



**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.

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**TAKE TIME FOR SAFETY**

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**SAFETY FIRST**



**MISSOURI PACIFIC  
RAILROAD CO.**

and

**AFFILIATED COMPANIES**

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SYSTEM

**TIMETABLE  
No. 8**

**Effective 12:01 a.m. Sunday, April 24, 1977**

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

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FOR THE GOVERNMENT OF  
EMPLOYEES CONCERNED.

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

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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.  
W. F. HILLEBRANDT, Asst. Gen. Mgr.—Transpn.

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	R. Turner	Yard Center, Ill.
Illinois-M&I RR	A. W. Rees, Jr.	Chester, Ill.
Arkansas	C. Oehler, Jr.	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.
D. J. Rodrigue	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	L. L. Carmichael	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.

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**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	Dailey	116.5	ZB-117
MP 274-05 — MP 274-07	20	Royal	120.0	ZB-120
MP 275-38 — MP 276-14	30	Tipton	129.1	ZB-129
MP 298-00 — MP 299-00	30	Block	136.5	ZB-136
MP 302-23 — MP 302-23	55	Bongard	140.0	ZB-140
MP 314-08 — MP 318-00	40	West Ridge	148.9	ZB-149
MP 318-00 — MP 324-36	50	Bourbon	159.4	ZB-159
MP 324-36 — MP 335-20	40	Chipp	173.1	ZB-173
MP 338-00 — Chester Subdiv. Conn.	20	Shelbyville	193.9	ZC-194
		Moccasin	212.9	ZC-213
		Loogotee	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. 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:

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

Cissna Park — Breaks out at Goodwine (5.9 miles) — Max. Speed 20 MPH Claytonville 94.2 ZF-94 Cissna Park 97.9 ZF-98

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

**PANA SUBDIV.—ILLINOIS DIVISION**

Maximum Speed:	MPH	Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings
Findlay Jct.—Pana Jct.. 60						
Pana Jct. entering or leaving CR main tracks. 15						
BUSINESS TRACKS	No.					
Westervelt MP 191-8	ZB-192	185.2	FINDLAY JCT.....	⑥	ZB-186	
MP Stations on CR R.R.						
Rosamond MP 171.4	ZB-209	205.1	PANA JCT. ⑩ ICG, B & O	⑦ ⑧ ⑨	ZB-205	200 10000
Taylor Springs MP 196.4	ZB-234		VIA C.R.			
Livingston MP 215.0	ZB-253		8.4			
Nameokil. MP 278.7	ZB-279		4.7			
Granite City .MP 281.1	ZB-282		4.7			
Madison .MP 284	ZB-284		4.7			
E. St. Louis MP 286.7	ZB 288		4.5			
ABS—Between Findlay Jct. and Pana Jct.			4.7			
CTC—Between MP 185-27 Findlay Jct. and MP 203-35 Pana Jct.			16.0			
Yard Limits: MP 203-35 to Pana Jct.			17.0			
		275.1	MITCHELL YARD..	⑩	ZB-276	
		290.0	ST. LOUIS, MO..	⑩ ⑪	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.

TIMETABLE NO. 8

Between Chicago and Woodland Jct. Be Governed by MP-L&N Joint Timetable.		Station Numbers	Sidings	
SOUTH Miles	NORTH STATIONS		Cars	Feet
0.0	CHICAGO (Dearborn).....	ZA-0		
3.3	37TH STREET.....	ZA-3		
16.9	DOLTON JCT.....	ZA-17		
18.0	1.1 YARD CENTER.....	ZA-18	Yd.	
20.1	2.1 THORNTON JCT ⑩ GTW ④	ZA-20		
26.8	6.7 ⑩ C.R.....			
27.0	0.2 JAY. ⑩ EJ&E.....	ZA-26		
27.8	0.8 CHICAGO HEIGHTS.....	ZA-27	Yd.	
28.8	1.0 STEGER.....	ZA-29	122	6106
49.7	20.9 PENCE ⑩ C.R.....	ZA-50		
49.9	0.2 MOMENCE.....	ZA-50	n 110 s 76	5535 3806
60.1	10.2 ST. ANNE ⑩ IDOT.....	ZA-60		
77.5	17.4 WATSEKA ⑩ TPW... ⑩ ⑪	ZA-77		
82.6	5.1 WOODLAND JCT.....	ZA-83		
94.0	11.4 GOODWINE.....	ZB-92	216	10800
108.0	14.0 ELLIS.....	ZB-108	208	10400
125.9	17.9 GLOVER ⑩ CR.....	ZB-126	170	8547
145.1	19.2 VILLA GROVE.....	ZB-145	173	8698
153.4	8.3 TUSCOLA ⑩ ICG, B & O. ⑩ ⑪	ZB-153	197	9894
164.7	11.3 ARTHUR ⑩ CR.....	ZB-165		
169.1	4.4 CADWELL.....	ZB-168	211	10550
176.1	10.0 SULLIVAN ⑩ ICG.....	ZB-176		
185.2	9.1 FINDLAY JCT.....	ZB-186	200	10000
198.8	14.6 CLARKSBURG.....	ZC-200	203	10150
204.5	4.7 MODE ⑩ N & W.....	ZC-205		
218.9	14.4 ALTAMONT ⑩ B & O.....	ZC-219	200	10072
224.6	5.7 ST. ELMO ⑩ CR.....	ZC-224		
235.7	11.1 ST. PETER.....	ZC-236	218	10900
242.4	6.7 KINMUNDY ⑩ ICG.....	ZC-242		
252.1	9.7 SALEM.....	ZC-252	163	8150
254.1	2.0 ⑩ B & O.....			
263.3	9.2 KELL.....	ZC-263	194	9718
276.2	12.9 MT. VERNON ⑩ SOU. L & N.	ZC-276	143	7875
287.2	11.0 INA.....	ZC-287	166	8336
298.2	11.0 BENTON JCT ⑩ ICG ⑩ ⑪	ZC-298		
301.8	3.6 BENTON.....	CD-40	212	10618
306.1	4.3 ⑩ BN.....			
307.7	1.6 ⑩ ICG.....			
314.9	7.2 BUSH.....	CD-24	141	7056
335.5	20.6 GRIMSBY.....	CD-3	117	6112
338.7	3.2 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 Dragging 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 267-06; MP 293-20; and MP 321-00.

TIMETABLE NO. 8

Miles	SOUTH V	STATIONS	NORTH A	Station Numbers	Sidings	
					Cars	Feet
0.0		VALLEY JCT. . . . .	⊗ T.R.R.A. ⊗	C-9		
0.2		ST. L. S. W. CONNECTION . . . . .				
4.3		NO. DUPO . . . . .	⊗ T.R.R.A. ⊗			
6.0		DUPO . . . . .	⊗ T.S.	C-15		
7.1		SOUTH DUPO . . . . .	⊗ T.S.			
9.4		⊗ ICG . . . . .	⊗			
20.6		VAL . . . . .	Y ⊗			
33.6		FULTS . . . . .	I	C-42		
41.7		PRAIRIE DuROCHER . . . . .	⊗	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.S.	C-70	n-122 6384 s-145 7585	
65.7		FORD . . . . .		C-73	n-125 6522 s-118 6160	
70.3		ROCKWOOD JCT. . . . .				
73.0		CORA JCT. . . . .	∅			
76.3		RADDLE JOT . . . . .	∅	C-86		
81.4		JACOB . . . . .	I	C-90		
84.2		GORHAM . . . . .	⊗-1 T	C-93		
84.7		⊗ ICG . . . . .	⊗			
84.8		CHAP . . . . .	I	C-94		
90.5		HOWARDTON JCT. . . . .	∅	C-100		
95.0		HALSEY JCT. . . . .	∅	C-104		
108.0		POTTS . . . . .	I	C-117		
115.5		NILE ILL . . . . .	I	C-125		
119.7		SIMBCO . . . . .	I	C-129		
120.7		CAIRO JCT. . . . .	T ⊗	C-130		
		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.S. ⊕	X-166	Yd.	

## CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH V	STATIONS	NORTH A	Station Numbers	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.  MP 128.8 to End of Track . .10 MPH  Yard Limits: Entire Subdiv.  Normal position of switch Rush Jct. is lined for movement to and from SLSF connection.
127.0		MARQUETTE . . . . .	⊗	CF-4	
128.5		RUSH JCT. . . . .	□		
128.6		⊗ S.L.-S.F. . . . .	G		
129.6		⊗ S.E. MO. LBR. SL-SF ⊗ . . . . .			
130.2		CAPE GIRARDEAU . . . . .	⊗	CF-7	
		7.4			

## 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 79-15 — MP 79-20 (West track)	30		
MP 84-28 — ⊗ ICG (both tracks)	30		
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	20		
MP 189-10 — Dexter Jct.	35		
Missouri Jct. — MP 191-00	35		

BUSINESS TRACKS	MP	Sta. No.
Warnock	15.1	C-24
Fountain	17.5	C-26
Valmeyer ⊗	22.5	C-31
Danley	39.7	C-48
Menard	60.5	C-69
Jones Ridge	74.6	C-83
Raddle	77.0	C-86
Powder Plant	98.6	C-98
Wolf Lake	99.7	C-107
Ware	104.0	C-113
McClure	113.0	C-122
Dudley	182.8	XD-17
Fisk	176.1	XD-11
Boeing	170.0	XD-4

Name:	SSW Mile Post:
Illmo	3.31
Ancell	5.16
Quarry	9.56
Rockview Jct.	10.50
Frisco Jct.	10.62
SLSF Crossing	10.73
MP Crossing	16.08
Delta	16.13
MP Crossing	16.14
Randles	21.39
Mesler	26.39
Bell City	29.71
Ardeola	32.20
Avert	36.96
Paront	47.08
Missouri Jct.	48.92
Dexter Jct.	50.12
MP Crossing	50.22
Dexter	50.9
Bernie	59.5
NM Jct.	65.2
Malden	67.7
St. Francis	69.9
Piggott	75.6
Greenway	78.8
Rector	85.6
Jay	90.7
Marmaduke	92.9
Blytheville Jct.	103.0

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.

6 WESTVILLE SUBDIV.—ILLINOIS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS	NORTH	Sta. Nos.
MAXIMUM SPEED	30 MPH				
Except 10 MPH between Danville-P&E MP 82 and Westville-MP 132.9.					
Business Tracks:	MP Sta. No.				
Hastings	150.1	123.0	DANVILLE	④⑤	ZD-123
Longview	159.7	132.8	WESTVILLE	⑥	ZD-132
Zeigler Mine No. 5	161.0	142.1	INDIANOLA		ZD-142
Fairland	161.9	146.6	SIDELL JCT.		ZE-141
Industrial Lead.		146.5	SIDELL		ZD-146
Jamaica Spur—		152.6	ALLERTON		ZD-153
Breaks out at Sidell Jct.—		155.7	BROADLANDS		ZD-156
Jamaica	150.9	164.9	VILLA GROVE	T ④⑤⑥⑦	ZB-145
(Max. speed 10 MPH)			39.7		
Max. Wt.: 240,000 lbs. (on Industrial Lead)					

Yard Limits: Between Danville-P&E MP 82 and Westville 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 MPH	Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings	
					Cars	Feet
63.7		CHESTER	④⑤⑥⑦⑧	C-70		
(Except as below) 40	71.8	WELGE		CA-10	86	4479
MP 64-02 — 15	77.3	STEELEVILLE	⑨	CA-16	167	8700
MP 90-00 — 20	79.4	PERCY	⑩ ICG ⑪	CA-18		
MP 96-00 — 20	83.7	NEW WILSON	⑫	CA-23	99	5165
MP 102-20 — 15	92.5	PINCKNEYVILLE	⑬⑭⑮ T ⑯	CA-31	Yd.	
MP 102-23 — 15			⑰ ICG ⑱			
MP 112-00 — 25	95.5	SHAKE RAG		CA-34		
MP 124-20 — 10	102.7	⑳ ICG	㉑			
MP 125-00 — 10	102.9	TAMAROA		CA-41		
BUSINESS TRACK	111.2	SCHELLER	㉒	CA-49	Yd.	
MP Sta. No.			㉓ ICG	㉔		
Streamline Lead	77.9	114.5	WALTONVILLE	㉕ BN ㉖	CA-53	
Pyatt-Fidelity Mine (via ICG at Pinckneyville)	CA-39	125.0	MT. VERNON	㉗ L&N ㉘ ㉙ ㉚	CA-64	Yd.
Leahy (via ICG at Percy)	CA-22	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.	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 ④	112.6 CA-50
④ BN ④	113.5
Orient No. 6	114.1 CA-52

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

TIMETABLE NO. 8

JOPPA SUBDIV.—ILLINOIS DIVISION

7

Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings		Yard Limits:
				Cars	Feet	
298.2	BENTON JCT.	①-1 ②	ZC-298			MP 298-10—MP 299-00
305.0	WEST FRANKFORT	③④⑤	ZC-305			MP 347-15—MP 353-00
308.8	JENKINS		ZC-309	86	3870	MP 360-00—to end of Track.
316.4	MARION	⑥ ICG ⑦	ZC-317	60	2700	Conditional Yard Limits: MP 303-00—MP 309-20—701 am to 701 pm
324.0	NELSON JCT.	⑧⑨⑩	ZC-324			Buckhorn Ind. Lead: Jenkins
329.3	GOREVILLE		ZC-329	59	2655	Max. Speed .10 MPH ICG Jct. 310.0
334.0	OMAR		ZC-333	60	2700	Zeigler #4 310.6 ZC-310
339.7	VIENNA JCT.	⑪⑫⑬	ZC-340			Orient #4 313.3 ZC-313
345.3	CYPRESS		ZC-345	57	2565	
347.6	JOPPA JCT.	T ⑭	ZC-348			
348.5	CHASCO	⑮	ZK-348			
351.5	KARNAK	⑯ CR ⑰ 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  
MP 334-20—334-26 .20 of track ..... 10  
Operation on BN R.R. between Vienna Jct. and Choat.

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

THEBES SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Rule 99(d) in effect.	
				Yard Limits:	Maximum Speed
347.6	JOPPA JCT.	①② T	ZC-348	Joppa Jct.—MP 348-05	25 MPH
362.8	TAMMS	③ ICG 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		
VIA CAIRO SUBDIV. 4.9 Miles					
378.0	CAIRO JCT.	⑦⑧ T	C-130	Business Tracks MP Sta. No.	
394.4	CHAFFEE		ZC-394	Perks . . . . . 351.1 ZC-351	
				Olive Branch . . . . . 369.3 ZC-369	
45.0					

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

CAIRO SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Yard Limits: Fayville Jct. to Cairo	
				Maximum Speed	(Except as below)
120.7	CAIRO JCT.	①② T	C-130	25 MPH	MP 120-27—MP 120-40 . . . . . 10 MPH
125.6	FAYVILLE JCT.	③	ZC-373	10 MPH	MP 142-31—MP 144-35 . . . . . 10 MPH
130.8	MILLER CITY		CG-10		
142.6	④ ICG	G			
144.2	⑤ CR	⑥			
145.0	CAIRO	⑦ ⑧	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. 8

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

Business Tracks MP Sta. No.  
McClay Spur ... 6.2 MC-6  
Ag-Nit Spur ... 8.0 MC-8  
Bonne Terre Ind. lead (max. Speed 20 MPH) Breaks out at Derby Jct.  
Rivermines. @ .37.6 MC-38  
Flat River ... 37.1 MC-37  
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	46.3
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.....	⊙⊙T	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	.....	.....

Operation on SLSF R.R. between Ste. Genevieve and Crystal City be governed by Uniform Code of Operating Rules and Special Instructions Item 7-(b).

Operation on PPG Co. tracks between Crystal City and Crystal Jct.  
Max. gross wt. Crystal City to end of track 220,000 lbs.

Industrial Lead Ste. Genevieve to Bismarck:  
Maximum Speed..... 20 MPH  
Business Tracks MP Sta. No.  
Mosher ..... 87.0 MB-5  
Zell ..... 91.5 MB-9  
Weingarten ..... 97.4 MB-14  
Ogborn ..... 110.7 MB-27  
Ester ..... 115.2 MB-32  
Flat River ..... 116.5 MB-33  
Central § ..... 117.0 MB-24  
Derby Jct. .... 118.2 MB-36  
Bismarck ⊙⊙T⊙ ..... 126.1 MB-43

Trains or engs must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.

SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed: MPH (Except as below) . . . . .35 MP 10-23 — MP 11-3 . . .10 MP 13-25 — MP 14-15 . . .20 MP 48-15 — MP 49-04 . . .20 MP 55-17 — MP 56-5 . . .10 MP 78-14 — MP 80-20 . . .10	SOUTH Second Class 465 Daily	Miles	M-I R. R.		Station Nos.	Sidings		NORTH Second Class 466 Daily
			STATIONS			Cars	Ft.	
No. 465 will not require clearance at Salem.	PM 2 01	0.0	SALEM.....	⊙⊙	MI-1	.....	.....	PM 12 30
		11.1	BRANCH JCT.....	⊙	MI-12	.....	.....	
		13.5	CENTRALIA.....		MI-14	.....	.....	
		14.0	ICG JCT.....	⊙BN⊙G	MI-15	.....	.....	
Between Branch Jct. and ICG Jct. operation over ICG.	PM 3 45	14.5	BIG BEN.....	⊙	MI-16	39 2077	10 01	
	PM 4 05	23.2	HOYLETON.....		MI-24	.....	9 40	
Yard Limits: End of Track Salem to MP-2; MP 13-27 to MP 16-0; MP 32-10 to MP 32-30; MP 48-17 to MP 60-0; MP 76-00 — Gage Jct.; MP 78-12 to End of Track at Kellogg.		32.6	NASHVILLE...⊙L&N⊙	⊙	MI-34	.....	.....	
		40.9	OAKDALE.....	⊙	MI-41	.....	.....	
		5 10	48.7 COULTERVILLE..⊙ICG	⊙	MI-49	37 1948	8 30	
		56.6	⊙ICG.....	⊙	MI-57	.....	.....	
BUSINESS TRACKS	PM 5 40	57.4	SPARTA.....	⊙⊙⊙	MI-58	Yd.	8 01	
MP Sta. No.		68.5	PAUTLER.....		MI-69	55 2855	AM	
Selmarville ... 3.0 . . .MI-4		69.6	EVANSVILLE.....		MI-70	.....	.....	
Toedte Spur . . .31.0 . . .MI-31		77.7	GAGE JCT.....	⊙	.....	.....	.....	
Meinert ... 30.9 . . .MI-31			2.5 Mi. Via Chestet Subdiv.					
IP Co. .... 47.0 . . .MI-47		80.2	FLINTON.....	⊙	MI-80	Yd.	.....	
Midwest		83.0	KELLOGG.....		MI-82	Yd.	.....	
Mine ..... 52.0 . . .MI-52			83.0					
Burning Star								
Mine 3 ... 59.4 . . .MI-62								

TIMETABLE NO. 8

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

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

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

St. Louis Terminal Div. Business Tracks  
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  
Maes ..... GH-9  
Brentwood ..... GM-1  
Rock Hill ..... GM-1  
Matco ..... GM-2  
Jefferson Barracks ... X-10

Vertical Clearances:  
Under Mun. Br. Approach—10th St.:  
Break up Lead.....17'6"  
House Track Lead..17'11"  
House 4 and 6.....18'6"  
House 7 and 8.....19'8"  
House 10 and 11..19'11"  
(Piggybacks, loaded tri-levels and Vert-A-Pac cars will not clear.) Crews handling cars make sure will clear bridge approach.

Desoto Subdiv.—MP 4-20:  
Southward track ... 16'3"  
Northward track ... 16'11"  
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 southbound 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.

TIMETABLE NO. 8

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

SOUTH				NORTH	
FIRST CLASS				FIRST CLASS	
21				22	
Psgr.				Psgr.	
Daily	Miles	STATIONS	Station Nos.	Sidings	Daily
				Cars Ft.	
PM					PM
2 30	0.5	ST. LOUIS.....	MX-1		2 00
	1.8	GRAND AVE.....			
	2.3	IRON MTN. JCT.....	X-1		
	3.6	⊗S. L. S. F.....			
	3.7	DAVIS JCT.....	X-8		
	10.6	BARRACKS JCT.....	X-10		1 20
	6.8	WICKES.....	X-19	93 4842	
	9.5	RIVERSIDE.....	X-27	95 4953	
	18.7	HEMATITE.....	X-36	94 4906	
	26.5	DE SOTO.....	X-42	122 6370	
	35.6	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		
	165.5	POPLAR BLUFF.....	X-166	Yd.	10 00
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	NORTH	Station Nos.
			STATIONS	STATIONS	
Yard Limits: MP 57-25 to MP 59-00; MP 83-10 to end of track.		57.7	CADET.....	⊗-1 ⊙	X-57
Maximum Speed		58.6	New Fountain Farm.....	⊙	XA-58
(Except as below)..... 30 MPH		72.4	INDIAN CREEK.....		XA-72
MP 59-00 to MP 59-25..... 20 MPH		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.

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.		Bussen Spur.....	11.6	X-12
(Except as below).....	35	Whitehouse.....	16.0	X-16
Grand Ave. Interlocking.....	10	Hillcrest.....	17.8	X-17
Iron Mtn. Jct. Turnout.....	15	Sulphur Spring Spur.....	22.9	X-23
Between Iron Mtn. Jct. and Davis Jct.....	25	Pevely.....	27.3	X-27
Thru turnouts Davis Jct.....	15	Horine.....	29.5	X-30
MP 17-13 — MP 18-21.....	40	Vineland.....	47.1	X-47
MP 20-39 — MP 21-12.....	40	Tiff.....	53.9	X-54
MP 41-24 — MP 42-30.....	30	Evergreen.....	57.7	X-58
MP 52-39 — MP 54-30.....	40	Iron Mountain.....	80.7	X-81
MP 70-10 — MP 71-03.....	40	Lopez.....	84.1	X-84
MP 106-11 — MP 108-39.....	40	Pilot Knob.....	87.0	X-86
MP 125-38 — MP 126-13.....	40	Hogan.....	96.0	X-96
MP 129-29 — MP 131-00.....	40	Leeper.....	133.1	X-133
MP 135-20 — MP 137-12.....	40	Potosi Industrial Lead: —		
MP 146-18 — MP 148-29.....	40	Max. wt. 240,000 lbs		
MP 150-17 — MP 151-00.....	40	Maximum speed 20 MPH		
MP 153-08 — MP 154-08.....	40	(Mineral Point—Potosi)		
MP 164-05 — MP 165-14.....	40	Lumtle.....	62.0	XB-1
MP 165-14 — MP 165-20.....	20	Lawood.....	63.5	XB-3
Freight trains must not exceed 40 MPH.		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 11 inches on northward track. It must be known cars or equipment will clear before moving over this portion of the railroad.

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

CHARLESTON SUBDIV. — ARKANSAS DIVISION

Miles	SOUTH	NORTH	Station Numbers	Rule 99 (d) in effect.
	STATIONS	STATIONS		
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	⊗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	MP No.
195.6	ESSEX.....		XD-30	White Water..... 144.6 D-69
191.3	DEXTER JCT.....	⊗StLSW-G	XD-26	Newman Spur..... 160.2 D-85
	80.3			Hunterville..... 198.7 XD-33
				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 StLSW Dispatcher before occupying StLSW Siding or lead track to Siding Delta.





# 14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings		NORTH FIRST CLASS	
21 Psg.	Cars				Ft.	22 Psg.		
Daily						Daily		
PM 9 35	343.6		NO. LITTLE ROCK... IⓂⓈⓅ	X-344	Yd.		6 25	
	345.3	1.7	ARK RIVER... ⓂⓅ					
s 10 00	345.6	0.3	LITTLE ROCK... I	X-346			s 6 20	
	346.0	0.3	ⓍC.R.I. & P... Ⓜ					
	351.7	5.6	ENSIGN... I	X-352				
	358.9	7.1	ALEXANDER... I	X-359				
	364.1	5.2	BAUXITE JCT... I	X-364	104 5411			
	368.3	4.1	SHERIDAN JCT... I	X-368				
	368.7	0.4	BENTON... ⓂⓈⓅ	X-369				
	370.2	1.5	SALINE JCT... Ⓧ	X-370				
	373.3	3.0	HASKELL... ⓍCRIP Ⓜ	X-373	215 11187			
	377.3	3.8	TRASKWOOD... I	X-377	118 6181			
	384.6	7.3	GIFFORD... I	X-385	121 6311			
f 10 50	388.7	4.1	MALVERN... ⓍCRIP Ⓜ	X-389			f 5 15	
	392.2	3.4	ABCO... I	X-390	177 9238			
	399.6	7.4	DONALDSON... I	X-400	119 6215			
	405.6	6.0	WITHERSPOON... I	X-406	118 6198			
	411.0	5.3	ARKADELPHIA... Ⓜ	X-411	169 8839			
	422.3	11.3	CURTIS JCT... I	X-422				
	426.3	3.9	GURDON... ⓂⓈⓅ	X-426	Yd.			
	429.3	3.0	BEIRNE JCT... I	X-429				
	437.6	8.3	BOUGHTON... I	X-438	160 8331			
	442.4	4.8	PRESCOTT... I	X-442	174 9094			
	449.6	7.2	EMMET... I	X-450	124 6564			
	457.7	8.1	HOPE... ⓍSLSF ⓂⓈⓅ	X-458	n201 10477 s110 5769			
	463.0	5.2	GUERNSEY... I	X-463	118 6186			
	471.3	8.2	FULTON... I	X-471	182 9509			
	477.7	6.4	HOMAN... I	X-478	167 8729			
	480.4	2.6	CLEAR LAKE JCT... Ⓧ	X-481				
1 05	490.2	9.8	TEXARKANA... ⓂⓈⓅ	X-491	Yd.		3 10	
AM		146.5					AM	

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

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

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

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

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

# LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	60	Vogels E. Main	351.0	X-351
MP 340-30 — MP 345-05	40	Cash Whistle-East Main	352.3	X-352
MP 345-05 — MP 347-11	30	Ark Power & Light-West Main	353.4	X-353
MP 346-00 — MP 346-01	20	Midwest Castings-West Main	354.0	X-354
MP 357-09 — MP 357-25	55	Mabelvale-West Main	355.0	X-355
MP 361-23 — MP 362-13	55	AG W. Main	356.3	X-356
MP 370-04 — MP 370-10	50	Ark Power & Light-East Main	356.5	X-356
MP 373-28 — MP 373-20	40	Enmar-East Main	356.7	X-357
MP 385-23 — MP 385-37	55	Jacuzzi Bros.-West Main	357.2	X-357
MP 388-05 — MP 389-23	35	Ark. Cont. Corp.	357.4	X-357
MP 425-35 — MP 426-20	40	Bryant-West Main	362.7	X-363
MP 441-30 — MP 442-20	50	Perla	386.7	X-387
MP 457-15 — MP 458-10	30	Daleville	410.0	X-410
MP 471-18 — MP 471-20	40	Gum Springs	415.5	X-415
MP 480-16 — MP 480-20	50	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	STATIONS		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.
	SOUTH ↓	NORTH ↑		
412.1	MOUNTAIN PINE		XH-90	
399.1	HOT SPRINGS	T Ⓧ	XH-77	
395.6	HOT SPRINGS JCT.			
	MALVERN	Ⓜ ⓈⓅ	X-389	BUSINESS TRACKS MP No. McClendon . . . 392.7 XH-70 Mountain Pine Spur Track . 410.2 XH-90
	35.4			

16 HUGHES SUBDIV. — ARKANSAS DIVISION

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

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.	
	24.1				
357.4	NORFORK		WR-102	100	6244
	15.9				
341.4	CALICO ROCK		WR-85		
	1.9				
339.5	ORES WELL		WR-83	48	2539
	9.8				
329.6	MOUNT OLIVE		WR-73	56	2940
	4.6				
325.0	SYLAMORE		WR-68		
	12.5				
312.4	GUION		WR-56	45	2364
	7.4				
304.9	BILTMORE		WR-49	49	2553
	11.8				
293.0	EARNHARTS		WR-36	49	2594
	6.9				
286.1	BATESVILLE		WR-29	47	2492
	15.8				
270.3	NEWARK		WR-14		
	4.8				
265.5	PAROQUET		WR-9	83	4363
	6.7				
258.8	DIAZ		X-259		
	122.7				

Yard Limits: Diaz to MP 260-20; MP 379-25 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	30			
(except as below)	30			
MP 318-20 — MP 319-11	25			
MP 359-00 — MP 360-00	25			

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

Miles	STATIONS		Station Numbers	Sidings		MPH Maximum Speed 50 (except as below)
	SOUTH ▼	NORTH ▲		Cars	Feet	
380.7	MEMPHIS (Sargent Yd.)		XG-93	Yd.		MP 298-08
	0.1					MP 299-03
380.6	KC JCT					MP 331-29
	2.3					MP 334-25
378.3	BROADWAY					North and South wye Bald Knob 15
	0.1					20 MPH between Briark and Kentucky St.
378.2	TEXAS ST					Southward trains will secure clearance Kentucky Street.
	0.1					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.
378.1	KENTUCKY ST					Business
	2.3					Tracks
375.8	BRIDGE JCT. @S.L.S.F.		XG-88			MP No.
	0.5					Patterson
375.2	BRIARK		XG-87			307.3
	5.1					XG-19
370.0	PRESLEY JCT @S.L.S.F.		XG-82			315.1
	2.0					XG-27
368.0	GAVIN		XG-80	82	4274	324.7
	6.5					XG-37
361.5	CRAWFORDSVILLE		XG-74	190	9882	346.9
	9.4					XG-60
352.1	EARLE		XG-64	43	2266	348.9
	14.4					XG-75
337.5	LEVESQUE		XG-50	53	2778	363.1
	5.1					XG-85
332.4	WYNNE		C-304	171	8935	
	13.5					
318.8	FAIR OAKS		XG-31	162	8472	
	9.5					
309.3	MCCRORY		XG-21	68	3584	
	9.2					
300.0	NEW AUGUSTA		XG-12	124	6474	
	1.5					
298.5	WHITE RIVER					
	5.6					
292.8	RIO VISTA		XG-6	68	3579	
	5.0					
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., Leawood 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.

## 18 SHERIDAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers
Maximum Speed 25 MPH			368.3	SHERIDAN JCT... ④	
BUSINESS		368.6	0.3	④C.R.I. & P..... G	.....
TRACK		390.2	21.6	SHERIDAN.....	XH-24
Bannister Spur ..... 379 XH-34					
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 (except as below)			426.3	GURDON..... ④⑤⑥⑦⑧⑨	
MP 457-20 — MP 457-25..... 10		441.0	14.7	OKOLONA.....	XL-15
MP 472-00 — MP 472-02..... 15		446.5	5.5	DELIGHT JCT.....	XL-20
Yard Limits — Gurdon to MP 429-10.		454.0	7.4	GRAYSONIA.....	XL-28
Business Tracks MP. Sta. No.		465.3	11.3	AMITY.....	XL-39
Summit ..... 433.1 XL-7		473.5	8.2	GLENWOOD.....	XL-47
Rosboro ..... 469.8 XL-43		480.7	7.1	CADDO GAP.....	XL-54
Birds Mill ..... 478.9 XL-52		485.9	5.1	NORMAN..... T	XL-60
Delight Industrial Lead:			59.6		
Delight Jct.—Delight					
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
Maximum Speed ..... 30 (except as below)			457.7	HOPE..... ⑥⑦⑧⑨	
MP 457.1 — MP 458.0..... 15		483.1	25.3	NASHVILLE ④GN&A... ④⑤⑥	XJ-26
MP 483.2 — MP 483.3..... 15		493.1	9.9	PERKINS..... ⑦	XJ-36
MP 483.4 — MP 483.5..... 15			35.3		
MP 483.6 — MP 483.7..... 15					
Plaswood Ind. Lead..... 10					
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.					
Plaswood Ind. lead 2.5 miles breaks out of Main Track at MP 462-10.					
Max. wt. 220,000 lbs.					
North Hope — XJ-4.					
Plaswood Station Number XJ-5.					

## GURDON SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings	
Maximum Speed ..... 40 (Except as below)			426.3	GURDON..... ④⑤⑥⑦⑧⑨		X-426	Cars
MP 456-06 — MP 456-25.30		437.6	11.3	READER.....	E-11	66	3450
MP 458-26 — MP 460-27.20		452.4	14.8	LESTER.....	E-26	65	3412
MP 487-05 — MP 492-25.25		459.8	7.4	CAMDEN..... ⑥⑦⑧⑨⑩	E-33	.....	.....
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 431-00; MP 457-17 to MP 463-20; El Dorado; MP 487-05 to MP 495-29.		460.8	0.9	④St. L S.W..... ④	.....	.....	.....
BUSINESS TRACKS MP. Sta. No.		461.3	0.4	KRAFT.....	E-35	.....	.....
Barringer ..... 431.5 E-5		463.1	1.8	CULLENDALE..... ⑦	E-37	.....	.....
Childester ..... 444.7 E-18		474.5	11.3	LOUANN.....	E-48	121	6321
		478.8	4.3	SMACKOVER.....	E-52	.....	.....
		484.5	5.6	NORPHLET.....	E-58	.....	.....
		487.5	2.9	MONSANTO.....	E-61	61	3222
		492.2	4.7	EL DORADO..... ⑥⑦⑧⑨⑩	E-66	Yd.	.....
			65.9				

TIMETABLE NO. 8

## COLLINSTON SUBDIV. — LOUISIANA DIVISION 19

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Station Numbers	Sidings	
Maximum Speed: MPH (Except as below) . 30			560.4	COLLINSTON..... ④T⑥		C-505	Cars
MP 637-08 (#10 Turnout) ... 10		567.5	7.1	OAK RIDGE.....	E-141	.....	.....
MP 641-26 —		577.9	10.3	RAYVILLE ④ICG..... G	E-151	45	2371
MP 643-14 ..... 10		589.6	11.6	MANGHAM.....	E-163	.....	.....
Vidalia ind. lead 20 MPH except 10 MPH over Highway 65.		600.3	10.7	WINNSBORO.....	E-174	49	2550
Bastrop Ind. Lead (Except as below) ... 30		614.4	14.0	WISNER.....	E-188	.....	.....
MP 553-09 —		623.5	9.0	SICILY ISLAND.....	E-197	.....	.....
MP 553-26 ..... 10		635.9	12.4	TENSAS RIVER.....	.....	.....	.....
Yard Limits:		637.2	1.3	CLAYTON JCT..... ⑦	E-211	.....	.....
MP 560-00 — MP 561-25;		642.7	5.5	FERRIDAY..... ④⑤	E-216	Yd.	.....
MP 637-05 — Ferriday			82.0				
BUSINESS TRACKS MP. Sta. No.							
Bastrop ④ ... 553.6 E-127							
Archibald ... 586.8 E-160							
Baskin ... 593.5 E-167							
Franklin							
Homes ... 597.5 E-171							
Chase ... 605.5 E-179							
Gilbert ... 609.5 E-183							
Peck ... 618.2 E-192							
Vidalia ... 638.0 E-210							
Concordia Jct. 643.4 E-217							
Ferriday ④ T 651.6 E-226							
Natchez ④..... 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	
Maximum Speed 30 MPH.			408.1	McGEHEE..... ④⑤⑥⑦⑧⑨		C-432	Cars
BUSINESS TRACKS MP. Sta. No.		424.1	16.0	MACON LAKE.....	K-118	.....	.....
Trippe ..... 412.1 K-106		431.3	7.1	LAKE VILLAGE..... T	K-126	49	2574
Chicot ..... 440.0 K-135		446.8	15.4	EUDORA, ARK..... ⑥	K-141	51	2654
Shelburn ..... 463.1 K-158		457.7	10.9	MILLIKIN, LA.....	K-152	.....	.....
H & W		470.1	12.3	LAKE PROVIDENCE.....	K-165	49	2597
Warehouse 463.8 K-158		487.4	17.2	SONDHEIMER.....	K-182	.....	.....
Hollybrook ... 474.4 K-169		498.4	10.9	TALLULAH ④ICG..... ⑥⑦⑧	K-194	39	2051
Transylvania ... 478.5 K-173		511.5	13.1	QUIMBY.....	K-207	.....	.....
Talla Bena ... 490.9 K-186		523.3	11.8	NEWELLTON.....	K-219	50	2607
Somerset ..... 516.0 K-212		533.7	10.3	ST. JOSEPH.....	K-229	.....	.....
Goldman ... 544.4 K-240		546.1	12.3	WATERPROOF.....	K-242	.....	.....
Azucena ... 549.4 K-245		557.2	11.1	CLAYTON JCT..... ⑥	E-211	.....	.....
YARD LIMITS:			149.1				
McGehee—MP 410-05.							
Talla Bena Ind. Lead 2.2 miles—Maximum speed 20 MPH							

TIMETABLE NO. 8

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. 10	Miles	STATIONS		Station Numbers
		SOUTH ▼	NORTH ▲	
	492.2	EL DORADO.....	ⓂⓈⓉⓅ	E-66
	14.5			
	506.8	URBANA.....		E-80
	6.0			
	512.8	STRONG.....		E-86
	10.3			
	523.1	DOLLAR JCT.....		E-97
	4.0			
	527.2	HUTTIG, ARK.....	Ⓢ	F-3
	3.1			
	530.3	LITROE, LA.....		F-6
	12.4			
	542.8	HAILE.....		F-18
	10.9			
	553.7	OUACHITA RIVER.....	Ⓢ	
	0.2			
	554.0	STERLINGTON.....	ⓈⓉⓅ	F-30
	14.4			
	568.1	Ⓢ A. & L. M.....	Ⓢ	
	0.5			
	568.6	HUTTIG JCT.....		
	0.4			
		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 ▼	NORTH ▲	
	443.5	MONTROSE.....		C-456
	7.8			
	451.4	SNYDER.....		CM-27
	4.5			
	456.0	MIST.....		CM-32
	6.7			
	462.7	HAMBURG.....		CM-39
	11.7			
	474.5	CROSSETT ⓈORI&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 ▼	NORTH ▲	
	422.6	DERMOTT.....		C-439
	22.6			
	445.3	MONTICELLO ⓈA.D.&N.....	ⓈⓉⓅ	KC-29
	16.1			
	461.4	WARREN.....	Ⓢ	KC-45
	38.7			
	Max. Wt. Monticello to Warren 220,000 lbs.			

WYNNE SUBDIV.—LOUISIANA DIVISION 21

Miles	SOUTH ▼	STATIONS	NORTH ▲	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	
		1.7					
221.6		PARAGOULD JCT.....					
		13.6					
235.3		JONESBORO JCT.....					
		2.7					
238.0		JONESBORO ⓈS.L.—S.F.....	Ⓢ	C-262	160	8358	
		18.6					
256.7		HARRISBURG.....		C-280	105	5506	
		23.6					
280.3		WYNNE ⓈMP&G.....	ⓈⓉⓅ	C-304	Yd.		
		10.6					
290.9		CALDWELL.....		C-314	105	5503	
		21.7					
295.7		FORREST CITY ⓈCRIP.....	Ⓢ	C-319	28	1456	
		0.6					
296.4		DEX SIDING.....		C-320	41	2145	
		16.7					
313.1		MARIANNA.....	T	C-337	112	5589	
		12.4					
325.5		LEXA.....	Ⓢ	C-349			
		1.0					
326.5		HELENA JCT.....	TⓈ				
		2.6					
329.2		MARVELL JCT.....	Ⓢ				
		17.9					
347.1		ELAINE.....		C-371	58	3019	
		21.7					
368.8		SNOW LAKE.....		C-392	97	5068	
		8.9					
377.8		WHITE RIVER.....	Ⓢ				
		3.2					
381.1		MEDINA.....		C-405	79	4123	
		0.8					
382.0		ARKANSAS RIVER.....	Ⓢ				
		5.0					
387.0		WATSON.....		C-411	88	4586	
		21.0					
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
Vandale	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	399.9	C-418
LaGrange	321.2	C-345	Lundell	358.6	C-382	Rohwer	396.4	C-420
Oneida	335.3	C-359	Mosby Spur	359.3	C-383	Cypress Bend	399.7	C-423
Lakeview	339.9	C-363				McArthur	402.5	C-426

Rule 99(d) in effect between Marvell Jct. and McGehee.  
ABS — CTC — Between Paragould Jct. and Jonesboro Jct. via StLSW.  
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
MP 596-14 — Texmo Jct. 30	

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.

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
Varner .....	415.0	K-70
Tillar .....	441.7	K-95
Helena Chem. ....	446.6	K-100
Jerome .....	424.8	C-448
Boydell .....	427.2	C-451
E. Ashley .....	435.6	C-459
Parkdale .....	445.0	C-469
Bayou .....	446.3	C-470
Muller .....	454.0	C-477
McGinty .....	454.1	C-478
Jones .....	457.2	C-481
Gallon .....	467.2	C-491
Hancock .....	489.3	C-513
Sicard .....	495.8	C-519
Maideo .....	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
Christi Spur (Farmland)...	577.9	C-602
Pollock .....	581.4	C-605
Simms .....	586.9	C-611
Camp Beauregard .....	592.5	C-618

Miles	SOUTH V	STATION	NORTH A	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
447.2		McGEHEE.....	⊞ ⊕ T § ⊕	C-432	Yd.	
408.1		DERMOTT.....		C-439	115	5996
415.6		HUDSPETH.....		C-446	170	8873
422.0		MONTROSE.....		C-456	110	5729
432.1		PORTLAND.....	⊞	C-460	84	4368
436.4		SUNSHINE.....		C-464	175	9139
440.1		WILMOT, ARK.....		C-473		
449.3		BONITA, LA.....		C-484	181	9445
460.8		MER ROUGE.....		C-497	102	5323
473.5		COLLINSTON.....	⊞ T	C-505	180	9360
481.0		SWARTZ.....		C-515	176	9181
491.8		HUTTIG JCT.....				
501.9		MONROE.....	⊙ ICG ⊞ ⊞ T § ⊞ ⊕	C-525	Yd.	
502.4		BOSCO.....		C-540	181	9433
516.6		OUACHITA RIVER.....	⊞ ⊕			
528.2		COLUMBIA.....		C-554		
530.5		GRAYSON.....	⊞	C-558	176	9200
535.1		CLARKS.....		C-561		
537.4		OLLA.....		C-572	152	7952
548.7		URANIA.....		C-576	109	5696
552.8		TULLOS.....		C-580	56	2946
556.5		GEORGETOWN.....	⊙ LOAM ⊞ ⊞	C-585	153	8003
561.6		ANTONIA.....		C-601	184	9584
576.9		TIOGA.....	⊙ KOS ⊙	C-616	154	8029
592.6		⊙ KOS.....	⊙			
595.1		RED RIVER JCT.....		C-620		
596.6		TEXMO JCT.....	⊞ ⊙	TB-196		
597.8		ALEXANDRIA.....	⊞ ⊞ ⊕	C-625	Yd.	
601.5						
294.0						

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

WEST First Class 31 Psg. Daily	Miles	STATIONS	Station Numbers	Sidings		EAST First Class 30 Psg. Daily
				Cars	Feet	
PM 5 20	0.5	ST. LOUIS..... @ C B A	MX-1			PM 12 45
	1.3	0.8 23rd STREET..... @ T B S C				
	1.5	0.2 OHIO AVE..... @				
	2.3	0.8 GRAND AVE..... @ V B C				
	3.6	1.3 IRON MTN. JCT..... @ V	X-1			
	6.8	3.2 MAPLEWOOD..... I V	MX-7			
	10.8	4.0 WEBSTER..... I	MX-11			
	13.2	2.4 KIRK..... I	MX-12			
s 5 50	13.4	0.2 KIRKWOOD..... @ @-2	MX-13			s 12 05
	18.7	5.3 PARK..... I	MX-18			
	23.4	4.7 BOYD..... I	MX-22			
	32.2	8.8 DOZIER..... I	MX-31			
	37.0	4.8 SUMMIT..... I	MX-36			
	46.5	9.5 SOUTH POINT..... I	MX-52			
	57.7	7.9 PACE..... I	MX-58			
	86.2	28.5 GASCONADE JCT..... @-2	MX-86			
	90.9	4.7 MORRISON JCT..... @	MX-91			
	100.2	9.3 CHAMCIS..... @-2 T	MX-100			
	116.7	16.5 BONNOT JCT..... @	MX-116			
	117.3	0.6 OSAGE JCT..... @	MX-117			
	124.3	7.0 MOREAU..... I	MX-124			
s 7 53	125.3	1.0 JEFFERSON CITY..... @ @-2 T C	MX-125			s 10 07
	7 58	2.6 RIVER JCT..... I	MX-128			9 58
	8 11	12.3 CENTERTOWN.....	MX-140	71	4082	9 46
	8 16	4.5 MCGIRK.....	MX-144	73	4304	9 41
	8 22	5.6 CALIFORNIA..... @-2	MX-150	62	4017	9 35
	8 38	15.8 DOW..... @	MX-166	150	9240	9 19
	8 48	9.6 OTTERVILLE.....	MX-175	40	2542	9 09
	8 54	5.4 SMITTON.....	MX-181	56	3758	9 03
	187.7	6.6 @MKT..... @				
s 9 08	188.9	1.2 SEDALIA..... @ @-2 T C	MX-188	38	1937	s 8 55
	9 16	6.8 DRESDEN.....	MX-195	96	5043	8 42
	9 22	5.2 LAMONTE.....	MX-200	48	2890	8 36
	9 30	7.2 KNOBNOSTER.....	MX-208	110	6167	8 28
f 9 42	218.4	10.3 WARRENSBURG..... @-2	MX-218	39	2740	f 8 17
	9 49	6.0 CENTERVIEW.....	MX-224	150	9508	8 08
	9 58	8.4 HOLDEN.....	MX-232	51	3398	7 59
	10 03	4.7 KINGSVILLE.....	MX-237	44	2867	7 54
	10 09	5.5 STRASBURG.....	MX-242	73	4293	7 48
	249.2	6.2 PLEASANT HILL..... @-1-2 T C	MX-249	181	9862	
	252.3	3.0 AVON.....	MX-252	76	4166	
	259.8	7.5 LEE'S SUMMIT.....	MX-259	155	8840	
	265.1	5.3 LITTLE BLUE.....	MX-265	61	3279	
	273.2	7.8 INDEPENDENCE..... @ @-2	MX-273	117	6350	
	276.8	3.6 ROCK CREEK JCT..... @ C	MX-276			
11 05 PM	283.0	6.2 KANSAS CITY(Un.Sta.)..... @ C	MX-282			7 00 AM
		278.8				

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... 60 45		Eureka.....	27.9	MX 29
MP 7-21 — MP 7-34.....	50 50	Pacific @-2.....	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 @-2.....	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 @-2.....	67.3	MX 67
MP 34-28 — MP 35-07.....	50 50	Berger.....	75.1	MX 74
West Labadie Tracks.....	10 10	Hermann @-2.....	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	Shella 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 @-2.....	162.8	MX 162
MP 97-24 — MP 97-29.....	55 55	Syracuse.....	168.1	MX 168
MP 106-33 — MP 107-01.....	55 55	Montserrat.....	211.5	MX 211
MP 115-00 — MP 276-30.....		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			

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.

TUNNELS: Gray Summit MP 39-02 to MP 39-24; West Labadie MP 42-34 to MP 43-01.

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.

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.

26 CARTHAGE SUBDIV. — NORTHERN DIVISION

SOUTH						NORTH	
SECOND CLASS				Station Numbers	Sidings	SECOND CLASS	
101						102	
Daily	Mile	STATIONS			Cars	Feet	Daily
PM							PM
9 00	249.2	PLEASANT HILL... @-1 ⊕ T		MX-249	161	9862	1 30
	249.1	⊗ C.R.I. & P. .... (A)					
9 10	253.7	ORE ..... 4.6		P-5	78	4258	1 20
9 25	258.8	HARRISONVILLE... ⊗ SLSF		P-10	35	2264	1 11
9 38	265.4	LONE TREE..... 6.6		P-16	73	4039	1 01
9 55	277.6	ADRIAN..... 12.2		P-29	81	4751	12 40
10 10	287.1	BUTLER..... ⊕-1		P-38	79	4623	12 25
10 26	298.9	RICH HILL..... 11.8		P-50	115	6523	12 08
10 38	307.4	HORTON..... 8.5		P-58	44	2363	11 38
10 59	317.4	NEVADA..... T ⊕-1 ⊕ ⊕		P-69	Yd.		11 20
11 20	330.8	SHELDON..... ⊗ MKT ⊕		P-82	74	4368	10 58
11 39	342.2	LAMAR..... ⊗ SLSF ⊕		P-93	81	4699	10 42
11 54	353.5	JASPER..... 11.3		P-105	74	4434	10 25
12 12	364.1	CARTHAGE ⊗ SLSF ⊕ ⊕ ⊕ ⊕		P-115			10 10
12 45	527.6	STOTTS CITY..... 20.8		WR-250	91	4956	9 35
1 10	489.6	⊗ S. L. S. F. .... 17.2					
1 15	489.1	AURORA..... ⊕ ⊕ ⊕		WR-232	56	3178	9 10
1 50	477.8	CRANE..... ⊕ ⊕ T ⊕		WR-221	Yd.		8 50
2 20	460.7	REEDS SPRING..... 17.1		WR-204	36	2308	8 25
2 35	450.9	GRETNA..... 9.8		WR-194	125	6658	8 10
2 45	447.3	BRANSON..... 3.6		WR-191	45	2609	8 04
2 50	445.7	HOLLISTER, MO..... 1.6		WR-189	36	2166	8 01
3 10	432.7	CRICKET, ARK..... 13.0		WR-176	37	2221	7 41
3 35	415.5	BERGMAN..... 17.2		WR-159	135	7594	7 15
4 10	392.3	YELLVILLE..... 23.2		WR-136	53	2891	6 37
4 30	381.5	COTTER..... 10.8		WR-125	72	3829	6 20
AM		261.7					AM

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.

MP	Sta. No.
Milo	324.0 P-75
Irwin	335.7 P-86
Carytown	358.3 P-109
Pearl	526.0 WR-270
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

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.

Tunnel locations: Reed Spring MP 459-21 to MP 460-04; Crest MP 435-00 to MP 435-26; Cricket MP 431-31 to MP 432-14; Pyatt MP 401-11 to MP 401-16; Cotter MP 382-24 to MP 383-03.

Maximum Speed	MPH	Maximum Speed	MPH
MP 249-06 — MP 364-03		MP 460-04 — MP 459-20	30
(Except as below)	49	MP 454-15 — MP 454-10	35
MP 258-16 — MP 258-17	45	MP 448-10 — MP 446-17	30
MP 264-20 — MP 274-30	40	MP 436-24 — MP 435-27	30
Rich Hill City Limits	25	MP 435-27 — MP 435-00	10
MP 317-20 — MP 317-28	15	MP 435-00 — MP 432-15	30
MP 364-01 — MP 364-03	15	MP 432-15 — MP 431-31	10
MP 527-30 — MP 468-14		MP 431-31 — 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 381-25	
Aurora City Limits	20	(Except as below)	49
MP 483-07 — MP 481-18	40	MP 404-27 — MP 399-03	40
MP 481-18 — MP 477-25	45	MP 399-03 — MP 393-21	45
MP 471-05 — MP 470-21	40	MP 393-21 — MP 393-02	40
MP 468-14 — MP 409-33		MP 385-25 — MP 381-25	40
(Except as below)	40		
MP 467-26 — MP 467-15	30		

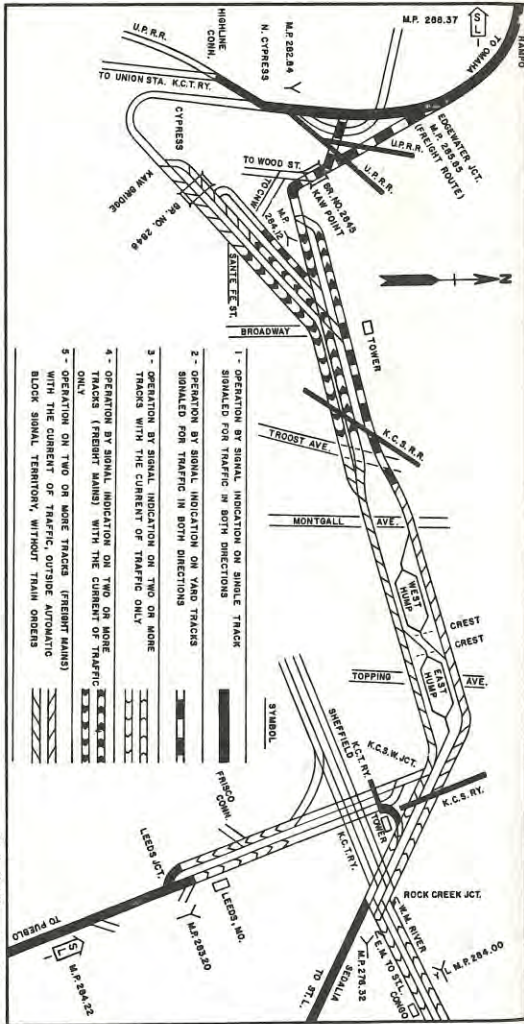
WEBB CITY SUBDIV. — NORTHERN DIVISION

Miles	YARD LIMITS ENTIRE SUBDIV.		Station Numbers	Max. Wt. Joplin to end of track 220,000 lbs.
	SOUTH	NORTH		
364.1	CARTHAGE..... ⊕ ⊕ ⊕ T ⊕ ⊕		P-115	Maximum Speed MPH (Except as below)..... 30 MP 364-23—MP 366-09... 15 MP 381-03—MP 381-15... 15
374.9	WEBB CITY..... 10.8		P-126	Sta. Business Tracks MP No.
381.5	JOPLIN..... 6.6		P-133	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
	17.4			
Atlas — County road AA, stop and protect.				





Operating Instructions (including Map.)



Remote control switches are No. 15, 18 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.
- KNW conn.
- East Yard Jct.
- Kaw River Jct.
- Leads—East switch
- Blue River Yard.
- Lydia Ave. to Santa Fe St. and to Troost Ave.
- Max. Wt. KCNW — Kansas City, Ks. 220,000 lbs.
- ⊙ ATSF
- ⊙ Santa Fe St.

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

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

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

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

WEST		EAST	
Second CLASS	STATIONS	Station Numbers	Second CLASS
171	Daily	Cars Feet	172
12 01	280.0		1 01
	282.0		
	283.0		
	284.5		
	284.7		
	284.8		
	287.5		
	292.7	0-10	
	298.8	0-16	
	305.6	0-23	
	309.2		
	309.6	0-27	
	314.2	0-32	
	320.0	0-38	
	330.7	0-48	
	332.3	0-49	
4 01	338.1	0-56	11 15
	341.3	0-59	
4 14	346.7	0-64	11 04
	351.7	0-69	
4 38	358.2	0-76	10 48
	369.7		
4 53	370.3	0-88	10 33
	379.1	0-97	10 21
5 25	384.3	0-102	10 01
5 32	389.5	0-107	9 54
5 39	394.8	0-112	9 48
5 47	401.2	0-119	9 40
6 10	414.1	0-132	9 23
6 13	416.4	0-134	9 20
6 22	423.5	0-141	9 08
6 29	428.7	0-146	9 01
6 38	436.9	0-153	8 48
	437.7	0-155	8 45
6 52	447.4	0-165	8 30
7 01	454.8	0-172	8 01
	465.2		
	465.5		
7 16	467.1	0-185	7 40
7 23	473.1	0-191	7 30
	482.4		
8 15	487.2	0-205	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

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

TIMETABLE NO. 8

## 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.

MPH

Maximum Speed ..... 30

(Except as below)

MP 449-02 —

MP 450-18 ..... 15

MP 450-18 —

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.

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
449.2		AVOCA..... ⊙		OD-35		
454.0		LOWLINE JCT..... ⊙		OD-40		
455.1		WEEPING WATER..... ⊕		OD-41	Yd.	
456.0		OMAHA JCT..... ⊙		OD-42		
459.9		MANLEY..... 3.9 ⊙		OD-46	18 1243	
465.6		LOUISVILLE..... 5.7		OD-52	33 1804	
465.9		⊙ BN..... 0.3				
467.2		⊙ C. R. I. & P..... 1.3				
471.6		SPRINGFIELD..... 4.4		OD-58	18 1376	
479.5		⊙ U. P..... 7.9				
485.6		⊙ C. & N. W..... 6.1				
489.1		LOUISVILLE JCT..... 3.5 ⊙		O-199		
		OMAHA..... 4.7 ⊕ ⊕ ⊕ ⊕		O-205	Yd.	
						38.9

### LINCOLN SUBDIV.—NORTHERN DIVISION

Rule 99 (d) in effect.

MPH

Maximum Speed ..... 30

(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 ..... 467.8 OF-20

Eagle ..... 479.1 OF-32

Walton ..... 486.5 OF-39

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
447.4		UNION..... ⊕ T ⊕ ⊕		O-165		
459.4		LOWLINE JCT..... ⊙		OD-40		
460.4		WEEPING WATER..... 1.0 ⊕		OD-41		
461.4		OMAHA JCT..... 1.0 ⊕ ⊕ ⊕ ⊕		OD-42		
471.5		ELMWOOD..... 10.1		OF-24		
494.2		⊙ C. R. I. & P..... 22.7 G				
494.8		C. & N. W. JCT..... 0.6				
495.1		LINCOLN..... 0.3 ⊕ ⊕ ⊕ ⊕		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 Conn-Lincoln, which is protected by gates and pipe connected derails, 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

MPH

Maximum Speed ..... 30

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

Miles	WEST ↓	STATIONS	EAST ↑	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 G				
486.1		CRETE..... 19.5 ⊕		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. 8

### 34 HASTINGS SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect.
490.2	HASTINGS JCT.....	ⓄT	S-159	Maximum Speed .....30 MPH (Except as below) MP 578-20—Hastings ....15 MPH
492.3	ⓄAT&SF.....	G		<b>BUSINESS TRACKS</b> MP Sta. Nos.
504.1	ⓄCRI&P.....	Ⓞ		Norway .....497.8 SD-8
504.8	SCANDIA.....		SD-15	Abdal .....538.4 SD-48
513.8	REPUBLIC, KAN.....		SD-24	Mt. Clare .....546.4 SD-56
528.5	ⓄATSF.....	Ⓞ		Lawrence .....555.5 SD-85
529.6	SUPERIOR, NEB.....		SD-39	Pauline .....567.1 SD-77
530.1	ⓄBN.....	G		Muriel .....573.1 SD 83
555.3	ⓄBN.....	Ⓞ		Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track.
580.3	HASTINGS.....	Ⓞ	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.
529.7	BURR OAK.....		SE-34	Maximum Speed .....30 MPH Yard Limits: MP 496-11 to MP 497-02.
	33.3			Business Tracks: MP Sta. Nos.
	33.3			Randall .....506.7 SE-11
				Jewell .....512.9 SE-17
				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.....		S-217	MP 582-35 to Lenora..... 20 MPH
557.8	GAYLORD.....		S-227	Yard Limits:
563.0	CEDAR.....		S-233	Downs MP 538-28 — MP 539-16.
572.6	KIRWIN.....		S-242	Lenora MP 622-10 — Lenora.
583.1	GLADE.....		S-253	<b>BUSINESS TRACKS:</b> MP Sta. Nos.
598.5	LOGAN.....		S-268	Harlan .....552.9 S-222
612.9	EDMOND.....		S-282	Claudell .....567.8 S-237
623.3	LENORA.....	Ⓞ	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Ⓞ	0-48	At St. Joseph—Stop and protect following crossings:
330.8	DRAWBRIDGE (Mo. River)Ⓞ			Illinois Ave. Messanie
331.1	WINTHROP, MO.....			Sylvania Charles St.
334.6	ARMOUR.....			Fourth St. Second and Cedar
337.0	ⓄCRI&P.....	Ⓞ		Highway 759 at Artesian Ice Plant.
340.7	HALLS.....			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.....			
349.9	ST. JOSEPH.....	ⓄⓄTⓄ	0A-21	
	18.5			

### KANSAS CITY SUBDIV.—KANSAS DIVISION 35

Miles	WEST STATIONS	EAST	Station Numbers	Sidings
Miles	STATIONS		Station Numbers	Cars Feet
279.0	NEFF YARD. ⓄTⓄ	ⓄTⓄ	MX-283	
278.2	SOUTHWEST JCT.		MX-277	
278.6	ⓄICG.....	Ⓞ		
279.1	ⓄK.C.T.....	Ⓞ		
279.2	K.O.T. CONN.....			
280.4	CENTROPOLIS.....		MX-288	
283.4	LEEDS JCT.....	ⓄⓄ	MX-291	
290.0	DODSON.....	Ⓞ	MX-298	E88 4431 W171 8567
297.1	MARTIN CITY, Mo.		MX-305	
299.8	KENNETH, KAN...		MX-308	134 7215
310.9	BUCYRUS.....		MX-319	139 7451
317.2	WAGSTAFF.....	Ⓞ	MX-326	135 7289
326.2	PAOLA.....		MX-334	
326.8	ⓄS.L.S.F.....	Ⓞ		
326.9	ⓄM.K.T.....	Ⓞ		
328.5	BROWN.....	ⓄⓄ	MX-336	203 10803
334.4	OSAWATOMIE.....	ⓄⓄ	MX-341	Yd. ....
334.9	MP.....	ⓄⓄ		
	56.7			

ABS—From Ⓞ ICG crossing to Osawatomie.  
Signal indication with Current of Traffic Southwest Jct.—Leeds Jct.  
CTC Leeds Jct. to Osawatomie.  
Operation on Kansas City Term. Div., Neff Yard—Leeds Jct. Two main tracks Neff Yard—Leeds Jct.  
Trains secure clearance before leaving Neff Yard.  
Eastward Trains secure clearance at Osawatomie.  
Yard Limits MP 283-20 — Neff Yard.  
Hot Box and Dragging Equipment Detector located at \*MP 314-04.  
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 ..... 30  
MP 326-44 — MP 327-33 ..... 55  
MP 331-12 — MP 331-23 ..... 55  
MP 332-35 — MP 335-00 ..... 40

Business Tracks: (MX-) MP Sta. No.  
Alexander .....284.8 291  
Missy Spur .....285.6 293  
Jack Jones Lbr. Co. ....292.1 300  
Red Bridge .....293.1 302  
Long Bell Lbr. Co. ....296.2 305  
Owens Plastic .....297.2 305  
Redel .....301.7 310  
Stilwell .....306.4 314

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

### OSAWATOMIE SUBDIV.—KANSAS DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Sidings
Miles	STATIONS		Station Numbers	Cars Feet
334.4	OSAWATOMIE.....	TⓄⓄⓄ	MX-341	Yd. ....
343.3	RANTOUL.....		MX-351	126 6972
354.1	OTTAWA.....	ⓄⓄ	MX-362	135 7535
354.4	ⓄA.T. & S.F.....	Ⓞ		
357.1	ⓄA.T. & S.F.....	Ⓞ		
368.7	LOMAX.....		MX-376	83 4661
376.8	FLINT.....		MX-385	124 6732
378.6	LYNDON.....	Ⓞ	MX-386	
386.2	ⓄA.T. & S.F.....	Ⓞ		
386.4	OSAGE CITY.....	ⓄⓄ	MX-394	116 6468
401.9	ADMIRE.....		MX-410	117 6517
412.2	LAKE.....		MX-420	117 6128
425.6	COUNCIL GROVE.....	ⓄⓄ	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 — Osawatomie — Council Grove.  
CTC — Lake — Council Grove.

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

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

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

### 36 COUNCIL GROVE SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
425.6	<b>COUNCIL GROVE</b> ①②③		MX-432	Yd.	.....
425.8	1.1 <b>PETE</b> .....		MX-433	.....	.....
436.3	10.5 <b>WILSEY</b> .....		MX-444	117	6524
445.6	9.3 <b>PRAIRIE</b> .....		MX-454	171	8922
451.0	5.4 <b>HERINGTON</b> .....	④	MX-459	85	4642
451.5	0.5 ⑤ C. R. I. P.....	⑥⑦⑧	.....	.....	.....
458.6	7.1 <b>HOPE</b> .....		MX-467	85	4637
459.2	0.6 ⑨ A. T. & S. F.....	⑩	.....	.....	.....
468.0	8.8 <b>ELMO</b> .....		MX-476	111	6092
476.1	8.1 <b>CODY</b> .....		MX-485	121	6443
478.0	1.9 <b>GYP SUM</b> .....	⑪⑫	MX-487	.....	.....
479.1	0.3 <b>SALINA JOT</b> .....	T	MX-488	.....	.....
491.2	12.1 <b>BRIDGEPORT</b> .....		MX-499	124	6577
495.9	4.7 ⑬ U. P.....	⑭	.....	.....	.....
496.2	0.3 <b>LINDSBORG</b> .....		MX-504	82	4772
505.6	9.4 <b>MARQUETTE</b> .....	⑮⑯	MX-513	117	6497
518.2	12.6 <b>CRAWFORD</b> .....		MX-526	82	4461
524.5	6.3 <b>GENESEO</b> .....	T⑰	MX-532	59	3841
526.2	1.7 <b>WHEAT</b> .....		MX-534	116	6199
529.7	3.5 ⑲ S. L. S. F.....	⑳	.....	.....	.....
537.6	7.6 <b>BUSHTON</b> .....	㉑	MX-545	80	4677
545.2	7.6 <b>CLAF LIN</b> .....	㉒⑳	MX-553	127	6872
558.8	13.6 <b>HOISINGTON</b> .....	㉓㉔	MX-567	Yd.	.....
133.3					

ABS — Council Grove-Hoisington.

CTC Council Grove — Pete.

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

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

No. 15 turnout east end Hope.

### TOPEKA SUBDIV.—KANSAS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Numbers	Rule 99 (d) in effect.	
				Cars	Feet
368.3	<b>LOMAX</b> .....		MX-376	.....	.....
406.5	38.2 ① A. T. & S. F.....	②	.....	.....	.....
407.6	1.1 <b>TOPEKA</b> .....	③④⑤⑥	T-130	.....	.....
39.3					
				Yard Limits: MP 400-15 to end of track Topeka	
				MAXIMUM SPEED ..... 25 MPH	
				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

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
558.8	<b>HOISINGTON</b> ①②③④		MX-567	Yd.	.....
568.9	10.1 <b>OLMITZ</b> .....		MX-577	65	3885
575.6	6.7 <b>OTIS</b> .....		MX-583	64	4043
584.1	8.3 <b>BISON</b> .....		MX-592	113	6289
590.3	6.2 <b>LA CROSSE</b> .....	⑤⑥	MX-598	68	3942
605.3	15.0 <b>MCCRAOKEN</b> .....		MX-613	137	7625
616.0	10.7 <b>BROWNELL</b> .....	⑦	MX-624	73	4058
622.1	6.1 <b>OSGOOD</b> .....		MX-630	115	6136
627.3	5.2 <b>RANSOM</b> .....		MX-635	71	3945
633.8	6.5 <b>ARNOLD</b> .....		MX-642	44	2591
640.3	6.5 <b>UTIOA</b> .....	⑧⑨	MX-648	117	6499
655.6	15.3 <b>SHIELDS</b> .....		MX-663	117	6374
665.0	9.4 <b>HEALY</b> .....	⑩	MX-673	.....	.....
670.2	5.2 <b>RANCH</b> .....		MX-678	118	6281
681.7	11.5 ⑪ A. T. & S. F.....	⑫	.....	.....	.....
682.5	0.8 <b>SCOTT CITY</b> .....	⑬⑭	MX-690	67	3850
682.8	0.3 ⑮ A. T. & S. F.....	⑯	.....	.....	.....
692.1	9.3 <b>MODOC</b> .....		MX-700	120	6379
699.2	7.1 <b>MARIENTHAL</b> .....		MX-707	.....	.....
707.1	7.9 <b>LEOTI</b> .....	⑰⑱	MX-715	70	4038
717.1	10.0 <b>SELKIRK</b> .....	㉑	MX-725	116	6159
729.0	11.9 <b>TRIBUNE</b> .....		MX-737	44	2591
730.8	1.8 <b>HORACE</b> .....	㉒㉓	MX-739	Yd.	.....
171.8					

Maximum Speed ..... 55 MPH  
(Except as Below)  
MP 588-36 — MP 589-11..... 50  
City Limits LaCrosse..... 45  
MP 681-29 — MP 682-34.... 40  
Hot Box and Dragging Equipment Detectors located MP 595- 21 and \*MP 625-27.

**BUSINESS TRACKS:** MP Sta. No.  
Kanbrick (Hoisington) ..561.4 GD-9  
Boyd .....562.9 MX-571  
Hargrave .....598.0 MX-606  
Pen Dennis .....649.4 MX-657  
Manning .....671.4 MX-679  
Coronado .....704.1 MX-712  
Whitelaw .....724.6 MX-732

Kanbrick Ind. Lead:  
Max Wt. MP 560-09 to end of track — 220,000 lbs.

ABS — Hoisington-Horace.  
Hoisington—Rule 425 in effect between remote control switches located at both ends of yard.  
Remote control switches, Hoisington are No. 15, or No. 20.  
Time applies at the station for trains operating through Horace.

### SALINA SUBDIV.—KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
Rule 99 (d) in effect.					
479.1	<b>SALINA JOT</b> .....		MX-488	.....	.....
494.8	15.7 ① C. R. I. & P.....	②	.....	.....	.....
494.8	0.0 ③ U. P.....	④	.....	.....	.....
494.9	0.1 <b>SALINA</b> .....	⑤⑥⑦⑧	GK-16	Yd.	.....
495.3	0.4 <b>SALINA UNION DEPOT</b> .....	⑨	.....	.....	.....
499.1	3.8 <b>TRIGO</b> .....		GK-21	39	2184
511.3	12.2 <b>FALUN</b> .....		GK-32	25	1652
521.0	9.4 <b>MARQUETTE</b> .....	⑩⑪	MX-513	.....	.....
41.6					

MOUNTAIN STANDARD TIME		Station Numbers	Sidings		Maximum Speed: MPH
WEST Miles	EAST STATIONS		Cars	Feet	
730.8	HORACE..... T	MX-739	Yd.		(Except as below)..... 55
740.5	WALKINGHOOD, KAN. 9.7	MX-748	175	8750	City Limits Eads..... 40
746.6	TOWNER, COLO. 6.1	MX-754			City Limits Ordway..... 40
752.5	STUART 5.9	MX-760	118	6039	NA Jct.—Pueblo Jct..... 60
758.1	SHERIDAN LAKE. 5.6	MX-766	72	3834	(Except as below)
771.8	CHIVINGTON 13.7	MX-780	117	6251	Boone (until crossing occupied) 40
785.8	EADS 14.0	MX-794	118	6435	ATSF MP 615.9 — MP 616.0. 50
807.7	HASWELL 22.9	MX-816	122	6597	ATSF MP 617.2 — MP 617.6. 25
830.5	HEATH 10.7	MX-838	124	6462	Pueblo Jct.: AT&SF MP 617.6 — MP 617.8 ..... 15
841.2	SUGAR CITY 5.2	MX-849			MP 893-06 — MP 895-06..... 20
846.4	ORDWAY 16.7	MX-854	138	7304	(Industrial Lead West of Fountain River Bridge, Pueblo, Colo. — Old Main Line.)
863.1	PULTNEY 6.3	MX-871	118	6140	Business Tracks: MP Sta. No.
869.4	NA JCT. 11.8	MX-876			Astor ..... 736.9 MX-745
591.8	AVONDALE 6.0	MX-889	155	8153	Kanco ..... 742.9 MX-750
603.6	DEVINE 2.2	MX-895			Brandon ..... 766.2 MX-774
609.6	BAXTER 6.0	MX-897	150	7500	Galatea ..... 799.1 MX-807
611.8	PUEBLO JCT. 1.2	MX-903			Arlington ..... 821.4 MX-829
617.8					Crowley ..... 851.9 MX-860
897.1	PUEBLO 165.8	MX-905	Yd.		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.

Miles	WEST STATIONS	EAST STATIONS	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. ⊗ ⊕ T		NL-135	Yd.	
524.3	ARGONIA		H-225		
524.5	⊗ A. T. & S. F.				
531.2	FREEPORT		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		H-283		
					95.6

Rule 99 (d) in effect between Conway Springs and Hardtner only.

Yard Limits: Hardtner Jct. to MP 490-30; MP 511-27 to MP 514-21.

Maximum Speed: MPH  
Between Hardtner Jct. and Hardtner: (Except as Below) . 30  
MP 512-09 — MP 569-24 25  
MP 569-24 — MP 573-19 20

Business Tracks: MP Sta. No.  
Murray Gill 493.3 H-194  
CG&F Elevator 493.8 H-195  
Clearwater Co-op 500.4 H-201  
Waterworks Spur 543.9 H-245  
Shook .548.2 H-250  
Ruella .552.0 H-253

STAFFORD SUBDIV. — KANSAS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Numbers	Sidings	
				Cars	Feet
558.7	CONWAY SPRINGS. ⊗ ⊕ ⊕ T		NL-135	Yd.	
567.1	MILTON		NL-144		
572.2	⊗ A. T. & S. F.				
592.3	KINGMAN		NL-169		
593.1	⊗ A. T. & S. F.				
593.9	⊗ A. T. & S. F.				
598.4	BROWN'S SPUR		NL-175		
605.8	PENALOSA		NL-183		
610.0	OLCOTT		NL-187		
619.9	PRESTON		NC-10	10	500
620.1	⊗ C. R. I. & P.				
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

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

Rule 99(d) in effect.

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

Maximum Speed MPH  
(Except as below) . . . . 30  
Between Olcott and Iuka . . . . 20  
Preston, Through Turnout at end of siding. 15

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

# 40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Feet	
482.0	WICHITA YD. □ ⊕ ⊕ T ⊕ ⊕		H-183	Yd.		Between Wichita and Geneseo (Except as below) ... 30
482.4	⊗ S. L. S. F. 0.4	⊙				MP 435-02
482.6	⊗ C. R. I. & P. 0.2	⊙				MP 485-07
483.0	⊗ W. T. A. 0.4	⊙				MP 530-19
483.0	⊗ A. T. & S. F. 0.0	⊙				MP 533-25
485.9	HARDTNER JCT. 2.9	⊕ T	M-1			MP 559-06
495.0	MAIZE 9.1		M-10	23	1532	MP 561-01
499.1	COLWICH 4.1		M-14	21	1546	
509.9	MT. HOPE 10.8		M-25	54	3059	
516.9	HAVEN 7.0		M-32	48	2918	
522.4	YODER 5.5		M-37	15	1140	
531.5	⊗ A. T. & S. F. 9.1	⊙		40	2222	BUSINESS TRUCKS: MP Nos.
531.6	⊗ A. T. & S. F. 0.1	⊙				Wichita Sand 490.5 M-5 Superior
532.0	⊗ C. R. I. & P. 0.4	⊙				Sand 490.9 M-6 Berwet 496.0 M-11 Lock-
532.6	HUTCHINSON 0.6	⊕ ⊕ ⊕ ⊕	M-48	Yd.		Joint 497.7 M-13 KG&E Co. 498.3 M-14 Andale 504.2 M-19 Small
533.5	⊗ A. T. & S. F. 0.9	⊙				Spur 511.1 M-26 Elmer 526.0 M-41 Yaggy 535.8 M-54 Nickerson
537.5	YA JCT. 4.0	⊙				(between YA Jct. & ST Jct. 544.0 M-59 Kanopolis 14.3 M-103
Via A.T. & S.F. 13.09 Mi.						
550.6	ST JCT. 8.6					
559.2	⊗ S. L. S. F. 1.3	⊙				
560.5	LYONS 0.5	⊕ ⊕ ⊕ ⊕	M-76	39	2566	
561.0	⊗ A. T. & S. F. 12.2	⊙				
524.5	GENESEO □ ⊕ ⊕ ⊕	⊙	MX-532	59	3841	
91.2						

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

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

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

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

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

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 ⊕ CRI&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.

# WICHITA SUBDIV. — CENTRAL DIVISION 41

WEST Miles	STATIONS	EAST	Station Numbers	Sidings		Second Class
				Cars	Ft.	
Rule 99 (d) in effect between Bronson and Durand.						
111						
Maximum Speed: MPH	MPH					
Bronson to Durand ... 30	348.9	BRONSON	H-50			
(Except as below)	354.2	⊗ M.-K.-T. 5.3				
City Limits	354.4	MORAN 0.2	H-55			
Iola ... 25	361.6	LA HARPE 7.2	H-63			
Durand to Wichita ... 40	367.4	IOLA 5.8	H-68			
Both legs of Wye-Durand 5	367.8	⊗ A.T. & S.F. 0.4				
	374.7	PIQUA 6.9	H-76	27	1590	PM
No. 110 will not require clearance at Wichita when train order signal indicates proceed.	1 00	DURAND 8.9	H-85	93	4902	11 00
	386.0	YATES CENTER 2.4	H-87			
	1 30	BATESVILLE 8.4	H-96	90	4881	10 10
	2 25	EUREKA 26.3	H-122			9 20
Yard Limits: MP 382-00 to MP 387-25; MP 451-30 to MP 458-10; MP 479-00 to Wichita.	3 00	SUMMIT 17.9	H-140	78	4286	8 40
	3 20	WALNUT 14.1	H-154	80	4502	7 50
	3 40	ELDORADO 0.8	H-155			7 30
	3 45	McPHERSON JCT. 0.1	H-155			
	4 45	WICHITA YD. 27.4	H-183	Yd.		6 30
Piqua - Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.	AM	133.1				PM
Humboldt .HU-10						

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	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

WEST Miles	STATIONS	EAST	Station Numbers	Sidings		Second Class
				Cars	Ft.	
Rule 99 (d) in effect						
Maximum Speed ... 30	MPH					
(Except as below)						
City Limits Potwin.. 25						
MP 486-11 —		McPHERSON JCT. ⊕ T	H-155			
MP 488-03 ... 15		POTWIN 12.5	PB-13			
		WHITEWATER 7.4	PB-20	17	1117	
		⊗ C.R.I. & P. 0.2				
Yard Limits: McPherson Jct. to MP 457-13.		NEWTON 12.1	PB-32	15	1006	
		⊗ A.T. & S.F. 0.2				
Newton; Stop and protect East Eighth St.—U.S. 50.		HESSTON 8.1	PB-41	30	1992	
		MOUNDRIDGE 6.5	PB-47	20	1488	
		⊗ C.R.I. & P. 13.3				
		McPHERSON 1.3	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

## 42 PITTSBURG SUBDIV. — CENTRAL DIVISION

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

Rule 99 (d) in effect.

Trains arriving Nevada will secure authority from train dispatcher or operator at Nevada before fouling Main Track on Carthage Subdiv.

Yard Limits: Nevada — 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 .. 15  
MP 392-30 .. 15

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

## CONWAY SPRINGS SUBDIV. — CENTRAL DIVISION

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

Rule 99 (d) in effect.  
Yard Limits: Dearing to MP 431-00; MP 497-03 to MP 499-05; MP 558-00 to Conway Springs.

Operation over AT&SF at Caney Item 7 (a) Special Instructions.

Maximum Speed: MPH  
Between Dearing & Cedarvale .. 30  
Between Cedarvale and Winfield .. 20  
Between Belle Plaine & Conway Springs 25  
Max. Wt. Between Dearing and Dexter 220,000 lbs.

Business Tracks: MP No.  
Tyro 435.1 NL-12  
Peru 453.2 NL-30  
Rogers 464.6 NL-41  
Layton 474.7 NL-51  
Tausig 485.0 NL-62  
Hooser 490.8 NL-68  
Riverdale 544.4 NL-121  
Anson 552.2 NL-129

## ARKANSAS CITY SUBDIV. — CENTRAL DIVISION

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

Rule 99 (d) in effect.  
Yard Limits: Dexter Jct. to MP 498-33.

Maximum Speed MPH  
(Except as below) .. 30  
MP 498-06 ..  
MP 498-18 .. 20

## COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

Miles	SOUTH STATIONS	NORTH	Station Numbers	Sidings	
				Cars	Feet
333.4	OSAWATOMIE		MX-341	Yd	
334.9	Ⓢ. M. P.				
342.8	LANE		R-9	126	6688
353.4	HECLA		R-20	135	7578
357.4	Ⓢ. A. T. & S. F.	Ⓐ			
357.6	GARNETT	Ⓢ	R-24		
371.7	DIXON		R-39	171	9203
384.4	LE ROY	Ⓢ	R-51		
391.0	VERNON		R-59	175	9283
398.5	DURAND	ⓈT	H-85	118	6162
415.1	ROPER		R-82	113	6036
417.6	BENEDICT	Ⓢ. A. T. & S. F.	R-85		
426.5	FREDONIA	Ⓢ	RC12		
427.2	ALTOONA		R-94		
434.8	NEODESHA	Ⓢ	R 102	99	5994
434.9	Ⓢ. L. S. F.	Ⓢ			
442.3	SYCAMORE		R 109	180	9002
448.3	Ⓢ. A. T. & S. F.	Ⓐ			
448.6	Ⓢ. A. T. & S. F.	Ⓐ			
449.1	INDEPENDENCE	ⓈT	R 116	71	4045
462.4	DEARING		R 130	115	6122
467.8	COFFEYVILLE	ⓈT	R 135	Yd	
133.4					

ABS — Osawatome-Coffeyville.

CTC Osawatome 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 Osawatome.

Turnouts at Dixon Siding are No. 15.

Turnouts at Hecla are No. 16.

Hot Box and Dragging Equipment Detector located at \*MP 438-08.

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.		

44 WAGONER SUBDIV. — CENTRAL DIVISION

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Numbers	Sidings	
					Cars	Feet
662.8		COFFEYVILLE, KAN.		R 135	Yd	.....
		2.3				
660.5		⊙M-K-T				
		9.5				
651.0		LENAPAH, OKLA		L-311	115	6545
		10.9				
640.1		NOWATA		L-300	76	4881
		5.7				
634.4		CLEM		L-294	111	6214
		12.3				
622.1		COOLOGAH		L-282	142	7966
		11.8				
610.3		⊙S.L.-S.F.				
		0.6				
609.7		CLAREMORE		L-270	102	5739
		12.8				
596.9		INOLA		L-257	170	9577
		15.5				
581.4		WAGONER ⊙MKT		L-242		
		1.8				
579.6		COOKSON		L-239	175	9415
		4.1				
575.5		OKAY JCT.		L-233		
		18.0				
557.5		BRAGGS		L-218	130	7036
		16.7				
540.8		UPSON		L-201	123	6533
		3.4				
537.4		VIAN		L-197		
		10.7				
526.7		⊙K. C. S.				
		0.9				
525.8		SALLISAW		L-186	54	3591
		6.1				
519.7		HANSON		L-180	70	4132
		6.6				
513.1		MULDROW		L-173	59	3580
		9.5				
503.6		GREENWOOD JCT., OKLA		L-164	61	3302
		5.2				
498.4		⊙S. L.-S. F.				
		1.2				
497.2		VAN BUREN, ARK.		L-158	Yd	.....
		165.6				

Okay Jct. register station only for trains directed to register by train order.

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	25	
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

VAN BUREN SUBDIV. — CENTRAL DIVISION 45

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Numbers	Sidings	
					Cars	Feet
		Maximum Speed				
		(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
		MP 434-19—MP 434-31				45
		Between Clarksville Jct. and Clarksville				30
		MP 471-20—MP 472-15				40
		MP 472-16—MP 474-16				45
		MP 479-19—MP 479-26				45
		BUSINESS TRACKS:				
		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		
		AP&L Spur	424.5	L-95		
		Clarksville Jct. to Clarksville				
		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		
		Marche	353.3	L-10		
		Jeffrey	349.5	L-6		
		Levy	345.7	L-3		
497.2		VAN BUREN		L-158	Yd	.....
		7.8				
489.4		ALMA		L-149	72	3810
		13.1				
470.0		POPING		L-130	118	6178
		5.2				
464.8		OZARK		L-125	74	3859
		8.3				
456.5		ALIX		L-117	115	6014
		7.4				
443.0		SPADRA		L-105	144	7517
		8.1				
435.6		CLARKSVILLE Jct.		L-93		
		8.1				
443.7		CLARKSVILLE		L-101		
		8.1				
427.5		SCOTIA		L-85	162	8437
		9.8				
417.7		RUSSELLVILLE		L-75	118	6143
		0.1				
417.6		D. & R. CONN.				
		6.9				
410.7		WORTHEN		L-68	122	6392
		10.7				
400.0		BLACKVILLE		L-57	89	4628
		7.5				
392.5		MORRILTON		L-50	91	4734
		11.2				
381.3		MENEFEE		L-38	84	4378
		8.2				
373.1		CONWAY		L-30	186	9682
		9.5				
363.6		MAYFLOWER		L-21	205	10280
		20.0				
343.6		No. LITTLE ROCK		X-344	Yd	.....
		153.2				

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.

TUNNELS:  
Conway: MP 375-31 to MP 376-03

PARIS SUBDIV.—CENTRAL DIVISION

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Numbers	Sidings	
					Cars	Feet
		Rule 99 (d) in effect.				
		Yard Limits: Ft. Smith:				
		SLSF Conn. to MP 512-10				
		Maximum Speed				
		(Except as below)				30
		City Limits Ft. Smith				25
		SLSF Conn.				
		MP 508-00				15
		MP 510-20				10
		MP 510-21				10
		MP 512-05				10
		MP 512-11				10
		Business Tracks: MP No.				
		Barling	513.1	LD-16		
		Lavaca	526.3	LD-24		
		Branch	540.0	LD-33		
		Ratcliff	544.1	LD-42		
		Ft. Smith Yard:				
		⊙ Nth. R St.		SLSFG		
		⊙ Nth. L St.		KCS		
497.2		VAN BUREN		L-158	Yd	.....
		1.5				
508.0		FT. SMITH		LD-5		
		1.3				
509.3		⊙S.L.S.F.				
		0.1				
509.4		⊙K. C. S.				
		3.4				
512.8		SO. FT. SMITH		LD-10		
		6.6				
519.4		FORT CHAFFEE		LD-17		
		15.9				
535.3		CHARLESTON		LD-33		
		0.7				
536.0		THESING		LD-34	35	1500
		17.1				
553.1		PARIS		LD-51		
		46.6				

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



46 RED RIVER & DALLAS-FT. WORTH TERM. DIVS.

RED RIVER & DALLAS-FT. WORTH TERM. DIVS. 47

WEST		Miles	STATIONS	Station Numbers	Siding	Cars	Feet	EAST	
FIRST CLASS								FIRST CLASS	
21	461							460	22
Psg.	Psg.							Psg.	Psg.
Daily	Daily	Daily	Daily						
AM								AM	
1	20	0.0	TEXARKANA ARK. T ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-0	Yd.			2	
			⊙ St. L.S.W. ⊙					55	
		1.3	NATIONAL TEX. 0.5 0.8 1.1	TP-2	89	4903			
			⊙ K.C.S. ⊙						
		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	7426			
		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	8513			
		58.7	WOODLAWN 8.0	TP-58	136	7395			
f 2	45	66.3	MARSHALL. ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ 7.6	TP-67	159	8243	f 1	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 1245		
		93.8	GREGGTON 3.2	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	MP JCT. ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ 2.1	TP-210	142	7388			
			TOWER 19. 5.1				PM		
s 6	30	12	DALLAS. ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ 2.1	TP-215			2	35	
		214.8	TERMINAL JCT. ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ 0.2	TP-216				s1000	
		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	1	TOWER 55. 12.7	TP-245			1	40	
AM	PM	245.4	⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ 5.7	TP-245			8	45	
		251.1	CENTENNIAL YD. ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ 5.7	TP-250					

251.1

TIMETABLE NO. 8

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
(Except as below)	60			
⊙ SSW (MPO-15)	15	Hoot	6.5	TP7
MP 2-15 — MP 2-33	50	South Texarkana	11.4	TP11
MP 23-22 — MP 23-33	35	Heat Research	84.6	TP85
MP 30-27 — MP 31-04	50	Pumps	87.0	TP87
MP 36-12 — MP 38-00	50	Hawkins	118.6	TP119
MP 50-06 — MP 50-14	50	Debbie	128.9	TP129
MP 50-26 — MP 51-17	30	Amoca	156.3	TP157
MP 65-16 — MP 67-06	30	Forney	194.0	TP194
MP 66-12 — MP 66-23	15	Mesquite	202.0	TP202
(Siding)	15	Dalworth Paint	202.3	TP203
MP 89-05 — MP 90-22	40	Skyline	205.6	TP205
MP 100-21 — MP 104-30	40	Harrys	218.0	TP218
MP 112-33 — MP 112-34	40	Eagle Ford	220.0	TP220
MP 136-00 — MP 136-12	40	Cloudy	222.0	TP224
MP 148-36 — MP 149-19	40	June Pit	223.2	TP225
MP 166-09 — MP 167-01	35	Mt. Creek	223.8	TP226
MP 182-06 — MP 183-09	40	Great Southwest	231.2	TP231
MP 193-07 — MP 194-10	45	Handley	239.2	TP239
MP 207-34 — MP 208-30	40	Jamestown	242.9	TP243
MP 209-01 — Tower 19	20	Fort Worth	245.8	BV272
MP 214-20 — MP 214-24	15			
MP 216-18 — MP 217-24	30			
MP 225-15 — MP 225-26	50			
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 MP Jct.; Terminal Jct. and MP 244-02.

No. 16 turnouts at MP Jct. and all sidings except Terrell.

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.

Indication of defect for detector at MP 29-15 is flashing red at east end Kildare for westward trains and at west end Atlanta for eastward trains.

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.

Do not exceed 5 MPH on Morton Salt Co. tracks, Grand Saline. Dallas-Ft. Worth Terminal Division jurisdiction MP Jct.-Centennial Yard inclusive.

No. 461 must secure clearance at Terminal Jct. Great Southwest-South Industrial Lead—Max. Speed. 20 MPH

In East Dallas Yd. ⊙ ATSF ⊙ 10 MPH.

Operation via SP, MP 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. Interlocking Rules in effect.

Kelley Lead may be used to meet or pass trains and engines except cars higher than 17 ft. 6 inches may not be handled on Kelly Lead.

Two main tracks between Terminal Jct. and MP 248-01 Centennial Yard. Yard Limits: MP 244-02 — MP 248-01.

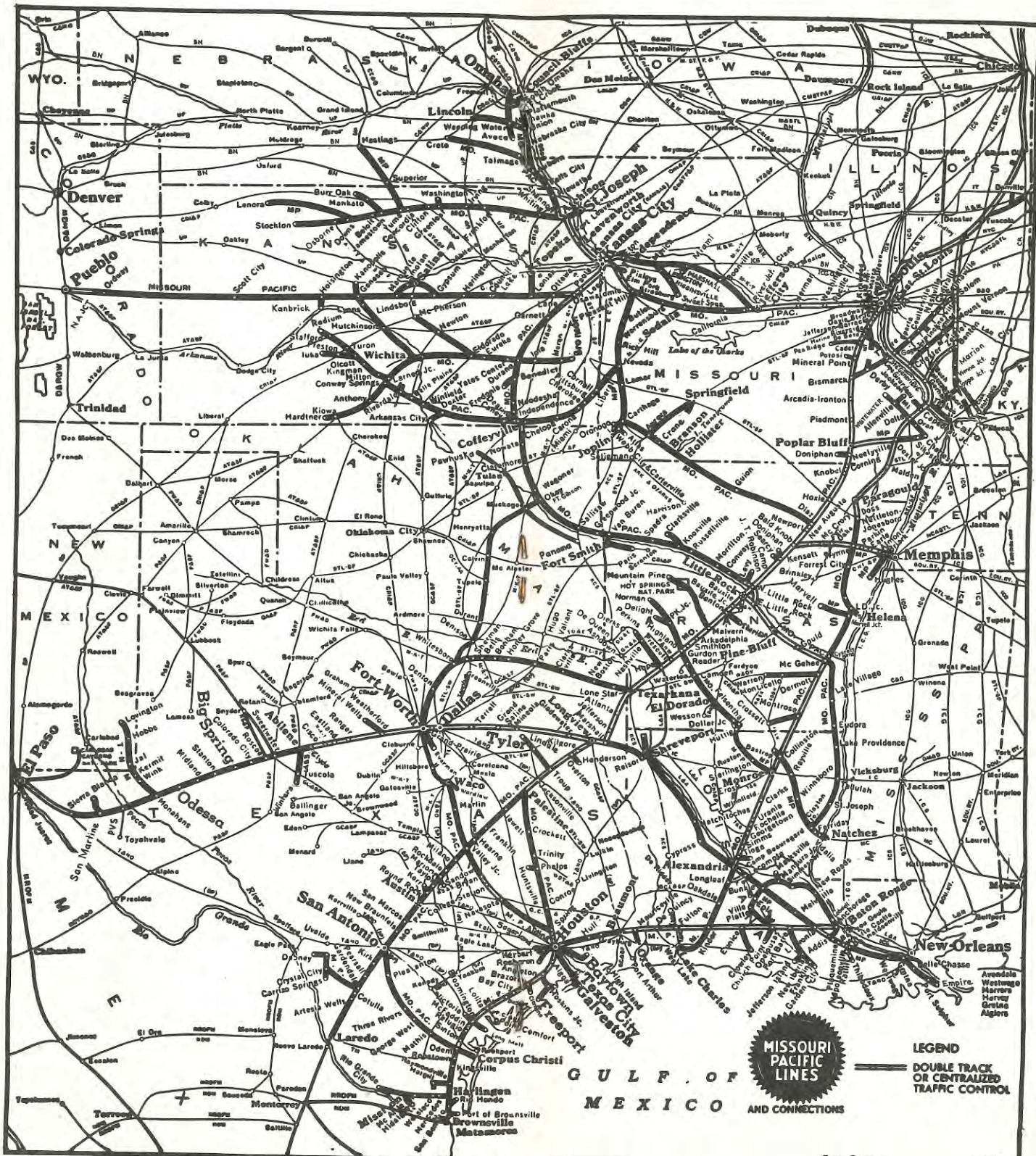
No superiority of trains between MP 244-02 and Tower 55. All trains and engs. move at restricted speed.

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.

TIMETABLE NO. 8



**MISSOURI  
PACIFIC  
LINES**

**LEGEND**  
 ——— DOUBLE TRACK  
 OR CENTRALIZED  
 TRAFFIC CONTROL

**GULF OF  
MEXICO**

AND CONNECTIONS



52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	WEST STATIONS EAST	Station Numbers	Siding Capacity in Cars	Rule 99 (d) in effect.	
				MP	Sta. No.
20.8	PANAMA	MV 21		Yard limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23; MP 198-17 to Pawhuska.	
29.3	⊗FS & VB			Maximum Speed: MPH	
40.9	KEOTA	MV 41		Panama to MP 79-5..... 30	
55.2	STIGLER	MV 55	39	MP 79-5 to MP 96-00.... 20	
67.5	PORUM	MV 67		MP 96-00 — MP 98-00.... 12	
77.2	WARNER	MV 77		MP 98-00 — MP 100-00.... 25	
95.8	SHOPTON	MV 96	Yd.	MP 100-00 — MP 142-00... 30	
100.1	MUSKOGEE	MV 97		MP 142-20 — MP 148-06... 25	
117.3	HASKELL	MV 117	14	MP 148-06 — MP 151-04... 20	
134.0	BIXBY	MV 134		MP 151-04 — MP 151-33... 10	
141.5	JENKS	MV 142	9	MP 151-33 — MP 154-23... 20	
148.1	TULSA	MV 152	Yd.	MP 154-23 — Pawhuska... 25 (Except as below)	
152.3	⊗SS RY			MP 169-14 — MP 169-20... 10	
187.2	BARNSDALL	MV 187		MP 190-24 — MP 192-04... 10	
194.8	NELAGONY	MV 195		BUSINESS TRACKS— MP Sta. No.	
200.6	PAWUSKA	MV 201	Yd.	Bokoshe ..... 27.2 MV-27	
179.8				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.	

Operation via SLSF between Cherokee Yd. and MP interlocking, Tulsa. Refer to Item 7(b) Special Instructions. Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.

Tulsa Industrial Lead MP 151.8 reached via ATSF Yard Lead. All trains and engines stop and protect East 36th Street North, MP 155-03 and East 46th Street North MP 156-03 Tulsa.

BONHAM SUBDIV.—RED RIVER DIVISION

Miles	WEST STATIONS EAST	Sta. No.	Sidings		Rule 99(d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct.
			Cars	Ft.	
0.0	TEXARKANA	TP-0	Yd.		Maximum Speed ..... MPH (except as below)
0.6	⊗K. O. S.				Over Church St., Paris..... 10
14.8	HOOK	TA15	75	4051	MP 100-06 — MP 151-04... 25
34.2	DE KALB	TA34	57	4059	MP 153-08 — MP 155-07... 20
61.0	CLARKSVILLE	TA61	85	4979	BUSINESS TRACKS
91.0	PARIS	TA91	Yd.		Nash ..... 5.1 TA-5
91.7	⊗AT & SF-S.P.				Proetz Lbr. Co..... 6.0 TA-6
128.1	BONHAM	TA128	Yd.		Anglo-American Paper ..... 6.6 TA-7
141.6	MKT	TA142			Lone Star Ord. Plant ..... 15.7 TA-12
154.5	⊗S.P.				Red River Army Depot ..... 17.3 TA-17
154.6	SHERMAN	TA155	Yd.		New Boston ..... 22.0 TA-22
173.1	WHITESBORO JCT.	TA173	Yd.		Annona ..... 52.5 TA-53
173.1					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
					IP&L ..... 140.0 TA-140
					Whitesboro ..... 173.1 TA-173

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	WEST STATIONS EAST	Station Numbers	Sidings		Yard Limits: MP 192.0 - MP 196.5, MP 310.6 - MP 317.9, MP 347.5 - MP 351.1.
			Cars	Feet	
192.1	ALEXANDRIA	TB-195	Yd.		Maximum Speed: MPH (except as below)..... 50
195.7	TEXMO JCT.	TB-196			MP 190.4 — MP 195.8... 40
203.7	RAPIDES	TB-204	64	4105	MP 235.8 — MP 236.2... 40
225.2	FERN	TB-225	76	4124	MP 245.8 — MP 247.8... 25
235.8	OYPRESS	TB-236	87	5094	MP 310.9 — MP 320.8... 20
246.0	CANE	TB-246	63	4066	MP 343.6 — MP 350.6... 40
247.5	NATCHITOCHES	TB-247			MP 350.7 — MP 351.4... 30
265.7	LAKE END	TB-265	50	2935	Business Tracks MP Sta. Nos.
286.0	WESTDALE	TB-286	87	4777	England AFB..... 199.8 TB199
308.6	LUCAS	TB-308	90	4805	Boyer..... 208.7 TB209
311.7	⊗K.O.S.				Rodemacher..... 211.9 TB212
313.9	⊗S. P.				Soybean Spur..... 243.0 TB243
315.0	OUT OFF JCT.	TB-315	Yd.		Plywood Spur..... 251.0 TB251
315.6	HOLLYWOOD JCT.	TB-316	Yd.		Powhatan..... 258.8 TB258
1.5	HOLLYWOOD YD.	TS-326			Gahagan..... 276.1 TB275
322.3	LAKE HAYES, LA.	TB-321	70	4116	Grand Bayou..... 280.1 TB280
332.5	WASKOM, TEX.	TB-331	91	5289	Caspiana..... 296.6 TB296
343.1	SCOTTSVILLE	TB-342	72	4028	Gayles..... 302.4 TB302
351.4	MARSHALL	TP-67	142	7551	Olin..... 303.9 TB304
156.9					Reisor..... 319.0 TB319
					Greenwood..... 326.4 TB325
					Jonesville..... 335.4 TB334

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	SOUTH STATIONS NORTH	Sta. Nos.	Rule 99 (d) in effect.	
			MPH	Yard Limits:
34.1	HOSSTON	TT-28	20	MP 3-15 to Hollywood Jct.
29.4	GILLIAM	TT-23		
4.8	SHREVEPORT	TS-326		
3.7	⊗ICG			Business Tracks MP Sta. Nos.
1.5	HOLLYWOOD YD.	TS-316		Belcher..... 18.1 TT-18
0.0	HOLLYWOOD JCT.	TB-316		Sentell..... 10.3 TT-10
34.1				Good Roads Spur... 4.8 TT-3

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

MPH		Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings	
Maximum Speed (Except as below) MP	MP				Cars	Feet
City limits—Palestine	30					
0-0	0-16					
18-33	19-07					
21-15	22-07					
26-20	28-07					
30-02	31-15					
44-30	45-30					
50-09	50-24					
52-10	53-00					
56-07	56-20					
59-18	60-19					
68-00	71-00					
73-05	73-25					
80-10	81-03					
Business Tracks	MP	Sta. Nos.				
Aleo Spur	7.4	AX-73				
Cherokee Sales	24.6	AX-56				
Arp	52.7	AX-29				
Kinstoe	74.0	AX-7				
Bodie	78.0	AX-4				

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings	
			Cars	Feet
81.3	LONGVIEW... @ § □ ⊕	AX-0	Yd.	....
69.2	KILGORE..... 12.1	AX-12	149	8075
58.9	OVERTON..... 10.3	AX-22	131	7154
45.4	TROUP..... 13.5	AX-36	158	8973
33.4	TECULA..... 12.0	AX-48	135	7487
27.2	JACKSONVILLE @ ⊕	AX-54	71	4605
27.0	⊕ ST.L.S.W..... 0.2			
23.6	HUME..... 3.4	AX-57	138	7331
11.9	NECHES..... 11.7	AX-70	146	7754
5.0	WELLS CREEK..... 6.9	AX-77	104	5478
0.0	PALESTINE... @ □ ⊕	AX-81	Yd.	....
81.3				

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 63-01.

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.

Maximum Speed ..... 30 MPH  
(Except as below)  
MP 15-00 to MP 26-00. 20 MPH  
MP 26-00 to MP 33-00. 10 MPH

Sta. No. —  
BUSINESS TRACKS MP No.  
General Electric Co. 13.5 CX-13  
Theford ..... 30.1 CX-30

Max. Wt.  
Troup-Swan ..... 240,000 lbs.  
Swan-Lindale ..... 220,000 lbs.

Miles	SOUTH STATIONS NORTH	Station Nos.
32.7	LINDALE.....	CX-33
26.3	SWAN..... 6.4	CX-27
19.0	TYLER @ St. LSW @ § □ ⊕	CX-19
13.9	ELBERTA..... 5.1	CX-14
8.6	WHITEHOUSE..... 5.3	CX-9
0.0	TROUP..... 8.6 @ T ⊕	AX-36
32.7		

### HENDERSON SUBDIV.—RED RIVER DIVISION

Yard Limits: Entire Subdiv.

Maximum Speed.. 15 MPH

BUSINESS TRACKS Sta. No.  
Humble Oil  
Rack ..... 2.7 BX-4  
Int. Paper Co. 13.3 BX-13  
Henderson  
Clay ..... 13.6 BX-14  
Woodcarve ... 14.0 BX-14

Miles	SOUTH STATIONS NORTH	Station Numbers
0.0	OVERTON..... 16.0	AX-22
16.0	HENDERSON.....	BX-16
16.0		

TIMETABLE NO. 8

### FT. WORTH SUBDIV.—RIO GRANDE DIVISION 55

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings		Maximum Speed (except as below) MPH
			Cars	Feet	
					MP 0-00 — MP 0-11 ..... 35
					MP 47-17 — MP 48-10 ..... 25
					MP 78-00 — MP 78-13 ..... 15
					MP 138-00 — MP 139-29 ..... 25
					MP 163-05 — MP 163-10 ..... 30
					Over SLSW @ ..... 20
					Tower 55 — Waco Jct. .... 45
					On way tracks
					Tower 55 ..... 10
					Crescote Plant Lead
					Navasota ..... 15
					Yard Limits:
					MP 47-16 to Nava Jct.
					Bryan Jct. to MP 78-20
					MP 99-03 to MP 102-10
					MP 162-26 to Waco Jct.
					MP Sta. No.
					Business Tracks:
					Wardlaw (Waco) BV-173
					Gifford Hill .. 88.0 BV-88
					Nipak ..... 81.7 BV-82
					Brazos ..... 80.5 BV-81
					Trappark ..... 80.3 BV-79
					College Sta. .. 73.6 BV-74
					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

Miles	SOUTH STATIONS NORTH	Station Numbers
165.8	TOWER 55 @ ⊕ ⊕ ⊕ ⊕	TP-250
165.4	WACO JCT... Via MKT	TP-245
165.4	⊕ ST.L.S.W.....	BV-181
163.7	WACO.....	BV-178
155.0	HARRISON.....	BV-155
137.0	MARLIN.....	BV-139
116.5	SALTER.....	BV-117
110.1	SARGE.....	BV-110
100.6	VALLEY JCT... @ ⊕ ⊕	AX-175
97.0	⊕ S. P.....	
92.0	MUMFORD.....	BV-92
78.1	BRYAN.....	BV-78
77.8	⊕ S. P.....	
75.5	BRYAN JCT... Via SP	BV-75
48.6	NAVA JCT.....	BV-49
48.5	NAVASOTA.....	BV-49
45.0	JERRY.....	BV-44
36.5	STONEHAM.....	BV-37
22.1	MAGNOLIA.....	BV-22
11.2	HUFSMITH.....	BV-11
0.0	SPRING.....	A-209
	SETTEGAST YD... @ □	B-379
277.0		

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

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

### A. & S. SUBDIV.—RIO GRANDE DIVISION

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

### T.-N. M. SUBDIV.—RIO GRANDE DIVISION

Miles	SOUTH STATIONS NORTH	Station Numbers	Rule 99 (d) in effect
YARD LIMITS: MONAHANS TO MP 1-04			
105.5	LOVINGTON.....	TM-105	Maximum Speed (Except as below) ..... MPH
84.4	HOBBS.....	TM-84	MP 65-02 — MP 66-00 ..... 15
65.0	EUNICE.....	TM-66	MP 77-00 — MP 66-00 ..... 20
42.3	JAL, N. M.....	TM-42	MP 83.0 — MP 91.0 ..... 10
23.6	KERMIT, TEX.....	TM-24	Magwalt ..... 29.0 TM-29
0.0	MONAHANS.....	TM-000	Sid Richardson ..... 28.6 TM-28
105.5			
			Combest ..... 52.6 TM-53
			United Carbon ..... 55.9 TM-56
			Continental Carbon ..... 70.8 TM-70
			Witco ..... 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

TIMETABLE NO. 8



SOUTH First Class		Miles	STATIONS	Station Nos.	Siding Cars Feet	NORTH First Class	
21 Mon. Thurs. Sat.	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 8488		
		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	144.8		TAYLOR	AX-226	Yd.	4 45	
11 31	153.4		HUTTO	AX-235	61 3088	4 26	
11 41	161.6		ROUND ROCK	AX-243	129 6460	4 16	
11 47	166.0		McNEIL	AX-247	91 4564	4 10	
11 57	173.8		SNEED	AX-253	157 7880	4 00	
s12 05	179.1		AUSTIN	AX-262	48 2700	s 3 50	
	179.6		COLORADO BRIDGE	AX-263			
12 17	187.3		BERGSTROM	AX-268	144 7211	3 37	
12 26	194.2		BUDA	AX-276	80 4030	3 28	
12 35	201.0		KYLE	AX-282	141 7050	3 19	
12 45	208.7		CENTEX	AX-288	141 7050	3 09	
12 46	208.8		M-K-T JCT.	AX-290		3 08	
s12 50	209.7		SAN MARCOS	AX-291		s 3 05	
1 06	221.5		GOODWIN	AX-302	190 9545	2 46	
	227.3		NEW BRAUNFELS	AX-308			
	227.4		M-K-T.				
1 15	227.8		LANDA'S PARK	AX-309	47 2382	2 38	
1 24	234.5		CORBYN YD.	AX-316	Yd.	2 29	
1 32	241.0		BRACKEN	AX-322	159 7995	2 21	
1 48	254.0		ADAMS	AX-335	73 3684	2 05	
s 2 05	259.1		SAN ANTONIO	AX-340		s 1 55	
	259.8		S. P. No. 1	G			
	260.4		S. P. No. 2				
2 25	264.3		SOSAN	AX-345	Yd.	1 26	
PM		264.3					PM

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.

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

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Lake	12.3	AX-93	Steck Paper Co.	172.1	AX-253
Champion	33.3	AX-114	Vinson	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	124.4	AX-205	Ogden	236.7	AX-318
(Conn. R.S.&S.R.R.)			Wetmore	247.7	AX-329
Round Rock	161.6	AX-243	Longhorn	249.2	AX-330
(Conn. Georgetown R.R.- Kerr DX002)			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			

60 LAREDO SUBDIV. — PALESTINE DIVISION

TRINITY SUBDIV. — PALESTINE DIVISION 61

SOUTH FIRST CLASS 21	Miles	STATIONS	Sta. Nos.	Sidings Cars Feet	NORTH FIRST CLASS 22
					PM
2 25	264.3	SOSAN ..... @T@§	AX345	Yd. ....	1 26
2 31	267.0	2.7 HEAFER ..... AX348			1 16
3 01	291.5	24.5 DEVINE ..... @ AX373	37	1879	12 44
3 30	313.0	21.5 PEARSALL ..... @ AX394	41	2093	12 18
3 42	321.9	8.9 DERBY ..... AX403			12 06
3 51	329.1	7.2 DILLEY ..... AX410			11 56
4 03	339.5	10.4 GARDENDALE..@T@ AX422	39	1949	11 43
4 11	345.8	6.3 COTULLA ..... AX427	92	4616	11 35
4 41	367.6	21.8 ATLEE ..... AX449	63	3191	11 05
4 51	374.1	6.5 ENCINAL ..... @ AX455	48	2422	10 56
5 07	385.3	11.2 CALLAGHAN ..... AX467	46	2303	10 40
5 41	408.3	23.0 NYE ..... AX490	28	1410	10 05
	412.0	3.7 @Tex-Mex ..... @			
6 15	412.2	0.2 LAREDO..@T@§ AX494			9 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.

Gardendale register station only for trains directed to register by train order.

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 STATIONS	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 Sta. Tracks No.	186.4	4.4 URA.....	HX15		
Blewett @ SP @	172.9	13.5 KELLY.....	GX173	24	1222
MP 187.3 HX-14	163.9	9.0 LA PRYOR.....	GX164	26	1316
Yard Limits: MP 105-00 to MP 106-04; MP 139-00 to MP 143-10.	145.8	18.1 CRYSTAL CITY @ @T@	FX146	Yd.	
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.	143.4	2.4 RIVER.....	FX143	Yd.	
	134.5	8.9 BRUNDAGE.....	FX134	86	4324
	127.1	7.4 BIG WELLS.....	FX127		
	118.3	8.8 COUNTY LINE.....	FX118	41	2068
	105.0	13.3 GARDENDALE..... @T@	AX422		
		85.8			

Maximum Speed MPH (Except as shown below)	MP	Sta. No.
MP 0-0 to MP 1-18	30	
MP 1-18 — MP 5-04	40	
MP 9-05 — MP 9-15	45	
MP 11-28 — MP 12-12	45	
MP 14-12 — MP 14-19	45	
MP 15-19 — MP 15-23	45	
MP 17-08 — MP 17-22	45	
MP 23-26 — MP 24-31	30	
MP 25-08 — MP 26-23	45	
MP 36-21 — MP 38-17	40	
MP 42-29 — MP 43-09	45	
MP 63-21 — MP 65-15	40	
MP 82-19 — MP 82-26	45	
MP 109-25		
MP 113-10	30	
City limits Houston:		
MP 142-00 — Belt Jct.	40	
Belt Jct.		
Gulf Coast Jct.	40	
Gulf Coast Jct.		
Settegest Yd.	20	

Business Tracks	MP	Sta. No.
Salmon	18.3	A-100
Nuclear	23.1	A-104
Southland	32.8	A-114
Texas Power & Light Co.	33.2	A-114
Cut	43.3	A-125
Davy	52.5	A-134
Dodge	79.6	A-161
Huntsville Ind. Lead:		
7-0 mi. Phelps to Huntsville AD-7.	Max. Speed 20 MPH, Max. Wt. 240,000 lbs., Bus. Tracks	
Townley MP 3 St. No. AD-4.		
La. Pacific	93.2	A-176
Camp Strake	114.0	A-196
Tin Barn	117.9	A-197
Bison	117.4	A-198
Westfield	131.3	A-213
Jetero & Drillco	136.3	A-218
Texas Crushed Stone	138.9	A-220
Frohlick	140.2	A-221
Hardy	142.3	A-224
Cross Timbers	144.0	A-226
Houston, Tex.		B-372

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings	
				Cars	Feet
0.0	PALESTINE \$T @ @		AX-81	Yd.	
0.0	WEST JCT..... @ @		A-81		
12.2	12.2 ELKHART.....		A-94	99	5012
24.5	12.3 GRAPELAND.....		A-106	59	2960
37.5	13.0 CROCKETT... @ @		A-119	175	10535
51.2	13.7 LOVELADY.....		A-133	65	3292
64.8	13.6 TRINITY... @ @ @		A-146	165	10200
71.7	6.9 RIVERSIDE.....		A-153	62	3138
84.0	12.3 PHELPS..... T		A-165	88	4413
95.7	11.7 NEW WAVERLY... A-177			83	4175
103.7	8.0 WILLIS..... @ @		A-185	83	4188
111.7	8.0 CONROE @AT&SF		A-193	142	7100
120.6	8.9 TAMINA..... @T @		A-202	68	3426
127.7	7.1 SPRING..... @T		A-209	130	6507
137.8	10.1 ALDINE.....		A-219	107	5354
145.8	8.0 BELT JCT. @SP @ @		A-227		
147.5	1.7 GULF COAST JCT.				
150.1	2.7 SETTEGAST YD... @T@ @ §		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 — So. End Frt. route West Jct. South Jct.	Spring — Both ends siding and conn. to Ft. Worth Subdiv. Aldine — Both switches of siding.	Belt Jct. Gulf Coast Jct. Settegest Yd. — East wye.
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62 CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

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

Business Tracks	MP	Sta. No.
Phoenix	5.0	CC-5
R. J. Reynolds Food Inc.	6.1	CC-6
San Jose	6.7	CC-7
Cassin	12.6	CC-13
Lehr	19.8	CC-20
Espey Sand Pit	23.1	CC-23
Leming	26.6	CC-27
Coughran	33.8	CC-39

Business Tracks	MP	Sta. No.
McCoy	46.3	CC-46
Whitsett	63.3	CC-63
Sunniland	68.0	CC-68
Goliad Corp.	82.3	CC-82
Atlantic Ref.	87.4	CC-87
Heldenfels	110.2	CC-110
Edroy	126.1	CC-126

Trains must secure clearance at Odem. Yard Limits: Sosan to MP 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 —
13.9	MERCEDES	BR-14	109	5465		MP 36-26 — 15
18.8	WESLACO	BR-19	52	2641		MP 42-00 —
22.8	DONNA	BR-23	65	3264		MP 73-03 — 20
26.9	ALAMO	BR-27				Hidalgo-Mission Ind. Lead — 15
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

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

Business Tracks	MP	Sta. No.
C.P. and L. Spur	1.3	BR-1
Kipfer	1.9	BR-2
Adams Gardens	6.2	BR-6
Weslaco Salvage		
Spur	20.6	BR-21
Gross-Wearden	21.7	BR-22
Val Verde	24.8	BR-25
Hauser	32.5	BR-32
McColl	33.0	BR-33
Peace Thornton		
Lbr. Co.	36.9	BR-37
Sharyland	37.6	BR-37
Dowell		
Chemical Co.	38.0	BR-38

Business Tracks	MP	Sta. No.
Rio Grande City Industrial Lead: (Mission to Rio Grande City — 33.3 miles)		
Max. Speed	20	MPH
Max. Wt.	240,000	lbs.

Business Tracks	MP	Sta. No.
Bates	44.5	BR-44
LaJoya	50.9	BR-50
Crow Gravel Spur	52.0	BR-52
Sam Fordyce	55.0	BR-55
Spaulding	56.0	BR-56
La Casita	66.0	BR-66
Kelsay	68.0	BR-68

TIMETABLE NO. 8

KINGSVILLE DIVISION INDUSTRIAL LEADS 63

BROWNSVILLE SUBDIVISION

Monsanto Industrial Lead—  
Max. Speed — 15 MPH;

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

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

Maximum Speed MPH  
MP 0.0 — MP 13.0 — 25  
MP 13.0 — MP 14.0 — 10

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.

Following Road Crossings Clute protect before occupying College Blvd., Kyle Rd. and Main Street.

Business Tracks MP No.  
Green Lake — 10.3 BK-10  
North Seadrift — 12.5 BK-12  
Long Mott — 14.0 BK-14

Monte Alto Industrial Lead  
(between Raymondville and Monte Alto 20.9 miles)  
Max. Speed — 15 MPH  
Max. Wt. 240,000 lbs.

Business Tracks	MP	Sta. No.
Ross	7.3	BH-10
Clute	9.5	BH-8
Hoskins Jct. — T	11.4	BH-6
Freeport — T	15.4	BH-0

Phillips Refinery Spur—  
Max. Speed — 10 MPH;

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

Business Tracks MP No.  
LaSara — 8.6 BP-8  
Hargill — 14.8 BW-15  
Monte Alto — 20.0 BW-5

Rio Hondo Ind. Lead  
(San Benito to Rio Hondo— 9.0 miles)  
Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.  
Max. Wt. — 220,000 lbs.

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

Business Tracks M.P. No.  
Fresnal — 6.6 BS-6  
Rio Hondo — 9.0 BS-9  
☉ MP 5.5 SP ☉

Maximum Speed MPH  
MP 0-0-Victoria — 30

Brownsville Port Line:  
Max. Speed 15 MPH except Highway Crossing MP 6-9.6 MPH

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

Brownsville Belt Line:  
Max. Speed 12 MPH except Street Crossing MP 0-08 to MP 0-16 — 6 MPH  
☉ MP 1-16 SP-G

TIMETABLE NO. 8



66 SUGARLAND SUBDIV. — DeQUINCY DIVISION

Miles	STATIONS		Station Nos.	Yard Limits—Entire Subdiv.
	SOUTH ▼	NORTH ▲		
.....	SETTEGAST Yd. .... T		B-379	Sta. No. Business Tracks MP No. Pierce Junction .. 7.9 AE-7 Klein Industrial 9.2 AE-9 Houston Chemical Co. .... 9.6 AE-9 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. ⊗ SP ⊗			Rosharon Industrial Lead: (Hawdon— Rosharon 8.6 miles) Max. Wt. 220,000 lbs.
.....	BELT JUNCTION ... ⊗		A-227	Business Tracks MP No. Juliff ..... 23.0 AE-23 Rosharon ..... 29.7 AE-30
.....	⊗ S. P. .... ⊗			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. .... ⊗			Sugarland ⊗ § — AG 33 Pryor ..... AG-35 Operation via HB&T—SP.
0.0	BUFFALO BAYOU ⊗ ⊗			
.....	CONGRESS AVE. ....			
0.6	⊗ G. H. & H. .... ⊗			
0.8	⊗ H. B. & T. .... ⊗			
1.0	⊗ H. B. & T. (Two Trks.)			
1.1	⊗ S. P. .... ⊗			
6.9	⊗ S. P. .... ⊗			
8.5	MYRTLE ..... AE-8			
9.4	ALMEDA ..... AE-11			
18.8	ARCOLA ⊗ A. T. & S. F. ⊗		AE-19	
21.1	HAWDON ..... AE-21			
25.1	⊗ A. T. & S. F. .... ⊗			
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... ⊗ ⊗ ⊗ ⊗		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 Revere Curves on Sinclair Lead ..... 10
30.7	⊗ E. O. CO..... ⊗			Lift bridge over Cedar Bayou Bridge No. 3—U. S. Steel lead pro- tected by signals. When signals indicate Stop be governed by in- structions in release box.
28.5	DURHAM YARD... ⊗ T		BG-28	
22.5	HIGHLANDS..... BG-22			
18.0	CHANNEL VIEW.... BG-18			
9.5	MARKET ST..... ⊗ ⊗ T		BG-9	
3.8	SETTEGAST YD ⊗ ⊗ ⊗ T		B-379	
29.6				

BUSINESS TRACKS: MP	Sta. No.	BUSINESS TRACKS: MP	Sta. No.
Miller-Estes Spur	10.3	Diamond Alkali	
Sheffield Road		Spur	14.5
Team	12.4	Ordinance Spur	15.0
Armo	12.6	Houston Tank Car	16.3
North Shore Iron & Metal	12.7	Arco Ind. Lead	17.5
Walton Barge Terminal	13.1	Mantu	19.8
Greens Bayou	14.3	Coady	27.0

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

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

MP 30-22 — San Jacinto Street Crossing — member of crew must protect on ground before occupying.

TIMETABLE NO. 8

LAKE CHARLES SUBDIV.—DeQUINCY DIVISION 67

Miles	STATIONS		Station No.	Sidings		Maximum Speed MPH (Except as below)
	SOUTH ▼	NORTH ▲		Cars	Feet	
601.6	ALEXANDRIA... ⊗-2 T ⊗		C-625	Yd.		MP 602-10 — MP 602-20 — 35 MP 604-11 — MP 604-20 — 45 MP 623-24 — MP 624-11 — 35 City limits Oakdale ..... 25 MP 691-07 — MP 690-02 — 40 MP 690-02 — MP 690-03 — 20 MP 690-03 — MP 693-07 — 40 MP 693-07 — End of Track 10
610.6	WOODWORTH.....		C-634	59	2997	MP 690-02 — MP 690-03 — 20 MP 693-07 — 40 MP 693-07 — End of Track 10
615.7	BRINGHURST.....		C-640	115	5764	Lake Charles: Wharves & Apron Docks 5
623.6	GLENMORA.....		C-647	67	3464	
635.6	OAKDALE..... ⊗ ⊗		C-659	125	6747	
636.0	⊗ A. T. & S. F. .... ⊗					
650.3	OBERLIN.....		C-674			
654.1	ELDER.....		C-679	97	4850	
660.6	KINDER ⊗ T ⊗ M. P. ⊗ G ⊗		B-544	Yd.		
680.0	IOWA JCT.... ⊗ S. P. ⊗		C-704			
690.2	⊗ S. P. .... ⊗					
694.2	LAKE CHARLES... ⊗ ⊗ ⊗		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			Woodlawn	675.0	C-700
Long Leaf	621.2	C-645	Spur	652.3	C-676	American		
McNary	622.6	C-646	Fontenot	664.2	C-688	Cyanamid	680.5	C-703
Bodcaw	647.0	C-670	Fenton	669.4	C-694	Manchester	688.0	C-712
						Harbor	690.0	C-713

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

Yard Limits: MP 599-00 to MP 603-25; MP 658-24 to MP 662-01; MP 688-18 to Lake Charles.  
Manchester ⊗ SP ⊗  
Lake Charles Goss Port lead ⊗ SP ⊗

No. 15, 16 or 20 turnouts both ends of sidings: Woodworth, Bringhurst and Glennora.  
Engines must not go beyond clearance point on New Planer Track H.D.E. Inc at Oakdale.

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 Nos.	Maximum Speed MPH (Except as below)
	SOUTH ▼	NORTH ▲		
570.3	EUNICE..... ⊗ T ⊗ § ⊗		B-570	MP 570-10—MP 571-10 ..... 15 MP 590-28—End Track ..... 10 Mill St. Lead Crowley ..... 10
577.9	MOWATA.....		BD-578	MP 570-10—MP 571-10 ..... 15 MP 590-28—End Track ..... 10 Mill St. Lead Crowley ..... 10
582.4	MAXIE.....		BD-582	MP 570-10—MP 571-10 ..... 15 MP 590-28—End Track ..... 10 Mill St. Lead Crowley ..... 10
592.3	CROWLEY..... ⊗		BD-592	MP 570-10—MP 571-10 ..... 15 MP 590-28—End Track ..... 10 Mill St. Lead Crowley ..... 10
22.0				

Yard Limits—Entire Subdiv.  
Crowley-Mill Row lead ⊗ SP ⊗

BUSINESS TRACKS: MP No.  
Gulf States ..... 575.5 BD-575  
American Cynamid. 577.7 BD-577

ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station Nos.	Maximum Speed MPH (Except as below)
	SOUTH ▼	NORTH ▲		
477.7	MAURICEVILLE... ⊗ T		B-477	MP 489-06 — MP 490-15 ..... 30 Doc Brown: Dupont Industrial Lead ..... 10 Dupont Industrial Lead East Conn. .... 10 Firestone Ind. Lead ..... 10
482.9	PEVETO.....		BE-482	MP 489-06 — MP 490-15 ..... 30 Doc Brown: Dupont Industrial Lead ..... 10 Dupont Industrial Lead East Conn. .... 10 Firestone Ind. Lead ..... 10
486.9	⊗ S. P. .... ⊗			MP 489-06 — MP 490-15 ..... 30 Doc Brown: Dupont Industrial Lead ..... 10 Dupont Industrial Lead East Conn. .... 10 Firestone Ind. Lead ..... 10
488.0	DOC BROWN..... T		BE-488	MP 489-06 — MP 490-15 ..... 30 Doc Brown: Dupont Industrial Lead ..... 10 Dupont Industrial Lead East Conn. .... 10 Firestone Ind. Lead ..... 10
490.5	ORANGE..... ⊗ ⊗		BE-490	MP 489-06 — MP 490-15 ..... 30 Doc Brown: Dupont Industrial Lead ..... 10 Dupont Industrial Lead East Conn. .... 10 Firestone Ind. Lead ..... 10
12.9				MP 489-06 — MP 490-15 ..... 30 Doc Brown: Dupont Industrial Lead ..... 10 Dupont Industrial Lead East Conn. .... 10 Firestone Ind. Lead ..... 10

Yard Limits Entire Subdiv.  
BUSINESS TRACKS: MP No.  
Bancroft ..... 485.0 BE-485  
Kilowatt ..... 486.5 BE-486

TIMETABLE NO. 8





**72 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION**

MPH Maximum Speed (Except as below)	SOUTH Miles	STATIONS	NORTH Miles	Station Nos.	Sidings Cars Feet
40	94.7	BUNKIE.....	4.7	TB-163	.....
15	90.0	EVERGREEN.....	4.2	TV-42	.....
25	85.8	COTTONPORT.....	6.3	TV-38	17 862
15	713.5	MANSURA JCT.....	6.9	TW-3	.....
30	720.4	HAMBURG.....	7.3	TV-30	82 4103
5	727.7	HYDE.....	0.4	TV-23	76 3832
25	728.1	SIMMESPORT.....	5.1	TV-22	.....
25	733.2	KELLER.....	2.7	TV-17	250 12937
25	735.9	LETTSWORTH.....	0.7	TD-58	40 2002
10	742.6	BATCHELOR.....	8.3	TD-51	83 4163
10	750.9	MORGANZA.....	10.0	TD-42	24 1234
20	760.9	NEW ROADS.....	7.4	TD-33	75 3768
15	768.3	GLYNN.....	7.1	TD-25	33 1655
15	775.4	CHAMBERLIN.....	4.5	TD-18	38 1914
15	779.9	LOBDELL.....	0.8	TD-13	154 7741
15	780.7	LOBDELL JCT.....	0.8	TD-12	.....
15	781.2	OMP.....	0.3	.....	.....
15	781.5	WEST JCT.....	3.3	TD-11	.....
15	784.8	EAST JCT.....	0.9	.....	.....
15	785.5	M. P. JCT.....	1.0	.....	.....
15	648.0	NO. BATON ROUGE.....	1.0	B-647	Yd. ....
15	12.8	LOBDELL JCT.....	0.5	.....	.....
15	12.3	M. P.....	1.9	.....	.....
15	10.4	M. P.....	2.2	.....	.....
15	7.8	PORT ALLEN.....	1.3	TD-8	.....
15	6.5	CANAL.....	6.5	TD-6	.....
15	0.0	ADDIS.....	94.7	TB-90	Yd. ....

Mile post locations Mansura Jct. to MP Jct. inclusive are L&A (Baton Rouge Subdiv.) mileages.

Normal position of hand operated switch for connection to L&A main track, located at MP 11.6 will be for movement through connection to No. Baton Rouge.

Yard Limits: Bunkie to Mansura Jct.; MP 726.3 — MP 729.6; MP 778.9 — Lobdell Jct.; Lobdell to Addis.

Operation over L&A Ry. between Mansura Jct. and Lobdell Jct., and West Jct. and East Jct. (L&A Baton Rouge Subdiv.):

Train movements between Bunkie and Addis will be handled by L&A Train Dispatcher. Be governed by MP Timetable, Uniform Code of Operating Rules and Special Instructions Item 7(c) and following:

General orders will be issued and signed jointly by MP and L&A superintendents. Employees are subject to supervision of officers of L&A Ry.

Track ownership:

Mansura Jct. to Hamburg.....L&A  
Hamburg to Simesport.....MP  
Simesport to Lettsworth.....L&A  
Lettsworth to Lobdell Jct.....MP

ABS-CTC between West Jct. and East Jct. controlled by control operator East Jct.

Max. Speed between MP Mile Post 781.2 and No. Baton Rouge (Except as below) 20 MPH  
Over Mississippi River Br. 10 MPH  
Tracks other than main track, turnouts and crossovers 5MPH

Southward trains leaving L&A main track at Lobdell Jct. and northward trains leaving L&A main track at Mansura Jct. will report clear to L&A train dispatcher.

Approach signal for southward movement to Lobdell Jct. located 4000 ft. north of Lobdell Jct. is non-operative; between this signal and the Absolute Signal at Lobdell Jct. southward trains and engines will not exceed 20 MPH or slower if necessary prepared to stop before reaching the Absolute Signal.

Marksville Ind. Lead (Between Mansura Jct. and Marksville - 5.2 miles)  
Max. Speed 20 MPH

Business Tracks: Mansura-⊗L&A ⊙G. MP 79.5 — TW-4  
Marksville-⊙.....MP 84.7 — TW-3

**AVOYELLES SUBDIV. — NEW ORLEANS DIVISION 73**

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

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

Br. Location	Wt. Less Than 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	20 MPH	20 MPH

Speed must not exceed 10 MPH while handling wrecker over Bridges 715.0, 716.7 and 767.7.

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 V STATIONS	NORTH A STATIONS	Station Nos.	Sidings	
				Cars	Feet
0 0	BUNKIE.....	⊗-2 ⊗T ⊗⊙	TB-163	.....	.....
3 6	EOLA ⊗ S. P.....	⊙	TL-4	.....	.....
8 8	ST. LANDRY.....	.....	TL-9	9	470
20 0	VILLE PLATTE.....	.....	TL-20	38	1927
26 7	LEDOUX.....	.....	TL-27	12	705
36 0	OPELOUSAS ⊗ M.P.....	⊙	TX-23	12	611
43 5	LEWISBURG.....	.....	TX-32	10	517
47 9	CHURCH POINT.....	.....	TX-36	15	752
End of track ..... 10					
Business Tracks MP Nos.					
Cleco ..... 9.5 TL-10					
Tate Cove ..... 15.4 TL-16					
Lithote ..... 21.5 TL-21					
Swift Co. .... 41.1 TX-30					
Canal Refinery					
Spur ..... 46.0 TX-35					
47 9					

**THIBODAUX SUBDIV. — NEW ORLEANS DIVISION**

Miles	WEST V STATIONS	EAST A STATIONS	Station Nos.	Yard Limits: Entire Subdiv.	
				MPH	MPH
0 0	McCALL.....	.....	TB-68	Maximum Speed (Except as below)	25
1 4	PALO ALTO.....	.....	TH-3	MP 0-0 — MP 0-07	15
8 0	PAINCOURTVILLE.....	.....	TH-11	MP 12-13 — MP 13-11	15
9 4	MUNSON.....	.....	TH-14	Business Tracks	Sta. No.
12 5	NAPOLÉONVILLE.....	.....	TH-15	Lula	5.0 TH-7
13 1	THIBODAUX.....	.....	TG-29	Wanda Pet. Co.	7.5 TH-8
31 0	.....	.....	.....	Westfield	8.9 TH-9
.....	.....	.....	.....	Albermarle	18.8 TG-18
.....	.....	.....	.....	Laurel Grove	24.4 TH-24
.....	.....	.....	.....	Elmer	28.6 TG-26
.....	.....	.....	.....	Cane Machy.	29.6 TG-28

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 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 except MPX50) .....	30
Ditchers and Burro Cranes, loaded on flat cars.....	30
except Burro Cranes when loaded on MPX 15000—15018 Inc., MPX 15094 and MPX 15115 and 15116, or loaded on TPX 15026—15032 Incl. and TPX 15108—	
Max. Frt. Train speed.	

Boom of locomotive cranes should be in trailing position. When not practicable to move locomotive crane with boom in trailing position, crane and idler must be turned at first opportunity.

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 restricted 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 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, cond. must inform engr. of restricted equipment, specifying maximum speed restricted equipment to be handled, and notify dispr.

### 3-F. SHIPMENTS REQUIRING CLOSE ATTENTION:

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

Single trailers loaded on flat cars 89 foot or longer must not be placed less than 5 cars behind engine.

Passenger equipment in freight trains will be handled on rear of train unless otherwise instructed by Superintendent.

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

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

### 5. MAXIMUM GROSS WEIGHT LIMITATIONS:

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

4 axles.....	263,000 lbs.
6 axles.....	394,500 lbs.
8 axles.....	526,000 lbs.

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

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

If 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.

Such authority together with any restrictions, must be attached to the waybill.

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 turnouts and crossovers.
  - (7) Train order Form "G" example 3. If "F" is a train order station train must secure clearance before leaving "F" unless otherwise provided.
  - (8) Track protection by Train Order: (example)  
"STOP ORDER IN EFFECT \_\_\_(date or dates)\*\_\_\_  
\_\_\_M until \_\_\_M BETWEEN MP \_\_\_ and MP \_\_\_."
- \*Date will be indicated: Example — one day, use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through 15 inclusive.
- Flag red on side approaching restriction and black on opposite side will be placed not less than three hundred feet from each side of location indicated in order. Yellow flags and green flags will be placed according to the rules. Trains receiving this order will be authorized to proceed through limits of such order by one of the following methods:
- (a) Stop at red flag and be governed by instructions of foreman in charge.
  - (b) Stop at red flag and then may proceed through limits of order upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.
  - (c) If red flag has been removed train may proceed through limits of order without stopping upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.  
If train unable to proceed as authorized by (a), (b) or (c), train must then:

(1) If red flag displayed, stop at red flag, wait until time in order is up and then proceed according to Rule 10(k). (Unattended red flag)

(2) If red flag not displayed, stop at entrance to restriction, wait until time in order is up and then proceed.

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

(9) Rule 285 (Approach), Indication: Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before reaching next signal.

(10) Addition to Rule 326:  
If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false proceed indication. Flagman must remain there until relieved by an employee of the Signal Department or by instructions of the Chief Dispatcher.

(11) Addition to Rule 351. (In effect between St. Genevieve and Crystal City only)

When a train is stopped by a "Stop and Proceed" signal displaying stop indication, immediately send a flagman in advance, wait 5 minutes after flagman has preceded train, then proceed at restricted speed to the next signal. Flagman must precede train as far as possible in the 5 minutes before train starts through the block and continue preceding the train until overtaken.

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 20(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-

(7) Rule 104(c): Second paragraph will not apply.

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

(8) Rule 217. Delivery Orders: Last paragraph does not apply. (Restricting orders must not be sent for delivery.)

(9) 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.

LINE	TIMES	BETWEEN		FOREMAN
		OVER	MP MP	
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 foreman's 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

(10) Rule 285 - modify: 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.

(11) Rule 330: Exception to requirement for low speed in CTC territory does not apply.

- (12) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (13) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (14) 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.
- (15) Maximum weight limitations: Cars with gross weight in excess of 263,000 lbs. up to 274,000 lbs. restricted to 5 MPH less than maximum authorized speed. 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.

- (16) 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. If defect is not located near axle indicated inspect entire car and 5 cars each side of car indicated by axle count.

<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.

- (17) Speed restriction while handling wrecker, 25 MPH subject to lower restriction on schedule page.

#### 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 HORN:

Within city limits at points designated by symbol © on schedule page do not sound horn 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	GP18	GP7 GP9	GP15 SW15 MP15	SW7 8 9 SW12
GP35 U23B	10MPH 1125 AMP	10MPH 1275 AMP	10MPH 1230 AMP	10MPH 1100 AMP	10MPH 980 AMP	10MPH 900 AMP	10MPH 870 AMP	10MPH 825 AMP
GP7 9 GP18 28 38 SD40 U30C	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1274 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	9.5MPH 890 AMP	9.5MPH 840 AMP
SW7 8 9 12 GP SW15 MP15 GP15	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1275 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	7MPH 1065 AMP	7MPH 950 AMP

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 112-298, 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.

If possible to maintain maximum speed with less than full power of all units, engineer will place fuel saver switch in "on" position.

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 "T".
- (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 in Railroad Cars" 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 & 34(a):** 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 93:** Conditional yard limits may be established by general order or special instructions which must specify hours and limits and will be designated by conditional yard limit signs showing effective hours. Rule 93 will be in effect only during hours and within the limits specified.

**(9) 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 "GG" or "PG" in advance consists, PICL lists, hump lists, etc.

Movement, including switching of all UCOX cars in series 150-180 is prohibited when the "A" ends are coupled together.

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

**(11) 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.

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

(13) **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.

(14) **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.

(15) **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.

(16) **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.

(17) **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.

#### (18) TRAIN ORDERS:

- Train order Form S-C may be modified by adding for example: "Extra \_\_\_\_\_ north originates (or terminates) at \_\_\_\_\_."
- 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."
- Train order Form Y Example 3 may be combined with Form V Example 2.
- The following is supplementary to Form X Train Orders and may be used only on subdivisions where intermediate pole markers are not used. (Example)
  - "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"

(19) **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 ①-1 and ②-2 which denote base stations or radio control points. Employees may contact train dispatcher by operating Dispatcher 1 button for ①-1 stations and Dispatcher 2 button for ②-2 stations on radio.

Operation of push-button on radio control head or of lever switch on Wabco portable radio for five second 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 Operating Rules Nos. 24, 83(a), 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	* 237-29	Memphis	324-25
Alexandria	71-10	Chicago	* 267-05	Memphis	* 348-15
Alexandria	108-07	Chicago	393-20	Monroe	373-06
Alexandria	134-04	Chicago	321-00	Monroe	398-10
Alexandria	168-06	Coffeyville	* 438-08	Monroe	421-20
Austin	119-24	Council Grove	* 440-08	Monroe	438-05
Baird	382-80	Dallas	29-15	Monroe	469-08
Baird	317-03	Dallas	54-24	Monroe	* 537-13
Baird	347-09	Dallas	80-06	Monroe	569-18
Baird	* 377-00	Dallas	108-05	Oklahoma	* 169-25
Baird	416-00	Dallas	* 182-11	Oklahoma	* 236-25
Baird	463-00	Dallas	* 190-18	Osawatomie	* 390-33
Baird	485-14	Ft. Worth	19-10	River	160-33
Beaumont	* 444-18	Holsington	596-21	River	223-18
Beaumont	* 529-32	Holsington	* 825-27	Sedalia	28-24
Beaumont	* 563-22	Horace	* 792-05	Sedalia	62-18
Beaumont	* 596-02	Horace	861-00	Sedalia	95-33
Chester	28-02	Hoxie	* 188-22	Sedalia	* 152-31
Chester	57-20	Hoxie	220-09	Sedalia	* 184-11
Chester	82-28	Hoxie	265-09	Sedalia	* 230-09
Chester	* 111-25	Hoxie	* 283-14	Sedalia	* 255-28
Chester	182-17	Hoxie	312-10	Toyah	544-00
Chicago	* 46-45	Kansas City	* 314-04	Toyah	613-20
Chicago	* 73-30	Little Rock	373-35	Toyah	706-10
Chicago	98-11	Little Rock	403-03	Trinity	38-11
Chicago	122-24	Little Rock	* 431-37	Trinity	67-12
Chicago	139-39	Little Rock	462-00	Trinity	97-16
Chicago	160-31	Longview	26-12	Trinity	132-00
Chicago	179-22	Longview	53-01	Whitesboro	194-08
Chicago	312-32	Memphis	* 292-00	Whitesboro	219-12

#### 16.1 General Instructions

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

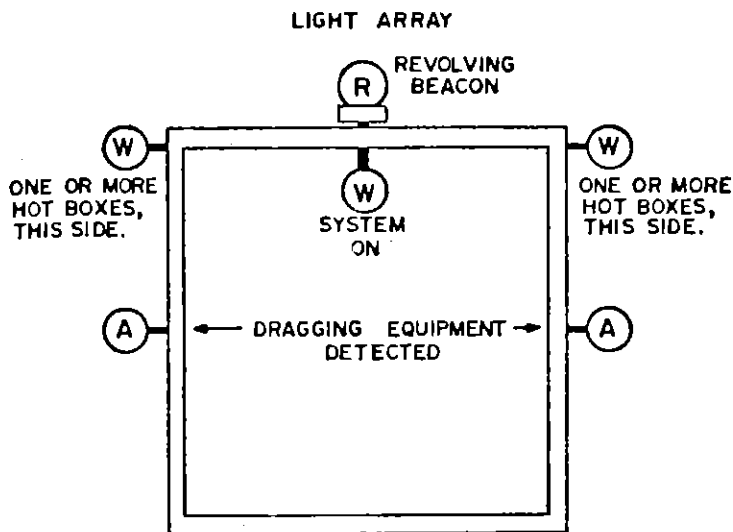
- Train speed of at least 10-MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practical, while approaching or passing detector. Excessive 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.

(5) 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 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.

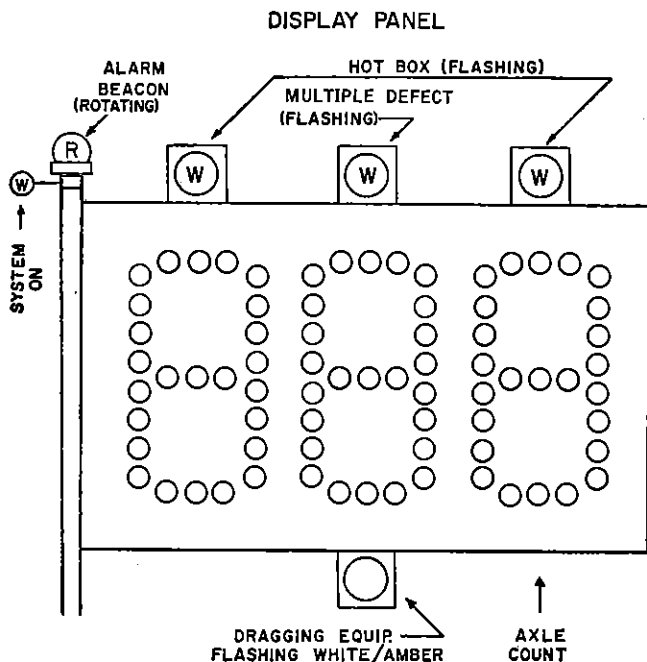
#### 16.2 Hot Box and Dragging Equipment Detector Station Equipped with Light Array Indicator.



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 right 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.

**ASST. CHIEF MEDICAL OFFICER**  
**William G. Juergens, Jr., 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.	Richard A. Sutter, M.D. Sutter Clinic 818 Locust St. St. Louis, Mo.
Drs. Alvin and Mark Strauss Suite 1026 Donaghey Bldg. Little Rock, Ark.	W. H. Duncan, M.D. Suite 2600, Commerce Tower 911 Main St. Kansas City, Mo.
W. D. Marrs, M.D. The Coffey Clinic 306 W. Broadway Ft. Worth, Texas.	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

# NOTES

# EXPLANATION OF CHARACTERS

- (A) Automatic Interlocking.
- (B) Radio Base Station.
- (B-1) Call in System Dispatcher 1.
- (B-2) Call in System Dispatcher 2.
- (D) Draw Bridge.
- (C) Gate—Normal position against conflicting route.
- (G) Gate—Normal position against this Sub-div.
- (M) Manual Interlocking.
- (S) Stop Sign.
- (T) Turntable or Wye.
- (R) Railroad Crossing at Grade.
- (Y) Yard Limits.
- (C) Conditional Yard Limits.



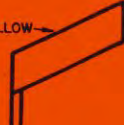











- ∅—50 MPH Equilateral Turnout.
- ⊖—50 MPH Recurved Turnout.
- ‡—Track Scale.
- n—Northward.
- s—Southward.
- ⊙—Train Order Office.
- ⊕—Crossover between main tracks—Dual Control Switches.
- ⊞—General order book and standard clock.
- General Order Book
- s—Regular stop.
- f—Flag stop for psgrs.
- ⊙—Item 9 Special Instructions applies.

Register Stations are shown in full-face type.

On subdivisions where intermediate pole markers are not used location of permanent speed restrictions, yard limits and hot box detectors will be indicated in tenths of miles.

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

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

ROADWAY SIGNS		
 <p>SECTION ONE MILE SIGN ONE MILE FROM STATION OR FIRST SWITCH OF SIDING WHICHEVER IS NEARER, ON SINGLE TRACK IN TRAIN ORDER TERRITORY. NOT USED ON BRANCH LINES.</p>	 <p>PERMANENT SPEED RESTRICTION SIGN</p>	 <p>APPROACH SIGN</p>
 <p>WHISTLE SIGN NUMERAL, WHEN ATTACHED, DENOTES NUMBER OF CROSSINGS</p>	 <p>PERMANENT RESUME SPEED SIGN</p>	 <p>STOP SIGN</p>
 <p>RAILROAD CROSSING-JUNCTION DRAWBRIDGE ONE MILE SIGN</p>	 <p>TEMPORARY SPEED RESTRICTION SIGN</p>	 <p>YARD LIMIT SIGN</p>
 <p>END OF ABS</p>	 <p>TEMPORARY RESUME SPEED SIGN</p>	 <p>BLACK NUMERAL &amp; LETTERS ON WHITE BACKGROUND CONDITIONAL YARD LIMIT SIGN</p>
	 <p>STOP SIGN (PER RULE 10(J))</p>	 <p>SPRING SWITCH SIGN</p>