



TAKE PRIDE

in

**RULES
OBSERVANCE**

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

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

TAKE TIME FOR SAFETY

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD CO.**

and

AFFILIATED COMPANIES

SYSTEM

**TIMETABLE
No. 9**

Effective 12:01 a.m. Thursday, June 16, 1977

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

**FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.**

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

R. K. DAVIDSON, Vice President—Operation.

J. M. TOLER, Vice President—Transportation.

J. G. GERMAN, Vice President—Engineering.

N. W. DERRYBERRY, Asst. Gen. Mgr.—Transportation.

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

Cisna Park — Breaks out at Goodwine (5.9 miles).
Max. Speed 20 MPH
Claytonville .. 94.2 ZF-94
Cisna 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 21 .. 293.1 ZC-277

PANA SUBDIV.—ILLINOIS DIVISION

Maximum Speed:	MPH				Sidings	
Findlay Jct.—Pana Jct.	60			Station		
Pana Jct. entering or leaving CR main tracks.	15	Miles	SOUTH STATIONS	NORTH	Cars	Feet
BUSINESS TRACKS	Sta. No.	185.2	FINDLAY JCT.	⊕	ZB-186	
Westervelt MP 191-8	ZB-192	205.1	PANA JCT.	⊕ ICG, B & O	ZB-205	200 10000
MP Stations on CR R.R.			VIA C.R.			
Rosamond MP 171.4	ZB-209		8.4			
Taylor			OHLMAN		ZB-213	211 10550
Springs MP 196.4	ZB-234		4.7		ZB-218	
Livingston MP 215.0	ZB-253		NOKOMIS		ZB-222	
Nameoki MP 278.7	ZB-279		4.7		ZB-227	
Granite			WITT			
City ... MP 281.1	ZB-282		4.5			
Madison .MP 284	ZB-284		IRVING			
E. St. Louis			HILLSBORO	⊕	ZB-232	369 18450
MP 286.7-ZB 288			16.0		ZB-243	292 14600
ABS—Between Findlay Jct. and Pana Jct.			JOAN		ZB-260	211 10550
CTC—Between MP 185-27 Findlay Jct. and MP 203-35 Pana Jct.			GARD			
Yard Limits:			10.0			
MP 203-35 to Pana Jct.		275.1	MITCHELL YARD ..	⊕ ⊕	ZB-276	
		290.0	14.9			
			ST. LOUIS, MO. . .	⊕ ⊕ ⊕	ZB-290	
			104.8			

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

Between Chicago and Woodland Jct. Be Governed by MP-L&N Joint Timetable.		Station Numbers	Sidings	
SOUTH	NORTH		Cars	Feet
Miles	STATIONS			
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 ⊕ GTW ⊕	ZA-20		
26.8	6.7 ⊕ C.R.			
27.0	0.2 JAY. ⊕ EJ & E	ZA-26		
27.8	0.8 CHICAGO HEIGHTS	ZA-27	Yd.	
28.8	1.0 STEGER	ZA-29	122	6106
49.7	0.2 PENCE ⊕ C.R.	ZA-50	n 110	5535
49.9	MOMENCE	ZA-50	s 76	3806
60.1	10.2 ST. ANNE ⊕ IDOT	ZA-60		
77.5	17.4 WATSEKA ⊕ TPW	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 ⊕ OR	ZB-126	170	8547
145.1	19.2 VILLA GROVE	ZB-145	173	8698
153.4	8.3 TUSCOLA ⊕ ICG, B & O ..	ZB-153	197	9894
164.7	11.3 ARTHUR ⊕ OR	ZB-165		
169.1	4.4 CADWELL	ZB-168	211	10550
176.1	9.1 SULLIVAN ⊕ ICG	ZB-176		
185.2	20.9 FINDLAY JCT	ZB-186	200	10000
198.8	14.6 CLARKSBURG	ZC-200	203	10150
204.5	4.7 MODE ⊕ N & W	ZC-205		
218.9	14.4 ALTAMONT ⊕ B & O	ZC-219	200	10072
224.6	5.7 ST. ELMO ⊕ CR	ZC-224		
235.7	11.1 ST. PETER	ZC-236	218	10900
242.4	6.7 KINMUNDY ⊕ ICG	ZC-242		
252.1	9.7 SALEM	ZC-252	163	8150
254.1	2.0 ⊕ B & O			
263.3	9.2 KELL	ZC-263	194	9718
276.2	12.9 MT. VERNON ⊕ SOUL & N.	ZC-276	143	7875
287.2	11.0 INA	ZC-287	166	8336
298.2	11.0 BENTON JCT ⊕ ICG ⊕	ZC-298		
301.8	3.6 BENTON	CD-40	212	10618
306.1	4.3 ⊕ BN			
307.7	1.6 ⊕ 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			

USE JOINT MP-L&N TIMETABLE

USE JOINT MP-L&N TIMETABLE

No. 16 turnouts—Remote control switches at: Woodland Jct. and Findlay Jct.; North end Tuscola, Findlay, St. Peter, and Kell; Both ends Goodwine, Villa Grove, Cadwell, Clarksburg, Mt. Vernon, 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 267-05; MP 293-20; and MP 321-00.

Miles	SOUTH V	STATIONS	NORTH A	Station Numbers	Sidings	
					Cars	Feet
0.0		VALLEY JCT.	⊙ T.R.R.A. ⊙	C-9		
0.2		ST. L. S. W. CONNECTION				
4.3		NO. DUPO	⊙ ⊙ T.R.R.A. ⊙			
6.0		DUPO	⊙ ⊙ T	C-15		
7.1		SOUTH DUPO	⊙ ⊙ ⊙			
9.4		⊙ ICG	⊙			
20.6		VAL	I ⊙			
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 ⊙	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 JCT.	∅	C-86		
81.4		JACOB	I	C-90		
84.2		GORHAM	⊙ -1 T	C-93		
84.7		⊙ ICG	⊙			
84.8		CHAP	I	C-94		
90.5		HOWARDTON JCT.	∅	C-100		
95.0		HALSEY JCT.	∅	C-104		
108.0		POTTS	I	C-117		
115.5		NILE ILL.	I	C-125		
119.7		SIMBCO	I	C-129		
120.7		CAIRO JCT.	T ⊙	C-130		
		ILLMO, MO.	⊙ ⊙ ⊙	ZC-386		
192.5		MISSOURI JCT.		C-179		
191.3		DEXTER JCT.		XD-26		
190.3		CHARLESTON JCT.		XD-24		
190.1		DEXTER	⊙ ⊙ -1 ⊙	XD-24	124 6488	
178.7		IVES		XD-13	178 9205	
172.1		JUNLAND		XD-6	181 9560	
165.5		POPLAR BLUFF	⊙ -1 ⊙ T ⊙	X-166	Yd.	

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH V	STATIONS	NORTH A	Station Numbers	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.
122.8		CAPEDEAU JCT.	⊙	C-132	
127.0		MARQUETTE	⊙	CF-4	
128.5		RUSH JCT.	⊙		MP 128.6 to End of Track .10 MPH
128.6		⊙ S.L.-S.F.	G		Yard Limits: Entire Subdiv.
129.6		⊙ S.E. MO. LBR. SL-SF ⊙	⊙		Normal position of switch Rush Jct. is lined for movement to and from SLSF connection.
130.2		CAPE GIRARDEAU	⊙ ⊙	CF-7	Max. vertical clearance Hendrick and Williams St., Cape Girardeau 15 ft. 1 in. Plate "C" cars will not clear.

TIMETABLE NO. 9

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	Stations on STLSW between Illmo and Paragould.
(Except as below)		
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	
South leg wye Chester	5	
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	30	
MP 139-10 — Dexter Jct.	25	
Missouri Jct. — MP 191-00	35	

BUSINESS TRACKS	MP	Sta. No.	Name:	SSW Mile Post:
Warnock	15.1	C-24	Illmo	3.31
Fountain	17.5	C-26	Ancell	5.16
Valmeyer ⊙	22.5	C-31	Quarry	9.56
Danley	39.7	C-48	Rockview Jct.	10.50
Menard	60.5	C-69	Frisco Jct.	10.82
Jones Ridge	74.6	C-83	SLSF Crossing	10.73
Raddle	77.0	C-86	MP Crossing	16.08
Powder Plant	98.6	C-98	Delta	16.13
Wolf Lake	99.7	C-107	MP Crossing	16.14
Ware	104.0	C-113	Randles	21.39
McClure	113.0	C-122	Mesler	26.39
Dudley	182.8	XD-17	Bell City	29.71
Fisk	176.1	XD-11	Ardeola	32.20
Boeing	170.0	XD-4	Avart	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.

TIMETABLE NO. 9

6 WESTVILLE SUBDIV.—ILLINOIS DIVISION

Rule 99 (d) in effect.		Miles	STATIONS		Sta. Nos.
MAXIMUM SPEED	MPH		SOUTH	NORTH	
Except 10 MPH between Danville-P&E MP 82 and Westville-MP 132.9.	30	123.0	DANVILLE.....	④⑤⑥	ZD-123
		132.8	WESTVILLE.....	⑦	ZD-132
Business Tracks:		142.1	INDIANOLA.....		ZD-142
Hastings.....	150.1	145.6	SIDELL JCT.....		ZE-141
Longview.....	159.7	146.5	SIDELL.....		ZD-146
Zeigler Mine No. 5.....	161.0	152.6	ALLERTON.....		ZD-153
Fairland.....	161.9	155.7	BROADLANDS.....		ZD-156
Industrial Lead.		164.9	VILLA GROVE.....	T ④⑤⑥⑦	ZB-145
Jamaica Spur—					
Breaks out at Sidell Jct.—					
Jamaica.....	150.9				
(Max. speed 10 MPH)					
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 (Except as below)	MPH	Miles	STATIONS		Station Nos.	Sidings	
			SOUTH	NORTH		Cars	Feet
MP 64-02	10	63.7	CHESTER.....	④⑤⑥⑦⑧	C-70		
MP 64-14	10	71.8	WELGE.....		CA-10	86	4479
MP 90-00	20	77.3	STEELEVILLE.....	⑨	CA-16	167	8700
MP 96-00	20	79.4	PERCY.....	⑩ ICG ⑪	CA-18		
MP 102-20	20	83.7	NEW WILSON.....	⑫	CA-23	99	5165
MP 102-23	20	92.5	PINCKNEYVILLE.....	⑬⑭⑮	CA-31		Yd.
MP 112-00	25	95.5	SHAKE RAG.....	⑯ ICG ⑰	CA-34		
MP 124-20	10	102.7	⑱ ICG.....	⑲			
MP 124-20	10	102.9	TAMAROA.....		CA-41		
MP 125-00	10	111.2	SCHELLER.....	⑳	CA-49		Yd.
BUSINESS TRACK			⑳ ICG.....	㉑			
Streamline Lead.....	77.9	114.5	WALTONVILLE.....	㉒ BN ㉓	CA-53		
Pyatt-Fidelity Mine (via ICG at Pinckneyville)		125.0	MT. VERNON ㉔ ㉕ L&N ㉖ ㉗ ㉘	㉙	CA-64		Yd.
Leahy (via ICG at Percy)							
Between Percy and Leahy operation on ICG.							

Yard Limits: Chester subdiv. Conn. to MP 66-05; MP 76-20 to MP 84-00; MP 90-00 to MP 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 ②.....	112.6	CA-50
③ BN ④.....	113.5	
Orient No. 6.....	114.1	CA-52

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

TIMETABLE NO. 9

JOPPA SUBDIV.—ILLINOIS DIVISION

7

Miles	STATIONS		Station Nos.	Sidings		Yard Limits:
	SOUTH	NORTH		Cars	Feet	
298.2	BENTON JCT.....	①-1 ②	ZC-298			MP 298-10—MP 299-00
305.0	WEST FRANKFORT... § ③ ④ ⑤		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.....	⑧ ⑨ ⑩	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.....	⑪ ⑫ ⑬	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 OR ⑰ ⑱	ZK-352	152	6840	
363.3	JOPPA.....	⑲ T ⑳	ZK-363	Yd.		
		65.1				

BN trains register at Nelson Jct. and Vienna Jct. by ticket. Maximum Speed: MPH Joppa Jct. Wye..... 20 (Except as below) .35 Joppa Jct. Wye..... 20 MP 324-07—324-15 .20 MP 363-04—End of track..... 10 MP 334-20—334-26 .20 Operation on BN R.R. between Vienna Jct. and Choat. Business Tracks: MP No. Johnston City 310.7 ZC-311 Hudgens .321.3 ZC-322 Cook (on BN) ZK-367

THEBES SUBDIV.—ILLINOIS DIVISION

Miles	STATIONS		Station Nos.	Rule 99(d) in effect.	
	SOUTH	NORTH		Cars	Feet
347.6	JOPPA JCT.....	① ② T	ZC-348		
362.8	TAMMS.....	③ ICG ④	ZC-363		
373.3	FAYVILLE JCT... ⑤ ⑥		ZC-373		
	VIA CAIRO SUBDIV. 4.9 Miles				
378.0	CAIRO JCT.....	⑦ ⑧ T	C-130		
394.4	CHAFFEE.....		ZC-394		
		45.0			

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

CAIRO SUBDIV.—ILLINOIS DIVISION

Miles	STATIONS		Station Nos.	Yard Limits: Fayville Jct. to Cairo	
	SOUTH	NORTH		Maximum Speed (Except as below)	MPH
120.7	CAIRO JCT.....	① ② T	C-130		
125.6	FAYVILLE JCT.....	③	ZC-373		
130.8	MILLER CITY.....		CG-10		
142.6	④ ICG.....	G			
144.2	⑤ CR.....	⑥			
145.0	CAIRO.....	⑦ §	CG-24		
		24.3			

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

TIMETABLE NO. 9

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 2-13... 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
Bonnie 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
Bonnie Terre ... 31.1 MC-32

Stations on SLSF R.R. between Crystal City and Thomure:

Name	SLSF MP
Crystal City	40.0
Selma	44.6
Rush Tower	46.8
Brickeys	53.2
Coral	56.6
Duren	61.5
M-I Crossing	63.1
M-I Connection	64.0

Miles	M-I R.R.		Station Nos.	Sidings	
	SOUTH STATIONS	NORTH STATIONS		Cars	Ft.
0.0	RIVERSIDE	...	MC-0	...	...
1.9	HERCULANEUM	...	MC-2	...	...
4.5	CRYSTAL JCT.	...	MC-5	...	...
5.2	CRYSTAL CITY	...	MC-6	...	...
24.0 Miles Via SLSF					
83.0	STE. GENEVIEVE	...	MB-2	...	...

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.	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	118.5	MB-33
Central	117.0	MB-24
Derby Jct.	118.2	MB-36
Bismarck	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.

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

SPARTA SUBDIV.— ILLINOIS DIVISION

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

TIMETABLE NO. 9

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

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

St. Louis Terminal Div. Business Tracks No. 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.

Jefferson Barracks ... X-10

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. 9

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

SOUTH				NORTH	
FIRST CLASS				FIRST CLASS	
21				22	
Psgr.				Psgr.	
Daily	Miles	STATIONS	Station Nos.	Cars	Ft.
PM	2 30	0.5 ST. LOUIS.....ⓄⓈⓈⓈⓈ	MX-1		
		1.8 GRAND AVE.....ⓈⓈⓈⓈⓈ			
		2.3 IRON MTN. JCT.....ⓈⓈ	X-1		
		3.6 S. L. S. F.....Ⓢ			
		3.7 DAVIS JCT.....TⓈ	X-8		
	3 05	10.6 BARRACKS JCT.....	X-10		1 20
		6.8 WICKES.....	X-19	93	4842
		9.5 RIVERSIDE.....Ⓢ-1 T	X-27	95	4953
		18.7 HEMATITE.....	X-36	94	4906
		26.5 DE SOTO.....□ Ⓢ-1 ⓈⓈ	X-42	122	6370
		35.6 BLACKWELL.....	X-51	84	4404
		42.2 CADET.....Ⓢ-1	X-57	89	4630
		51.0 MINERAL POINT.....	X-61	84	4390
		57.0 IRONDALE.....	X-70		
		60.9 BISMARCK.....Ⓢ-1 ⓈTⓈ	X-75	96	5023
		69.5 MIDDLEBROOK.....	X-83		
		75.3 ARCADIA-IRONTON.....	X-89		
		83.1 TIP TOP.....Ⓢ-1	X-92	81	4244
		88.6 GLOVER.....	X-99		
		91.8 CHLORIDE.....	X-101		
		97.8 ANNAPOLIS.....	X-108	87	4554
		100.1 NORTH DES ARC.....	X-112		
		107.9 GADS HILL.....Ⓢ-1	X-120	83	4348
		111.8 PIEDMONT.....	X-127	126	6570
		117.7 MILL SPRING.....	X-135		
		124.4 WILLIAMSVILLE.....Ⓢ-1	X-146	85	4471
		134.5 WILBY.....	X-155		
		145.4 BLACK RIVER JCT.....	X-164		
		154.4 POPLAR BLUFF.....Ⓢ-1 ⓈTⓈ	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 STATIONS	NORTH STATIONS	Station Nos.
Yard Limits: MP 57-25 to MP 59-00; MP 83-10 to end of track.					
Maximum Speed (Except as below)..... 30 MPH					
MP 59-00 to MP 59-25..... 20 MPH					
		57.7	CADET.....Ⓢ-1 Ⓢ		X-57
		58.6	New Fountain Farm.Ⓢ		XA-58
		72.4	INDIAN CREEK.....		XA-72
		84.1	PEA RIDGE.....Ⓢ		XA-84
		26.4			

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

TIMETABLE NO. 9

DE SOTO SUBDIV. — ARKANSAS DIVISION 11

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

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as shown below).....	50	Triangle Spur.....	10.8	X-11
Between Grand Ave. and Iron Mtn. Jct. (Except as below).....	35	Bussen Spur.....	11.6	X-12
Grand Ave. Interlocking.....	10	Whitehouse.....	16.0	X-16
Iron Mtn. Jct. Turnout.....	15	Hillcrest.....	17.8	X-17
Between Iron Mtn. Jct. and Davis Jct....	25	Sulphur Spring Spur.....	22.9	X-23
Thru turnouts Davis Jct.....	15	Pevely.....	27.3	X-27
MP 17-13 — MP 18-21.....	40	Horine.....	29.5	X-30
MP 20-39 — MP 21-12.....	40	Vineland.....	47.1	X-47
MP 41-24 — MP 42-30.....	30	Tiff.....	53.9	X-54
MP 52-39 — MP 54-30.....	40	Evergreen.....	57.7	X-58
MP 70-10 — MP 71-03.....	40	Iron Mountain.....	80.7	X-81
MP 106-11 — MP 108-39.....	40	Lopez.....	84.1	X-84
MP 125-38 — MP 126-13.....	40	Pilot Knob.....	87.0	X-86
MP 129-29 — MP 131-00.....	40	Hogan.....	96.0	X-96
MP 135-20 — MP 137-12.....	40	Leeper.....	133.1	X-133
MP 146-18 — MP 148-29.....	40	Potosi Industrial Lead:—		
MP 150-17 — MP 151-00.....	40	Max. wt. 240,000 lbs		
MP 153-08 — MP 154-08.....	40	Maximum speed 20 MPH		
MP 164-05 — MP 165-14.....	40	(Mineral Point—Potosi)		
MP 165-14 — MP 165-20.....	20	Lumtie.....	62.0	XB-1
Freight trains must not exceed 40 MPH.		Lawood.....	63.5	XB-3
		Potosi.....	64.4	XB-4

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

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

Overhead clearance Southwest Avenue, MP 4-20 is 16 feet 3 inches on southward track and 16 feet 11 inches on northward track. It must be known cars or equipment will clear before moving over this portion of the railroad.

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

CHARLESTON SUBDIV.—ARKANSAS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Rule 99 (d) in effect.
163.2	JACKSON.....Ⓢ		DC-16	Maximum Speed MPH
147.1	ALLENVILLE.....		D-72	Between Jackson and Charleston (Except as below)..... 20
149.3	INDUSTRIAL LEAD.....Ⓢ			White Water Ind. Ld..... 20
149.4	DELTA ⓈSt.L.S.W.....G		D-74	Around wye-Charleston..... 10
157.4	St.L.-S.F.....Ⓢ			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	St.L.-S.F.....Ⓢ			BUSINESS TRACKS
205.4	MOREHOUSE.....		XD-40	White Water.....144.6
195.6	ESSEX.....		XD-30	Newman Spur.....160.2
191.3	DEXTER JCT ⓈStLSW-G		XD-26	Hunterville.....198.7
				Gray Ridge.....200.2
				Buckeye.....217.3

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.

TIMETABLE NO. 9

SOUTH		STATIONS	Station Nos.	Sidings	NORTH	
FIRST CLASS					FIRST CLASS	
Daily	Miles				Cars	Ft.	Daily
21 Psg.						22 Psg.
PM 6 15	165.5	POPLAR BLUFF... T S	X-166	Yd.		AM 9 55
	170.0	STANLEY... I	X-170			
	172.9	HARVIELL JCT... ⊖	X-173			
	180.4	NEELYVILLE, MO... T	X-180	162 8457		
	192.2	CORNING, ARK... ⊕-2	X-192	161 8376		
	198.5	KNOBEL... ⊕	X-199	188 9800		
	202.9	PEACH ORCHARD... ⊕	X-203	155 8088		
	207.6	DELAPLAINE... ⊕	X-208			
	214.4	O'KEAN... ⊕	X-214	160 8338		
	223.6	MURTA JCT... ⊖	X-223			
s 7 15	224.9	WALNUT RIDGE... ⊕	X-225		s 8 50	
	226.3	HOXIE S. L.-S. F. ⊕-2	X-226	166 8641		
	228.5	MINTURN JCT... ⊖	X-228			
	238.9	ALICIA... ⊕	X-239	162 8448		
	251.8	TUCKERMAN... ⊕	X-252	162 8436		
	258.1	CAMPBELL JCT... ⊕	X-258			
	259.4	DIAZ... IT	X-259			
f 8 00	261.7	NEWPORT... ⊕-2 I S	X-262	Yd.	f 8 05	
	263.9	NORTH BRIDGE JCT... ⊖	X-264			
	264.5	SOUTH BRIDGE JCT... ⊖	X-265			
	269.7	JIFFY... I	X-270			
	274.3	GLAISE JCT... ⊖	X-275			
	278.1	BRADFORD... ⊕	X-278	190 9893		
	286.7	RUSSELL JCT... ⊕	X-286			
	288.4	BALD KNOB... ⊕-2 XT	X-288	110 5763		
	289.7	JUD... I	X-289			
	296.4	KENSETT... ⊕	X-296			
	298.4	HIG... I	X-298			
	306.5	MACK... I	X-306			
	312.7	BEEBE... ⊕-2	X-313			
	319.2	WACROSS... I	X-320			
	330.7	JAX... I	X-331			
	332.1	JACKSONVILLE... T	X-332			
9 35 PM	343.6	NO. LITTLE ROCK... ⊕ I T S	X-344	Yd.	6 25 AM	
		178.1				

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as below)	60	Harviell	173.0	X-173
MP 191-26 — MP 192-31	50	Minturn	232.4	X-232
MP 224-13 — MP 227-26	50	Olyphant	269.8	X-270
MP 258-01 — MP 261-15	50	Judsonia	292.6	X-293
MP 261-15 — MP 262-17	40	Higginson	299.7	X-300
MP 262-17 — MP 264-08	50	McRae	308.2	X-308
MP 288-06 — MP 288-19	40	Ward	317.6	X-318
MP 292-26 — MP 293-03	55	Cabot	323.0	X-323
MP 340-30 — MP 345-05	40	Valentine	336.1	X-336

North and South Wye
Bald Knob 15

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

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

Hoxie—3 switches north end of siding.

Diaz—Cotter Subdiv. conn.

Newport—South siding switch.

Bald Knob—Both crossovers—siding and Memphis Subdiv. conn.

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

Hot Box and Dragging Equipment Detectors located at *MP 188-22, MP 220-09, MP 255-09, *MP 283-14 and MP 312-10.

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

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

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

DONIPHAN SUBDIV. — ARKANSAS DIVISION

Miles	SOUTH STATIONS		NORTH STATIONS		Station Numbers		Sidings		Rule 99 (d) in effect
					Cars	Feet			
180.4	NEELYVILLE	T			X-180				Max Speed 25 MPH.
186.2	NAYLOR				XE-6				Business Tracks: MP No.
191.2	OXLY				XE-11				Skelly Oil Spur... 197.3 XE-16
200.3	DONIPHAN				XE-20				Maximum wt. 220,000 lbs.
	19.7								

LITTLE ROCK TERMINAL DIVISION

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

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

14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Siding		NORTH FIRST CLASS	
21 Psg.	Daily				Cars	Ft.	22 Psg.	Daily
9 35	343.6		NO. LITTLE ROCK	X-344	Yd.		6 25	
	345.3		ARK RIVER					
s 10 00	345.6		LITTLE ROCK	X-346			s 6 20	
	346.0		CRIP					
	351.7		ENSIGN	X-352				
	358.9		ALEXANDER	X-359				
	364.1		BAUXITE JCT.	X-364	104 5411			
	368.3		SHERIDAN JCT.	X-368				
	368.7		BENTON	X-369				
	370.2		SALINE JCT.	X-370				
	373.3		HASKELL	X-373	215 11187			
	377.3		TRASKWOOD	X-377	118 6181			
	384.6		GIFFORD	X-385	121 6311			
f 10 50	388.7		MALVERN	X-389			f 5 15	
	392.2		ABCO	X-390	177 9238			
	399.6		DONALDSON	X-400	119 6215			
	405.6		WITHERSPOON	X-406	118 6198			
	411.0		ARKADELPHIA	X-411	169 8839			
	422.3		CURTIS JCT.	X-422				
	426.3		GURDON	X-426	Yd.			
	429.3		BEIRNE JCT.	X-429				
	437.6		BOUGHTON	X-438	160 8331			
	442.4		PRESCOTT	X-442	174 9094			
	449.6		EMMET	X-450	124 6564			
	457.7		HOPE	X-458	110 5769			
	463.0		GUERNSEY	X-463	118 6186			
	471.3		FULTON	X-471	182 9509			
	477.7		HOMAN	X-478	167 8729			
	480.4		CLEAR LAKE JCT.	X-481				
1 05	490.2		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
(Except as Below)	60
MP 340-30 — MP 345-05	40
MP 345-05 — MP 347-11	30
MP 346-00 — MP 346-01	20
MP 351-00 — MP 370-10	50
MP 373-28 — MP 373-20	40
MP 385-23 — MP 385-37	55
MP 388-05 — MP 389-23	35
MP 425-35 — MP 426-20	40
MP 441-30 — MP 442-20	50
MP 457-15 — MP 458-10	30
MP 471-18 — MP 471-20	40
MP 480-16 — MP 480-20	50

BUSINESS TRACKS	MP	Sta. No.
Vogels E. Main	351.0	X-351
Cash Whistle-East Main	352.3	X-352
Ark Power & Light-West Main	353.4	X-353
Midwest Castings-West Main	354.0	X-354
Mabelvale-West Main	355.0	X-355
AG W. Main	356.3	X-356
Ark Power & Light-East Main	356.5	X-356
Enmar-East Main	356.7	X-357
Jacuzzi Bros.-West Main	357.2	X-357
Ark. Cont. Corp.	357.4	X-357
Bryant-West Main	362.7	X-363
Perla	386.7	X-387
Daleville	410.0	X-410
Gum Springs	415.5	X-415
Beirne	430.1	X-430

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

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

Little Rock — crossover CRIP ⊗, switch entrance 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
	SOUTH	NORTH	
412.1	MOUNTAIN PINE		XH-90
399.1	HOT SPRINGS	⊙ T ⊕	XH-77
395.6	HOT SPRINGS JCT.		
	MALVERN	⊕ ⊗	X-389
	35.4		

Maximum Speed 25 MPH. Operation between Hot Springs Jct. and Malvern over CRI&P Ry.

Trackage between Mountain Pine and Hot Springs Jct. Yard Tracks only.

BUSINESS TRACKS MP Sta. No.
McClendon ... 392.7 XH-70
Mountain Pine
Spur Track . 410.2 XH-90

Item 9, Special Instructions applies Hot Springs 7:00 pm-7:00 am.

16 HUGHES SUBDIV. — ARKANSAS DIVISION

Maximum Speed 25 MPH— Except Briark to CRIP & P. Jct. 20 MPH. Rule 99 (d) in effect between CRIP & P. Jct. and Hughes only.		Miles	STATIONS		Station Nos.	Sidings	
BUSINESS TRACKS			SOUTH ▼	NORTH ▲		Cars	Feet
			BRIARK.....		XG-87		
		4.0	C. R. I. & P. JCT.....				
Penjur	337.3	354.5	TENARK.....		CH-42	70	3685
Chatfield	339.5	354.5					
Mallory	340.5	354.5	HUGHES.....		CH-22	78	4070
Neuhardt	345.4						
Amanca	352.0						
		25.2					

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

COTTER SUBDIV. — ARKANSAS DIVISION

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

Yard Limits: Diaz to MP 260-20; MP 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	40	ZZ Siding	259.5	WR-1
(except as below)		Arkansas Eastman	273.6	WR-16
MP 284-12 — MP 284-15	30	Sulphur Rock	276.3	WR-20
MP 286-25 — 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-50
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 350-00				
(Except as below)	30			
MP 318-20 — MP 319-11	25			
MP 350-00 — MP 381-15				
(Except as below)	49			
MP 359-00 — MP 360-00	25			
MP 374-23 — MP 276-00	40			

TIMETABLE NO. 9

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

Miles	STATIONS		Station Numbers	Sidings		MPH Maximum Speed 50 (except as below) MP 298-08 MP 299-03..... 40 MP 331-29 — MP 334-25..... 40 North and South wye Bald Knob 15 20 MPH between Briark and Kentucky St. Southward trains will secure clearance Kentucky Street. Movement of trains and engines between Sargent Yard and Kentucky St. must be made at Low speed and only on authority of yard- master Sargent yard, subject to interlock- ing rules, verbal and/or hand signals by operator.
	SOUTH ▼	NORTH ▲		Cars	Feet	
380.7	MEMPHIS(Sargent Yd.)		XG-93	Yd.		
380.6	KC JCT	SOUL G.				
378.3	BROADWAY.....					
378.2	TEXAS ST	IOG				
378.1	KENTUCKY ST.....					
375.8	BRIDGE JCT.	S.L.S.F.	XG-88			
375.2	BRIARK.....		XG-87			
370.0	PRESLEY JCT	S.L.S.F.	XG-82			
368.0	GAVIN.....		XG-80	82	4274	
361.5	CRAWFORDSVILLE.....		XG-74	190	9882	
352.1	EARLE.....		XG-64	43	2266	
337.5	LEVESQUE.....		XG-50	53	2778	
332.4	WYNNE.....	MP	C-304	171	8935	
318.8	FAIR OAKS.	STLSW	XG-31	162	8472	
309.3	MCCRORY.....		XG-21	68	3584	
300.0	NEW AUGUSTA.....		XG-12	124	6474	
298.5	WHITE RIVER.....					
292.8	RIO VISTA.....		XG-6	68	3579	
287.8	BALD KNOB.....		X-288			
	92.8					
					Business Tracks	
					MP	
					Sta. No.	
					Patterson	
					307.3	
					XG-19	
					Morton	
					315.1	
					XG-27	
					Hamlin	
					324.7	
					XG-37	
					Parkin	
					346.9	
					XG-59	
					Smithdale	
					348.9	
					XG-60	
					Vincent	
					363.1	
					XG-75	
					W. Memphis	
					Ind. Ld. ...370.0	
					XG-95	

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.

TIMETABLE NO. 9

20 HUTTIG SUBDIV. — LOUISIANA DIVISION

Maximum Speed MPH (Except as below) . 30	Miles	STATIONS		Station Numbers
		SOUTH ▼	NORTH ▲	
MP 492-08 —				
MP 493-18	25			
MP 524-21 —				
MP 524-29	20			
MP 553-21	10			
MP 566-00—Huttig Jct. 10				
Note — Trains and engines must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566-00 and DeSaird St. 568-10.				
Business Tracks	MP	Sta. No.		
LaPile	518.1	E-92		
Upco	547.6	F-22		
Spencer	548.7	F-24		
Lamkin	561.5	F-37		
	492.2	EL DORADO	ⓂⓈⓃⓉⓈⓃ	E-66
	506.8	14.5 URBANA		E-80
	512.8	6.0 STRONG		E-86
	523.1	10.3 DOLLAR JCT		E-97
	527.2	4.0 HUTTIG, ARK.	Ⓢ	F-3
	530.3	3.1 LITROE, LA.		F-6
	542.8	12.4 HAILE		F-18
	553.7	0.2 OUACHITA RIVER	ⓈⓃ	
	554.0	14.4 STERLINGTON	ⓈⓃⓉⓈⓃ	F-30
	568.1	0.5 Ⓢ A. & L. M.	Ⓢ	
	568.6	0.4 HUTTIG JCT		
		MONROE	ⓈⓃⓉⓈⓃⓉⓈⓃ	C-525
	77.2			

Rule 99 (d) in effect. — (Between Sterlington and El Dorado only.)

Yard Limits: MP 491-05 to MP 495-25; MP 526-05 to MP 528-00; MP 552-15 to MP 556-20; MP 567-10 to Monroe Subdiv.

HAMBURG SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect.	Miles	STATIONS		Station Numbers
		SOUTH ▼	NORTH ▲	
Yard Limits: MP 473-10 to End of Track, Crossett.	443.5	MONTROSE		C-456
Maximum Speed 25 MPH.	451.4	7.8 SNYDER		CM-27
	456.0	4.5 MIST		CM-32
	462.7	8.7 HAMBURG		CM-39
	474.5	11.7 CROSSETT ⓈCRI&P.....	ⓈⓃ	CM-50
	30.9			

WARREN SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect.	Miles	STATIONS		Station Numbers
		SOUTH ▼	NORTH ▲	
Yard Limits: MP 444-10 to MP 447-10; MP 460-10 to End of Track.	422.6	DERMOTT		C-439
Maximum Speed 30 MPH except between MP 445-00 — MP 461-14 25 MPH.	445.3	22.6 MONTICELLO ⓈA.D.&N. ⓈⓃ	ⓈⓃ	KC-29
Note—Trains and engines move over crossing, MP 445-22 when protected by crew member.	461.4	16.1 WARREN	Ⓢ	KC-45
BUSINESS TRACKS	MP	Sta. No.		
Baxter	426.5	KC-10		
Cominto	434.0	KC-17		
Killin	442.5	KC-28		
Wilmar	454.0	KC-37		
	38.7			
Max. Wt. Monticello to Warren 220,000 lbs.				

WYNNE SUBDIV.—LOUISIANA DIVISION 21

Miles	STATIONS	Station Numbers	Siding		Maximum Speed MPH (Except as below) ... 30
			Cars	Feet	
219.9	PARAGOULD	C-243	139	7262	MP 235-10 MP 408-10 (Except as below) ... 30 MP 295-23 — MP 296-09 .. 20
221.6	1.7 PARAGOULD JCT				Yard Limits: Paragould to MP 221-20 Wynne MP 277-23 to MP 282-02 MP 292-15 to MP 297-00 MP 311-00 to MP 315-00 MP 324-05 to MP 330-15 MP 406-28 to Jct. with Monroe Subdiv.
235.3	13.6 JONESBORO JCT				
238.0	2.7 JONESBORO ⓈS.L.-S.F.....	C-262	160	8358	
256.7	18.6 HARRISBURG	C-280	105	5506	
280.3	23.6 WYNNE ⓈMP&G.....	C-304	Yd.		
290.9	10.6 CALDWELL	C-314	105	5503	
295.7	4.8 FORREST CITY ⓈORIP... ⓈⓃ	C-319	28	1456	
296.4	0.6 DEX SIDING	C-320	41	2145	
313.1	12.4 MARIANNA	C-337	112	5589	
325.5	1.0 LEXA	C-349			
326.5	2.6 HELENA JOT	T ⓈⓃ			
329.2	17.9 MARVELL JCT	Ⓢ			
347.1	21.7 ELAINE	C-371	58	3019	White River lift bridge is normally open. To close bridge, employee must ascertain no barge under or approaching, then operate Push Button in Release Box in accordance with instructions posted therein.
368.8	8.9 SNOW LAKE	C-392	97	5068	
377.8	3.2 WHITE RIVER	ⓈⓃ			
381.1	0.8 MEDINA	C-405	79	4123	
382.0	5.0 ARKANSAS RIVER	Ⓢ			
387.0	21.0 WATSON	C-411	88	4586	
408.1	188.1 McGEHEE	C-432	Yd.		

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	282.4	C-286	Fugwell	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	394.9	C-418
LaGrange	321.2	C-345	Lundell	358.6	C-382	Rohwer	396.4	C-420
Oneida	335.3	C-359	Mosby Spur	359.3	C-383	Cypress Bend	399.7	C-423
Lakeview	339.9	C-363				McArthur	402.5	C-426

Rule 99(d) in effect between 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

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
Müller	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
Maldeo	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

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

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

ABS — CTC between Arkansas River and Red River Jct.

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

Hot Box and Dragging Equipment Detectors located at MP 373-06, MP 398-10, MP 421-20, MP 438-05, MP 469-08, *MP 537-13 and MP 569-18.

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

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

Miles	STATION	SOUTH V	NORTH A	Station Numbers	Sidings	
					Cars	Feet
345.6	LITTLE ROCK		⊕ ⊙	X-346		
346.4	ROCK ST. JCT.	1.2				
343.6	NO. LITTLE ROCK		⊕ ⊙ ⊕ ⊙	X-344		
344.5	⊙ C. R. I. & P	0.8				
345.0	ARKANSAS RIVER	0.5	⊕ ⊙			
346.4	ROCK ST. JCT	0.1				
346.9	⊙ C. R. I. & P	0.4	⊕			
349.1	EAST LITTLE ROCK	2.2	⊕ R.I.P.A. ⊕	K-4		
354.1	HIGGINS	4.9		K-9	175	9150
364.5	HENSLEY	10.4		K-19	167	8700
381.8	BALDWIN	17.2		K-36	146	7603
388.4	PINE BLUFF	6.6	⊕ St.L.S.W. ⊕ ⊕ ⊕	K-43	220	11385
409.6	GRADY	21.2		K-64	194	10138
420.2	GOULD	10.5	⊕	K-75	59	3108
427.9	DUMAS	7.6		K-82	79	4147
431.0	PICKENS	3.1		K-86	187	9731
447.2	MCGEHEE	16.2	⊕ ⊙ ⊕ ⊙	C-432	Yd.	
408.1	DERMOTT	7.5		C-439	115	5996
415.6	HUDSPETH	6.3		C-446	170	8873
422.0	MONTROSE	10.1		C-456	110	5729
432.1	PORTLAND	4.2	⊕	C-460	84	4368
436.4	SUNSHINE	3.7		C-464	175	9139
440.1	WILMOT, ARK	9.1		C-473		
449.3	BONITA, LA	11.4		C-484	181	9445
460.8	MER ROUGE	12.7		C-497	102	5323
473.5	COLLINSTON	7.4	⊕ ⊙	C-505	180	9360
481.0	SWARTZ	10.7		C-515	176	9181
491.8	HUTTIG JCT	10.1				
501.9	MONROE	0.4	⊕ ICG ⊕ ⊕ ⊕ ⊕ ⊕	C-525	Yd.	
502.4	BOSCO	14.1		C-540	181	9433
516.6	OUACHITA RIVER	11.6	⊕ ⊙			
528.2	COLUMBIA	2.2		C-554		
530.5	GRAYSON	4.5	⊕	C-558	176	9200
535.1	CLARKS	2.2		C-561		
537.4	OLLA	11.2		C-572	152	7952
548.7	URANIA	4.1		C-576	109	5696
552.8	TULLOS	3.7		C-580	56	2946
556.5	GEORGETOWN	5.0	⊕ LOAM ⊕ ⊕	C-585	153	8003
561.6	ANTONIA	15.3		C-601	184	9584
576.9	TIOGA	14.2	⊕ KCS ⊕	C-616	154	8029
592.6	⊕ KCS	2.5	⊕			
595.1	RED RIVER JCT	1.4		C-620		
596.6	TEXMO JCT	1.1	⊕ ⊙	TB-196		
597.8	ALEXANDRIA	3.7	⊕ ⊕ ⊕	C-625	Yd.	
601.5						
		294.0				

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

24 SEDALIA SUBDIV. — NORTHERN DIVISION

SEDALIA SUBDIV. — NORTHERN DIVISION 25

WEST		STATIONS	Station Numbers	Sidings		EAST	
First Class	Miles			Cars	Feet	First Class	Daily
31						30	
Pm	5 20	0.5	ST. LOUIS.....	MX-1			12 45
		0.8	23rd STREET.....				
		1.3	OHIO AVE.....				
		1.5	GRAND AVE.....				
		2.3	IRON MTN. JCT.....	X-1			
		3.6	MAPLEWOOD.....	MX-7			
		6.8	WEBSTER.....	MX-11			
		10.8	KIRK.....	MX-12			
		13.2	KIRKWOOD.....	MX-13			
s	5 50	13.4	PARK.....	MX-18			
		18.7	BOYD.....	MX-22			
		23.4	DOZIER.....	MX-31			
		32.2	SUMMIT.....	MX-36			
		37.0	SOUTH POINT.....	MX-52			
		46.5	PACE.....	MX-58			
		57.7	GASCONADE JCT.....	MX-86			
		86.2	MORRISON JCT.....	MX-91			
		90.9	CHAMPAIGN.....	MX-100			
		100.2	BONNOT JCT.....	MX-116			
		116.7	OSAGE JCT.....	MX-117			
		117.3	MOREAU.....	MX-124			
s	7 53	125.3	JEFFERSON CITY.....	MX-125			
		7 58	RIVER JCT.....	MX-128			9 58
		8 11	CENTERTOWN.....	MX-140	71	4082	9 46
		8 16	MCGIRK.....	MX-144	73	4304	9 41
		8 22	CALIFORNIA.....	MX-150	62	4017	9 35
		8 38	DOW.....	MX-166	150	9240	9 19
		8 48	OTTERVILLE.....	MX-175	40	2542	9 09
		8 54	SMITHTON.....	MX-181	56	3758	9 03
		187.7	⊙MKT.....				
s	9 08	188.9	SEDALIA.....	MX-188	38	1937	s 8 55
		9 16	DRESDEN.....	MX-195	96	5043	8 42
		9 22	LAMONTE.....	MX-200	48	2890	8 36
		9 30	KNOBNOSTER.....	MX-208	110	6167	8 28
f	9 42	218.4	WARRENSBURG.....	MX-218	39	2740	f 8 17
		9 49	CENTERVIEW.....	MX-224	150	9508	8 08
		9 58	HOLDEN.....	MX-232	51	3398	7 59
		10 03	KINGSVILLE.....	MX-237	44	2867	7 54
		10 09	STRASBURG.....	MX-242	73	4293	7 48
		249.2	PLEASANT HILL.....	MX-249	181	9862	
		252.3	AVON.....	MX-252	76	4166	
		259.8	LEE'S SUMMIT.....	MX-259	155	8840	
		265.1	LITTLE BLUE.....	MX-265	61	3279	
		273.2	INDEPENDENCE.....	MX-273	117	6350	
		276.8	ROCK CREEK JCT.....	MX-276			
11 05	PM	283.0	KANSAS CITY(Un.Sta.).....	MX-282			7 00 AM

TIMETABLE NO. 9

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	Business Tracks:	MP	Sta. No.
(Except as below).....	60	Lake Jct.....	8.0	MX 8
Thru Grand Ave. Interlocking... 10	10	Webster Groves.....	10.0	MX 10
Between Grand Ave. and Iron Mtn. Jct.....	45	Barretts.....	16.5	MX 16
Iron Mtn. Jct. and Kirkwood... 45	35	Valley Park.....	18.9	MX 18
MP 7-21 — MP 7-34.....	60	Eureka.....	27.9	MX 29
MP 9-29 — MP 10-30.....	50	Pacific @-2.....	34.8	MX 36
MP 13-13 — MP 13-25.....	40	Gray Summit.....	39.9	MX 40
MP 13-36 — MP 15-14.....	30	West Labadie.....	43.7	MX 44
MP 21-01 — MP 21-23.....	50	Washington @-2.....	51.7	MX 50
MP 27-31 — MP 28-22.....	55	Midwest Joist.....	56.8	MX 56
MP 34-28 — MP 35-07.....	55	New Haven @-2.....	67.3	MX 67
West Labadie Tracks.....	10	Berger.....	75.1	MX 74
MP 61-29 — MP 67-17.....	55	Hermann @-2.....	81.0	MX 80
MP 72-09 — MP 75-28.....	50	Gasconade.....	88.5	MX 88
MP 80-09 — MP 81-16.....	50	Morrison.....	92.9	MX 92
MP 83-35 — MP 87-36.....	55	Bonnot's Mill.....	113.1	MX 112
MP 87-36 — MP 89-10.....	45	Algoa Farms.....	118.5	MX 119
MP 89-14 — MP 89-26.....	55	Shell Spur.....	151.5	MX 151
MP 92-27 — MP 93-02.....	55	Clarksburg.....	156.6	MX 156
MP 97-24 — MP 97-29.....	55	Tipton @-2.....	162.8	MX 162
MP 106-33 — MP 107-01.....	55	Syracuse.....	168.1	MX 168
MP 115-00 — MP 276-30.....	55	Montserrat.....	211.5	MX 211
(Except as below).....	60	Missouri Public Spur.....	257.3	MX 257
MP 115-29 — MP 116-25.....	55	Western Electric Spur.....	261.0	MX 261
MP 117-02 Osage River Bridge.....	50	Unity Spur.....	262.8	MX 262
MP 117-26 — MP 118-22.....	55			
MP 124-21 — MP 126-24.....	45			
MP 126-24 — MP 128-19.....	55			
MP 128-19 — MP 129-33.....	50			
MP 132-15 — MP 132-28.....	50			
MP 136-22 — MP 139-00.....	45			
MP 139-00 — MP 143-34.....	55			
MP 150-06 — MP 150-30.....	50			
MP 162-05 — MP 163-01.....	50			
MP 168-13 — MP 171-06.....	50			
MP 187-30 — MP 190-05.....	40			
MP 200-30 — MP 201-05.....	55			
MP 208-03 — MP 208-07.....	55			
MP 216-30 — MP 218-30.....	35			
MP 218-30 — MP 221-15.....	50			
MP 232-27 — MP 233-08.....	55			
MP 248-20 — MP 249-15.....	45			
MP 257-15 — MP 260-06.....	35			
MP 264-12 — MP 264-14.....	25			
MP 265-35 — MP 265-37.....	40			
MP 270-26 — MP 276-36.....	35			

ABS — St. Louis to Rock Creek Jct.
 CTC — Maplewood to River Jct., Strasburg to Rock Creek Jct.

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

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

Signal indication with current of traffic between Grand Ave. and Maplewood; Rules 450-453 in effect signaled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of Yardmaster at 21st Street and must not exceed 25 MPH. Trains and engines must clear first class trains as prescribed by Rule 93 except:
 1. When authorized by Signal Indication.
 2. Trains or engines must not enter foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from 21st Street Yardmaster.

No. 101 must secure clearance Neff Yd. addressed to "C&E Extra — East and No. 101" to cover movement over Sedalia Subdiv.

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

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

Hot Box and Dragging Equipment Detectors located MP 28-24, MP 62-18, MP 95-33, *MP 152-31, *MP 184-11, *MP 230-09 and *MP 255-28.

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

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

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(1) must be sounded for Rock Hill Road MP 10-18 and MP 10-19.

Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Stop and protect 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.

TIMETABLE NO. 9

26 CARTHAGE SUBDIV. — NORTHERN DIVISION

SOUTH SECOND CLASS	Mile	STATIONS	Station Numbers	Sidings		NORTH SECOND CLASS
				Cars	Feet	
101						102
Daily PM						Daily PM
9 00	249.2	PLEASANT HILL.. @-1 ⊕ ⊙	MX-249	161	9862	1 30
	249.1	0.6 ⊗ C.R.I. & P..... ⊙				
9 10	253.7	4.6 ORE..... ⊙	P-5	78	4258	1 20
9 25	258.8	5.1 HARRISONVILLE.. ⊗ SLSF ⊙	P-10	35	2264	1 11
9 38	265.4	6.6 LONE TREE..... ⊙	P-16	73	4039	1 01
9 55	277.6	12.2 ADRIAN..... ⊙	P-29	81	4751	12 40
10 10	287.1	9.5 BUTLER..... ⊙-1	P-38	79	4623	12 25
10 26	298.9	11.8 RICH HILL..... ⊙	P-50	115	6523	12 08
10 38	307.4	8.5 HORTON..... ⊙	P-58	44	2363	11 38
10 59	317.4	10.0 NEVADA..... T ⊙-1 ⊕ ⊙ ⊗ MKT ⊙	P-69	Yd.		11 20
11 20	330.8	13.4 SHELDON..... ⊙	P-82	74	4368	10 58
11 39	342.2	11.4 LAMAR..... ⊗ SLSF ⊙	P-93	81	4699	10 42
11 54	353.5	11.3 JASPER..... ⊙	P-105	74	4434	10 25
	364.1	10.6 CARTHAGE ⊗ SLSF. ⊙ ⊕ ⊙ ⊙	P-115			10 10
12 12	527.6	20.8 STOTTS CITY..... ⊙	WR-250	91	4956	9 35
12 45	506.8	17.2 S. L. S. F..... ⊙				
1 10	489.6	0.5 AURORA..... ⊙ ⊕ ⊙	WR-232	56	3178	9 10
1 15	489.1	11.3 CRANE..... ⊙ ⊕ T ⊙	WR-221	Yd.		8 50
1 50	477.8	17.1 REEDS SPRING..... ⊙	WR-204	36	2308	8 25
2 20	460.7	9.8 GREYNA..... ⊙	WR-194	125	6658	8 10
2 35	450.9	3.6 BRANSON..... ⊙ ⊕	WR-191	45	2609	8 04
2 45	447.3	1.6 HOLLISTER, MO..... ⊙	WR-189	36	2166	8 01
2 50	445.7	13.0 CRICKET, ARK..... ⊙	WR-176	37	2221	7 41
3 10	432.7	17.2 BERGMAN..... ⊙	WR-159	135	7594	7 15
3 35	415.5	23.2 YELLVILLE..... ⊙	WR-136	53	2891	6 37
4 10	392.3	10.8 COTTER..... ⊙ ⊕ ⊙ ⊙	WR-125	72	3829	6 20
4 30	381.5					
AM	261.7					AM

WEBB CITY SUBDIV.—NORTHERN DIVISION

Miles	YARD LIMITS ENTIRE SUBDIV.		Station Numbers	Max. Wt. Joplin to end of track 220,000 lbs.	Maximum Speed (Except as below)..... MPH
	SOUTH ▼	NORTH ▲			
364.1	CARTHAGE..... ⊙ ⊕ ⊙ ⊙	T ⊕ ⊙	P-115	MP 364-23—MP 366-09..... 15	
374.9	WEBB CITY..... ⊙	T ⊕ ⊙	P-126	MP 381-03—MP 381-15..... 15	
381.5	JOPLIN..... ⊙		P-133		
	17.4			Business Tracks	MP No.
				Dumont.....	367.9 P-119
				Hercules—Dynamite.....	369.9 P-120
				Center Creek.....	371.3 P-122
				Cisco.....	376.0 P-127
				Atlas.....	6.0 HC-8

Atlas — County road AA, stop and protect.

CARTHAGE SUBDIV. — NORTHERN DIVISION 27

No. 101 is superior to No. 102.

Nevada is register station for originating and terminating trains only.

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

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

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

Aurora is register station for originating and terminating trains only.

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

BUSINESS TRACKS:	MP	Sta. No.
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

BUSINESS TRACKS:	MP	Sta. No.
Archie.....	271.7	P-23
Passaic.....	282.8	P-34
Panama.....	302.4	P-54
Wagner Spur.....	304.2	P-55
Nassau Jct.....	319.3	P-71

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		

28 SPRINGFIELD SUBDIV.—NORTHERN DIVISION

Miles	SOUTH STATIONS NORTH		Station Numbers
	▼	▲	
All tracks at Springfield are yard tracks. Springfield over Highway, College, Kansas and Walnut Sts. 10 MPH	488.2	AURORA.....	WR-232
	VIA SLSF 29.9 MILES		
Walnut St. Springfield-Protect.	511.1	SPRINGFIELD...@SLSF@	PD-34
	29.9		

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

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

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

BUSINESS TRACKS:	MP	Sta. No.	SLSF Stations:	Mile Post
			Marionville	264
Battlefield	502.7	PD-26	Logan	262
Walls	506.2	PD-28	Billings	257
			Republic	252
			Brookline	247
			Nichols	242

LEXINGTON SUBDIV.—NORTHERN DIVISION

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

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

RIVER SUBDIV.—NORTHERN DIVISION 29

WEST Second Class	ABS—Between Jefferson City and Rock Creek Jct. CTC—Between Jefferson City and River Jct.; Eton Jct. and Congo.		Station Numbers	Sidings	EAST	
	73	72			76	
Daily	Miles	STATIONS		Cars Feet	Daily	Daily
PM 4 30	125.3	JEFFERSON CITY...@T@	MX-125	Yd.	PM 1 45	PM 8 10
4 35	127.9	RIVER JOT.....	MX-128	.....	1 36	8 06
4 56	143.8	SANDY HOOK.....	G-15	179 9353	1 15	7 45
5 12	156.7	WOOLDRIDGE.....	G-27	170 8873	12 59	7 29
5 29	170.8	BOONVILLE.....@T@	G-41	117 6450	12 42	7 12
5 40	178.4	LAMINE.....	G-50	250 12905	12 31	7 01
5 51	186.9	BLACKWATER.....	G-58	109 5810	12 20	6 50
6 03	195.0	NAPTON.....	G-66	151 7813	12 08	6 38
6 29	202.1	MIAMI.....T	G-73	124 6426	11 59	6 29
6 45	215.2	MALTA BEND.....@	G-86	169 9219	11 43	6 13
7 05	230.6	HODGE.....	G-101	179 9473	11 23	5 53
7 26	247.6	MYRIOK.....@@	G-118	216 11345	11 02	5 32
.....	258.0	NAPOLEON.....	G-129	.....	.....	.....
7 48	265.1	BUOKNER.....@	G-136	.....	10 40	5 10
7 53	268.6	LAKE CITY.....@	G-139	119 6686	10 35	5 05
8 01	274.2	RIPLEY JOT.....	G-144	.....	10 28	4 58
.....	276.2	ETON JOT.....@	G-145	.....	.....	.....
.....	283.8	CONGO.....	G-153	.....	.....	.....
.....	284.5	ROCK CREEK JOT.....@	MX-276	.....	.....	.....
.....	285.9	SOUTHWEST JOT@KCS@	MX-277	.....	.....	.....
9 05	286.7	NEFF YARD.....@T@	MX-283	Yd.	10 00	4 30
PM	158.8				AM	PM

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

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

Trains secure clearance at Jefferson City and Neff Yard.

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

Ripley Jct. and all sidings Sandy Hook to Myrick inclusive No. 20 turnouts except Napton and west end Boonville.

Hot Box and Dragging Equipment Detectors located MP 160-33 and MP 223-18.

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

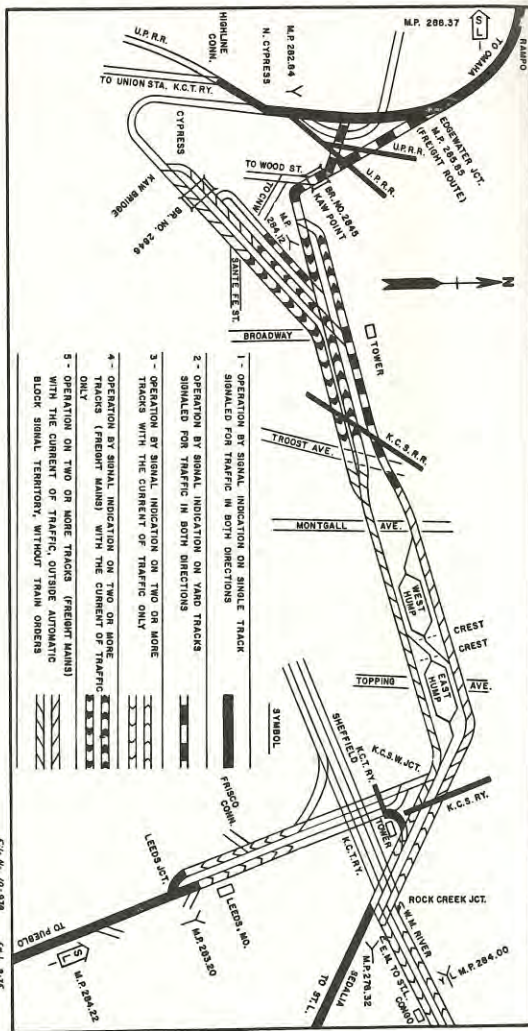
Crossover located MP 247 Pole 1½ is designated as "No. 1 crossover Myrick," crossover at MP 247-31 designated as "No. 2 crossover Myrick."

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

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

Maximum Speed	MPH	Maximum Speed:	MPH
(Except as below).....	50	MP 443.7—MP 444.2.....	45
MP 129-09—MP 129-27.....	35	Congo-E Crossover & Mo Pac Conn. .	30
MP 137-16—MP 139-31.....	40	Congo W Crossover.....	40
MP 163-11—MP 163-16.....	45		
MP 171-00—MP 175-00.....	45	Business Tracks	MP Sta.
MP 175-21—MP 177-05.....	35	Renz Spur	133.0 G-8
MP 183-00—MP 194-21.....	40	Lupus	151.1 G-22
MP 197-03—MP 207-29.....	45	Overton	161.0 G-32
MP 218-11—MP 219-00.....	40	Nelson	189.6 G-60
MP 220-23—MP 229-28.....	45	Stanhope	209.5 G-80
MP 236-09—MP 237-18.....	45	Blosser	211.0 G-82
MP 242-00—MP 242-06.....	45	Coyne Spur	212.9 G-83
MP 252-20—MP 252-35.....	40	Waverly	224.5 G-95
MP 252-35—MP 253-34.....	45	Neece Spur	253.1 G-124
MP 265-01—MP 265-23.....	35	Levasy	261.5 G-132
MP 270-04—MP 271-00.....	35	Carter Spur	262.1 G-133
On AT&SF RY. (Except as below)	55	Midas	263.0 G-134
Eton Crossover & Mo Pac Conn.	30	Blue Valley	270.4 G-141
MP 437.5—MP 437.8.....	40	Marshall	@204.1 GB-2
MP 437.9—MP 438.5.....	45	(Ind. lead 2 ml. Miami - Marshall)	

Operating Instructions (including Map.)



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

- Wyandotte — UP conn.—2 switches.
- Edgewater Jct. — Running track.
- Kaw Point — Wood St. yard lead.
- Kaw Point — CNW yd. lead.
- Kaw Point — End of two main tracks.
- KCNW 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 278-36.....	35
Neff Yard to MP 284-22 (Except as below).....	40
Neff Yard — MP 280-11.....	25
In Kansas City, Kansas, be governed by Item 9 of Special Instructions.	
Leads; Chevrolet property, protect all crossings.	

WEST	Second CLASS	Miles	STATIONS	Station Numbers	Sidings		EAST	Second CLASS	Daily
					Cars	Feet			
171	171	280.0	NEFF YD., Mo. T [⊗] Ⓜ	MX283	Yd.	1 01	172	172	AM
12 01	AM	280.0	NEFF YD., Mo. T [⊗] Ⓜ						AM
		282.0	⊗KCS.....						
		283.0	⊗MP.....						
		284.5	KAW PT., KAN. ⊗Ⓜ						
		284.7	⊗UP.....						
		284.8	⊗UP.....						
		287.5	EDGEWATER JCT.....						
		292.7	NEARMAN.....	0-10	121	6276			
		298.8	WOLCOTT.....	0-16	145	8593			
		305.6	COCHRANE.....	0-23	108	5786			
		309.2	ONW CONN.....						
		309.6	LEAVENWORTH. ⊗Ⓜ	0-27	77	4646			
		314.2	WADE.....	0-32	97	5145			
		320.0	OAK MILLS.....	0-38	144	7561			
		330.7	ATCHISON..... T [⊗] Ⓜ	0-48	Yd.				
		332.3	NORKAN JCT.....	0-49					
4 01		338.1	SHANNON.....	0-56	120	6387	11 15		
		341.3	LANCASTER.....	0-59					
4 14		346.7	HURON.....	0-64	115	6279	11 04		
		351.7	EVEREST.....	0-69					
4 38		358.2	WILLIS.....	0-76	118	6453	10 48		
		369.7	⊗UP.....						
4 53		370.3	HIAWATHA..... ⊗Ⓜ	0-88	80	4684	10 33		
		379.1	RESERVE. KAN.....	0-97					
5 25		384.3	FALLS CITY NEB. ⊗Ⓜ	0-102	Yd.		10 01		
5 32		389.5	STRAUSSVILLE.....	0-107	69	3708	9 54		
5 39		394.8	VERDON.....	0-112	114	6407	9 48		
5 47		401.2	STELLA.....	0-119	64	3593	9 40		
6 10		414.1	AUBURN..... ⊗Ⓜ	0-132	117	6215	9 23		
6 13		416.4	CRETE JCT.....	0-134			9 20		
6 22		423.5	JULIAN.....	0-141	61	3286	9 08		
6 29		428.7	PAUL.....	0-146	68	3637	9 01		
6 38		436.9	NEBRASKA CITY. ⊗Ⓜ	0-153			8 48		
		437.7	MONTANA.....	0-155	62	3609	8 45		
6 52		447.4	UNION..... ⊗Ⓜ	0-165	83	4656	8 30		
7 01		454.8	MURRAY.....	0-172	69	3703	8 01		
		465.2	⊗BN.....						
		465.5	⊗BN.....						
7 16		467.1	LA PLATTE.....	0-185	59	3587	7 40		
7 23		473.1	GILMORE JCT.....	0-191			7 30		
			via U.P.—9.3 Miles.....						
		482.4	CASS ST.....						
8 15		487.2	OMAHA (Grace St.)..... ⊗Ⓜ	0-205	Yd.		6 30		
PM		199.6							PM

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

32 OMAHA SUBDIV. — NORTHERN DIVISION

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

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

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

CONCORDIA SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings Cars Feet	
330.7		ATCHISON	⊠⊙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	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		⊙ORI&P	1.6			
471.0		CLYDE	5.0	S-141		
485.1		⊙AT&SF	14.1			
485.4		CONCORDIA	0.3	S-155	Yd.	
490.2		HASTINGS JCT.	4.8	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	S-184	22 1663	
524.1		GLEN	9.7	S-194	36 1968	
533.3		CAWKER	9.2	S-203	32 1754	
538.6		DOWNS	5.3	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	SF-42	Yd.	
246.9						

TIMETABLE NO. 9

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Yard Limits: MP 460-10 to End of Track Avoca; MP 482-25 to Omaha.						
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	⊙	OD-46	18 1243	
465.6		LOUISVILLE	⊙	OD-52	33 1804	
465.9		⊙BN	⊙			
467.2		⊙C. R. I. & P.	⊙			
471.6		SPRINGFIELD	⊙	OD-58	18 1376	
479.5		⊙U. P.	⊙			
485.6		⊙C. & N. W.	⊙			
489.1		LOUISVILLE JCT.	⊙	O-199		
		OMAHA	⊙	O-205	Yd.	
38.9						

LINCOLN SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Maximum Speed (Except as below) MPH 30						
447.4		UNION	⊙	O-165		
459.4		LOWLINE JCT.	⊙	OD-40		
460.4		WEEPING WATER	⊙	OD-41		
461.4		OMAHA JCT.	⊙	OD-42		
471.5		ELMWOOD	⊙	OF-24		
494.2		⊙C. R. I. & P.	⊙			
494.8		C. & N. W. JCT.	⊙			
495.1		LINCOLN	⊙	OF-48	Yd.	
47.7						

Yard Limits: Union: MP 447-25 — MP 448-05; Weeping Water: MP 459-00 — 464-30; Lincoln: MP 489-00 — Lincoln. At BN ⊙ 11th and UP 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

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Max. Wt.: 220,000 lbs. Brock to Crete						
Maximum Speed (Except as below) MPH 30						
416.4		CRETE JCT.	⊙	O-134		
427.9		TALMAGE	⊙	OD-14		
466.6		⊙BN	⊙			
486.1		CRETE	⊙	OE-58	Yd.	
69.7						

Rule 99 (d) in effect.

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

TIMETABLE NO. 9

34 HASTINGS SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS EAST	Station Numbers	Rule 99 (d) in effect.
490.2	HASTINGS JOT T	S-159	Maximum Speed 30 MPH (Except as below) MP 578-20 — Hastings 15 MPH
492.3	AT&SF G		BUSINESS TRACKS MP Nos.
504.1	ORI&P A		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	AATSF B		Lawrence 555.5 SD-65
529.6	SUPERIOR, NEB	SD-39	Pauline 567.1 SD-77
530.1	BN G		Muriel 573.1 SD 83
555.3	BN B		Yard Limit: MP 490-15 to 491-11; MP 577-23 to end of track.
580.3	HASTINGS T	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 T	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 Nos.
			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 T T 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	BUSINESS TRACKS: MP Nos.
598.5	LOGAN	S-268	Harlan 552.9 S-222
612.9	EDMOND	S-282	Claudell 567.8 S-237
623.3	LENORA T	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	ATOHISON, KAN T T T	O-48	At St. Joseph — Stop and protect following crossings:
330.8	DRAWBRIDGE (Mo. River) T		Illinois Ave. Messanie
331.1	WINTHROP, MO		Sylvania Charles St.
334.6	ARMOUR		Fourth St. Second and Cedar
337.0	ORI&P A		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 fuses by night.
347.8	FRENOH		
349.9	ST. JOSEPH T T	OA-21	
	18.5		

KANSAS CITY SUBDIV. — KANSAS DIVISION 35

Miles	WEST STATIONS EAST	Station Numbers	Sidings
279.0	NEFF YARD T T T	MX-283	
278.2	SOUTHWEST JOT T	MX-277	
278.6	ICG T		
279.1	K.O.T. T		
279.2	K.O.T. CONN		
280.4	CENTROPOLIS	MX-288	
283.4	LEEDS JOT T	MX-291	
290.0	DODSON T	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 T	MX-326	135 7289
326.2	PAOLA	MX-334	
326.8	S.L.S.F. A		
326.9	M.K.T. A		
328.5	BROWN	MX-336	203 10803
334.4	OSAWATOMIET T T T	MX-341	Yd.
334.9	MP T T		
	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
334.4	OSAWATOMIE T T T T	MX-341	Yd.
343.3	RANTOUL	MX-351	126 6972
354.1	OTTAWA T	MX-362	135 7535
354.4	A.T. & S.F. A		
357.1	A.T. & S.F. A		
368.7	LOMAX	MX-376	83 4661
376.8	FLINT	MX-385	124 6732
376.8	LYNDON T	MX-386	
386.2	A.T. & S.F. A		
386.4	OSAGE CITY T	MX-394	116 6468
401.9	ADMIRE	MX-410	117 6517
412.2	LAKE	MX-420	117 6128
425.6	COUNCIL GROVE T T T	MX-432	Yd.
	91.2		

ABS — Osawatomie — Council Grove.
CTC — Lake — Council Grove.
Hot box and dragging equipment detector located at *MP 390-33.
Maximum Speed: MPH
(Except as below) 55
MP 332-35 — MP 335-00 40
MP 338-34 — MP 339-29 45
MP 353-37 — MP 354-32 20
MP 357-05 — MP 357-13 50
MP 400-15 — MP 400-27 50
MP 425-26 — MP 426-26 25

Remote control switches are No. 15, 16 or 20, except No. 10 at Osawatomie; Coffeyville Subdiv. main track to running track and Osawatomie Subdiv. main track to running track and to yard lead at west end.
At Council Grove No. 10 at west end No. 1 track.

36 COUNCIL GROVE SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
425.6	COUNCIL GROVE ..		MX-432	Yd.	.....
425.8	1.1 PETE ..		MX-433	.....	.....
436.3	10.5 WILSEY ..		MX-444	117	6524
445.6	9.3 PRAIRIE ..		MX-454	171	8922
451.0	5.4 HERINGTON ..		MX-459	85	4642
451.5	0.5 ⊗ O. R. I. P. ..		.....	.....	.....
458.6	7.1 HOPE ..		MX-467	85	4637
459.2	0.6 ⊗ A. T. & S. F. ..		.....	.....	.....
468.0	8.8 ELMO ..		MX-476	111	6092
476.1	8.1 CODY ..		MX-485	121	6443
478.0	1.9 GYPSON ..		MX-487	.....	.....
479.1	0.3 SALINA JCT ..		MX-488	.....	.....
491.2	12.1 BRIDGEPORT ..		MX-499	124	6577
495.9	4.7 ⊗ U. P. ..		.....	.....	.....
496.2	0.3 LINDSBORG ..		MX-504	82	4772
505.6	9.4 MARQUETTE ..		MX-513	117	6497
518.2	12.6 CRAWFORD ..		MX-526	82	4461
524.5	6.3 GENESEO ..		MX-532	59	3841
526.2	1.7 WHEAT ..		MX-534	116	6199
529.7	3.5 ⊗ S. L. S. F. ..		.....	.....	.....
537.6	7.9 BUSHTON ..		MX-545	80	4677
545.2	7.6 CLAFLIN ..		MX-553	127	6872
558.8	13.6 HOISINGTON ..		MX-567	Yd.	.....
133.3					

ABS — Council Grove-Hoisington.
 CTC Council Grove — Pete.
 Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.
 Remote control switches No. 15 turnouts except No. 10 at West end No. 1 track Council Grove.
 No. 15 turnout east end Hope.
 Conditional Yard Limits: MP 524 - MP 527 — 12:01 am to 8:01 am.

TOPEKA SUBDIV.—KANSAS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Numbers	Sidings	
				Cars	Feet
Rule 99 (d) in effect.					
Yard Limits: MP 400-15 to end of track Topeka					
368.3	LOMAX ..		MX-376	.....	.....
406.5	38.2 ⊗ A. T. & S. F. ..		.....	.....	.....
407.6	1.1 TOPEKA ..		T-130	.....	.....
39.3					
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	HOISINGTON ..		MX-567	Yd.	.....
568.9	10.1 OLMITZ ..		MX-577	65	3885
575.6	6.7 OTIS ..		MX-583	64	4043
584.1	8.3 BISON ..		MX-592	113	6289
590.3	6.2 LA CROSSE ..		MX-598	68	3942
605.3	15.0 MCCRACKEN ..		MX-613	137	7625
616.0	10.7 BROWNELL ..		MX-624	73	4058
622.1	6.1 OSGOD ..		MX-630	115	6136
627.3	5.2 RANSOM ..		MX-635	71	3945
633.8	6.5 ARNOLD ..		MX-642	44	2591
640.3	6.5 UTICA ..		MX-648	117	6499
655.6	15.3 SHIELDS ..		MX-663	117	6374
665.0	9.4 HEALY ..		MX-673	.....	.....
670.2	5.2 RANCH ..		MX-678	118	6281
681.7	11.5 ⊗ A. T. & S. F. ..		.....	.....	.....
682.5	0.8 SCOTT CITY ..		MX-690	67	3850
682.8	0.3 ⊗ A. T. & S. F. ..		.....	.....	.....
692.1	9.3 MODOC ..		MX-700	120	6379
699.2	7.1 MARIENTHAL ..		MX-707	.....	.....
707.1	7.9 LEOTI ..		MX-715	70	4038
717.1	10.0 SELKIRK ..		MX-725	116	6159
729.0	11.9 TRIBUNE ..		MX-737	44	2591
730.8	1.8 HORACE ..		MX-739	Yd.	.....
171.8					

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 Drugging Equipment Detectors located MP 595- 21 and *MP 625-27.

BUSINESS TRACKS: MP Sta. No.
 Kanbrick (Hoisington) ..561.4 GD-9
 Boyd562.9 MX-571
 Hargrave598.0 MX-606
 Pen Dennis649.4 MX-657
 Manning671.4 MX-679
 Coronado704.1 MX-712
 Whitelaw724.6 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.					
Maximum Speed 30 MPH (Except as below) City Limits Salina..... 25 Ohio Street Salina.... 10					
479.1	SALINA JOT ..		MX-488	.....	.....
494.8	15.7 ⊗ C. R. I. & P. ..		.....	.....	.....
494.8	0.0 ⊗ U. P. ..		.....	.....	.....
494.9	0.1 SALINA ..		GK-16	Yd.	.....
495.3	0.4 SALINA UNION DEPOT ..		.....	.....	.....
499.1	3.8 TRIGO ..		GK-21	39	2184
511.3	12.2 FALUN ..		GK-32	25	1652
521.0	9.4 MARQUETTE ..		MX-513	.....	.....
41.6					

40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST V Miles	STATIONS	EAST A	Station Numbers	Siding		Maximum Speed MPH
				Cars	Feet	
482.0	WICHITA YD. 0.4	⊕ ⊙ ⊕ T ⊕ ⊕	H-183	Yd.		Between Wichita and Geneseo (Except as below) ... 30
482.4	⊗ S. L. S. F. 0.2	⊕				MP 485-02 . 20
482.6	⊗ C. R. I. & P. 0.4	⊕				MP 485-07 . 20
483.0	⊗ W. T. A. 0.0	⊕				MP 530-19 — . 20
483.0	⊗ A. T. & S. F. 2.9	⊕				MP 533-25 . 20
485.9	HARDTNER JCT. 9.1	⊕ T	M-1			MP 559-06 . 20
495.0	MAIZE. 4.1		M-10	23	1532	MP 561-01 . 20
499.1	COLWICH. 10.8		M-14	21	1546	
509.9	MT. HOPE. 7.0		M-25	54	3059	
516.9	HAVEN. 5.5		M-32	48	2918	
522.4	YODER. 9.1		M-37	15 40	1140 2222	
531.5	⊗ A. T. & S. F. 0.1	⊕				BUSINESS Sta. TRACKS: MP Nos. Wichita Sand .490.5 M-5 Superior Sand .490.9 M-6 Berwet .496.0 M-11 Lock- Joint .497.7 M-13 KG&ECo.498.3 M-14 Andale .504.2 M-19 Small Spur .511.1 M-26 Elmer .526.0 M-41 Yaggy .535.8 M-54 Nickerson (between YA Jct. & ST Jct. .544.0 M-59 Kanopolis 14.3 M-103
531.6	⊗ A. T. & S. F. 0.4	⊕				
532.0	⊗ C. R. I. & P. 0.6	⊕				
532.6	HUTCHINSON. 0.9	⊕ ⊙ ⊕ ⊕	M-48	Yd.		
533.5	⊗ A. T. & S. F. 4.0	⊕				
537.5	YA JCT. 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. 91.2	⊕ ⊙ ⊕ ⊕	MX-532	59	3841	

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	223.6
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

Rule 99 (d) in effect between Bronson and Durand.	WEST V Miles	STATIONS	EAST A	Station Numbers	Siding		Second Class
					Cars	Ft.	
Maximum Speed: MPH	348.9	BRONSON. 5.3		H-50			110
Bronson to Durand ... 30 (Except as below)	354.2	⊗ M.-K.-T. 0.2	⊕				
City Limits	354.4	MORAN. 7.2		H-55			
Iola ... 25	361.6	LA HARPE. 5.8		H-63			
Durand to Wichita ... 40	367.4	IOLA. 6.9		H-68			
Both legs of Wye-Durand 5	367.8	⊗ A.T. & S.F. 8.9	⊕				
	374.7	PIQUA. 2.4		H-76	27	1590	PM
No. 110 will not require clearance at Wichita when train order signal indicates proceed.	1 00 383.6	DURAND. 8.4	⊕ ⊙ ⊕ ⊕	H-85	93	4902	11 00
	386.0	YATES CENTER. 26.3	⊕	H-87			
	1 30 394.4	BATESVILLE. 17.9		H-96	90	4881	10 10
	2 25 420.7	EUREKA. 14.1		H-122			9 20
Yard Limits: MP 382-00 to MP 387-25; MP 451-30 to MP 458-10; MP 479-00 to Wichita.	3 00 438.6	SUMMIT. 0.8		H-140	78	4286	8 40
	3 20 452.7	WALNUT. 0.1		H-154	80	4502	7 50
	3 40 454.5	ELDORADO. 27.4	⊕ ⊙ ⊕ ⊕	H-155			7 30
Piqua - Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.	3 45 454.6	McPHERSON JCT. 0.1	⊕	H-155			
Humboldt .HU-10	4 45 482.0	WICHITA YD. 133.1	⊕ ⊙ ⊕ ⊕	H-183	Yd.		6 30

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	411.9	H-143	Greenwich	474.4	H-175
Neal	407.6	H-109	Towanda	463.6	H-164	Speedy Mix	476.8	H-179

McPHERSON SUBDIV.—CENTRAL DIVISION

Rule 99 (d) in effect	WEST V Miles	STATIONS	EAST A	Station Numbers	Siding	
Maximum Speed ... 30 (Except as below)					Cars	Ft.
City Limits Potwin.. 25	454.6	McPHERSON JCT. 12.5	⊕ T	H-155		
MP 488-11 —	467.1	POTWIN. 7.4		PB-13		
MP 488-03 15	474.5	WHITEWATER. 0.2		PB-20	17	1117
Yard Limits: McPherson Jct. to MP 457-13.	474.7	⊗ C.R.I. & P. 12.1	⊕			
Newton; Stop and protect East Eighth St.—U.S. 50.	486.8	NEWTON. 0.2		PB-32	15	1006
	487.0	⊗ A.T. & S.F. 8.1	⊕			
	495.1	HESSTON. 6.5		PB-41	30	1992
	501.6	MOUNDRIDGE. 13.3		PB-47	20	1488
	514.9	⊗ C.R.I. & P. 1.3	⊕			
	516.2	McPHERSON. 61.6	⊕	PB-62	Yd.	

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

44 WAGONER SUBDIV. — CENTRAL DIVISION

Miles	SOUTH STATIONS	NORTH ↑	Station Numbers	Sidings	
				Cars	Feet
662.8	COFFEYVILLE, KAN.	⊠ ⊙ ⊕ T § ⊙	R 135	Yd	....
660.5	⊙ M-K-T	⊠			
651.0	LENAPAH, OKLA		L-311	115	6545
640.1	NOWATA	⊙ ⊕	L-300	76	4881
634.4	CLEM		L-294	111	6214
622.1	OOLOGAH		L-282	142	7966
610.3	⊙ S. L-S. F.	⊠			
609.7	CLAREMORE	⊙ ⊕	L-270	102	5739
596.9	INOLA	⊙	L-257	170	9577
581.4	WAGONER ⊙ MKT	⊠ ⊙ ⊕	L-242		
579.6	COOKSON		L-239	175	9415
575.5	OKAY JCT.	⊠	L-233		
557.5	BRAGGS	⊙	L-218	130	7036
540.8	UPSON		L-201	123	6533
537.4	VIAN	⊙	L-197		
526.7	⊙ K. C. S.	⊠			
525.8	SALLISAW	⊙ ⊕	L-186	54	3591
519.7	HANSON		L-180	70	4132
513.1	MULDROW		L-173	59	3580
503.6	GREENWOOD JCT., OKLA	T	L-164	61	3302
498.4	⊙ S. L-S. F.	⊠			
497.2	VAN BUREN, ARK.	⊠ ⊙ ⊕ T § ⊙	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 596-20 — MP 597-04 35
MP 500-02 — MP 500-14	45	City Limits Claremore 30
MP 507-20 — MP 507-29	45	MP 617-18 — MP 618-29 40
MP 516-03 — MP 516-16	45	MP 621-12 — MP 622-07 25
City Limits Sallisaw	40	City Limits Nowata 30
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	

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 MPH (Except as below) 50																																																																																																										
MP 357-19 — MP 359-10 45																																																																																																										
MP 359-10 — MP 359-29 35																																																																																																										
City Limits Conway 45																																																																																																										
MP 373-26 — MP 383-02 45																																																																																																										
MP 385-31 — MP 386-05 45																																																																																																										
City Limits Morrilton 30																																																																																																										
MP 412-28 — MP 412-34 45																																																																																																										
City Limits Russellville 30																																																																																																										
MP 426-27 — MP 427-00 45																																																																																																										
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: MP Sta. No.																																																																																																										
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																																																																																																										
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Lamar 438.5 L-95																																																																																																										
Lambrick Spur 440.7 L-97																																																																																																										
King Switch 441.9 L-99																																																																																																										
Atkins 405.8 L-63																																																																																																										
AP&L Spur No. 2 362.3 L-19																																																																																																										
West Marche-Maumelle																																																																																																										
Ord. Plant 356.2 L-13																																																																																																										
Marche 353.3 L-10																																																																																																										
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Levy 345.7 L-3																																																																																																										
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Before D. & R. trains or engines enter Missouri Pacific main track at Russellville, permission must be obtained from Operator.

Scotia — Sou. end siding No. 20 turnout.

Mayflower — both ends siding Nc. 16 turnouts.

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.

Conditional Yard Limits: 370-06 - 375-20 — 9:01 am to 5:30 pm.

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.																																																													
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Business Tracks: MP Sta. No.																																																													
Barling 518.1 LD-16																																																													
Lavaca 526.3 LD-24																																																													
Branch 540.0 LD-38																																																													
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Operation over SLSF R.R. between Van Buren and Ft. Smith. See Item 7(b) Special Instructions.

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

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

WEST		Miles	STATIONS	Station Numbers	Sidings		EAST		
FIRST CLASS					Cars	Feet	FIRST CLASS		
21 Psgr.	461 Psgr.						460 Psgr.	22 Psgr.	
Daily	Daily			Daily	Daily				
AM	1 20	0.0	TEXARKANA ARK. T ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-0	Yd.			AM	2 55
			0.5 ⊙ St. L.S.W.						
		1.3	NATIONAL TEX. 0.8 ⊙	TP-2	89	4903			
			1.1 ⊙ 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	9513			
		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 4.2	TP-94	132	7364			
		102.8	GLADEWATER 9.0	TP-103	136	7255			
		113.8	BIG SANDY ⊙ St.L.S.W. ⊙ ⊙ 11.0	TP-113	131	7277			
		124.2	FADA 10.4	TP-124	135	7507			
		130.0	HOARD 5.8	TP-130	88	4967			
		136.1	MINEOLA 6.1 ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-138	245	13970			
		142.2	SILVER LAKE 6.1	TP-143	83	4730			
		150.0	GRAND SALINE 7.8	TP-149	141	7512			
		158.8	EDGEWOOD 8.8	TP-160	142	7559			
		167.4	WILLS POINT 8.6	TP-167	135	7728			
		175.9	ELMO 8.5	TP-176	137	7454			
		181.9	TERRELL 6.0	TP-183	79	4406			
		187.0	LAWRENCE 6.1	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 25		DALLAS 2.1 ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-215				2 35	s 1000
		214.8	TERMINAL JCT. 0.2	TP-216					
		216.1	BROWDER 1.3	TP-218	82	4362			
		226.4	GRAND PRAIRIE 10.3	TP-227	85	4570			
		229.0	BOP 2.6	TP-230	Yd.				
		232.7	ARLINGTON 9.7	TP-233	71	4179			
7 20	1 20	245.4	TOWER 55. 12.7 ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-245				1 40	8 45
AM	PM	251.1	CENTENNIAL YD. 5.7 ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-250				PM	PM
			251.1						

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	20	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)	40	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	25	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 156-00 — MP 157-00	35	Mt. Creek	223.8	TP226
MP 166-09 — MP 167-01	35	Great Southwest	231.2	TP231
MP 182-06 — MP 183-09	40	Handley	239.2	TP239
MP 193-07 — MP 194-10	45	Jamestown	242.9	TP243
MP 207-34 — MP 208-30	40	Fort Worth	245.8	BV272
MP 209-01 — Tower 19	20			
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.



50 OKLAHOMA SUBDIV. — RED RIVER DIVISION

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below ... 49 MP 128-08 — MP 128-12.. 10 City Limits Muskogee ... 25 Muskogee Over MP 20 Broadway & Okmulgee Sts. Muskogee ... 12 MP 167-14 to MP 167-20.. 45 MP 173-00 to MP 175-00.. 25 MP 184-22 — MP 185-01.. 40 MP 202-00 to MP 217-00.. 40 Except: Calvin—Over CRI&P 20 MP 231-03 to MP 231-13.. 45 MP 256-19 to MP 256-27.. 30 Thru Conn. KO&G Jct. .. 15 Yard Limits: Muskogee: MP 126-00 — MP 134-25 Henryetta: MP 171-27 — MP 175-08 KO&G Jct.: MP 296-05 — KO&G Jct. <th colspan="2" style="width: 35%; text-align: center;">SOUTH STATIONS NORTH</th> <th rowspan="3" style="width: 10%;">Station Numbers</th> <th colspan="2" style="width: 15%;">Sidings</th>	SOUTH STATIONS NORTH		Station Numbers	Sidings	
	Miles			Cars	Feet
	↓	↑			
	120.2	OKAY JCT.⊖	L-233		
	122.5	VERDIGRIS RIVER.....∅⊕			
	128.3	⊕M-K-T.....⊕			
	133.8	MUSKOGEE ⊕ MP... ⊕ ⊕ ⊕ ⊕	MG-3	Yd.	
	145.9	WAINWRIGHT.....	MG-146	143	7766
	158.5	HITCHITA.....	MG-159	62	3420
	174.1	HENRYETTA.....⊕T ⊕ ⊕	MG-174	77	4140
	188.6	TANNER.....	MG-189	85	4543
	202.2	MINA.....⊕	MG-202	142	7560
	215.3	⊕C.R.I. & P.....⊕			
	216.3	CALVIN.....	MG-216	77	4303
	230.0	ALLEN.....⊕	MG-230	89	5042
	252.5	TUPELO.....⊕	MG-252	147	7798
	269.5	WAPANUOKA.....⊕	MG-270		
	278.0	CAIN.....	MG-279	134	7760
	297.6	KO & G JCT, OKLA.....⊕	MG-298		
		RAY-DENISON, TEX MKT ⊕	MK-662	Yd.	
		198.3			

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

MKT STATIONS

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

Operation via MKT between Ray-Denison, Tex and KO&G Jct., Okla. Northward trains secure clearance Durant.

Durant: ⊕ On yard track — SLSF protected by Automatic Interlocking.

Operation over Verdigris River MP 122.5 joint-MKT.

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

Hot Box and Dragging Equipment Detectors — *MP 169-25; *MP 199-04; *MP 236-25 and *MP 271-81.

WHITESBORO SUBDIV. — RED RIVER DIVISION 51

Maximum Speed MPH Between Whitesboro Jct. and Tower 55 (Except as below) ... 50 MP 173-10 — MP 173-20.. 35 MP 191-15 — MP 192-04.. 40 MP 203-10 — MP 203-20.. 45 MP 207-33 — MP 210-04.. 20 MP 237-05 — MP 243-30.. 30 MP 243-30 — Tower 55... 15 Tower 55 — Through Interlocking.. 15 On wye tracks Tower 55... 10 Yard Limits: Whitesboro Jct.: MP 171-26 — MP 174-13 Denton: MP 206-00 — MP 212-25 Tower 55: MP 237-00 — MP 244-20 <th colspan="2" style="width: 35%; text-align: center;">SOUTH STATIONS NORTH</th> <th rowspan="3" style="width: 10%;">Station Numbers</th> <th colspan="2" style="width: 15%;">Sidings</th>	SOUTH STATIONS NORTH		Station Numbers	Sidings	
	Miles			Cars	Feet
	↓	↑			
	173.1	RAY-DENISON TEX.....⊕ ⊕	MK-622	Yd.	
	179.5	WHITESBORO JCT.....⊕ ⊕		Yd.	
	191.5	COLLINSVILLE.....	TA-179	65	4143
	209.1	PILOT POINT.....	TA-191	139	7874
	225.4	DENTON.....⊕ ⊕ ⊕ ⊕	TA-209	123	7208
	235.5	ROANOKE.....	TA-225	144	7967
	238.1	WATAUGA.....	TA-235	44	2654
	240.0	⊕ S.T.L.S.W.....⊕ ⊕			
	244.5	HODGE.....⊕	TA-240	98	5332
		TOWER 55.....⊕ ⊕ ⊕ ⊕	TP-245	Yd.	
		92.3			

Dallas-Ft. Worth Terminal Division jurisdiction
MP 237 - Central Yard inclusive.

ABS — Whitesboro Jct. to Tower 55.

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

Trains originating secure clearance Centennial Yard or Tower 55.

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

Northward MKT trains secure clearance Tower 55.

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

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

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

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

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	WEST STATIONS	EAST	Station Numbers	Siding Capacity in Cars
20.8	PANAMA		MV 21	
29.3	⊙FS & VB	⊙		
40.9	KEOTA		MV 41	
55.2	STIGLER	⊙	MV 55	39
67.5	PORUM	⊙	MV 67	
77.2	WARNER	⊙	MV 77	
95.8	SHOPTON	T ⊙	MV 96	Yd.
100.1	MUSKOGEE	⊙MP ⊙	MV 97	
117.3	HASKELL	⊙TG	MV 117	14
134.0	BIXBY		MV 134	
141.5	JENKS		MV 142	9
148.1	TULSA	⊙T ⊙	MV 152	Yd.
152.3	⊙SS RY.	⊙		
187.2	BARNSDALL	⊙	MV 187	
194.8	NELAGONY	⊙MKT	MV 195	
200.6	PAWHUSKA	⊙	MV 201	Yd.
179.8				

Rule 99 (d) in effect.
Yard limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23; MP 198-17 to Pawhuska.

Maximum Speed: MPH
Panama to MP 79-5..... 30
MP 79-5 to MP 96-00..... 20
MP 96-00 — MP 98-00..... 12
MP 98-00 — MP 100-00... 25
MP 100-00 — MP 142-00... 30
MP 142-20 — MP 148-06... 25
MP 148-06 — MP 151-04... 20
MP 151-04 — MP 151-33... 10
MP 151-33 — MP 154-23... 20
MP 154-23 — Pawhuska... 25
(Except as below)
MP 169-14 — MP 169-20... 10
MP 190-24 — MP 192-04... 10

BUSINESS TRACKS— MP Sta. No.
Bokoshe 27.2 MV-27
Gloco 47.5 MV-47
Kerr McGee 50.5 MV-50
Perdue 54.3 MV-55
Turley 157.5 MV-158
Skiatook 166.6 MV-167

Max. Wt. 220,000 lbs. between Barnsdall and Pawhuska.

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.	Cars	Ft.
0.0	TEXARKANA	⊙ ⊙ ⊙	TP-0	Yd.	
0.6	⊙ K. C. S.	⊙ ⊙ ⊙ T			
14.8	HOOKS		TA15	75	4051
34.2	DE KALB		TA34	57	4059
61.0	CLARKSVILLE	⊙ ⊙ ⊙	TA61	85	4979
91.0	PARIS	⊙ ⊙ ⊙ ⊙	TA91	Yd.	
91.7	⊙AT&S.F.S.P.	⊙			
128.1	BONHAM	⊙ ⊙ ⊙ ⊙	TA128	Yd.	
141.6	MKT	⊙ ⊙ ⊙	TA142		
154.5	⊙S.P.	⊙ ⊙ ⊙			
154.6	SHERMAN	⊙ ⊙ ⊙ ⊙	TA155	Yd.	
173.1	WHITESBORO JCT.	⊙ ⊙	TA173	Yd.	
173.1					

Rule 99(d) in effect only:
Between Texarkana and Paris;
Between Sherman and Whitesboro Jct.

Maximum Speed MPH
(except as below)
Over Church St., Paris..... 10
MP 100-08 — MP 151-04... 25
MP 153-08 — MP 155-07... 20

BUSINESS TRACKS MP Sta. No.
Nash 5.1 TA-5
Proetz Lbr. Co. 6.0 TA-6
Anglo-American
..Paper 6.6 TA-7
Lone Star Ord.
Plant 15.7 TA-12
Red River Army
Depot 17.3 TA-17
New Boston 22.0 TA-22
Annona 52.5 TA-53
Mulberry Lbr. 59.4 TA-58
Detroit 74.2 TA-74
Blossom 81.2 TA-81
Honey Grove 112.0 TA-112
Windom 117.3 TA-117
Savoy 139.2 TA-139
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
192.1	ALEXANDRIA	⊙ ⊙ ⊙ ⊙	TB-195	Yd.
195.7	TEXMO JCT.	⊙ ⊙	TB-196	
203.7	RAPIDES		TB-204	64 4105
225.2	FERN		TB-225	76 4124
235.8	OYPRESS		TB-236	87 5094
246.0	CANE		TB-246	63 4066
247.5	NATCHITOCHES	⊙-1 ⊙	TB-247	
265.7	LAKE END		TB-265	50 2935
286.0	WESTDALE		TB-286	87 4777
308.6	LUCAS		TB-308	90 4805
311.7	⊙K.O.S.	⊙		
313.9	⊙S. P.	⊙		
315.0	CUT OFF JCT.	⊙	TB-315	Yd.
315.6	HOLLYWOOD JCT.	⊙	TB-316	Yd.
1.5	HOLLYWOOD YD.	T ⊙ ⊙	TS-326	
322.5	LAKE HAYES, LA		TB-321	70 4116
332.5	WASKOM, TEX.		TB-331	91 5289
343.1	SCOTTSDALE		TB-342	72 4028
351.4	MARSHALL	⊙ ⊙-1 T ⊙ ⊙	TP-67	142 7551
156.9				

Yard Limits:
MP 192.0 - MP 196.5,
MP 310.6 - MP 317.9,
MP 347.5 - MP 351.1.

Maximum Speed: MPH
(except as below)..... 50
MP 190.4—MP 195.8... 40
MP 235.8—MP 236.2... 40
MP 245.8—MP 247.8... 25
MP 310.9—MP 320.8... 20
MP 348.6—MP 350.6... 40
MP 350.7—MP 351.4... 30

Business Tracks	MP No.	Sta. Nos.
England AFB	199.8	TB199
Boyce	208.7	TB209
Rodemacher	211.9	TB212
Soybean Spur	243.0	TB243
Plywood Spur	251.0	TB251
Powhatan	258.8	TB258
Gabagan	276.1	TB275
Grand Bayou	280.1	TB280
Caspiana	296.6	TB296
Gayles	302.4	TB304
Olin	303.9	TB302
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.
34.1	HOSSTON		TT-28
29.4	GILLIAM		TT-23
4.8	SHREVEPORT		TS-326
3.7	⊙ ICG	⊙	
1.5	HOLLYWOOD YD.	⊙T ⊙ ⊙-1 ⊙	TB-316
0.0	HOLLYWOOD JCT.		TB-316
34.1			

Rule 99 (d) in effect.
Maximum Speed 20
Yard Limits: MP 3-15 to Hollywood Jct.

Business Tracks MP No.
Belcher 18.1 TT-18
Sentell 10.3 TT-10
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.

56 BAIRD SUBDIV. — RIO GRANDE DIVISION

Maximum Speed (Except as below) MP	MPH	WEST		STATIONS	Station Numbers	EAST	
		FIRST CLASS	61			Cars	Feet
258-00	259-03	55	61				
260-26	262-05	55	Freight				
264-14	264-24	55	Daily				
266-14	266-25	55	Miles				
276-03	276-29	55	AM				
277-22	281-30	55	11 40	251.1	CENTENNIAL YD.	TP-250	Yd.
285-15	285-20	55		260.3	IONA	TP-260	147 7794
294-17	295-19	40		273.1	EARLS	TP-273	145 7983
329-28	337-03	40		277.3	WEATHERFORD	TP-277	151 8327
340-14	341-10	45		287.1	PREBLE	TP-287	124 6788
343-05	345-18	45		294.1	BENNETT	TP-294	132 7194
360-11	363-24	45		301.1	BRAZOS	TP-301	130 6961
372-05	372-13	55		307.6	SANTO	TP-308	
378-19	378-26	55		313.5	JUDD	TP-313	128 6972
383-06	384-23	50		318.5	GORDON	TP-319	
386-20	388-18	45		326.8	STRAWN	TP-326	124 6959
405-11	406-04	45		338.7	TIFFIN	TP-338	127 6809
406-04	409-07	30		340.8	RANGER	TP-341	
446-30	448-14	35		351.5	EASTLAND	TP-351	122 6914
448-14	450-26	50		360.7	CISCO	TP-361	181 9803
476-15	477-10	55		367.9	DOTHAN	TP-368	127 6920
507-20	509-00	50		381.7	JAYELL	TP-381	130 6772
510-00	517-00	50		385.8	BAIRD	TP-386	
Business	MP	Sta.		2 40	CLYDE	TP-392	133 7405
Trucks	MP	Nos.		2 52	HOLDER	TP-405	170 8779
Bomber	252	TP-252		406.6	ABILENE	TP-407	Yd.
Beckman				2 59	BAGDAD	TP-409	111 6008
Const. Co.	253	TP-253		3 06	TYE	TP-414	101 5520
Benbrook	254	TP-255		3 15	MERKEL	TP-423	147 7775
Aledo	263	TP-264		3 21	TRENT	TP-429	83 4718
Johnson				3 30	ESKOTA	TP-438	138 7481
Mines	324	TP-324		3 41	SWEETWATER	TP-448	228 11673
Olden	347	TP-347		3 50	ROSCOE	TP-456	137 7451
Putnam	373	TP-374		4 01	LORAINÉ	TP-467	134 7451
Bandag.	401	TP-401		4 13	COLORADO CITY	TP-476	
Air Base Spur	413	TP-413		4 26	DOMÉ	TP-479	153 8266
Tecific	441	TP-441		4 40	IATAN	TP-492	138 7474
Pyramid	445	TP-445		4 40	COAHOMA	TP-503	142 7401
Reef Field	504	TP-504		4 45	ZILER	TP-509	81 4352
Sand Springs	504	TP-504		4 50	BIG SPRING	TP-513	Yd.
				PM	262.3		

ABS — Centennial Yd. to Big Spring. CTC between Centennial Yd. and west end siding Clyde.

There is no superiority of trains between MP 512 and MP 515, Big Spring. All trains and engines will move at restricted speed.

Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449-24; MP 507-27 to MP 517-00.

Extra trains originating Centennial Yd. secure clearance.

Big Spring register station for No. 61 only.

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

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

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

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

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

TIMETABLE NO. 9

TOYAH SUBDIV.—RIO GRANDE DIVISION 57

Maximum Speed (Except as listed below) MP	MPH	WEST		STATIONS	Station Numbers	EAST	
		FIRST CLASS	61			Cars	Feet
507-20	517-00	50	61				
533-26	535-00	50	Freight				
551-19	556-15	25*	Daily				
570-10	573-27	45	Miles				
587-03	587-17	55	AM				
609-13	609-14	35	5 01 PM	513.4	BIG SPRING	TP-513	Yd.
646-25	647-04	45		5 15	MORITA	TP-524	142 7560
692-26	693-00	55		5 30	STANTON	TP-534	135 7492
735-08	735-19	50		539.2	DIX	TP-539	
741-10	744-00	45		5 46	CHUB	TP-549	130 6944
				553.3	MIDLAND	TP-553	
				5 58	BOUNCE	TP-559	81 4335
				6 03	PEGASUS	TP-564	157 8312
				6 08	SELO	TP-569	72 4261
				570.3	ODESSA	TP-570	Yd.
				6 20	ARCADE	TP-579	148 7862
				6 27	DOURO	TP-584	77 4303
				6 37	METZ	TP-594	152 7899
				6 55	MONAHANS	TP-609	133 7465
				7 02	WICKETT	TP-615	102 5392
				7 11	PYOTE	TP-624	88 4898
				7 35	PECOS	TP-647	81 4539
				8 01	TOYAH	TP-666	176 9551
				8 15	GOZAR	TP-676	78 4220
				8 30	SAN MARTINE	TP-687	75 4184
				8 35	LEVINSON	TP-691	74 4130
				8 45	KENT	TP-698	78 4348
				8 59	BORACHO	TP-709	164 8522
				9 20	WILD HORSE	TP-727	75 4216
				9 28	VAN HORN	TP-735	61 3579
				9 45	ALLAMORE	TP-746	76 4223
				9 55	EAGLE FLAT	TP-754	76 4232
				10 05	ARISPE	TP-764	74 4129
				10 10	SIERRA BLANCA	TP-768	
				1 01 AM	EL PASO	TP-860	Yd.
					343.5		

*Until eng. occupies last crossing.

Business Tracks	MP	Sta. Nos.
Baden	540.1	TP-540
Harvey	541.0	TP-541
Foundation	557.6	TP-558
Warfield	562.7	TP-563
Sid Richardson	583.0	TP-583
Badger	590.3	TP-590
Judkins	591.8	TP-591
Texas Elec.	613.6	TP-614
Monanto	617.5	TP-618
Barstow	640.0	TP-640
Milwhite	729.0	TP-729
Crusher	744.2	TP-744
Talc.	757.0	TP-757

There is no superiority of trains between MP 512 and MP 515 Big Spring. All trains and engines will move at restricted speed.

Rockhouse Industrial Lead — San Martine to Rockhouse (Elcor Mine) 27-2 Miles.

Maximum Speed 20 MPH. Rockhouse Lead Business

Tracks:	Sta. No.
Cam	MP 697.7 TB-11
Ort	MP 706.7 TB-21
Rockhouse	MP 713.5 TB-27

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

No. 16 switch at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans, and Metz.

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

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

Yard Limits: MP 507-27 to MP 517-00; MP 567-33 to MP 576-17; MP 607-28 to MP 611-02; MP 664-25 to MP 668-20; SP connection, Sierra Blanca, to MP 767-00.

Big Spring Register Station for No. 61 Only.

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

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

Trains secure SP clearance Toyah.

Sierra Blanca — Time applies at SP connection.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	S. P. Mile Post	Sta. No.	Station	S. P. Mile Post	Sta. No.
LASCA	746.1	TP-777	FABENS	800.1	TP-831
SMALL	751.3	TP-785	CLINT	807.3	TP-839
FINLAY	759.1	TP-790	BELEN	815.2	TP-846
McNARY	770.1	TP-803	YSLETA	817.0	TP-848
ISER	783.6	TP-815	ALFALFA	822.8	TP-854
TORNILLO	794.2	TP-826	TOWER 47		
			SP CONN	827.5	

TIMETABLE NO. 9

SOUTH				NORTH	
First Class				First Class	
21		STATIONS	Station Nos.	Sidings	22
Daily	Miles			Cars Feet	Daily
	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	TAYLOR	AX-226	Yd.	4 45
	11 31	HUTTO	AX-235	61 3088	4 26
	11 41	ROUND ROCK	AX-243	129 6460	4 16
	11 47	McNEIL	AX-247	91 4564	4 10
	11 57	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	BERGSTROM	AX-268	144 7211	3 37
	12 26	BUDA	AX-276	80 4030	3 28
	12 35	KYLE	AX-282	141 7050	3 19
	12 45	CENTEX	AX-288	141 7050	3 09
	12 46	M-K-T JCT.	AX-290		3 08
	s12 50	SAN MARCOS	AX-291		s 3 05
	1 06	GOODWIN	AX-302	190 9545	2 46
	227.3	NEW BRAUNFELS	AX-308		
	227.4	M-K-T.			
	1 18	LANDA'S PARK	AX-309	47 2382	2 38
	1 26	COORBYN YD.	AX-316	Yd.	2 29
	1 38	BRACKEN	AX-322	159 7995	2 21
	2 05	ADAMS	AX-335	73 3684	2 05
s 2 25	259.1	SAN ANTONIO	AX-340		s 1 55
	259.8	S. P. No. 1	G		
	260.4	S. P. No. 2			
	2 45	SOSAN	AX-345	Yd.	1 26
PM		264.3			PM

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

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

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

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

Maximum Speed	MPH	Maximum Speed	MPH
(Except as shown below)	50	MP 171-00 — MP 179-03	35
MP 0-0 — MP 1-00	20	MP 179-03 — MP 180-10	15
City Limits Palestine	30	Austin, West Avenue — Congress Avenue	10
City Limits Oakwood	45	MP 180-10 — MP 186-00	35
MP 21-03 — MP 21-11	45	City Limits San Marcos	30
MP 61-28 — MP 62-07	45	City Limits New Braunfels	20
MP 64-06 — MP 64-18	45	MP 252-05 — MP 256-04	45
MP 65-16 — MP 65-22	45	MP 256-04 — MP 257-10	40
City Limits Franklin	45	MP 257-10 — MP 258-17	30
City Limits Hearne	25	MP 258-17 — MP 259-30	20
MP 93-11 — MP 93-12	30	Between MP 259-30 and MP 267-00 (Except as shown below)	35
MP 94-20 — MP 94-26	45	RS&S Yard	10
City Limits Rockdale	45	City Limits Thorndale	45
MP 259-30 — SP Crossing No. 1 until crossing occupied	6	City Limits Taylor	25
MP 144-10 — MP 144-21	15	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	42.3	AX-115	Sid	206.1	AX-287
Koch (Conn. B.R.I.R.R.)	45.7	AX-127	Dittlinger	231.1	AX-312
New Baden	73.1	AX-154	Parker Bros.	231.2	AX-312
Marjorie (Conn. R.S.&S.R.R.)	124.4	AX-205	Ogden	236.7	AX-318
Round Rock	161.6	AX-243	Wetmore	247.7	AX-329
(Conn. Georgetown R.R.-Kerr DX002)			Longhorn	249.2	AX-330
IBM	169.0	AX-251	Green Light Spur	250.0	AX-331
Charles	170.4	AX-252	North Loop	251.5	AX-333
Hooper	171.1	AX-254	Towne Spur	251.8	AX-333
Stripling Blake	171.9	AX-253	Cementville	253-6	AX-334

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.

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

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

Trains must secure clearance at Odem. Yard Limits: Sosan to MP 8-00, MP 30-33 to MP 35-05; MP 130-00 to MP 134-03; MP 140-17 to Corpus Christi.

Trains and engines moving on Halliburton Spur Pleasanton must not exceed 10 MPH.

In Corpus Christi Yard ☉ Tex. Mex.

MISSION SUBDIV.—KINGSVILLE DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	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	PHARE		BR-31	61	3078	Max. wt. 220,000 lbs.
34.2	McALLEN		BR-34			Business Tracks MP No.
34.5	S. P.					Hi-dalgo 0.0 BY-48
40.0	MISSION		BR-40	Yd.		Ma-dero 7.4 BY-56
40.0						

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

BUSINESS TRACKS:	MP	Sta. No.	BUSINESS TRACKS:	MP	Sta. No.
C.P. and L. Spur	1.3	BR-1	Rio Grande City Industrial Lead: (Mission to Rio Grande City — 33.3 miles)		
Kipfer	1.9	BR-2	Max. Speed	20	MPH
Adams Gardens	6.2	BR-6	Max. Wt.	240,000	lbs.
Weslaco Salvage Spur	20.6	BR-21	BUSINESS TRACKS:		
Gross-Wearden	21.7	BR-22	Bates	44.5	BR-44
Val Verde	24.8	BR-25	LaJoya	50.9	BR-50
Hauser	32.5	BR-32	Crow Gravel Spur	52.0	BR-52
McCull	33.0	BR-33	Sam Fordyce	55.0	BR-55
Peace Thornton Lbr. Co.	36.9	BR-37	Spaulding	56.0	BR-56
Sharyland	37.6	BR-37	La Casita	66.0	BR-66
Dowell Chemical Co.	38.0	BR-38	Kelsay	68.0	BR-68

TIMETABLE NO. 9

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.

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

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

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

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

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

Phillips Refinery Spur—
Max. Speed — 10 MPH;

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.

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

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 5.6 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 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 — 5 MPH
☉ MP 1-16 SP-G

TIMETABLE NO. 9

64 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

SOUTH		Miles	STATIONS	Station Nos.	Sidings		NORTH	
SECOND CLASS					Cars	Feet	SECOND CLASS	
859	195					858	194	
Daily	Daily					Daily	Daily	
			All siding switches Algoa to Inari inclusive are No. 15 or 16 turnouts.					
	VIA AT&SF	377.0	SETTEGAST YD. § T ⊕	B-379	Yd.			
		368.1	8.9 NEW SOUTH YD. ⊕	B-368	Yd.			
		20.3	0.9 SP JCT. ⊕ SP ⊕					
		19.4	5.4 MYKAWA. n126 7690					
		14.0	4.0 PEARLAND. s150 9350					
		10.0	5.9 HASTINGS. 108 5400					
		4.1	4.1 ALVIN. ⊕ T		Yd.			
		0.0	4.2 ALGOA. B-343					
		28.6	0.4 BROWNIE. B-342	192	9636			
		24.4	9.4 LIVERPOOL. B-333	110	5494			
		343.2	13.4 ANGLETON. B-321	114	6696			
		342.8	14.5 S. BERNARD R. B-306					
		333.4	4.7 SWEENEY. B-301	102	5095			
		320.0	9.1 ALLENHURST. B-292	108	5394			
		305.5	7.6 A.T. & S.F. ⊕					
		300.8	8.6 BAY CITY. B-284	102	5121			
		291.7	10.3 BUCKEYE. B-275	141	7800			
		284.1	0.3 S.P. ⊕					
		283.8	14.9 BLESSING. B-265	105	5241			
		275.2	4.8 LAWARD. B-250	105	5257			
		264.9	4.8 LOLITA (PCN Conn) B-245					
		240.1	10.6 VANDERBILT. B-240	Yd.				
		229.5	5.2 CARR. B-230	111	5547			
		224.3	5.0 PLACEDO S.P. ⊕	B-224				
		219.3	3.3 BLOOMINGTON. B-219	127	6375			
		216.0	10.3 BARGE CANAL. B-205	150	7521			
		205.7	12.3 INARI. B-193	145	7252			
		193.4	4.0 GRETA. B-186					
		186.0	6.0 REFUGIO. B-180	128	6392			
		180.0	17.9 WOODSBORO. B-162	44	2224			
		162.1	0.1 SINTON. B-162					
		162.0	7.5 SINTON JCT. ⊕ SP ⊕	B-162				
		154.5	13.1 ODEM. ⊕ MP. ⊕ T ⊕	B-155	73 3656	7 25	6 45	
		141.4	16.5 ROBSTOWN. ⊕ TM ⊕	B-141	115 5773	7 05	6 25	
		124.9	6.5 BISHOP. B-125			6 40	6 01	
		118.4	21.0 KINGSVILLE. B-119	Yd.		6 30	5 00	
		97.6	20.6 SARITA. B-98	85	4249	5 35		
		77.0	9.4 ARMSTRONG. B-77	107	5364	5 01		
		67.6	21.2 NORIAS. B-68	82	4098	4 40		
		46.4	19.6 RAYMONDVILLE. B-46	104	5228	4 05		
		26.8	1.2 S.P. B-25	Yd.		3 30		
		25.6	6.6 HARLINGEN. B-19					
		19.0	18.3 SAN BENITO. B-0	Yd.		11 59		
		0.7	BROWNSVILLE. § ⊕					
AM			377.0				PM	

No. 195 is superior to No. 858.
No. 859 is superior to No. 858 between Odem and Harlingen.

TIMETABLE NO. 9

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 65

SPECIAL INSTRUCTIONS

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

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

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

On AT&SF the timetable direction SP Jct. to Alvin is eastward, Alvin to Algoa westward.

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

Northward trains must secure ATSF clearance at Alvin.

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

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

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

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

Crews operating Angleton to Palestine must secure clearance at Angleton.

No. 858, No. 859 and No. 194 may leave Kingsville without clearance when train order signal indicates proceed.

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

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

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

Maximum Speed:	MPH	BUSINESS TRACKS:	MP Sta. Nos.
Brownsville-Harlingen (Except as below)	35	Phillips Petroleum	337.8 B-338
MP 3.0—MP 3.1	15	Monsanto Storage (2 tracks)	335.9 B-336
MP 18.0—MP 22.1	20	Chocolate Bayou Spur	335.6 B-336
MP 24.8—MP 25.6	15	Danbury	327.3 B-327
Harlingen—MP 118-29	40	Brazoria Clemens	308.6 B-309
MP 118.9—MP 204-10 (Except as below)	49	Pan American Petroleum Spur	298.5 B-299
MP 154.7—MP 155.1	20	Abercrombie	297.1 B-297
MP 161-17—MP 162-07	15	Bay-Tex Fertilizer	290.6 B-290
MP 131-10—MP 132-19	30	Celanese Storage (2 tracks)	277.3 B-277
MP 204-10—Algoa (Except as below)	50	Elmaton	269.6 B-270
MP 232-22—MP 285-15	35	Keeran	232.6 B-234
MP 305-14—MP 305-17	35	McFaddin	209.4 B-209
MP 318-19—MP 320-04	20	Refco Corp.	190.4 B-190
MP 342-28—MP 343-09	25	Cranell	173.6 B-174
Algoa—Settegast Yard (Except as below)	45	Calallen	148.1 B-148
Wye track Algoa	25	Corpus Christi Filtration Plant	147.3 B-147
Around two curves on AT&SF MP 0-0 to MP 0.5 west of Alvin	20	Lon Hill	146.7 B-147
Over SP crossing MP 19.4	40	Driscoll	132.1 B-132
		Chemcel	122.8 B-123
		Ricardo	112.0 B-112
		Riviera	103.1 B-103
		Turcotte	82.8 B-83
		Yturria	52.4 B-52
		Lyford	41.4 B-41
		Sebastian	36.9 B-37
		Russelltown	14.1 B-14
		Olmite	9.0 B-9
		Yard Limits:	
		MP 0.0 to MP 3.0;	
		MP 23.5 to MP 28.2;	
		MP 116.0 to MP 125.9;	
		MP 152.6 to MP 154.8.	

TIMETABLE NO. 9

66 SUGARLAND SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station Nos.	Yard Limits—Entire Subdiv.
	SOUTH V	NORTH A		
2.6	SETTEGAST Yd. T		B-379	Business Tracks MP Sta. No. Pierce Junction — 7.9 AE-7 Klein Industrial 9.2 AE-9 Houston Chemical Co. — 9.6 AE-9 AB Chance — 10.1 AE-10 Imperial Salt Co. — 13.1 AE-13 Witco Co. — 13.1 AE-13 Heatran — 13.7 AE-14 Fresno — 16.0 AE-16 DeWalt — 29.7 AG-27 Herbert — 32.9 AG-29 Rosharon Industrial Lead: (Hawdon— Rosharon 8.6 miles) Max. Wt. 220,000 lbs. Business Tracks MP Sta. No. Juliff — 23.0 AE-23 Rosharon — 29.7 AE-30 Maximum Speed MPH Between Belt Jct. and Myrtle — 20 Between Myrtle and MP 20-01 — 25 MP 20-01 — and End of track — 15 Rosharon Industrial Lead — 10 Sugarland § — AG 33 Pryor — AG-35 Operation via HB&T—SP.
1.7	Gulf Coast Jct. SP			
1.2	BELT JUNCTION		A-227	
1.2	S. P.			
1.3	S. P.			
0.8	S. P.			
0.1	BUFFALO BAYOU			
0.9	CONGRESS AVE.			
0.6	G. H. & H.			
0.2	H. B. & T.			
0.2	H.B. & T. (Two Trks.)			
0.1	S. P.			
5.8	S. P.			
1.6	MYRTLE		AE-8	
0.9	ALMEDA		AE-11	
9.4	ARCOLA A.T. & S.F.		AE-19	
2.3	HAWDON		AE-21	
4.0	A. T. & S. F.			
8.0	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 V	EAST A		
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 Reverse Curves on Sinclair Lead — 10 Lift bridge over Cedar Bayou Bridge No. 3—U. S. Steel lead protected by signals. When signals indicate Stop be governed by instructions in release box.
2.7	E. O. CO.			
2.2	DURHAM YARD		BG-28	
6.0	HIGHLANDS		BG-22	
4.5	CHANNEL VIEW		BG-18	
8.5	MARKET ST.		BG-9	
5.7	SETTEGAST YD		B-379	
29.6				

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

BUSINESS TRACKS: MP	Sta. No.
Diamond Alkali	
Spur	14.5 BG-14
Ordinance Spur	15.0 BG-15
Houston Tank Car	16.3 BG-16
Arco Ind. Lead	17.5 BG-17
Mantu	19.8 BG-19
Coady	27.0 BG-27

All crews arriving or departing 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. 9

LAKE CHARLES SUBDIV.—DeQUINCY DIVISION 67

Rule 99 (d) in effect between Kinder and Lake Charles.		Station No.	Sidings		Maximum Speed MPH (Except as below)
Miles	STATIONS		Cars	Feet	
601.6	ALEXANDRIA	C-625	Yd.		MP 602-10 — MP 602-20 — 35
610.6	WOODWORTH	C-634	59	2997	MP 604-11 — MP 604-20 — 45
615.7	BRINGHURST	C-640	115	5764	MP 623-24 — 35 City limits
623.6	GLENMORA	C-647	67	3464	Oakdale — 25
635.6	OAKDALE	C-659	125	6747	MP 661-07 — MP 690-02 — 40
636.0	A. T. & S. F.				MP 690-02 — MP 690-03 — 20
650.3	OBERLIN	C-674			MP 690-03 — MP 693-07 — 40
654.1	ELDER	C-679	97	4850	MP 693-07 — End of Track 10
660.6	KINDER	B-544	Yd.		Lake Charles: Wharves & Apron Docks 5
680.0	IOWA JCT.	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	652.3 C-676	Woodlawn	675.0 C-700
Long Leaf	621.2 C-645	Spur	652.3 C-676	American	
McNary	622.6 C-645	Pontenot	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

KCS

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

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 No.	Maximum Speed MPH (Except as below)
	SOUTH V	NORTH A		
570.3	EUNIOE		B-570	Yard Limits—Entire Subdiv. Crowley-Mill Row lead SP
577.9	MOWATA		BD-578	
582.4	MAXIE		BD-582	
592.3	CROWLEY		BD-592	BUSINESS TRACKS: MP Sta. Gulf States — 575.5 BD-576 American Cynamid — 577.7 BD-577
22.0				

ORANGE SUBDIV.—DeQUINCY DIVISION

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

TIMETABLE NO. 9

68 BEAUMONT SUBDIV. — DeQUINCY DIVISION

WEST ↓	STATIONS	EAST ↑	Station Nos.	Sidings	
				Cars	Feet
Miles					
641.5	ANCHORAGE JCT...@T		B-644	Yd.	.....
631.5	ERWINVILLE.....		B-631		.....
621.1	LIVONIA ⊗MP.....@Ⓜ		B-622		.....
	ATOAFALAYA Riv.Ⓜ				.....
610.4	KROTZ SPRINGS.....		B-610	82	4114
597.6	PORT BARRE.....@T		B-597	104	5221
590.7	OPELOUSAS.....@		B-590		.....
590.2	⊗SP.....@				.....
590.1	⊗MP.....@				.....
584.2	LAWTELL.....		B-584	74	3700
570.4	⊗SP.....@				.....
570.3	EUNICE.....□@T\$		B-570	111	6550
559.5	BASILE.....		B-559	82	4116
544.5	KINDER ⊗M.P...@TⓂ		B-544	Yd.	.....
532.3	REAVES.....		B-532	77	3848
515.3	GORDON.....		B-515	110	5616
508.4	⊗K. C. S.....@				.....
508.0	DEQUINCY, LA.....□@Ⓜ		B-508	167	8386
507.3	C.S. JUNCTION.....		B-507		.....
504.0	HELME.....		B-504	96	4820
499.2	LUCAS.....		B-499	95	4784
492.3	STARKS.....		B-492	150	7511
487.0	RULIFF.....		B-487	92	4646
477.4	MAURICEVILLE, TEX...⊗MP@□		B-477	197	9863
467.2	VIDOR.....		B-467	260	13018
462.8	SP JCT.....				.....
461.8	DRAWBRIDGE.....@Ⓜ				.....
461.6	⊗SP-ATSF.....@				.....
460.8	GOL JCT.....				.....
460.3	⊗SP-KCS.....@				.....
459.1	BEAUMONT.....□@TⓂ		B-461	Yd.	.....
455.1	ELIZABETH.....		B-455	155	7768
441.3	GRAYBURG.....		B-441	110	5541
427.2	HULL.....@		B-427	138	6942
409.0	MARTHA.....		B-409	93	4664
398.8	HUFFMAN.....@		B-398	141	7068
385.0	DYERSDALE.....		B-385	108	5440
381.6	SETTEGAST JCT.....		B-382		.....
379.3	SETTEGAST Yd...□TⓂ		B-379	Yd.	.....
	268.8				

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

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

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

KCS Milepost	Station	Business Tracks	Milepost
720.3	CS Jct.	Alton Box Co.	721.2
723.6	Helme	Green Island	727.0
728.4	Lucas	Lunita	730.4
735.2	Starks	Lemonville	743.1
740.6	Ruliff	Korf	764.9
750.2	MP Crossing		

TIMETABLE NO. 9

BEAUMONT SUBDIV. — DeQUINCY DIVISION 69

KCS Mile Post (Cont'd.)		Station
750.2		Mauriceville
760.4		Vidor
764.9		SP Jct.
766.0		Beaumont
766.0		SP Crossing
766.6		GCL Jct.

Max. Speed GCL Jct. to CS Jct. 40 MPH
 Except:
 Over MP Crossing MP 750.2 30 MPH Eng. only.
 City Limits Vidor MP 757.0 to MP 762.0 30 MPH
 Over Neches River Bridge MP 765.9 20 MPH
 City Limits Beaumont 20 MPH

All tracks other than main tracks, through turnouts and crossovers... 10 MPH
 Yard Limits — Indicated by Yard limit signs:
 MP 721.0 to CS Jct.
 MP 763.9 to GCL Jct.
 Location of Hot Box and Dragging Equipment Detectors:
 MP 726.0
 MP 743.4

NEW IBERIA SUBDIV. — DeQUINCY DIVISION

Miles	SOUTH ↓ STATIONS	NORTH ↑ STATIONS	Station Nos.	Rule 99 (d) in effect between Port Barre and New Iberia.
0.0	PORT BARRE...@TⓂ		B-597	Business Tracks MP Sta. No.
11.2	ARNAUDVILLE.....		BB-12	Leveret 30.3 BB-31
17.5	CECELIA.....		BB-18	Gondron 37.3 BB-33
25.5	PARKS.....		BB-26	Cajun Sugar Mill 43.4 BB-43
30.3	ISLE LABBE.....		BB-31	Bryant 45.9 BB-46
39.4	LOREAUVILLE.....		BB-40	Olivier 52.3 BB-53
41.0	TECHE BAYOU...@Ⓜ			Lifenite 54.4 BB-56
46.4	NEW IBERIA...@TⓂ		BB-48	Loisel 56.5 BB-58
46.8	⊗S. P. (WEST TOWER)Ⓜ			Enterprise 58.1 BB-59
47.7	S. P. Conn.....			Laue 59.9 BB-61
	VIA S. P.			Adeline 64.3 BB-65
52.9	S. P. Conn.....			Charenton 69.0 BB-69
59.1	JEANERETTE.....		BB-60	Jefferson Island 56.3 BC-57
59.2	⊗S. P.....@			Oaklawn 73.8 BB-75
59.4	⊗S. P.....@			Franklin 79.3 BB-80
60.2	⊗S. P.....@			
62.5	SORRELL.....		BB-64	Yard Limits: MP 0-0 to MP 2-15; MP 40-00 to MP 47-21; MP 52-27 to MP 63-24.
63.8	S. P. Conn.....			The normal position of drawbridge on Oaklawn, Franklin Ind. lead MP 74-06 stands open for river traffic and will be closed only when trains are ready to cross.
	VIA S. P.			Maximum Speed 25 MPH, except MP 46-13 — MP 82-10, 10 MPH on Mo. Pac. tracks.
82.3	GARDEN CITY.....T		BB-83	Jefferson Island Industrial Lead, 25 MPH. Except MP 48-01 — MP 48-07 — 10 MPH and MP 57-22 — End of track 10 MPH.
				⊗SP ⊗ — Jefferson Island — Ind. lead.
				Maximum wt. between New Iberia and Garden City 220,000 lbs.
				Operation via SP MP 47.7 to MP 52.9 and MP 63.8 to Garden City.
				Oaklawn, Franklin Ind. Lead — opens off S.P. track at S.P. MP 101.8.

TIMETABLE NO. 9

70 ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. Nos.	Sidings		Maximum Speed MPH (except as below) — 50
				Crs	Feet	
192.1	ALEXANDRIA		TB-195 C-625	Yd		MP 195.8—MP 190.4 40 MP 179.2—MP 178.4 45 MP 170.9—MP 170.3 35 MP 163.3—MP 162.5 20 MP 128.8—MP 128.1 45 MP 118.9—MP 117.6 40 MP 109.9—MP 108.9 35 MP 95.1—MP 94.9 35 MP 91.4—MP 88.7 20 MP 86.7—MP 84.0 20 MP 75.5—MP 75.0 25 MP 64.0—MP 66.0 35
190.4	WILLOW GLEN		TB190			
182.5	ROCK JCT		TB178			
177.0	MEEKER		TB177	209	10453	
171.1	CHENEYVILLE		TB170			
170.2	SOUPAC JCT		TB169			
163.1	BUNKIE		TB163	205	10249	
152.0	MORROWS		TB153	101	5089	
138.5	PALMETTO		TB139	239	11970	
129.5	MELVILLE		TB129			
119.1	FORDOCHE		TB118	84	4230	
114.1	LIVONIA		TB114	223	11165	
109.3	MARINGOIN		TB109			
101.8	GROSSE TETE		TB102	232	11647	
95.0	MORLEY		TB95			
90.1	ADDIS		TB90	382	19342	
85.4	PLAQUEMINE		TB85			
84.2	DOVER		TB82	145	7291	
75.8	WHITE CASTLE		TB75	121	6048	
67.8	MC CALL		TB68	136	6806	
64.7	DONALDSONVILLE		TB65	209	10457	
53.1	ST. JAMES		TB52	108	6409	
46.3	VACHERIE		TB46			
40.0	JOHNSON		TB40	226	11336	
30.1	KILLONA		TB31			
28.5	TAFT		TB28			
22.1	LULING		TB22			
20.8	AMA JCT					
19.3	FARMERS					
17.1	SELLERS					
16.5	CYANAMID		TB16 C-806			
13.9	WILLS					
11.4	AVONDALE		TB11	Yd		
10.2	W. BRIDGE JCT		TB10	Yd		
	NEW ORLEANS		C-817	Yd		

192.1

ABS Alexandria to MP 13.8.
CTC between Alexandria and Willow Glen; Livonia and MP 87-5; south end siding Donaldsonville and north end siding McCall; Ama Jct. and MP 13.8.

Two main tracks designated East and West tracks between Ama Jct. and Avondale.

No. 15, 16 or 20 turnouts located both ends sidings Meeker, Palmetto, Livonia, Grosse Tete, Addis, Donaldsonville, Johnson, Ama Jct. and Power crossovers MP 18.0 and MP 17.3.

Engines may occupy main track between switching limit signs Willow Glen, MP 190.5 and MP 189.9 upon signal indication after authority has been obtained from train dispatcher.

Such authority may be obtained through the operator at Alexandria.

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

Engines will not go beyond Celotex runaround track in Arment business track.

Engines will not go beyond 300 ft. from point of switch in Dufresne business track.

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

Drill Track Switch—MP 13.9 designated arriving and leaving switch for Avondale Yard.

Operation between MP 17.0 and New Orleans on TP-MPT Terminal Subdiv.

TIMETABLE NO. 9

NOLC SUBDIV.—NEW ORLEANS DIVISION 71

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Maximum Speed: MPH (Except as below) — 25	
				Service Roads - Each side -	MPH
0.0	GOULDSBORO		TB-2 C-815 Y-1	Westbank Expressway MP 2.5 — MP 2.7	10
	⊗ S. P.	G		Marie Dr. Gretna — MP 3	10
9.2	BELLE CHASSE		Y-10	MP 15.6 — MP 17.0	10
				MP 20.5 — MP 22.0	10
				MP 23.6 — MP 24.3	10
44.5	PORT SULPHUR		Y-46	MP 32.5 — MP 32.8	10
				MP 39.5 — MP 40.2	10
54.0	EMPIRE		Y-55	MP 44.1 — MP 44.7	10
56.2	END OF TRACK				
	54.2				

Yard limits entire subdiv.

Business Tracks: MP Sta. No.

McDonoughville Y-2

Chevron Chem. 12.0 Y-12

Alliance 21.4 Y-21

Myrtle Grove 22.2 Y-26

Lift Bridge over Algiers Canal

MP 6-15. ⊗⊗

Turn Bridge over Doullut's Canal

at MP 56.1. ⊗⊗

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

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

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

TP-MP TERMINAL SUBDIV.—NEW ORLEANS DIV.

Miles	WEST STATIONS	EAST STATIONS	Station Nos.	Jurisdiction includes New Orleans to MP 17.0 Alexandria Subdivn. and Avondale to Gouldsboro including Perry Street Wharf.
0.0	NEW ORLEANS	⊗⊗-2 ⊗\$T	TB-1	
10.2	W. BRIDGE JCT	⊗	TB-10	
1.5	GOULDSBORO	T	C-815 TB-2 TB-10	
10.2	W. BRIDGE JCT	⊗	TB-10	
11.4	AVONDALE	⊗⊗⊗\$	TB-11 C-806	
	17.0			

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

Business Tracks Sta. No.

Westwego TB-8 (TP)

Shrewsbury C-809 (MP)

MP 13.9 C-811

Marrero TB-5 (TP)

Harvey C-812 (MP)

MP 17.0 TB-4 (TP)

Gretna C-813 (MP)

MP 13.9 TB-3 (TP)

MP 13.9 C-814 (MP)

TIMETABLE NO. 9

72 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

MPH Maximum Speed (Except as below)	Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings	
					Cars	Feet
40	94.7	BUNKIE.....	⊕ T ⊕ ⊕ ⊕	TB-163		
MP 94-23		4.7				
16	90.0	EVERGREEN.....		TV-42		
MP 92-27		4.2				
25	85.8	COTTONPORT.....	⊕	TV-38	17	862
MP 82-10		6.3				
15	713.5	MANSURA JCT.....	⊕	TW-3		
L&A MP 713.5		6.9				
30	720.4	HAMBURG.....		TV-30	82	4103
MP 723.1		7.3				
5	727.7	HYDE.....	⊕	TV-23	76	3832
MP 735.9		0.4				
26	728.1	SIMMESPORT.....	⊕ ⊕	TV-22		
MP 728.1		5.1				
25	733.2	KELLEY.....		TV-17	250	12937
MP 733.2		2.7				
2002	735.9	LETTSWORTH.....		TD-58	40	2002
MP 735.9		6.7				
4163	742.6	BATCHELOR.....		TD-51	83	4163
MP 742.6		8.3				
1234	750.9	MORGANZA.....		TD-42	24	1234
MP 750.9		10.0				
3768	760.9	NEW ROADS.....		TD-33	75	3768
MP 760.9		7.4				
1655	768.3	GLYNN.....		TD-25	33	1655
MP 768.3		7.1				
1914	775.4	CHAMBERLIN.....		TD-18	38	1914
MP 775.4		4.5				
7741	779.9	LOBDELL.....	⊕	TD-13	154	7741
MP 779.9		0.8				
7741	780.7	LOBDELL JOT.....	⊕	TD-12		
MP 780.7		0.8				
1655	781.2	⊕ MP.....	⊕			
MP 781.2		0.3				
1914	781.5	WEST JOT.....		TD-11		
MP 781.5		3.8				
7741	784.8	EAST JOT.....	⊕			
MP 784.8		0.6				
1655	785.5	M. P. JOT.....				
MP 785.5		1.0				
470	648.0	NO. BATON ROUGE.....		B-647	Yd.	
MP 648.0		1.0				
705	12.8	LOBDELL JOT.....	⊕			
MP 12.8		0.5				
611	12.3	⊕ M. P.....	⊕			
MP 12.3		1.9				
611	10.4	⊕ M. P.....	⊕			
MP 10.4		2.2				
1927	7.8	PORT ALLEN.....	⊕	TD-8		
MP 7.8		1.3				
705	6.5	CANAL.....	⊕ ⊕ ⊕ ⊕	TD-6		
MP 6.5		6.5				
705	0.0	ADDIS.....	⊕-2 ⊕ ⊕ ⊕ ⊕	TB-90	Yd.	
MP 0.0		94.7				

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: Hunkie 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-9

TIMETABLE NO. 9

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.	274,000 to 815,000 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 STATIONS	NORTH STATIONS	Station Nos.	Sidings	
				Cars	Feet
0.0	BUNKIE.....	⊕-2 ⊕ T ⊕ ⊕ ⊕	TB-163		
	3.6	EOLA S. P.....	⊕	TL-4	
	8.8	ST. LANDRY.....		TL-9	9 470
	20.0	VILLE PLATTE.....		TL-20	38 1927
	26.7	LEDOUX.....		TL-27	12 705
	36.0	OPELOUSAS ⊕ M.P.....	⊕	TX-23	12 611
	43.5	LEWISBURG.....		TX-32	10 517
	47.9	CHURCH POINT.....		TX-36	15 752
				47 9	

THIBODAUX SUBDIV. — NEW ORLEANS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Nos.	Yard Limits: Entire Subdiv.	
				MPH	MPH
0.0	MCCALL.....		TB-58	Maximum Speed	25
	1.4			(Except as below)	
1.4	PALO ALTO.....		TH-3	MP 0-0 — MP 0-07	15
	8.0			MP 12-13 — MP 13-11	16
9.4	PAINCOURTVILLE.....		TH-11	Business	Sta.
	12.5			Tracks	MP No.
	13.1			Lula	5.0 TH-7
	31.0			Wanda Pet. Co.	7.5 TH-8
				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
				31 0	

TIMETABLE NO. 9

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

3-F. SHIPMENTS REQUIRING CLOSE ATTENTION:

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

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 turn-outs and crossovers.
- (7) Train order Form "G" example 3. If "F" is a train order station train must secure clearance before leaving "F" unless otherwise provided.
- (8) Track protection by Train Order: (example)
"STOP ORDER IN EFFECT _____(date or dates)*_____
_____M until _____M BETWEEN MP _____ and MP _____."

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

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

- (a) Stop at red flag and be governed by instructions of foreman in charge.
- (b) Stop at red flag and then may proceed through limits of order upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.
- (c) If red flag has been removed train may proceed through limits of order without stopping upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.
If train unable to proceed as authorized by (a), (b) or (c), train must then:

- (1) If red flag displayed, stop at red flag, wait until time in order is up and then proceed according to Rule 10(k). (Unattended red flag)
- (2) If red flag not displayed, stop at entrance to restriction, wait until time in order is up and then proceed.

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

- (9) Rule 285 (Approach), Indication: Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before reaching next signal.
- (10) Addition to Rule 326:
If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false proceed indication. Flagman must remain there until relieved by an employee of the Signal Department or by instructions of the Chief Dispatcher.
- (11) Addition to Rule 351. (In effect between St. Genevieve and Crystal City only)

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

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

- (1) Rule 10(g): Temporary Speed Restriction and Resume speed signs will not be used.
Rule 10(h): Green Resume speed signs not used.
- (2) Rule 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.

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

(Form contains 8 lines for up to 8 locations)

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

- (1) When authorized by man in charge after proper identification and explanation of 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 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100AMP	10MPH 980AMP	10MPH 900AMP	10MPH 870AMP	10MPH 825AMP
GP7 9 GP18 28 38 SD40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1274AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 950AMP	9.5MPH 890AMP	9.5MPH 840AMP
SW7 8 9 12 GP SW15 MP15 GP15	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 950AMP	7MPH 1065AMP	7MPH 950AMP

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

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

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

D. Shoving or Back-Up Movements:

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

GP Units 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 "I".
- (2) Rule 99(k) in effect, except in Illinois Rule 99(j) in effect.
- (3) In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track or leave main track switch open.
- (4) Where CTC Rules are in effect, trains or engines must not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.
- (5) Where CTC Rules are in effect trains or engines having proceeded under flag protection under provisions of Rule 345 or Rule 350 due to lack of communication must not exceed low speed regardless of more favorable signal indication until communication has been re-established with control operator.

12. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- (1) Uniform Code of Operating Rules.
- (2) Uniform Code of Safety Rules.
- (3) Radio Rules.
- (4) Circular 81.
- (5) Air Brake and Train Handling Instructions.
- (6) Conductor must also have "Emergency Handling of Hazardous Materials 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. 1 and 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:

- a. Train order Form S-C may be modified by adding for example: "Extra _____ north originates (or terminates) at _____."
- b. 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."
- c. Train order Form Y Example 3 may be combined with Form V Example 2.
- d. 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 and Ⓢ-2 which denote base stations or radio control points. Employees may contact train dispatcher by operating Dispatcher 1 button for Ⓢ-1 stations and Dispatcher 2 button for Ⓢ-2 stations on radio.

Operation of push-button on radio control head or of lever switch on Wabco portable radio for 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	293-20	Monroe	373-06
Alexandria	134-04	Chicago	321-06	Monroe	398-10
Alexandria	168-06	Coffeyville	* 438-08	Monroe	421-20
Austin	119-24	Council Grove	* 440-08	Monroe	438-05
Baird	282-30	Dallas	39-15	Monroe	469-08
Baird	317-03	Dallas	54-24	Monroe	* 537-13
Baird	347-09	Dallas	80-05	Monroe	569-18
Baird	* 377-00	Dallas	108-05	Oklahoma	* 169-25
Baird	416-00	Dallas	* 162-11	Oklahoma	* 236-25
Baird	453-00	Dallas	* 190-18	Osawatomie	* 380-33
Baird	486-14	Ft. Worth	19-10	River	160-33
Beaumont	* 444-18	Hoisington	595-21	River	223-18
Beaumont	* 529-32	Hoisington	* 625-27	Sedalia	28-24
Beaumont	* 563-23	Horace	* 792-05	Sedalia	62-13
Beaumont	* 596-02	Horace	861-00	Sedalia	95-33
Chester	23-02	Hoxie	* 188-22	Sedalia	* 152-31
Chester	57-20	Hoxie	220-09	Sedalia	* 184-11
Chester	92-28	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	83-11
Chicago	122-24	Little Rock	* 431-37	Trinity	87-13
Chicago	139-39	Little Rock	462-00	Trinity	97-16
Chicago	160-31	Longview	25-12	Trinity	132-00
Chicago	179-22	Longview	53-01	Whitesboro	194-08
Chicago	212-32	Memphis	* 292-00	Whitesboro	210-12

16.1 General Instructions

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

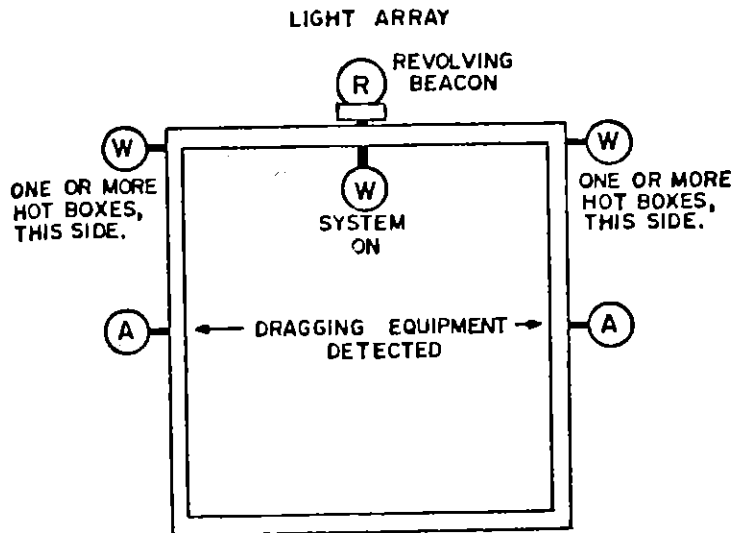
- Train speed of at least 10-MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practical, while approaching or passing detector. Excessive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

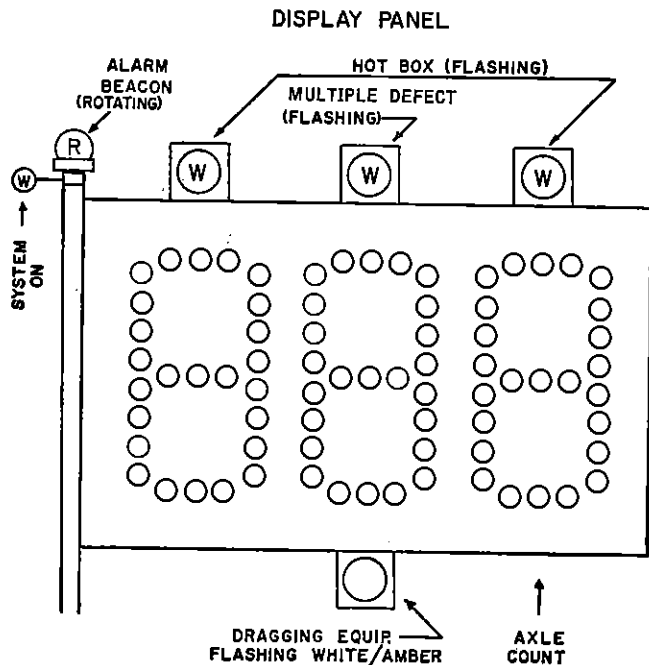
16.2 Hot Box and Dragging Equipment Detector Station Equipped with Light Array Indicator.



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.
 Drs. Alvin and Mark Strauss
 Suite 1026 Donaghey Bldg.
 Little Rock, Ark.

W. D. Marrs, M.D.
 The Coffey Clinic
 306 W. Broadway
 Ft. Worth, Texas.

Richard A. Sutter, M.D.
 Sutter Clinic 819 Locust St.
 St. Louis, Mo.

W. H. Duncan, M.D.
 Suite 2600, Commerce Tower
 911 Main St.
 Kansas City, Mo.

Liles, Frierson, Wolf & Frnka
 2403 Caroline
 Houston, Texas.

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

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

TABLE OF SPEEDS

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

NOTES

EXPLANATION OF CHARACTERS



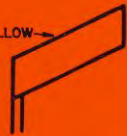








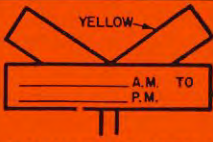


- (A) Automatic Interlocking.
- (B) Radio Base Station.
- (B-1) Call in System Dispatcher 1.
- (B-2) Call in System Dispatcher 2.
- (C) Draw Bridge.
- (D) Gate—Normal position against conflicting route.
- (E) Gate—Normal position against this Sub-div.
- (F) Manual Interlocking.
- (G) Stop Sign.
- (H)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

- Ø—50 MPH Equilateral Turnout.
- ⊖—50 MPH Precurved Turnout.
- ‡—Track Scale.
- n—Northward.
- s—Southward.
- ⊙—Train Order Office.
- ⊥—Crossover between main tracks—Dual Control Switches.
- ⊠—General order book and standard clock.
- General Order Book
- s—Regular stop.
- f—Flag stop for psgrs.
- ⊙—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		
 STATION ONE MILE SIGN ONE MILE FROM STATION OR FIRST SWITCH OF SIDING WHICHEVER IS NEAREST, ON SINGLE TRACK IN TRAIN ORDER TERRITORY, NOT USED ON BRANCH LINES.	 PERMANENT SPEED RESTRICTION SIGN	 APPROACH SIGN
 WHISTLE SIGN NUMERAL, WHEN ATTACHED, DENOTES NUMBER OF CROSSINGS	 PERMANENT RESUME SPEED SIGN	 STOP SIGN
 RAILROAD CROSSING-JUNCTION DRAWBRIDGE ONE MILE SIGN	 TEMPORARY SPEED RESTRICTION SIGN	 YARD LIMIT SIGN
 END OF ABS	 TEMPORARY RESUME SPEED SIGN	 BLACK NUMERAL & LETTERS ON WHITE BACKGROUND CONDITIONAL YARD LIMIT SIGN
	 STOP SIGN (PER RULE 10(J))	 SPRING SWITCH SIGN