



TAKE PRIDE

in

**RULES
OBSERVANCE**

For employees 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 employees under their supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD CO.**

SYSTEM

**TIMETABLE
No. 19**

Effective 12:01 a.m. Sunday, OCTOBER 31, 1982

**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, Senior Vice President—Operation.

K. D. HESTES, Vice President—Operation.

C. E. DETTMANN, Vice President—Transportation.

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

SYSTEM

W. F. Sutton Asst. Gen. Mgr. - Transportation -
St. Louis, Mo.
C. D. Barton Chief Engineer - St. Louis, Mo.
D. M. Tutko Chief Mechanical Officer - St. Louis, Mo.
M. L. Wall Supt. Motive Power - St. Louis, Mo.
D. J. Roderique Supt. Car Dept. - 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.
A. L. Shoener General Manager - No. Little Rock, Ark.
R. B. King Asst. General Manager -
No. Little Rock, Ark.
R. M. Chapman General Supt. - No. Little Rock, Ark.
K. R. Welch Dist. Engr. - No. Little Rock, Ark.
E. A. Jones Mech. Supt. - No. Little Rock, Ark.
Division Superintendent Headquarters
Chicago R. D. Naro Yard Center, Ill.
Illinois K. C. Packard Chester, Ill.
Arkansas L. J. Wagner No. Little Rock, Ark.
Little Rock Terminal M. D. Dealy No. Little Rock, Ark.
Louisiana L. A. Roach Monroe, La.
St. Louis Terminal F. A. Lopez St. Louis, Mo.

WESTERN DISTRICT

W. F. Hillebrandt General Manager - Kansas City, Mo.
R. B. Schoultz Asst. General Manager - Kansas City, Mo.
M. F. Kelly General Supt. - Kansas City, Mo.
T. L. Gibson Dist. Engr. - Kansas City, Mo.
J. H. Sheridan Mech. Supt. - Kansas City, Mo.
Division Superintendent Headquarters
Northern R. L. McCoy Kansas City, Mo.
Kansas City Terminal D. K. Barnes Kansas City, Mo.
Kansas A. L. Smallwood Osawatomie, Ks.
Central C. R. Whiteamire Coffeyville, Ks.

SOUTHERN DISTRICT

W. J. Farrell Vice President - Spring, Tex.
G. T. Graham General Manager - Spring, Tex.
R. G. Lang Asst. General Manager - Spring, Tex.
P. L. Tucker General Supt. - Spring, Tex.
G. R. Lilly Dist. Engr. - Spring, Tex.
J. D. Hope Mech. Supt. - Spring, Tex.
Division Superintendent Headquarters
Kingsville J. L. Riney Corpus Christi, Tex.
New Orleans P. N. Crabtree Addis, La.
DeQuincy W. J. Westmark Houston, Tex.

TEXAS DISTRICT

W. J. Farrell Vice President - Spring, Tex.
A. W. Rees, Jr. General Manager - Dallas, Tex.
B. E. Kerlee Asst. General Manager - Dallas, Tex.
R. L. Short General Supt. - Dallas, Tex.
G. R. Lilly Dist. Engr. - Spring, Tex.
J. D. Hope Mech. Supt. - Spring, Tex.
Division Superintendent Headquarters
Palestine G. O. Everett, Jr. Palestine, Tex.
Red River K. D. Milam Longview, Tex.
Rio Grande L. L. Carmichael Ft. Worth, Tex.
Dallas-Ft. Worth Terminal W. E. Richmond Ft. Worth, Tex.

CHIEF DISPATCHERS

W. E. Butler No. Little Rock, Ark.
R. L. Wisdom, Jr. Spring, Tex.
R. G. Swindler Kansas City, Mo.

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SPECIAL INSTRUCTIONS CHICAGO SUBDIV.

CHICAGO DIVISION JURISDICTION—CHICAGO TO WOODLAND JCT.

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
Between Dolton Jct. and Gorham (Except as below)	60	Dolton		ZA - 16
Dolton Jct. to Thornton Jct.	20	South Holland	19.5	ZA - 19
Thornton Jct. to MP 30-00	40	Thornton	21.7	ZA - 22
MP 49-00 — MP 51-00	50	Steger	28.8	ZA - 29
MP 60-10 — MP 61-35 Northward track	35	Crete	30.4	ZA - 30
MP 146-36 — MP 146-37	20	Balmo	32.5	ZA - 33
MP 153-17 — MP 153-20	30	Beecher	37.6	ZA - 38
MP 164-33 — MP 165-00	30	Sollitt	41.0	ZA - 41
MP 175-25 — MP 176-22	30	Grant Park	44.7	ZA - 45
MP 193-35 — MP 194-23	20	Weichert	57.9	ZA - 58
MP 195-01 — MP 195-14	35	Papineau	64.2	ZA - 64
MP 202-28 — MP 203-21	50	Martinton	67.7	ZA - 68
MP 218-16 — MP 219-02	20	Pittwood	71.5	ZA - 72
MP 224-18 — MP 224-20	20	Coaler	79.6	ZA - 80
MP 252-00 — MP 254-07	30	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	50	Relly	103.4	ZB-103
MP 275-38 — MP 277-00	30	Dailey	116.5	ZB-117
MP 298-00 — MP 299-10	30	Royal	120.0	ZB-120
MP 299-10 — MP 302-23	55	Tipton	129.1	ZB-129
Through siding Bush	10	Bongard	140.0	ZB-140
MP 314-00 — MP 318-00	40	West Ridge	148.9	ZB-149
MP 318-00 — MP 323-00	50	Bourbon	159.4	ZB-159
MP 323-00 — MP 336-00	40	Chippis	173.1	ZB-173
MP 338-00 — Chester Subdiv. Conn.	20	Findlay	185.2	ZB-185
North leg wye Gorham	10	Shelbyville	193.9	ZC-194
Flagging distance 2 miles		Moccasin	212.9	ZC-213
Operation between Chicago and Dolton Jct. over C&WI.		Bakerville	279.3	ZC-282
Southward trains originating Yard Center secure clearance.		B. S. Mine #5	317.5	CD-22
Northward L&N trains secure MP clearance at Danville.		Murphysboro	328.8	CD-10

Chicago Subdiv. trains secure clearance Villa Grove and Salem. Trains to and from Pinckneyville Subdiv. secure clearance at Mt. Vernon.

Industrial Leads:
Cissna Park — Breaks out at Goodwine (5.9 miles) —
Max. Speed 20 MPH
Claytonville 94.2 ZF-94
Cissna Park 97.8 ZF-98

Crew members must communicate with train dispatcher before operating time release at automatic interlocking, CR crossing Glover.

Watskeas—Northward trains or engs. may not proceed under the provisions of Rule 350 when there is lack of communication.
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.

No. 16 turnouts—Remote control switches at: Woodland Jct., South End Ellis, Findlay Jct. and Benton Jct.; North end Tuscola, Findlay, St. Peter, Salem and Kell; Both ends Block, Goodwine, Villa Grove, Cadwell, Clarksburg, Mt. Vernon and Benton.
No. 16 turnouts—Spring switch at South end sidings Tuscola, St. Peter, Kell and Bush.

PANA SUBDIV.—ILLINOIS DIVISION

Maximum Speed	MPH	Radio communication via Channel One, call-in Two.	Sidings
(Except as below)			
MP 205.1 — MP 205.4	40		
MP 273.6 — MP 275.8	40		
Maximum speed on controlled sidings 35 MPH unless otherwise restricted.			
Flagging distance 2 miles.			
ABS-CTC — Findlay Jct. to Lenox.			
Two main tracks designated east and west tracks between Vierling Jct. and Lenox.			
Northward trains secure clearance at Lenox.			
Southward BN trains secure MP clearance at Toland.			
BUSINESS TRACKS	Sta. No.		
Sohigo MP 188.8	ZB-189		
Westervelt MP 191.8	ZB-192		
Rosamond MP 209.4	ZB-209		
Taylor Springs MP 234.4	ZB-234		
Livingston MP 253.0	ZB-253		
Nameoki MP 278.7	ZB-279		
Granite City MP 281.1	ZB-282		
Madison MP 284.0	ZB-284		
E. St. Louis MP 286.7	C-3		
Remote control switches are No. 16.			
Operation over CR-ICG joint track Lenox-Granite City and TRRA Granite City-St. Louis.			

TIMETABLE NO. 19

Radio Communication via Channel One. Call-in Two. Exception: Yard Center yard engs. via Channel Two.		SOUTH		NORTH		Station Numbers	Sidings	
Miles	STATIONS	Station Numbers	Cars	Feet				
0.0	CHICAGO	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	ZA-20						
27.0	6.9 JAY	ZA-26						
27.8	0.8 CHICAGO HEIGHTS	ZA-27	Yd.					
49.7	21.9 PENCE	ZA-49						
49.9	0.2 MOMENCE	ZA-50	n 110 s 76	5535 3806				
60.1	10.2 ST. ANNE	ZA-60						
77.5	17.4 WATSEKA	ZA-77						
82.6	5.1 WOODLAND JCT.	ZA-83						
94.0	14.0 GOODWINE	ZB-92	216	10800				
108.0	17.9 ELLIS	ZB-108	189	9550				
125.9	9.7 GLOVER	ZB-126	170	8547				
135.6	9.5 BLOCK	ZB-136	221	12185				
145.1	8.3 VILLA GROVE	ZB-145	239	13173				
153.4	11.3 TUSCOLA	ZB-153	197	9894				
164.7	4.4 ARTHUR	ZB-165						
169.1	7.0 CADWELL	ZB-168	211	10550				
176.1	9.1 SULLIVAN	ZB-176						
185.2	14.6 FINDLAY JCT.	ZB-186	200	10000				
199.8	4.7 CLARKSBURG	ZC-200	203	10150				
204.5	14.4 MODE	ZC-205						
218.9	5.7 ALTAMONT	ZC-219	200	10072				
224.6	11.1 ST. ELMO	ZC-224						
235.7	6.7 ST. PETER	ZC-236	218	10900				
242.4	9.7 KINMUNDY	ZC-242						
252.1	2.0 SALEM	ZC-252	267	14761				
254.1	9.2 B&O							
263.3	11.6 KELL	ZC-263	194	9718				
274.9	12.3 MT. VERNON	ZC-276	143	7180				
287.2	11.0 INA	ZC-287	166	8336				
298.2	3.6 BENTON JCT	ZC-298						
301.8	4.3 BENTON	ZC-302	212	10618				
306.1	8.8 B.N.							
314.9	20.6 BUSH	CD-24	141	7056				
335.5	3.2 GRIMSBY	CD-3	117	6112				
338.7	338.7 GORHAM	C-93	Yd.					

Between Thornton Jct. and Signal 292 on northward track and between Thornton Jct. and Jay on southward track, trains, engines or employes may be authorized to occupy main track within specified limits on track or tracks designated for time period stated and move in either direction on such track or tracks without train order authority or flag protection, by issuance of "track permit" from control operator at Yard Center. Before issuing permit, control operator must ascertain that operators at Thornton Jct. and Jay have placed signals at "stop" indication, blocked levers and will not line them for movement into the limits during the effective time of the permit; then enter each operators initials on prescribed form with the time. Employee requesting track permit must properly identify himself, repeat the limits granted and receive "OK" before acting upon the permit. Control operator will record this information on prescribed form. The limits must be continuously occupied or main track switch left open. If permit is to be released before time expires, all equipment must be clear of limits and fact reported to control operator and only he may authorize removal of protection provided by operators at Thornton Jct. and Jay before time expires. If not clear by the time permit expires no movement may be made against the current of traffic without train order authority or flag protection. If permit is issued to more than one train, engine or employe in the same limits, each must be notified and all movements must then be made at low speed. All operating rules not modified by these instructions remain in effect.

TIMETABLE NO. 19

Dragging equipment detectors at MP 190-04 and 197-31. When white revolving light is activated, stop and inspect train immediately.

Radio communication via Channel One, call-in One.				Station Numbers	Sidings	
SOUTH Miles	STATIONS	NORTH Miles	Cars		Feet	
0.0	VALLEY JCT. ... ⓧTRRA ⓧⓂⓈ			C-9		
0.2	SSW CONNECTION					
1.5	AIRPORT					
1.7	PARKS			C-10		
4.3	NO. DUPO			C-13		
6.0	DUPO			C-15		
7.5	SOUTH DUPO					
9.4	ⓧICG					
20.6	VAL			C-29		
33.6	FULTS			C-42		
47.7	KIDD			C-56		
49.1	FLINTON			C-58	Yd.	
52.1	GAGE JCT.			C-60		
55.8	REILY			C-63		
60.8	MENARD JCT.					
62.9	CHESTER			C-70	145	7585
65.7	FORD			C-73	n-125 s-118	6522 6160
70.3	ROCKWOOD JCT.			C-77		
73.0	CORA JCT.			C-81		
76.3	RADDLE JCT.			C-85		
81.4	JACOB			C-90		
84.2	GORHAM			C-93	Yd.	
84.8	CHAP			C-94		
90.5	HOWARDTON JCT.			C-100		
95.0	HALSEY JCT.			C-104		
108.0	POTTS			C-117		
115.5	NILE ILL.			C-125		
119.7	SIMBCO			C-129		
120.7	CAIRO JCT.			C-130		
122.7	CAPEDEAU JCT.			C-132		
	ILLMO, MO.			C-133		
192.6	MISSOURI JCT.			C-179		
191.4	DEXTER JCT.			XD-26		
190.3	CHARLESTON JCT.					
190.1	DEXTER			XD-24	124	6488
178.7	IVES			XD-13	178	9205
172.1	JUNLAND			XD-6	181	9560
165.7	POPLAR BLUFF			X-166		
	196.5					

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as below)	60	Warnock	15.1 C	- 24
Valley Jct. Interlocking	10	Fountin	17.5 C	- 26
MP 0-00 — MP 7-01	30	Valmeier	22.5 C	- 31
Both Legs wye Chester	10	Prairie du Rocher	41.7 C	- 50
Through south siding Ford and Gorham siding	10	Menard	60.5 C	- 69
North leg wye Gorham	10	Cora	71.7 C	- 80
Chicago Subdiv. Conn.	20	Raddle	77.0 C	- 86
MP 116-14 — MP 117-21	50	Powder Plant	98.6 C	- 98
MP 117-21 — MP 119-10	40	Wolf Lake	99.7 C	- 107
MP 119-10 — MP 119-19	30	Ware	104.0 C	- 113
MP 176-20 — MP 177-10	30	McClure	113.0 C	- 122
MP 189-10 — Dexter Jct.	25†	Dudley	182.8 XD	- 17
Missouri Jct. — MP 191-00	35	Bess	179.7 XD	- 14
		Fisk	176.1 XD	- 11
		Boering	170.0 XD	- 4

St. Louis Terminal jurisdiction MP 0 - MP 9-30.

Stations on SSW between Illmo and Paragould:

Circular Station Number	SSW Mile Post Number	City	State
C-133	Mo Pac	Illmo	MO
C-135	5.2	Aneell	MO
C-136	—	Scott City	MO
C-138	9.6	Quarry	MO
D-074	Mo Pac	Delta	MO
C-149	21.4	Randles	MO
C-151	23.7	Perkins	MO
C-154	26.4	Mesler	MO
C-156	28.6	Neagy	MO
C-157	29.7	Bell City	MO
C-159	32.2	Ardeola	MO
C-162	35.0	Lozeta	MO
C-164	37.0	Avert	MO
C-174	47.1	Paront	MO
C-175	48.8	Mo. Jct.	MO
XD026	Mo Pac	Dexter Jct.	MO
XD024	Mo Pac	Dexter	MO
C-190	64.3	Airsoule	MO
C-191	57.9	Malden	MO
C-194	64.4	Campbell	MO
C-206	69.9	St. Francis	MO
C-212	75.6	Piggott	AR
C-215	78.8	Greenway	AR
C-222	85.6	Rector	AR
C-227	90.7	Jay	AR
C-229	92.9	Marmaduke	AR
C-239	103.0	Blytheville Jct.	AR
C-243	Mo Pac	Paragould	AR

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 Menard 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 trains at South Dupo and Northward trains at Poplar Bluff.

Train order signal at South Dupo applies to SSW trains only.

Trains originating Dupo enroute to Chicago Subdiv. secure clearance at Chester.

MP trains enroute Paragould secure MP clearance at Illmo.

Trains originating Chester and trains from Pinckneyville Subdiv., except trains destined to Ford 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 SSW.

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

No. 20 turnouts at SSW 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 siding and Gorham-North end from yard. No. 16 turnout on SSW 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.

Normal position of switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. Before occupying siding from either Pinckneyville or Chester Subdiv. verbal authority must be obtained from Chester Subdivision Dispatcher.

6 WESTVILLE SUBDIV.—ILLINOIS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS	NORTH	Sta. Nos.
MAXIMUM SPEED	25 MPH	122.7	DANVILLE	⊗ ⊙ ⊕	ZD-123
Flagging distance	2,500 ft.	132.8	WESTVILLE	⊙	ZD-132
Business Tracks:	MP No.	142.1	INDIANOLA		ZD-142
Hastings	150.1	ZD-150			
Long View	159.7	ZD-160			
Zeigler Mine No. 5	161.0	ZD-161			
Fairland	161.9	ZD-162			
Industrial Lead.		145.6	SIDELL JCT.	T	ZE-141
Jamaica Spur—		146.5	SIDELL		ZD-146
Breaks out at Sidell Jct.—		152.6	ALLERTON		ZD-153
Jamaica	150.9	ZE-151			
(Max. speed 10 MPH)		164.9	VILLA GROVE	⊙ T ⊕ ⊕	ZB-145
			42.2		

Yard Limits: MP 160-00 — MP 164-35.
 Operation over: CR Danville to Wyton (3.9 mi.); CR Wyton to Westville (6.2 mi.).
 Before entering CR tracks secure permission of operator Wyton Tower and be governed by his instructions.

PINCKNEYVILLE SUBDIV.—ILLINOIS DIVISION

Maximum Speed MPH (Except as below)	Miles	Radio communication via Channel Two, call-in Two.		Station Nos.	Sidings	
		SOUTH STATIONS	NORTH		Cars	Feet
MP 64-02	35					
MP 64-14	10					
MP 64-14	30	63.7	CHESTER	⊕ ⊙ ⊕ T	C-70	
MP 77	20	71.8	WELGE		CA-10	86 4479
MP 90-00	20	77.3	STEELEVILLE	⊙	CA-16	167 8700
MP 95-20	20	79.4	PERCY	⊙ ICG ⊕ ⊕	CA-18	
Pinckneyville to Pyatts via ICG	10	83.7	NEW WILSON	⊙	CA-23	99 5165
North leg of wye	10	92.5	PINCKNEYVILLE	⊙ ⊕ -2	CA-31	Yd.
Pinckneyville	10	95.5	SHAKE RAG	⊙ ICG ⊕	CA-34	
MP 101-30	10	102.7	TAMAROA	⊙ ICG ⊕	CA-41	
MP 103-10	10	111.2	SCHELLER	⊙	CA-49	Yd.
MP 111-00	25	111.6	ICG	⊕		
MP 121-21	25	115.0	WALTONVILLE	⊙ ⊕ BN ⊕	CA-53	
MP 121-21	10	121.8	JSW JCT	⊙	CA-60	
MP 121-26	10	124.6	MT. VERNON	⊙ ⊕ ⊕ ⊕	ZC-276	Yd.
MP 121-26	20					
Mt. Vernon	20					
Flagging distance	6,790 ft.					
Special Instructions	Item 13(1) not in effect.					
BUSINESS TRACK	Sta. No.					
Pyatt-Fidelity Mine (via ICG at Pinckneyville)	CA-39					
Leahy (via ICG at Percy)	10 MPH.					
Between Percy and Leahy	operation on ICG.					

Yard Limits: Chester Subdiv. Conn. to MP 65-24; MP 76-20 to MP 84-00; MP 90-00 to MP 97-00; MP 110-15 to MP 116-00; MP 120-00 to Mt. Vernon.

Normal position of switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. before occupying siding from either Pinckneyville or Chester Subdiv. verbal authority must be obtained from Chester Subdivision Dispatcher.

Industrial Leads — Maximum Speed 10 MPH except, JSW Ind. lead 20 MPH; 5 MPH Shake Rag lead to BS #2; 5 MPH Captain Mine lead between main track switch and Highway 150 crossing; 5 MPH North Switch Orient #3 doubling track to Orient #6. Radio Communications Via Channel 2.

Over Scale 300 feet west of No. 1	5 MPH
load yard switch Cap. Mine	Breaks out at MP 81.2
CAPTAIN MINE	82.5
ICG Jct.	86.1 CA-20
Do not leave cars on scale track.	
BURNING STAR NO. 4 (CA-21)	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 Mine No. 3	112.6 CA-50
⊕ BN ⊕	113.5
Orient Mine No. 6	114.1 CA-52
JSW Industrial Lead	Breaks out at JSW Jct.
Huff	279.9 ZC-280
Nason	286.5 CA-68
Inland No. 1	291.1 ZC-275
Old Ben 21	293.1 ZC-277
Old Ben 26	CA-053

JOPPA SUBDIV.—ILLINOIS DIVISION 7

Radio communication via Channel One.		Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings		Yard Limits:
SOUTH STATIONS	NORTH					Cars	Feet	
		298.2	BENTON JCT.	⊕ -2 ⊙	ZC-298			MP 298-10— MP 300-00
		305.0	WEST FRANKFORT	⊙ ⊕ ⊕ ⊕	ZC-305			MP 303-00— MP 309-20
		308.8	JENKINS	⊙	ZC-309	86	3870	MP 347-15— MP 353-00
		316.4	MARION	⊙ COE ⊕	ZC-317	60	2700	MP 360-00— to end of Track.
		324.0	NEILSON JCT.	⊕ ⊕ ⊕	ZC-324			Buckhorn Ind. Lead breaks out at Jenkins
		329.3	GOREVILLE		ZC-329	59	2655	Zeigler-Orient Mines Lead Max.
		334.0	OMAR		ZC-333	60	2700	Speed 10 MPH
		339.7	VIENNA JCT.	⊕ ⊕ ⊕	ZC-340			Business Sta. Tracks: MP NO.
		345.3	CYPRESS		ZC-345	57	2565	Johnston City 310.7 ZC-311
		351.5	KARNAK	⊕ SOU ⊕ ⊕	ZK-352	152	6840	Orient #4 313.3 ZC-313
		363.3	JOPPA	⊙ T ⊕	ZK-363	Yd.		Hudgens 321.8 ZC-322
		65.1						Chasco 348.5 ZK-348
Maximum Speed:	MPH							Cook (on BN) ZK-367
(Except as below)	.35							Metropolis (on BN) ZK-370
MP 324-07—324-15	.20							
MP 334-20—334-26	.20							
MP 347-06—363-04	.25							
Maximum Speed:	MPH							
Joppa Jct. Wye	20							
MP 363-04—End of track	10							

Operation on BN R.R. between Vienna Jct. and Cook
 Flagging distance 5,190 ft.
 Special Instructions Item 13(1) not in effect between Neilson Jct. and Vienna Jct.

CAIRO SUBDIV.—ILLINOIS DIVISION

Radio communication via Channel One.		Miles	SOUTH STATIONS	NORTH	Station Nos.	Yard Limits: Cairo Jct. to Cairo
SOUTH STATIONS	NORTH					
		120.7	CAIRO JCT.	⊕ ⊕ T	C-130	Maximum Speed 10 MPH
		130.8	MILLER CITY		CG-10	Flagging distance 2,500 ft.
		142.6	ICG	⊕		Maximum wt. 220,000 lbs.
		144.2	CT	⊕		
		145.0	CAIRO	⊙	CG-24	
		24.3				

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Radio communication via Channel One, call-in One.		Miles	SOUTH STATIONS	NORTH	Station Numbers	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH. MP 128.6 to End of Track .10 MPH Yard Limits: MP 128.5 to MP 130.2 Normal position of switch Rush Jct. is lined for movement to and from BN connection. Vertical clearance Morgan Oak and Goodhope Streets at Cape Girardeau will not clear cars in excess of Plate "C". Absolute block in effect between Rush Jct. and Capeau Jct. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13, Paragraph 26.
SOUTH STATIONS	NORTH					
		122.8	CAPEDEAU JCT.		C-132	
		127.0	MARQUETTE		CF-4	
		128.5	RUSH JCT.	⊙	CF-6	
		128.6	⊕ BN	⊕ G		
		130.2	CAPE GIRARDEAU	⊕ ⊕ ⊕	CF-7	
		7.4				

8 STE. GENEVIEVE SUBDIV. — ILLINOIS DIVISION

ST. LOUIS TERMINAL DIVISION

Rule 99 (d) in effect.

Yard Limits: Riverside-Crystal City

At BN crossing Crystal City employees be governed by instructions posted at gate when using this crossing.

Trains originating St. Louis enroute Ste. Genevieve secure BN clearance at Carroll St.

Maximum Speed . . . 20 MPH
Except Ste. Genevieve
Depot-Mosher . . . 10 MPH
Flagging distance 2,450 ft.

Business Tracks MP Sta. No.
McClay Spur . . . 6.2 MC-6
Ag-Nit Spur . . . 8.0 MC-8
Thomure — Track and time must be granted by BN train dispatcher before switches are lined for BN main.

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

Name	BN MP
Crystal City	40.0
Selma	44.6
Rush Tower	48.8
Brickeys	53.2
Coral	56.6
Duren	61.5

Miles	Radio Communication via Channel Two, Call-in One.		Station Nos.	Sidings	
	SOUTH STATIONS	NORTH STATIONS		Cars	Ft.
0.0	RIVERSIDE	ⓄⓈⓉ	X-27		
1.9	HERCULANEUM	ⓄⓈ	MC-2		
4.5	CRYSTAL JCT.		MC-5		
5.2	CRYSTAL CITY	Ⓢ	MC-6		
	24.0 Miles Via BN				
83.0	STE. GENEVIEVE	ⓈⓈⓈ	MB-2		

Operation on BN R.R. between Ste. Genevieve and Crystal City be governed by Uniform Code of Operating Rules and Special Instructions Item 17(b).
Operation on PPG Co. tracks between Crystal City and Crystal Jct.
Max. gross wt. Crystal City to end of track 220,000 lbs.

Thomure Industrial Lead Ste. Genevieve to Derby Jct.:
Maximum Speed (Except as below) . . . 20 MPH
MP 83.0 — MP 87.0 10 MPH
MP 110.0 — MP 118.2 10 MPH
Monsanto Lead and wye 5 MPH
Derail on lead at MP 97.5.

Business Tracks	MP Sta. No.
Thomure	83.0 MB-0
Mosher	87.0 MB-5
Zell	91.5 MB-9
Weingarten	97.4 MB-14
Ogborn	110.7 MB-27
Esther	115.2 MB-32
Central	117.0 MB-34
Derby Jct.	118.2 MB-36

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 O; MP 110.8 Route D; MP 101.7 Route 32.

SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed: MPH
(Except as below) 35
Chicago Subdiv. Conn.
— MP 0-00 10
MP 0-00 — MP 10-20 . . . 25
MP 10-20 — MP 11-03 . . . 10
MP 13-25 — MP 28-00 . . . 25
MP 54-20 — MP 56-05 . . . 10
MP 80-06 — MP 83-00 . . . 10
Flagging distance 5,650 ft.

Between Branch Jct. and ICG Jct. operation over ICG.

Yard Limits: End of Track Salem to MP-2; MP 13-27 to MP 16-0; MP 32-10 to MP 32-30; MP 48-17 to MP 60-0; MP 76-00 — Gage Jct.; MP 80.2 to End of Track at Kellogg.

BUSINESS TRACKS	Sta. MP No.
Selmarville	3.0 MI-4
Hoyleton	23.2 MI-24
Meinert	30.9 MI-31
Oakdale	40.9 MI-41
IP Co.	47.0 MI-47
Zeigler	
Mine #11	51.5 MI-51
Midwest	
Mine	52.0 MI-52
Burning Star	
Mine 3	59.4 MI-62
Evansville	69.6 MI-70

Miles	Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings	
	SOUTH STATIONS	NORTH STATIONS		Cars	Ft.
0.0	SALEM	ⓈⓈ	ZC-252		
11.1	BRANCH JCT.	Ⓢ	MI-12		
13.5	CENTRALIA	Ⓢ	MI-14		
14.0	ICG JCT.	ⓈⓈⓈⓈ	MI-15		
14.5	BIG BEN	Ⓢ	MI-16	39	2077
32.6	NASHVILLE	ⓈⓈⓈⓈ	MI-34		
48.7	COULTERVILLE	ⓈⓈⓈ	MI-49	37	1948
56.6	ICG	Ⓢ	MI-57		
57.4	SPARTA	ⓈⓈⓈⓈ	MI-58	Yd.	
68.5	PAUTLER	Ⓢ	MI-69	55	2855
77.7	GAGE JCT.	Ⓢ			
	2.5 Mi. Via Chester Subdiv.				
80.2	FLINTON	Ⓢ	MI-80	Yd.	
83.0	KELLOGG	Ⓢ	MI-82	Yd.	

Absolute Block in effect between Salem and MP 48-17 and between MP 60-0 and Gage Jct. Be governed by Special Instructions Item 13(26). The train dispatcher is authorized to grant occupancy.

CARONDELET SUBDIV.—ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Numbers	Ⓢ Crestwood, MP 13.9 to MP 15.8 Maximum Speed 20 MPH 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.
	SOUTH	NORTH		
13.0	KIRK JCT.	ⓈⓈ	MX-12	
13.6	BN	Ⓢ		
16.6	GRANT	Ⓢ	GH-4	
23.8	BROADWAY JCT.	T	GH-11	
	10.8			

Absolute block in effect between Kirk Jct. and Broadway Junction. Authority for occupancy must be obtained from control operator Grand Ave.

Block limits established between:

- Kirk Jct. and Sappington Road
 - Sappington Road and Highway 21
 - Highway 21 and Reavis Barracks Road
 - Reavis Barracks Road and Broadway Junction
- Be governed by Special Instructions Item 13 paragraph 26.

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

Miles	Yard Limits: Entire Subdiv.		Station Nos.	Two main tracks between Gratiot St. and Nagel St. Maximum Speed . 20 MPH (except as below) Elevated Track Between 8th St., and Rutger St.: Tangent 15 Curves 10 Gratiot St. Through Interlocking 10
	SOUTH	NORTH		
0.0	GRATIOT ST.	ⓈⓈ		
0.5	POPLAR ST. JCT.	Ⓢ		
1.1	LESPERANCE ST.	ⓈⓈⓈⓈ	X-3	
6.8	DAVIS JCT.	Ⓢ	X-8	
	6.8			

Crossover from the northward to the southward main track at Nagel Street, is the end of two main tracks; single track from Nagel Street to Davis Jct. The south end of the crossover at Nagel Street is equipped with spring switch. Normal position is lined from northward to southward track. All southward trains and engines using northward 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 move against current of traffic between Nagel St. and Jefferson Barracks.

14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Radio Communication via Channel One, call-in One.	STATIONS	Station Nos.	Siding Cars Ft.	NORTH FIRST CLASS	
21 Psg.	22 Psg.						
Mon. Wed. Sat.	Miles	Radio communication at Texarkana via Channel 2.				Sun. Tues. Fri.	
AM	343.6		NO. LITTLE ROCK	X-344	Yd.	PM	
	345.3		ARK RIVER				
s 5 38	345.6		L. ROCK AMTK Sta.	X-346		s 11 45	
	346.0		LR&W				
	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		
s 6 23	388.7		MALVERN	X-389		s 10 42	
	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		PRESOTT	X-442	174 9094		
	449.6		EMMET	X-450	124 6564 n201 10477		
	457.7		HOPE	X-458	s110 5769		
	463.0		GUERNSEY	X-463	118 6186		
	470.3		FULTON	X-471	182 9509		
	478.2		HOMAN	X-478	167 8729		
7 42	480.4		OLEAR LAKE JCT.	X-481			
s 8 04	490.2		TEXARKANA	X-491	Yd.	s 9 03	
AM	146.6					PM	

ABS — CTC between No. Little Rock and Sig. 4888 at Texarkana.

Yard Limits: Sig. 4888 at Texarkana and SSW crossing.

At Texarkana between power crossover at MP 488 pole 30 and SSW Crossing the following will apply:

- Southward or Westward main track is designated as No. 1 main and Eastward or Northward main track is designated as No. 2 main.
- There is no superiority of trains on No. 2 main and all trains and engines must move at speed prescribed by Rule 93 for second and inferior class trains and engines.
- Unless instructed otherwise by the operator at Texarkana, No. 22 will operate on No. 1 main and Rule D-93 will not apply.
- On No. 1 main, all trains and engines must clear the schedule times of No. 21 and No. 22 as prescribed by Rule 93 except they may be authorized to occupy the track upon those schedule times by the operator at Texarkana.
- No. 21 must not pass southward signal at MP 488 pole 30 and No. 22 must not pass eastward signal at National Jct. without permission from the operator at Texarkana regardless of indication displayed by those signals.

TIMETABLE NO. 19

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

MPH	MPH	BUSINESS TRACKS	Sta. MP No.
Maximum Speed	Psgr. Frt.		
(Except as below)	75 60		
MP 339-20 — MP 347-15	40 40	Vogels East Main	351.0 X-351
MP 347-15 — MP 357-10	60 —	Cash Whisle-East Main	352.3 X-352
MP 357-10 — MP 357-24	60 50	Ark Power & Light-West Main	353.4 X-353
MP 361-03 — MP 363-10	60 50	Midwest Castings-West Main	354.0 X-354
MP 363-10 — MP 364-20	70 —	Mabelvale-West Main	355.0 X-355
MP 364-30 — MP 366-11	65 —	AG West Main	356.3 X-356
MP 382-18 — MP 385-35	60 55	Ark Power & Light-East Main	356.5 X-356
MP 388-05 — MP 389-19	35 35	Enmar-East Main	356.7 X-357
MP 414-04 — MP 414-29	70 —	Jacuzzi Bros.-West Main	357.2 X-357
MP 425-31 — MP 426-35	40 40†	Ark. Cont. Corp.	357.4 X-357
MP 434-28 — MP 435-34	65 —	Bryant-West Main	362.7 X-363
MP 441-26 — MP 442-29	50 50†	Perla	386.7 X-387
MP 457-12 — MP 458-09	30 30	Dalerville	410.0 X-410
MP 470-20 — MP 471-09	70 —	Gum Springs	415.5 X-415
MP 471-16 — MP 471-21	40 40	Beirne	430.1 X-430
MP 483-07 — MP 483-21	65 —		
MP 485-35 — MP 488-32	60 —		
MP 488-32 — MP 490-08	25 20		
Union Station Tracks Little Rock	10 10		
Malvern Wye Tracks	10 10		
Maximum speed on controlled sidings	35		
MPH unless otherwise restricted.			

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, all main track crossovers, 5 switches Locust St. and 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.

Crew member must communicate with train dispatcher or control operator Locust St. before operating time release at LR&W automatic interlockings at MP 346.0.

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 *MP 462-00.

HOT SPRINGS SUBDIV. — ARKANSAS DIVISION

Miles	Radio communication via Channel One.	Station Numbers	Sidings Feet	Maximum Speed MPH
				Mountain Pine to MP Jct. 20
				MP Junction to MP 397.7
				(except as below)
				MP 407.6 to MP 407.4
				MP 401.2 to MP 399.9
				MP 398.6 to MP 398.3
				MP 397.7 to Malvern
				(except as below)
				MP 396.3 to MP 396.0
				Butterfield Industrial Lead:
				Butterfield-Haskell 12.6 miles
				(Maximum Speed 10 MPH)
				Natl. Lead Ind. Lead:
				(Max. Speed 10 MPH)
				Special Instructions, Item 9, ap-
				plies Hot Springs 7:00 p.m. -
				7:00 a.m.

Business Tracks	MP	Sta. No.
Mountain Pine		
Spur Track	422.4	XH-88
Suteo	407.9	XH-75
Lake Catherine		
Norris Dispenser	404.5	XH-71
Union Carbide	403.2	XH-70
Ark. Aluminum	402.4	XH-69
General Cable	402.2	XH-68
Rolling Mill	399.9	XH-66
Natl. Lead		
Ind. Lead	393.7	XH-60
Cuffman Lbr. Co.	391.6	XH-55

Yard Limits: Mountain Pine - MP Jct., MP 398.9 to MP 397.0, MP 394.7 to Malvern.

TIMETABLE NO. 19

Radio Communication via Channel Two, call-in One.		Station Numbers	Sidings	
Miles	SOUTH STATIONS NORTH		Cars	Feet
381.5	COTTER..... @ □ V ⊕	WR-125	Yd.	.....
357.4	NORFORK..... @-1	WR-102	100	5950
339.5	CRESWELL.....	WR-83	48	2539
329.6	MOUNT OLIVE.....	WR-73	158	7913
312.4	GUION..... © ⊕	WR-56	45	2364
307.6	MYERSVILLE..... ©	WR-50	86	4738
304.9	BILTMORE.....	WR-49	49	2553
293.0	EARNHARTS.....	WR-36	49	2594
286.1	BATESVILLE... © @-1 ⊕ T ⊕	WR-29	47	2492
265.5	PAROQUET.....	WR-9	83	4363
258.8	DIAZ JCT..... T ⊕	X-259	.....	.....
122.7				

Yard Limits: Diaz Jct. to MP 260-20; MP 379-25 to MP 382-19.

Conditional Yard Limits: MP 283 — MP 289 — 8:01 am to 6:01 pm; MP 306 — MP 308 — 9:01 am to 4:01 pm; MP 311 — MP 313 — 8:01 am to 6:01 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.

Trains enroute to or from Cotter Subdiv. via. Diaz Jct. secure clearance Newport.

Hot Box and Dragging Equipment Detector located *MP 325-00.

Max. Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	49	ZZ Siding	259.5	WR-1
MP 258-24 — MP 259-13	35	Independence	267.7	WR-12
MP 263-28 — MP 264-07	30	Newark	270.3	WR-14
MP 275-00 — MP 277-21	40	Arkansas Eastman	273.6	WR-17
MP 277-21 — MP 279-15	35	Sulphur Rock	276.3	WR-20
MP 279-15 — MP 284-00	40	Moorefield	281.4	WR-25
MP 284-00 — MP 285-10	30	Pfeiffer Spur	283.6	WR-27
MP 285-10 — MP 286-00	20	Cushman Spur	288.1	WR-31
MP 286-00 — MP 286-15	10	Sylamore	325.0	WR-68
MP 286-15 — MP 288-03	30	Calico Rock	341.4	WR-85
MP 305-20 — MP 306-21	25	When operating over Arkansas Eastman, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.		
MP 308-05 — MP 308-07	45			
MP 318-23 — MP 319-18	25			
MP 339-10 — MP 341-20	30			
MP 359-03 — MP 360-11	25			
MP 374-09 — MP 376-02	35			
Flagging distance 9,600 ft.				

Radio Communication via Channel One, call-in Two.		Station Numbers	Sidings		MPH Maximum Speed 50 (except as below)
Miles	SOUTH STATIONS NORTH		Cars	Feet	
380.7	MEMPHIS(Sargent Yd.)	XG-93	Yd.	.....	MP 298-08
380.6	KC JCT @SOU.. G. ⊕				MP 299-03..... 40
378.2	TEXAS ST @ICG @S				MP 331-29 —
378.1	KENTUCKY ST @ □ ⊕				MP 336-05..... 40
375.8	BRIDGE JCT... @BN @	XG-88			North and South weye Bald Knob 15
375.2	BRIARK.....	XG-87			20 MPH between Briark and Kentucky St.
370.0	PRESLEY JCT... @BN ©	XG-82			Southward trains secure clearance Kentucky Street.
361.5	CRAWFORDSVILLE... T ⊕ ⊕	XG-74	190	9882	
332.4	WYNNE..... ⊕MP ⊕ ⊕	C-304	171	8935	Business Tracks
318.8	FAIR OAKS... ⊕ SSW @	XG-31	162	8472	MP Sta. No.
300.0	NEW AUGUSTA.....	XG-12	124	6474	Rio Vista ... 292.8 XG-6
298.5	WHITE RIVER..... @ ⊕				Patterson ... 307.3 XG-19
287.9	BALD KNOB... □ @-2 T	X-288			McCrary... @-2.309.3 XG-21
	92.8				Hamlin ... 324.7 XG-37
					Levesque ... 337.5 XG-50
					Parkin ... 346.9 XG-59
					Smithdale ... 348.9 XG-60
					Earle .. @-2.352.1 XG-64
					Gavin ... 368.0 XG-80
					W. Memphis Ind. Ld. ... 370.0 XG-85
					Tenark Ind. Lead: Maximum Speed... 10 MPH SSW Jct. to Tenark ABS-CTC Briark to SSW Jct. via SSW RR. SSW Jct. ... 355.6 Tenark ... 354.5 CH-42

Movement of trains and engines between Sargent Yard and Kentucky St. must be made at low speed and only on authority of operator Kentucky St.

ABS — CTC between Bald Knob and Kentucky Street.

Two main tracks between Briark and Kentucky St.

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

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 292-17, *MP 324-25 and *MP 348-15.

18 SHERIDAN SUBDIV. — ARKANSAS DIVISION

Yard Limits entire subdiv. Maximum Speed 10 MPH		Miles	Radio Communication via Channel One.		Station Numbers
BUSINESS TRACKS	MP		SOUTH STATIONS	NORTH STATIONS	
Bannister Spur	379	368.3	SHERIDAN JCT.	④	X-368
Wampler Spur		368.6	0.3 C.R.I. & P	④	
		390.2	21.6 SHERIDAN		XH-24
			21.9		

Note: Trains and engs. must stop and proceed only after member of crew has protected crossing at Highway No. 270, Sheridan.

NORMAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	Radio Communication via Channel One.		Station Numbers
Maximum Speed	MPH		SOUTH STATIONS	NORTH STATIONS	
Maximum Speed	20				
(except as below)					
MP 457-20 — MP 457-25	10				
MP 472-00 — MP 472-02	10				
Flagging Distance 2,760 ft.					
Yard Limits — Gurdon to MP 430-00.					
Business Tracks	MP. Sta. No.	426.3	GURDON	④ ⑤ ⑥ -1 T ⑤	X-426
Summit	433.1 XL-7	441.0	OKOLONA		XL-15
Pike City Jct.	XL-20	446.5	DELIGHT JCT.		XL-20
Rosboro	469.8 XL-43	454.0	GRAYSONIA		XL-28
Birds Mill	478.9 XL-52	465.3	AMITY		XL-39
Delight Industrial Lead:					
Delight Jct.—Delight		473.5	GLENWOOD		XL-47
Max. speed 20 MPH		480.7	CADDO GAP		XL-54
Antoine	447.9 EF-1	485.9	NORMAN		XL-60
Delight	452.1 EF-6		59.6		

NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	Radio Communication via Channel One.		Station Numbers
Maximum Speed	MPH		SOUTH STATIONS	NORTH STATIONS	
Maximum Speed	30				
(except as below)					
MP 457.1 — MP 458.0	10				
MP 483.2 — MP 483.3	10				
Flagging Distance 5,070 ft.					
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nashville, MP 481-05 to Perkins, end of subdivision.					
Business Tracks:		457.7	HOPE	④ -1 ④ T	X-458
North Hope — XJ-4.		483.1	NASHVILLE	④ GN & A. ④ ⑤ ⑥	XJ-26
		493.1	PERKINS	④	XJ-36
			35.3		

GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed		Miles	Radio Communication via Channel One.		Station Numbers	Sidings	
(Except as below)	MPH		SOUTH STATIONS	NORTH STATIONS		Cars	Ft.
MP 456-06 — MP 456-25	30	426.3	GURDON	④ ⑤ ⑥ -1 T ⑤	X-426	Yd.	
MP 458-26 — MP 460-27	20		26.1				
MP 487-05 — MP 492-25	20	452.4	LESTER		E-26	65	3412
Monsanto Lead 10 MPH		459.8	CAMDEN	④ -1 ④ ⑤	E-33		
Flagging Distance 6,500 ft.		460.8	④ SSW	④			
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 430-00; MP 457-17 to MP 463-20; El Dorado: MP 487-05 to MP 495-29.		463.1	CULLENDALE	④	E-37		
BUSINESS TRACKS	MP No.	474.5	LOUANN		E-48	121	6321
Barringer	431.5 E-5	487.5	MONSANTO	④	E-61	61	3222
Reader	437.6 E-11	492.2	EL DORADO	④ ⑤ T ⑤ ⑥	E-66	Yd.	
Chidester	444.7 E-18		65.9				
Kraft	461.3 E-35						
Smackover	478.8 E-52						
Norplet	484.5 E-58						

WYNNE SUBDIV. — LOUISIANA DIVISION 19

Radio Communication and call in via Channel Two.		Miles	Radio Communication via Channel One.		Station Numbers	Sidings		Maximum Speed MPH (Except as Below) ... 50
SOUTH STATIONS	NORTH STATIONS		Cars	Feet				
		219.9	PARAGOULD	④ ⑤	C-243	139	7262	MP 235.3 —
		221.6	1.7 PARAGOULD JCT.		C-245			MP 235.5 ... 35
		235.3	13.7 JONESBORO JCT.		C-259			MP 242.1 —
		238.0	2.7 JONESBORO	④ BN ④ -2 A ④	C-262	160	8358	MP 243.6 ... 45
		256.7	18.7 HARRISBURG		C-280	125	7661	MP 278.3 —
		278.0	21.3 NORTH WYNNE					MP 280.7 ... 40
		281.0	3.0 WYNNE	④ MP ④ ⑤ ⑥ -2 ④ T ④	C-304	125	7313	MP 295.5 —
		290.9	9.9 CALDWELL		C-314	125	7230	MP 297.7 ... 25
		296.4	5.9 FORREST CITY	④ SSW ④	C-319			MP 311.0 —
		314.0	17.6 MARIANNA		C-337	125	6975	MP 313.6 ... 30
		325.5	11.5 LEXA		C-349	120	6787	MP 365.4 —
		326.5	1.0 HELENA JCT.	T ④	C-351			MP 366.4 ... 30
		339.5	13.0 LAKEVIEW		C-363	125	6975	MP 372.5 —
		368.7	29.2 SNOW LAKE		C-392	125	6985	MP 382.1 ... 30
		377.8	9.1 WHITE RIVER	④ ④				MP 406.8 —
		381.1	3.3 MEDINA		C-405	79	4123	MP 408.1 ... 20
		382.0	0.9 ARKANSAS RIVER	④				Maximum speed on controlled sidings 35 MPH unless otherwise restricted.
		387.0	5.0 WATSON	④ -2 ④	C-411	125	6946	Flagging distance 2 miles
		406.8	19.8 NORTH McGEHEE	④				Yard Limits: MP 406.8 to Jct. with Monroe Subdiv.
		408.1	1.3 McGEHEE	④ ⑤ T ⑤ ⑥	C-432	Yd.		
			188.2					

BUSINESS TRACKS	Sta. MP No.	BUSINESS TRACKS	Sta. MP No.	BUSINESS TRACKS	Sta. MP No.
Greenfield	251.6 C-275	Yaletowne	293.3 C-317	Mellwood	④ -2.356.6 C-380
Barbon	260.7 C-284	LaGrange	321.2 C-345	Ferguson	④ .362.2 C-386
Whitehall	262.4 C-286	Barton	329.2 CK-12	Vestal Spur	④ .377.4 C-401
Cherry Valley	267.8 C-291	Oneida	335.3 C-359	Rohwer	④ .396.4 C-420
Vandale	274.3 C-298	Wabash	341.1 C-365	Cypress Bend	④ .399.7 C-423
Colt	286.2 C-310	Elaine	347.1 C-371	McArthur	④ .402.5 C-426

ABS — CTC — Between Jonesboro Jct. and North McGehee.

ABS — CTC — Between Paragould Jct. and Jonesboro Jct. via SSW.

SSW Stations Paragould Jct. and Jonesboro Jct.:

Station	SSW MP
Brookland	115.7
Farville	117.8

Hot box and dragging equipment detectors located at *MP 250.7, *MP 268.5, *MP 287.5, *MP 309.9, *MP 329.8, *MP 350.0, *MP 371.0 and *MP 389.0.

Remote control switches are No. 15, 16, or 20 except south end siding Lexa.

Northward trains secure clearance at McGehee.

Train orders, clearances and messages received by southward trains Illinois to Paragould will be turned over to relieving crew at Paragould. Train orders, clearances and messages received by northward trains McGehee to Paragould will be turned over to relieving crew at Paragould. If relief crew is not on duty, both inbound and outbound crews be governed by Timetable Item 13(14).

Helena Industrial Lead: Helena Jct. to Helena 12.0 miles — Max. speed 20 MPH except 10 MPH MP 336.28 to MP 338.20.

Stations:	MP	Sta. No.
Wycamp	329.6	CJ- 3
Helena	338.6	CJ-12

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

Trains and engines operating between Little Rock and Rock St. Jct. and between N. Little Rock and Rock St. Jct. will be governed by instructions of Crest yardmaster or control operator at Locust St.

Maximum Speed	MPH
Between Little Rock and Texmo Jct.:	
(Except as below).....	50
Little Rock to Rock St. Jct.....	10
MP 343-20 — MP 347-25..	10
MP 347-25 — MP 349-21..	35
MP 385-28 — MP 389-24..	20
MP 427-15 — MP 428-08..	35†
MP 446-05 — MP 447-23..	20
MP 408-12 — MP 409-07..	20
MP 473-02 — MP 474-00..	25†
MP 480-28 — MP 481-07..	25†
MP 498-27 — MP 504-10..	20
MP 528-03 — MP 531-20..	30
MP 537-03 — MP 538-03..	30†
MP 571-27 — MP 575-10..	40
MP 582-11 — MP 585-25..	40
MP 593-02 — MP 593-04..	30
MP 596-14 — Texmo Jct..	20

Remote control switches are No. 16 except — North end siding Higgins, South end sidings Hensley, White Bluff; Texmo Jct. and South end Monroe.

No. 16 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.

6 axle units must not operate over north leg of wye Collinston.

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.

Yard Limits: MP 345-39 (Little Rock) to MP 346-01; MP 343-29 (N. Little Rock) to MP 346-01; MP 596-22 to Texmo Jct.

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.

Pine Bluff ⊙ in effect 10:00 p.m. until 6:00 a.m.

Maximum Vertical Clearance on Smith Main 18 ft. 2 inches and on Smith No. 1 19 ft. 0 inches ATR without restrictions.

Radio Communication via Channel One.				Station Numbers	Sidings	
Miles	SOUTH ▼	STATION	NORTH ▲		Cars	Feet
345.6		LITTLE ROCK.....	Ⓞ	X-346		
		1.2				
346.4		ROCK ST. JCT.....				
343.6		NO. LITTLE ROCK.....	Ⓞ ⊙ ⊕ ⊗	X-344		
		1.3				
345.0		ARKANSAS RIVER.....	Ⓞ ⊕ ⊗			
		0.1				
346.4		ROCK ST. JCT.....				
		0.4				
346.9		Ⓞ LR&W.....	Ⓞ			
		2.2				
349.1		EAST LITTLE ROCK.....	Ⓞ L.R.P.A. ⊕	K-4		
		4.9				
354.1		HIGGINS.....		K-9	175	9150
		10.4				
364.5		HENSLEY.....		K-19	167	8700
		6.0				
370.5		WHITE BLUFF.....	Ⓞ	K-25		
		17.9				
388.4		Ⓞ SSW.....	Ⓞ			
		2.5				
390.9		PINE BLUFF.....	Ⓞ ⊕ ⊗	K-43	220	11385
		18.7				
409.6		GRADY.....		K-64	194	10138
		10.5				
420.2		GOULD.....	Ⓞ	K-75	59	3108
		7.6				
427.9		DUMAS.....	Ⓞ	K-82	79	4147
		3.1				
431.0		PICKENS.....		K-86	187	9731
		16.2				
447.2		McGEHEE.....	Ⓞ ⊕ ⊗	C-432	Yd.	
		7.5				
408.1		DERMOTT.....		C-439	115	5996
		6.3				
422.0		HUDSPETH.....		C-446	170	8873
		10.1				
432.1		MONTROSE.....		C-456	110	5729
		4.2				
436.4		PORTLAND.....	Ⓞ	C-460	84	4368
		3.7				
440.1		SUNSHINE.....		C-464	175	9139
		9.1				
449.3		WILMOT, ARK.....		C-473		
		11.4				
460.8		BONITA, LA.....		C-484	181	9445
		12.7				
473.5		MER ROUGE.....		C-497	102	5323
		7.4				
481.0		COLLINSTON.....	Ⓞ ⊕	C-505	180	9360
		10.7				
491.8		SWARTZ.....		C-515	176	9181
		9.2				
501.0		HUTTIG JCT.....	Ⓞ	C-524		
		0.1				
501.1		Ⓞ ICG.....	Ⓞ ⊕ ⊗			
		1.8				
502.9		MONROE.....	Ⓞ ⊕ ⊗	C-525	Yd.	
		13.7				
516.6		BOSCO.....		C-540	181	9433
		11.6				
528.2		OUACHITA RIVER.....	Ⓞ ⊕			
		6.7				
535.1		GRAYSON.....	Ⓞ	C-558	176	9200
		13.6				
548.7		OLLA.....		C-572	152	7952
		4.1				
552.8		URANIA.....		C-576	109	5696
		3.7				
556.5		TULLOS.....		C-580	56	2946
		5.0				
561.6		GEORGETOWN.....	Ⓞ LOAM ⊕	C-585	153	8003
		15.3				
576.9		ANTONIA.....		C-601	184	9584
		14.2				
592.6		TIOGA.....	Ⓞ KCS ⊕	C-616	154	8029
		2.5				
595.1		Ⓞ KCS.....	Ⓞ			
		1.4				
596.5		RED RIVER.....	Ⓞ			
		0.1				
596.6		RED RIVER JCT.....	Ⓞ	C-620		
		1.1				
597.8		TEXMO JCT.....	Ⓞ ⊕	TB-196		
		3.7				
601.5		ALEXANDRIA.....	Ⓞ ⊕ ⊗	C-625	Yd.	
		294.0				

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv. Radio communication at Alexandria; operator channel one, yardmaster channel two.

22 HUTTIG SUBDIV.—LOUISIANA DIVISION

Maximum Speed MPH (Except as below) . 25		Radio Communication via Channel one.		Station Numbers
Miles	SOUTH ▼ STATIONS	NORTH ▲ STATIONS		
MP 524-21 —				
MP 524-29	20			
MP 553-20 —				
MP 553-22	10			
MP 563-00 —				
MP 565-00	10			
MP 566-00—Huttig Jct. 10				
Inside IMC Plant				
Sterlington	5			
Flagging distance 3,590 ft.				
Note—Trains and engines must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566-00, Loop Road MP 564.09 and DeSiard St. MP 568-10.				
Business Tracks MP No.	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	⊠ ⊙ ⊙ T § ⊕		E-66
14.5				
506.8	URBANA			E-80
6.0				
512.8	STRONG			E-86
12.6				
527.2	HUTTIG, ARK.	⊙ §		F-3
3.1				
530.3	LITROE, LA.			F-6
12.4				
542.8	HAILE			F-18
10.9				
553.7	OUACHITA RIVER	⊙ ⊙ ⊕		
0.2				
554.0	STERLINGTON	⊙		F-30
14.4				
568.1	⊠ A. & L. M.	⊙ ⊙		
0.5				
568.6	HUTTIG JCT.	⊙ ⊙		
0.4				
	MONROE	⊠ T ⊙ § ⊕		C-525
	75.6			

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

Yard Limits: MP 491-05 to MP 495-29; MP 526-05 to MP 528-00; MP 552-15 to MP 556-20; MP 566-00 to Huttig Jct.

COLLINSTON SUBDIV.—LOUISIANA DIVISION 23

Radio Communication via Channel One.		Radio Communication via Channel One.		Station Numbers	Sidings		Rule 99 (d) in effect.
Miles	SOUTH ▼ STATIONS	NORTH ▲ STATIONS			Cars	Feet	
BASTROP IND. LEAD 6.8 MILES (COLLINSTON-BASTROP)							
VIDALIA IND. LEAD 9.3 MILES (FERRIDAY-VIDALIA)							
560.4	COLLINSTON	⊙ T ⊕		C-505			Maximum Speed: MPH (Except as below) . 25 All tracks Collinston . 10 MP 637-08 (#10 Turnout) . . . 10 MP 641-26 — MP 643-14
7.1							MP 643-14
567.5	OAK RIDGE			E-141			Vidalia Ind. Lead 20 MPH except 10 MPH over Highway 65. Bastrop Ind. Lead (Except as below) . . . 30 MP 553-09 — MP 553-26
10.4							All tracks Natchez . . . 10 Flagging distance 3,360 ft.
577.9	RAYVILLE ⊙ ICG	G		E-151	45	2371	Yard Limits: MP 560-00 — MP 561-25; MP 637-05 — Ferriday
11.6							BUSINESS TRACKS MP Sta. No. No.
589.6	MANGHAM			E-163			Bastrop ⊙ . . . 553.6 E-127 Archibald . . . 586.8 E-160 Baskin . . . 593.5 E-167 Franklin
10.7							Homes . . . 597.5 E-171 Chase . . . 605.5 E-179 Gilbert . . . 609.5 E-183 Peck . . . 618.2 E-192 Clayton . . . 636.0 E-210 Concordia Jct. 643.4 E-217 Vidalia ⊙ T 651.6 E-226 Natchez ⊙ ⊕ . . . E-227
600.3	WINNSBORO			E-174	49	2550	
14.0							
614.4	WISNER			E-188			
9.0							
623.5	SICILY ISLAND			E-197			
12.4							
635.9	TENSAS RIVER	⊕					
1.3							
637.2	CLAYTON JCT.	⊙		E-211			
5.5							
642.2	FERRIDAY	⊠ ⊙		E-216	Yd.		
	82.0						

WARREN SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect.		Radio Communication via Channel One.		Station Numbers
Miles	SOUTH ▼ STATIONS	NORTH ▲ STATIONS		
Yard Limits: MP 442-00 to MP 447-10; MP 460-10 to End of Track. Maximum Speed 30 MPH Flagging distance 4,140 ft. Note—Trains and engines move over crossing, MP 445-22 when protected by crew member.				
BUSINESS TRACKS MP No.	Sta. No.			
Baxter	426.5 KC-10			
Cominto	434.0 KC-17			
Killin	442.5 KC-28			
Wilmar	454.0 KC-37			
422.6	DERMOTT			C-439
22.6				
445.3	MONTICELLO ⊙ A.D. & N. ⊕ ⊙			KC-29
16.1				
461.4	WARREN	⊙		KC-45
	38.7			

LAKE PROVIDENCE SUBDIV.—LOUISIANA DIVISION

Radio Communication via Channel One.		Radio Communication via Channel One.		Station Numbers	Sidings		Rule 99 (d) in effect.
Miles	SOUTH ▼ STATIONS	NORTH ▲ STATIONS			Cars	Feet	
Maximum Speed . . . 25 MPH Except: MP 481-00 — MP 487-00 . . . 20 MPH Flagging distance 3,360 ft.							
408.1	McGEEHEE	⊠ ⊙ ⊕ T § ⊕		C-432	Yd.		BUSINESS TRACKS MP Sta. No. No.
16.0							Trippe . . . 412.1 K-10/ Chicot . . . 440.0 K-13/ Shelburn . . . 463.1 K-15/ H & W Warehouse . 463.8 K-15 Hollybrook . 474.4 K-16 Fransylvania . 478.5 K-17 Talla Bena T. 490.9 K-18 Somerset . . . 516.0 K-21 Goldman . . . 544.4 K-24 Azucena . . . 549.4 K-24
424.1	MACON LAKE			K-118			YARD LIMITS: McGehee—MP 410.2 MP 549.4—Clayton Jct.
7.2							Talla Bena Ind. Lead 2.2 miles—Maximum speed 20 MPH
431.3	LAKE VILLAGE	T		K-126	49	2574	
15.5							
446.8	EUDORA, ARK.			K-141	51	2654	
10.9							
457.7	MILLIKIN, LA.			K-152			
12.4							
470.1	LAKE PROVIDENCE			K-165	49	2597	
17.3							
487.4	SONDHEIMER			K-182			
11.0							
498.4	TALLULAH ⊙ ICG	⊠ ⊕		K-194	39	2051	
13.1							
511.5	QUIMBY			K-207			
11.8							
523.3	NEWELLTON			K-219	50	2607	
10.4							
533.7	ST. JOSEPH			K-229			
12.4							
546.1	WATERPROOF			K-242			
11.1							
557.2	CLAYTON JCT.	⊙ ⊕		E-211			
	149.1						

WEST			Miles	STATIONS	Station Numbers	Sidings Cars Feet	EAST	
First Class		Daily					First Class	
31 Pgr.	33 Pgr.						30 Pgr.	32 Pgr.
			0.0	GRATIOT ST. (R) (V)				
			1.3	23rd STREET (R) (V)				
			2.3	GRAND AVE. (R) (V)	MX-2			
5 00	8 00		0.5	ST. LOUIS (R) (V)	MX-1		1 30	10 40
			2.3	GRAND AVE. (R) (V)	MX-2			
			3.6	IRON MTN. JCT. (R) (V)	X-1			
			6.8	MAPLEWOOD I (R) (V)	MX-7			
			10.8	WEBSTER (R) (V)	MX-11			
			13.2	KIRK JCT. (R) (V)	MX-12			
s 5 27	s 8 27		13.4	KIRKWOOD (R) (V)	MX-13		s 12 48	s 9 48
			18.7	PARK (R) (V)	MX-18			
			23.4	BOYD (R) (V)	MX-22			
			32.2	DOZIER (R) (V)	MX-31			
			37.0	SUMMIT (R) (V)	MX-36			
			46.5	SOUTH POINT (R) (V)	MX-52			
			51.7	WASHINGTON (R) (V)	MX-54			
			54.9	PACE (R) (V)	MX-58			
			57.7	GASCONADE JCT. (R) (V)	MX-86			
			86.2	MORRISON JCT. (R) (V)	MX-91			
			90.9	CHAMMOIS (R) (V)	MX-100			
			100.2	BONNOT JCT. (R) (V)	MX-116			
			116.7	OSAGE JCT. (R) (V)	MX-117			
			117.3	MOREAU (R) (V)	MX-124			
s 7 13	s 10 13		125.3	JEFFERSON CITY (R) (V)	MX-125		s 11 02	s 8 02
			127.9	RIVER JCT. (R) (V)	MX-128		10 53	7 53
			140.2	CENTERTOWN (R) (V)	MX-140	71 4082	10 40	7 40
7 35	10 35		144.7	McGIRK (R) (V)	MX-144	73 4304	10 35	7 35
			150.3	CALIFORNIA (R) (V)	MX-150	62 4017	10 30	7 30
			166.1	DOW (R) (V)	MX-166	150 9240	10 15	7 15
			175.7	OTTERVILLE (R) (V)	MX-175	40 2542	10 05	7 05
			181.1	SMITHTON (R) (V)	MX-181	56 3758	10 01	7 01
			187.7	© MKT. (R) (V)				
s 8 18	s 11 18		188.9	SEDALIA (R) (V)	MX-188	88 4414	s 9 53	s 6 53
			195.7	DRESDEN (R) (V)	MX-195	153 7664	9 44	6 44
			200.9	LAMONTE (R) (V)	MX-200	48 2890	9 39	6 39
			208.1	KNOBNOTER (R) (V)	MX-208	110 6167	9 32	6 32
s 8 55	s 11 58		218.4	WARRENSBURG (R) (V)	MX-218	39 2740	s 9 22	s 6 22
			224.4	CENTERVIEW (R) (V)	MX-224	150 9508	9 13	6 13
			232.8	HOLDEN (R) (V)	MX-232	51 3398	9 05	6 05
			237.5	KINGSVILLE (R) (V)	MX-237	44 2867	9 01	6 01
			243.0	STRASBURG (R) (V)	MX-242	73 4293	8 55	5 55
			249.2	PLEASANT HILL (R) (V)	MX-249	181 9862		
			252.3	AVON (R) (V)	MX-252	76 4166		
s 9 39	s 12 43		259.8	LEE'S SUMMIT (R) (V)	MX-259	155 8840	s 8 37	s 5 37
			265.1	LITTLE BLUE (R) (V)	MX-265	61 3279		
s 9 59	s 1 03		273.2	INDEPENDENCE (R) (V)	MX-273	117 6350	s 8 21	s 5 21
			276.8	ROCK CR. JCT. (R) (V)	MX-276			
10 35	1 45		283.0	KANS. CITY (Un.Sta.) (R) (V)	MX-282		8 00	5 00

TIMETABLE NO. 19

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)	Pgr. Frt.	(Except as below)	Pgr. Frt.
Thru Grand Ave. Interlocking	75 60	MP 227-18 — MP 227-31	65 —
Between Grand Ave. and Iron Mountain Jct.	10 10	MP 231-25 — MP 232-32	65 —
MP 3-25 — MP 13-13	45 35	MP 232-32 — MP 233-07	55 —
MP 13-13 — MP 13-25	50 40	MP 248-18 — MP 249-14	45 45
MP 13-25 — MP 13-37	50 50	MP 256-15 — MP 257-08	65 —
MP 13-37 — MP 15-14	50 50	MP 257-08 — MP 259-28	60 45
MP 15-14 — MP 15-24	65 —	MP 259-28 — MP 260-07	35 35+
MP 17-03 — MP 21-00	70 —	MP 260-07 — MP 261-22	65 —
MP 21-00 — MP 21-25	60 55	MP 264-11 — MP 264-13	55 55+
MP 21-25 — MP 23-11	60 55	MP 264-13 — MP 265-28	60 40
MP 23-11 — MP 27-04	60 60	MP 265-28 — MP 265-32	40 40+
MP 27-04 — MP 28-28	60 55	MP 270-36 — MP 276-28	35 35
MP 30-21 — MP 31-12	65 55		
MP 32-25 — MP 33-31	70 —		
MP 33-31 — MP 34-29	60 —		
MP 34-29 — MP 35-08	50 50		
MP 35-08 — MP 44-15	70 —		
MP 48-33 — MP 49-29	65 —		
MP 49-29 — MP 55-17	70 —		
MP 58-16 — MP 58-37	70 —		
MP 61-29 — MP 66-37	60 55		
MP 66-37 — MP 67-08	60 50		
MP 70-25 — MP 71-12	65 —		
MP 72-08 — MP 75-28	50 50		
MP 80-10 — MP 81-16	50 50		
MP 83-34 — MP 84-36	55 55		
MP 84-36 — MP 86-08	70 50		
MP 86-08 — MP 87-37	65 55		
MP 87-37 — MP 89-10	45 45		
MP 89-10 — MP 89-27	60 55		
MP 89-27 — MP 92-06	70 —		
MP 92-06 — MP 93-03	60 55		
MP 93-03 — MP 94-13	70 —		
MP 94-13 — MP 97-22	65 —		
MP 97-22 — MP 97-30	60 55		
MP 106-33 — MP 107-01	60 55		
MP 107-01 — MP 108-32	70 —		
MP 108-32 — MP 109-04	65 —		
MP 109-04 — MP 109-35	70 —		
MP 113-33 — MP 114-02	70 —		
MP 115-27 — MP 126-29	75 55		
(Except as below)			
MP 115-27 — MP 116-34	55 —		
MP 116-34 — MP 117-12	50 50		
MP 117-12 — MP 118-25	60 —		
MP 118-25 — MP 121-20	70 —		
MP 123-25 — MP 124-24	65 —		
MP 124-24 — MP 126-29	45 45		
(Except as below)			
MP 126-29 — MP 128-18	55 —		
MP 128-18 — MP 129-28	55 —		
MP 129-28 — MP 132-15	60 —		
MP 132-15 — MP 132-28	55 —		
MP 132-28 — MP 136-18	60 —		
MP 136-18 — MP 139-00	55 45		
MP 139-00 — MP 143-32	60 —		
MP 146-04 — MP 147-20	60 —		
MP 147-20 — MP 148-37	65 —		
MP 150-04 — MP 151-07	50 50		
MP 151-07 — MP 151-21	65 —		
MP 153-21 — MP 155-35	60 —		
MP 156-30 — MP 162-04	65 —		
MP 162-04 — MP 163-00	50 50		
MP 166-38 — MP 168-13	65 —		
MP 168-13 — MP 171-07	55 50		
MP 171-07 — MP 173-31	65 —		
MP 173-31 — MP 174-11	60 —		
MP 174-11 — MP 178-10	65 —		
MP 178-10 — MP 178-27	60 —		
MP 183-24 — MP 187-25	65 —		
MP 187-25 — MP 190-04	40 40		
MP 190-04 — MP 193-18	60 —		
MP 200-25 — MP 201-04	55 —		
MP 205-11 — MP 208-04	65 —		
MP 208-04 — MP 208-07	55 —		
MP 208-07 — MP 208-25	65 —		
MP 211-38 — MP 212-18	65 —		
MP 216-25 — MP 218-28	35 35		
MP 218-28 — MP 221-14	55 50		
MP 221-14 — MP 222-14	60 —		

Overhead clearance under Municipal Bridge approach 10th St. — Break up Lead 17 ft. 6 in.; House track Lead 17 ft. 11 in.; House 4 and 6 13 ft. 6 in.; House 7 and 8 19 ft. 8 in.; House 10 and 11 19 ft. 11 in. Piggybacks, loaded tri-levels and vert-a-pac cars will not clear. Crews handling cars make sure all cars will clear bridge approach.

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

Loaded cars of missile motors must have missiles inspected at Jefferson City before departure.

TIMETABLE NO. 19

26 SEDALIA SUBDIV. — NORTHERN DIVISION

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

Special Instructions, Item 11, paragraph 2, will not apply between Moreau and River Jct.

Two main tracks between Gratiot St. 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 operator at Grand Ave. and must not exceed 20 MPH. Trains and engines moving with the current of traffic and delayed must ascertain from operator at Grand Ave. location of overdue first class trains and clear as instructed.

Trains or engines must not foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from operator at Grand Ave.

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 120-11, *MP 152-31, *MP 184-11, *MP 230-09 and *MP 255-28.

CARTHAGE SUBDIV. — NORTHERN DIVISION 27

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

All Carthage Subdiv. trains secure clearance at Carthage.

Aurora is register station for originating and terminating trains only.

YARD LIMITS:

Jct. Sedalia Subdiv. to MP 250-00; Carthage — MP 361-20 to MP 524-20; MP 490-00 to MP 487-00 and MP 383-20 to MP 370-25.

BUSINESS TRACKS:

	MP	Sta. No.
Milo	324.0	P-75
Irwin	335.7	P-86
Carytown	358.3	P-109
Empire Spur	512.2	WR-258
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

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.

Dragging equipment detectors located at MP 426 and MP 455 equipped with steady burning white light to indicate "System On". "System On" light must be illuminated during passage of entire train. If not illuminated crew must make inspection of entire train and notify train dispatcher.

Revolving white beacon at top of pole when activated indicates dragging equipment is detected and crew must inspect entire train.

Maximum Speed	MPH	Maximum Speed	MPH
MP 249-06 — MP 364-03		MP 468-14 — MP 409-33	
(Except as below)	49	(Except as below)	40
MP 258-14 — MP 259-30	40	MP 467-26 — MP 467-15	30
MP 298-24 — MP 299-20	25	MP 460-04 — MP 459-20	30
MP 317-20 — MP 317-28	35	MP 454-15 — MP 454-10	35
MP 364-01 — MP 364-03	15	MP 447-21 — MP 445-15	25
MP 527-30 — MP 468-14		MP 436-24 — MP 429-13	30
(Except as below)	49	MP 422-25 — MP 422-18	35
MP 527-30 — MP 527-00	15	MP 420-22 — MP 420-12	30
MP 511-24 — MP 511-19	40	MP 409-33 — MP 381-25	
MP 490-15 — MP 488-00	20	(Except as below)	49
MP 483-07 — MP 481-18	40	MP 404-27 — MP 399-03	40
MP 481-18 — MP 478-01	45	MP 399-03 — MP 393-21	45
MP 478-01 — MP 477-30	30†	MP 393-21 — MP 392-02	40
MP 471-05 — MP 470-21	40	MP 385-25 — MP 381-25	40

Flagging distance 2 miles

CARTHAGE SUBDIV. — NORTHERN DIVISION

Mile	SOUTH	STATIONS	NORTH	Station Numbers	Sidings	
					Cars	Feet
249.2		PLEASANT HILL... @-1	T	MX-249	181	9862
249.1		@SSW	A			
253.7		ORE		P-5	78	4258
258.8		HARRISONVILLE... T @B.N.		P-10	35	2264
265.4		LONE TREE		P-16	73	4039
277.6		ADRIAN		P-29	81	4751
287.1		BUTLER	@-1	P-38	79	4622
298.9		RICH HILL		P-50	115	6523
302.4		PANAMA		P-54	76	5066
307.4		HORTON		P-58	44	2363
317.4		NEVADA	@-1	P-69	Yd.	
319.3		NASSAU JOT	T	P-71		
330.8		SHELDON		P-82	74	4368
341.1		LAMAR	@B.N.	P-93	155	7762
353.5		JASPER		P-105	74	4434
364.1			@T			
527.6		CARTHAGE @B.N.	A @ V	P-115		
525.8		PEARL			149	7473
506.8		STOTTS CITY		WR-250	91	4956
489.6		@B.N.	A			
489.1		AURORA	@	WR-232	56	3178
477.8		CRANE	@	WR-221	Yd.	
460.7		REEDS SPRING		WR-204	36	2308
450.9		GREINA		WR-194	125	6658
447.3		BRANSON	@	WR-191	45	2609
445.7		HOLLISTER, MO		WR-189	36	2166
432.7		CRICKET, ARK		WR-176	33	2022
415.5		BERGMAN		WR-159	135	7594
392.3		YELLVILLE		WR-136	53	2891
381.5		COTTER	@	WR-125	72	3829

28 SPRINGFIELD SUBDIV.—NORTHERN DIVISION

All tracks at Springfield are yard tracks.			
Max. Speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets.			
Miles	SOUTH STATIONS ↓	NORTH STATIONS ↑	Station Numbers
488.2	AURORA.....	⊙ ⊙ ⊙ ⊙	WR-232
VIA BN 29.9 MILES			
511.1	SPRINGFIELD.....	⊙ ⊙ ⊙ ⊙	PD-34
29.9			

Operation via BN between Springfield and Aurora. See Item 17(b) Special Instructions. Crew secure clearance at Springfield and Aurora before occupying BN tracks. When BN operator at Aurora not on duty clearance not required but permission must be secured from BN Train Dispatcher before occupying BN 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.

BN Stations:	Mile Post
Marionville	264
Logan	282
Billings	257
Republie	252
Brookline	247
Nichols	242

WEBB CITY SUBDIV.—NORTHERN DIVISION

YARD LIMITS ENTIRE SUBDIV.			
Miles	SOUTH STATIONS ↓	NORTH STATIONS ↑	Station Numbers
364.1	CARTHAGE.....	⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	P-115
374.9	WEBB CITY.....	⊙	P-126
381.5	JOPLIN.....	⊙ ⊙	P-133
17.4			
Cars with heights in excess of 18 feet 6 inches must not be handled south of MP 364.7.			
Max. Wt. Joplin to end of track 220,000 lbs.		Maximum Speed MPH	
(Except as below).....		20	
MP 364-23—MP 366-09.....		15	
MP 381-03—MP 381-15.....		15	
Business Tracks		Sta. No.	
Dumont		387.9 P-119	
Hercules—Dynamite		369.9 P-120	
Center Creek		371.3 P-122	
Atlas		6.13 HC-6	
Flagging distance 1 mile			

RIVER SUBDIV.—NORTHERN DIVISION 29

ABS—Between Jefferson City and Rock Creek Jct. CTC—Between Jefferson City and River Jct.; Eton Jct. and Congo.			
WEST ↓	STATIONS	EAST ↑	Station Numbers
125.3	JEFFERSON CITY... ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙		MX-125 Yd.
127.9	RIVER JCT.....		MX-128
143.8	SANDY HOOK.....	⊙-1	G-15 179 9353
156.7	WOOLDRIDGE.....	⊙	G-27 170 8873
170.8	BOONVILLE.....	⊙ ⊙-1T	G-41 117 6450
178.4	LAMINE.....		G-50 250 12905
186.9	BLACKWATER.....		G-58 109 5810
195.0	NAPTON.....		G-66 151 7813
202.1	MIAMI.....	T	G-73 124 6426
215.2	MALTA BEND.....	⊙-1	G-86 169 9219
230.6	HODGE.....	⊙	G-101 179 9473
247.6	MYRIOK.....	⊙-1 ⊙	G-118 216 11345
258.0	NAPOLEON.....		G-129
265.1	BUCKNER.....		G-136
268.6	LAKE CITY.....		G-139 188 9430
274.2	RIPLY JCT.....		G-144
276.2	ETON JCT.....	⊙-1	G-145
283.8	CONGO.....		G-153
284.5	ROCK CREEK JOT.....	⊙	MX-276
285.9	SOUTHWEST JOT ⊙ KCS ⊙		MX-277
286.7	NEFF YARD.....	⊙ T ⊙ ⊙	MX-283 Yd.
161.4			

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 17(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 East End Lake City inclusive No. 20 turnouts except Napton and west end Boonville.

Hot Box and Dragging Equipment Detectors located *MP 139-02, MP 160-33, MP 223-18, and *MP 256-35.

Southwest Jct. wye ⊙ KCS G.

No superiority of trains between Congo and Southwest Jct. All trains and engines will be governed by instructions of Yardmaster East Bowl Tower.

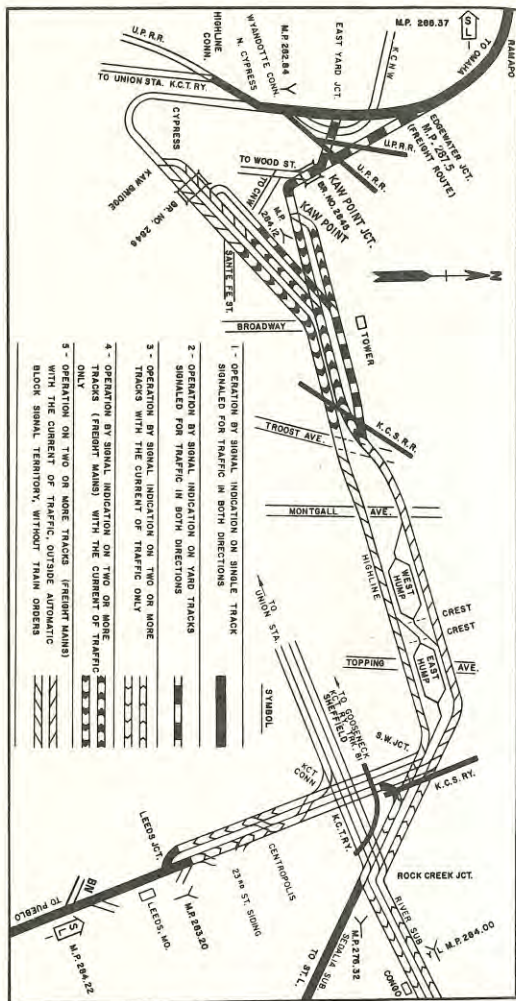
Crossover located MP 247 Pole 10 1/2 is designated as "No. 1 crossover Myrick," crossover at MP 247-31 designated as "No. 2 crossover Myrick."

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.

Special Instructions, Item 11, par. 2 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 137-33.....	25	Congo W Crossover.....	40
MP 137-33—MP 139-31.....	40	Sta.	
MP 163-11—MP 163-16.....	45	Business Tracks	MP No.
MP 169-00—MP 175-00.....	45	Renz Spur	133.0 G-8
MP 175-21—MP 177-05.....	35	Lupus	151.1 G-22
MP 183-00—MP 194-21.....	40	Overton	161.0 G-32
MP 197-03—MP 207-29.....	45	Nelson	189.6 G-60
MP 218-11—MP 219-00.....	40	Stanhope	209.5 G-80
MP 220-23—MP 229-28.....	40	Blosser	211.0 G-82
MP 236-09—MP 237-18.....	45	Coyne Spur	212.9 G-83
MP 242-00—MP 242-06.....	45	Waverly	224.5 G-95
MP 252-20—MP 252-35.....	40	Neece Spur	253.1 G-124
MP 252-35—MP 253-34.....	45	Levasy	261.5 G-132
MP 265-01—MP 265-23.....	35	Midas	263.0 G-134
On AT&SF RY. (Except as below)	55	Blue Valley	270.4 G-141
Eton Crossover & Mo Pac Conn.....	30	Marshall	⊙ ⊙ 1204.1 GB-2
MP 437.5—MP 437.8.....	40	(Ind. lead 2 mi. Miami - Marshall)	
MP 437.9—MP 438.5.....	45	(Ind. lead 1.9 miles Myrick - Lexington)	
Flagging distance 2 miles		Lexington Electric Light Spur	245.2 LA-56
		Lexington	249.3 LA-55

Operating Instructions (including Map.)



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

Rock Creek Jct. to River Subdiv.

Wyandotte — UP conn.—2 switches.

Kaw Point—CNW yard lead.

Kaw Point—End of two main tracks.

KCNW conn. East Yard Jct. Kaw River Jct.

Leeds—East switch Blue River Yard.

Lydia Ave. to Santa Fe St. and to Troost Ave.

Max. Wt. KCNW — Kansas City, Ks. 220,000 lbs.

⊗ BN ⊙ Santa Fe St.

Employees of all lines be governed by Greater Kansas City Area Operating Rules.

Train movements against the current of traffic 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

Omaha Subdiv.	
Neff Yard to MP 287-20	25
River Subdiv.	
Neff Yard to Congo	30
Sedalia Subdiv.	
Neff Yard to MP 276-28	25
Kansas City Subdiv.	
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.

Leeds — Chevrolet property, protect all crossings.

ABS—Between ⊗ KCS and Gilmore Jct. CTC—Between Kaw Point and Shannon.

Omaha: Stop and protect crossing at 13th and California St., 15th and Webster St., 16th through 22nd Sts. on Alley Lead.

Miles	STATIONS		Station Numbers	Siding	
	SOUTH	NORTH		Cars	Feet
487.2	OMAHA (Grace St.)	⊗	0-205	Yd.	....
482.4	CASS ST.	⊗			....
....	via U.P.—9.3 Miles	....			....
473.1	GILMORE JCT.	⊗	0-191		....
467.1	LA PLATTE	⊗	0-185	59	3587
465.5	⊗BN	⊗			....
465.2	⊗BN	⊗			....
454.8	MURRAY	⊗	0-172	69	3703
447.4	UNION	⊗	0-165	83	4656
437.7	MONTANA	⊗	0-155	62	3609
436.9	NEBRASKA CITY	⊗	0-153		....
428.7	PAUL	⊗	0-146	68	3637
423.5	JULIAN	⊗	0-141	61	3286
416.4	CRETE JCT.	⊗	0-134		....
414.1	AUBURN	⊗	0-132	117	6215
401.2	STELLA	⊗	0-119	64	3593
394.8	VERDON	⊗	0-112	114	6407
389.5	STRAUSVILLE	⊗	0-107	69	3708
384.3	FALLS CITY NEB	⊗	0-102	Yd.	....
379.1	RESERVE KAN	⊗	0-97		....
370.3	HIAWATHA	⊗	0-88	80	4684
369.7	⊗UP	⊗			....
358.2	WILLIS	⊗	0-76	118	6453
351.7	EVEREST	⊗	0-69		....
346.7	HURON	⊗	0-64	115	6279
341.3	LANCASTER	⊗	0-59		....
338.1	SHANNON	⊗	0-56	120	6387
332.3	NORKAN JCT.	⊗	0-49		....
330.7	ATCHISON	⊗	0-48	Yd.	....
320.0	OAK MILLS	⊗	0-38	144	7561
314.2	WADE	⊗	0-32	97	5145
309.6	LEAVENWORTH	⊗	0-27	77	4646
309.2	CNW CONN.	⊗			....
305.6	COCHRANE	⊗	0-23	108	5786
298.8	WOLCOTT	⊗	0-16	145	8593
292.7	NEARMAN	⊗	0-10	121	6276
287.5	EDGEWATER JCT.	⊗	0-05		....
284.8	⊗UP	⊗			....
284.7	⊗UP	⊗			....
284.5	KAW PT., KAN	⊗			....
283.0	BROADWAY	⊗			....
282.0	⊗KCS	⊗			....
280.0	NEFF YD., Mo.	⊗	MX283	Yd	....

199.6

Remote control switches No. 15 except South Switch Atchison, CNW conn., South end siding Leavenworth, North end BPU Spur, Nearman.

Trains originating Neff Yard, Omaha and Atchison secure clearance.

Between MP 329 Pole 20 and MP 332 Pole 2 all trains and engines must move at low speed and may move in either direction without flag protection. Within these limits trains and engines may enter main track at hand operated switch without authority of control operator and without waiting 5 minutes as required by Rule 104 (15).

Atchison Yard: Stop before crossing ATSF.

Yard Limits: MP 383-00 to MP 385-20; MP 413-06 to MP 416-20; MP 446-15 to MP 448-15; MP 478-02 to Omaha.

Conditional yard limits MP 434-28 to MP 437-21, 7:01 am to 3:01 pm.

Operation over Union Pacific between Gilmore Jct. and Omaha (Cass St.) be governed by UP, Eastern Dist., Bridge Subdiv., Nebraska Div., Tenant Line Rules.

Maximum Speed: MPH

Between Neff Yard and MP 287-20	25
Between MP 287-20 and Omaha (Except as below)	50
MP 291-04 — MP 291-24	35
MP 309-22 — MP 309-36	30
MP 322-19 — MP 322-36	35
MP 329-19 — MP 332-08	20

Atchison — Around curve Union depot and between curve and 10th Street and thru MP-BN Jt. Br. Connection

MP 350-23 — MP 350-39	45
MP 387-09 — MP 387-30	45
MP 434-25 — MP 437-00	25
MP 439-04 — MP 439-16	45
MP 447-10 — MP 448-17	30
MP 461-04 — MP 462-30	45
MP 466-08 — MP 466-29	45

Omaha (Except as below)

All grade crossings	15
Commercial and 30th St.	10
Cass St. (UP Conn.) and Webster St.	5
Flagging distance	2 miles

Business Tracks:	MP	Sta. No.
Alfa	305.6	0-23
Ft. Leavenworth	310.7	0-30
Padonia	375.3	0-93
Howe	408.4	0-126
Clarke	420.1	0-138
Cometa	440.2	0-158
Wyoming	441.7	0-159
Mynard	458.9	0-176
Plattsouth	462.3	0-180
Ft. Crook	471.3	0-189

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 south of MP 308-26 on Leavenworth Storage Track. Trains when picking up or setting out southbound leave train north of MP 308 Pole 26.

At Hiawatha on Old Mill Spur do not operate engines over pit and look out for open pit.

CONCORDIA SUBDIV. — NORTHERN DIVISION

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

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Yard Limits:						
		MP 467-00 to end of track				
449.2		AVOCA.....	⊙	OD-35		
		4.8				
454.0		LOWLINE JCT.....	⊙	OD-40		
		1.1				
455.1		WEEPING WATER.....	⊕	OD-41	Yd.	
		0.9	⊙⊙⊙⊙			
456.0		OMAHA JCT.....	⊙	OD-42		
		3.9				
459.9		MANLEY.....	⊙	OD-46	18	1243
		5.7				
465.6		LOUISVILLE.....	⊙	OD-52	33	1804
		0.3				
465.9		⊗BN.....	⊕			
		5.7				
471.6		SPRINGFIELD.....		OD-58	18	1376
		7.9				
479.5		⊗U. P.....	⊕			
		6.1				
485.6		⊗C. & N. W.....	⊕			
		3.5				
489.1		LOUISVILLE JCT.....	⊙	O-199		
		4.7				
		OMAHA.....	⊙⊙⊙⊙	O-205	Yd.	
		44.6				

LINCOLN SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Maximum Speed MPH						
(Except as below) .25						
Between 33rd Street						
		and Lincoln.....		10		
		14th Street and				
		end of track.....		10		
		Weeping Water, First				
		street east of depot..		10		
		Flagging distance 4,140 ft.				
Business Tracks: MP No.						
		Union.....	⊙T⊙	O-165		
		12.0				
447.4		LOWLINE JCT.....	⊙	OD-40		
		1.0				
459.4		WEEPING WATER.....	⊕	OD-41		
		1.0	⊙⊙⊙⊙			
460.4		OMAHA JCT.....		OD-42		
		10.1				
461.4		ELMWOOD.....		OF-24		
		22.7				
471.5		⊗C. R. I. & P.....	⊕			
		0.9				
494.2		LINCOLN.....	⊙⊙⊙⊙	OF-48	Yd.	
		47.7				

Yard Limits: Union: MP 447-25 — MP 449-00; 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 derrils, 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 MPH						
Flagging distance 4,320 ft.						
Business Tracks: MP Nos.						
		CRETE JCT.....	⊙	O-134		
		11.5				
416.4		TALMAGE.....		OD-14		
		38.7				
427.9		⊗BN.....				
		19.5				
466.6		CRETE.....	⊕	OE-58	Yd.	
		440.1				
486.1						
		69.7				

Rule 99 (d) in effect.

Yard Limits: Crete Jct. to MP 419-00.

34 HASTINGS SUBDIV. — NORTHERN DIVISION

Miles	WEST V STATIONS	EAST A	Station Numbers	Rule 99 (d) in effect. Maximum Speed .....30 MPH Flagging distance 4,000 ft.
490.2	HASTINGS JCT.....	ⓄT	S-159	BUSINESS TRACKS MP Sta. Nos. Norway .....497.8 SD-8 Abdal .....538.4 SD-48 Mt. Clare .....546.4 SD-56 Lawrence .....555.5 SD-65 Pauline .....567.1 SD-77 Muriel .....573.1 SD 83 Yard Limit: MP 490-15 to 491-11; MP 579-00 to end of track. Hastings: Stop and protect Burlington St. crossing.
492.3	⊗AT&SF.....	G		
504.1	⊗ KYLE ⊗.....			
504.8	SCANDIA.....		SD-15	
513.8	REPUBLIC, KAN.....		SD-24	
528.5	⊗ATSF.....	Ⓞ		
529.6	SUPERIOR, NEB.....		SD-39	
530.1	⊗BN.....	G		
555.3	⊗BN.....	Ⓞ		
580.3	HASTINGS.....	Ⓞ	SD-89	
90.1				

BURR OAK SUBDIV.—NORTHERN DIVISION

Miles	WEST V STATIONS	EAST A	Station Numbers	At Mankato — Stop and protect crossing — U.S. Highway 36. Flagging distance 4,510 ft. Rule 99 (d) in effect. Maximum Speed .....25 MPH Yard Limits: MP 496-11 to MP 497-02.
496.4	JAMESTOWN.....	Ⓞ	S-166	Business Tracks: MP Sta. Nos. Randall .....506.7 SE-11 Jewell .....512.9 SE-17 Mankato .....521.5 SE-26
529.7	BURR OAK.....		SE-34	
33.3				

LENORA SUBDIV.—NORTHERN DIVISION

Miles	WEST V STATIONS	EAST A	Station Numbers	Rule 99 (d) in effect. Maximum Speed .....25 MPH Flagging distance 4,140 ft.
538.6	DOWNNS.....	Ⓞ ⊗ T ⊗ ⊕	S-208	Yard Limits: MP 538-28 — MP 539-16. MP 622-10 — Lenora. BUSINESS TRACKS: MP Sta. Nos. Harlan .....552.9 S-222 Claudell .....567.8 S-237 Speed .....589.8 S-259
547.7	PORTIS.....		S-217	
557.8	GAYLORD.....		S-227	
563.0	CEDAR.....		S-233	
572.6	KIRWIN.....		S-242	
583.1	GLADE.....		S-253	
598.5	LOGAN.....		S-268	
612.9	EDMOND.....		S-282	
623.3	LENORA.....	Ⓞ	S-293	
84.7				

ST. JOSEPH SUBDIV.—NORTHERN DIVISION

Miles	WEST V STATIONS	EAST A	Station Numbers	Operation from Atchison to Winthrop over MP-BN Joint Bridge; BN tracks between Winthrop and St. Joseph. Flagging distance and maximum speed: Be governed by BN Special Instructions. St. Joseph: 1. Stop and protect following crossings: Illinois Ave., Fourth St., Second and Cedar, Highway 759 at Artesian Ice Plant. 2. If crossing signal does not operate, before occupying Packers Ave. Spur 759 Highway, flag each side crossing with red flag by day or fuscé by night. 3. Do not ride side of equipment, tracks 771 and 771 beyond close clearance signs Farmland Fertilizer.	
349.9	ST. JOSEPH.....	Ⓞ ⊗ T ⊕	OA-21		
347.8	FRENCH.....				
340.7	HALLS.....				
337.0	⊗ATSF.....	Ⓞ			
334.6	ARMOUR.....				
331.1	WINTHROP, MO.....				
330.8	DRAWBRIDGE (Mo. River) ⊕.....				
330.7	ATCHISON, KAN.....	Ⓞ ⊗ T ⊕	O-48		
18.5					

KANSAS CITY SUBDIV.—KANSAS DIVISION 35

Miles	WEST V STATIONS	EAST A	Station Numbers	Sidings Cars Feet
279.0	NEFF YARD. ⊕ T ⊕	Ⓞ	MX-283	
278.2	SOUTHWEST JCT.....	T	MX-277	
278.6	⊗ ICG.....	Ⓞ		
279.1	⊗ K.O.T.....	Ⓞ		
279.2	K.O.T. CONN.....			
280.4	CENTROPOLIS.....		MX-288	
283.4	LEEDS JCT.....	Ⓞ	MX-291	
290.0	DODSON.....	Ⓞ-1	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.....	Ⓞ-1	MX-326	135 7289
326.2	PAOLA.....		MX-334	
326.8	⊗ BN.....	Ⓞ		
326.9	⊗ M.K.T.....	Ⓞ		
328.5	BROWN.....		MX-336	203 10803
334.4	OSAWATOMIET ⊕ ⊕	Ⓞ	MX-341	Yd.....
334.9	⊗ MP.....	Ⓞ		
56.7				

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

ABS — From ⊗ ICG crossing to Osawatomi.

Signal indication with Current of Traffic Southwest Jct.-Leeds Jct.

CTC Leeds Jct. to Osawatomi.

No superiority of trains between Neff Yard and Leeds Jct. All trains and engines will be governed by instructions of Yardmaster, East Bowl Tower.

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 Osawatomi.

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 296-34 — MP 334-16

(Except as below)..... 60

MP 325-07 — MP 326-44..... 30

MP 326-44 — MP 327-33..... 55

MP 331-12 — MP 331-23..... 55

MP 332-35 — MP 335-00..... 25

Osawatomi — Around wye 10 MPH

Flagging distance 2 miles

Business Tracks: MP Sta. No.

Alexander284.8 MX-291

Missey Spur 285.6 MX-293

Jack Jones Lbr. Co. 292.1 MX-300

Long Bell Lbr. Co. 296.2 MX-305

Owens Plastic 297.2 MX-305

Stilwell 306.4 MX-314

TOPEKA SUBDIV.—KANSAS DIVISION

Miles	WEST V STATIONS	EAST A	Station Numbers	Rule 99 (d) in effect. Yard Limits: MP 400-15 to end of track Topeka
368.3	LOMAX.....		MX-376	Maximum Speed 25 Flagging distance 3,500 ft.
406.5	⊗ A. T & S. F.....	Ⓞ		BUSINESS TRACKS: MP Sta. Nos. Michigan .....374.4 T- 97 Overbrook .....381.6 T-104 Pauline .....401.1 T-124
407.6	TOPEKA.....	Ⓞ ⊗ T ⊕	T-130	
39.3				

36 OSAWATOMIE SUBDIV. — KANSAS DIVISION

WEST ↓	ABS — Osawatomeie — Council Grove. CTC — Lake — Council Grove. Hot box and dragging equipment detector located at *MP 364-31 and *MP 390-33.		Station Numbers	EAST ↑	
	Miles	STATIONS		Cars	Feet
	334.4	OSAWATOMIE T § ⊕ ⊗ ⊙	MX-341	Yd.	.....
	343.3	8.9 RANTOUL.....	MX-351	126	6972
	354.1	10.8 OTTAWA.....	Ⓣ-1 MX-362	135	7535
	354.4	0.3 Ⓣ A. T. & S. F.....	Ⓣ	.....	.....
	357.1	2.7 Ⓣ A. T. & S. F.....	Ⓣ	.....	.....
	368.7	11.6 LOMAX.....	MX-376	83	4661
	376.8	8.1 FLINT.....	MX-385	124	6732
	378.6	1.8 LYNDON.....	MX-386	.....	.....
	386.2	7.6 Ⓣ A. T. & S. F.....	Ⓣ	.....	.....
	386.4	0.2 OSAGE CITY... Ⓣ-1	MX-394	116	6468
	401.9	15.5 ADMIRE.....	MX-410	117	6517
	412.2	10.3 LAKE.....	MX-420	117	6128
	425.6	13.4 COUNCIL GROVE	MX-432	Yd.	.....
91.2					

Business Tracks	MP	Sta. No.	Maximum Speed:	MPH
Richter	360.5	MX-368	(Except as below)	55
Vassar	375.3	MX-383	MP 332-35 — MP 335-00	25
Miller	395.3	MX-403	MP 338-34 — MP 339-29	45
Allen	405.8	MX-414	MP 353-37 — MP 354-32	20
Bushong	411.0	MX-418	MP 357-05 — MP 357-13	50
Flagging distance 2 miles			MP 385-00 — MP 387-03	40†
Osawatomeie — Around wye	.....	10 MPH	MP 400-15 — MP 400-27	50
Trains designated as FFT-CSP.			MP 425-26 — MP 426-26	25

Maximum Speed .60 MPH
Remote control switches are No. 15, 16 or 20, except No. 10 at Osawatomeie; Coffeyville Subdiv. main track to running track and Osawatomeie Subdiv. main track to running track and to yard lead at west end. At Council Grove No. 10 at west end No. 1 track.

COUNCIL GROVE SUBDIV. — KANSAS DIVISION

WEST ↓	ABS — Council Grove-Hoisington. CTC Council Grove — Pete. Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.		Station Numbers	EAST ↑	
	Miles	STATIONS		Cars	Feet
	425.6	COUNCIL GROVE Ⓣ-1 ⊕ ⊙	MX-432	Yd.	.....
	425.8	0.2 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... Ⓣ-1	MX-459	85	4642
	451.5	0.5 Ⓣ S. S. W.....	Ⓣ ⊕	.....	.....
	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 GYPSUM... Ⓣ-1	MX-487	.....	.....
	478.3	0.3 SALINA JCT.....	MX-488	.....	.....
	491.2	12.9 BRIDGEPORT.....	MX-499	124	6577
	495.9	4.7 Ⓣ U. P.....	Ⓣ	.....	.....
	496.2	0.3 LINDSBORG.....	MX-504	.....	.....
	505.6	9.4 MARQUETTE... Ⓣ-1	MX-513	117	6497
	518.2	12.6 CRAWFORD.....	MX-526	82	4461
	524.5	6.3 GENESEO Ⓣ T Ⓣ-1	MX-532	206	12262
	529.7	5.2 Ⓣ B. N.....	Ⓣ	.....	.....
	537.6	7.9 BUSHTON.....	MX-545	80	4677
	545.2	7.6 OLAF LIN.....	MX-553	127	6872
	558.8	13.6 HOISINGTON ⊕ ⊕-1	MX-567	Yd.	.....
133.3					

TIMETABLE NO. 19

COUNCIL GROVE SUBDIV. — KANSAS DIVISION 37

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as Below)	55			
MP 425-26 — MP 426-26	25	Delavan	443.9	MX-452
MP 430-22 — MP 430-34	50	Dillon	462.9	MX-471
MP 432-18 — MP 434-42	45	Carlton	470.9	MX-479
City Limits Herington	30	Frederick	530.4	MX-538
MP 495-32 — MP 496-37	40	Prodo	535.4	MX-539
Over street crossings Geneseo	40	Redwing	552.8	MX-561
MP 544-35 — MP 545-35	30†			
Trains designated as FFT-CSP.				
Maximum Speed 60 MPH.				
Hot Box and Dragging Equipment				
Detector located at *MP 440-08 and *MP 533-00.				

Flagging distance 2 miles

Remote control switches No. 20 turnouts except No. 10 at west end No. 1 track Council Grove.

No. 20 turnouts east end Hope.

No. 20 turnouts both ends of Prairie, Elmo and Cody.

Yard Limits: MP 556-02 to MP 559-36.

Conditional Yard Limits: MP 524- MP 527 — 10:01 pm to 8:01 am; MP 476-35 - MP 479-20 — 10:01 am to 2:01 p.m.

HOISINGTON SUBDIV. — KANSAS DIVISION

WEST ↓	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.		Station Numbers	EAST ↑	
	Miles	STATIONS		Cars	Feet
	558.8	HOISINGTON ⊕ ⊕-1 ⊕ § ⊙	MX-567	Yd.	.....
	568.9	10.1 OLMITZ.....	MX-577	162	8643
	575.6	6.7 OTIS.....	MX-583	64	4043
	584.1	5.3 BISON.....	MX-592	113	6289
	590.3	6.2 LA CROSSE... Ⓣ-1	MX-598	68	3942
	605.3	15.0 MCCRACKEN.....	MX-613	137	7625
	616.0	10.7 BROWNELL... Ⓣ-1	MX-624	73	4058
	622.1	6.1 OSGOOD.....	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... Ⓣ-1	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... Ⓣ-1	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... Ⓣ-1	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 ... ⊕ ⊕-1	MX-739	Yd.	.....
171.8					

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as Below)	55	Kanbrick		
MP 588-36 — MP 589-11	50	(Hoisington)	561.4	GD- 3
City Limits LaCrosse	45	Boyd	562.9	MX-571
MP 681-29 — MP 682-34	40	Hargrave	598.0	MX-606
Hot Box and Dragging Equipment		Pen Dennis	649.4	MX-657
Detectors located MP 595-21, *MP 625-27, *MP 679-16 and *MP 705-23.		Manning	671.4	MX-679
Flagging distance 2 miles		Coronado	704.1	MX-712
Trains designated as FFT-CSP.		Whitelaw	724.6	MX-732
Maximum Speed 60 MPH.		Kanbrick Ind. Lead:		
		Max Wt. MP 560-00 to end of track — 220,000 lbs.		
		Time applies at the station for trains operating through Horace.		
		Yard Limits: MP 556-02 to MP 559-36.		

TIMETABLE NO. 19

MOUNTAIN STANDARD TIME		STATIONS	Station Numbers	Sidings	
WEST Miles	EAST Miles			Cars	Feet
730.8		HORACE	MX-739	Yd.	
740.5		WALKINGHOOD, KAN.	MX-748	175	8750
746.6		TOWNER, COLO.	MX-754		
752.5		STUART	MX-760	118	6039
758.1		SHERIDAN LAKE	MX-766	72	3834
771.8		CHIVINGTON	MX-780	117	6251
785.8		EADS	MX-794	118	6435
807.7		HASWELL	MX-816	122	6597
830.5		HEATH	MX-838	120	6462
841.2		SUGAR CITY	MX-849		
846.4		ORDWAY	MX-854	138	7304
863.1		PULTNEY	MX-871	118	6140
869.4		NA JCT.	MX-876		
591.8		AVONDALE	MX-889	155	8153
603.6		DEVINE	MX-895		
609.6		BAXTER	MX-897	150	7500
611.8		PUEBLO JCT.	MX-903		
617.8		PUEBLO	MX-905	Yd.	
897.1					
		166.8			

Maximum Speed: MPH
 (Except as below) 55
 City Limits Eads 40
 City Limits Ordway 40
 NA Jct.—Pueblo Jct. 60
 (Except as below)
 Boone (until crossing occupied) 40
 ATSF MP 615.9 — MP 616.0 50
 ATSF MP 617.2 — MP 617.6 25
 Pueblo Jct.: ATSF MP 617.6 —
 MP 617.8 15
 MP 893-06 — MP 895-06 20
 (Industrial Lead West of Fountain
 River Bridge, Pueblo, Colo. — Old
 Main Line.)

Flagging distance 2 miles
 Trains designated as FFT-CSP.
 Maximum Speed 60 MPH.
 Business Tracks: MP Sta. No.
 Astor 736.9 MX-745
 Kanco 742.9 MX-750
 Brandon 766.2 MX-774
 Galatea 799.1 MX-807
 Arlington 821.4 MX-829
 Crowley 851.9 MX-860
 Olney Springs 857.3 MX-865
 Boone 876.1 MX-884

ABS — Horace to Pueblo. CTC — Between NA Jct. and Pueblo Jct. Operation between NA Jct. and Pueblo Jct. over joint MP-ATSF Track controlled by ATSF Dispatcher at La Junta. Uniform Code of Operating Rules apply except as modified by ATSF Rules shown under Item 17 (a) of Special Instructions. No. 16 turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.
 Time applies at the station for trains operating through Horace.
 Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot.
 MP trains must secure MP clearance before leaving Pueblo (ATSF clearance not required)
 Hot Box and Dragging Equipment Detectors located at *MP 792-05, MP 851-00 and ATSF *MP 595.1.
 Avondale; Entrance road to ordinance plant — Stop and protect before crossing.

SALINA SUBDIV.—KANSAS DIVISION

MPH	WEST	STATIONS	EAST	Station Numbers	Sidings	
	Miles				Cars	Feet
20	479.1	SALINA JCT.		MX-488		
	494.8	⊗ O. K. T.				
	494.8	⊗ U. P.				
	494.9	SALINA		GK-16	Yd.	
	495.3	SALINA UNION DEPOT				
	499.1	TRIGO		GK-21	39	2184
	511.3	FALUN		GK-32	25	1652
	521.0	MARQUETTE		MX-513		
		41.6				

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

STAFFORD SUBDIV.—KANSAS DIVISION

Miles	WEST	STATIONS	EAST	Station Numbers	Sidings	
	Miles				Cars	Feet
558.7		CONWAY SPRINGS		NL-135	Yd.	
567.1		MILTON		NL-144		
572.2		⊗ A. T. & S. F.				
592.3		KINGMAN		NL-169		
593.1		⊗ A. T. & S. F.				
593.9		⊗ A. T. & S. F.				
598.4		BROWNS SPUR		NL-175		
605.8		PENALOSA		NL-183		
610.0		OLCOTT		NL-187		
619.9		PRESTON		NC-10	10	500
620.1		⊗ S. S. W.				
630.0		IUKA		NC-20		
614.5		TURON		NL-191		
615.0		⊗ S. S. W.				
628.6		STAFFORD		NL-205		
629.6		⊗ A. T. & S. F.				
639.3		HUDSON		NL-216		
648.3		SEWARD		NL-225		
653.7		RADIUM		NL-230		
		95.0				

40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Feet	
482.0	WICHITA YD.		H-183	Yd.		Between Wichita and Geneseo (Except as below) . . . 30
482.4	⊗ B. N.					MP 482-00
482.6	⊗ O. K. T.					MP 486-00 . 10
483.0	⊗ W. T. A.					MP 530-19 . . 20
483.0	⊗ A. T. & S. F.					MP 559-06
485.9	HARDTNER JCT		M-1			MP 561-01 . 20
495.0	MAIZE		M-10	23	1532	Flagging distance 3,730 ft.
499.1	COLWICH		M-14	21	1546	BUSINESS Sta. TRACKS: MP Nos.
509.9	MT. HOPE		M-25	54	3059	Wichita
516.9	HAVEN		M-32	48	2918	Sand 490.5 M-5
522.4	YODER		M-37	15	1140	Superior
531.5	⊗ A. T. & S. F.			40	2222	Sand 490.9 M-6
531.6	⊗ A. T. & S. F.					Berwet 496.0 M-11
532.0	⊗ S. S. W.					Lock-
532.6	HUTCHINSON		M-48	Yd.		Joint 497.7 M-13
533.5	⊗ A. T. & S. F.					KCFCo. 498.3 M-14
537.5	YA JCT.					Andale 504.2 M-19
	Via A.T. & S.F. 13.09 Mi.					Small
550.1	ST JCT					Spur 511.1 M-26
559.2	⊗ B. N.					Elmer 526.0 M-41
560.5	LYONS		M-76	39	2566	Yaggy 535.8 M-54
561.0	⊗ A. T. & S. F.					Nickerson
524.5	GENESEO		MX-532	59	3841	(between YA Jct. & ST Jct.) 544.0 M-50
	91.7					Kanopolis 14.3 M-103

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 560-10; MP 571-15 to Geneseo.

Operations via ATSF Ry. between YA Jct. and ST Jct. (See Item 17(a) Special Instructions.)

Westward trains, before leaving Hutchinson and Eastward trains before leaving Lyons must secure ATSF numbered clearance card.

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

Hutchinson: In yard ⊗ S.S.W.-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 7:01 am until 5:01 p.m., sounding whistle signal per last paragraph Uniform Code of Operating Rules 14(L) expecting to find track cars.

CONWAY SPRINGS SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Yard Limits: MP 537-09 to MP 558-00.
				Cars	Feet	
522.9	ARKANSAS CITY		NB-25			Maximum Speed MPH Between Belle Plaine & Conway Springs 20
	43.3Mi. Via AT&SF					Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.
537.9	BELLE PLAINE		NL-115			Business Tracks: MP No.
544.5	⊗ O. K. T.					Riverdale 544.4 NL-121
558.7	CONWAY SPRINGS		NL-135	Yd.		Anson 552.2 NL-129
	68.7					Winfield 517.2 NL-94

Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 17(a).

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WICHITA SUBDIV. — KANSAS DIVISION 41

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Ft.	
367.4	IOLA		H-68			Durand to Iola 20
367.8	⊗ A.T. & S.F.					Durand to MP 418-00 49 (except as below)
374.7	PIQUA		H-76	27	1590	MP 408-00— MP 411-00 40 MP 418-00— MP 420-20 40 MP 420-20— MP 421-20 25 MP 421-20— to Wichita 40
383.6	DURAND		H-85	93	4902	Both legs of Wye-Durand 10
386.0	YATES CENTER		H-87			Flagging distance 4,700 ft.
394.4	BATESVILLE		H-96	90	4881	Yard Limits: MP 387-25 to end of track Iola; MP 451-30 to MP 458- 10; MP 476-06 to Wichita.
420.7	EUREKA		H-122			Piqua - Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.
438.6	SUMMIT		H-140	78	4286	Humboldt .HU-10
452.7	WALNUT		H-154	80	4502	Business Tracks: MP Nos.
454.5	ELDORADO		H-155			Athens 378.9 H-80
454.6	McPHERSON JCT.		H-155			Toronto 399.5 H-101
482.0	WICHITA YD.		H-183	Yd.		Neal 407.6 H-109
	114.6					Reece 430.5 H-132

Business Tracks:	MP Nos.	Sta. Nos.	Business Tracks:	MP Nos.	Sta. Nos.	Business Tracks:	MP Nos.	Sta. Nos.
Rosalia	⊗-2,441.9	H-143	Electric			Spur	471.0	H-172
Towanda	463.6	H-164	Greenwich	474.4	H-175			
Benton	469.4	H-170						

McPHERSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Rule 99 (d) in effect between McPherson Jct. and Newton only.
				Cars	Ft.	
454.6	McPHERSON JCT.		H-155			Maximum Speed 30 (Except as below)
467.1	POTWIN		PB-13			City Limits Potwin 25
474.5	WHITEWATER		PB-20	17	1117	City Limits Mound Ridge 20
474.7	⊗ O.K.T.					MP 486-11 — MP 488-03 15
486.8	NEWTON		PB-32	15	1006	Flagging distance 3,860 ft.
487.0	⊗ A.T. & S.F.					Yard Limits: McPherson Jct. to MP 457-13. MP 487-02 to MP 487-22, MP 494-01 to MP 496- 01. MP 501-10 to MP 502-00 and MP 515-30 to MP 516-10.
495.1	HESSTON		PB-41	30	1992	
501.6	MOUNDRIDGE		PB-47	20	1488	
514.9	⊗ S.S.W.					
516.2	McPHERSON		PB-62	Yd.		
	61.6					

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

PARIS SUBDIV.—CENTRAL DIVISION

SOUTH Miles	STATIONS	NORTH Miles	Station Numbers	Sidings		Rule 99 (d) in effect.
				Cars	Feet	
497.2	IVAN BUREN		L-158	Yd.		Yard Limits: Ft. Smith: B.N. Conn. to 515-00.
508.0	FT. SMITH		LD-5			Maximum Speed MPH (Except as below) . . . 30
509.3	⊗ B. N.					City Limits Ft. Smith . . . 25
509.4	⊗ K. C. S.					B.N. Conn.— MP 508-00 15
512.8	SO. FT. SMITH		LD-10			MP 510-20— MP 510-21 10
519.4	FORT CHAFFEE		LD-17			MP 512-05— MP 512-11 10
535.3	CHARLESTON		LD-33			Flagging distance 4,510 ft.
536.0	THESSING		LD-34	35	1500	Business Tracks: MP No.
553.1	PARIS		LD-51			Barling 518.1 LD-16
	46.6					Lavaca 526.3 LD-24
						Branch 540.0 LD-38
						Ratchiff 544.1 LD-42
						Ft. Smith Yard: ⊗ Nth. R St. B.N. G
						⊗ Nth. L St. KCS⊗

Operation over B.N. R.R. between Van Buren and Ft. Smith. See Item 17(b) Special Instructions.

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42 PITTSBURG SUBDIV. — CENTRAL DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Sidings	Cars	Feet
319.3	NASSAU JCT. 13.9	⊙T	P-71			
333.2	BRONAUGH. 10.1		N-16			
343.3	LIBERAL, MO. 0.1		N-26			
343.4	⊗ B. N. 9.4	⊙				
352.8	CORNELL, KAN. 4.8		N-35	40	2802	
357.6	⊗ K. C. S. 0.4	G				
358.0	PITTSBURG. 4.8	⊙ ⊗ ⊕	N-41	Yd.		
362.8	FLEMING. 2.8		N-46	35	1991	
365.6	⊗ B. N. 0.2	⊙				
365.8	CHEROKEE. 1.0		N-48	10	834	
366.8	⊗ B. N. 12.8	G				
379.6	SHERWIN ⊗ B. N. 6.5	G	N-62	21	1320	
386.1	FAULKNER. 6.7		N-68	24	1561	
392.8	CHEYOPA. 0.4		N-75	30	1820	
393.2	⊗ M. K. T. 14.9	G				
408.1	EDNA. 5.1		N-91			
413.2	VALEDA. 9.8		N-96	14	930	
423.0	⊗ A. T. & S. F. ⊗ MKT. 0.3	⊙ ⊗ ⊕				
423.3	COFFEYVILLE. 104.0	⊙	R-135	Yd.		

Rule 99 (d) in effect between Chetopa and Nassau Jct. only.

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

Yard Limits: Nassau Jct. — MP 321-17; Pittsburg, MP 355-00 to MP 360-18; MP 422-00 to Coffeyville.

Maximum Speed MPH (Except as below) .. 30
MP 392-09
MP 392-30 15
Flagging distance 4,700 ft.

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

COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

Miles	SOUTH STATIONS	NORTH	Station Numbers	Sidings	Cars	Feet
334.4	OSAWATOMIE. 0.5	⊙-2 ⊕T ⊕	MX-341	Yd		
334.9	⊗ M. P. 1.1	⊙				
336.0	TOLER. 2.9					
338.9	BALDWIN. 4.6					
343.5	LANE JCT. 9.9		R-9			
353.4	HECLA. 4.0	†	R-20	148	7401	
357.4	⊗ A. T. & S. F. 0.2	⊙				
357.6	GARNETT. 3.6	⊙	R-24			
361.3	BIRCH. 10.4		R-29	131	7640	
371.7	DIXON. 12.7	†	R-39	182	9124	
384.4	LE ROY. 6.6	⊙	R-51			
391.0	VERNON. 7.5		R-59	178	8944	
398.5	DURAND. 16.6	⊙-2 T ⊕	H-85	165	8260	
415.1	ROPER. 2.5	†	R-82	159	7981	
417.6	BENEDICT ⊗ A. T. & S. F. 9.6	⊙	R-85			
427.2	ALTOONA. 7.6	⊙	R-94			
434.8	NEODESHA. 0.1	†	R-102	163	8177	
434.9	⊗ B. N. 7.4	⊙				
442.3	SYCAMORE. 6.0	†	R-109	189	9473	
448.3	⊗ A. T. & S. F. 0.3	⊙				
448.6	⊗ A. T. & S. F. 0.5	⊙				
449.1	INDEPENDENCE. 13.3	⊙	R-116	160	8008	
462.4	DEARING. 5.4	†	R-130	135	8200	
467.8	COFFEYVILLE. 133.4	⊙-2 T ⊕ ⊕	R-135	Yd		

MIDLAND VALLEY SUBDIV. — CENTRAL DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Siding Capacity in Cars
20.8	PANAMA. 8.5		MV 21	
29.3	⊗ FS & VB. 11.6	⊙		
40.9	KEOTA. 14.3		MV 41	
55.2	STIGLER. 12.3		MV 55	39
67.5	PORUM. 9.7		MV 67	
77.2	WARNER. 18.6	⊙ ⊕	MV 77	
95.8	SHOPTON. 1.3	T ⊕ ⊕	MV 96	Yd.
97.1	⊗ BN. 2.9	⊙		
97.2	⊗ MKT. G. 17.2	⊙ ⊕		
100.1	MUSKOGEE. 17.2	⊗ MP ⊕	MV 97	
117.3	HASKELL. 16.7	⊙ ⊕ TG	MV 117	14
134.0	BIXBY. 7.5		MV 134	
141.5	JENKS. 6.6		MV 142	9
148.1	TULSA. 4.2	⊙ T ⊕ ⊕	MV 152	Yd.
152.3	⊗ SS RY. 34.9	⊙		
187.2	BARNSDALL. 166.4		MV 187	

Rule 99 (d) in effect.

Yard limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23.

Maximum Speed: MPH
Panama to MP 95-02..... 30
MP 95-02 — 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 142-00 — 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 — MP 187-06... 25
(Except as below)
MP 169-14 — MP 169-20... 10

Flagging distance 3,590 ft.

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

Operation via BN between MP 97.2 and MP 97.8.

Operation via BN between Cherokee Yd. and ATSF Yard Lead, Tulsa. Secure verbal authority from BN dispatcher before entering CTC territory for movement in either direction. Refer to Special Instructions, Item 17 (b). Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.

Tulsa Industrial Lead MP 151.8 reached via ATSF Yard Lead.

ABS-CTC — Osawatomie to MP 466-23 at Coffeyville. Two main tracks designated East and West tracks between Osawatomie and Lane Jct.

Fredonia: Reached via ATSF from Benedict. (See Item 17(a) Special Instructions)

Remote control switches are No. 15, 16 or 20 except switch from main track to running track Osawatomie.

Hot Box and Dragging Equipment Detectors located at *MP 438-08, *MP 366-21 and *MP 387-03.

Trains originating Osawatomie, Coffeyville and Durand must secure clearance.

Maximum Speed (Except as below)	MPH	BUSINESS TRACKS:	MP	Sta. No.
MP 334-31 — MP 334-41	30	Greeley	348.1	R- 15
MP 340-39 — MP 341-34	40	Westphalia	373.6	R- 41
MP 343-23 — MP 344-01	45	New Strawn		
MP 348-03 — MP 348-24	25	Spur	375.6	R- 43
MP 348-24 — MP 348-26	45	Aliceville	377.4	R- 44
MP 356-40 — MP 357-37	25	Buffalo	411.2	R- 78
MP 371-27 — MP 372-26	45	Blake	453.3	R-120
MP 383-34 — MP 385-00	30	DMA	461.2	R-129
MP 418-01 — MP 418-11	45	Fredonia	⊙-2426.5	RC- 12
MP 423-00 — MP 423-11	45	Flagging distance —	2 miles.	
MP 426-10 — MP 428-20	40			
MP 433-27 — MP 435-09	30			
MP 448-06 — MP 450-10	40			
MP 462-02 — MP 462-09	45			

YARD LIMITS:

MP 466-23 — Coffeyville. Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

Osawatomie — Around wye..... 10 MPH
Coffeyville — Read St. to 14th St..... 20 MPH

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
662.8	COFFEYVILLE, KAN. 2.3	R-135	Yd	.....
660.5	⊗M-K-T 9.5	(A)		
651.0	LENAPAH, OKLA 10.9	L-311	14C	7724
640.1	NOWATA 5.7	L-300	76	4881
634.4	CLEM 12.3	L-294	175	9195
622.1	OOLOGAH 11.8	L-282	168	7445
610.3	⊗B. N. 3.0	(A)		
607.3	PRATT 10.4	L-268	142	7566
596.9	INOLA 15.5	L-257	170	9148
581.4	WAGONER ⊗MKT 1.8	L-242		
579.6	COOKSON 4.1	L-239	175	9136
575.5	OKAY JCT. 6.8	L-233		
568.7	OG & E SPUR 11.2	L-229		
557.5	BRAGGS 17.2	L-218	160	8533
541.3	UPSON 2.9	L-201	148	7976
537.4	VIAN 10.7	L-197		
526.7	⊗K. O. S. 0.9	(A)		
525.8	SALLISAW 6.1	L-186	26	1530
519.7	HANSON 6.6	L-180	154	8214
513.1	MULDROW 8.4	L-173	59	3580
504.7	GREENWOOD, OKLA. 6.3	L-164	150	9057
498.4	⊗B. N. 1.2	(A)		
497.2	VAN BUREN, ARK. 165.6	L-158	Yd	.....

ABS — 660-20 to Van Buren. CTC — MP 660-20 to OG&E Spur.
 Yard Limits: MP 495-20 to MP 498-20; MP 660-20 to Coffeyville.
 Remote control switches are No. 15, 16 or 20 except Public Service and OG&E Spur.
 No. 20 turnout north end Braggs, both ends Upson, Hanson and Greenwood.
 Trains must secure clearance Coffeyville.

Maximum Speed	MPH	MPH
(Except as below)	50	35
MP 497-22 — MP 499-08	25	MP 596-20 — MP 597-04
MP 500-02 — MP 500-14	45	MP 609-10 — MP 610-12
MP 502-09 — MP 503-32	40	MP 617-18 — MP 618-29
MP 507-20 — MP 507-29	45	MP 621-12 — MP 622-07
MP 516-03 — MP 516-16	30	MP 639-24 — MP 640-26
MP 525-07 — MP 526-27	35	Over ⊗ MKT — MP 660.5
MP 534-22 — MP 535-04	40	Coffeyville: Read St. to 14th St.
MP 536-01 — MP 536-07	30	
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	
On OG&E Spur	10	
MP 567-25 — MP 568-20	40	
MP 580-17 — MP 582-29	25	
MP 592-00 — MP 594-00	35	

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

BUSINESS TRACKS	MP	Sta. No.
Delaware	645.5	L-306
Talala	627.8	L-288
Public Service	621.5	L-281
Claremore	609.7	L-270
Black Fox	594.6	L-254
Fort Gibson	567.9	L-228
Gore	546.5	L-206
Bekaert Steel	500.5	L-158

Flagging distance 2 miles

VAN BUREN SUBDIV. — CENTRAL DIVISION

APB in effect between southward absolute signal Mayflower, MP 363-00, and northward absolute signal North Little Rock, MP 344-12.

Southward absolute signal at Mayflower is controlled by the control operator Locust Street Tower.

Northward trains and engines must not pass absolute signal, MP 344-12 North Little Rock, regardless of indication displayed, without permission of control operator.

Before granting permission for a northward train or engine to leave North Little Rock, control operator must receive permission of dispatcher, must know that there are no opposing movements between Mayflower and North Little Rock, and must display stop indication on southward absolute signal, Mayflower, and apply blocking devices as prescribed by Rule 375(10).

Before permitting a southward train or engine to leave Mayflower control

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operator must receive permission of yardmaster, North Little Rock, and train dispatcher, and must know that there are no opposing trains between North Little Rock and Mayflower.

Southward trains and engines stopped by stop indication, at south end Mayflower must stop back 500 feet from clearance point.

Within this territory train, engines, and employees may be authorized to occupy main track within specified limits for time period stated and move in either direction without train order authority or flag protection, by issuance of Track Permit by control operator but all movements must be made at low speed. A train or engine granted Track Permit, after stopping, may pass a block signal indicating stop or stop then proceed at low speed and then proceed at low speed. Before issuing permit, control operator must display stop indication on southward absolute signal, Mayflower, and apply blocking devices as prescribed by Rule 375(10) and must not permit other movements into APB territory unless authorized by Track Permit. Employee requesting Track Permit must properly identify himself, repeat the limits granted and receive "OK" before acting upon the permit. Control operator will record this information on prescribed form. Trains and engines must continuously occupy the limits or main track switch must be left open. If permit is to be released before time expires, all equipment must be clear of limits and fact reported to control operator. If not clear by the time permit expires, protection must be afforded in both directions as prescribed by Rule 99. If permits are issued to more than one train, engine or employee in the same limits, each must be notified. All operating rules not modified by these instructions remain in effect.

The provisions of Rule 375(11) with respect to track and time limits will also apply in issuance of Track Permits.

Southward train moving on other than clear indication of signal at north end of Mayflower must stop short of the circuit for Main Street automatic crossing signal and communicate with the control operator except where white indicator light on signal case at MP 263 pole 21 is illuminated train may proceed at low speed.

Maximum Speed MPH

(Except as below)	MPH
MP 343-06 — MP 346-00	25
MP 357-19 — MP 359-10	45
MP 359-10 — MP 359-29	35
MP 371-00 — MP 382-02	45
MP 385-31 — MP 386-05	45
MP 391-13 — MP 392-30	30
MP 412-28 — MP 412-34	45
MP 415-00 — MP 419-30	30
MP 426-27 — MP 427-00	45
MP 434-19 — MP 434-31	45
Between Clarksville Jct. and Clarksville	20
MP 464-10 — MP 467-10	45
MP 471-20 — MP 474-16	40
MP 479-19 — MP 479-26	45

Flagging distance 2 miles

BUSINESS TRACKS:	MP	Sta. No.
Mulberry	479.7	L-140
Co-op Spur	462.9	L-123
Carbon	459.2	L-120
Peabody	447.5	L-110
Hoyt	445.8	L-108
Clarksville Jct. Storage	435.3	L-93
Clarksville	443.7	L-101
Knoxville	433.6	L-91
Cargill	425.4	L-82
AP&L Spur	424.5	L-83
Clarksville Jct. to Clarksville	(Y)	
Lamar	438.5	L-95
Lambrick Spur	440.7	L-97
King Switch	441.9	L-99
Atkins	405.8	L-63
Banquet Foods	404.2	L-63
AP&L Spur No. 2	362.3	L-19
Mauumelle	355.3	L-13
Marche	353.3	L-10
Jeffrey	349.5	L-6
Levy	345.7	L-3

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

Both ends sidings Menifee, Blackville, Scotia, Popping and Dyer No. 20 turnouts.

Mayflower — both ends siding No. 16 turnouts.

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
497.2	VAN BUREN 11.2	L-158	Yd	.....
486.0	DYER 16.3	L-146	139	7554
469.7	POPING 4.9	L-130	137	7488
464.8	⊗ZARK 8.3	L-125	74	3859
456.5	ALIX 13.1	L-117	115	5970
443.0	SPADRA 7.4	L-105	144	7530
435.6	CLARKSVILLE JCT. 8.1	L-93		
427.5	SCOTIA 9.8	L-85	162	8200
417.7	RUSSELLVILLE 2	L-75	118	6215
417.6	D. & R. CONN. 0.1			
410.7	WORTHERN 6.9	L-68	122	6418
400.1	BLACKVILLE 10.6	L-57	140	7754
392.5	MORRILTON 7.6	L-50	90	4728
381.3	MENIFEE 11.2	L-38	145	7536
373.1	CONWAY 8.2	L-30	186	7506
363.6	MAYFLOWER 9.5	L-21	205	10684
343.6	No. LITTLE ROCK. 20.0	X-344	Yd	.....
	153.2			

ABS — Van Buren-No. Little Rock Clarksville Jct. to Clarksville Industry Lead - Max. Speed 20 MPH.

Yard Limits: MP 495-20 to MP 498-20; MP 415-00 to MP 419-30; MP 371-00 to MP 374-00; Clarksville Jct. MP 435-20 to end of track Clarksville; MP 344-12 to end of track No. Little Rock.

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

Hot Box and Dragging Equipment Detectors located *MP 368-26 and *MP 463-20.

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

TIMETABLE NO. 19

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

WEST		DALLAS SUBDIVISION		EAST	
First Class		Station Numbers	Sidings	First Class	
21				22	
Psg.				Psg.	
Mon. Wed. Sat.	Miles		Cars Feet	Sun. Tues. Fri.	
AM 8 12	0.0	TEXARKANA ARK. T(⊙)⊙⊙⊙⊙⊙	TP-0 Yd.	PM 8 55	
	0.5	⊙SSW			
	1.8	NATIONAL JCT. TEX. 0.6		8 45	
		⊙ K.O.S. 5.5			
	7.9	SULPHUR 6.9	TP-8 174 9157		
	14.8	SPRINGDALE 5.6	TP-15 89 4914		
	20.4	QUEEN CITY 3.2	TP-21 140 7449		
	23.6	ATLANTA 7.6	TP-24 77 4756		
	31.2	BIVINS 6.3	TP-31 142 7425		
	37.5	KILDARE 6.0	TP-37 94 5022		
	43.5	PAYNE 7.2	TP-44 146 7761		
	50.7	JEFFERSON 8.0	TP-51 158 9513		
	58.7	WOODLAWN 7.6	TP-58 136 7395		
s 9 31	66.3	MARSHALL 4.2	TP-67 159 8243	s 7 46	
	70.5	QUINCY 4.8	TP-70 86 4748		
	75.3	KEOKUK 6.2	TP-75 138 7484		
	81.5	LANSING JOT 6.2	TP-83		
	87.7	RED 1.9			
s 10 03	89.6	LONGVIEW 0.3	TP-90 Yd.	s 7 20	
	89.9	LONGVIEW JCT. 3.9			
	93.8	GREGGTON 11.0	TP-94 132 7364		
	104.8	GLADEWATER 9.0	TP-103 136 7255		
	113.8	BIG SANDY 10.4	TP-113 131 7277		
	124.2	FADA 5.8	TP-124 135 7507		
	130.0	HOARD 6.1	TP-130 88 4967		
	136.1	MINEOLA 6.1	TP-138 245 13970		
	142.2	SILVER LAKE 7.8	TP-143 83 4730		
	150.0	GRAND SALINE 8.8	TP-149 141 7512		
	158.8	EDGEWOOD 8.6	TP-160 142 7559		
	167.4	WILLS POINT 8.5	TP-167 135 7728		
	175.9	ELMO 6.0	TP-176 137 7454		
	181.9	TERRELL 5.1	TP-183 79 4406		
	187.0	LAWRENCE 12.1	TP-187 132 7466		
	199.1	MARITH 7.9	TP-199 139 7403		
	207.0	SCOTTDALE 2.1	TP-207 85 4686		
	209.1	MP JCT 5.1	TP-210 140 7037		
		TOWER 19 2.1			
s 1 15		DALLAS 0.2	TP-215	s 4 45	
1 16	214.8	TERMINAL JOT 1.3	TP-216	4 38	
	216.1	BROWDER 10.3	TP-218 82 4362		
	226.4	GRAND PRAIRIE 2.6	TP-227 85 4570		
	229.0	BOP 3.7	TP-230 Yd.		
	232.7	ARLINGTON 12.7	TP-233 71 4173		
2 25	245.4	TOWER 55 5.7	TP-245	3 45	
PM	251.1	CENTENNIAL YD	TP-250	PM	

TIMETABLE NO. 19

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

Yard Limits: MP 488-30 at Texarkana and SSW crossing; MP 244-02 and MP 248-01.

Maximum Speed	MPH Psg. Frt.	Maximum Speed	MPH Psg. Frt.
(Except as below)	75 60	Eastward Absolute Sig. Tower 19	20 20
MP 0-00	MP 1-00	Terminal Jct.	20 20
MP 1-00	MP 2-33	Thru curve at Terminal Jct.	
MP 5-14	MP 6-11	(Both main tracks)	10 10
MP 11-04	MP 13-04	MP 214-24	MP 221-25
MP 15-11	MP 18-11	MP 224-15	MP 225-29
MP 20-32	MP 21-24	MP 225-29	MP 226-25
MP 23-22	MP 23-33	MP 226-25	MP 228-32
MP 30-27	MP 31-04	MP 228-32	MP 235-15
MP 36-12	MP 38-00	MP 235-15	MP 238-28
MP 42-07	MP 42-25	MP 238-28	MP 239-06
MP 45-00	MP 45-18	MP 239-06	MP 245-18
MP 46-20	MP 47-22	MP 245-18	MP 245-40
MP 48-20	MP 49-00	Maximum Speed on controlled sidings 35	
MP 50-06	MP 50-14	MPH unless otherwise restricted.	
MP 50-14	MP 51-17	In siding Marshall:	
MP 51-17	MP 54-00	MP 66-15	MP 66-23
MP 56-11	MP 56-25	Through sidings and turnouts	
MP 59-00	MP 65-16	East Yard Ft. Worth	15 15
MP 65-16	MP 67-06	Flagging distance 2 miles	
MP 67-06	MP 68-33	Business	Sta.
MP 80-07	MP 80-19	Tracks	MP No.
MP 80-19	MP 81-16	Hoot	6.5 TP7
MP 81-16	MP 85-00	South Texarkana	11.4 TP11
MP 86-06	MP 95-06	Pirkey	76.1 TP76
MP 100-21	MP 104-30	Trinity	84.6 TP85
MP 112-33	MP 112-34	Pumps	87.0 TP87
MP 112-34	MP 113-11	Hawkins	118.6 TP119
MP 126-14	MP 126-25	Debbie	128.9 TP129
MP 131-14	MP 132-07	Amoco	156.3 TP157
MP 136-00	MP 136-12	Forney	194.0 TP194
MP 139-29	MP 141-07	Mesquite	202.0 TP202
MP 148-07	MP 148-36	Dalworth Paint	202.3 TP203
MP 148-36	MP 149-19	Skyline	205.6 TP205
MP 156-00	MP 157-00	Harrys	218.0 TP218
MP 166-09	MP 167-01	Eagle Ford	220.0 TP220
MP 182-06	MP 183-09	Cloudy	222.0 TP224
MP 183-26	MP 184-18	June Pit	223.2 TP225
MP 192-07	MP 193-00	Mt. Creek	223.8 TP226
MP 193-07	MP 194-10	Great Southwest	231.2 TP231
MP 194-10	MP 196-14	Handley	239.2 TP239
MP 196-14	MP 201-10	Poly	241.1 TP241
MP 201-10	MP 203-00	Jamestown	242.9 TP243
MP 203-00	MP 205-15	Fort Worth	245.8 TP246
MP 205-15	S.P. MP 2.1		
	S.P. MP 1.8		
	Tower 19		
	Through interlocking Tower 19		
	Through curve at Terminal Jct.		
	(both tracks)		

At Texarkana between power crossover at MP 488-30 and SSW Crossing the following will apply:

- Southward or Westward main track is designated as No. 1 main and Eastward or Northward main track is designated as No. 2 main.
- There is no superiority of trains on No. 2 main and all trains and engines must move at speed prescribed by Rule 93 for second and inferior class trains and engines.
- Unless instructed otherwise by the operator at Texarkana, No. 22 will operate on No. 1 main and Rule D-93 will not apply.
- On No. 1 main, all trains and engines must clear the schedule times of No. 21 and No. 22 as prescribed by Rule 93 except they may be authorized to occupy the track upon those schedule times by the operator at Texarkana.
- No. 21 must not pass southward signal at MP 488-30 and No. 22 must not pass eastward signal at National Jct. without permission from the operator at Texarkana regardless of indication displayed by those signals.

ABS — ⊙ SSW Texarkana to MP 248-01, Centennial Yard. CTC between SSW crossing Texarkana and MP 244-02.

No. 16 turnouts at all Jct. and all sidings. MW Crossover, Mineola located at MP 136-25. 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.

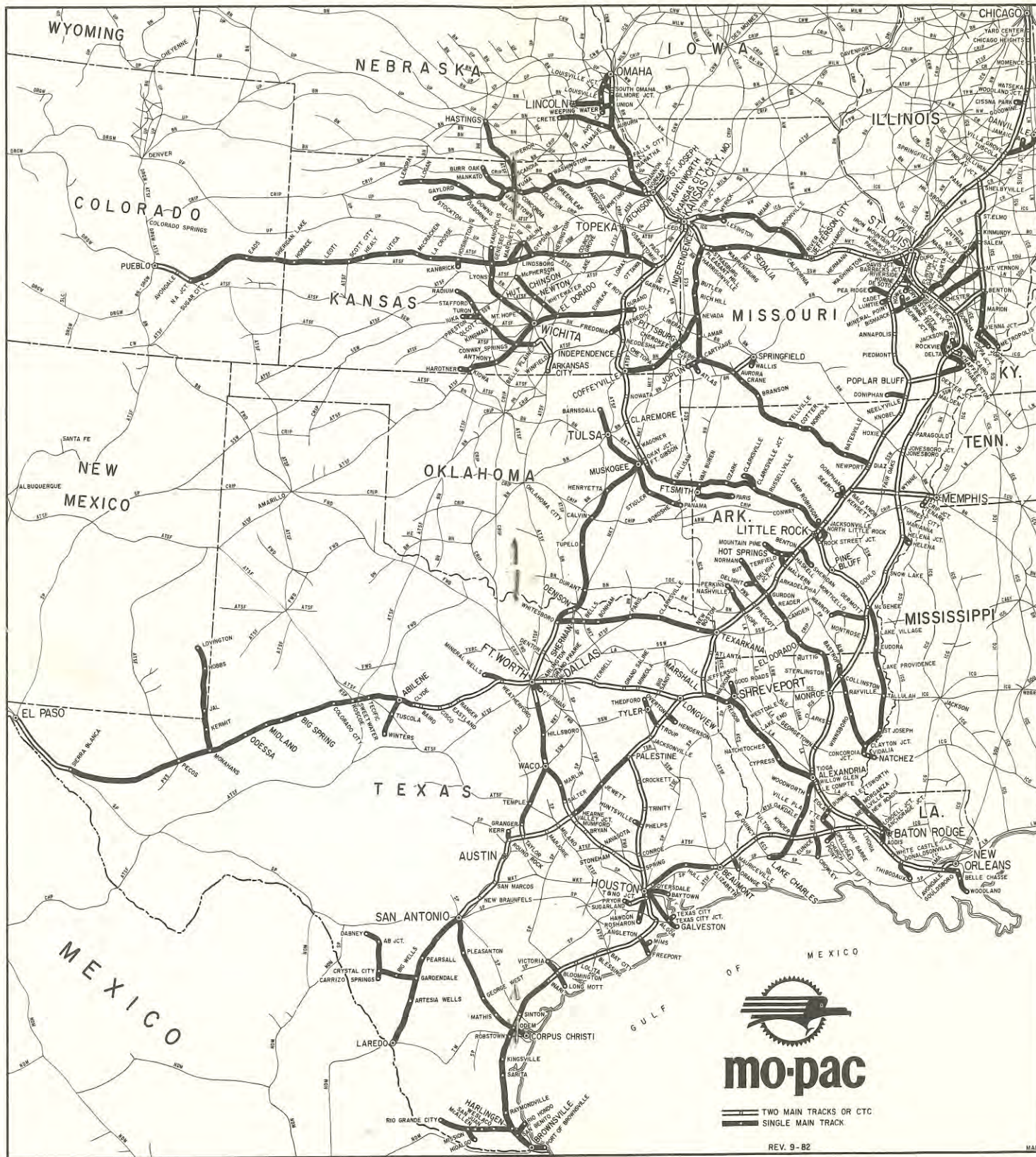
Trains originating secure clearance at Longview, Texarkana and Centennial Yd. or Tower 55.

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 204 to Centennial Yard inclusive.

(Continued on Page 50)

TIMETABLE NO. 19



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

(Continued from Page 47)

Two main tracks designated North and South tracks between Texarkana and National Jct.; Lansing Jct. and Longview Jct.; Terminal Jct. and MP 248-01 Centennial Yard.

Great Southwest-South Industrial Lead—Max. Speed 20 MPH In East Dallas Yd. ⊗ ATSF Ⓐ 10 MPH.

Operation via SP, MP Jct. to Tower 19, via Right of Way District, Tower 19 to Terminal Jct., Max. Speed 10 MPH on all auxiliary tracks and all turnouts. Interlocking Rules in effect.

Kelly Lead may be used to meet or pass trains and engines, cars higher than 17 ft. 6 inches can not be handled under Houston St. Bridge on Kelly Lead or any tracks other than tracks "A" and "B".

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

Between Tower 55 and MP 248-01 movement of trains and engines will be governed by instructions 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.

OKLAHOMA SUBDIV. — RED RIVER & CENTRAL DIVS.

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) ... 49	SOUTH Miles	STATIONS	NORTH Miles	Station Numbers	Sidings	
					Cars	Feet
MP 128-08—	120.2	OKAY JCT.		L-233		
MP 128-12.. 10	122.5	VERDIGRIS RIVER				
City Limits Muskogee ... 25†	128.3	⊗M-K-T				
Muskogee Over MP ⊗... 20	133.8	MUSKOGEE ⊗ MP... ⊗ ⊗ ⊗ ⊗		MG-3	Yd.	
Broadway & Okmulgee Sts. Muskogee ... 12	145.9	WAINWRIGHT		MG-146	143	7766
MP 167-14 to MP 167-20.. 45	158.5	HITCHITA		MG-159	62	3420
MP 173-00 to MP 175-00.. 25	174.1	HENRYETTA		MG-174	77	4140
MP 184-22—	188.6	TANNER		MG-189	85	4543
MP 185-01.. 40	202.2	MINA		MG-202	142	7560
MP 202-00 to MP 217-00.. 40	215.3	⊗ MKT				
Except: Calvin—Over	216.3	CALVIN		MG-216	77	4303
MKT... ⊗ 20	230.0	ALLEN		MG-230	89	5042
MP 231-03 to MP 231-13.. 45	252.5	TUPELO		MG-252	147	7798
MP 242-16 to MP 246-13.. 40	269.5	WAPANUCKA		MG-270		
MP 256-19 to MP 256-27.. 30	278.0	CAIN		MG-279	134	7760
MP 267-22 to MP 273-17.. 40	297.6	KO&G JCT. OKLA		MG-298		
MP 291-19 to MP 295-13.. 30		RAY-DENISON, TEX		MKT ⊗		
Thru Conn. KO&G Jct. ... 15						
Flapping distance 8,970 ft.						

Central Division Jurisdiction Okay Jct. to MP 134-25.

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 — BN 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 271-18.

WHITESBORO SUBDIV. — RED RIVER DIVISION 51

Maximum Speed MPH Between Whitesboro Jct. and Tower 55 (Except as below) ... 50	SOUTH Miles	STATIONS	NORTH Miles	Station Numbers	Sidings	
					Cars	Feet
MP 173-10 —		RAY-DENISON TEX		MK-622	Yd.	
MP 173-20.. 35	173.1	WHITESBORO JCT		TA-173	Yd.	
MP 191-15 —	179.5	COLLINSVILLE		TA-179	65	4143
MP 192-04.. 40	191.5	PILOT POINT		TA-191	139	7874
MP 203-10 —	204.6	MINGO		TA-203	121	7610
MP 207-33 —	209.1	DENTON		TA-209	123	7208
MP 210-04.. 20	225.4	ROANOKE		TA-225	144	7967
MP 221-20 —	235.5	WATAUGA		TA-235	44	2654
MP 222-05.. 30	238.1	⊗ SSW				
MP 237-05 —	240.5	HODGE		TA-240	196	9816
MP 243-30.. 30	244.5	TOWER 55		TP-245	Yd.	
MP 243-30 —						
Tower 55... 15						
Through Interlocking... 15						
On wye tracks						
Tower 55... 10						
Flapping distance 2 miles						
Yard Limits: Whitesboro Jct.: MP 171-26 — MP 175-00 — Tower 55: MP 237-00 — MP 244-20						

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

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

ABS — CTC 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	MKT Mile Post
Aubrey	198.3	TA-198	
Keller	230.2	TA-230	.668.9
Affiliated Foods	232.0	TA-232	.669.6
		Perrin Field	.681.9
		Pottsboro	.681.9
		Sadler	.685.7
		Whitesboro	

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

All remote control switches are No. 15, 16 or 20 turnouts.

54 LONGVIEW SUBDIV. — RED RIVER DIVISION

MPH							
Maximum Speed (Except as below) MP	MP			Station Number	Sidings		
	50				Cars	Feet	
City limits —							
Palestine	30						
0-0	0-16						
18-33	19-07						
21-15	22-07						
26-10	28-30						
30-02	31-15						
36-11	36-16						
44-30	45-30						
50-09	50-24						
52-10	53-00						
56-07	56-20						
59-18	60-19						
68-00	71-00						
73-05	73-25						
78-07	80-10						
80-10	81-03						
Flagging distance 2 miles							
Business Tracks							
Alcoa Spur	7.4	MP	Sta. Nos.				
Arp	52.7		AX-73				
Kinsloe	74.0		AX-29				
Bodie	78.0		AX-7				
			AX-4				
No. 15 or No. 16 turnouts north end freight route Palestine, both ends Wells Creek, south end Overton, north ends Troup and Tequila.							
Hot Box and Dragging Equipment Detectors: MP 25-12 and MP 63-01.							

ABS — CTC between Palestine and Longview. Between MP O Pole 16, Longview Subdivision and West Jct. on Austin Subdivision, and between West Jct. and MP O Pole 6 on Trinity Subdivision, all trains and engines must move at low speed and may move in either direction without flag protection. Within these limits after receiving authority of control operator, trains and engines may enter main track at hand operated switch without waiting 5 minutes as required by Rule 104 (15). At remote control switches trains and engines may proceed from stop indication to enter the main track within above specified limits upon verbal authority of control operator.

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

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

TYLER SUBDIV.—RED RIVER DIVISION

Industry Lead; Entire Subdiv.							
Maximum Speed (Except as below) MP	MP			Station Nos.			
MP 26-00 to MP 30-01.10 MPH							
Stop and protect Fleishel St. unless oscillating red light is operating.							
Sta.							
BUSINESS TRACKS	MP	No.					
General Electric Co.	13.5	CX-13					
Max. Wt.							
Troup-Swan	263,000	lbs.					
Swan-Theford	220,000	lbs.					

HENDERSON SUBDIV.—RED RIVER DIVISION

Industry Lead; Entire Subdiv.							
Maximum Speed 30 MPH				Station Numbers			
BUSINESS TRACKS							
	MP	Sta. No.					
Humble Oil							
Rack	2.7	BX-4					
Int. Paper Co.	13.3	BX-13					
Henderson							
Clay	13.6	BX-14					
Woodcarve	14.0	BX-14					

TIMETABLE NO. 19

FT. WORTH SUBDIV.—RIO GRANDE DIVISION 55

SOUTH STATIONS		NORTH		Station Numbers		Sidings		Maximum Speed MPH	
Miles	STATIONS	STATIONS	▲	Numbers	Cars	Feet			MPH
MP 0-0 to MP 100-0 (except as below) 50									
MP 0-00—MP 0-11 35									
MP 20-26—MP 22-20 30†									
MP 47-17—MP 48-10 25									
MP 78-00—MP 78-18 15									
MP 97-00 (SP Crossing) 30									
MP 100-0 to MP 165-25 (except as below) 49									
MP 138-00—MP 140-18 25									
MP 161-14—MP 163-22 20									
On wye tracks									
Tower 55 10									
Creosote Plant Lead									
Navasota 15									
Maximum speed on controlled sidings 35 MPH unless otherwise restricted.									
Flagging distance 8,970 ft.									
Yard Limits:									
MP 100-17 to									
MP 102-10;									
MP 136-00 to									
MP 141-00 and									
MP 162-26 to Waco Jct.									
MP Sta. No.									
Wardlaw (Waco) BV-173									
Gifford Hill 88.0 BV-88									
Nipak 81.7 BV-82									
Brazos Valley 80.5 BV-81									
Indpark 80.3 BV-79									
College Sta. 73.6 BV-74									
Pinehurst 17.0 BV-17									
Parker Bros. 3.0 BV-3									
Dubrook 2.4 BV-2									
Sutherland Lbr. 1.5 BV-1									
Hou. Shell 1.3 BV-1									
Parker Bros. 1.0 BV-1									
Campbell									
Ready Mix 0.8 BV-1									
MKT Stations: MKT MP									
Tower 55 757.1									
Ney 758.5									
Wrenn 763.9									
Egan 777.6									
Grandview 793.2									
Hillsboro 811.9									
Winslow 813.0									
West 827.4									
Elm Mott 836.4									
Waco Jct. 842.1									
S.P. Stations: SP MP									
Bryan 96.0									
Millican 81.4									
Navasota 70.2									

ABS — CTC Spring Jct. to Valley Jct. Hot Box and Dragging Equipment Detector *MP 19-10, *MP 85-12, *MP 107-24, *MP 132-20 and *MP 159-00. Trains and engines must secure SP and MP clearance before moving north of Spring Jct. Southward trains secure MP and SP clearance at Valley Jct. Trains secure clearance Centennial Yard or Tower 55.

No. 15 turnout South end siding Harrison. All remote control switches are No. 15, 16 or 20 turnouts. Operation: on SP between Nava Jct. and Bryan Jct.; on MKT between Waco Jct. and Tower 55; Dallas Subdiv. between Ney Yard and Centennial Yd.

A. & S. SUBDIV.—RIO GRANDE DIVISION

SOUTH STATIONS		NORTH		Station Numbers		Maximum Speed — 30 MPH	
Miles	STATIONS	STATIONS	▲	Numbers	Cars	Feet	
0.0	ABILENE			TP-407			
16.7	ATSF						
17.2	TUSCOLA			TJ-17			
27.4	BRADSHAW			TJ-28			
38.2	WINTERS			TJ-38			

T.-N. M. SUBDIV.—RIO GRANDE DIVISION

SOUTH STATIONS		NORTH		Station Numbers		Rule 99 (d) in effect	
Miles	STATIONS	STATIONS	▲	Numbers	Cars	Feet	Maximum Speed MPH (Except as below)
105.5	LOVINGTON			TM-105			30
84.4	HOBBS			TM-84			15
65.0	EUNICE			TM-66			10
42.3	JAL. N. M.			TM-42			15
23.6	KERMIT, TEX			TM-24			10
0.0	MONAHANS			TM-000			15
Flagging distance 4,320 ft.							
Business Tracks:							
Combest 52.6 TM-53							
United Carbon 55.9 TM-56							
Warren 78.0 TM-78							
Climax 80.1 TM-80							
Southern Union Oil 100.0 TM-100							
Lea County Oil 101.0 TM-101							

TIMETABLE NO. 19

As information only

Maximum Speed (Except as below) MP	MPH	WEST		STATIONS		Station Numbers	Sidings	
		FIRST CLASS	61 DEZ Frt.	Miles	EAST		Cars	Feet
258-00	259-03	55						
260-26	262-05	55						
264-14	264-24	55						
266-14	266-25	55						
276-03	276-29	50						
277-22	281-30	55						
285-15	285-20	55						
294-17	295-19	35						
298-14	298-21	55						
326-05	326-25	45						
329-28	337-03	35						
340-14	341-10	45						
343-05	345-18	35						
360-11	363-24	45						
372-05	372-13	55						
378-19	378-26	40						
383-06	384-23	40						
386-20	388-18	45						
392-00	393-15	30+1						
405-11	406-04	45						
406-04	409-07	30						
413-00	414-20	40						
422-02	423-23	55						
438-03	438-13	40						
446-30	448-14	35						
448-14	450-26	50						
476-15	477-10	50						
507-20	509-00	50						
509-00	510-00	20						
510-00	517-00	50						
Flagging distance 2 miles								
Maximum speed on controlled sidings 35 MPH unless otherwise restricted.								
Business Tracks	MP	Sta. Nos.						
Bombardier	252	TP-252						
Beckman Const. Co.	253	TP-253						
Benbrook	254	TP-255						
Aledo	263	TP-264						
Johnson Mines	324	TP-324						
Olden	347	TP-347						
Putnam	373	TP-374						
Bandag	401	TP-401						
Air Base Spur	413	TP-413						
Pyramid	445	TP-445						
Reef Field	504	TP-504						
Sand Springs	504	TP-504						
ABS — Centennial Yd. to Big Spring. CTC between Centennial Yd. and west end siding Clyde.	3 03	429.7						
At Big Spring between MP 512 and MP 515 there is no superiority of trains and all trains and engines must move at restricted speed. Between these points train or engine 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.	3 28	447.8						
Yard Limits: MP 403-15 to MP 410-20; MP 507-27 to MP 517-00.	3 41	456.4						
Conditional Yard Limits: MP 444-10 to MP 449-24—8 pm to 8 am; MP 454-00 to MP 458-00—11:01 am to 11:01 pm.	3 52	466.4						
Extra trains originating Centennial Yd. secure clearance.	4 01	475.8						
	4 06	478.1						
	4 19	491.1						
	4 33	503.7						
	4 38	508.5						
	4 55	513.4						
Hot Box and Dragging Equipment Detectors located *MP 282-30, MP 317-02, MP 347-09, *MP 377-00, MP 416-00, MP 453-00, MP 485-14.								
No. 16 Turnouts: Old E. Main—West end Centennial Yd.; Big Spring—E. end old main; all sidings except: Ranger, Baird, Tye, Trent, Colorado City and Ziler; E. end Roscoe, Lorraine; W. end Holder, Eskota, Dome and Iatan.								

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

Maximum Speed	MPH	WEST		EAST		Station Numbers
		Miles	Y STATIONS	▲	T	
	10	0.0	WEATHERFORD	Y		TP-277
		18.1	WOLTERS			TK-18
		22.0	MINERAL WELLS	T		TK-22
Yard Limits: Entire Subdiv.						
22.0						

Maximum Speed (Except as listed below) MP	MPH	WEST		STATIONS		Station Numbers	Sidings		Maximum Speed (Except as listed below) MP	MP	MPH
		FIRST CLASS	61 DEZ Frt.	Miles	EAST		Cars	Feet			
507-20	517-00	50									50
533-26	535-00	50									50
551-19	556-15	25+1									25
570-10	573-27	45									45
587-03	587-17	55									55
608-00	611-00	35									35
646-26	647-04	45									45
692-26	693-00	55									55
735-08	735-19	50									50
741-10	744-00	45									45
Through turnout to S.P. Sierra Blanca 25											
Flagging distance 2 miles											
Business Tracks	MP	Sta. Nos.									
Tex-Harvey	541.0	TP-541									
Ind. Foundation	557.6	TP-558									
Warfield	562.7	TP-563									
Sid Richardson	583.0	TP-583									
Badger Racks	590.3	TP-590									
Texas Elec.	613.6	TP-614									
Monasanto	617.5	TP-618									
Barstow	640.0	TP-640									
Westex	729.0	TP-729									
Crusher	744.2	TP-744									
Tale	757.0	TP-757									
No. 16 switch at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans, and Metz.											
WEST	FIRST CLASS	61 DEZ Frt.	Miles	STATIONS	EAST	Station Numbers	Sidings	Maximum Speed	MPH		
Daily	AM	Daily	Miles				Cars	MP	60		
5 45	513.4			BIG SPRING		TP-513	Yd.				
6 05	523.9			MORITA		TP-524	142 7560				
6 18	533.3			STANTON		TP-534	135 7492				
	539.2			DIX		TP-539					
6 34	549.2			CHUB		TP-549	130 6944				
6 44	553.3			MIDLAND		TP-553					
6 55	559.0			BOUNCE		TP-559	81 4335				
7 00	563.8			PEGASUS		TP-564	157 8312				
7 05	568.7			SOLO		TP-569	72 4261				
	570.3			ODESSA		TP-570	Yd.				
7 18	578.9			ARCADE		TP-579	148 7862				
7 31	584.1			DOURO		TP-584	77 4303				
7 41	593.7			METZ		TP-594	152 7899				
8 00	609.4			MONAHANS		TP-609	133 7465				
8 10	615.6			WICKETT		TP-615	102 5392				
8 20	624.2			PYOTE		TP-624	88 4898				
8 45	646.6			PECOS		TP-647	81 4539				
9 30	666.1			TOYAH		TP-666	176 9551				
9 46	676.7			GOZAR		TP-676	78 4220				
10 01	686.3			SAN MARTINE		TP-687	75 4184				
10 07	691.2			LEVINSON		TP-691	74 4130				
10 17	698.8			KENT		TP-698	78 4348				
10 35	708.8			BORACHO		TP-709	164 8522				
10 55	727.1			WILD HORSE		TP-727	75 4216				
11 05	735.0			VAN HORN		TP-735	61 3579				
11 27	746.5			ALLAMORE		TP-746	76 4223				
11 37	753.9			EAGLE FLAT		TP-754	76 4232				
11 49	763.6			ARISPE		TP-764	74 4129				
11 59	768.5			SIERRA BLANCA		TP-768					
4 15	858.4			EL PASO		TP-860	Yd.				
PM				343.5							

Hot Box and Dragging Equipment Detectors — MP 544-00, *MP 582-00, MP 613-20, *MI 644-15 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 664-25 to MP 667-25.

Conditional Yard Limits: MP 551-00 to MP 557-00 12:01 PM to 12:01 AM.

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

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

Westward 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	YSELETA	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	

SOUTH				NORTH	
First Class				First Class	
21				22	
Mon. Wed. Sat.	Miles	STATIONS	Station Nos.	Sidings	Sun. Tuas. Fri.
				Cars Feet	
	0.0	PALESTINE	AX-81	Yd.	
	1.0	WEST JCT.	AX-81		
	8.5	TUCKER	AX-90	69 3448	
	18.0	OAKWOOD	AX-99	139 6953	
	34.7	BUFFALO	AX-116	58 2909	
	43.8	JEWETT	AX-125	72 3600	
	54.8	MARQUEZ	AX-136	178 8909	
	70.4	EASTERLY	AX-152	71 3552	
	77.1	FRANKLIN	AX-158	169 8482	
	89.6	HEARNE	AX-171	108 5427	
	93.9	VALLEY JCT.	AX-175	96 4816	
	99.6	GAUSE	AX-181	150 7570	
	110.0	MILANO	AX-191	150 7594	
	119.1	ROCKDALE	AX-201		
	123.4	MARJORIE	AX-205	157 7880	
	132.2	THORNDALE	AX-214	69 3464	
	138.4	THRALL	AX-220	155 7762	
	144.4	M-K-T.			
	PM				AM
s 6 40	144.8	TAYLOR	AX-226	Yd.	s11 45
	6 47	HESTES	AX-232	145 7450	11 20
	6 50	HUTTO	AX-235	61 3088	11 17
	7 00	ROUND ROCK	AX-243	136 6844	11 07
	7 06	McNEIL	AX-247	91 4564	10 57
	7 14	SNEED	AX-253	157 8507	10 47
s 7 23	179.1	AUSTIN	AX-262	48 2700	s10 37
	179.6	COLORADO BRIDGE	AX-263		
	7 36	BERGSTROM	AX-268	144 7211	10 18
	7 46	BUDA	AX-276		10 08
	7 52	KYLE	AX-282	141 7050	10 02
	7 59	CENTEX	AX-288	141 7050	9 55
	8 00	M-K-T JCT.	AX-290		9 54
s 8 03	209.7	SAN MARCOS	AX-291		s 9 51
	8 17	GOODWIN	AX-302	190 9545	9 38
	227.3	NEW BRAUNFELS	AX-308		
	227.4	M-K-T.			
	8 27	LANDAS PARK	AX-309	47 2382	9 28
	8 34	CORBYN YD.	AX-316	Yd.	9 21
	8 41	BRACKEN	AX-322	159 7995	9 14
	8 51	NORTH LOOP	AX-333	145 7250	
	8 53	ADAMS	AX-335	73 3684	9 02
	259.1	SAN ANTONIO	AX-340		
	9 15	APACHE JCT.	AX-341		8 50
	PM	S. P.			AM
	264.3	SOSAN	AX-345	Yd.	

ABS — Between Palestine and MP 259-00, and between MP 260-28 and MP 263-08. CTC between Palestine and Signal 14 and between MP 93-00 and MP 259-00.

Between MP O Pole 16, Longview Subdivision and West Jct. on Austin Subdivision, and between West Jct. and MP O Pole 6 on Trinity Subdivision, all trains and engines must move at low speed and may move in either direction without flag protection. Within these limits after receiving authority of control operator, trains and engines may enter main track at hand operated switch without waiting 5 minutes as required by Rule 104 (15). At remote control switches trains and engines may proceed from stop indication to enter the main track within above specified limits upon verbal authority of control operator.

Rule 345 will not apply at SP crossing at MP 260.4.

Between Apache Jct. and San Antonio there is no superiority of trains and all trains and engines must move at restricted speed.

Yard Limits: West Jct. to MP 4-03; MP 43-0 to MP 46-05; MP 259-01 to MP 268-00.

All trains secure clearance at Valley Jct., Taylor and Sosan. No. 22 will secure MP clearance at S.P. Station San Antonio.

Hot Box and Dragging Equipment Detectors located *MP 119-24, *MP 168-29, and *MP 198-03.

Maximum Speed	MPH	Maximum Speed	MPH
(Except as shown below)	50	(Except as below)	70 50
MP 0-0 — MP 1-00	20	MP 144-32 — MP 145-28	25 25
City Limits Palestine	30†	MP 145-28 — MP 146-24	40 40
MP 13-00 — MP 14-00	30	MP 146-24 — MP 147-20	60 —
MP 17-02 — MP 18-15	45†	MP 160-00 — MP 161-24	60 —
MP 21-03 — MP 21-11	45	MP 166-32 — MP 171-00	60 —
MP 61-28 — MP 62-07	45	MP 171-00 — MP 179-04	35 35†
MP 64-06 — MP 64-18	45	MP 179-04 — MP 180-08	15 15
MP 65-16 — MP 65-22	45	MP 180-08 — MP 186-01	35 35†
MP 75-20 — MP 77-29	45†	MP 190-24 — MP 191-32	60 —
MP 88-12 — MP 91-05	25†	MP 191-32 — MP 195-00	65 —
MP 93-11 — MP 93-12	20	MP 201-28 — MP 203-04	55 —
MP 94-20 — MP 94-26	45	MP 205-12 — MP 207-08	55 —
MP 109-27 — Over ATSF		MP 207-08 — MP 211-04	30 30
Crossing	40	MP 219-32 — MP 220-00	60 —
MP 113-00 — MP 114-00	35	MP 225-32 — MP 228-08	30 30†
MP 118-00 — MP 121-15	45†	MP 228-08 — MP 229-12	60 —
RS&S Yard	10	MP 229-12 — MP 231-36	65 —
MP 131-08 — MP 133-14	45†	MP 231-36 — MP 232-04	60 —
MP 143-00 — MP 146-14	25†	MP 232-04 — MP 234-24	65 —
MP 144-10 — MP 144-32	15	MP 240-08 — MP 240-20	60 —
Flagging distance 2 miles		MP 242-24 — MP 244-08	60 —
		MP 247-12 — MP 249-12	60 —
		MP 252-04 — MP 256-04	45 45
		MP 256-04 — MP 257-12	40 40
		MP 257-12 — MP 258-16	30 30
		MP 258-16 — MP 259-32	20 20†
		MP 259-32 — SP Crossing	
		No. 1 until crossing occupied.	06 06
		MP 260-00 — MP 260-36	30 30
		MP 260-36 — MP 264-20	35 35
		MP 264-20 — MP 264-28	15 15

Maximum speed on controlled siding 35 MPH unless otherwise restricted.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Lake	12.3	AX-93	Steck Paper Co.	172.1	AX-253
Champion	33.3	AX-114	Vinson	183.8	AX-265
Beavens	42.8	AX-115	Bergstrom Ind. Lead	5.0	miles
Koch (Conn. F.W.D.R.R.)	45.7	AX-127	Vinson to end of track.	Max.	
New Baden	73.1	AX-154	Speed 20 MPH.		
Marjorie (Conn. R.S.&S.R.R.)	124.4	AX-205	Texas Cement	196.1	AX-278
Round Rock	161.6	AX-243	Dittlinger	231.1	AX-312
Georgetown Ind. Lead	2.0	mi.	Parker Bros.	231.2	AX-312
Round Rock to Kerr DX-0002.			Ogden	236.7	AX-318
Max. Speed 10 MPH.			Wetmore	247.7	AX-329
IBM	169.0	AX-251	Longhorn Industrial Lead	4.0	miles.
Charles	170.4	AX-252	Max. Speed 20 MPH.		
Hooper	171.1	AX-254	Longhorn	249.2	AX-330
Stripling Blake	171.9	AX-253	Green Light Spur	250.0	AX-331
			Towne Spur	251.8	AX-333
			Cementville	253-6	AX-334

All remote control switches are No. 15, 16 or 20 turnouts except switch to MKT connection at Taylor and crossover from freight lead to main track at Taylor.

Gate at SP crossing at Apache Jct. MP 259.8 may be left lined and secured as last used.

Miles	STATIONS		Sta. Nos.	Sidings	
	SOUTH	NORTH		Cars	Feet
264.3	SOSAN	⊗@T⊗	AX345	Yd.	.....
278.1	GESSNER	.....	AX359	159	7995
291.5	DEVINE	⊗	AX373	37	1879
313.0	PEARSALL	⊗	AX394	41	2093
318.0	MELON	.....	AX399	140	7501
321.9	DERBY	.....	AX403	.....	.....
329.1	DILLEY	.....	AX410	.....	.....
339.5	GARDENDALE	⊗T	AX422	140	7018
345.8	COTULLA	.....	AX427	92	4616
367.6	ATLEE	.....	AX449	63	3191
370.7	FINLEY	⊗	AX452	154	7745
385.3	CALLAGHAN	.....	AX467	46	2303
408.3	NYE	⊗	AX490	.....	.....
412.0	⊗Tex-Mex	⊗	.....	.....	.....
412.2	LAREDO	⊗T⊗⊗⊗	AX494	Yd.	.....
147.9					

Yard Limits: MP 259-01 to MP 268-00; MP 404-02 to end of Track Laredo.

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

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
(Except as below)	49	Lytle	282.1	AX-363
MP 264-20 — MP 264-28	15	Natalia	287.1	AX-368
MP 281-12 — MP 282-20	30+	Armour		
MP 290-04 — MP 291-20	40+	Chemical	310.1	AX-390
MP 312-00 — MP 314-01	30+	Medina Electric	310.5	AX-391
MP 345-00 — MP 346-00	40+	Burns Stock		
MP 410-12 — MP 412-08	15	Pens	331.0	AX-412
		Artesia Wells	356.9	AX-438
		Encinal	373.6	AX-455

Flagging distance 9,600 ft.

Miles	STATIONS		Station Nos.	Sidings	
	SOUTH	NORTH		Cars	Feet
0.0	PALESTINE	⊗T⊗	AX-81	Yd.	.....
0.0	WEST JCT	⊗-1	A-81	.....	.....
12.2	ELKHART	.....	A-94	150	7512
24.5	GRAPELAND	.....	A-106	59	2960
37.5	CROCKETT	⊗-1	A-119	156	9121
51.2	LOVELADY	.....	A-133	65	3292
64.8	TRINITY	⊗-1	A-146	165	10200
71.7	RIVERSIDE	.....	A-153	62	3138
84.0	PHELPS	⊗-1	A-165	156	7807
95.7	NEW WAVERLY	.....	A-177	83	4175
103.7	WILLIS	.....	A-185	83	4188
111.7	CONROE	⊗ATS	A-193	142	7100
120.6	TAMINA	.....	A-202	68	3426
126.6	SPRING JCT	T	A-208	.....	.....
128.3	LLOYD YD	⊗-1	A-210	YD.	.....
137.0	ALDINE JCT	.....	A-219	.....	.....
142.0	McGOWAN	.....	A-223	.....	.....
145.8	BELT JCT	⊗HBT	A-227	.....	.....
146.6	⊗SP	.....	.....	.....	.....
147.5	GULF COAST JCT	.....	.....	.....	.....
150.1	SETTEGAST YD	⊗T⊗	B-379	Yd.	.....
150.1					

Hot Box and Dragging Equipment Detectors located at MP 33-11; MP 67-12; MP 97-16.
 Trains and engines must secure clearance before moving north of Belt Jct.
 Ft. Worth Subdiv. trains must secure MP and SP clearances before moving north of Spring Jct.
 Trains and engines originating at Spring must not move on main track until clearance is received or crew has received verbal advice from train dispatcher or operator at Spring that there are no track restriction orders in effect which will affect their movement.

DeQUINCY DIV. JURISDICTION MP 126-32 to MP 144-00.
 ABS — CTC Palestine to Belt Jct.

Two main tracks designated east and west tracks between Aldine Jct. and Belt Jct.

Between MP O Pole 16, Longview Subdivision and West Jct. on Austin Subdivision, all trains and engines must move at low speed and may move in either direction without flag protection. Within these limits after receiving authority of control operator, trains and engines may enter main track at hand operated switch without waiting 5 minutes as required by Rule 104 (15). At remote control switches trains and engines may proceed from stop indication to enter the main track within above specified limits upon verbal authority of control operator.

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

Operation on HB&T south of MP 144-00.
 All radio communications in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.

All remote control switches are No. 15, 16 or 20 turnouts.

CRYSTAL CITY SUBDIV. — PALESTINE DIVISION

Rule 99 (d) in effect.	Miles	STATIONS		Sta. Nos.	Sidings	
		SOUTH	NORTH		Cars	Feet
Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max Speed 30 MPH Max. Wt. 240,000 lbs.	190.8	DABNEY	.....	HX18	.....	.....
	187.3	BLEWETT	⊗URA	HX14	.....	.....
Yard Limits: MP 105-00 to MP 107-00; MP 142-05 to MP 148-00.	146.0	CRYSTAL CITY	⊗@T⊗	FX146	Yd.	.....
	143.4	RIVER	.....	FX143	Yd.	.....
Maximum Speed Crystal City — Gardendale 30 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172-28 to MP 173-02; Wye tracks Crystal City 15 MPH.	134.5	BRUNDAGE	.....	FX134	86	4324
	127.1	BIG WELLS	.....	FX127	.....	.....
Flagging distance 5,920 ft.	118.3	COUNTY LINE	.....	FX118	41	2068
	105.0	GARDENDALE	⊗T⊗	AX422	.....	.....
85.8						

Business Tracks	MP	Sta. No.
Kelley	172.9	GX-173
LaPryor	163.9	GX-164

52 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

Maximum Speed MPH	T&NO Jct.-Algoa
(Except as below) 45	
T&NO Jct.—MP 18. 20	
Around two curves on ATSF MP 0.5 to MP 0.0..... 20	
Wye Tracks Alvin and Algoa..... 25	
Algoa—MP 204-10 (Except as below) 50	
MP 343-09..... 25	
MP 342-28..... 25	
MP 320-08..... 20	
MP 317-27..... 20	
MP 309-17..... 25	
MP 308-06..... 25	
MP 305-17..... 35	
MP 285-15..... 30†	
MP 282-22..... 30†	
MP 204-10..... 49	
MP 118-09 (Except as below) 49	
MP 187-02..... 25	
MP 184-02..... 15†	
MP 162-07..... 20	
MP 161-17..... 25	
MP 156-01..... 20	
MP 154-07..... 25	
MP 142-00..... 10†	
MP 140-00..... 15	
MP 132-19..... 40	
MP 131-10..... 30	
MP 125-19..... 35	
MP 124-30..... 30	
MP 118-09 (except as below) 40	
MP 25.6..... 30	
MP 95-00..... 30	
MP 65-00..... 35	
MP 48-00..... 30	
MP 45-12..... 20†	
MP 25.6—MP 0.0..... 15†	
MP 22.1—MP 18.0..... 25	
MP 8.1—MP 3.0..... 25	
MP 3.0—MP 1.0..... 25	
Flagging distance 2 miles	
BUSINESS TRACKS: MP Sta. Nos.	
Monsanto Storage..... 335.9 B-336	
Chocolate Bayou Spur..... 335.6 B-336	
Danbury..... 327.3 B-327	
Brazoria..... 308.6 B-309	
Pan American Petroleum Spur..... 298.5 B-299	
Abercrombie..... 297.5 B-297	
Bay-Tex Fertilizer..... 290.5 B-290	
Celanese Storage..... 277.3 B-277	
Elmaton..... 269.6 B-270	
McFaddin..... 209.4 B-209	
Refco Corp..... 190.4 B-190	
Refugio..... 186.0 B-186	
Cranell..... 173.6 B-174	
Calallen..... 148.1 B-148	
Corpus Christi Filtration Plant..... 147.3 B-147	
Lon Hill..... 146.7 B-147	
Driscoll..... 132.1 B-132	
Chemcel..... 122.8 B-123	
Ricardo..... 112.0 B-112	
Riviera..... 103.1 B-103	
Turcotte..... 82.8 B- 83	
Yturria..... 52.4 B- 52	
Lyford..... 41.4 B- 41	
Sebastian..... 36.9 B- 37	
Russelltown..... 14.1 B- 14	
Yard Limits:	
MP 0.0 to MP 3.0;	
MP 23.5 to MP 28.2;	
MP 116.0 to MP 120.0;	
MP 152.6 to MP 154.8.	
Conditional Yard Limits:	
MP 120.0 to MP 125.9	
3:30 p.m. to 6:30 a.m.	

All siding switches Algoa to Inari inclusive are No. 15 or 16 turnouts.		Station Nos.	Sidings
SOUTH	NORTH		
Miles	STATIONS	Cars	Feet
377.0	SETTEGAST YD. § T T	B-379	Yd.
368.1	8.9		
20.3	NEW SOUTH YD. B-368		Yd.
19.4	0.9		
	T&NO JCT. ⊗ SP		
14.0	5.4	n126	7690
	MYKAWA..... s150		9350
10.0	4.0		
	PEARLAND..... C	108	5400
4.1	5.9		
	HASTINGS.....	256	12800
0.0	4.1		
28.6	ALVIN..... ⊕ T		Yd.
24.4	4.2		
343.2	ALGOA..... B-343		
	0.4		
342.8	BROWNIE..... T	B-342	192 9636
	9.4		
333.4	LIVERPOOL..... B-333	151	7552
	13.4		
320.0	ANGLETON..... ⊕ T	B-321	Yd.
	14.5		
305.5	S. BERNARD R O M	B-306	
	4.7		
300.8	SWENY..... ⊕ T	B-301	102 5095
	9.1		
291.7	ALLENHURST..... B-292	108	5394
	7.6		
284.1	⊗ A.T. & S.F. ⊗		
	0.3		
283.8	BAY CITY..... ⊕ T	B-284	102 5121
	8.6		
275.2	BUCKEYE..... T	B-275	141 7800
	10.6		
264.6	BLESSING..... B-265	105	5241
	14.9		
249.7	LAWARD..... B-250	105	5257
	4.8		
244.9	LOLITA (PCNConn) B-245		
	4.8		
240.1	VANDERBILT..... ⊕	B-240	Yd.
	10.6		
229.5	KEERAN..... B-230	111	5547
	5.2		
224.3	PLACEDO ⊗ S.P. ⊕	B-224	
	5.0		
219.3	BLOOMINGTON..... ⊕ T	B-219	127 6375
	3.3		
216.0	BARGE CANAL ⊕		
	10.3		
205.7	INARI..... B-205	150	7521
	12.3		
193.4	GRETA..... B-193	145	7252
	13.4		
180.0	WOODSBORO..... B-180	128	6392
	18.0		
162.0	SINTON JCT ⊗ SP ⊕	B-162	44 2224
	1.0		
161.0	SINTON..... B-162	180	10864
	6.5		
154.5	ODEM ⊗ MP..... ⊕ T	B-155	73 3655
	13.1		
141.4	ROB TOWN ⊗ TM ⊕	B-141	115 5773
	16.5		
124.9	BISHOP..... ⊕	B-125	
	6.5		
118.4	KINGSVILLE..... ⊕	B-119	Yd.
	21.0		
97.6	SARITA..... B-98	85	4249
	20.6		
77.0	ARMSTRONG..... ⊕-2	B-77	150 7506
	9.4		
67.6	NORIAS..... B-68	82	4098
	21.2		
46.4	RAYMONDVILLE..... B-46	104	5228
	19.6		
26.8	⊗ S.P. ⊕		
	1.2		
25.6	HARLINGEN..... ⊕ T	B-25	Yd.
	6.6		
19.0	SAN BENITO..... B-19		
	18.3		
0.7	BROWNSVILLE..... § T	B-0	Yd.
	377.0		

TIMETABLE NO. 19

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 63

ABS-CTC (ATSF-TCS) New South Yard to South Switch Inari and between MP 162.0 Sinton Jct and Odem MP 154.24.

Operation on HB&T T&NO Jct. to Settegast Yard; be governed by HB&T timetable and Special Instructions.

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

All radio communications in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.

Operation on ATSF between New South Yard and Algoa; be governed by Uniform Code of Operating Rules and Special Instructions Item 17(a). ATSF Timetable not required between New South Yard and Algoa.

ATSF Timetable direction from T&NO Jct. to Alvin is eastward.

Two main tracks between Alvin and Algoa. Timetable direction from Alvin to Algoa is westward. Track to the right as observed by a Southward train (MP timetable direction) is designated as the North track and track to the left is designated as the South track.

ATSF maximum speed permitted through remote control switches is 30 MPH, except 15 MPH through switches at east end of two tracks at Alvin.

Clearances:

Southward trains secure Missouri Pacific clearance and ATSF clearance prior to leaving HB&T (T&NO Jct.).

Northward trains must secure ATSF clearance at Alvin.

Crews operating Angleton to Palestine must secure clearance at Angleton. Brownsville Subdivision trains must receive clearance at Harlingen.

Hot Box and Dragging Equipment Detectors located *MP 189-20, *MP 270-08 and *MP 330-00.

Monsanto Ind. Lead—MP 335.6

5.6 miles
Max. Speed 15 MPH

(Except as below)

MP 3—MP 5..... 10

Freeport Industrial Lead:

(Between Angleton and Freeport 15.4 miles)

Kyle Road Crossing in Clute — Protect before occupying.

Maximum Speed MPH

(Except as below)..... 30

MP 10.3 to Bridge 15.6..... 10

Bridge 15.6 to end of track..... 5

Business Tracks MP Sta. No.

Ross..... 7.3 BH-10

Clute..... 9.5 BH-8

Hoskins Jct..... 11.4 BH-6

Freeport ⊕ ⊗ §..... 15.4 BH-0

Phillips Refinery Spur—MP 297.5

2.3 miles

Max. Speed 10 MPH

Celanese Industrial

Lead—MP 277-00

2.3 miles

Max. Speed 10 MPH

Victoria Industrial Lead:

(Between Bloomington and Victoria 12.5 miles)

Maximum Speed 30 MPH

Business Tracks MP Sta. No.

Dernal..... 4.2 BM-4

Tennessee Gas..... 4.5 BM-4

Seadrift Industrial Lead:

(Between Bloomington and Long Mott 14.0 miles)

Maximum Speed MPH

MP 0.0—MP 13.0..... 25

MP 13.0—MP 14.0..... 10

Business Tracks MP Sta. No.

Heyser..... 5.0 BK-05

Green Lake..... 10.3 BK-10

North Seadrift..... 12.5 BK-12

Long Mott..... 14.0 BK-14

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.

Business Tracks MP Sta. No.

Fresnal..... 6.6 BS-6

Rio Hondo..... 9.0 BS-9

⊕ SP ⊕..... 5.5

Brownsville Port Line: (7.8 miles)

Maximum Speed MPH

(Except as below)..... 15

MP 0.0—MP 0.3..... 10

MP 0.3—MP 0.5..... 5

MP 0.5—MP 2.2..... 10

⊕ SP ⊕ MP 1.2

TIMETABLE NO. 19

64 CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings		Feet
				Cars	Feet	
3.1	SOSAN		AX345	Yd.		
20.3	LEHR.		CC20	51	2570	
34.3	PLEASANTON		CC34	166	8307	
55.2	CAMPBELLTON		CC55	158	7898	
77.3	THREE RIVERS		CC77	42	2110	
88.1	GEORGE WEST		CC88	157	7850	
113.0	MATHIS		CC113			
124.7	HUBERT		CC124	63	3176	
132.2	ODEM		B-155	Yd.		
141.2	VIOLA		CC141			
145.6	M. P. JCT.					
145.9	C. O. T. A.					
149.0	CORPUS CHRISTI		CC150	Yd.		
145.9						

MAXIMUM SPEED

(Except as shown below) MPH 49

South Leg SAUG Wye 10

MP 33.0 —
MP 35.0 — 20†
MP 77.1 —
MP 77.8 — 20†
MP 113.1 —
MP 113.2 — 30†
MP 145.5 —
MP 149.0 — 15

Flagging distance 8,970 ft.

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	San Miguel Power Plant	53.0	CC-53
San Jose	6.7	CC-7	Whitsett	63.3	CC-63
Espey Sand Pit	23.1	CC-23	Sunnland	68.0	CC-68
Leming	26.6	CC-27	Edroy	126.1	CC-126
Coughran	38.8	CC-39			

Trains must secure clearance at Odem.
Yard Limits: MP 3.1 to MP 4.8; MP 130.0 to MP 134.1; MP 140.5 to Corpus Christi.
Conditional Yard Limits: MP 4.8 to MP 7.0, 7:01 am to 3:01 pm.
Trains and engines moving on Halliburton Spur Pleasanton must not exceed 10 MPH.
In Corpus Christi Yard Tex. Mex.
Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator on duty at Corpus Christi.

MISSION SUBDIV.—KINGSVILLE DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Maximum Speed	MPH
0.0	HARLINGEN YD		B-25	(Except as below)	30
8.3	LA FERIA		BR-8	MP 32.3 — MP 36.8	15
13.9	MERCEDES		BR-14	Flagging distance 3,590 ft.	
18.8	WESLACO		BR-19		
22.8	DONNA		BR-23		
26.9	ALAMO		BR-27	Hidalgo-Mission Industrial Lead—4.5 miles	
29.3	SAN JUAN		BR-29	Max. speed 15 MPH.	
31.0	PHARR		BR-31		
34.2	MALLEN		BR-34	Business Tracks	Sta. No.
34.5	S. P.			Madero	7.4 BY-56
40.0	MISSION YD		BR-40		
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.	Rio Grande City Industrial Lead: (Mission to Rio Grande City—33.3 miles)
C.P.L. Spur	1.3	BR-1	Max. Speed 20 MPH
Kipfer	1.9	BR-2	Max. Wt. 240,000 lbs.
Adams Gardens	6.2	BR-6	
Weslaco Salvage Spur	20.6	BR-21	
Gross-Wearden	21.7	BR-22	
Val Verde	24.8	BR-25	
Hauser	32.5	BR-32	
McCull	33.0	BR-33	
Peace Thornton			
Lbr. Co.	36.9	BR-37	
Sharyland	37.6	BR-37	
Dowell			
Chemical Co.	38.0	BR-38	

SUGARLAND SUBDIV.—DeQUINCY DIVISION 65

Miles	SOUTH STATIONS	NORTH	Station Nos.	Yard Limits—Entire Subdiv.
	SETTEGAST Yd.		B-379	Business Tracks MP No. Pierce Junction 7.9 AE-7 Klein Industrial 9.2 AE-9 AB Chance 10.1 AE-10 Imperial Salt Co. 13.1 AE-13 Witco Co. 13.1 AE-13 Metal Arts 13.7 AE-14 Fresno 16.0 AE-16
	Via HBT			Rosharon Industrial Lead: (Hawdon—Rosharon 8.6 miles) Max. Wt. 220,000 lbs.
8.5	MYRTLE		AE-8	Business Tracks MP No. Juliff 23.0 AE-23 Rosharon 29.7 AE-30
9.4	ALMEDA		AE-11	Sugarland AG 33 Pryor AG-35
18.8	ARCOLA		AE-19	
21.1	HAWDON		AE-21	
	21 1			

Maximum Speed MPH

Belt Jct. to MP 20-01 20
MP 20-01 to MP 21.1 15
Rosharon Ind. Lead 10

All radio communication in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.

Operation over SP between T&NO

Jct. and Sugarland, be governed by SP timetable.

Operation over HB&T between Settegast Yard and T&NO Jct. and Myrtle. Be governed by HB&T timetable and special instructions.

BAYTOWN SUBDIV.—DeQUINCY DIVISION

Miles	WEST STATIONS	EAST	Station No.	Yard Limits Entire Subdiv.
33.4	BAYTOWN		BG-33	Maximum Speed MPH (Except as below) 20 MP 7.5 — MP 9.0 10 MP 11.0 — MP 11.6 10 MP 14.7 — MP 14.9 10 San Jacinto Ordinance 10 Arco Industrial Lead 10 U.S. Steel Industrial Lead 10 MP 19-29 — MP 20-24 10 (San Jacinto River Bridge) 15 MP 22.6 — MP 23.3 10 MP 26.0 — MP 33.4 10
30.7	E. O. CO.			
28.5	DURHAM YARD		BG-28	
27.0	COADY YARD		BG-27	
22.5	HIGHLANDS		BG-22	
18.0	CHANDELVIEW		BG-18	
9.5	MARKET ST.		BG-9	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.
3.8	SETTEGAST YD		B-379	
	29.6			

All radio communication in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.

BUSINESS TRACKS:	MP	Sta. No.	BUSINESS TRACKS:	MP	Sta. No.
Miller-Estes Spur	10.3	BG-10	Greens Bayou	14.3	BG-14
Sheffield Road			Diamond Alkali		
Team	12.4	BG-12	Spur	14.5	BG-14
Armco	12.6	BG-13	Ordinance Spur	15.0	BG-15
Walton Barge			Houston Tank Car	16.3	BG-16
Terminal	13.1	BG-13	Arco Ind. Lead	17.5	BG-17
			Mantu	19.8	BG-19

All crews arriving or departing Settegast Yard will register in and out on the HB&T Railway Co. Register.
When using HB&T tracks Houston, HB&T Timetable and Special Instructions apply.

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

ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Maximum Speed	MPH
477.7	MAURICEVILLE		B-477	(Except as below)	20
482.9	PEVETO		BE-482	MP 489-06 — MP 490-15	10
486.9	S. P.			Doc Brown: Dupont Industrial Lead	10
488.0	DOC BROWN		BE-488	Dupont Industrial Lead	10
490.5	ORANGE		BE-490	East Conn.	10
	12.9			Firestone Ind. Lead	10
				ORANGE: Weaver Ind. Lead	5
				County Dock Ind. Lead	5
				Yard Limits Entire Subdiv.	
				BUSINESS TRACKS: MP No.	
				Bancroft 485.0	BE-485
				Kilowatt 486.5	BE-486

66 BEAUMONT SUBDIV. — DeQUINCY DIVISION

ABS—Settegast Jct. to De-Quincy. CTC—Settegast Jct. to Dyersdale and Elizabeth to De-Quincy.	WEST ↓	STATIONS	EAST ↑	Station Nos.	Sidings	
	Miles				Cars	Feet
Trains secure clearance - De-Quincy.	508.0	DEQUINCY, LA.	⊗ ⊕	B-508	167	8386
Trains originating Houston receive clearance.	507.3	C.S. JUNCTION		B-507		
Crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.	504.0	HELME		B-504	96	4820
Two main tracks between Langham Road and KCS Ry. drawbridge Beaumont.	499.2	LUCAS		B-499	95	4784
Beaumont—Operation on SP R.R. between Langham Rd and 11th St. crossover—MP rules, timetable and Special Instructions apply.	492.3	STARKS		B-492	150	7511
Yard Limits: MP 449.6 to West Switch Elizabeth.	487.0	RULIFF		B-487	92	4646
Maximum Speed MPH (Except as shown below) 50	477.4	MAURICEVILLE, TEX.	⊗ MP ⊕	B-477	197	9863
Gulf Coast Jct. to 20	467.2	VIDOR		B-467	260	13018
MP 381-06—MP 383-03 45	462.8	SP JCT				
MP 453-19—GCL Jct. 20+	461.8	DRAWBRIDGE	⊗ ⊕			
MP 507-11—MP 508-25 20	461.6	⊗ SP-ATSE	⊕			
Flagging distance 2 miles	460.8	GCL JCT				
Sta. No.	460.3	⊗ SP-KCS	⊕			
Business Tracks: MP No.	459.1	BEAUMONT. ⊗ ⊕-2 ⊗ ⊕		B-461	Yd.	
Hardin 422.4 B-422	455.1	ELIZABETH	⊕	B-455	155	7768
Sandune 418.6 B-418	449.6	AMELIA	⊕	B-450	Yd.	
Int. Chem. Co. 418.5 B-418	441.3	GRAYBURG		B-441	110	5541
Kenefick 413.9 B-413	427.2	HULL	⊕-2	B-427	138	6942
No.15, 16 or 20 turnouts east wye switch—Settegast Jct.; both ends siding Dyersdale; West Crossover and East Crossover—Beaumont; De-Quincy lead and CS Jct.—KCS conn.	409.0	MARTHA		B-409	93	4664
All radio communication in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.	398.8	HUFFMAN	⊕-2	B-398	141	7068
	385.0	DYERSDALE		B-385	108	5440
	381.6	SETTEGAST JCT		B-382	Yd.	
	378.0	GULF COAST JCT.		A-225		
		130.2				

Operation over KCS Ry. between GCL Jct. and CS Jct. Be governed by Uniform Code of Operating Rules and Special Instructions Items 17(c).

Between Amelia and Elizabeth all movements will be made under direction of operator at Tower 74 and as prescribed by Rule 93.

Hot Box and Dragging Equipment Detectors located at *MP 444-18.

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

KCS Station	Milepost	Business Tracks	Milepost
CS Jct.	720.3	Alton Box Co.	721.2
Helme	723.6	Green Island	727.0
Lucas	728.4	Lunita	730.4
Starks	735.2	Lemonville	748.1
Ruliff	740.6	Korf	764.9
MP Crossing	750.2		
Mauriceville	750.2		
Vidor	760.4		
SP Jct.	764.9		
Beaumont	765.0		
SP Crossing	765.0		
GCL Jct.	765.6		

Max. Speed GCL Jct. to CS Jct. 50 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 5 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

ANCHORAGE SUBDIV. — NEW ORLEANS DIVISION 67

ABS—DeQuincy to Anchorage Yd. CTC—DeQuincy to MP 641-15.	WEST ↓	STATIONS	EAST ↑	Station Nos.	Sidings	
	Miles				Cars	Feet
Trains secure clearance - De-Quincy.	643.9	ANCHORAGE.	⊗ MP ⊕	B-644	Yd.	
Yard Limits:	631.5	ERWINVILLE		B-631		
MP 641-15 to end of track.	621.1	LIVONIA ⊗ MP	⊕	⊗ B-114		
Maximum Speed MPH (Except as shown below) 50	610.4	ATCHAFALAYA Riv. ⊗ ⊕				
MP 507-11—MP 508-25 20	597.6	KROTZ SPRINGS		B-610	82	4114
MP 543-27—MP 544-23 20+	590.7	PORT BARRE	⊕ T	B-597	104	5221
City Limits Elton 35+	590.2	OPELOUSAS	⊕	B-590		
City Limits Basile 30+	590.1	⊗ SP	⊕			
MP 568-24—MP 571-12 20+	584.2	⊗ MP	⊕			
City Limits Opelousas 20+	570.3	LAWTELL		B-584		3700
MP 597-10—MP 598-02 30+	559.5	EUNICE	⊕ T	B-570	111	6550
MP 610-15—MP 611-00 35	544.5	BASILE		B-559	82	4116
Between MP 641.2 and Anchorage 20	532.3	KINDER ⊗ M.P. ⊕ ⊗ ⊕ T ⊕		B-544	Yd.	
Flagging distance 2 miles	515.3	REAVES		B-532	145	7616
Business Tracks: MP No.	508.4	GORDON		B-515	110	5616
Boudreaux 637.8 B-637	508.0	⊗ K. C. S	⊕			
McDearmon (Big River Ind.) 630.8 B-630		DEQUINCY, LA.	⊗ ⊕	B-508	167	8386
Livonia 622.5 B-622		136.4				
Lottie 617.2 B-617						
East Krotz Springs 611.2 B-611						
Hazelwood 600.1 B-600						
Tyrone 565.1 B-565						
Unatex 563.6 B-563						
Elton 553.6 B-553						
LeBlanc 538.5 B-538						
Bel 530.0 B-530						
Fulton 523.2 B-523						
Gekop 510.0 B-510						

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

No.15, 16 or 20 turnouts DeQuincy lead and CS Jct.—KCS conn.; west siding switch Reaves; west siding switch Kinder; west wye switch Anchorage.

68 LAKE CHARLES SUBDIV.—NEW ORLEANS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station No.	Sidings		Maximum Speed MPH (Except as below)
				Cars	Feet	
						MP 602-10 — MP 602-20 — 35
601.6	ALEXANDRIA		C-625	Yd.		MP 623-24 — MP 624-11 — 35†
610.6	WOODWORTH		C-634	59	2997	City limits Oakdale — 25†
615.7	BRINGHURST		C-640	115	5764	On ATSF Tracks — Oakdale — 5
623.6	GLENMORA		C-647	67	3464	MP 661-07 — MP 690-02 — 30
635.6	OAKDALE		C-659	125	7080	MP 690-02 — MP 693-07 — 20
636.0	A.T. & S.F.					Wharves & Apron Docks 5
654.1	ELDER		C-679	97	4850	Flagging distance 2 miles
660.6	KINDER		B-544	Yd.		Rule 99(d) in effect between Kinder and Lake Charles.
680.0	IOWA JCT.		C-704			
690.2	S. P.					
694.2	LAKE CHARLES		C-720	Yd.		
95.0						

Business Tracks	MP No.	Sta. No.	Business Tracks	MP No.	Sta. No.	Business Tracks	MP No.	Sta. No.
McNary	622.6	C-646	Fenton	669.4	C-694	Manchester	688.0	C-712
Oberlin	650.3	C-674	Woodlawn	676.0	C-700	Harbor	690.0	C-713
Fontenot	664.2	C-688	American					
			Cyanamid	680.5	C-703			

ABS — Between Alexandria and Kinder.
Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.
Yard Limits: MP 601-00 to MP 603-25; MP 634-00 to MP 638-10; MP 658-24 to MP 662-01; MP 688-18 to Lake Charles.

Lake Charles Goss Port lead @ SP @
@ KCS @
No. 15, 16 or 20 turnouts both ends of sidings: Woodworth, Bringhurst and Glenmora.

Harbor ind. lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 10 MPH.

All radio communication in connection with Alexandria Terminal operation are to be handled exclusively on Channel 2.

CROWLEY SUBDIV.—NEW ORLEANS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Maximum Speed MPH (Except as below)	
				MP	BD
570.3	EUNICE		B-570	10	10
577.9	MOWATA		BD-578	10	10
582.4	MAXIE		BD-582	10	10
592.3	CROWLEY		BD-592	10	10
22.0					

Industrial Lead Entire Subdiv.
Crowley-Mill Row lead @ SP @
BUSINESS TRACKS: MP No.
Gulf States — 575.5 BD-576
American
Cyanamid — 577.7 BD-577

ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION 69

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. Nos.	Sidings	Crs	Feet	Maximum Speed MPH (except as below)	
							MP	BD
192.1	ALEXANDRIA		C-625	Yd.			MP 192.0—MP 190.4 20	
190.4	WILLOW GLEN		TB190				MP 179.2—MP 178.4 45	
177.0	MEEKER		TB177	209	10453		MP 170.9—MP 170.3 35	
171.1	CHENEYVILLE		TB170				MP 163.3—MP 162.5 20	
170.2	SOUPAC JCT.		TB169				MP 128.8—MP 128.1 45	
163.1	BUNKIE		TB163	205	10249		MP 118.9—MP 117.6 40	
152.0	MORROWS		TB153	154	8960		MP 109.9—MP 108.9 35	
138.5	PALMETTO		TB139	239	11970		MP 95.1—MP 94.9 35	
129.5	FELVILLE		TB129				MP 91.4—MP 88.7 20	
119.1	MORDOCHE		TB118	84	4230		MP 86.7—MP 84.0 20	
114.1	LIVONIA		TB114	223	11165		MP 75.5—MP 75.0 20	
109.3	MARINGOUIN		TB109				MP 66.0—MP 64.0 40†	
101.8	GROSSE TETE		TB102	232	11647		MP 52.0—MP 51.0 35	
95.0	MORLEY		TB95				MP 13.8—MP 10.2 20	
90.1	ADDIS		TB90	382	19342			
85.4	PLAQUEMINE		TB85					
84.2	DOVER		TB82					
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	169	10843			
40.0	JOHNSON		TB40	226	11336			
28.5	TAFT		TB28					
22.1	LULING		TB22					
20.8	AMA JCT.		TB20					
19.3	FARMERS		TB19					
17.1	SELLERS		TB17					
16.5	CYANAMID		TB16					
13.9	WILLS		TB13					
11.4	AVONDALÉ		C-806	Yd.				
10.2	W. BRIDGE JCT.		TB10	Yd.				
	NEW ORLEANS		C-817	Yd.				

Trains originating Addis secure clearance.

All radio communications in connection with Alexandria, Addis and Avondale are to be handled exclusively on Channel 2.

ABS—CTC Willow Glen to 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 North End Drill Track Avondale.
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.

Drill Track Switch — MP 13.9 designated arriving and leaving switch for Avondale Yard.
Operation W. Bridge Jct. to New Orleans via New Orleans Public Belt R.R.

Business Tracks	MP No.	Sta. No.	Business Tracks	MP No.	Sta. No.
Chambers	184.0	TB-185	MFC Spur	182.8	TB-183
LeCompte	178.5	TB-179	Red Barn		
			Chem. Co.	169.8	TB-170
			LeMoyen	148.7	TB-149
			Rosa	145.1	TB-146
			McKneely	120.9	TB-121
			Marrineaux		
			Spur	114.0	TB-114
			Sid Richardson	89.3	TB-89
			Copolymer	89.2	TB-89
			Dow	88.8	TB-88
			Allemania	81.3	TB-83
			Georgia Pacific	81.3	TB-81
			Hercules	81.3	TB-81
			Cora-Texas	74.5	TB-74
			Central Farmers	62.5	TB-63
			Ampro	62.3	TB-63
			Triad	62.3	TB-63
			Melamine Chem.	62.3	TB-63
			Gulf	61.0	TB-61
			Co-op Refinery	53.5	TB-54
			Vacherie	46.3	TB-46
			Armant	45.7	TB-46
			Columbia	35.8	TB-36
			Edgard	35.0	TB-35
			LP&L Spur	30.0	TB-30
			Hahnville	25.0	TB-26
			Dufresne	23.3	TB-23
			Monsanto	21.4	TB-21
			Ama	19.3	TB-19
			Farmers Export	19.2	TB-19
			Service Foundry	14.0	TB-14

Flagging distance 2 miles
Yard limits: MP 190.3 to MP 196.5 and MP 13.8 to MP 0.0.

Hot Box Detectors located at MP 168-06, MP 134-04, MP 108-07, MP 71-10 and MP 45-06.

Between Alexandria and Willow Glen movement of trains and engines will be governed by instructions of yardmaster.

70 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

MPH	SOUTH Miles	STATIONS	NORTH Miles	Station Nos.	Sidings Cars	Feet
Maximum Speed (Except as below)	35	735.9	LETTSWORTH	TD-58	40	2002
City Limits— Morganza	25†	742.6	BATCHELOR	TD-51	83	4163
City Limits— New Roads	25†	750.9	MORGANZA	TD-42	24	1234
All L&A Tracks other than main tracks, through turnouts and crossovers	10	760.9	NEW ROADS	TD-33	75	3768
Between West Jct. and East Jct.	20	768.3	GLYNN	TD-25	33	1655
Between East Jct. and M.P. Jct.	10	779.9	LOBDELL	TD-13	154	7741
MP 11-26		780.7	LOBDELL JCT.	TD-12		
MP 11-25	10	781.5	WEST JCT.	TD-11		
MP 11-25	10	784.8	EAST JCT.	B-645		
MP 11-25	10	785.5	M. P. JCT.	B-646		
MP 0-00	20	648.0	NO. BATON ROUGE	B-647	Yd.	
Flagging distance 5,100 ft.	12.8		LOBDELL JCT.	TD12		
Business Sta. Tracks MP No.		11.9	B. R. JCT.	TD-10		
Innis	TD-54	10.6	ANCHORAGE JCT.	TD-9		
La Cour	TD-48	10.4	⊗ M. P.	Ⓢ		
Dawson	TD-40	7.8	PORT ALLEN	TD-8		
Morrison	TD-38	6.5	CANAL	TD-6		
Major	TD-34	0.0	ADDIS.	TD-90	Yd.	
Bertha	TD-32					
Glanton	TD-31					
Cajun Elec. Power 762.6 TD-30						
La. Elec. Coop	TD-26					
Smith- field	TD-19					
Avoyelles Parish Coop	TD-2					
Baton Rouge	B-649					
Baton Rouge Port	B-649					

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

Normal position of hand operated switch at B. R. Jct. will be for movement through connection to North Baton Rouge.

Yard Limits: MP 778.9 — Lobdell Jct.; Lobdell to Addis.

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

Train movements between Lettsworth and Lobdell Jct. will be handled by L&A Train Dispatcher. Be governed by MP Timetable, Uniform Code of Operating Rules and Special Instructions Item 17(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.

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

Max. Speed between Lobdell Jct. and No. Baton Rouge

(Except as below)

Over Mississippi River Br.

Tracks other than main track, turnouts and crossovers

Southward trains leaving L&A main track at Lobdell 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.

Hot Box and Dragging Equipment Detectors: MP 737.2*, MP 755.9, MP 776.3*, MP 782.3# and MP 784.8#.

* Also equipped with oversize load feature.

Dragging equipment detectors only — when activated will emit continuous high pitch tone on MP frequency — train must stop immediately and walking inspection made.

Bridge Restrictions: (In addition to Max. Wt. Limitations.) Maximum speed over Bridge at MP 767.7 — 20 MPH except trains handling wrecker 10 MPH.

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. 71

Industrial Lead Entire Subdiv.	Miles	SOUTH Miles	STATIONS	NORTH Miles	Station Nos.	Sidings Cars	Feet
Maximum Speed	MPH						
(Except as below)	30	0.0	BUNKIE	Ⓢ-2 T	TB-163		
MP 11-25—MP 11-29	25						
MP 19-11—MP 20-18	10†	3.6	EOLA ⊗ S. P.	Ⓢ	TL-4		
MP 35-00—MP 36-26	10	5.2	ST. LANDRY		TL-9	9	470
MP 36-26—MP 47-03	25	11.2	VILLE PLATTE		TL-20	38	1927
MP 47-03	10	20.0	LEDOUX		TL-27	12	705
End of track	15	26.7	OPELOUSAS ⊗ M.P. ⊗	Ⓢ	B-590	12	611
Business Tracks MP Nos.		36.0	CHURCH POINT		TX-36	15	752
Cleco	9.5 TL-10						
Tate Cove	15.4 TL-16						
Lithco	21.5 TL-21						
Swift Co.	41.1 TX-30						
Canal Refinery Spur	46.0 TX-35						
		47.9					

THIBODAUX SUBDIV. — NEW ORLEANS DIVISION

Miles	WEST Miles	STATIONS	EAST Miles	Station Nos.	Yard Limits: Entire Subdiv.	MPH
					Maximum Speed	20
					(Except as below)	
					MP 0-0 — MP 0-07	10
					MP 12-13 — MP 13-11	10†
					Business	Sta.
					Tracks	No.
					Lula	5.0 TH-7
					Dow Chemical	7.5 TH-8
					Westfield	8.9 TH-9
					Laurel Grove	24.4 TG-24
					Elmer	28.6 TG-26
					31 0	

NOLC SUBDIV. — NEW ORLEANS DIVISION

Miles	SOUTH Miles	STATIONS	NORTH Miles	Station Nos.	Maximum Speed:	MPH
					(Except as below)	20
					City Limits Gretna	6
					City Limits Westwego	6
					Service Roads - Each side - Westbank Expressway	
					MP 2.5 — MP 2.7	10†
					Marie Dr. Gretna MP 3	10†
					MP 15.6 — MP 17.0	10
					MP 20.5 — MP 22.0	10
					MP 23.6 — MP 24.3	10
					MP 32.5 — MP 32.8	10
					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. ⊗Ⓢ	
					Lift Bridge over Harvey Canal MP 4.2 ⊗Ⓢ	

Crews must communicate with each other to avoid meeting between stations.

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.

STANDARD TIME MAY BE OBTAINED BY CALLING 622-3183

ITEM 1. SUPERIOR DIRECTION:

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.

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

- A. 55 MPH with units 1100-1299, 1400-1422, 1500-1522, and 65 MPH on all other units whether operating or dead in tow, except Amtrak engines authorized 75 MPH.
- B. Engines running light 45 MPH.
- C. Engines shoving cars 25 MPH.

ITEM 3. SPEED INSTRUCTIONS:

Where maximum train or engines speed is LOWER, it will govern.

Where two speeds are shown under maximum speed in timetable, passenger speed will apply only to trains consisting entirely of passenger equipment.

ITEM 3-A. SPEED RESTRICTIONS THRU CROSS-OVERS, 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 No. 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.

ITEM 3-B. FRA TRACK CLASS STANDARDS ARE AS FOLLOWS:

Controlled Sidings	FRA Class 3 — 35 MPH.
Other Sidings	FRA Class 2 — 25 MPH.
Inside Tracks (Except as specified on schedule page)	FRA Class 1 — 10 MPH.

ITEM 3-C. TRAINS HANDLING EQUIPMENT OR MATERIAL CARS:

	MPH
Ditchers and Burro Cranes, loaded on flat cars	30
except Burro Cranes when loaded on following MPX cars: 15000-15018, 15026-15032, 15092, 15094, 15108, 15115, 15116 and 17000-17033 maximum freight train speed.	

Except as specified above, cars designated by initials MPX and contractors spray trains, must be handled in local freight trains only and not to exceed speed of 30 MPH unless authorized by the Superintendent. The following cars are exempt from these instructions:

MPX 8002-8078; 8100-8124	Tie cars
MPX 27000-29176	Gondolas
MPX 30000-30246	Box cars
MPX 50000-50041	Flat cars
MPX 60000-60019	Hopper cars
MPX 70002-70101	Sand cars

ITEM 3-D. TRAINS HANDLING WORK EQUIPMENT:

Boom of wrecker derrick or locomotive crane must be handled in trailing position. In addition, the boom must be disconnected on all locomotive cranes, except X-50.

When necessary to move derrick or crane with boom leading the speed must be further restricted* until this equipment and its idler can be turned at first opportunity.

Plows (Jordan spreaders, ditchers and snow plows) must be handled in normal working direction. When necessary to move in reverse direction the speed must be further restricted* until the equipment can be turned at the first opportunity.

Speed of wrecker derrick, locomotive crane or plow handled at work site in work train service will be governed by instructions from the Supervisor in charge of the work project. The Supervisor in charge and the machine operator shall be responsible for properly securing equipment prior to placement in road train movement.

Locomotive crane and it's idler must be handled on rear of train next ahead of caboose when practicable.

When Max. The Hauling Speed is:

Frt. Speed Speed is:	Wrecker Derrick		Locomotive Crane		Plow	
	Boom Trail	Boom Lead*	Boom Trail	Boom Lead*	Working Direc-tion	Reverse Direc-tion*
10-15 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH
20	15	10	15	10	15	15
25	20	15	20	15	20	15
30	25	20	25	20	25	15
35	30	25	30	25	30	15
40	35	30	30	25	35	15
45-60	40	30	30	25	40	15

Two-axle scale test cars (MPX 192, 194, 195, 1034 and 1900)

Four axle scale test cars and scale monitor cars may be moved without restriction.

Handle scale test cars and scale monitor cars on rear of train.

If more than one two-axle scale test car is to be moved, handle in a separate train.

Loaded welded or jointed rail trains

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.

ITEM 3-E.

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.

ITEM 3-F. SPEED RESTRICTIONS ON EQUIPMENT WITH FLAT WHEELS:

No restrictions if length of flat spot does not exceed 2½ inches.

If length of flat spot is greater than 2½ inches maximum speed 10 MPH unless authorized by Superintendent.

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

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

ITEM 3-H. 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.

Flat cars equipped with two stanchions loaded with one trailer must not be handled in train less than 5 cars behind engine unless trailer is loaded on leading end of car unless otherwise instructed by Superintendent.

An open top car that is loaded above the top chord or beyond the sides of the car with freight or machinery which may shift must not be placed immediately ahead of an occupied caboose or immediately behind an occupied locomotive.

ITEM 4. PASSENGER EQUIPMENT IN FREIGHT TRAINS:

Passenger equipment in freight trains will be handled on rear of train.

ITEM 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 engines must not operate on subdivisions where the maximum gross weight limitation is less than 240,000 lbs.

ITEM 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.

ITEM 7. QUALIFICATIONS OF ENGINEERS:

For freight service, an engineer must have made a road trip over the Subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said Subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make the fact known to his conductor and before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said Subdivision during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling passenger trains.

ITEM 8. RAIL DETECTOR CARS:

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

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

Within city limits at points designated by symbol (9) 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.

ITEM 10. OPERATION OF ENGINES:

- 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.
- 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.
- 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

		SPEED AND AMMETER READINGS ON LEAD UNIT						
		GP35 GP50	U23B B23-7 B30-7A	U30C	GP28 GP38 SD40	GP18	GP15 SW15 MP15	SW7 SW9 SW12
TRAIL UNITS	GP5C GP35 U23B B23-7 SL-1	10MPH 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100AMP	10MPH 980AMP	10MPH 870AMP	10MPH 825AMP
	GP9 GP18 28 38 SD40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 890AMP	9.5MPH 840AMP
	SW7 9 12 SW15 MP15 GP15	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	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:

Second and third paragraph of Rule 409 of "Air Brake and Train Handling Instructions" changed as follows:
GP Units 1804-1849, 1856-1881, 1900-1944; SW Units

ITEM 10. (CONTINUED)

1100-1299, 1400-1424 and 1500-1522 do not have alignment controlled couplers.

When one (1) or more of these non-alignment controlled coupler units are in a locomotive consist making a shoving or backup movement involving fifteen (15) or more cars per operative unit, not more than fourteen (14) powered axles will be used to avoid the possibility of jack-knifing between these units and/or between rear unit and first car of train. Isolation will begin with units farthest from the cars to be shoved, isolating consecutive units until not more than fourteen (14) powered axles are on-line. Exception: if there is only one non-alignment unit in the consist and it is farthest from the cars being shoved, no units need to be isolated.

In backup or shoving movement through sharp curves, turnouts or across bridges, do not use any more power than is actually required to smoothly start the movement. In making backup or shoving movement on level or descending grade, to prevent the slack running out and causing a break-in-two, make a minimum brake pipe reduction, keeping the engine brakes released and use power until stop is made. A sufficient number of hand brakes, dependent upon whether cars are loaded or empty and the grade condition, should be applied at rear of train to prevent break-in-two.

E. Switching:

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

F. Fuel Saver Switch:

Locomotives models GP-28, GP-35, GP-38, GP-50, B23-7, U23B, B30-7A, 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 approximately 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.

ITEM 11. ABS AND CTC: (SEE SCHEDULE PAGES)

- (1) Block Indicators will be designated by letter "T".
- (2) 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, or switch within a controlled siding, not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track, or controlled siding, or leave switch open on that track.
- (3) Where CTC Rules are in effect, trains or engines must

ITEM 11. (CONTINUED)

not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.

- (4) Definition: Absolute Permissive Block (APB): A designated section of track or tracks within which the movement of trains and engines is governed by block signals, without requiring timetable or train order authority and without regard to the superiority of trains. The block signals may be controlled manually or automatically.

ITEM 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) Timetable insert Form 2114.

ITEM 13. UNIFORM CODE OF OPERATING RULE CHANGES (and M/W Rules When Indicated):

- (1) PROTECTION BY SIGNS (Modifies Rule 99 M/W):

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. Rule 10(k) will not apply when red flag or light is preceded by temporary speed restriction sign.

- (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) RULE 6: That part of Rule 6 reading:

"Conductors, engineers and engine foremen must record information on prescribed form indicating that they have read and understand general orders and are responsible for compliance therewith." is cancelled.

(4) RULE 10(g): When train crew encounters a temporary speed restriction sign with no resume speed sign and they have no train order or general order for that location, and Timetable Special Instructions 13 (1) are not in effect, crew may be released from the 10 MPH provision of Rule 10(g) by verbal authority of train dispatcher. Train dispatcher must ascertain there is no train order or general order in effect in affected territory.

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

(6) RULE 26. A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

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

When emergency repair work is to be done on, under, or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member

ITEM 13. (CONTINUED)

of the crew, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

Blue signal protection is not required at derailment operations.

RULE 26 (a). When workmen are on, under, or between rolling equipment on a main track:

- (1) A blue signal must be displayed at each end of the rolling equipment. (Attached to the equipment or displayed on the track ahead and behind the equipment).
- (2) If the rolling equipment includes an engine a blue signal must be attached to the engine at a location where it is readily visible to the engineer.

RULE 26 (b). Workmen may not work on, under, or between rolling equipment on any track other than main track unless:

- (1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch.
- (2) A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail. Exception: Within engine servicing facilities and carshop repair tracks, a speed of five (5) miles per hour must not be exceeded, and derail must be placed at least 50 feet from rolling equipment.
- (3) When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

RULE 26 (c) ENGINE SERVICING FACILITIES

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

- (1) From the entrance switch or derail of the service track, and the engine which is placed on the track is stopped short of coupling to another engine, or
- (2) From the controlling unit to be moved and from the service track departure switch or derail, before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26 (d) CAR SHOP OR REPAIR TRACK PROTECTION

When workmen are on, under, or between rolling equipment in a car shop or repair track area:

- (1) A blue signal must be displayed at each switch providing access to the area.
- (2) Each switch providing access to the area must be lined away from movement to the area and locked with an effective locking device.
- (3) If operated by an authorized employee under the direction of the person in charge of the workmen, a car mover may be used to reposition rolling equipment within this area after workmen on the affected track have been notified of the movement.

Rolling equipment must not be placed on car shop or repair tracks until it is known that all employees are clear of the track on which the movement is to be made.

RULE 26 (e). HUMP YARD TRACKS & TRACKS WITH REMOTELY CONTROLLED SWITCHES

Workmen may not work on, under, or between rolling equipment unless the person in charge of the workmen has notified

ITEM 13. (CONTINUED)

the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective block device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

- (1) The date and time he received notification of work to be performed;
- (2) The name and craft of the employee in charge who provided the notification;
- (3) The number or other designation of the track involved;
- (4) The date and time he notified the employee in charge that protection has been provided; and
- (5) The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(b).

(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, 93(a), D-93 and NOTE TO RULES 93 AND 93(a):** Within yard limits, the main track may be used, clearing first class trains at the time shown at the next station in direction of their approach, but not less than 5 minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, the main track may be used without protecting against second and inferior class trains, extra trains and engines.

Within yard limits, second and inferior class trains, extra trains and engines must move prepared to stop within one half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour except in ABS territory when main track is known to be clear by block signal indication, per Rule 281, then trains and engines may proceed at maximum speed.

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.

RULE D-93. Within yard limits, movements against the current of traffic must not be made unless authorized by train order, train dispatcher, yardmaster, or designated supervisor.

Within yard limits, when moving against the current of traf-

ITEM 13. (CONTINUED)

fic, all trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour.

NOTE TO RULE 93. The provisions of this rule does not relieve a train from clearing an opposing superior train as required by Rule S-89.

(9) **RULES 99, 99(a), 99(b), 99(j), 99(k) AND NOTE TO RULES 99(j) AND 99(k):** When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track, flag protection against following trains on the same track must be provided. A crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved.

When recalled and safety to train will permit, he may return to his train. He must leave torpedoes and one lighted fusee, and while returning he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 14(c). Inability to hear this signal does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- (a) In ABS territory, when rear of train is protected by at least two block signals, except will not apply:
1. To single unit light engine.
 2. To work extras.
 3. To any unit of equipment which will not actuate the signals.
 4. Making back-up movement.
- (b) When rear of train is protected by an absolute block (absolute block means a block in which no train is permitted to enter while it is occupied by another train).

ITEM 13. (CONTINUED)

(c) When rear of train is within interlocking limit.

(d) When a train order or special instructions provides that flag protection is not required.

Note: The flagging distances are as follows (unless otherwise shown on schedule page):

When the maximum speed of Subdivision is 35 MPH or greater two miles; less than 35 MPH - one mile.

Uniform Code of Operating Rule 99(g):

When a train is disabled or stopped suddenly by an emergency brake application or other causes: immediate radio transmission must be made giving exact location and status of train. This transmission must be repeated at least two times.

A lighted fusee must be immediately displayed at each end of train on adjacent tracks which may be obstructed including tracks of other railroads and flag protection provided in both directions as prescribed by Rule 99, going at least 2 miles where flagging distance for that track is not known.

Flagman may be recalled when it is known that such tracks are not obstructed or when control operator has provided protection in CTC or interlocking limits.

Exceptions To Rule 99(g) On Single Track In Other Than CTC Territory:

When a crew knows because of the train orders they hold that no movement will be made in one or both directions on adjacent track, protection in that direction is not required.

At meeting point, approaching train must, if practicable, be instructed to stop before passing first siding switch. After such instructions have been acknowledged by approaching train, protection in that direction is not required.

Exceptions To Rule 99(g) In CTC Territory:

In CTC territory, except where tracks of other railroads are involved, train may be relieved of protecting adjacent tracks in one or both directions upon verbal advice from control operator that no movement will be made in one or both directions.

Dispatcher must provide protection as prescribed by Rule 375(10) before giving such verbal advice.

Exceptions To Rule 99(g) In 450 - 453 Territory Between Yard Center and Watseka Only:

Before completing Form D-R Train Order to train authorizing movement against the current of traffic, train dispatcher must first give notice of such movement to any train moving with the current of traffic in the limits of such order.

Trains moving with current of traffic, will protect against trains moving against the current of traffic only after being advised by train dispatcher that such movement is being made.

(10) **RULE 104 (c):** Provisions of Rule 104 (c) will apply at remotely controlled, dual operated switches located within interlocking limits when train or engine is proceeding from a stop indication.

(11) **RULE 105:** Rule 105 will not apply in controlled sidings. Controlled sidings must be designated in timetable or general order and maximum speed specified.

Within controlled sidings trains and engines will operate in accordance with signal indications and ABS - CTC rules and other operating rules applicable to main track will apply.

(12) **RULE 209:** Train orders may be duplicated mechanically. Printed Form X Examples 1 and 3 showing multiple locations may be used.

(13) **RULE 219:** When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date)." These words must be repeated by the conductor and engineer of train holding clearance and notation of correction and time it was

made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher.

(14) **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.

(15) **RULE 223:** MAX. may be used for abbreviations of maximum.

AMTK is authorized abbreviation for Amtrak.

(16) **RULE 330:** Five 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.

(17) **RULE 340 AND M/W I45 (k):** At manual interlockings man in charge of roadway machine or maintenance of way work equipment must receive verbal permission from the operator for machine or equipment to proceed through interlocking limits, and must report to operator or control operator when the machine or equipment has cleared interlocking limits. Control operator must display proper indication of interlocking signals to protect the movement, when possible.

If signals for route to be used indicate stop, before proceeding the man in charge of maintenance of way machine must know that signals indicate stop on conflicting routes.

(18) **RULE 344: Automatic Interlocking.** In absence of favorable signal indication and 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.

(19) **RULE 350:** Within CTC or APB territory train or engine may not proceed under the provisions of Rule 350 when there is lack of communication.

(20) **RULE 375 (10) AND RULE 99 M/W:** Within CTC territory track may be removed from service by an employee without protection by flagman or train order upon authority of control operator specifying exact limits and track involved. Such authority must be repeated to control operator and "OK" received.

Control operator must not permit movement of train or engine on such track until notified by the employe that track is returned to service.

Control operator must make records of track removed from service on prescribed form.

ITEM 13. (CONTINUED)

(21) **Rule 402:** If no other employe has been granted track and time within the same limits, track and time may be released by a train or engine while within the limits to move in a specified direction and will then be governed by signal indications upon verbal authority of control operator in words "track and time limits granted (train) on (track) between (point) and (point) released for movement (direction) at (time)."

(22) **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): Trainmen and enginemen, except in emergency, must not pass from one unit to another while units are in motion. When both adjacent units are equipped with walkways, ramps and safety chains to afford safe passage between the units, employees may pass from one unit to another, if necessary.

(23) **TIME SERVICE REQUIREMENTS:** The provisions of the first two paragraphs of Rule 2 will be complied with when watch, authorized by general notice, has been approved, and watch card issued, by a division officer.

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.

(24) 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 G Example 4; second paragraph of instructions should read: The extra moving under this order must move within yard limits as prescribed by Rule 93.
- c. 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."
- d. Train order Form Y Example 3 may be combined with Form V Example 2.
- e. Printed Form "X" Example (1) train order showing multiple location may be used. These orders must be reissued daily when there is a change in location or removal of any of the restrictions. The individual locations may be annulled to trains holding the order until it is practicable to reissue it as follows: (Example).
"Line 6 of Order No. 544 is annulled."

- f. On subdivisions where intermediate pole markers are not used Form X examples (1), (3) and (4) will specify even mile posts between which restriction is located and signs displayed between those mile posts as specified by Rule 10(g) indicate the actual area of the restriction.
- g. Train Order Form X example (3):
When a speed, which is less than maximum speed is specified in an approach order, foreman in charge may verbally authorize a higher speed.
- h. Form "T" and Form "F" Train Order discontinued.
- i. To issue a restricting train order for delivery at a station where the operator has not been on duty continuously, or the station is not equipped with a train order signal the dispatcher must, if practicable, notify the crew that they are to receive a restricting order

ITEM 13. (CONTINUED)

at that station and must not leave there without a clearance. He must get acknowledgment from both the conductor and engineer that they received and understand these instructions. He must make record of this acknowledgement in the train order book. An absolute signal within CTC territory or at a manual interlocking may be used to insure that the train does not pass the station without receiving the train order. If the signal is controlled by an operator other than the one who is to deliver the order, the train order must also be addressed to him, and the controlling operator must block signal in stop position until the order has been delivered, the crew has been notified they are to receive the order or train order signal has been displayed at stop at delivering station. If delivery of the train order cannot be insured, as prescribed above, the operator must be instructed to place torpedoes and be in position to flag the train sufficient distance from the point where it will be restricted before the train order is transmitted. The train dispatcher must verify that the operator understands what is to be done and how to flag the train.

- j. Crew of train tied up on main track will be relieved of providing flag protection upon verbal advice from train dispatcher that train order protection will be provided. Train dispatcher must issue train order to all trains which may use the main track at that location worded as follows:

"Main track blocked with cars unprotected between MP _____ and MP _____"

All movements between the designated points must be made at restricted speed.

(25) OCCUPY LEAD UNIT: Head brakeman on freight trains will ride lead unit when practicable. This will apply to other crew members riding head end.

(26) ABSOLUTE BLOCK: Absolute blocks will be designated in timetable or by general order specifying exact limits and the employe who is authorized to grant occupancy. Where there is more than one consecutive absolute block the limits of each block will also be designated by sign reading "Block Limit".

Absolute block may be occupied only upon authority of the designated employe in words "(Train, engine or employe) at (location) granted block on (track) between (limits of block, or blocks) A.B.C."

This may be modified by adding "until (time)."

Authority must be repeated including the initials of employe who grants authority and "OK" received. Movement may then be made within the block without timetable or train order authority or flag protection.

No following or opposing movements may be permitted into the block or authorized to enter the block.

Before granting authority for movement into the block the designated employe must know that no other movement is in the block or authorized to enter the block.

Where there are consecutive absolute blocks, authority may be granted into one or more blocks on the same track.

If authority is granted to an intermediate block, stop must be made; on single track, before passing "Block Limit" sign and on two or more tracks, before fouling a crossover at the end of block limits.

Movement must be clear of block limits and reported clear before expiration of time stated.

(27) DISTANT SIGNAL: Definition distant signal — A signal outside ABS territory governing approach to a block or interlocking signal. Distant signals convey information concern-

ITEM 13. (CONTINUED)

ing 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 provisions of Rule 328 and Rule 330 will apply to train or engine having passed distant clear indication.
Distant Approach	Yellow with a "D" marker	Proceed prepared to stop before reaching next signal.

The maximum speed in interlocking limits outside ABS territory for which a DISTANT APPROACH indication is displayed at a DISTANT SIGNAL is 20 MPH until crossing is occupied.

(28) POSITIVE TRAIN INFORMATION LINE-UPS: In timetable and train order territory, complete and definite information will be issued by Train Dispatcher, showing the limits, time in effect, date and all train movements which will occur. This positive information will be designated by the symbol "PX" numbered consecutively each day beginning at midnight.

Such "PX" information will be transmitted by the Train Dispatcher and must be repeated by the person receiving it and "OK" received.

Train Dispatcher must assure himself that the information is positive, issuing train orders when required to make it positive.

In an emergency, should it become necessary to operate a train not included in "PX Line-up", Train dispatcher will issue train order in following form:

"Extra _____ South (or No. _____) run at restricted speed _____ to _____ (Limits of "PX") until _____M (Time "PX" expires) sounding whistle signal per last paragraph Rule 14(L) expecting to find track cars."

ITEM 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) or (30 MPH instead of 20 MPH)."

The engineer must identify himself as follows: "Engineer Jones on Extra 620 North", and will acknowledge instructions "Extra 620 North (30 MPH) or (30 MPH instead of 20 MPH) MP 81 to MP 80 on order No. 522."

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

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

Operation of push-button on radio control head or of lever switch on Wabco portable radio for 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

ITEM 14. (CONTINUED)

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.

(c) Proper identification under Uniform Code of Operating Rules No. 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.

When a crew is unable to identify a train at meeting or passing points, as required by Rule S-89(a), they may accept verbal information from the train dispatcher that the train has arrived or passed.

(d) When radio is used in lieu of hand signals to control movement of train or engine, it must be understood by crew members that hand signals will NOT be used unless necessary in case of emergency. This will not apply when radio is used to relay hand signals which are not visible to the engineer.

(e) Radio channels assigned other railroads: (to be used only when on that railroad or when authorized by division officer)

Channel No.	R.R.	Channel No.	R.R.
3	— UP No. 1 Road Channel	8	— ICG No. 1 Rd. Channel
4	— UP Channel No. 2	9	— ICG No. 2 Channel
5	— BN Road Channel	10	— L&N No. 1 Rd. Channel
6	— SP Road Channel	11	— L&N No. 2 Channel
7	— AT&SF Road Channel	12	— SOU Road Channel

ITEM 15. AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS:

(a) Rule 720(3) First Paragraph. 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.

(b) Rule 807 Fourth Paragraph. Train crew member, after observing that running test has been made and brakes released, will give signal from train to indicate that brakes are operating properly.

ITEM 16. HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

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) and (b) above may be suspended at the discretion of the crew in the interest of safe train operation, or in an emergency condition, in which case crew must inspect entire train.
- When detectors are actuated, the following information must be reported to the Dispatcher by radio or from first open office.
 - 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.

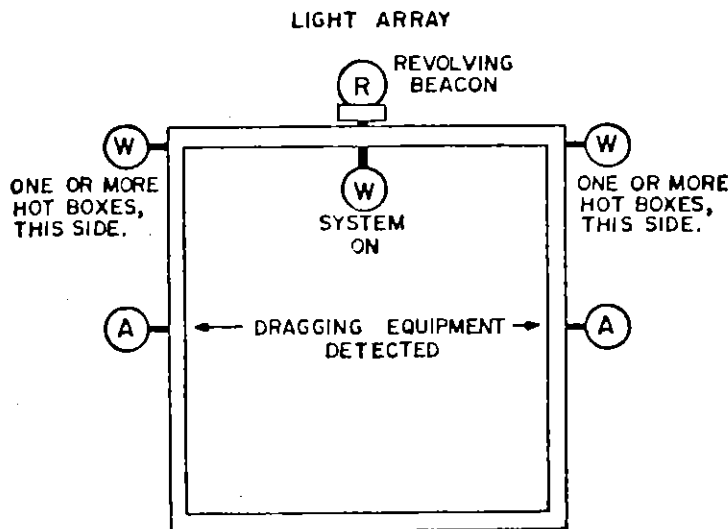
ITEM 16. (CONTINUED)

(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 immediate walking 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.



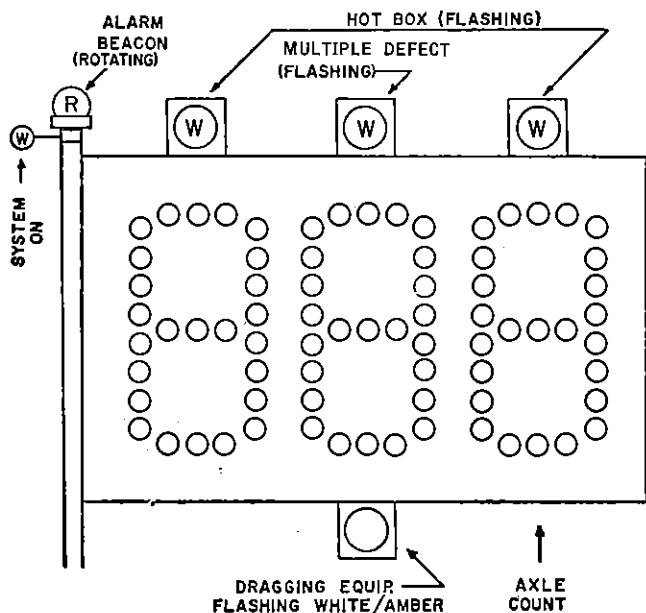
When illuminated, array lights indicate the following:

- 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. Make immediate walking inspection 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.

ITEM 16. (CONTINUED)

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

DISPLAY PANEL



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, make on ground inspection of 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 approxi-

ITEM 16. (CONTINUED)

mately 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. Make on ground inspection of 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. Make on ground inspection right (left) side of train for second defect, hot journal or dragging equipment.

16.4 Hot box and dragging equipment detectors may be removed from service by train order worded as follows:

"Hot box and dragging equipment detector located at MP _____ pole _____ removed from service."

Crew holding this order will be relieved of requirements of Special Instructions for making walking inspection of their train.

If it is desired that all trains (or specific trains) make walking inspection, the order may be modified as follows:

"Crews of all (or "Northward" or "Southward") trains (or "all trains except those designated by symbol _____ on clearance") must make walking inspection of train."

If it is desired that walking inspection be made at location other than at the detector, the order may be further modified by adding:

"between MP _____ and MP _____."

ITEM 17. OPERATIONS 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.

ITEM 17(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. Belle Plaine and Arkansas City.
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
7. New South Yard and Algoa.
8. Temple (ATSF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.

ITEM 17(a). (CONTINUED)

At above locations (1 thru 8) 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 within half the range of vision, but not exceeding 20 miles per hour.
- (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.
- (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 at restricted speed 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) 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

ITEM 17(a). (CONTINUED)

- engine is released from requirement of moving prepared to stop short of men and machines.
- (13) 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.
 - (14) Rule 10 (k) not applicable on ATSF.

ITEM 17(b). USE OF BN TRACKS BETWEEN:

1. Crystal City and Ste. Genevieve.
2. Springfield and Aurora.
3. Van Buren and Ft. Smith.
4. Cherokee Yard and BN-ATSF Connection, Tulsa.
5. Rockview and Chaffee.
6. Winthrop and St. Joe.

BN timetable and Special Instructions will apply.

Uniform Code of Operating Rules apply except as modified below:

- (1) Restricted Speed: Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.
- (2) Reduced Speed: Proceed prepared to stop short of train, engine or obstruction.
- (3) Unless otherwise provided, a speed of 12 MPH must not be exceeded through turnouts and crossovers.
- (4) Rule 6: At points designated in the timetable, Superintendents' bulletins will be posted containing information affecting the movement or safety of trains and engines. The requirements for reading and understanding these bulletins will be the same as for general orders. The number of the last bulletin or general order will be recorded by conductors and engineers in the place provided.
- (5) Rule 10(g) add: A train or engine finding a YELLOW-RED flag displayed to the right of the track as viewed from an approaching train must be prepared to stop before any part of the train or engine passes a red flag or red light two miles beyond the YELLOW-RED flag. In the absence of a red signal at that location a train or engine may proceed at a speed of not more than 10 MPH unless a different speed is specified in track protection train order.
- (6) Rule 10(k): Except when governed by track protection order, a train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received. Red signal must be replaced when found between the rails.
- (7) Rule 10 (j) and Track Protection Order:
(a) Track Protection Order: (Example)
"Men and equipment on _____ track between _____ and _____ from _____ M until _____ M. All trains on _____ track proceed through these limits at reduced speed (not exceeding _____ MPH) unless a different speed is verbally authorized by employe in charge or entire train has passed a green flag."

When a train or engine finds a red flag displayed to the

ITEM 17(b). (CONTINUED)

right of the track as viewed from an approaching train within the limits of a Track Protection Order, stop must be made before any part of train or engine passes the red signal unless a proceed signal is given with a yellow flag or verbal permission is given in the following form: "BN Railway foreman calling Extra 232 East about order No. _____." When the engineer answers, the foreman will state: "Extra 232 East may pass red signal at (location) without stopping."

A different speed than that shown in the train order may be authorized by adding: "Proceed at _____ MPH" or "Proceed at normal speed."

These instructions must be repeated by the engineer.

A green flag displayed to the right of the track indicates the end of the restriction.

In the absence of a green flag, when crew of train is positive that their entire train has passed the restriction as indicated in train order, unless other speed restrictions govern, normal speed may be resumed. On route not affected, a green flag will be placed just beyond clearance point on that route.

- (8) Rule 11(a): The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, prepared to stop short of train or obstruction. After reducing to 20 MPH, speed must not be increased until train has reached a point at least one mile from where the torpedoes were exploded.
- (9) Rule 17: A train standing on the main track awaiting the arrival of another train must not dim its headlight until the approaching train has dimmed its headlight as a signal for the standing train to do likewise.
- (10) Rule S-90: When a train approaches a point where it is to wait, meet another train or is restricted by a Track Protection train order, other crew members, if practicable, must call attention of engineer to the restriction after passing the last station, but not less than two miles from point of restriction. Should engineer fail to act to comply with restriction the conductor must stop the train.
- (11) Rule 104(b): Within track and time limits permission must be obtained from control operator before removing power from a remote control switch.
- (12) Rule 104(d): Permission must be obtained from control operator before using an electrically locked switch. Seal on emergency release of electric lock must not be broken, or emergency release operated, without authority from train dispatcher or control operator, except when communication is not available.
- (13) Controlled Siding: A siding, the entrance to which is governed by signal indication.
- (14) Within CTC territory a train or engine must not clear the main track at a hand operated switch not equipped with a mechanical time lock or electric lock except as follows:
 - (1) Where maximum speed is 20 MPH or less.
 - (2) When main track switch is left open.
- (15) When block signal rules require train movement at restricted speed, this speed must not be increased until the entire train has passed the next signal.
- (16) Rule 350: Train or engine must not proceed from a Stop indication in CTC territory when there is lack of communication.

In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say "Proceed at restricted speed to next signal" or, if it is not known there is no opposing train or engine, "You may proceed under flag protection to the next clear or approach signal." Such information must include information as to the route to be used. The instructions must be repeated to the control operator.

ITEM 17(b). (CONTINUED)

When flagging from a Stop signal, train must wait ten minutes after flagman has started.

When a train or engine is stopped by a Stop indication at the entering signal at a station and communication with the control operator has failed, train or engine may move forward when preceded by a flagman to the leaving signal at that station, clearing main track when practicable. Dual control switches must be operated by hand as provided by rule before proceeding. Further movement must not be made except on signal indication or until authority is received from control operator.

- (17) Rule 352: Rule 352(3) will not apply. Trains and engines must stop at Stop and Proceed indications in CTC territory after being authorized to proceed from a Stop indication.
- (18) Rule 375(12): When a train or engine is granted track and time limits within the same or overlapping limits with Maintenance of Way employes or equipment, they must be informed of the fact and they must then move prepared to stop short of unprotected equipment.
- (19) Rule 402: Within track and time limits crew must receive authority of control operator before proceeding from Stop indication. Request for track and time limits must be made by the conductor or the engineer and when released must be released by the same person who requested it, except when train or engine is authorized to leave the limits on signal indication it will be considered clear when entire movement has passed such signal.
- (20) Rule 404: The reverse movement of a train or engine may be made only:
 - (a) by signal indication;
 - (b) within track and time limits; or
 - (c) with permission of control operator.
- (21) Block and interlocking signal aspects and indications:

Aspect (From top unit down)	Indication
Yellow over yellow or yellow over yellow over red.	Proceed prepared to stop at second signal.
Flashing yellow, flashing yellow over red or over two reds or solid yellow over green or over green and red.	Proceed prepared to pass next signal not exceeding 35 MPH.
Solid yellow over lunar or Solid yellow over red over lunar.	Proceed prepared to pass next signal at restricted speed.
Yellow, yellow over red or yellow over two reds.	Proceed prepared to stop at next signal. Trains exceeding 35 MPH must immediately reduce to that speed.
Red over yellow or red over yellow over red.	Proceed on diverging route at prescribed speed prepared to stop at next signal. Trains exceeding 35 MPH must immediately reduce to that speed.
Lunar or lunar over red or red over lunar or two reds over lunar.	Proceed at restricted speed.
Red or two reds over yellow permissive marker.	Proceed at restricted speed through entire block.
Flashing red or red over flashing red or two reds over flashing red or red or two reds with number plate.	Stop, then proceed at restricted speed through entire block.

ITEM 17(e). USE OF KCS TRACKS BETWEEN GCL JCT. AND CS JCT. (KCS SEVENTH SUBDIVISION), AND L&A TRACKS BETWEEN LETSWORTH AND LOBDELL JCT. (L&A BATON ROUGE SUBDIVISION) AND BETWEEN EAST JCT. AND LOBDELL JCT.; BE GOVERNED BY UNIFORM CODE OF OPERATING RULES AND MP SYSTEM TIMETABLE AND SPECIAL INSTRUCTIONS EXCEPT AS MODIFIED BELOW:

- (1) No employees, with the exceptions of designated security officials, will report for duty with or have in their possession (either on their person or otherwise) at any time while on duty or on company premises, firearms of any description, or other lethal weapons.
- (2) K.C.S. Definition. **Restricted speed.** A speed that will permit stopping short of train, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.
- (3) K.C.S. Definition. **Yard Speed.** A speed that will permit stopping within one-half of vision short of train, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.
- (4) Rule 10(g): Temporary Speed Restriction and Resume Speed signs will not be used. Rule 10(h): Green Resume Speed signs are not used.
- (5) Rule S-89(a) — add: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop and stop clear of arriving switch (the first switch of the siding encountered by the train holding the main track) until train to be met has entered the siding and stopped. The train entering the siding will, when the rear of train arrives in the clear, stop and allow train holding main track to proceed.

Unless otherwise restricted, train will not exceed 25 MPH when meeting or passing another train occupying a siding, or adjacent track.

- (6) Rule 93 and Rule D-93. Within yard limits, trains and engines must not exceed yard speed.
- (7) Rule 99(i) — add: When flagman of proceeding 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.
- (8) Rule 101(a) — add: Any broken pieces of wheels, flanges, or other parts found, indicating defective equipment or track that may cause damage or derailment, must be reported immediately to the train dispatcher.

Extreme care will be used in carrying lighted fuses across open deck bridges to see that dripping molten matter does not ignite the structure. Everyone is cautioned to be alert for signs of fire on or near bridges. Extreme care must be used in dropping fuses, waste from hot boxes must not be left burning. Be sure to extinguish the fire before discarding burning matches, cigarettes and cigars.

When moving over bridges where decking is not protected by metal or ballast covering, the engine brakes must be released and not applied while engine is on bridge unless necessary to make an emergency stop, and if the brakes are applied while the engine is on bridge, the movement must be stopped and the bridge inspected to make sure there is no fire present.

Crew members on rear of train will be especially observant in passing over open deck bridges for any indication of fire. If indication of fire is observed, the movement will be stopped, the fire extinguished and train dispatcher notified before train departs.

- (9) Rule 103 — add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate. Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked in addition to hand brakes being set.
- (10) Rule 105: Trains or engines using a siding or any track other than a main track must proceed at yard speed.
- (11) Track Work Protection Order: (KCS Form "U")
Pre-printed multiple location: (Example)
"___(Date)___ on the ___(name)___ Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge.
After receiving proper signal or verbal permission to proceed be governed by speed authorized verbally by foreman in charge.

LINE	TIMES	OVER	BETWEEN	FOREMAN
1	UNTIL		MP AND MP	
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.

(8) 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

- (12) Rule 285 (Approach). Immediately reduce to 30 MPH instead of 40 MPH.
- (13) Rule 290 (Low). Proceed at yard speed instead of low speed.
- (14) K.C.S. Rule 291(A). **Aspect:** Red with number plate and letter "T" marker. **Name:** Permissive. **Indication:** Proceed at restricted speed.
- (15) Rule 330: Exception to requirement for low speed in CTC territory does not apply.
- (16) Rule 352: Does not apply.
- (17) Rule 404 — add: Reverse movement may be made on verbal authority of control operator.
- (18) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (19) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (20) Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit.
- (21) Maximum weight limitations: Cars with gross weight in excess of 263,000 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.
- (22) MP Special Instructions Item 16 (Hot box 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.

Aspect:	Indication:
White light on equipment horse 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 Instruction 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.

Over-size load detector installations are equipped with three (3) lights and will indicate the following if an alarm is received:
Flashing light on right side of structure - wide on right side.
Flashing light on left side of structure - wide on left side.
Flashing light on top of structure - high load.

Combination of flashing lights on the structure - more than one high or wide load.

The middle light on top of monitor display board is a multiple alarm light and will be activated, in addition to the other appropriate light or lights, in the event more than one defect is detected. Over-size load detector installations will not clear man on side of car. Locations of hot box and dragging equipment detection systems between Lettsworth and Lobdell Jct.:

MP 737.2*, MP 755.9, MP 776.5*, MP 782.3#, MP 784.8#

*Equipped with Over-size Load Feature.

#Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

Between GCL Jct. and CS Jct.:

MP 726.0, MP 743.4, MP 764.9*, MP 766.4* (Both main tracks)

*Equipped with Over-size Load Feature.

ITEM 18. UNIFORM CODE OF SAFETY RULES

Rule 2: Employees must wear shoes that afford maximum support and protection to their feet while performing repair work between, upon, in or under engines, freight or passenger cars; while performing repair work on or about tracks or structures; and while on duty in train, engine or yard service.

Tennis, track, lounging, sneakers, high heel footwear and footwear without heels, are unsuitable. High top footwear gives added support to the ankles while low heels afford firmer footing and afford maximum support and protection for your feet and ankles.

Rule 3: Protective head covering, goggles, ear plugs, and other safety equipment must be used, when required.

The use of contact lenses instead of glasses in frames, while on duty, is not permissible.

27(a). Employee must use uncoupler lever to open knuckles, when practicable. When necessary to use hand to open knuckle on standing equipment employee if practicable, must keep both feet from between rails and must check to ascertain that knuckle pin is in place before placing hand on knuckle.

CHIEF MEDICAL OFFICER
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

R. Jensen, M.D.
333 Dixie Highway
Suburban Heights Med. Center
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.

SOCIAL SERVICES COUNSELORS:

Pat Patrick
2600 S.W. Freeway
Houston, Tex.

Russ Haney
220 Willow St.
N. Little Rock, Ark.

J. T. Golden
4625 Lindell Blvd.
St. Louis, Mo.

TABLE OF TRAIN SPEEDS

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

EXPLANATION OF CHARACTERS

- ⊙—Automatic Interlocking.
- ⊙—Radio Base Station.
- ①—Call in System Dispatcher 1.
- ②—Call in System Dispatcher 2.
- ⊙—Wayside Radio Station
- ⊙—Draw Bridge.
- ⊙—Gate—Normal position against conflicting route.
- ⊙—Gate—Normal position against this Sub-div.
- ⊙—Manual Interlocking.
- ⊙—Stop Sign.
- ⊙—Turntable or Wye.
- ⊙—Railroad Crossing at Grade.
- ⊙—Yard Limits.
- ⊙—Conditional Yard Limits.
- ⊙—Controlled Siding
- ⊙—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.
- ↑—Applies only until Eng. has reached resume Speed Sign.

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

