) 49
77.3	THREE RIVERS		CC77	42	2110	MP 34-01 —
88.1	GEORGE WEST		CC88	157	7850	MP 34-04 — 30
113.0	MATHIS		CC113	17	880	MP 113-03 —
124.7	HUBERT		CC124	63	3176	MP 113-04 — 30
132.2	ODEM		B-155	Yd.		MP 145-16 —
141.2	VIOLA		CC141			MP 149-00 — 15
145.6	M. P. JCT.					
145.9	C. O. T. A.					
149.0	CORPUS CHRISTI		CC150	Yd.		
149.0						

Business Tracks:	MP No.	Business Tracks:	MP No.
Phoenix	5.0 CC-5	McCoy	46.3 CC-46
R. J. Reynolds Food Inc.	6.1 CC-6	Whitsett	63.3 CC-63
San Jose	6.7 CC-7	Sunniland	68.0 CC-68
Cassin	12.6 CC-13	Goliad Corpn.	82.3 CC-82
Lehr	19.8 CC-20	Atlantic Ref.	87.4 CC-87
Espey Sand Pit	23.1 CC-23	Heldenfels	110.2 CC-110
Leming	26.6 CC-27	Edroy	126.1 CC-126
Coughran	38.8 CC-39		

Trains must secure clearance at Odem. Yard Limits: Sosan to MP 8-00, 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.

MISSION SUBDIV.—KINGSVILLE DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings		Maximum Speed MPH
				Cars	Feet	
0.0	HARLINGEN		B-25	Yd.		(Except as below) 30
8.3	LA FERIA		BR-8	68	3441	MP 32-09 — 15
13.9	MERCEDES		BR-14	109	5465	MP 36-26 — 15
18.8	WESLACO		BR-19	52	2641	MP 42-00 — 20
22.8	DONNA		BR-23	65	3254	Hidalgo-Mission Ind. Lead — 15
26.9	ALAMO		BR-27			Served from McAllen via SP: Edinburg 30.4 BP-30
29.3	SAN JUAN		BR-29	70	3538	Hidalgo-Mission Industrial Lead — 10.7 miles
31.0	PHARR		BR-31	61	3078	Max. wt. 220,000 lbs.
34.2	McALLEN		BR-34			Business Tracks MP No.
34.5	S. P.					Hi-dalgo 0.0 BY-48
40.0	MISSION		BR-40	Yd.		Ma-dero 7.4 BY-56
40.0						

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

Business Tracks:	MP No.	Business Tracks:	MP No.
C.P. and L. Spur	1.3 BR-1	Bates	44.5 BR-44
Kipfer	1.9 BR-2	LaJoya	50.9 BR-50
Adams Gardens	6.2 BR-6	Crow Gravel Spur	52.0 BR-52
Weslaco Salvage Spur	20.6 BR-21	Sam Fordyce	55.0 BR-55
Gross-Wearden	21.7 BR-22	Spaulding	56.0 BR-56
Val Verde	24.8 BR-25	La Casita	66.0 BR-66
Hauser	32.5 BR-32	Kelsay	68.0 BR-68
McCull	33.0 BR-33		
Peace Thornton			
Lbr. Co.	36.9 BR-37		
Sharyland	37.6 BR-37		
Dowell			
Chemical Co.	38.0 BR-38		

BROWNSVILLE SUBDIVISION

Business Tracks	MP No.	Business Tracks	MP No.
Ross	7.3 BH-10	LaSara	8.6 BP-8
Clute	9.5 BH-8	Hargill	14.8 BW-15
Hoskins Jct. T	11.4 BH-6	Monte Alto	20.0 BW-5
Freeport	15.4 BH-0		

Phillips Refinery Spur—
Max. Speed 10 MPH;

Celanese Industrial
Lead—MP 277-00
Max. Speed 10 MPH.

Victoria Industrial Lead:
(Between Bloomington and Victoria: 12.5 miles)

Maximum Speed MPH
MP 0-0-Victoria 30

Business Tracks MP No.
Dernal 4.2 BM-4
Big Three Gas 4.3 BM-4
Tennessee Gas 4.5 BM-4

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 5 MPH
☒ MP 1-16 SP-G

Monsanto Industrial Lead—
Max. Speed 15 MPH;

Freeport Industrial Lead:
(Between Angleton and Freeport 15.4 miles)

Maximum Speed MPH
(Except as below) 30
Freeport-Brazos River Bridge 10
Hoskins Ind. Lead 15
Except over Bastrop Bayou Bridge MP 8-13 — MP 8-21 10

Hoskins Ind. Lead:
Max. Wt. 220,000 lbs.
Freeport to End of Track 220,000 lbs.
Following Road Crossings Clute protected before occupying College Blvd., Kyle Rd. and Main Street.

Seadrift Industrial Lead:
(Between Bloomington and Long Mott 14.0 miles)

64 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 65

SOUTH		Miles	STATIONS	Station Nos.	Sidings Cars Feet	NORTH	
SECOND CLASS						858	194
Daily	Daily					Daily	Daily
		377.0	SETTEGAST YD. § T Ⓜ ⊕	B-379	Yd.		
		368.1	8.9 NEW SOUTH YD. ⊕	B-368	Yd.		
		20.3	0.9 SP JCT. ⊗ SP ⊕				
		19.4	5.4 MYKAWA	n126 s150	7690 9350		
		14.0	4.0 PEARLAND. ⊕	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	B-342	192 9636		
		343.2	9.4 LIVERPOOL	B-333	110 5494		
		342.8	13.4 ANGLETON. ⊗ T	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 BUCKEYE	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 (PCN Conn)	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. ⊕	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	7.0 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		AM	PM
		162.1	7.5 ODEM ⊗ MP. ⊕ T ⊕	B-155	73 3656	7 25	6 45
		154.5	13.1 ROBSTOWN ⊗ TM ⊕	B-141	115 5773	7 05	6 25
		141.4	16.5 BISHOP	B-125		6 40	6 01
		124.9	6.5 KINGSVILLE. ⊕ ⊗ ⊕	B-119	Yd.	6 30	5 00
		118.4	21.0 SARITA	B-98	85 4249	5 35	PM
		97.6	20.6 ARMSTRONG	B-77	107 5364	5 01	
		77.0	9.4 NORIAS	B-68	82 4098	4 40	
		67.6	21.2 RAYMONDVILLE ⊕	B-46	104 5228	4 05	
		46.4	19.6 ⊗ S.P.				
		26.8	1.2 HARLINGEN. ⊕ ⊗ ⊕	B-25	Yd.	3 30	
		25.6	6.6 SAN BENITO	B-19		AM	
		19.0	10.0 OLMITO	B-9			
		9.0	8.3 BROWNSVILLE. § ⊕	B-0	Yd.		
		0.7					
			377.0				

No. 195 and No. 859 are superior to No. 858
TIMETABLE NO. 7

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 SP 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. 194 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	BUSINESS TRACKS:	MP Sta. Nos.
Brownsville-Harlingen		Phillips Petroleum	337.8 B-338
(Except as below)	35	Monsanto Storage	
MP 3-01—MP 3-03	15	(2 tracks)	335.9 B-336
MP 18-00—MP 22-02	20	Chocolate Bayou Spur	335.6 B-336
MP 24-24—MP 25-17	15	Danbury	327.3 B-327
Harlingen—MP 118-29	40	Brazoria Clemens	308.6 B-309
MP 118-29—MP 204-10	49	Pan American	
(Except as below)	49	Petroleum Spur	298.5 B-299
MP 154-23—MP 155-03	20	Abercrombie	297.1 B-297
MP 161-17—MP 162-07	15	Bay-Tex Fertilizer	290.5 B-290
MP 131-10—MP 132-19	30	Celanese Storage	
MP 204-10—Algoa	50	(2 tracks)	277.3 B-277
(Except as below)	50	Elmaton	269.6 B-270
MP 282-22—MP 285-15	30	Keeran	232.6 B-234
MP 305-14—MP 305-17	35	McFaddin	209.4 B-209
MP 318-19—MP 320-04	20	Refco Corp.	190.4 B-190
MP 342-28—MP 343-09	25	Cranell	173.6 B-174
Algoa—Settegest Yard	45	Calallen	148.1 B-148
(Except as below)	45	Corpus Christi	
Wye track Algoa	25	Filtration Plant	147.3 B-147
Around two curves on AT&SF		Lon Hill	146.7 B-147
MP 0-0 to MP 0.5 west of		Driscoll	132.1 B-132
Alvin	20	Chemcel	122.8 B-123
Over SP crossing MP 19.4	40	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

Yard Limits:
MP 0-0 to MP 28-06;
MP 116-00 to MP 125-30;
MP 152-20 to MP 154-24.

66 SUGARLAND SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station Nos.	Yard Limits—Entire Subdiv.
	SOUTH	NORTH		
	SETTEGAST Yd. 1.7		B-379	Business Tracks MP Sta. No. Pierce Junction 7.9 AE-7 Klein Industrial 9.2 AE-9 Houston Chemical Co. 9.6 AE-9 AB Chance 10.1 AE-10 Imperial Salt Co. 13.1 AE-13 Witco 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
	Gulf Coast Jct. 2.6		A-227	Rosharon Industrial Lead: (Hawdon—Rosharon 8.6 miles) Max. Wt. 220,000 lbs.
	BELT JUNCTION 1.2			Business Tracks MP Sta. No. Juliff 23.0 AE-23 Rosharon 29.7 AE-30
	S. P. 1.3			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
	S. P. 0.8			Sugarland AG 33 Pryor AG-35 Operation via HB&T—SP.
	BUFFALO BAYOU 0.9			
0.0	CONGRESS AVE. 0.6			
0.6	G. H. & H. 0.2			
0.8	H. B. & T. 0.2			
1.0	H. B. & T. (Two Trks.) 0.1			
1.1	S. P. 5.8			
6.9	S. P. 1.6			
8.5	MYRTLE 0.9	AE-8		
9.4	ALMEDA 9.4	AE-11		
18.8	ARCOLE A.T. & S.F. 2.3	AE-19		
21.1	HAWDON 4.0	AE-21		
25.1	A. T. & S. F. 8.0			
33.1	END OF TRACK 33.1			

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

BAYTOWN SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station No.	YARD LIMITS ENTIRE SUBDIV.
	WEST	EAST		
33.4	BAYTOWN 2.7		BG-33	Maximum Speed MPH (Except as shown below) 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
30.7	E. O. CO. 2.2			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.
28.5	DURHAM YARD 6.0		BG-28	
22.5	HIGHLANDS 4.5		BG-22	
18.0	CHANNEL VIEW 8.5		BG-18	
9.5	MARKET ST. 5.7		BG-9	
3.8	SETTEGAST YD. 29.6		B-379	

BUSINESS TRACKS: MP	Sta. No.
Miller-Estes Spur	10.3 BG-10
Sheffield Road	
Team	12.4 BG-12
Armco	12.6 BG-13
North Shore Iron & Metal	12.7 BG-13
Walton Barge	
Terminal	13.1 BG-13
Greens Bayou	14.3 BG-14

BUSINESS TRACKS: MP	Sta. No.
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
Coady	27.0 BG-27

All crews arriving or departing Settegest 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.

TIMETABLE NO. 7

LAKE CHARLES SUBDIV.—DeQUINCY DIVISION 67

Miles	STATIONS		Station No.	Siding	Maximum MPH Speed (Except as below)
	SOUTH	NORTH			
601.6	ALEXANDRIA 9.0		C-625	Yd.	MP 602-10 — MP 602-20 — 35 MP 604-11 — MP 604-20 — 45
610.6	WOODWORTH 5.1		C-634	59 2397	MP 623-24 — MP 624-11 — 35
615.7	BRINGHURST 7.9		C-640	115 5764	City limits Oakdale — 25 MP 661-07 — MP 690-02 — 40
623.6	GLENMORA 12.0		C-647	67 3464	MP 690-02 — MP 690-03 — 20
635.6	OAKDALE 0.4		C-659	125 6747	MP 690-03 — MP 693-07 — 40 MP 693-07 — End of Track 10
636.0	A. T. & S. F. 14.3				Lake Charles: Wharves & Apron Docks 5
650.3	OBERLIN 3.8		C-674		
654.1	ELDER 6.5		C-679	97 4850	
660.6	KINDER 19.4		B-544	Yd.	
680.0	IOWA JCT. 10.2		C-704		
690.2	S. P. 4.0				
694.2	LAKE CHARLES 4.0		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 Spur	652.3	C-676	Woodlawn	675.0	C-700
Long Leaf	621.2	C-645	Fontenot	664.2	C-688	American		
McNary	622.6	C-646	Fenton	669.4	C-694	Cyanamid	680.5	C-703
Bodcaw	647.0	C-670				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 SP
Lake Charles Goss Port lead SP
KCS
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.

CROWLEY SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station No.	Maximum MPH Speed (Except as below)
	SOUTH	NORTH		
570.3	EUNICE 7.6		B-570	MP 570-10—MP 571-10 15 MP 590-28—End Track 10 Mill St. Lead Crowley 10
577.9	MOWATA 4.5		BD-578	Yard Limits—Entire Subdiv. Crowley-Mill Row lead SP BUSINESS TRACKS: MP Sta. Gulf States 575.5 BD-575 American Cynamid 577.7 BD-577
582.4	MAXIE 9.9		BD-582	
592.3	CROWLEY 4.0		BD-592	
22.0				

ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station No.	Maximum MPH Speed (Except as below)
	SOUTH	NORTH		
477.7	MAURICEVILLE 5.3		B-477	MP 489-06 — MP 490-15 10 Doc Brown: Dupont Industrial Lead 10 Dupont Industrial Lead 10 East Conn. 10 Firestone Ind. Lead 10
482.9	PEVETO 4.0		BE-482	ORANGE: Weaver Ind. Lead 5 County Dock Ind. Lead 5
486.9	S. P. 1.1			Yard Limits Entire Subdiv.
488.0	DOC BROWN 2.5		BE-488	BUSINESS TRACKS: MP No. Bancroft 485.0 BE-485 Kilowatt 486.5 BE-486
490.5	ORANGE 12.9		BE-490	

TIMETABLE NO. 7

68 BEAUMONT SUBDIV. — DeQUINCY DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Nos.	Sidings	
					Cars	Feet
641.5		ANCHORAGE Yd.	⊙T	B-644	Yd.	.....
631.5		ERWINVILLE		B-631	.....	.....
621.1		LIVONIA ⊙T. & P.	⊙A ⊙B	B-622	.....	.....
.....		ATOHAFALAYA Riv. ⊙M			.....	.....
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.	⊙A		.....	.....
590.1		⊙T. & P.	⊙A		.....	.....
584.2		LAWTELL		B-584	74	3700
570.4		⊙ SP. . . . .	⊙		.....	.....
570.3		EUNIOE	□ ⊙T ⊙S	B-570	111	6550
559.5		BASILE		B-559	82	4116
544.5		KINDER ⊙M.P.	⊙ ⊙T ⊙S	B-544	Yd.	.....
532.3		REAVES		B-532	77	3848
515.3		GORDON		B-515	110	5616
508.4		⊙K. C. S.	⊙A		.....	.....
508.0		DEQUINCY, LA.	⊙ ⊙B ⊙S	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 ⊙M ⊙	B-477	197	9863
467.2		VIDOR		B-467	260	13018
462.8		SP JCT . . . . .			.....	.....
461.8		DRAWBRIDGE	⊙ ⊙M		.....	.....
461.6		⊙ SP-ATSF	⊙M		.....	.....
460.8		GCL JCT . . . . .			.....	.....
460.3		⊙ SP-KCS	⊙M		.....	.....
459.1		BEAUMONT.	⊙ ⊙B ⊙T ⊙S	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 JCT.		B-382	.....	.....
379.3		SETTEGAST Yd.	⊙ ⊙T ⊙S	B-379	Yd.	.....

263.8

Operation over KCS Ry. between GCL Jct. and CS Jct. Be governed by Uniform Code of Operating Rules and Special Instructions Items 7(c).

Hot Box and Dragging Equipment Detectors located at *MP 444-18, *MP 529-32, *MP 563-22 and *MP 596-02.

Timetable direction from GCL Jct. to CS Jct. is North. Northward trains secure KCS clearance at Beaumont.

KCS Milepost	Station	Business Tracks	Milepost
720.3	CS Jct.	Alton Box Co.	721.2
723.6	Helme	Green Island	727.0
728.4	Lucas	Lunita	730.4
735.2	Starks	Lemonville	748.1
740.6	Ruliff	Korf	764.9
750.2	MP Crossing		

TIMETABLE NO. 7

BEAUMONT SUBDIV. — DeQUINCY DIVISION 69

KCS Mile Post (Cont'd.)

Mile Post	Station
750.2	Mauriceville
760.4	Vidor
764.9	SP Jct.
766.0	Beaumont
766.0	SP Crossing
766.6	GCL Jct.

Max. Speed GCL Jct. to CS Jct. 40 MPH
Except:

Over MP Crossing MP 750.2	30 MPH Eng. only.
City Limits Vidor MP 757.0 to MP 762.0	30 MPH
Over Neches River Bridge MP 765.9	20 MPH
City Limits Beaumont	20 MPH

All tracks other than main tracks, through turnouts and crossovers 10 MPH

Yard Limits — Indicated by Yard limit signs:

MP 721.0 to CS Jct.
MP 763.9 to GCL Jct.

Location of Hot Box and Dragging Equipment Detectors:

MP 726.0
MP 743.4

NEW IBERIA SUBDIV. — DeQUINCY DIVISION

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 ⊙S	B-597			
11.2		ARNAUDVILLE		BB-12	Levert	30.3	BB-31
17.5		CECELIA		BB-18	Gondron	37.3	BB-38
25.5		PARKS		BB-26	Cajun Sugar Mill	43.4	BB-43
30.3		ISLE LABBE		BB-31	Bryant	45.9	BB-46
39.4		LOREAUVILLE		BB-40	Olivier	52.3	BB-53
41.0		TECHE BAYOU	⊙ ⊙S		Lifenite	54.4	BB-56
46.4		NEW IBERIA	⊙ ⊙T ⊙S	BB-48	Loisel	56.5	BB-58
46.8		⊙ S. P. (WEST TOWER) ⊙			Enterprise	58.1	BB-59
47.7		S. P. Conn			Laue	59.9	BB-61
		VIA S. P.			Adeline	64.3	BB-65
52.9		S. P. Conn			Charenton	69.0	BB-69
59.1		JEANERETTE		BB-60	Jefferson Island	66.3	BC-57
59.2		⊙ S. P.	⊙		Oaklawn	73.8	BB-75
59.4		⊙ S. P.	⊙		Franklin	79.3	BB-80
60.2		⊙ S. P.	⊙		Yard Limits: MP 0-0 to MP 2-15; MP 40-00 to MP 47-21; MP 52-27 to MP 63-24.		
62.5		SORRELL		BB-64	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.		
63.8		S. P. Conn			Maximum Speed 25 MPH, except MP 46-13 — MP 82-10, 10 MPH on Mo. Pac. tracks.		
		VIA S. P.			Jefferson Island Industrial Lead, 25 MPH. Except MP 48-01 — MP 48-07 — 10 MPH and MP 57-22 — End of track 10 MPH.		
82.3		GARDEN CITY	T	BB-83	⊙ SP ⊙ — Jefferson Island — Ind. lead.		
		82.3			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.		

TIMETABLE NO. 7

72 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

Hot Box and Dragging Equipment Detectors: MP 724.4 and MP 755.9.

Bridge Restrictions: (In addition to Max. Wt. Limitations.)

Br. Location	Wt. 263,000 to 274,000 lbs.	Wt. 274,000 to 315,000 lbs.
MP 715.0	25 MPH	20 MPH
MP 716.7	25 MPH	20 MPH
MP 728.4	No Restriction	25 MPH
MP 767.7	25 MPH	20 MPH

Atchafalaya River Bridge (drawbridge), MP 729.2: use governed by masts 500 ft. from each end of bridge, each equipped with red light and lunar placed horizontally two feet apart giving indications as follows:

Aspect	Indication
Red light illuminated:	Stop before reaching mast.
Lunar light illuminated:	Proceed at low speed.

If any aspect is seen other than above stop must be made before reaching mast.

If movement is stopped by Red Light, absence of light or improperly displayed light, member of crew must contact bridge tender when on duty, obtain permission to proceed, examine rail to see it is safe to proceed and advise engineer before train moves onto bridge. If bridge tender is not on duty crew member will examine rail to see it is safe to proceed and advise engineer before train moves onto bridge.

Between Sunset and Sunrise crossings at Rickey St., Poydras Ave., Highway 30 and 90 bypass—New Roads, must not be obstructed by an engine or car in switch movement until a member of the crew displaying lighted red fusee protects movement on the ground at the crossing. A lighted red fusee must be left displayed during the time the crossing is obstructed.

CHURCH POINT SUBDIV.—NEW ORLEANS DIV.

Miles	SOUTH ▼ STATIONS	NORTH ▲	Station Nos.	Sidings	
				Cars	Feet
Rule 99 (d) in effect. Yard Limits MP 1 to Bunkie.					
Maximum Speed 30 MPH (Except as below)					
0.0	BUNKIE	②-2 ④T ⑤	TB-163	.....	.....
3.6	EOLA	③ S. P.	TL-4	.....	.....
8.8	ST. LANDRY	5.2	TL-9	9	470
20.0	VILLE PLATTE	11.2	TL-20	38	1927
26.7	LEDOUX	6.7	TL-27	12	705
36.0	OPELOUSAS	7.5	TX-23	12	611
43.5	LEWISBURG	4.4	TX-32	10	517
47.9	CHURCH POINT	47.9	TX-36	15	752
Business Tracks MP Nos. Cleco 9.5 TL-10 Tate Cove 15.4 TL-16 Lithcote 21.5 TL-21 Swift Co. 41.1 TX-30 Canal Refinery Spur 46.0 TX-35					

THIBODAUX SUBDIV.—NEW ORLEANS DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Yard Limits: Entire Subdiv.
0.0	McCALL		TB-68	Maximum Speed 25 MPH (Except as below)
1.4	PALO ALTO		TH-3	MP 0-0—MP 0-07 15 MP 12-13—MP 13-11 15
9.4	PAINCOURTVILLE		TH-11	Business Sta. Tracks MP No. Lula 5.0 TH-7 Wanda Pet. Co. 7.5 TH-8 Westfield 8.9 TH-9 Albermarle 13.8 TG-18 Laurel Grove 24.4 TH-24 Elmer 23.6 TG-26 Cane Machy, 29.6 TG-28
12.5	MUNSON		TH-14	
13.1	NAPOLÉONVILLE		TH-15	
31.0	THIBODAUX		TG-29	
31 0				

NOLC SUBDIV.—NEW ORLEANS DIVISION 73

Miles	SOUTH ▼ STATIONS	NORTH ▲	Station Nos.	Maximum Speed: (Except as below)	MPH
0.0	GOULDSBORO		TB-2 C-815	Service Roads - Each side - Westbank Expressway MP 2.5—MP 2.7	25 10
1.0	S. P.		Y-1	Marie Dr. Gretna—MP 3	10
9.2	BELLE CHASSE		Y-10	MP 15.6—MP 17.0 MP 20.5—MP 22.0 MP 23.6—MP 24.3	10 10 10
44.5	PORT SULPHUR		Y-46	MP 32.5—MP 32.8 MP 39.5—MP 40.2	10 10
54.0	EMPIRE		Y-55	MP 44.1—MP 44.7	10
56.2	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 ▼ STATIONS	EAST ▲	Station Nos.	Jurisdiction includes New Orleans to MP 17.0 Alexandria Subdivn. and Avondale to Gouldsboro including Perry Street Wharf.
0.0	NEW ORLEANS	①②-2 ④\$T	TB-1	
10.2	W. BRIDGE JCT	③	TB-10	Operation W. Bridge Jct.—New Orleans via New Orleans Public Belt R.R.
1.5	GOULDSBORO	T	C-815 TB-2	
10.2	W. BRIDGE JCT	③	TB-10	
11.4	AVONDALE	③④\$	TB-11 C-806	Yard Limits: MP 0-0 to MP 17-00. Drill track switch to MP 13-34 designated arriving and leaving switch for Avondale Yard.
17.0				

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-8 (TP) C-809 (MP)
Shrewsbury	C-811
Marrero	TB-5 (TP) C-812 (MP)
Harvey	TB-4 (TP) C-813 (MP)
Gretna	TB-3 (TP) C-814 (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. 55 MPH with units 1100-1299, 1500-1521, 8000-8007, and 65 MPH on all other units whether operating or dead in tow.
- B. Engines running light 45 MPH.
- C. Engines without pilot on end facing direction of movement or when shoving cars 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 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 OR MATERIAL CARS: MPH

Locomotive Cranes (boom must be disconnected)	30
Ditchers and Burro Cranes, loaded on flat cars	30
Except Burro Cranes when loaded on MPX 15000—15018 Incl. and MPX 15094 or loaded on TPX 15026—15032 Incl. and TPX 15108—Max. Frt. Train speed.	

Cars designated by initials MPX, TPX or CEIA 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:

- MPX Diesel Engine Car 1
- MPX air dump cars 4000-4069; 55400-55402; 55600-55606; 55800; 75300-75307; 76900-76919
- MPX Welded rail cars series 6500-6568, 6600-6636, 6650-6685, 6701-6726
- MPX tie cars series 8001-8078; 8100-8124
- 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 70000-70054
- 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

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
10	7
15	10
20	14
25	20
30	23
35	27
40	31
45	36
50-60	40

Scale test cars except MPX 198, MPX 15110, MPX 15111, MPX 15115, MPX 15116 and MPX 15117—30 MPH

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, loaded or empty 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, condr. 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.

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:

The maximum gross weight of work equipment or cars that can be handled will be shown on the schedule page for each subdivision.

If maximum weight shown is	220,000 lbs.	240,000 lbs.	263,000 lbs.
Then: 4 axle cars may handle	220,000 lbs.	240,000 lbs.	263,000 lbs.
" 6 " " " "	330,000 lbs.	360,000 lbs.	394,500 lbs.
" 8 " " " "	418,000 lbs.	456,000 lbs.	526,000 lbs.

except as authorized by the superintendent. Such authority together with any restrictions, must be attached to the waybill.

If speed restrictions required, Train Order Form X must be issued, when practicable.

Six axle-type engines must not operate on subdivisions where the maximum gross weight limitation is less than 240,000 lbs., except as authorized by the 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 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 horn 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 employe 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 Main 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. Lefeber and SLSF-ATSF conn.
 6. 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 turn-outs 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.

7. (c) Use of KCS tracks between GCL Jct. and CS Jct. (KCS Seventh Subdivision), and L&A tracks between Mansura Jct. and Lobdell Jct. (L&A Baton Rouge Subdivision) and between East Jct. and West Jct.; be governed by Uniform Code of Operating Rules and MP System Timetable and Special Instructions except as modified below:

- (1) Rule 10(g): Temporary Speed Restriction and Resume speed signs will not be used.
Rule 10(h): Green Resume speed signs not used.
- (2) Rule(a): When the number of other than the leading unit is used to identify the engine of a train, signals per Rule 20(a) will be displayed on the identifying unit.
- (3) S-89(a) — add: Subject to slower restrictions, trains must not exceed 25 MPH when meeting or passing other trains on adjacent tracks.
- (4) Rule 99(i) — add: When flagman of preceding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- (5) Rule 99(j) in effect.
- (6) Rule 103 — add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 min-

utes unless such crossing is protected by a flagman or crossing gate.

- (7) Rule 217. Delivery Orders: Last paragraph does not apply. (Restricting orders must not be sent for delivery.)
- (8) Track Work Protection Order: (KCS Form "U")

Pre-printed multiple location: (Example)

"—(Date)— on the —(name)— Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge.

After receiving proper signal or verbal permission to proceed be governed by speed authorized verbally by foreman in charge.

		BETWEEN			
LINE	TIMES	OVER	MP	MP	FOREMAN
1	UNTIL		AND		
2	UNTIL		AND		

(Form contains 8 lines for up to 8 locations)

In the absence of foreman at location protected, train may proceed only:

- (1) When authorized by man in charge after proper identification and explanation of foremans absence.
- (2) When authorized by train dispatcher after he has ascertained from foreman that track is clear and safe for passage.
- (3) Upon expiration of time specified in the Form "U" Train Order.

Form "U" Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Part of the order may be annulled as follows: (Example)
"Line 4 of Order No. 508 is annulled."

Train or engine within protected limits at time order goes into effect must stop and not proceed until authorized as required by the order.

Abbreviations authorized for use in this order: TRK - track
BDG - bridge

- (9) Rule 285 - modify: Aspect: Yellow or Yellow over Red
or
Yellow over Red over Red.
Name: Approach.
Indication: Proceed, immediately reducing to 30 MPH or slower if necessary, prepared to stop before leading wheels pass the next signal.
- (10) Rule 330: Exception to requirement for low speed in CTC territory does not apply.

- (11) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (12) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (13) Cars less than 40 feet in length (including scale test cars) must not be coupled next to Hydrocushion 60, high cubical box, auto loader racks, piggybacks, large tanks, or any car 50 feet in length or longer. Cars 85 feet or longer must not be placed nearer than the 6th car from an engine or remote unit.
- (14) Maximum weight limitations: Cars with gross weight in excess of 263,000 lbs. up to 274,000 lbs. are not restricted except as indicated on Avoyelles Subdivision. Cars in excess of 274,000 up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.

Movement of cars in excess of 315,000 lbs. must be authorized by Supt. of Transportation, Shreveport, La., except DUPX 28050 series 8 axle tank cars weighing up to 526,000 lbs. which may be handled at maximum speed and coupled together in any number, but must not be handled next to engine or other car exceeding 263,000 lbs.

- (15) MP Special Instructions Item 16 (Hot box and dragging equipment detectors) - modify: (All are read out panel type with three yellow lights above panel and one red light below. Panel will display axle count 2 seconds after rear of train has passed.)

<u>Aspect:</u>	<u>Indication:</u>
White light on equipment house illuminated:	System on.
Left OR right yellow light flashing:	Hot journal detected on side indicated.
Left OR right AND center yellow light flashing:	More than one hot box detected both on side indicated.
Three yellow lights flashing:	At least one hot box detected on each side of train.
Left AND right yellow light flashing AND red light illuminated:	Dragging equipment detected.
Three yellow lights flashing AND red light illuminated:	Dragging equipment AND one or more hot boxes detected.

MP Special Instructions will apply with respect to each condition indicated in addition to following:

Journal or adapter found noticeably hotter than others, car must be set out.

If defect is not located train must be observed closely and if defect is indicated on same axle a second time car must be set out.

7. (d) Operation over L&A tracks between Mansura Jct. and Lobdell Jct. (L&A Baton Rouge Subdivision);

Be governed by MP timetable and add the following:

- (1) General Orders will be issued and signed jointly by T&P and L&A Superintendents.
- (2) Employes are subject to instructions of officers of L&A Ry.
- (3) Track Ownership:

Mansura Jct. to Hamburg.....	L&A
Hamburg to Simmesport.....	T&P
Simesport to Lettsworth.....	L&A
Lettsworth to Lobdell Jct.....	T&P

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 schedule 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, unit must be moved off line to assignment location for necessary repairs.
- 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 SD40	GP16 GP18	GP7 GP9	GP15 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 SD40 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 GP15	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 81-298, 1085-1096, 1600-1827, 1837-1849, 1856-1881, 1900-1944, SW Units 1100-1299 and 1500-1521 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 of 6 to 8 lbs. 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 brake 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 locomotives (types U23B, U30C and SD-40) are 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) Air Brake 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 26:** A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to nor moved. Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

(6) **RULE 26-A:** When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a

classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided:

- (a) Each manually operated switch, including crossover switches, providing access to the track must be lined for movement to another track and a blue signal displayed at or near each switch, and each remotely controlled switch providing access to the track must be lined against movement to the track and a locking device applied to the control for the switch.
- (b) The employee in charge of the workmen must ask for and receive from the operator of the remotely controlled switches the required protection before the work is begun.
- (c) The operator of the remotely controlled switches will provide the protection before informing the employee in charge of the workmen that it has been provided. He will not remove the locking device until notified by the employee in charge of the workmen that the work is completed.
- (d) The operator will record on a prescribed form and retain for 30-days information as to the date and time he received request for track protection, name and craft of employee in charge who requested the protection, the number or other designation of the track involved, the date and time he notified the employee in charge that the protection had been provided, the date and time he was informed the work had been completed and the name and craft of the employee in charge who provided this information.

(7) **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.

(8) **RULE 103 (a) (5):** All tank cars containing flammable compressed gasses must not be cut off in motion, but will be shoved to rest. In addition, the next succeeding car or cars to be switched into the same track against an exposed tank car of flammable compressed gas must be shoved to rest, and all coupling made with no more force than is necessary to complete the coupling. These cars will be identified by the letter "G" in advance consists, PICL lists, hump lists, etc.

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

(10) **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.

(11) **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.

(12) **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.

(13) **RULE 344: Automatic Interlocking.** In absence of favorable signal indication or illuminated indicator light after working time release it may be determined that signals on the conflicting route indicate stop as follows:

Crew members will go both directions on conflicting route and observe that absolute signals display stop indication and signify such by giving hand proceed signal to member of crew located at the crossing, or directly to the Engineer if member of crew at signal is in view of the Engineer and that crew member has received a pre-agreed proceed signal from crew member located at the other signal. Crew members will remain at the signals on conflicting route and observe that they continue to display stop indication until conflicting route is fouled by their train.

If dark signal is encountered or members of crew on conflicting route are out of view protection per Rule 99 must be afforded on conflicting route.

(14) **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.

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

(15) **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.

(16) **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"

(16.1) The requirements as to repetition, understanding and correctness of train orders will also apply to PX Lineups.

(17) **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 or 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 bush-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.

Proper identification under Uniform Code of Radio Rules Nos. 24, 83, or S-89 (a) may be accomplished by direct radio conversation between crews involved. Train must approach such location at restricted speed until proper identification is received and acknowledged.

15. AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS

When a train is stopped with an emergency application of the brakes, whether from Locomotive or Train, or at a service rate of reduction from the train, the engineer will not move the locomotive until he has been informed by a member of the crew that inspection of entire train has been completed and that it is safe to do so, except that when bridge or other physical characteristic prevents walking inspection of entire train, inspection will be made of as much of train as is possible, then train moved not exceeding 4 M.P.H., no further than is necessary to permit walking inspection of remainder of train.

16. HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

(Also shown on Schedule Page).

SUBDIV.	MP	SUBDIV.	MP	SUBDIV.	MP
Alexandria	44-02	Chicago	212-32	Memphis	* 348-15
Alexandria	71-10	Chicago	* 237-29	Monroe	373-06
Alexandria	108-07	Chicago	* 267-05	Monroe	398-10
Alexandria	134-04	Chicago	293-20	Monroe	421-20
Alexandria	168-06	Chicago	321-00	Monroe	438-05
Austin	119-24	Dallas	29-15	Monroe	469-08
Baird	282-30	Dallas	54-24	Monroe	* 537-13
Baird	317-02	Dallas	80-05	Monroe	569-18
Baird	347-09	Dallas	108-05	Oklahoma	* 189-25
Baird	* 377-00	Dallas	* 162-11	Oklahoma	* 236-25
Baird	416-00	Dallas	* 190-18	Oswatomie	* 390-33
Baird	453-00	Ft. Worth	19-10	River	160-33
Baird	485-14	Holsington	595-21	River	223-18
Beaumont	* 444-18	Holsington	* 625-27	Sedalia	28-24
Beaumont	* 529-32	Horace	* 792-05	Sedalia	62-18
Beaumont	* 563-22	Horace	851-00	Sedalia	95-33
Beaumont	* 596-02	Hoxie	* 188-22	Sedalia	* 152-31
Chester	28-02	Hoxie	220-09	Sedalia	* 184-11
Chester	57-20	Hoxie	255-09	Sedalia	* 230-09
Chester	92-28	Hoxie	* 283-14	Sedalia	* 265-28
Chester	* 111-25	Hoxie	312-10	Toyah	544-00
Chester	182-17	Little Rock	373-35	Toyah	613-20
Chicago	* 46-45	Little Rock	403-03	Toyah	706-10
Chicago	* 73-30	Little Rock	* 431-37	Trinity	33-11
Chicago	98-11	Little Rock	462-00	Trinity	87-12
Chicago	122-24	Longview	25-12	Trinity	97-16
Chicago	139-39	Longview	53-01	Trinity	132-00
Chicago	160-31	Memphis	* 292-00	Whitesboro	194-08
Chicago	179-22	Memphis	324-25	Whitesboro	219-12

16.1 General Instructions

The following instructions apply to all hot box and dragging equipment detectors:

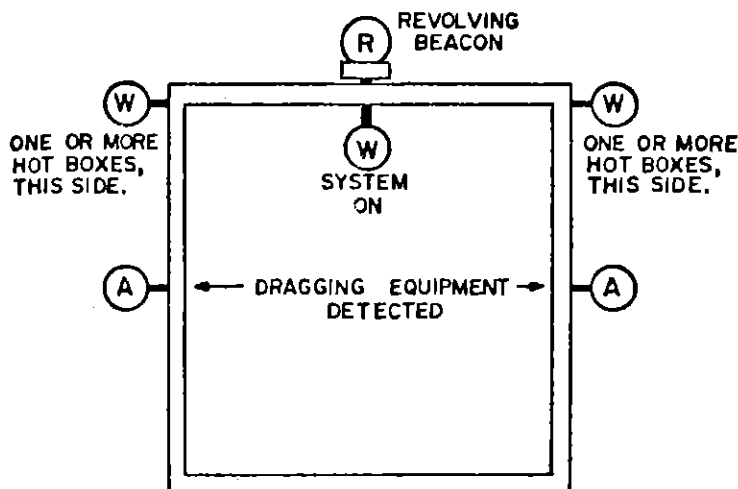
- Train speed of at least 10-MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make standing inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practical, while approaching or passing detector. Excessive braking will cause false indications.
- Instructions (a), (b), and (c) above may be suspended at the discretion of the crew in the interest of safe train operation, or in an emergency condition.
- When detectors are actuated, the following information must be reported to the Dispatcher by the first available means of communication.
 - Train identification.
 - Date and time actuated and MP location of detector.
 - Type of indication displayed by detector, i.e., hot box or dragging equipment.
 - When detector is equipped with digital readout, report car number, axle and hot box location as indicated by readout.

- Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out car even though journal was warm enough to actuate the detector, advise what corrective action was taken to permit movement of car. Indicate roller bearing or friction bearing.)
- Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received from any detector and car is not set out.
- Each detector is equipped with a steady burning white light to indicate "System On", located as shown in the following sketches. This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and caboose, train must be given standing inspection and dispatcher notified.

At some detectors, two white lights (one facing each direction) are used to indicate "System On". The possibility exists that a light may be burned out in one direction. If both engine and caboose verify that at least one light is burning, the system is "On" and an inspection need not be made.

16.2 Hot Box and Dragging Equipment Detector Station Equipped with Light Array Indicator.

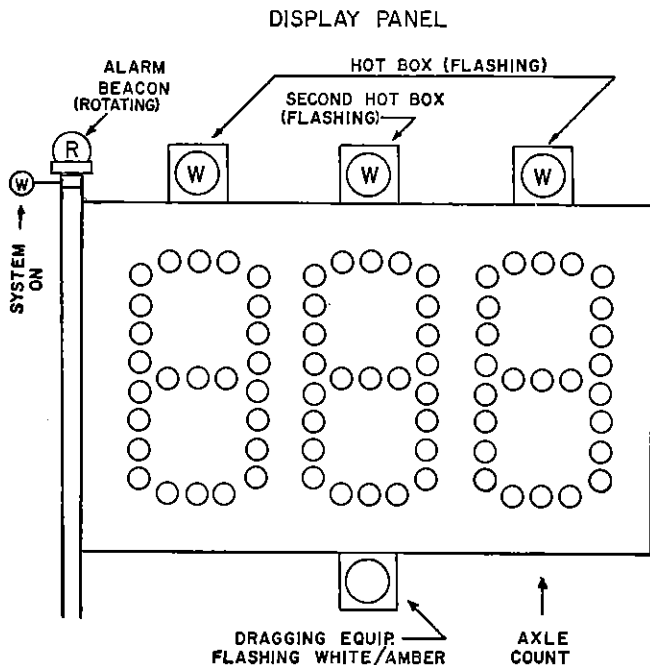
LIGHT ARRAY



When illuminated, array lights indicate the following:

- Revolving Red Beacon — Revolving red beacon at top center of indicator array will normally be dark. Beacon will be actuated when a hot journal and/or dragging equipment is detected.
- White light - lower center — White light at lower center of indicator array will be displayed continuously during passage of train to indicate "system on". See paragraph 16.1(g)
- White light - side — One side light illuminated indicates one or more hot journals detected on side of train indicated by array. Inspect entire side of train. If both white side lights are illuminated, one or more hot journals detected on both sides of train. Inspect both sides of the entire train.
- Yellow light - side — Both yellow lights will be illuminated when dragging equipment is detected. Inspect entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

16.3 Hot Box and Dragging Equipment Detector Stations Equipped with Digital Display



Detectors designated by symbol (*) are equipped with digital readout as sketched above.

- (a) Revolving Red Beacon—Revolving red beacon situated on top of display panel mast is actuated by hot journal or dragging equipment.

Information as to the type and location of defect is displayed on the digital display panel.

If red beacon is illuminated and no information is displayed on panel, inspect entire train for hot journal or dragging equipment.

- (b) System On-white light must be illuminated during passage entire train. See paragraph 16.1(g).

- (c) White indication lights above panel.

Right Side: Flashing white light indicates one hot journal has been detected on side of train.

Left Side: Flashing white indicates one hot journal has been detected on left side of train.

Center: Multiple defect indicator—White flashing light indicates more than one defect detected. This light will operate whenever a second defect is detected, whether it be a second hot journal, or dragging equipment, or any combination of defects.

- (d) White or Amber indicator light below panel—Flashing white or amber light indicates that dragging equipment has been detected.

- (e) Number on display panel indicates the number of axles from the first defect detected, up to and including the rear axle of caboose. If hot journal is not located on axle indicated, or dragging equipment is not located near axle indicated, inspect entire car and two cars on each side of car indicated by axle count.

- (f) The revolving red beacon, display panel indicators, and numeral display are normally dark. When actuated by any defect, the revolving red beacon is illuminated, the proper indicator on the display board begins to flash, and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals, and revolving red beacon will remain illuminated for approximately ninety seconds after rear of train passes detector.

- (g) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows:

- (1) Multiple defect indicator flashing and right (left) side indicator flashing, axle count displayed.

Two or more hot journals have been detected on the right (left) side of train. The number displayed indicates the axle at which the first hot journal has been detected. One or more hot journals have been detected between this point and the end of the train.

- (2) Right side indicator flashing and left side indicator flashing, axle count displayed.

A hot journal has been detected on each end of the same axle indicated by the illuminated numerals.

- (3) All three white indicators flashing above panel and axle count displayed.

Signifies the first indicated hot journal may be on either side of train at axle indicated by numeral display. Inspect both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of train as first hot journal, and one or more subsequent hot journals on opposite side of train.

- (4) Multiple defect indicator flashing and dragging equipment indicator flashing, axle count displayed.

Two instances of dragging equipment detected; the first occurring near axle count displayed.

- (5) Multiple defect indicator flashing, dragging equipment indicator flashing, right (left) side indicator flashing, axle count displayed.

A hot journal on the right (left) side of train has been detected or dragging equipment has been detected at axle count indicated. Inspect right (left) side of train for second defect, hot journal or dragging equipment.

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

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓡ—Radio Base Station.
- ⓑ-1—Call in System Dispatcher 1.
- ⓑ-2—Call in System Dispatcher 2.
- Ⓒ—Draw Bridge.
- Ⓒ—Gate—Normal position against conflicting route.
- Ⓒ—Gate—Normal position against this Sub-div.
- Ⓜ—Manual Interlocking.
- Ⓔ—Stop Sign.
- Ⓣ—Turntable or Wye.
- Ⓒ—Railroad Crossing at Grade.
- Ⓒ—Yard Limits.
- Ⓒ—Conditional 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.
- Ⓢ—Regular stop.
- f—Flag stop for psgrs.
- Ⓢ—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.

