

## ALL SUPERVISORS:

WE MUST DEMAND FROM THE PEOPLE UNDER OUR SUPERVISION:

- STRICT COMPLIANCE WITH ALL RULES.
- SAFE WORK PROCEDURES AND PRACTICES,
- NO UNSAFE TOOLS, MACHINES OR VEHICLES BE USED.

WE CAN NOT AND MUST NOT COMPROMISE WHERE SAFETY AND RULES COMPLIANCE ARE INVOLVED.



Vice President Operation

**SAFETY  
WITHOUT COMPROMISE**



# MISSOURI PACIFIC RAILROAD CO.

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SYSTEM

## TIMETABLE

# No. 23

Effective 12:01 a.m. Sunday,  
OCTOBER 28, 1984

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

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FOR THE GOVERNMENT OF  
EMPLOYEES CONCERNED.

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

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R. K. DAVIDSON, Vice President — Operation.

C. E. DETTMANN, Vice President — Transportation.

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

J. B. McCORMACK, Asst. Gen. Mgr. — Transportation.

## SYSTEM

R. B. Schoultz  
Asst. to V.P. Operation  
St. Louis, Mo.

W. F. Sutton  
Asst. Gen. Mgr.-Transportation  
St. Louis, Mo.

C. D. Barton  
Chief Engineer  
St. Louis, Mo.

M. L. Wall  
Chief Mechanical Officer  
St. Louis, Mo.

J. D. Hope  
Supt. Motive Power  
St. Louis, Mo.

J. A. Binsbacher  
Supt. Car Dept.  
St. Louis, Mo.

M. G. Ummel  
Gen. Supt. Stas.  
St. Louis, Mo.

Q. D. Pickering  
Gen. Supt. Rules & Safety  
St. Louis, Mo.

### EASTERN DISTRICT

H. S. Vierling  
Vice President  
Chicago, Ill.

W. F. Hillebrandt  
General Manager  
N. Little Rock, Ark.

M. F. Kelly  
Asst. General Manager  
N. Little Rock, Ark.

<b>Division</b>	<b>Superintendent</b>
Illinois	L. J. Wagner
Arkansas	L. A. Roach
Little Rock	W. C. Richardson
Terminal	

L. D. Nelson  
General Supt.  
N. Little Rock, Ark.

K. R. Welch  
Dist. Engr.  
N. Little Rock, Ark.

R. W. Diamond  
Mech. Supt.  
N. Little Rock, Ark.

<b>Headquarters</b>
Dupo, Ill.
N. Little Rock, Ark.
N. Little Rock, Ark.

### WESTERN DISTRICT

E. C. May  
General Manager  
Kansas City, Mo.

P. L. Tucker  
Asst. General Manager  
Kansas City, Mo.

D. K. Barnes  
General Supt.  
Kansas City, Mo.

<b>Division</b>	<b>Superintendent</b>
Northern	G. O. Everett, Jr.
Kansas City	R. D. Naro
Terminal	
Central Kansas	L. D. Smith

J. W. Heavin  
Dist. Engr.  
Kansas City, Mo.

B. W. Wiggins  
Mech. Supt.  
Kansas City, Mo.

<b>Headquarters</b>
Kansas City, Mo.
Kansas City, Mo.

Osawatomie, 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.

<b>Division</b>	<b>Superintendent</b>
Kingsville	J. L. Riney
New Orleans	P. N. Crabtree

C. Aadnesen  
General Supt.  
Spring, Tex.

F. A. Neuberger  
Dist. Engr.  
Spring, Tex.

G. A. Taylor  
Mech. Supt.  
Spring, Tex.

<b>Headquarters</b>
Corpus Christi, Tex.
Addis, La.

### TEXAS DISTRICT

W. J. Farrell  
Vice President  
Spring, Tex.

A. W. Rees  
General Manager  
Dallas, Tex.

C. E. O'Hara  
Asst. General Manager  
Dallas, Tex.

<b>Division</b>	<b>Superintendent</b>
Red River	K. D. Milam
Rio Grande	K. C. Packard
Dallas-Ft. Worth	W. E. Richmond
Terminal	

R. L. Short  
General Supt.  
Dallas, Tex.

G. R. Lilly  
Dist. Engr.  
Dallas, Tex.

J. G. Dunlap  
Mech. Supt.  
Dallas, Tex.

<b>Headquarters</b>
Longview, Tex.
Ft. Worth, Tex.
Ft. Worth, Tex.

### CHIEF DISPATCHERS

D. D. Beggs  
V. R. Hardin  
R. G. Swindler

N. Little Rock, Ark.  
Spring, Tex.  
Kansas City, Mo.

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Maximum Speed	MPH	Business Tracks	MP	Sta. No.
Between Dolton Jct. and Gorham (Except as below)	60	Dolton	16.1	ZA- 16
Dolton Jct. to Thornton Jct.	20	South Holland	19.5	ZA- 19
Thornton Jct. to MP 28-00	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	55	Crete	30.4	ZA- 30
MP 146-36—MP 146-37	30	Balmo	32.5	ZA- 33
MP 153-17—MP 153-20	20	Beecher	37.6	ZA- 38
MP 164-33—MP 165-00	30	Grant Park	44.7	ZA- 45
MP 175-28—MP 176-22	30	Wichert	57.9	ZA- 58
MP 193-35—MP 194-23	20	Papineau	64.2	ZA- 64
MP 195-01—MP 195-14	35	Martinton	67.7	ZA- 68
MP 202-28—MP 203-21	50	Pittwood	71.5	ZA- 72
MP 218-16—MP 219-02	20	Coaler	79.6	ZA- 80
MP 224-13—MP 224-20	20	Woodland	81.8	ZA- 82
MP 252-00—MP 254-07	30	Bryce	87.5	ZB- 88
MP 264-40—MP 265-10	55	Fountain Creek	96.1	ZB- 96
MP 266-14—MP 266-29	55	Reilly	103.4	ZB-103
MP 270-14—MP 270-38	50	Dailey	116.5	ZB-117
MP 275-38—MP 277-00	30	Royal	120.0	ZB-120
MP 298-00—MP 299-10	30	Tipton	129.1	ZB-129
MP 299-10—MP 302-23	55	Bongard	140.0	ZB-140
Through sidings Benton and Bush	10	West Ridge	148.9	ZB-149
MP 314-00—MP 314-00	40	Bourbon	159.4	ZB-159
MP 318-00—MP 323-00	50	Chippis	173.1	ZB-173
MP 323-00—MP 336-00	40	Findlay	185.2	ZB-185
MP 338-00—Chester Subdiv. Conn.	20	Shelbyville	193.9	ZC-194
North leg wye Gorham	10	Moccasin	212.9	ZC-213
		Bakerville	279.3	ZC-282
		B. S. Mine #5	317.5	CD- 22
		Murphysboro	328.8	CD- 10

Operation between Chicago and Dolton Jct. over C&W.

Southward trains originating Yard Center secure clearance.

Northward SBD trains secure MP clearance at Danville.

Yard Limits between Dolton Jct. and Thornton Jct.

ABS — Between Yard Center and Gorham.

CTC — Between southward absolute signal Ben and Gorham.

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

Signal Indication with current of traffic. Rules 450-453 inc. in effect between Yard Center and Southward absolute signal Ben.

Trains moving against current of traffic between Yard Center and Ben must not exceed a speed of 49 MPH and be governed by Rule 99. Movements against current of traffic must approach interlockings at Thornton Jct. MP 20.1; Jay MP 27.0; Pence MP 49.7; St. Anne MP 60.1 at Low Speed until crossing occupied. Woodland Jct.-Ben control operator located at Yard Center.

Trains originating Watseka secure clearance.

Ben — 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: 46.9, 73.6, 98.3, 122.7, 139.9, 160.8, 179.3, 212.8, 237.6, 267.1, 293.5 and 321.0.

30 MPH turnouts — Remote control switches at: Twelfth St., Ben, 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.

30 MPH turnouts — Spring switch at South end sidings Tuscola, St. Peter, Kell, Bush and Grimsby.

PANA SUBDIV.—ILLINOIS DIVISION

Maximum Speed:	MPH	Radio communication via Channel One, call-in Two		Station Nos.	Sidings
Findlay Jct.-Lenox (Except as below)	60	SOUTH	NORTH		
MP 205.1 — MP 205.4	35				
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.					
<b>BUSINESS TRACKS</b>					
Sohigro	MP 188.8	ZB-189			
Westervelt	MP 191.8	ZB-192			
Rosamond	MP 209.4	ZB-209			
Taylor Springs	MP 234.4	ZB-234			
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 30 MPH turnouts.					
Hot Box and Dragging Equipment Detectors located at MP 219.2 and MP 260.5.					
185.2	FINDLAY JCT.	ZB-186			
205.1	PANA & PARY	ZB-205	8100		
213.5	OHLMAN	ZB-213	10550		
218.2	NOKOMIS	ZB-218			
222.9	WITT	ZB-222			
227.4	IRVING	ZB-227			
232.1	HILLSBORO	ZB-232	10560		
243.7	WALSH JCT.				
248.1	JOAN	ZB-243	14600		
265.1	GARD	ZB-260	10550		
273.7	VIERLING JCT.				
275.1	MITCHELL YARD	ZB-277	Yd.		
275.7	LENOX				
290.0	ST. LOUIS MO	MX-001			
104.8					
Northern Div. jurisdiction St. Louis - MP 273.7.					

Operation over CR-ICG joint track Lenox-Granite City and TRRA Granite City-St. Louis or A&S Lenox to St. Louis.

Radio Communication via Channel One Call-in Two. Exception: Yard Center yard engs. via Channel Two.		Station Nos.	Sidings
Miles	STATIONS		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	
25.7	5.6 TWELFTH ST.		
27.0	1.3 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	n5535 s3806
60.1	10.2 ST. ANNE	ZA-60	
73.6	13.5 BEN		
77.5	3.9 WATSEKA	ZA-77	
82.6	5.1 WOODLAND JCT.	ZA-83	
94.0	11.4 GOODWINE	ZB-92	10800
108.0	14.0 ELLIS	ZB-108	9550
125.9	17.9 GLOVER	ZB-126	8547
135.6	9.7 BLOCK	ZB-136	12185
145.1	9.5 VILLA GROVE	ZB-145	13173
153.4	8.3 TUSCOLA	ZB-153	9894
164.7	11.3 ARTHUR	ZB-165	
169.1	4.4 CADWELL	ZB-168	10550
176.1	7.0 SULLIVAN	ZB-176	
185.2	9.1 FINDLAY JCT.	ZB-186	10000
199.8	14.6 CLARKSBURG	ZC-200	10150
204.5	4.7 MODE	ZC-205	
218.9	14.4 ALTAMONT	ZC-219	10072
224.6	5.7 ST. ELMO	ZC-224	
235.7	11.1 ST. PETER	ZC-236	10900
242.4	6.7 KINMUNDY	ZC-242	
252.1	9.7 SALEM	ZC-252	14761
254.1	2.0 CSX		
263.3	9.2 KELL	ZC-263	9718
274.9	11.6 MT. VERNON	ZC-276	7180
287.2	12.3 INA	ZC-287	8336
298.2	11.0 BENTON JCT.	ZC-298	
301.8	3.6 BENTON	ZC-302	10618
306.1	4.3 BN		
314.9	8.8 BUSH	CD-24	7056
335.5	20.6 GRIMSBY	CD-3	6112
339.0	3.2 GORHAM	C-93	Yd.
339.0			

Between Thornton Jct. and Signal 292 on northward track, Thornton Jct. and Jay on southward track and Pence and Signal 514 on northward 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. Before issuing permit, control operator must ascertain that all operators involved 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 operator's 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 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 move 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. Control operators and operators: Between Thornton Jct. and Signal 292 — Control Operator at Yard Center, Operators at Thornton Jct. and Jay; Twelfth St. Operator at Yard Center. Between Pence and Signal 514 — Control Operator-Operator at Pence.

Dragging equipment detectors at MP 190.1 and 197.8. When white revolving light is activated, stop and inspect train immediately.

Radio communication via Channel One, call-in One.		Sta- tion Nos.	Sid- ings Feet
SOUTH Miles ▼	NORTH ▲		
0.0	VALLEY JCT. ⊕ TRRA ⊕ ... ⊕ ⊕ X	C-9	.....
1.5	AIRPORT		.....
1.7	PARKS	C-10	.....
4.3	NO. DUPO	C-13	.....
5.5	WOODS		.....
6.0	DUPO	C-15	Yd.
7.5	SOUTH DUPO		.....
9.4	⊕ ICG ⊕		.....
20.6	VAL	C-29	.....
33.6	FULTS	C-42	.....
47.7	KIDD	C-56	.....
49.6	FLINTON	C-58	Yd.
52.1	GAGE JCT.	C-60	.....
55.8	REILY	C-63	.....
60.8	MENARD JCT.	∅	.....
62.9	CHESTER	C-70	7585
65.7	FORD	C-73	n6522 s6160
70.3	ROCKWOOD JCT.	C-77	.....
72.4	CORA	C-80	.....
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	.....
122.7	CAPEDEAU JCT.	C-132	.....
192.6	ILLMO, MO.	C-133	.....
192.6	MISSOURI JCT.	C-179	.....
191.4	DEXTER JCT.	XD-26	.....
190.3	CHARLESTON JCT.		.....
190.1	DEXTER	⊕ - 1	XD-24 6488
178.7	IVES	⊕	XD-13 9205
172.1	JUNLAND	⊕	XD-6 9560
165.7	POPLAR BLUFF	⊕ - 1 ⊕ T § ⊕	X-166 Yd.
196.5			

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	60	Warnock	15.1	C - 24
Valley Jct. Interlocking	10	Valmeyer ⊕	22.5	C - 31
MP 0-00—MP 7-01	30	Prairie du Rocher ⊕	41.7	C - 50
Both legs wye Chester and both sidings Ford	10	Menard	60.5	C - 69
MP 65-22 — MP 66-00	50	Raddle	77.0	C - 86
North leg wye Gorham	10	Powder Plant	98.6	C - 98
Chicago Subdiv. Con. Gorham	20	Wolf Lake	99.7	C - 107
MP 116-14 — MP 117-21	50	Ware	104.0	C - 113
MP 117-21 — MP 119-10	40	McClure	113.0	C - 122
MP 119-10 — MP 119-19	30	Dudley	182.8	XD- 17
MP 189-10 — Dexter Jct.	25†	Bess	179.7	XD- 14
Missouri Jct. — MP 191-00	35	Fisk	176.1	XD- 11
MP 165-15 — MP 165-22	35	Boeing	170.0	XD- 4

Northern Div jurisdiction MP 0-MP 9-30.  
Stations on SSW between Illmo and Paragould:

Circular 7 Station Number	SSW Mile Post Number	City	State
C-133	Mo Pac	Illmo	MO
C-135	5.2	Ancell	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	Arcola	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-185	59.5	Bernie	MO
C-190	64.3	Airsucle	MO
C-191	67.7-57.9	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. SSW southward trains originating Valley Jct. secure clearance.

MP southward trains originating Dupo secure clearance South Dupo. Northward trains secure clearance Poplar Bluff.

Road crews originating Dupo enroute to A&S secure clearance South Dupo before leaving Dupo.

Train order signal at South Dupo applies only to SSW trains and MP southward trains originating Valley Jct.

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.

30 MPH turnouts at SSW connection and crossover MP 1-35. Remote control switches between MP 6-10 and Poplar Bluff are 30 MPH turnouts except: Flinton-both ends yards, Chester-south end siding. 30 MPH 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 and operate push button to actuate flashing light signal crossing U.S. Highway 60.

Hot Box and Dragging Equipment Detectors located at ⊕ MP 28.0, ⊕ MP 57.5, ⊕ MP 92.7, ⊕ MP 111.7, and ⊕ MP 182.5.

Normal position of north wye switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. Before occupying siding from either Pinckneyville or Chester Subdiv. authority must be obtained from Chester Subdivision Dispatcher who may authorize such movement by signal indication.

6 WESTVILLE SUBDIV. — ILLINOIS DIVISION

Maximum Speed	20 MPH	SOUTH NORTH		Station Nos.
Business Tracks	MP Sta. No.	Miles	STATIONS	
Hastings	150.1 ZD-150	122.7	DANVILLE	ZD-123
Longview	159.7 ZD-160		10.1 WESTVILLE	ZD-132
Zeigler		132.8	9.3 INDIANOLA	ZD-142
Mine No. 5	161.0 ZD-161	142.1	3.5 SIDELL JCT.	ZE-141
Fairland	161.9 ZD-162		0.9 SIDELL	ZD-146
Industrial Lead		145.6	6.1 ALLERTON	ZD-153
Jamaica Spur		146.5	3.1 BROADLANDS	ZD-156
Breaks out at Sidell Jct.		155.7	9.2 VILLAGROVE	ZB-145
Jamaica	150.9 ZE-151	164.9		
(Max. speed 10 MPH)			42.2	
Yard Limits Entire Subdiv.				

PINCKNEYVILLE SUBDIV. — ILLINOIS DIVISION

Maximum Speed	MPH	SOUTH NORTH		Station Nos.	Sidings
(Except as below)		Miles	STATIONS		Feet
MP 64-02	35	63.7	CHESTER	C-70	
MP 64-14	10	71.8	8.1 WELGE	CA-10	4479
MP 77-00	30	77.3	5.4 STEELVILLE	CA-16	8700
Pinckneyville to Pyatts via ICG	10	79.4	2.1 PERCY	CA-18	
North leg of wye Pinckneyville	10		4.2 NEW WILSON	CA-23	5165
MP 101-30	10	83.7	8.8 PINCKNEYVILLE	CA-31	Yd.
MP 103-10	10	92.5	2.7 SHAKE RAG	CA-34	
MP 111-00	25	95.5	7.4 TAMAROA	CA-41	
MP 121-21	10	102.7	8.5 SCHELLER	CA-49	Yd.
MP 121-26	10	111.2	0.4 ICG		
MP 121-26	20	111.6	2.8 WALTONVILLE	CA-53	
Mt. Vernon	20	115.0	7.2 JSW JCT.	CA-60	
Special instructions Item 13(1) not in effect		124.6	2.9 MT. VERNON	ZC-276	Yd.
BUSINESS TRACKS	Sta. No.		60.8		
Pyatt-Fidelity Mine (via ICG at Pinckneyville)	CA-39				
Leahy (via ICG at Percy)	CA-22				
10 MPH					
Between Percy and Leahy operation on ICG.					
Yard Limits: Chester Subdiv. Conn. to MP 65-24; MP 120-00 to Mt. Vernon.					

Absolute block in effect between MP 65.6 and JSW Jct. MP 120.0. Authority for occupancy must be obtained from train dispatcher.

Block Limits established between:

MP 65.6 to MP 71.6;	MP 90.8 to MP 95.6;
MP 71.6 to MP 77.4;	MP 95.6 to MP 103.3;
MP 77.4 to MP 79.4;	MP 103.3 to MP 111.3;
MP 79.4 to MP 83.1;	MP 111.3 to MP 120.0.
MP 83.1 to MP 90.8;	

Be governed by Special Instructions Item 13 (27).

Normal position of North Wye switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. Before occupying siding from either Pinckneyville or Chester Subdiv., authority must be obtained from Chester Subdivision Dispatcher who may authorize such movement by signal indication.

Industrial Leads — Maximum Speed: Fidelity Mine lead 5 MPH; Captain Mine, Burning Star No. 4, Burning Star No. 2 and Orient 10 MPH; JSW Industrial Lead 20 MPH except MP 287.2 — MP 290.5 — 10 MPH. Radio Communication Via Channel 2.

Over Scale 300 feet west of No. 1

CAPTAIN MINE	5 MPH	Breaks out at MP 81.2
ICG Jct.	82.5	
Captain Mine	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	
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

Radio communication via Channel One						Station Nos.	Sidings	Yard Limits:
Miles	SOUTH	STATIONS	NORTH				Feet	Benton Jct. to MP 300-04 MP 303-00 to MP 309-20
298.2		BENTON JCT.		-2	ZC-298			Freeman Ind. Lead breaks out at Jenkins
305.0		WEST FRANKFORT			ZC-305			Freeman Ind. Lead Max. Speed 10 MPH
308.8		JENKINS			ZC-309	3870		Business Sta. Track No. Johnson City 310.7 ZC-311
316.4		MARION			ZC-317	2700		Orient #4 313.3 ZC-313
324.0		NEILSON JCT.			ZC-324			Hudgens 321.8 ZC-322
329.3		GOREVILLE			ZC-329	2655		Cypress 345.3 ZC-345
339.7		VIENNA JCT.			ZC-340			Chasco 348.5 ZK-348
351.5		KARNAK			ZK-352	6840		Cook (on BN) ZK-367
363.3		JOPPA		T	ZK-363	Yd.		Metropolis (on BN) ZK-370
					65.1			

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)		MP 363-04 — End of track	
MP 324-07	35		10
MP 324-15	20		
MP 334-20	20		
MP 334-26	20		
MP 347-06			
MP 363-04	25		

Trains originating West Frankfort enroute Chicago Subdiv. secure clearance at West Frankfort. Operation on BN R.R. between Vienna Jct. and Cook. Special Instructions Item 13(1) not in effect between Neilson Jct. and Vienna Jct. Absolute Block in effect between MP 300-04 and MP 303-00; MP 309-20 and Neilson Jct; Vienna Jct. and Joppa. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13(27).

CAPE GIRARDEAU SUBDIV. — ILLINOIS DIVISION

Radio communication via Channel One, call-in One				Station Nos.	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
Miles	SOUTH	STATIONS	NORTH		Yard Limits: MP 128.5 to MP 130.2
122.8		CAPEDEAU JCT.		C-132	Normal position of switch Rush Jct. is lined for movement to and from BN connection.
127.0		MARQUETTE		CF-4	Vertical clearance Morgan Oak and Goodhope Streets at Cape Girardeau will not clear cars in excess of Plate "C".
128.5		RUSH JCT.		CF-6	Absolute block in effect between Rush Jct. and Capedeau Jct. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instruction Item 13 (27).
128.6		BN G			
130.2		CAPE GIRARDEAU		CF-7	
				7.4	

SOUTH First Class <b>21</b> Pgr.	Miles	Radio Communication via Channel Two, call-in One.	STATIONS	Station Nos.	Sid- ings Feet	NORTH First Class <b>22</b> Pgr.
AM 12 05	0.5		ST. LOUIS .....	MX-1		AM 7 50
	2.3		GRAND AVE. .....			
	3.6		IRON MTN. JCT. .....	X-1		
	3.7		BN .....			
	10.6		DAVIS JCT. .....	X-8		
	6.8		BARRACKS JCT. .....	X-10	6 15	
12 43	9.5		WICKES .....	X-19	4842	
	18.7		RIVERSIDE .....	X-26	4953	
	26.5		DE SOTO .....	X-42	6370	
	42.2		BLACKWELL .....	X-51	4404	
	51.0		CADET .....	X-57	4630	
	57.0		MINERAL POINT .....	X-61	4390	
	60.9		BISMARCK .....	X-75	5023	
	75.3		TIP TOP .....	X-92	4244	
	91.8		ANNAPOLIS .....	X-108	4554	
	107.9		GADS HILL .....	X-120	4348	
	117.7		PIEDMONT .....	X-127	6570	
	127.3		WILLIAMSVILLE .....	X-146	4471	
	145.4		BLACK RIVER JCT. .....	X-164		
	164.6		POPLAR BLUFF .....	X-166	Yd.	3 42
s3 37	165.5					
AM	162.3					AM

Northern Div. jurisdiction St. Louis to Barracks Jct.  
Between Grand Avenue and Iron Mountain Jct. and between Davis Jct. and Barracks Jct., two main tracks designated east track and west track signaled for movement with current of traffic only.  
Between Iron Mountain Jct. and Davis Jct. single main track, signaled for Northward movement only.  
Between Grand Ave. and Iron Mt. Jct. and between Davis Jct. and Barracks Jct. Rules 450-453 in effect. Yard Limits in effect between Grand Ave. and Iron Mtn. Jct. and Davis Jct. and Barracks Jct.  
Between Iron Mtn. Jct. and Davis Jct. absolute block in effect and absolute blocks established between:  
Koeln Ave., MP 9.61 and Wilmington Ave., MP 8.24.  
Wilmington Ave., 8.24 and Fyler Yard, MP 6.04.  
Fyler Yard, MP 6.04 and Iron Mountain Jct.  
Authority for occupancy must be obtained from control operator Grand Ave. Be governed by Special Instructions Item 13 (27).

**PEA RIDGE SUBDIV. — ILLINOIS DIVISION**

Yard Limits: MP 57.8 to MP 59.0. MP 83.1 to end of Track	Miles	Radio Communication via Channel Two, call-in One.		Station Nos.
		WEST STATIONS	EAST	
Maximum Speed .....	57.7	CADET .....	⊖-1 ⊕	X-57
(Except as below) .....	58.6	NEW FOUNTAIN FARM .....	⊕	XA-58
MP 81.0 - MP 81.4 .....	72.4	INDIAN CREEK .....		XA-72
Switch point derail installed main track MP 83.3.	84.1	PEA RIDGE .....	⊕	XA-84
Special Instructions Item 13(1) not in effect.	26.4			

Absolute Block in effect and block limits established between MP 59.0 and MP 72.4; MP 72.4 and MP 83.1.

Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 (27).

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

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

**Maximum Speed**

(Except as below)	MPH Pgr. Frt.	BUSINESS TRACKS	MP	Sta. No.
Thru Grand Ave. Interlocking	60 50	Triangle Spur	10.8	X-11
Between Grand Ave. and Iron Mountain Jct.	10 10	Bussen Spur	11.6	X-12
MP 3-25 — MP 3-29	45 35	Hillcrest	17.8	X-17
Between Iron Mtn. Jct. and Davis St.	15 15	Sulphur Spring Spur	22.9	X-23
Thru turnouts Davis Jct.	25 25	Pevely	27.3	X-27
MP 6-33 — MP 8-00	15 15	Hematite	35.6	X-36
MP 9-21 — MP12-29	25 25	Iron Mountain	80.7	X-81
MP17-16 — MP21-12	15 15	Middlebrook	83.1	X-83
MP21-12 — MP33-00	25 25	Arcadia-Ironton	88.6	X-89
MP35-29 — MP36-00	55 —	Glover	97.8	X-99
MP41-21 — MP42-33	50 —	Chloride	100.1	X-101
MP42-33 — MP45-29	55 —	North Des Arc	111.8	X-112
MP52-37 — MP54-21	30 30†	Leeper	133.1	X-133
MP54-21 — MP70-12	55 —	Mill Spring	134.5	X-135
MP70-12 — MP71-04	45 45	Wilby	155.4	X-155
MP71-04 — MP78-04	55 —			
MP97-07 — MP97-08	45 45	Lumtie Industrial Lead 1.7 miles: Maximum speed 10 MPH (Mineral Point — Lumtie)		
MP98-00 — MP98-16	55 —	Lumtie	62.0	XB-1
MP100-16 — MP126-12		Bonne Terre Ind. Lead 15.8 miles: (Max. speed 10 MPH) breaks out at Bismarck.		
(Except as below)	55 50	Bismarck	126.0	X-75
MP101-20 — MP101-21	45 45	Derby	119.2	MB-36
MP105-29 — MP108-29	45 40	Derby Jct.	118.2	MB-36
MP109-11 — MP109-12	45 45	Rivermines	37.6	MC-38
MP125-16 — MP126-12	45 40	Flat River	37.1	MC-37
MP126-12 — MP165-37		Desloge	35.6	MC-35
(Except as below)	55 40	Dolomite	34.0	MC-34
MP129-25 — MP131-00	45 —	McDowell Spur	32.3	MC-32
MP135-04 — MP136-29	45 —	Bonne Terre	31.1	MC-32
MP136-29 — MP137-16	35 35	Monsanto Ind. lead breaks out of Bonne Terre Ind. lead at MP 32.0. (max. speed 5 MPH). Derail on lead at MP 97.5		
MP146-16 — MP148-37	35 35			
MP148-37 — MP151-00	45 —			
MP153-08 — MP154-08	45 —			
MP164-21 — MP165-16	40 —			

Two main tracks between Black River Jct. and Poplar Bluff. Clearance is required by trains before leaving Poplar Bluff and St. Louis.

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

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

Remote control switches are 25 MPH turnouts except Iron Mtn. Jct.

**CHARLESTON SUBDIV. — ILLINOIS DIVISION**

Miles	Radio Communication via Channel One.		Station Nos.	Rule 99 (d) in effect.
	SOUTH ▼	NORTH ▲		
149.4	DELTA .....	⊕ SSW G	D-74	Maximum Speed .....
	8.0			Between Delta and Charleston
157.4	BN .....			(Except as below) .....
	0.7			Around wye-Charleston .....
158.1	ORAN .....		D-83	MP 151.0 — MP 153.0 .....
	3.9			Between Dexter Jct. and Charleston
162.0	MORLEY .....		D-87	(Except as below) .....
	16.3			MP 211.0 — MP 214.0 .....
178.3	CHARLESTON .....		D-103	(Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)
219.5	BERTRAND .....		XD-54	
	8.1			
211.4	SIKESTON .....	⊕ ⊕ ⊕	XD-46	
	0.4			
211.0	BN .....			BUSINESS TRACKS
	5.6			Newman Spur
205.4	MOREHOUSE .....		XD-40	160.2
	9.8			D-85
195.6	ESSEX .....		XD-30	Diehlstadt
	4.3			173.5
191.3	DEXTER JCT. ....	⊕ - 1 ⊕ SSW G	XD-26	Buckeye
	62.7			217.3
				Miner
				214.5
				Huntermville
				198.7
				XD-33

Yard Limits: MP 209.9 to MP 215.0.  
Permission must be secured from SSW Dispatcher before occupying SSW siding or lead track to siding Delta.

10 STE. GENEVIEVE SUBDIV.—ILLINOIS DIVISION

Rule 99 (d) in effect.	Miles	Radio Communication via Channel Two, Call-in One		Station Nos.
		SOUTH STATIONS	NORTH	
Yard Limits: Riverside-Crystal City	0.0	RIVERSIDE	⊙ ⊙ T	X-27
Trains originating St. Louis enroute Ste. Genevieve secure BN clearance at Carroll St.	1.9	HERCULANEUM	⊙ ⊙	MC-2
Maximum Speed	4.5	CRYSTAL JCT.		MC-5
Except Ste. Genevieve Depot-Ogborn	5.2	CRYSTAL CITY	⊙	MC-6
		24.0 Miles Via BN		
Business Tracks	83.0	STE. GENEVIEVE	⊙ ⊙	MB-2
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.				
Station on BN R.R. between Crystal City and Thomure:				
Name	BN MP			
Crystal City	40.0			
Selma	44.6			
Rush Tower	46.8			
Brickcys	53.2			
Coral	56.6			
Duren	61.5			
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				10 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 0; MP 110.8 Route D; MP 101.7 Route 32.				

SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed (Except as below)	MPH	Miles	Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet
			SOUTH STATIONS	NORTH		
Chicago Subdiv. Conn.	25					
MP 11-05	10	0.0	SALEM	⊙	ZC-252	
MP 14-00 — MP 29-00	10	11.1	BRANCH JCT.	⊙	MI-12	
MP 54-20 — MP 56-05	10	13.5	CENTRALIA		MI-14	
MP 80-06 — MP 83-00	10	14.0	ICG JCT. ⊗ BN G		MI-15	
Between Branch Jct. and ICG Jct., operation over ICG.		14.5	BIG BEN		MI-16	2077
		32.6	NASHVILLE	⊙ SBD ⊙	MI-34	
		48.7	COULTERVILLE	⊙ ICG ⊙	MI-49	1948
		56.6	ICG	⊙	MI-57	
		57.4	SPARTA	⊙ -1 ⊙	MI-58	Yd.
		68.5	PAUTLER		MI-69	2855
		77.7	GAGE JCT.			
			2.5 Mi. Via Chester Subdiv.			
		80.2	FLINTON	⊙	MI-80	Yd.
		83.0	KELLOGG	⊙	MI-82	Yd.
		83.0				
ABSOLUTE BLOCK IN EFFECT BETWEEN: SALEM to MP 32.0 MP 32.0 TO MP 48.7 MP 60.0 TO MP 68.7 MP 68.7 TO GAGE JCT.						
BE GOVERNED BY SPECIAL INSTRUCTIONS ITEM 13(27). THE TRAIN DISPATCHER IS AUTHORIZED TO GRANT OCCUPANCY						

VAN BUREN SUBDIV.—ARKANSAS DIVISION 11

Maximum Speed (Except as below)	MPH	Miles	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet
			SOUTH STATIONS	NORTH		
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						
MP 464-10 — MP 467-10	20					
MP 471-20 — MP 474-16	40					
MP 479-19 — MP 479-26	45					
BUSINESS TRACKS:						
Alma	489.4	L-149				
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	443.7	L-101				
King Switch	441.9	L-99				
Lambrick Spur	440.7	L-97				
Lamar	438.5	L-95				
Clarksville Jct.						
Storage	435.3	L-93				
Knoxville	433.6	L-91				
AP&L Spur	424.5	L-83				
Cargill	423.4	L-82				
Atkins	405.8	L-63				
Banquet Foods	404.2	L-63				
AP&L Spur No. 2	362.3	L-19				
Maumelle	355.3	L-13				
Marche	353.3	L-10				
Jeffrey	349.5	L-6				
Levy	345.7	L-3				
ABS — Van Buren-N, 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. is register station only for trains directed to register by train order.						
Hot Box and Drugging Equipment Detectors located *MP 368-26, *MP 433-14 and *MP 463-20.						
TUNNELS: Conway: MP 375-31 to MP 376-03.						
All trains must flag crossing Conway when using siding and cutoff track.						

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

25 MPH turnouts both ends siding Mayflower, Menifee, Blackville, Worthen, Scotia, Alix, Poping and Dyer.

APB in effect between southward absolute signal Mayflower, MP 363-00, and northward absolute signal North Little, 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 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 trains, engines and employes 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 employe 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 when white indicator light on signal case at MP 363-21 is illuminated, train may proceed at low speed.

SOUTH			NORTH		
First Class	Miles	Radio Communication via Channel One, call-in Two.	Station Nos.	Sidings Feet	First Class
21 Pgr.					22 Pgr.
Mon. Wed. Sat.		STATIONS			Mon. Wed. Sat.
AM 3 40	165.5	POPLAR BLUFF ⊕ - 2 ⊠ X	X-166	Yd.	AM s3 39
...	170.0	4.5 STANLEY	X-170	...	...
...	172.9	2.9 HARVIELL JCT.	⊖ X-173	...	...
...	180.4	7.5 NEELYVILLE, MO.	⊕ X-180	8457	...
...	192.2	11.8 CORNING, ARK.	⊕ - 2 ⊕ X-192	8376	...
...	199.0	6.8 KNOBEL	⊕ X-199	9800	...
...	202.9	3.9 PEACH ORCHARD	⊕ X-203	8088	...
...	214.4	11.5 O'KEAN	⊕ X-214	8338	...
...	223.6	9.2 MURTA JCT.	⊖ X-223	...	...
s4 31	224.9	1.3 WALNUT RIDGE	X-225	...	s2 43
...	226.3	1.4 HOXIE ⊕ BN ⊕	⊕ - 2 X-226	8641	...
...	228.5	2.2 MINTURN JCT.	⊖ X-228	...	...
...	238.9	10.4 ALICIA	⊕ X-239	8448	...
...	251.8	12.9 TUCKERMAN	⊕ X-252	8436	...
...	258.1	6.3 CAMPBELL JCT.	X-258	...	...
...	259.5	1.4 DIAZ JCT.	⊕ X-259	...	...
s5 07	261.7	2.2 NEWPORT	⊕ - 2 ⊠ X ⊕ X-262	Yd.	s2 09
...	263.9	0.2 NORTH BRIDGE JCT.	X-264	...	...
...	264.1	0.4 WHITE RIVER	⊕ ⊕	...	...
...	264.5	5.2 SOUTH BRIDGE JCT.	X-265	...	...
...	269.7	4.6 JIFFY	X-269	...	...
...	274.3	3.8 GLAISE JCT.	⊖ X-275	...	...
...	278.1	8.6 BRADFORD	⊕ X-278	9893	...
...	286.7	1.7 RUSSELL JCT.	X-286	...	...
...	288.4	1.3 BALD KNOB	⊕ - 2 ⊠ X X-288	5763	...
...	289.7	6.7 JUD	X-289	...	...
...	296.4	2.0 KENSETT	X-296	...	...
...	298.4	8.1 HIG	X-298	...	...
...	306.5	6.2 MACK	X-306	...	...
...	312.7	6.5 BEEBE	⊕ - 2 X-313	...	...
...	319.2	11.5 WACROSS	X-320	...	...
...	330.7	1.4 JAX	X-331	...	...
...	332.1	11.5 JACKSONVILLE	T X-332	...	...
...	343.6	2.0 N. LITTLE ROCK	⊕ X-344	Yd.	...
s6 38 AM	345.6	L. ROCK AMTK STA.	X-346	...	12 50 AM

180.1

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as below)	Pgr. Frt.			
MP 165-12—MP 165-22	75 60	Delaplaine	207.6	X-208
MP 172-04—MP 172-37	30 30	Olyphant	269.8	X-270
MP 179-08—MP 179-12	70 —	Judsonia	292.6	X-293
MP 184-37—MP 184-04	65 —	Higginson	299.7	X-300
MP 191-21—MP 192-33	70 —	McRae	308.2	X-308
MP 192-33—MP 193-12	50 40	Ward	317.6	X-318
MP 224-12—MP 227-29	70 55	Cabot	323.0	X-323
Minturn Jct.—thru turnout	50 50	Valentine	336.1	X-336
MP 258-00—MP 263-37	45 45			
MP 263-37—MP 264-21	50 50			
MP 264-21—MP 265-00	35 35			
MP 266-21—MP 266-33	70 —			
MP 288-04—MP 288-21	70 —			
MP 292-03—MP 292-25	40 40			
MP 292-25—MP 293-04	60 —			
MP 294-02—MP 294-20	55 55			
MP 322-15—MP 323-20	70 —			
MP 333-07—MP 333-19	65 —			
MP 339-15—MP 339-20	60 —			
MP 339-20—MP 347-15	65 —			
North and South Wye Bald Knob	40 40			
	15 15			

Jacksonville Ind. Lead 2.8 miles: (Max. Speed 10 MPH) breaks out at Jacksonville: Jacksonville - LRAFB.

DK & S Ind. Lead (Max. Speed 25 MPH, except 10 MPH on curves) 5.5 miles between Kensett, Doniphan and Searcy.

Remote control switches are 30 MPH turnouts except: Poplar Bluff — MP 165-22 crossover East Main — To south end Poplar Bluff yard.

Hoxie — 3 switches north end of siding. Newport — West main track to south end of yard. Bald Knob — All switches coal chute crossover — siding and Memphis Subdiv. conn.

N. 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.

Hot Box and Dragging Equipment Detectors located at ⊕MP 188.6, ⊕MP 207.6, ⊕MP 232.5, ⊕MP 255.3, ⊕MP 283.4 and ⊕MP 312.3.

Trains originating Poplar Bluff and N. Little Rock or Little Rock Amtrak Station, secure clearance.

ABS — CTC between Poplar Bluff and N. Little Rock. Two main tracks designated East and West Track between Poplar Bluff & Harviell Jct., Murta Jct. & Minturn Jct., Campbell Jct. & North Bridge Jct., South Bridge Jct. & Glaise Jct., Russell Jct. & N. Little Rock.

**LITTLE ROCK TERMINAL DIVISION**

Jurisdiction includes Little Rock, East Little Rock and N. Little Rock. Before occupying Highway 365 crossing, Big Rock Lead Spur E. Little Rock, Ark., crews must know crossing gates are down to afford protection. Do not exceed 10 MPH on both legs of Van Buren wye. Radio Communication Via Channel 2.

Rock St. Industrial lead, 5.6 miles breaks off Monroe Subdiv. at MP 349.3. Max. Speed 10 MPH.

	MP	Sta. No.
North Little Rock	343.6	X-344
Arkansas River ⊕ ⊕	345.0	
East Little Rock	349.2	K-4

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.

CARLISLE INDUSTRIAL LEAD (North Little Rock to Carlisle 29.2 miles)

Maximum speed 20 MPH except MP 117.1 to MP 113.2 10 MPH.

Station	MP	No. Sta.
North Little Rock ⊕	131.9	X-344
⊕ SSW ⊕	130.5	...
Galloway	124.6	XZ-011
Lonoke	111.5	XZ-024
Sisemore	108.9	XZ-027
Carlisle	102.8	XZ-033



## 14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH				NORTH			
First Class		Radio communication via Channel One, call-in One.			First Class		
21		Radio Communication at Texarkana via Channel 2.			22		
Pagr.	Miles	STATIONS	Station Nos.	Sidings Feet	Sun, Tues. Fri.		
AM	343.6	N. LITTLE ROCK	X-344	Yd.	AM		
	345.3	1.7 ARK. RIVER					
	345.6	0.3 L. ROCK AMTK STA.	X-346		12 50		
6 38 6 45		1.6			\$12 43		
	347.2	LR JCT.					
	351.7	4.5 ENSIGN	X-352				
	358.9	7.2 ALEXANDER	X-359				
	364.1	5.2 BAUXITE JCT.	X-364	5411			
	368.3	4.2 SHERIDAN JCT.	X-368				
	368.7	0.4 BENTON	X-369				
	370.2	1.5 SALINE JCT.	X-370				
	373.3	3.1 HASKELL	X-373	11187			
	377.3	4.0 TRASKWOOD	X-377	6181			
	384.6	7.3 GIFFORD	X-385	6311			
s7 30	388.7	4.1 MALVERN	X-389		s11 40		
	392.2	3.5 ABCO	X-390	9238			
	399.6	7.4 DONALDSON	X-400	6215			
	405.6	6.0 WITHERSPOON	X-406	6198			
	411.0	5.4 ARKADDELPHIA	X-411	8839	s11 18		
	422.3	11.3 CURTIS JCT.	X-422				
	426.3	4.0 GURDON	X-426	Yd.			
	429.3	3.0 BEIRNE JCT.	X-429				
	437.6	8.3 BOUGHTON	X-438	8331			
	442.4	4.8 PRESCOTT	X-442	9094			
	449.6	7.2 EMMET	X-450	6564 n10477			
	457.7	8.1 HOPE	X-458	s5769			
	463.0	7.3 GUERNSEY	X-463	6186			
	470.3	7.9 FULTON	X-471	9509			
	478.2	2.2 HOMAN	X-478	8729			
8 53	480.4	CLEAR LAKE JCT.	X-481				
s9 15	490.2	9.8 TEXARKANA	X-491	Yd.	10 02		
AM		146.6			PM		

ABS — CTC between N. Little Rock and Sig. 4888 at Texarkana.  
Yard Limits: Sig. 4888 at Texarkana and SSW crossing.  
Two main tracks designated East and West tracks between N. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct.; Clear Lake Jct. and Texarkana.  
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 at 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.

## LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

Maximum Speed	MPH	MP	Sta. No.
(Except as below)	Psg. Frt.		
MP 339-20 — MP 347-15	75 60		
MP 347-15 — MP 351-07	40 40		
MP 351-07 — MP 351-23	60 —		
MP 351-23 — MP 357-24	50 50		
MP 357-24 — MP 363-10	60 50		
MP 363-10 — MP 363-10	70 50		
MP 364-30 — MP 364-20	60 —		
MP 364-30 — MP 366-11	65 —		
MP 382-18 — MP 385-35	60 55		
MP 388-05 — MP 389-19	35 35		
MP 414-04 — MP 414-29	70 —		
MP 425-31 — MP 426-35	40 40†		
MP 434-28 — MP 435-34	65 —		
MP 441-26 — MP 442-29	50 50†		
MP 457-12 — MP 458-09	30 30		
MP 470-20 — MP 471-09	70 —		
MP 471-16 — MP 471-21	40 40		
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	

Remote control switches are 30 MPH turnouts except:

N. 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 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.

Trains originating N. Little Rock, Malvern, Hope, and Texarkana must secure clearance.

Hot Box and Dragging Equipment Detectors located: @MP 373.9, @MP 395.3, @MP 415.6, @MP 431.9 and @MP 462.0

## HOT SPRINGS SUBDIV. — ARKANSAS DIVISION

Miles	Radio communication via Channel One.		Station Nos.	Siding Feet	Maximum Speed	MPH
	SOUTH	NORTH				
		STATIONS				
422.3		MOUNTAIN PINE	XH-90	Yd.		
410.4		HOT SPRINGS	XH-77	Yd.		
407.7		MP JCT	XH-74	Yd.		
398.1		JONES MILLS	XH-64	1331		
393.9		BUTTERFIELD	XH-59	Yd.		
388.7		MALVERN	X-389	Yd.		
		33.6				

Business Tracks MP Nos.

- Mountain Pine
- Spur Track
- Sutco
- Lake Catherine
- Norris Dispenser
- Union Carbide
- Ark. Aluminum
- General Cable
- Rolling Mill
- Cuffman Lbr. Co.

MP Nos. 404.1 XH-71  
402.6 XH-70  
402.4 XH-69  
401.7 XH-68  
399.6 XH-66  
391.1 XH-55

Rule 99(d) in effect.

Yard Limits: MP 392.0 to Malvern.

16 NORMAN SUBDIV. — ARKANSAS DIVISION

Rule 99(d) in effect		Radio Communication via Channel One		Station Nos.
Maximum Speed (except as below)	MPH	NORTH	SOUTH	
MP 457-20 — MP 457-25	20			
MP 472-00 — MP 472-02	10			
MP 472-00 — MP 472-02	10			
Yard Limits Gurdon to MP 430.0.				
Business Tracks	MP	STATIONS		
Summit	433.1	426.3	GURDON	X-426
Rosboro	469.8	441.0	OKOLONA	XL-15
Birds Mill	479.0	446.5	PIKE CITY JCT.	XL-20
Pike City Ind. lead (3.3 miles)		454.0	GRAYSONIA	XL-28
Pike City Jct. — Pike Max. Speed 10 MPH.		465.3	AMITY	XL-39
Pike	449.5	473.5	GLENWOOD	XL-47
		480.7	CADDO GAP	XL-54
		485.9	NORMAN	XL-60
		59.6		

NASHVILLE SUBDIV. — ARKANSAS DIVISION

Maximum Speed (except as below)		Radio Communication via Channel One		Station Nos.
MPH		SOUTH	NORTH	
MP 457.1 — MP 458.0	30			
MP 483.2 — MP 483.3	10			
MP 484.0 — MP 492.0	25			
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to end of subdivision.				
Between MP 465.0 and MP 481.2 and between MP 484.0 and MP 492.0 absolute block in effect. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 (27).				
Business Tracks North Hope — XJ-4.				
		STATIONS		
457.5	HOPE	X-458		
483.1	NASHVILLE	XJ-26		
493.1	PERKINS	XJ-36		
		35.3		
Crew member must flag Highway 24 and 27 crossings at MP 483-12 until occupied.				

GURDON SUBDIV. — ARKANSAS DIVISION

Maximum Speed (except as below)		Radio Communication via Channel One		Station Nos.	Sidings Feet
MPH		SOUTH	NORTH		
MP 458.8 — MP 460.9	20				
Monsanto Ind. lead (2.3 miles) max. speed 10 MPH					
Yard Limits: Gurdon to MP 428.3; MP 457.4 to MP 463.5; MP 487.1 to end of track MP 497.0.					
BUSINESS TRACKS	MP	STATIONS			
Barringer	431.5	426.3	GURDON	X426	Yd.
Reader	437.6	452.4	LESTER	E-26	3412
Chidester	444.7	459.8	CAMDEN	E-33	
Kraft	461.3	460.8	SSW		
Smackover	478.8	463.1	CULLENDALE	E-37	
Norphlet	484.5	474.5	LOUANN	E-48	6321
		487.5	MONSANTO	E-61	3222
		492.2	EL DORADO	E-66	Yd.
		65.9			
Between MP 430.0 and MP 457.4 and between MP 463.5 and MP 487.1 absolute block in effect. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 (27).					

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (except as below)	MPH
WEST	EAST				
380.7	MEMPHIS (Sargent Yd.)	XG-93	Yd.	60	
380.6	KC JCT. NS G			15	
378.2	TEXAS ST. ICG			30	
378.1	KENTUCKY ST.			40	
375.8	BRIDGE JCT. BN	XG-88		40	
375.2	BRIARK	XG-87		50	
370.0	PRESLEY JCT. BN	XG-82		25	
361.5	CRAWFORDSVILLE	XG-74	9882	10	
348.3	SMITHDALE	XG-60	7515	10	
332.4	WYNNE MP	C-304	8935	10	
318.8	FAIR OAKS SSW	XG-31	8472	10	
300.0	NEW AUGUSTA	XG-12	6474	10	
298.5	WHITE RIVER			10	
287.9	BALD KNOB	X-288		10	
		92.8			

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 St.  
 Two main tracks between Briark and Kentucky St.  
 Remote control switches and crossovers on Mississippi River Bridge and to Bald Knob are 30 MPH turnouts.  
 Gate protecting NS RR crossing MP 380.6 may be left lined as last used.  
 Hot Box and Dragging Equipment Detectors located MP 292.5, MP 315.2, MP 341.0 and MP 357.5.  
 Wynne — Wynne Subdiv. train dispatcher is the operator per Rule 340. Communication via Channel Two.

PARIS SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet
Yard Limits: Ft. Smith: BN Conn. to MP 515.00.		SOUTH	NORTH		
Maximum Speed (Except as below)	MPH	STATIONS			
City Limits Ft. Smith	25	497.2	VAN BUREN	L-158	Yd.
BN Conn.		508.0	FT. SMITH	LD-5	
MP 508-00	15	509.3	BN G		
MP 510-20	10	509.4	KCS		
MP 510-21	10	512.8	SO. FT. SMITH	LD-10	
MP 512-05	10	519.4	FORT CHAFFEE	LD-17	
MP 512-11	10	535.3	CHARLESTON	LD-33	
MP 512.9 — 5 MPH until South 31st St. is occupied.		536.0	THESSING	LD-34	1727
Business Tracks	MP	553.1	PARIS	LD-51	
Barling	518.1				
Lavaca	526.3				
Branch	540.0				
Ratcliff	544.1				
Ft. Smith Yard:					
Nth. R. St.	BN G				
Nth. L. St.	KCS				
		46.6			
Operation over BN between Van Buren and Ft. Smith. See Item 17(b) Special Instructions. Crew member must communicate with BN train dispr. before operating time release at Ark. River bridge 4106.					

18 WYNNE SUBDIV. — ARKANSAS DIVISION

Radio Communication and call in via Channel Two except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.		Station Nos.	Sidings Feet	Maximum Speed MPH
Miles	SOUTH STATIONS	NORTH		
219.9	PARAGOULD	⊙ ⊠	C-243 7262	MP 235.3 — MP 407.5 (Except as Below) . . . . . 60
221.6	PARAGOULD JCT.		C-245	MP 235.3 — MP 242.1 . . . . . 50
235.3	JONESBORO JCT.		C-259	MP 242.1 — MP 243.6 . . . . . 45
238.0	JONESBORO ⊗ BN ⊗	⊙ -2 †	C-262 8358	MP 278.3 — MP 280.7 . . . . . 40
256.7	HARRISBURG	†	C-280 7661	MP 295.2 — MP 297.0 . . . . . 25
278.0	NORTH WYNNE			MP 311.0 — MP 313.6 . . . . . 30
281.0	WYNNE ⊗ MP ⊙ . . . § ⊙ -2 ⊠ T ⊙ †		C-304 7313	MP 326.4 — MP 365.4 . . . . . 50
290.9	CALDWELL	†	C-314 7230	MP 366.4 — MP 372.5 . . . . . 30
296.4	FORREST CITY ⊗ SSW ⊗		C-319	MP 382.8 — MP 406.8 . . . . . 30
314.0	MARIANNA	†	C-337 6975	MP 407.5 . . . . . 20
325.5	LEXA	⊙ -2 †	C-349 11200	Yard Limits: MP 406.8 to MP 407.5.
326.5	HELENA JCT.	T ⊙	C-351	
339.5	LAKEVIEW	†	C-363 6975	
368.7	SNOW LAKE	†	C-392 6985	
377.8	WHITE RIVER ⊙ ⊗			
381.1	MEDINA		C-405	
382.0	ARKANSAS RIVER ⊙			
387.0	WATSON	⊙ -2 †	C-411 6946	
406.8	NORTH McGEHEE	⊙		
407.5	McGEHEE	⊠ ⊙ ⊙ T § ⊗	C-432 Yd.	
188.2				

BUSINESS TRACKS	Sta. No.	BUSINESS TRACKS	MP No.	Sta. No.	BUSINESS TRACKS	MP No.	Sta. No.
Greenfield	251.6	Yaletowne	293.3	C-317	Mellwood ⊙ -2	356.6	C-380
Whitehall	262.4	Barton	329.2	CK-12	Vestal Spur	377.4	C-401
Cherry Valley	267.8	Oneida	335.3	C-359	Cypress Bend	399.7	C-423
Vandale	274.3	Wabash	341.1	C-365	McArthur	402.5	C-426
Collt	286.2	Elaine	347.1	C-371			

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

Wynne ⊙ — Train dispatcher is the operator per rule 340.  
 Hot box and dragging equipment detectors located at \*MP 250.6, \*MP 268.5, \*MP 287.1, \*MP 309.2, \*MP 329.2, MP 350.9, ⊙ MP 371.0 and ⊗ MP 389.0.  
 Detectors located at MP 371.0 and MP 389.0 are also equipped with high-wide detectors. Time-table Items 16 and 16.4 apply. These detectors are equipped with a three light array on cantilever over track. Center light dark indicates high load. Right or left light dark indicates wide load on side indicated. When dark light encountered, stop train at once and inspect entire train as indicated. When approaching this detector if all 3 lights are not illuminated, stop at once and inspect entire train for high-wide, hot boxes and dragging equipment.  
 Remote control switches are 30 MPH turnouts except south end siding Lexa and Helena Jct. Northward trains secure clearance at McGehee.  
 Train orders, clearances and messages received by southward trains Illmo 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(15).  
 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

HUTTIG SUBDIV. — ARKANSAS DIVISION 19

Maximum Speed MPH		Radio Communication via Channel One.		Station Nos.
(Except as below)	MPH	SOUTH	NORTH	
MP 553-20 — MP 553-22	25	▼	▲	
MP 567-00 — Huttig Jct.	10			
Inside IMC Plant				
Sterlington	5			
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	Sta. No.		
Upco	547.6	F-22		
Spencer	548.7	F-24		
Lamkin	561.5	F-37		
Miles	STATIONS			Station Nos.
527.2	HUTTIG, ARK.	⊙		F-3
530.3	LITROE, LA.			F-6
542.8	HAILE			F-18
553.7	OUACHITA RIVER ⊙ ⊗	⊙		
554.0	STERLINGTON	⊙		F-30
568.1	⊗ A & LM ⊙	⊙		
568.6	HUTTIG JCT. ⊙	⊙		
	MONROE	⊠ T ⊙ § ⊗		C-525
41.4				

Rule 99 (d) in effect between Sterlington and Huttig only.

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

WARREN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Radio Communication via Channel One.		Station Nos.
Yard Limits: MP 442-00 to MP 447-10; MP 460-10 to end of track.	Maximum Speed . . . . . 30 MPH	SOUTH	NORTH	
Note — Trains and engines move over crossing, MP 445-22 when protected by crew member.				
BUSINESS TRACKS	MP	Sta. No.		
Baxter	426.5	KC-10		
Cominto	434.0	KC-17		
Killin	442.5	KC-28		
Wilmar	454.0	KC-37		
Miles	STATIONS			Station Nos.
422.6	DERMOTT			C-439
445.3	MONTECELLO ⊗ AD & N ⊙	⊙		KC-29
461.4	WARREN	⊙		KC-45
38.7				

20 MONROE SUBDIV. — ARKANSAS DIVISION

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

Maximum Speed MPH

LR Jct. — MP 371-08 (Except as below) . . . . .	50
LR Jct. — MP 346.1 . . . . .	35
MP 346.1 — MP 346.3 . . . . .	30
MP 346.3 — MP 349.3 . . . . .	40
MP 371-08 — MP 531-20 (Except as below) . . . . .	60
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 414-14 — MP 416-19 . . . . .	35
MP 449-11 — MP 449-18 . . . . .	50
MP 455-07 — MP 455-18 . . . . .	50
MP 473-02 — MP 474-00 . . . . .	25†
MP 480-28 — MP 481-01 . . . . .	25†
MP 486-10 — MP 498-27 . . . . .	50
MP 498-27 — MP 504-10 . . . . .	20
MP 507-01 — MP 507-12 . . . . .	50
MP 524-18 — MP 525-03 . . . . .	50
MP 528-03 — MP 531-20 . . . . .	30
MP 531-20 — Texmo Jct. (Except as below) . . . . .	50
MP 537-13 — MP 537-27 . . . . .	30†
MP 571-27 — MP 575-10 . . . . .	40
MP 582-11 — MP 585-25 . . . . .	40
MP 590-06 — MP 590-20 . . . . .	40†
MP 593-02 — MP 593-04 . . . . .	30
MP 597-02 — Texmo Jct. . . . .	30

BUSINESS TRACKS	MP	Sta. No.
Drury Spur . . . . .	350.3	K-5
Sweet Home . . . . .	351.7	K-6
Redfield . . . . .	368.9	K-23
Baldwin . . . . .	381.8	K-36
Fairfield . . . . .	394.2	K-49
Noble Lake . . . . .	398.3	K-53
Moscow . . . . .	402.5	K-57
Varner . . . . .	415.0	K-70
Tillar . . . . .	440.7	K-95
Helena Chem. . . . .	446.6	K-100
Jerome . . . . .	424.8	C-448
E. Ashley . . . . .	435.6	C-459
Parkdale . . . . .	445.0	C-469
Bayou . . . . .	446.3	C-470
Muller . . . . .	454.0	C-477
McGinty . . . . .	454.1	C-478
Jones . . . . .	457.2	C-481
Galion . . . . .	467.2	C-491
Hancock . . . . .	489.3	C-513
Maidco (Erco) . . . . .	508.3	C-532
Riverton . . . . .	526.2	C-550
Columbia . . . . .	530.5	C-554
Pulpwood . . . . .	532.5	C-556
Clarks . . . . .	537.4	C-561
Standard . . . . .	546.9	C-570
Urania . . . . .	552.8	C-576
H & C Veneer . . . . .	574.5	C-599
Christi Spur (Farmland) . . . . .	577.9	C-602
Pollock . . . . .	580.4	C-605
Simms . . . . .	586.9	C-611
Camp Beauregard . . . . .	592.5	C-618
White Bluff Industrial Lead: Maximum Speed 10 MPH		
Bastrop Industrial Lead 6.8 miles (Collinston-Bastrop)		
Bastrop ⑤ 553.6 . . . . .		E-127
Maximum speed 30 MPH except MP 553-09 — MP 553-26 . . . . .		10 MPH

Remote control switches are 30 MPH turnouts except — North end siding Higgins, South end sidings Hensley, White Bluff, South end old siding Pine Bluff; and Texmo Jct.

30 MPH turnouts South end siding Grady; North end sidings Pickens, Hudspeth, Sunshine, Bonita, Bosco, Olla, Tioga; South end sidings Collinston, Swartz, Grayson, Georgetown, Antonia.

ABS — CTC between LR Jct. 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 373-2, \*MP 398.3, MP 421.5, MP 438.1, MP 469.2, ⑤MP 485.1, ⑤MP 525.8, \*MP 545.7, MP 569.4 and ⑤MP 586.8.

Yard Limits: MP 596-22 to Texmo Jct.

Pine Bluff ⑤ in effect 10:00 p.m. until 6:00 a.m.

MONROE SUBDIV. — ARKANSAS DIVISION 21

Radio communication via Channel One. Call-in Two.			Station Nos.	Sidings Feet
Miles	SOUTH	STATIONS	NORTH	
343.6		N. LITTLE ROCK . . . . .	Ⓜ Ⓧ Ⓡ Ⓣ Ⓢ Ⓞ	X-344 Yd.
347.2		LR JCT. . . . .		
344.2				
347.3		BIDDLE . . . . .		XZ-000 7800
354.1		HIGGINS . . . . .		K-9 9150
364.5		HENSLEY . . . . .		K-19 8700
370.5		WHITE BLUFF . . . . .	Ⓡ	K-25
387.4		Ⓧ SSW ②		
390.9		PINE BLUFF . . . . .	Ⓡ Ⓞ Ⓜ Ⓢ	K-43 11385
409.6		GRADY . . . . .		K-64 10138
420.2		GOULD . . . . .	Ⓡ	K-75
427.9		DUMAS . . . . .		K-82
431.0		PICKENS . . . . .		K-86 9731
447.2		McGEHEE . . . . .	Ⓜ Ⓧ Ⓡ Ⓣ Ⓢ Ⓞ	C-432 Yd.
408.1		DERMOTT . . . . .		C-439
415.6		HUDSPETH . . . . .		C-446 8873
422.0		MONROSE . . . . .		C-456
432.1		PORTLAND . . . . .	Ⓡ	C-460
436.4		SUNSHINE . . . . .		C-464 9139
440.1		WILMOT, ARK. . . . .		C-473
449.3		BONITA, LA. . . . .		C-484 9445
460.8		MER ROUGE . . . . .		C-497
473.5		COLLINSTON . . . . .	Ⓡ Ⓣ	C-505 9360
481.0		SWARTZ . . . . .		C-515 9181
491.8		HUTTIG JCT. . . . .	T	C-524
501.0		Ⓧ ICG ②	Ⓡ Ⓞ	
501.1		MONROE . . . . .	Ⓜ Ⓢ Ⓞ	C-525 Yd.
502.9		BOSCO . . . . .		C-540 9433
516.6		OUACHITA RIVER ② ②		
528.2		GRAYSON . . . . .	Ⓡ	C-558 9200
535.1		OLLA . . . . .		C-572 7952
548.7		TULLOS . . . . .		C-580
556.5		GEORGETOWN ② LOAM ②	Ⓡ	C-585 8003
561.6		ANTONIA . . . . .		C-601 9584
576.9		TIOGA ② L&A ②		C-616 8029
592.6		Ⓧ KCS ②		
595.1		RED RIVER ②		
596.5		RED RIVER JCT. . . . .	Ⓡ	C-620
597.8		TEXMO JCT. ②	Ⓡ	TB-196
601.5		ALEXANDRIA . . . . .	Ⓡ Ⓡ Ⓡ Ⓡ	C-625 Yd.

294.0

Operation between N. Little Rock and LR Jct. on Little Rock Subdiv.  
Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.  
Radio communication at Alexandria: operator channel one, yardmaster channel two.

Radio Communication via Channel One		Station Nos.	Sidings Feet	Rule 99(d) in effect	
SOUTH	NORTH			Maximum Speed	MPH
Miles	STATIONS			(Except as below)	25
408.1	McGEHEE ..... 16.0	C-432	Yd.	MP 641-26 —	10
424.1	MACON LAKE ..... 7.2	K-118	.....	Ferriday	10
431.3	LAKE VILLAGE ..... 15.5	K-126	2574	Vidalia Ind. Lead	10
446.8	EUDORA, ARK. .... 23.3	K-141	2654	BUSINESS TRACKS	MP No.
470.1	LAKE PROVIDENCE, LA. .... 17.3	K-165	2597	Tripp	412.1 K-106
487.4	SONDHEIMER ..... 11.0	K-182	.....	Chicot	440.0 K-135
498.4	TALLULAH ⊗ ICG ⊙ ..... 13.1	K-194	2051	Shelburn	463.1 K-158
511.5	QUIMBY ..... 11.8	K-207	.....	H & W	463.8 K-159
523.3	NEWELLTON ..... 10.4	K-219	2607	Warehouse	474.4 K-169
533.7	ST. JOSEPH ..... 12.4	K-229	.....	Hollybrook	478.5 K-173
546.1	WATERPROOF ..... 11.1	K-242	.....	Transylvania	490.9 K-186
557.2	CLAYTON ..... 5.5	E-210	.....	Talla Bena	544.4 K-240
642.2	FERRIDAY ..... 154.6	E-216	Yd.	Goldman	549.4 K-245
				Azucena	643.4 E-217
				Concordia Jct.	651.6 E-226
				Vidalia, T	E-227
				Natchez ⊕ ⊙ ⊓	
				YARD LIMITS	
				McGehee to MP 410.2	
				MP 557.0 to Ferriday	
				Talla Bena Ind. Lead	
				2.2 miles — Maximum speed 10 MPH	
				Vidalia Ind. Lead	
				9.3 miles (Ferriday to Vidalia)	

The following jurisdiction of the Northern Division is designated as St. Louis Terminal;

Pana Subdivision — St. Louis — MP 237.7  
 Chester Subdivision — MP 0 — MP 9-30  
 De Soto Subdivision — St. Louis — Barricks Jct.  
 Sedalia Subdivision — St. Louis — MP 14  
 Carondelet Subdivision and Lesperance Subdivision.

Manchester Ave. and Chippewa-Christy Lead — Stop and flag crossing.

On Municipal Bridge — Maximum speed 20 MPH, except 10 MPH through all turnouts.

Radio communications St. Louis Terminal via channel 2.

## CARONDELET SUBDIV. — NORTHERN DIVISION

Miles	SOUTH	STATIONS	NORTH	Station Nos.	⊙ Crestwood, MP 13.9 to MP 15.8
13.0	KIRK JCT.	.....	⊙ ⊕	MX-12	Maximum Speed 20 MPH.
		0.6			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.
13.6	⊗ BN ⊗	.....			
		3.0			
16.6	GRANT	.....		GH-4	
		7.1			
23.8	BROADWAY JCT.	.....	T	GH-11	
		10.8			

Absolute block in effect between Kirk Jct. and Broadway Jct. 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 (27).

## LESPERANCE SUBDIV. — NORTHERN DIVISION

Miles	SOUTH	STATIONS	NORTH	Station Nos.	Two main tracks between Lesperance St. and Nagel St. Maximum Speed MPH (except as below) ... 20 Elevated Track Between 8th St., and Rutger St. ... 10 Gratiot St. Through Interlocking ... 10
0.0	GRATIOT ST.	.....	⊕ ⊙	.....	
		0.5			
0.5	POPLAR ST. JCT.	.....	⊕	.....	
		0.6			
1.1	LESPERANCE ST.	.....	⊕ ⊓ ⊕ §	X-3	
		5.7			
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.



ABS — Gratiot St. 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. and between Bonnot Jct. and Osage Jct.) and between Independence Jct. and Rock Creek Jct.

Between Gratiot St. and Grand Avenue, authority of train dispatcher is not required to enter main track. Movement will be made only on authority of yardmaster Lesperance Street and must not exceed 20 MPH. Train or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without obtaining authority from yardmaster Lesperance Street.

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 enter, 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.

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

Trains secure clearance at Carthage and Cotter.

Aurora is register station for originating and terminating trains only.

YARD LIMITS:

Jct. Sedalia Subdiv. to MP 250-20;  
Carthage — MP 361-20 to MP 524-20; MP 382-19 to MP 380-00; and MP 490-00 to MP 488-00.

BUSINESS TRACKS:	MP	Sta. No.
Archie	271.7	P-23
Passaic	282.8	P-34

BUSINESS TRACKS:	MP	Sta. No.
Milo	324.0	P-75
Irwin	335.7	P-86
Carytown	358.3	P-109
Empire Spur	515.2	WR-258
La Russell	513.1	WR-256
Hoberg	499.0	WR-242
Galena	468.0	WR-211
Pyatt	403.0	WR-146
Floppin	386.5	WR-130

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

TUNNELS —

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

Tunnel locations: Reeds 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 detector located at MP 455 equipped with steady burning white light to indicate "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.

Hot Box and Dragging Equipment detectors located at: \*MP 426-00 and \*MP 474-00.

25 MPH turnouts: sidings Ore, Adrian, Lamar, Stotts City, Crane, Davis, Cotter; South end Pearl.

Maximum Speed	MPH	Maximum Speed	MPH
MP 249-06 — MP 364-03		MP 462-30 — MP 460-04	35
(Except as below)	49	MP 460-04 — MP 459-18	30
MP 258-14 — MP 259-30	40	MP 459-18 — MP 453-05	35
MP 298-24 — MP 299-20	25	MP 448-10 — MP 447-21	35
MP 317-20 — MP 317-28	35	MP 447-21 — MP 445-15	25
MP 364-01 — MP 364-03	15	MP 445-15 — MP 436-24	35
MP 527-30 — MP 468-14		MP 436-24 — MP 429-13	30
(Except as below)	49	MP 423-29 — 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 411-10 — MP 409-33	35
MP 490-15 — MP 488-00	20	MP 409-33 — MP 381-25	
MP 483-07 — MP 481-18	35	(Except as below)	49
MP 481-18 — MP 478-01	45	MP 404-27 — MP 399-03	35
MP 478-01 — MP 477-30	30†	MP 399-03 — MP 393-21	45
MP 471-05 — MP 470-21	35	MP 393-21 — MP 392-02	40
MP 468-14 — MP 409-33		MP 385-25 — MP 381-25	35
(Except as below)	40		
MP 467-26 — MP 467-15	30		

CARTHAGE SUBDIV. — NORTHERN DIVISION

Miles	SOUTH Radio Communication via NORTH		Station Nos.	Sidings Feet
	Channel One	Call-in One		
249.2	PLEASANT HILL		MX-249	9890
254.7	ORE		P-5	7690
258.8	HARRISONVILLE		P-10	2234
265.4	LONE TREE		P-16	4009
279.5	ADRIAN		P-29	7514
286.5	BUTLER		P-38	4593
299.7	RICH HILL		P-50	6493
302.4	PANAMA		P-54	4614
307.4	HORTON		P-58	2533
317.4	NEVADA		P-69	1741
319.3	NASSAU JCT.		P-71	
330.5	SHELDON		P-82	3472
341.0	LAMAR		P-93	7646
343.0	JASPER		P-105	4404
353.5	CARTHAGE		P-115	
364.1	PEARL			7478
527.6	STOTTS CITY		WR-250	7761
525.8	AURORA		WR-232	3002
506.8	CRANE		WR-221	7738
489.6	REEDS SPRING		WR-204	2378
489.1	GRETNA		WR-194	6790
478.5	BRANSON		WR-191	
460.7	HOLLISTER, MO		WR-189	2136
451.5	DAVIS, ARK		WR-178	6851
447.3	CRICKET		WR-176	2191
445.7	BERGMAN		WR-159	7710
434.3	YELLVILLE		WR-136	2761
432.7	COTTER		WR-125	7840
416.1				
392.3				
381.5				
261.7				

28 COTTER SUBDIV. — NORTHERN DIVISION

Radio Communication via Channel Two, call-in One.				
Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet
381.5	COTTER 24.1	⊕ ⊕ ⊕ ⊕	WR-125	7840
357.4	NORFORK 17.9	⊕ -1	WR-102	8342
339.5	CRESWELL 9.9		WR-83	2539
329.6	MOUNT OLIVE 17.2		WR-73	7913
312.4	GUION 4.8	⊕	WR-56	2364
307.6	MYERSVILLE 2.7		WR-50	8097
304.9	BILTMORE 11.9		WR-49	2553
293.0	EARNHARTS 4.1		WR-36	2594
288.9	CUSHMAN 2.8		WR-30	8294
286.1	BATESVILLE 20.6	⊕ ⊕ -1 ⊕ T ⊕	WR-29	2492
265.5	PAROQUET 7.4		WR-9	4363
259.5	DIAZ JCT.	T ⊕	X-259	....
123.4				

Yard Limits: Diaz Jct. to MP 260.7; MP 380.0 to MP 382.7.

Conditional Yard Limits: MP 283.0 to MP 287.3 — 9:01 am-5:01 p.m.

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 298.0, ⊕MP 325.0 and ⊕MP 352.5.

Max. Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	49	ZZ Siding	259.5	WR-1
MP 259.5 — MP 260.9	35	Independence	267.7	WR-12
MP 264.4 — MP 264.7	30	Newark	270.3	WR-14
MP 275.0 — MP 277.7	40	Arkansas Eastman	273.6	WR-17
MP 277.7 — MP 279.6	35	Sulphur Rock	276.3	WR-20
MP 279.6 — MP 284.0	40	Moorefield	281.4	WR-25
MP 284.0 — MP 285.4	30	Pfeiffer Spur	283.6	WR-27
MP 285.4 — MP 286.0	20	Cushman Spur	288.1	WR-31
MP 286.0 — MP 286.5	10	Sylamore	325.0	WR-68
MP 286.5 — MP 288.3	30	Calico Rock	341.4	WR-85
MP 305.8 — MP 306.6	25†	When operating over Arkansas Eastman, Independence Coal plant, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.		
MP 308.3 — MP 308.4	45†			
MP 318.7 — MP 319.4	25†			
MP 339.3 — MP 341.6	30			
MP 359.0 — MP 360.0	25†			
MP 374.3 — MP 376.1	35†			

SPRINGFIELD SUBDIV. — NORTHERN DIVISION 29

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 Nos.	
488.2	AURORA	⊕ ⊕ ⊕		WR-232
VIA BN 29.9 MILES				
511.1	SPRINGFIELD	⊕ BN ⊕ ⊕		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	262
Billings	257
Republic	252
Brookline	247
Nichols	242

WEBB CITY SUBDIV. — NORTHERN DIVISION

YARD LIMITS ENTIRE SUBDIV.				
Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Maximum Speed (Except as below) MPH
364.1	CARTHAGE 10.8	⊕ ⊕ ⊕ ⊕ T ⊕	P-115	MP 364-23 — MP 366-09 15 MP 381-03 — MP 381-15 15
374.9	WEBB CITY 6.6	⊕ ⊕	P-126	Business Tracks MP No. Dumont 367.9 P-119 Hercules — Dynamite 369.9 P-120 Center Creek 371.3 P-122 Atlas 6.13 HC-6
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.				



WEST		EAST		Station Nos.	Sidings Feet
Miles	STATIONS				
125.3	JEFFERSON CITY	☐	☉	MX-125	Yd.
127.9	RIVER JCT.			MX-128	
143.8	SANDY HOOK	☉	-1	G-15	9475
156.7	WOOLDRIDGE	☉		G-27	8999
170.8	BOONVILLE	☉	-1	G-41	6744
178.4	LAMINE			G-50	12853
186.9	BLACKWATER			G-58	8327
195.0	NAPTON			G-66	7743
202.1	MARSHALL	T	☉	G-73	8645
215.2	MALTA BEND	☉	-1	G-86	9619
230.6	HODGE	☉		G-101	9699
247.6	MYRICK	☉	☉	G-118	11297
256.6	RENICK			G-127	7800
268.6	LAKE CITY			G-139	9451
274.2	RIPLEY JCT.			G-144	
276.2	ETON JCT.	☉	-1	G-145	
283.8	CONGO			G-153	
284.5	ROCK CREEK JCT.	☉	☉	MX-276	
285.9	SOUTHWEST JCT.	☉	☉	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 ATSF, 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 30 MPH turnouts.

Ripley Jct. and all sidings Sandy Hook to East End Lake City inclusive are 25 MPH turnouts except Napton, west end Boonville.

Yard Limits: MP 246-00 to MP 250-00; MP 284-15 to MP 286-23.

Hot Box and Dragging Equipment Detectors located ☉ MP 139-02, MP 160-33, ☉ MP 223-18 and ☉ MP 263-31.

Southwest Jct. wye ☉ KCS G.

Between Leeds Jct. and Neff Yard and between Southwest Jct. and Neff Yard be governed by Kansas City Terminal Division operating instructions.

Marshall Lead — protect all 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 (Except as below)	MPH	Radio communication via Channel One, Call-in One	MP	Sta. No.
MP 129-09 — MP 129-27	35	Business Tracks	133.0	G-8
MP 137-16 — MP 137-33	35	Renz Spur	151.1	G-22
MP 137-33 — MP 139-31	40	Lupus	161.0	G-32
MP 163-11 — MP 163-16	45	Overton	189.6	G-60
MP 169-00 — MP 175-00	45	Nelson	209.5	G-80
MP 175-21 — MP 177-05	35	Stanhope	211.0	G-82
MP 183-00 — MP 194-21	40	Blosser	224.5	G-95
MP 197-03 — MP 207-29	45	Waverly	258.0	G-129
MP 218-11 — MP 219-00	40	Napoleon	261.5	G-132
MP 220-23 — MP 229-28	40	Lavasy	265.1	G-136
MP 236-09 — MP 237-18	45	Buckner	270.4	G-141
MP 242-00 — MP 242-06	45	Blue Valley	202.1	GB-2
MP 252-20 — MP 252-35	40	Marshall Lead		
MP 252-35 — MP 253-34	45	(Ind. lead 2 mi. - Marshall)		
MP 265-01 — MP 265-23	35	(Ind. lead 1.9 miles Myrick - Lexington)		
On ATSF, (Except as below)	55*	Lexington Electric Light Spur	245.2	LA-56
Eton Crossover	40	Lexington	249.3	LA-55
Mo Pac Conn.	30	Lexington — north side of Farmers Assn.		
MP 437.5 — MP 437.8	35	Elevator — do not ride side of equipment beyond close clearance signs.		
MP 437.9 — MP 438.4	45			
MP 443.7 — MP 444.2	40			
Congo E. Crossover & Mo Pac Conn	30			
Congo W. Crossover	40			

\*Except, trains averaging 90 tons or more per car or over 7000 tons — 45 MPH.

Operating Instructions.

Remote control switches are 30 MPH turnouts except as follows:

15 MPH turnouts located at:  
 UP connection — UP Mile Pole 0.2; Rock Creek Jct. to River Subdiv.; Wyandotte — UP connection; Kaw Point — C&NW yard lead; Kaw Point — end of two main tracks; KCNW conn.; East Yard Jct.; Kaw River Jct.; Leeds — north switch Blue River Yard; Rock Creek Jct. — inbound River Subdiv. to Sedalia Subdiv.; Sheffield wye and crossover — Tower 8; Troost Ave. interlocking switches Nos. 303, 305A, 305B, 307A, 307B, 309A, 309B, 311B, 312, 313A, 313B, 314, 317, 321B and 325; Broadway interlocking switches Nos. 203, 207B, 211 and 221.

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

☉ BN ☉ Santa Fe St.

Radio communication Kansas City Terminal via Channel Two.

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

Between Leeds Jct. and Neff Yard and between Southwest Jct. and Neff Yard trains and engines will use the main track on authority of and under directions of the yardmaster at East Bowl Tower, including movement against the current of traffic.

Between the above points all movements must be made at restricted speed and flag protection is not required.

Southwest Jct.: Trains and engines must stop before fouling Northern-Central 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, Central 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

Except over State Line Ave. and

Montgall Ave. .... 10

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.

32 OMAHA SUBDIV. — NORTHERN DIVISION

ABS — Between KCS and Gilmore Jct. CTC — Between Kaw Point and Shannon		Station Nos.	Sidings Feet	Radio communication via Channel One, Call-in One Trains originating Neff Yard, Council Bluff and Atchison secure clearance.
SOUTH Miles	NORTH STATIONS			
484.0	Council Bluff, IA. $\text{O} \text{ T } \text{S}$	O-205	Yd.	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).
	via UP-10.1 Miles			Atchison Yard: Stop before crossing ATSF.
473.1	GILMORE JCT. NE. $\text{O} \text{ T } \text{S}$	O-191		Yard Limits: MP 280.0 to MP 287.5; MP 383-00 to MP 385-20; MP 413-06 to MP 416-20; MP 434-28 to MP 437-21; MP 446-15 to MP 448-15; Gilmore Jct. to Council Bluff.
467.1	LA PLATTE	O-185	3517	Operation over Union Pacific between Gilmore Jct. and Council Bluffs be governed by UP. Eastern Dist., Bridge Subdiv., Nebraska Div., Tenant Line Rules.
465.5	$\text{O} \text{ BN}$			Maximum Speed: MPH
465.2	$\text{O} \text{ BN}$			Between Neff Yard and MP 287-20 ..... 25
455.1	MURRAY	O-172	3633	Between MP 287-20 and Omaha (Except as below) . 50
447.4	UNION $\text{O} \text{ T } \text{S}$	O-165	4586	MP 291-04 — MP 291-24 35
437.9	MONTANA	O-155	3539	MP 309-22 — MP 309-36 30
436.9	NEBRASKA CITY $\text{O} \text{ T } \text{S}$	O-153	Yd.	MP 322-19 — MP 322-36 35
428.5	PAUL $\text{O} \text{ BN}$	O-146	3522	MP 329-19 — MP 332-08 20
423.2	JULIAN	O-141	3520	Atchison — Around curve Union depot and between curve and 10th Street and thru MP-BN Jt. Br.
416.4	CRETE JCT. $\text{O}$	O-134		Connection ..... 10
414.1	AUBURN $\text{O} \text{ T } \text{S}$	O-132	6145	MP 350-23 — MP 350-39 45
401.0	STELLA	O-119	3523	MP 387-09 — MP 387-30 45
393.2	VERDON	O-112	6137	MP 434-25 — MP 437-00 25
389.9	STRAUSVILLE	O-107	3638	MP 439-04 — MP 439-16 45
384.3	FALLS CITY, NEB. $\text{O} \text{ BN}$	O-102	Yd.	MP 447-10 — MP 448-17 30
379.1	RESERVE, KAN. $\text{O}$	O-97		MP 461-04 — MP 462-30 45
370.3	HIAWATHA $\text{O}$	O-88	4631	MP 466-08 — MP 466-29 45
369.7	$\text{O} \text{ UP}$			Business Tracks MP Sta. No.
358.7	WILLIS	O-76	6383	Alfa ..... 305.6 0-23
351.7	EVEREST	O-69		Ft. Leavenworth ..... 310.7 0-30
347.4	HURON	O-64	6209	Padonia ..... 375.3 0-93
341.3	LANCASTER	O-59		Howe ..... 408.4 0-126
338.1	SHANNON	O-56	6378	Clarke ..... 420.1 0-138
332.3	NORKAN JCT.	O-49		Cometa ..... 440.2 0-158
330.7	ATCHISON $\text{O} \text{ T } \text{S}$	O-48	Yd.	Wyoming ..... 441.7 0-159
320.0	OAK MILLS	O-38	7495	Mynard ..... 458.9 0-176
314.2	WADE	O-32	5049	Plattsmouth ..... 462.3 0-180
310.0	LEAVENWORTH $\text{O} \text{ BN}$	O-27	4024	Ft. Crook ..... 471.3 0-189
309.2	CNW CONN.			
306.2	COCHRANE	O-23	5624	
298.2	WOLCOTT $\text{O}$	O-16	7809	
293.4	NEARMAN $\text{O}$	O-10	6243	
287.5	EDGEWATER JCT. $\text{O}$	O-05		
284.8	$\text{O} \text{ UP}$			
284.7	$\text{O} \text{ UP}$			
284.5	KAW PT., KAN. $\text{O}$			
283.0	BROADWAY $\text{O}$			
282.0	$\text{O} \text{ KCS}$			
280.0	NEFF YD., Mo. $\text{O} \text{ T } \text{S}$	MX283	Yd.	

Remote control switches 30 MPH turnouts except South Switch Atchison, CNW conn., South end siding Leavenworth, North end BPU Spur, Nearman.

Between Leeds Jct. and Neff Yard and between Southwest Jct. and Neff Yard be governed by Kansas City Terminal Division operating instructions.

CONCORDIA SUBDIV. — NORTHERN DIVISION 33

Miles	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	
330.7		ATCHISON $\text{O} \text{ T } \text{S}$		O-48	Yd.	
332.3		NORKAN JCT. $\text{O}$		O-49		
347.9		EFFINGHAM		S-17		
355.2		MUSCOTAH		S-25		
361.4		WHITING		S-31		
367.3		NETAWAKA		S-37	4648	Rule 99 (d) in effect
379.8		GOFF		S-49		Maximum Speed MPH
385.7		CORNING		S-55	4104	(Except as below) 35
392.9		CENTRALIA		S-62		MP 418-00 — 30
400.4		VERMILLION		S-70		MP 580-16 ..... 30
408.8		FRANKFORT $\text{O} \text{ UP}$		S-78	2168	MP 491-08 — 10
413.7		TUTTLE		S-83	5235	Business Tracks MP Sta. No.
425.6		BLUE RAPIDS		S-95		Vliets ..... 404.0 S-74
430.5		WATERVILLE		S-100		Ames ..... 473.8 S-143
437.7		BARNES		S-107		Rice ..... 479.8 S-149
443.6		GREENLEAF		S-113	3103	Gilbert ..... 509.5 S-179
450.6		LINN		S-120		Solomon
455.4		PALMER		S-125		Rapids ..... 519.3 S-189
464.4		CLIFTON		S-134	2701	Glen
466.0		$\text{O} \text{ KYLE}$				Elder ..... 525.6 S-195
471.0		CLYDE		S-141		Cawker
485.1		$\text{O} \text{ ATSF}$				City ..... 532.9 S-202
485.4		CONCORDIA $\text{O} \text{ T } \text{S}$		S-155	Yd.	Bloomington
490.2		HASTINGS JCT. $\text{O}$		S-159		..... 553.7 SF-15
490.3		YUMA		S-160	2189	ABS — CTC: Norkan Jct. to Atchison.
496.3		BURR OAK JCT. $\text{O}$		S-166		Yard Limits: MP 332-33 to MP 338-00; MP 484-00 to MP 496-25; MP 514-00 to MP 515-00; MP 537-30 to MP 539-16; MP 578-20 to end of track Stockton.
496.4		JAMESTOWN $\text{O}$		S-166		CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.
502.8		SCOTTSVILLE		S-172		At Osborne, stop and protect U.S. Highway 281 crossing.
514.4		BELOIT $\text{O} \text{ UP}$		S-184	1633	
524.1		GLEN		S-194	1938	
533.3		CAWKER		S-203	1724	
538.6		DOWNS $\text{O} \text{ T } \text{S}$		S-208	Yd.	
548.5		OSBORNE		SF-10		
562.1		ALTON		SF-23		
570.4		WOODSTON		SF-32		
580.4		STOCKTON $\text{O} \text{ T}$		SF-42	Yd.	

246.9

### 34 LOUISVILLE SUBDIV. — NORTHERN DIVISION

Rule 99 (d) in effect:		WEST		EAST		Station Nos.	Sidings Feet
Yard Limits:		Miles	STATIONS				
MP 456.0 to MP 465.8		455.1	WEeping WATER § □ ⊕ ⊕			OD-41	Yd.
Maximum Speed ..... 25 MPH			0.9				
		456.0	OMAHA JCT. ....	⊕		OD-42	
			3.9				
		459.9	MANLEY .....	⊕		OD-46	1223
			6.0				
		465.9	LOUISVILLE .....	⊕		OD-52	761
			10.8				

### LINCOLN SUBDIV. — NORTHERN DIVISION

Maximum Speed MPH (Except as below) ..... 25		WEST		EAST		Station Nos.	Sidings Feet
Elmwood (MP 471.0) to end of track Lincoln ... 10		Miles	STATIONS				
Weeping Water, First street east of depot ... 10		447.4	UNION .....	⊕ ⊕ T		O-165	
			13.0				
		460.4	WEeping WATER ...	□ ⊕ ⊕		OD-41	
			1.0				
Business Tracks MP Sta. No.		461.4	OMAHA JCT. ....			OD-42	
Nehawka ..... 451.7 OF-4			10.1				
Wabash ..... 467.6 OF-20		471.5	ELMWOOD .....			OF-24	
Eagle ..... 479.1 OF-32			22.7				
Walton ..... 486.5 OF-39		494.2	⊕ CRI & P ⊕				
			0.9				
		495.1	LINCOLN .....	⊕ ⊕		OF-48	Yd.
			47.7				

Yard Limits: Union: MP 447-25 to MP 449-00; Weeping Water: MP 459-00 to MP 464-30; Lincoln: MP 489-00 to Lincoln. At BN 11th and UP Conn-Lincoln, which is protected by gates and pipe connected derails, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

Timetable Item 13(1) not in effect.

Trains secure verbal clearance from dispatcher before leaving Union or Weeping Water.

### CRETE SUBDIV. — NORTHERN DIVISION

Max. Wt.: 220,000 lbs. Brock to MP 468-00.		WEST		EAST		Station Nos.	Sidings Feet
Maximum Speed 25 mph Except 10 MPH MP 416.4 to MP 468.1		Miles	STATIONS				
		416.4	CRETE JCT. ....	⊕		O-134	
			11.5				
		427.9	TALMAGE .....			OD-14	
			38.7				
Business Tracks MP Sta. No.		466.6	BN JCT. ....				
Brock ..... 423.2 OD-9			1.5				
Tangeman ..... 431.9 OE-3		468.1	ALDO JCT. ....	⊕ ⊕		OE-39	
Cook ..... 437.8 OE-9			18.0				
Nissen Spur ..... 440.1 OE-12		486.1	CRETE .....	□ ⊕		OE-58	Yd.
Burr ..... 445.6 OE-17			69.7				
Douglas ..... 451.4 OE-23							
Panama ..... 458.5 OE-30							
Hickman ..... 465.6 OE-37							
Kramer ..... 480.3 OE-52							

Rule 99 (d) in effect.

Yard Limits: Crete Jct. to MP 419-00; MP 468-00 to MP 469-00.

Cars left at Aldo Jct. for delivery to Union Pacific will be cut off west of Aldo Jct. within Yard Limits.

Track between MP 416.4 and MP 468.1 is designated as "FRA excepted track". No train will be operated on this track handling in excess of five (5) cars placarded "hazardous materials".

### HASTINGS SUBDIV. — NORTHERN DIVISION 35

Rule 99 (d) in effect. Maximum speed ..... 30 MPH		WEST		EAST		Station Nos.
BUSINESS TRACKS MP Sta. No.		Miles	STATIONS			
Norway ..... 497.8 SD-8		490.2	HASTINGS JCT. ....	⊕ T		S-159
Abdal ..... 538.4 SD-48			2.1			
Mt. Clare ..... 546.4 SD-56		492.3	⊕ ATSF G. ....			
Lawrence ..... 555.5 SD-65			11.8			
Pauline ..... 567.1 SD-77		504.1	⊕ KYLE ⊕			
Muriel ..... 573.1 SD-83			0.7			
		504.8	SCANDIA .....			SD-15
			9.0			
		513.8	REPUBLIC, KAN .....			SD-24
			14.7			
		528.5	⊕ ATSF ⊕			
			1.1			
		529.6	SUPERIOR, NEB .....			SD-39
			0.5			
		530.1	⊕ BN G. ....			
			25.2			
		555.3	⊕ BN ⊕			
			25.0			
		580.3	HASTINGS .....	⊕		SD-89
			90.1			

Yard Limit: MP 490-15 to MP 491-11; MP 579-00 to end of track.

Hastings: Stop and protect Burlington St. crossing.

### BURR OAK SUBDIV. — NORTHERN DIVISION

At Mankato — Stop and protect crossing — U.S. Highway 36. Rule 99 (d) in effect. Maximum Speed ..... 25 MPH Yard Limits: MP 496-11 to MP 497-02.		WEST		EAST		Station Nos.
BUSINESS TRACKS MP Sta. No.		Miles	STATIONS			
Randall ..... 506.7 SE-11		496.4	JAMESTOWN .....	⊕		S-166
Jewell ..... 512.9 SE-17			33.3			
Mankato ..... 521.5 SE-26		529.7	BURR OAK .....			SE-34
			33.3			

### LENORA SUBDIV. — NORTHERN DIVISION

Rule 99 (d) in effect. Maximum Speed ..... 25 MPH (except as below) MP 614-24—MP 614-25 ..... 10+		WEST		EAST		Station Nos.
Yard Limits: MP 538-28 to MP 539-16; MP 622-10 to Lenora		Miles	STATIONS			
BUSINESS TRACKS MP Sta. No.		538.6	DOWNS .....	⊕ □ T ⊕ ⊕		S-208
Harlan ..... 532.9 S-222			9.1			
Claudell ..... 567.8 S-237		547.7	PORTIS .....			S-217
Speed ..... 589.8 S-259			10.1			
		557.8	GAYLORD .....			S-227
			5.2			
		563.0	CEDAR .....			S-233
			9.6			
		572.6	KIRWIN .....			S-242
			10.5			
		583.1	GLADE .....			S-253
			15.4			
		598.5	LOGAN .....			S-268
			14.4			
		612.9	EDMOND .....			S-282
			10.4			
		623.3	LENORA .....	⊕		S-293
			84.7			

At Glade stop and protect Kan. Highway 183 crossing.

### ST. JOSEPH SUBDIV. — NORTHERN DIVISION

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.		WEST		EAST		Station Nos.
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 fusee by night. 3. Do not ride side of equipment, tracks 771 and 772 beyond close clearance signs Farmland Fertilizer. 4. All tracks at St. Joseph are yard tracks and yard limits are in effect.		Miles	STATIONS			
		349.9	ST. JOSEPH .....	⊕ □ ⊕ T §		OA-21
			1.4			
		347.8	FRENCH .....			
			7.1			
		340.7	HALLS .....			
			3.7			
		337.0	⊕ ATSF ⊕			
			2.4			
		334.6	ARMOUR .....			
			3.5			
		331.1	WINTHROP MO. ....			
			0.3			
		330.8	DRAWBRIDGE (Mo. River) ⊕			
			0.1			
		330.7	ATCHISON, KAN .....	□ ⊕ T ⊕		O-48
			18.5			

Miles	Radio Communication via Channel One, Call-in One		Station Nos.	Sidings Feet
	SOUTH	NORTH		
279.0	NEFF YARD	☐ § ⊕ T ⊕	MX-283	
278.2	0.8	SOUTHWEST JCT	T	MX-277
278.6	0.4	⊗ ICG		
278.7	0.1	HIGHLINE JCT.		
279.1	0.4	⊗ KCT		
279.2	0.1	KCT CONN		
280.4	1.2	CENTROPOLIS	MX-288	
283.4	3.0	LEEDS JCT.	⊕ ⊗	MX-291
290.0	6.2	DODSON	⊕ -1	MX-298
291.7	7.1	MARTIN CITY, MO.		MX-305
299.8	2.7	KENNETH, KAN.		MX-308
310.9	11.1	BUCYRUS		MX-319
317.2	6.2	WAGSTAFF	⊕ -1	MX-326
326.2	8.7	PAOLA		MX-334
326.8	0.6	⊗ BN		
326.9	0.1	⊗ MKT		
328.5	1.6	BROWN		MX-336
334.4	5.9	OSAWATOMIE	☐ ⊕ ⊗ T § ⊕	MX-341
334.9	0.5	⊗ MP		
56.7				

Remote control switches are 30 MPH turnouts except: Osawatomic-Coffeyville Subdiv. main track to running track — Osawatomic Subdiv. main track to running track and to yard lead at south end.

ABS From ⊕ ICG crossing to Osawatomic. Signal indication with current of traffic Southwest Jct.-Leeds Jct. CTC Leeds Jct. to Osawatomic.

Operation on Kansas City Term. Div., Neff Yard-Leeds Jct. Two main tracks Neff Yard-Leeds Jct. Yard Limits: MP 279.0 to MP 283.4.

Trains secure clearance before leaving Neff Yard. Northward trains secure clearance at Osawatomic.

Hot Box and Dragging Equipment Detector located at \*MP 314-04.

Between Leeds Jct. and Neff Yard and between Southwest Jct. and Neff Yard be governed by Kansas City Terminal Division operating instructions.

**TOPEKA SUBDIV. — CENTRAL KANSAS DIVISION**

Miles	Radio Communication via Channel One, Call-in One		Station Nos.	Rule 99 (d) in effect. Yard Limits: MP 400-15 to end of track Topeka.
	WEST	EAST		
368.3	LOMAX		MX-376	MAXIMUM SPEED 25
406.5	⊗ AT&SF	⊕		BUSINESS TRACKS
407.6	TOPEKA	⊕ T ⊕	T-130	Michigan 374.4 T- 97 Overbrook 381.6 T-104 Pauline 401.1 T-124
39.3				

Miles	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	ABS — Osawatomic — Council Grove CTC — Lake — Council Grove
	WEST	EAST			
334.4	OSAWATOMIE	T § ⊕ ⊕	MX-341	Yd.	Hot box and dragging equipment detector located at *MP 364-31 and *MP 390-33.
343.3	RANTOUL		MX-351	7158	
354.1	OTTAWA	⊕ -1	MX-362	7465	
354.4	⊗ ATSF				
357.1	⊗ ATSF				
368.7	LOMAX		MX-376	4591	
376.8	FLINT		MX-385	6662	
376.8	LYNDON		MX-386		
386.2	⊗ ATSF				
386.4	OSAGE CITY	⊕ -1	MX-394	6398	
401.9	ADMIRE		MX-410	6447	
412.2	LAKE		MX-420	6125	
425.6	COUNCIL GROVE	⊕ -1 ⊕	MX-432	Yd.	
91.2					

Business Tracks	MP	Sta. No.	Maximum Speed (Except as below)	MPH
Richter	360.5	MX-368	Osawatomic—Around wye	55
Vassar	375.3	MX-383	MP 332-35 — MP 335-00	10
Miller	395.3	MX-403	MP 338-34 — MP 339-29	25
Allen	405.8	MX-414	MP 353-29 — MP 354-32	45
Bushong	411.0	MX-419	MP 357-05 — MP 357-13	20
			MP 385-00 — MP 387-03	40†
			MP 400-15 — MP 400-27	50
			MP 425-26 — MP 426-26	50

Remote control switches are 30 MPH turnouts except at Osawatomic: Coffeyville Subdiv. main track to running track and Osawatomic Subdiv. main track to running track and to yard lead at west end and at Council Grove at west end No. 1 track.

**COUNCIL GROVE SUBDIV.—CENTRAL KANSAS DIVISION**

Miles	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	ABS — Council Grove - Hoisington CTC — Council Grove - Pete. Hoisington: — Rule 425 in effect between remote control switches located at both ends of yard. Maximum Speed (Except as Below)
	WEST	EAST			
425.6	COUNCIL GROVE	⊕ -1 ⊕	MX-432	Yd.	MPH
425.8	PETE		MX-433		MP 425-26 — MP 426-26
436.3	WILSEY		MX-444	6454	MP 430-22 — MP 430-34
445.6	PRAIRIE		MX-454	8981	MP 432-18 — MP 434-42
451.0	HERINGTON	⊕ -1	MX-459	4624	City Limits
451.5	⊗ SSW	⊗			Herington
458.6	HOPE		MX-467	4618	MP 495-32 — MP 496-37
459.2	⊗ ATSF				Over street crossings
468.0	ELMO		MX-476	6347	Geneseo
476.1	CODY		MX-485	6568	MP 544-35 — MP 545-35
478.0	GYPSUM	⊕ ⊕ -1	MX-487		Hot Box and Dragging Equipment Detectors located at *MP 440-08 and *MP 533-00.
478.3	SALINA JCT.	T	MX-488		BUSINESS TRACKS
491.2	BRIDGEPORT		MX-499	6559	Delavan 443.9 MX-452 Dillon 462.9 MX-471 Carlton 470.9 MX-479 Frederick 530.4 MX-538 Prodo 535.4 MX-539 Redwing 552.8 MX-561
495.9	⊗ UP	⊕			Remote control switches
496.2	LINDSBORG		MX-504		30 MPH turnouts except at west end No. 1 track Council Grove.
505.6	MARQUETTE	⊕ -1	MX-513	6427	25 MPH turnouts east end Hope.
518.2	CRAWFORD		MX-526	4391	25 MPH turnouts both ends of Prairie, Elmo and Cody.
524.5	GENESEO	⊕ T ⊕ -1	MX-532	12731	Yard Limits: MP 556-02 to MP 559-36; MP 524-00 to MP 527-00 and MP 476-35 to MP 479-20.
529.7	⊗ BN	⊕			
537.6	BUSHTON		MX-545	4608	
545.2	CLAFLIN		MX-553	7177	
558.8	HOISINGTON	§ T ⊕ ⊕ -1 ⊕	MX-567	Yd.	
133.3					

ABS — Hoisington-Horace  
Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.  
Radio communication via Channel One, Call-in One

Miles	WEST STATIONS	EAST	Station Nos.	Sidings Feet
558.8	HOISINGTON	⊙ ⊠ ⊕ -1 T § ⊕	MX-567	Yd.
568.9	10.1 OLMITZ		MX-577	8231
575.6	6.7 OTIS		MX-583	3870
584.1	8.3 BISON		MX-592	6219
590.3	6.2 LA CROSSE	⊕ -1	MX-598	3872
605.3	15.0 McCRACKEN		MX-613	7555
616.0	10.7 BROWNELL	⊕ -1	MX-624	3988
622.1	6.1 OSGOOD		MX-630	6066
627.3	5.2 RANSOM		MX-635	3875
633.8	6.5 ARNOLD		MX-642	2521
640.3	6.5 UTICA	⊕ -1 ⊕	MX-648	6429
655.6	15.3 SHIELDS		MX-663	6304
665.0	9.4 HEALY	⊕ -1	MX-673	
670.2	5.2 RANCH		MX-678	6211
681.7	11.5 ⊙ ATSF ⊙			
682.5	0.8 SCOTT CITY	⊕ -1	MX-690	3309
682.8	0.3 ⊙ ATSF ⊙			
692.1	9.5 MODOC		MX-700	6309
699.2	7.1 MARIENTHAL		MX-707	
707.1	7.9 LEOTI	⊕ -1	MX-715	3968
717.1	10.0 SELKIRK		MX-725	6089
729.0	11.9 TRIBUNE		MX-737	2521
730.8	1.8 HORACE	⊙ ⊠ ⊕ -1 T ⊕	MX-739	Yd.
171.8				

Maximum Speed (Except as below)	MPH	BUSINESS TRACKS	MP	Sta. No.
MP 588-36 — MP 589-11	50	Kanbrick		
City Limits LaCrosse	45	(Hoisington)	561.4	GD- 3
MP 617-00 — MP 730-08	40	Boyd	562.9	MX-571
Hot Box and Dragging Equipment Detectors located at MP 595-21, *MP 625-27, *MP 679-16 and *MP 705-23.		Hargrave	598.0	MX-606
Remote control switches, Hoisington are 30 MPH turnouts.		Pen Dennis	649.4	MX-657
		Manning	671.4	MX-679
		Coronado	704.1	MX-712
		Whitelaw	724.6	MX-732
		Kanbrick Ind. Lead:		
		Max. Wt. MP 560-09 to end of track — 220,000 lbs.		
		Time applies at the station for trains operating through Horace.		
		Yard Limits: MP 556-02 to MP 559-36; MP 730-00 to MP 732-20.		

MOUNTAIN STANDARD TIME

Miles	WEST	Radio communication via Channel One, Call-in One STATIONS	EAST	Station Nos.	Sidings Feet
730.8		HORACE	⊙ ⊠ ⊕ -1 T ⊕	MX-739	Yd.
740.5		9.7 WALKINGHOOD, KAN.		MX-748	8954
746.6		6.1 TOWNER, COLO.		MX-754	
752.5		5.9 STUART		MX-760	6069
758.1		5.6 SHERIDAN LAKE	⊕ -1	MX-766	3764
771.8		13.7 CHIVINGTON		MX-780	6181
785.8		14.0 EADS	⊕ -1	MX-794	6365
807.7		22.9 HASWELL	⊕ -1	MX-816	6527
830.5		22.8 HEATH		MX-838	6392
841.2		10.7 SUGAR CITY	T	MX-849	
846.4		5.2 ORDWAY	⊕ -1	MX-854	7234
863.1		16.7 PULTNEY		MX-871	6070
869.4		1.2 NA JCT.	∅	MX-876	
591.8		11.8 AVONDALE	⊕ -1	MX-889	8153
603.6		6.0 DEVINE		MX-895	
609.6		2.2 BAXTER		MX-897	7500
611.8		6.0 PUEBLO JCT.	⊙	MX-903	
617.8		1.2 PUEBLO	T ⊠ ⊕ -1 § ⊕	MX-905	Yd.
897.1					
166.8					

Maximum Speed (Except as below)	MPH	Yard Limits: MP 730-00 to MP 732-20	Sta. No.
MP 730.8-MP 820.9	40		
City Limits Ordway	40	Business Tracks	MP
NA Jct. — Pueblo Jct.		Astor	736.9 MS-745
(Except as below)	60	Kanco	742.9 MX-750
Boone (until crossing occupied)	40	Brandon	766.2 MX-774
ATSF MP 615.9 — MP 616.0	50	Galatea	799.1 MX-807
ATSF MP 617.2 — MP 617.6	25	Arlington	821.4 MX-829
Pueblo Jct.: ATSF MP 617.6 — MP 617.8	15	Crowley	851.9 MX-860
MP 893.2 — MP 895.2	20	Olney Springs	⊕ -1 857.3 MX-865
(Industrial Lead West of Fountain River Bridge, Pueblo, Colo — Old Main Line.)		Boone	876.1 MX-884

ABS — Horace to Pueblo Jct. CTC — Between NA Jct. and Pueblo Jct. Operation between NA Jct. and Pueblo Jct. over joint MP-ATSF track controlled by ATSF dispr. at La Junta. Uniform Code of Operating Rules apply except as modified by ATSF Rules shown under Item 17(a) of Special Instructions. 35 MPH 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. — CENTRAL KANSAS DIVISION

Miles	WEST	Radio communication via Channel One, Call-in One STATIONS	EAST	Station Nos.	Sidings Feet
479.1		SALINA JCT.	⊙	MX-488	
494.8		15.7 ⊙ OKT ⊙			
494.8		0.0 ⊙ UP ⊙			
494.9		0.1 SALINA	⊠ ⊙ T §	GK-16	Yd.
495.3		0.4 SALINA UNION DEPOT	⊕		
499.1		3.8 TRIGO		GK-21	2154
511.3		12.2 FALUN		GK-32	1622
521.0		9.4 MARQUETTE	⊙ ⊙	MX-513	
41.6					

40 HARDTNER SUBDIV. — CENTRAL KANSAS DIVISION

Rule 99 (d) in effect: between MP 491-00 and Conway Springs only.		WEST	EAST	Station Nos.	Sidings Feet
Miles		STATIONS			
Yard Limits: Hardtner Jct. to MP 491-00, MP 511-00 to MP 514-21.	485.9	HARDTNER JCT.	⊙ T	M-001	....
	487.9	⊗ ATSF	⊙		
	488.8	⊗ ATSF	⊙		
Maximum Speed (Except as below) . 30	494.3	FRONTIER		H-196	6398
MP 512-09 —	496.6	BAYNEVILLE		H-197	1277
MP 569-24 — 25	501.4	CLEARWATER		H-202	1169
MP 569-24 —	506.9	MILLERTON		H-208	1364
MP 573-19 — 20	512.9	CONWAY SPRINGS	⊗ ⊙ T □	NL-135	Yd.
Business Tracks Murray Gill CG & F Elevator Clearwater Co-op Waterworks Spur Shook Ruella	524.3	ARGONIA		H-225	....
..... 493.8 H-195	524.5	⊗ ATSF	⊙		
..... 500.4 H-201	531.2	FREEPOR		H-232	2220
..... 543.9 H-245	541.6	ANTHONY		H-243	....
..... 548.2 H-250	541.9	⊗ ATSF	⊙		
..... 552.0 H-253	542.0	⊗ ATSF	⊙		
	558.8	CORWIN		H-260	....
	564.0	HAZELTON		H-265	....
	571.2	KIOWA		H-272	....
	572.5	⊗ ATSF G			
	573.1	⊗ ATSF	⊙		
	576.8	STUBBS		H-278	....
	581.5	HARDTNER	T	H-283	....
					95.6

STAFFORD SUBDIV. — CENTRAL KANSAS DIVISION

Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.		WEST	EAST	Station Nos.	Sidings Feet
Miles		STATIONS			
Rule 99 (d) in effect. Yard Limits: Conway Springs to MP 559-30, MP 610-01 to End of Track Iuka.	558.7	CONWAY SPRINGS	⊗ □ ⊙ T	NL-135	Yd.
	567.1	MILTON		NL-144	....
	572.2	⊗ ATSF G			
Maximum Speed (Except as below) . 30	592.3	KINGMAN		NL-169	....
Between Olcott and Iuka	593.1	⊗ ATSF G			
Preston, through turnout at end of siding	593.9	⊗ ATSF	⊙		
..... 15	598.4	BROWNS SPUR		NL-175	....
Business Tracks Norwich Belmont Alameda Neola	605.8	PENALOSA		NL-183	....
..... 571.4 NL-148	610.0	OLCOTT	T	NL-187	....
..... 580.4 NL-157	619.9	PRESTON	⊙	NC-10	599
..... 585.3 NL-162	620.1	⊗ SSW G			
..... 620.9 NL-198	630.0	IUKA	⊙ T	NC-20	....
	614.5	TURON		NL-191	....
	615.0	⊗ SSW	⊙		
	628.6	STAFFORD	□	NL-205	....
	629.6	⊗ ATSF	⊙		
	639.3	HUDSON		NL-216	....
	648.3	SEWARD		NL-225	....
	653.7	RADIUM		NL-230	....
					95.0

HUTCHINSON SUBDIV. — CENTRAL KANSAS DIVISION 41

Rule 99(d) in effect between Hardtner Jct. and Lyons only.		WEST	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Wichita and Geneseo (Except as below) . 30	MPH
Miles		STATIONS					
	482.0	WICHITA YD.	□ ⊙ ⊙ T ⊙	H-183	Yd.	MP 482-00 —	20
	482.4	⊗ BN	⊙			MP 485-00 —	10
	482.6	⊗ OKT	⊙			MP 486-00 —	20
	483.0	⊗ WTA	⊙			MP 530-19 —	20
	483.0	⊗ ATSF	⊙			MP 533-25 —	20
	485.9	HARDTNER JCT.	⊙ T	M-1	....	MP 559-06 —	20
	495.0	MAIZE		M-10	1502	Business Tracks Wichita Sand Superior Berwet Lock-Joint KGE Co. Andale Small Spur Elmer Yaggy Nickerson (between YA Jct. & ST Jct.) Kanopolis Stations on ATSF between YA Jct. and ST Jct.: Name YA Jct. Yaggy Nickerson ST Jct.	Sta. MP No. 490.5 M-5 490.9 M-6 496.0 M-11 497.7 M-13 498.3 M-14 504.2 M-19 511.1 M-26 526.0 M-41 535.8 M-54 544.0 M-59 14.3 M-103 222.7 223.2 228.6 235.6
	499.1	COLWICH		M-14	1516		
	509.9	MT. HOPE		M-25	3029		
	516.9	HAVEN		M-32	2888		
	522.4	YODER		M-37	2192		
	531.5	⊗ ATSF	⊙				
	531.6	⊗ ATSF	⊙				
	532.0	⊗ SSW	⊙				
	532.6	HUTCHINSON	⊙ ⊙ ⊙	M-48	Yd.		
	533.5	⊗ ATSF	⊙				
	537.5	YA JCT.	⊙				
		Via ATSF 13.09 Mi.					
	550.1	ST JCT.					
	559.2	⊗ BN	⊙				
	560.5	LYONS	⊗ □ ⊙ ⊙	M-76	2536		
	561.0	⊗ ATSF	⊙				
	573.2	GENESEO	□ ⊙ ⊙ ⊙	MX-532	3890		
	524.5						
							91.7

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 562-00 and MP 570-20 to Geneseo.

Operations via ATSF, 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.

Hutchinson: In yard ⊗ SSW 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 pm, sounding whistle signal per last paragraph Uniform Code of Operating Rules 14(l) expecting to find track cars.

CONWAY SPRINGS SUBDIV. — CENTRAL KANSAS DIVISION

Yard Limits: MP 537-09 to MP 558-00.		WEST	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Belle Plaine & Conway Springs . 20	MPH
Miles		STATIONS					
	522.9	ARKANSAS CITY	□	NB-25	....	Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.	
		43.3 Mi. Via ATSF					
	537.9	BELLE PLAINE		NL-115	....		
	544.5	⊗ OKT	⊙				
	558.7	CONWAY SPRINGS	⊗ ⊙ T □	NL-135	Yd.	Business Tracks Riverdale Anson Winfield	Sta. MP No. 544.4 NL-121 552.2 NL-129 517.2 NL-94
		68.7					
		Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 17(a).					



44 COFFEYVILLE SUBDIV. — CENTRAL KANSAS DIVISION

Miles	SOUTH ▼	Radio Communication via Channel One, Call-in Two STATIONS	NORTH ▲	Station	Sid-
				Nos.	ings
334.4		OSAWATOMIE	⊕ -2 ⊠ T § ⊕	MX-341	Yd.
334.9		⊗ MP ⊗			
336.0		TOLER			
338.9		BALDWIN			
343.5		LANE JCT.		R-9	
353.4		HECLA		R-20	7358
357.4		⊗ ATSF ⊗			
361.3		BIRCH		R-29	7745
371.7		DIXON		R-39	9081
381.7		FIELDS		R-51	7801
391.0		VERNON		R-59	9021
398.5		DURAND	⊠ ⊕ -2 T ⊕	H-85	8327
415.1		ROPER		R-82	7856
417.6		BENEDICT ⊗ ATSF ⊗		R-85	
425.7		HENNELLY		R-94	7861
434.8		NEODESHA	⊗ ⊕	R-102	8265
434.9		⊗ BN ⊗			
442.3		SYCAMORE		R-109	9490
448.6		⊗ ATSF ⊗			
449.1		INDEPENDENCE	⊗	R-116	8084
462.4		DEARING		R-130	8223
467.8		COFFEYVILLE	⊕ -2 T ⊠ ⊕ ⊗	R-135	Yd.
133.4					

ABS-CTC — Osawatomic to MP 466-23 at Coffeyville.  
Two main tracks designated East and West tracks between Osawatomic and Lane Jct.  
Fredonia: Reached via ATSF from Benedict. (See Item 17(a) Special Instructions.)  
Remote control switches are 30 MPH turnouts.  
Hot Box and Draggng Equipment Detectors located at \*MP 366-21, \*MP 387-03, \*MP 410-34 and \*MP 438-08.  
Trains originating Osawatomic, Coffeyville and Durand must secure clearance.

Maximum Speed (Except as below)	MPH
MP 334-31 — MP 334-41	30
MP 340-39 — MP 341-34	40
MP 343-23 — MP 344-01	45
MP 348-03 — MP 348-24	25
MP 348-24 — MP 348-26	45
MP 356-40 — MP 357-37	25
MP 371-27 — MP 372-26	45
MP 383-34 — MP 385-00	30
MP 418-01 — MP 418-11	45
MP 423-00 — MP 423-11	40
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

BUSINESS TRACKS	MPH	Sta. No.
Greeley	348.1	R-15
Garnett ⊗	357.6	R-24
Westphalia	373.6	R-41
New Strawn Spur	375.6	R-43
Le Roy ⊕	384.4	R-51
Buffalo	411.2	R-78
Altoona ⊗	427.2	R-94
Blake	453.3	R-120
DMA	461.2	R-129
Fredonia ⊕ -2	426.5	RC-12

YARD LIMITS:  
MP 466-23 to Coffeyville

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

WAGONER SUBDIV. — CENTRAL KANSAS DIVISION 45

Miles	SOUTH ▼	Radio Communication via Channel One, Call-in Two STATIONS	NORTH ▲	Station	Sid-
				Nos.	ings
662.8		COFFEYVILLE, KAN.	⊠ ⊕ ⊗ -2 T ⊕	R-135	Yd.
660.5		⊗ MKT ⊗			
651.0		LENAPAH, OKLA.		L-311	7737
634.4		CLEM		L-294	9273
622.1		OOLOGAH	⊗ ⊕	L-282	7503
610.3		⊗ BN ⊗			
607.3		PRATT		L-268	7274
596.9		INOLA	⊗ ⊕	L-257	9316
581.4		WAGONER ⊗ MKT ⊗	⊗ ⊕	L-242	
579.6		COOKSON		L-239	9209
575.5		OKAY JCT.		L-233	
568.7		OG & E SPUR		L-229	
557.5		BRAGGS	⊗	L-218	8622
541.3		UPSON		L-201	8033
526.7		⊗ KCS ⊗			
519.7		HANSON		L-180	8087
504.7		GREENWOOD, OKLA.		L-164	9055
498.4		⊗ BN ⊗			
497.2		VAN BUREN, ARK.	⊠ ⊕ T ⊕ -2 § ⊕	L-158	Yd.
165.6					

ABS — MP 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 30 MPH turnouts except Public Service and OG&E Spur.  
25 MPH turnout both ends Braggs, Upson, Hanson and Greenwood.  
Trains must secure clearance Coffeyville.

Maximum Speed (Except as below)	MPH
MP 497-22 — MP 499-08	25
MP 500-02 — MP 500-14	45
MP 507-20 — MP 508-30	45
MP 525-07 — MP 526-27	35
MP 534-22 — MP 535-04	40
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 596-20 — MP 597-04	35
MP 609-10 — MP 610-12	30
MP 617-18 — MP 618-29	40
MP 621-12 — MP 622-07	45
MP 639-24 — MP 640-26	30
Coffeyville: Read St. to 14th St.	20

BUSINESS TRACKS	MP	Sta. No.
Nowata	640.1	L-300
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
Vian	537.4	L-197
Sallisaw	525.8	L-186
Muldrow	513.1	L-173
Bekaert Steel	500.5	L-158

Hot Box and Draggng Equipment Detectors located: \*MP 510-08, \*MP 533-22, \*MP 554-17, \*MP 588-20, \*MP 614-15 and #MP 637-00.



46 OKLAHOMA SUBDIV. — RIO GRANDE & CENTRAL KANSAS DIVS.

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) 49	Radio communication via Channel One, Call-in One		Station Nos.	Sid- ings Feet
	SOUTH Miles	NORTH Miles		
MP 128-08 —	120.2	OKAY JCT. ....	L-233	.....
MP 128-12 ..... 10	122.5	VERDIGRIS RIVER ⊕ ..... 2.4	∅	.....
City Limits	128.3	⊗ MKT ⊕ ..... 5.8		
Muskogee ..... 25†	133.8	MUSKOGEE ⊗ MP ⊕ ⊙ ⊕ ⊙ ⊕ ⊙ ..... 5.4	MG-3	Yd.
Muskogee Over	145.9	WAINWRIGHT ..... 12.1	MG-146	7766
MP ⊕ ..... 20	158.5	HITCHITA ..... 12.6	MG-159	3420
MP 167-14 —	174.1	HENRYETTA ..... T ⊕ -1 ..... 15.6	MG-174	4140
MP 167-20 ..... 45	188.6	TANNER ..... 14.5	MG-189	4513
MP 173-00 —	202.2	MINA ..... 13.6	MG-202	7560
MP 175-00 ..... 25	215.3	⊗ MKT ⊕ ..... 13.1		
MP 184-22 —	216.3	CALVIN ..... 1.0	MG-216	4303
MP 185-01 ..... 25	230.0	ALLEN ..... ⊕ -1 ..... 13.7	MG-230	5042
MP 184-22 —	252.5	TUPELO ..... ⊕ -1 ..... 22.5	MG-252	7798
MP 202-00 ..... 40	269.5	WAPANUCKA ..... ⊕ -1 ..... 17.0	MG-270	.....
MP 217-00 ..... 40	278.0	CAIN ..... 8.5	MG-279	7760
Except:	297.6	KO&G JCT. OKLA. .... ⊕	MG-298	.....
Calvin — Over		20.9 MILES VIA MKT		
MKT. ⊗ ..... 20		RAY-DENISON, TEX. .... ⊕ ⊙ MK-662 Yd.		
MP 231-03 —		198.3		
MP 231-13 ..... 45				
MP 242-16 —				
MP 246-13 ..... 40				
MP 256-19 —				
MP 256-27 ..... 30				
MP 267-22 —				
MP 273-17 ..... 40				
MP 291-19 —				
MP 295-18 ..... 30				
Thru Conn.				
KO&G Jct. .... 15				
		Yard Limits	Business Tracks	MP
		Muskogee: MP 128-00 to	Port Lead	126.4
		MP 134-25	Coleman	277.6
		KO&G Jct: MP 296-05 to	Durant	298.0
		KO&G Jct		MG-278
				MG-298

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

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

Northward trains secure clearance Durant, Okla.  
Operation over Verdigris River MP 122.5 joint-MKT.  
Hot Box and Dragging Equipment Detectors — \*MP 169-25; \*MP 199-04; \*MP 236-25 and \*MP 271-18.  
30 MPH turnout Okay Jct.

WHITESBORO SUBDIV. — RIO GRANDE DIVISION 47

Maximum Speed Between Whitesboro Jct. and Tower 55 (Except as below) 60	Radio communication via Channel One, Call-in Two		Station Nos.	Sid- ings Feet
	SOUTH Miles	NORTH Miles		
MP 173.3 —		RAY-DENISON, TEX. .... ⊕ ⊙	MK622	Yd.
MP 173.7 ..... 35		20.9 MILES VIA MKT		
MP 186.2 —	173.1	WHITESBORO JCT. ....	TA-173	Yd.
MP 186.5 ..... 50	191.5	PILOT POINT ..... †	TA-191	7627
MP 188.6 —	204.6	MINGO ..... †	TA-203	7589
MP 189.1 ..... 50	209.1	DENTON ..... ⊕ ⊙ -2	TA-209	7208
MP 191.5 —	225.4	ROANOKE ..... †	TA-225	7699
MP 192.1 ..... 40	235.5	WATAUGA ..... 10.1	TA-235	2654
MP 203.3 —	238.1	⊗ SSW ⊕ ..... 2.6		
MP 203.7 ..... 30	240.5	HODGE ..... 2.4	TA-240	9688
MP 207.9 —	244.5	TOWER 55 ..... ⊕ ⊙ ⊕ ⊙	TP-245	Yd.
MP 210.1 ..... 30		92.3		
MP 221.7 —		Dallas-Ft. Worth Terminal Division jurisdiction		
MP 222.2 ..... 30		MP 237 - Centennial Yard inclusive.		
MP 228.6 —				
MP 228.9 ..... 55				
MP 237.2 —				
MP 243.4 ..... 40				
MP 243.4 —				
MP 251.1 ..... 20				
Tower 55 —				
Through				
Interlocking ..... 15				
On Wye tracks				
Tower 55 ..... 10				
Yard Limits:				
Tower 55:				
MP 243.4 —				
MP 248.0				

ABS — Whitesboro Jct. to Tower 55.

CTC — Whitesboro Jct. to Peach St. MP 243.4.

Operation via MKT between Whitesboro Jct. and Ray-Denison, Tex.  
Northward trains secure MP clearance at Centennial Yard or Tower 55.

Northward trains operating beyond Whitesboro secure MKT clearance at Centennial Yard or Tower 55.

Southward trains operating on Whitesboro Subdiv. secure MP clearance at MKT Ray Yard.

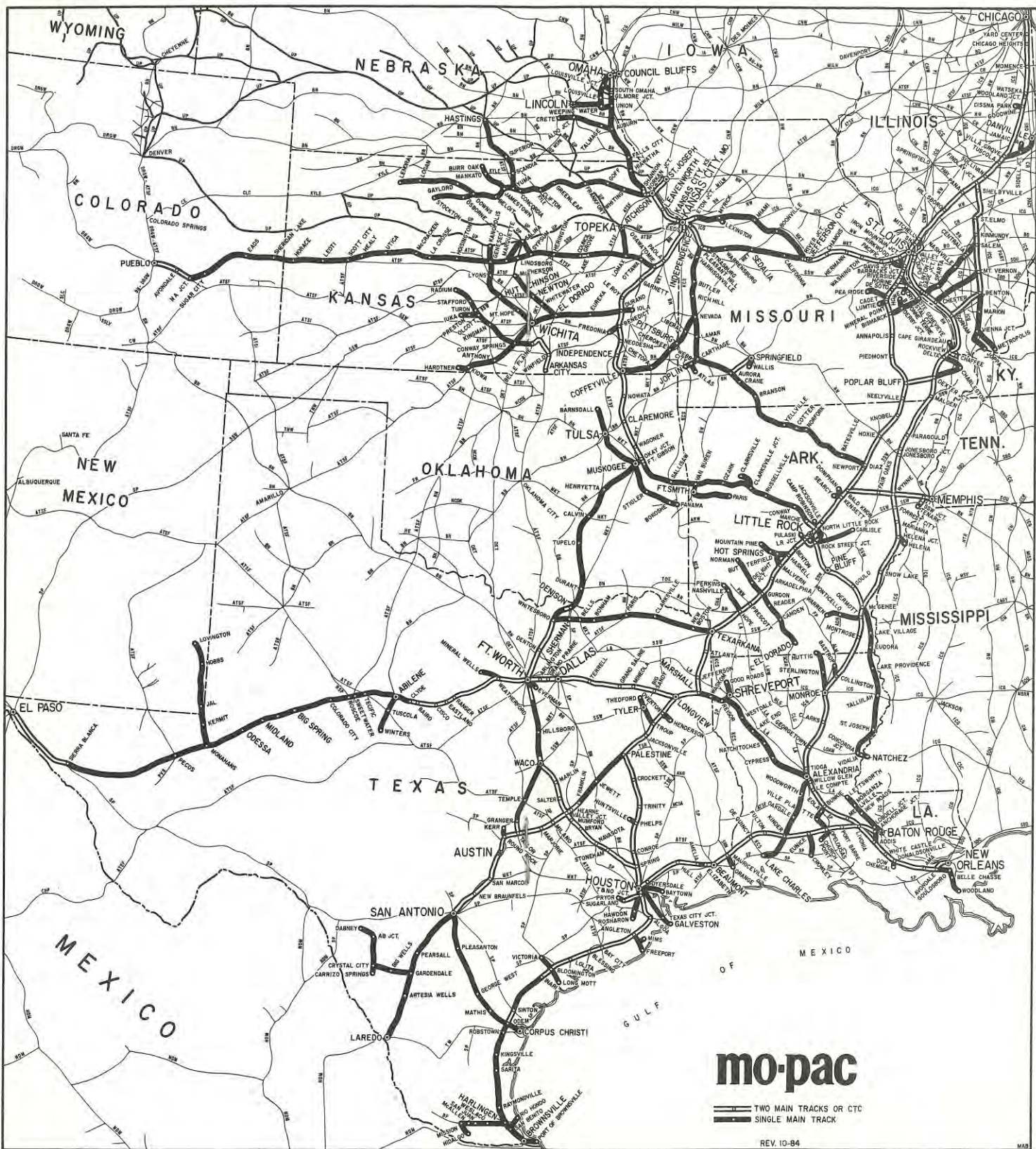
Trains and engines operating between Peach Street and MP 248 be governed by instructions of yardmaster or Operator Tower 55.

Between MP 248 and MP 252 movement of trains and engines will be governed by yardmaster.



Hot Box and Dragging Equipment Detectors — ⊕MP 194.3 and ⊕MP 219.4.

All remote control switches are 30 MPH turnouts.

Business Tracks	MP	Sta. No.	MKT STATIONS	
			MKT Mile Post	Station
Collinsville	179.5	TA-179	668.9	Perrin Field
Aubrey	198.3	TA-198	669.6	Pottsboro
Keller	230.2	TA-230	681.9	Sadler
Affiliated Foods	232.0	TA-232	685.7	Whitesboro



**mo-pac**

 TWO TRACKS OR CTC  
 SINGLE MAIN TRACK

REV. 10-84

MAD

50 BAIRD SUBDIV. — RIO GRANDE DIVISION

Maximum Speed: MPH		Radio Communication via Channel One, Call-in One					
(Except as below)		WEST	STATIONS	EAST	Station Nos.	Sidings Feet	
MP251-01 — MP364-00	50	251.1	CENTENNIAL YD. T § ⊕ ⊕ ⊕	⊕	TP-250	Yd.	
MP294-17 — MP295-19	35		9.2				
MP326-05 — MP326-25	45		260.3	IONA	↑	TP-260	7792
MP329-28 — MP337-03	35			12.8			
MP340-14 — MP341-10	45		273.1	EARLS	↑	TP-273	7983
MP343-05 — MP345-18	35			4.2			
MP360-11 — MP364-00	45		277.3	WEATHERFORD		TP-277	8327
MP364-00 — MP417-00	60			9.8			
(Except as below)	60		287.1	PREBLE	⊕-1 ↑	TP-287	6795
MP372-05 — MP372-13	55			14.0			
MP378-19 — MP378-26	55		301.1	BRAZOS	↑	TP-301	6921
MP383-06 — MP388-18	40			12.4			
MP392-00 — MP393-15	30†		313.5	JUDD	⊕-1 ↑	TP-313	6952
MP405-11 — MP406-04	45			13.3			
MP406-04 — MP409-07	30		326.8	STRAWN	↑	TP-326	6959
MP413-00 — MP414-20	40			11.9			
MP417-00 — MP513-00	40		338.7	TIFFIN	↑	TP-338	6913
(Except as below)	40			2.1			
MP446-30 — MP448-13	35		340.8	RANGER	⊕-1	TP-341	
MP509-00 — MP510-00	20			10.7			
All yard tracks between MP 248 and West end Centennial Yard — do not exceed 20 MPH.							
Business Tracks	MP		Sta. No.				
Bomber	252		TP-252				
Beckman							
Const. Co.	253		TP-253				
Benbrook	254	TP-255					
Aledo	263	TP-264					
Bennett	294	TP-294					
Santo	307	TP-308					
Gordon	318	TP-319					
Johnson Mines	324	TP-324					
Olden	347	TP-347					
Putnam	373	TP-374					
Baird	386	TP-386					
Bandag	401	TP-401					
Air Base Spur	413	TP-413					
Pyramid	445	TP-445					
Colorado City	475	TP-476					
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.							
Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449-24; MP 454-00 to MP 458-00 and MP 507-27 to MP 517-00.							
Trains originating Centennial Yd. secure clearance.							
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 and MP 485-14.							
30 MPH Turnouts: Old E. Main — West end Centennial Yd.; Big Spring — E. end Old Main; all CTC sidings except: Earls, Ranger, 25 MPH turnouts all other sidings except: Tye, Trent, Colorado City and Ziler; E. end Roscoe, Loraine; W. end Holder, Eskota, Dome and Iatan.							

WMW&NW SUBDIV. — RIO GRANDE DIV.

Maximum Speed: 10 MPH		Radio Communication via Channel One, Call-in One			
Yard Limits: Entire Subdiv.		WEST	STATIONS	EAST	Station Nos.
		Miles			
		0.0	WEATHERFORD	⊕	TP-277
			18.1		
		18.1	WOLTERS		TK-18
			3.9		
		22.0	MINERAL WELLS	⊕ T	TK-22
			22.0		

TIMETABLE NO. 23

TOYAH SUBDIV. — RIO GRANDE DIVISION 51

Maximum Speed MPH		Radio Communication via Channel One, Call-in One					
(Except as below)		WEST	STATIONS	EAST	Station Nos.	Sidings Feet	
MP513-12 — MP517-00	50	513.4	BIG SPRING	⊕ ⊕ T ⊕ ⊕ ⊕	TP-513	Yd.	
MP533-00 — MP541-00	40		10.5				
MP551-19 — MP556-15	25†		523.9	MORITA		TP-524	7560
MP570-10 — MP576-00	40			9.5			
MP587-03 — MP587-17	55		533.3	STANTON		TP-534	7492
MP608-00 — MP611-00	35			15.3			
MP646-25 — MP647-04	45		549.2	CHUB		TP-549	6856
MP692-23 — MP696-20	55			4.2			
MP735-08 — MP735-19	50		553.3	MIDLAND	⊕-1 ⊕	TP-553	
MP741-10 — MP744-00	45			5.8			
Through turnout to SP Sierra Blanca							
25 MPH turnouts at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans and Metz.							
Business Tracks	MP		Sta. No.				
Dix	539.0		TP-539				
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				
Monsanto	617.5		TP-618				
Barstow	640.0		TP-640				
Milwhite	729.0		TP-729				
Crusher	744.2		TP-744				
Talc	757.0		TP-757				
Hot Box and Dragging Equipment Detectors: MP 544-00, *MP 582-00, MP 613-20, *MP 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 551-00 to MP 557-00; MP 567-28 to MP 576-17 and MP 664-25 to MP 667-25.							
Engines must not use No. 3 or Eng. Spur at Crusher, Allamore.							
Operation via SP 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	SP Mile Post	Sta. No.	Sidings Feet
SIERRA BLANCA	736.9	TP-768	10425
LASCA	746.1	TP-777	8507
SMALL	751.3	TP-785	8479
FINLAY	760.9	TP-790	7835
McNARY	770.1	TP-803	8306
ISER	783.6	TP-815	9978
TORNILLO	790.0	TP-826	8589
FABENS	800.2	TP-831	—
CLINT	807.3	TP-839	8705
BELEN	815.2	TP-846	—
ALFALFA	822.8	TP-854	—
TOWER 47 SP CONN	827.5	—	—

TIMETABLE NO. 23

52 BONHAM SUBDIV. — RIO GRANDE DIVISION

Miles	Radio Communication via Channel One Call-in Two STATIONS		Station Nos.	Sid-ings Feet	RULE 99 (d) in effect. Maximum Speed MPH	
	WEST	EAST			(except as below)	MPH
0.0	TEXARKANA	⊙⊙⊙⊕	TP-0	Yd.	MP 0.0 — MP 4.7	25
0.6	⊗KCS	⊙⊕⊕T			Over Church St., Paris	10
14.8	HOOKS		TA15	4051	MP 91.7 ATSF	10
34.2	DE KALB		TA34	4059	MP 153.2 — MP 156.4	20
61.0	CLARKSVILLE	⊙	TA61	2310	<b>BUSINESS TRACKS</b>	
91.0	PARIS	⊙⊕⊕⊕	TA91	Yd.	Nash	MP 5.1 Sta. TA-5
91.7	⊗ATSF				Proetz Lbr. Co.	6.0 TA-6
128.1	BONHAM	⊕⊕⊕⊕	TA128	Yd.	Anglo-American	
141.6	MKT	⊕	TA142		Paper	6.6 TA-7
154.5	SP	⊕			Lone Star Ord. Plant.	15.7 TA-12
154.6	MKT G				Red River Army Depot	17.3 TA-17
154.7	SHERMAN	⊕-2⊕⊕	TA155	Yd.	New Boston	22.0 TA-22
173.1	WHITESBORO JCT.	⊕⊕	TA173	Yd.	Annona	52.5 TA-53
					Mulberry Lbr.	59.4 TA-58
					Detroit	74.2 TA-74
					Kimberly Clark	93.4 TA-94
					Brookston	100.0 TA-100
					Honey Grove	112.0 TA-112
					Windom	117.3 TA-117
					Savoy	139.2 TA-139
					TP&L	140.0 TA-140
					Friendship Homes	161.1 TA-161
					Whitesboro	173.1 TA-173

Yard Limits: MP 0.0 to MP 2.3; MP 59.0 to MP 63.0; MP 88.2 to MP 95.0; MP 126.0 to MP 132.2; MP 152.2 to MP 156.1 and MP 171.3 to MP 173.1.  
MKT Crossing Sherman may be left lined as last used.  
Within Red River Army Depot — Stop and protect Texas St. and 1st St. South.

A & S SUBDIV. — RIO GRANDE DIVISION

Miles	SOUTH STATIONS NORTH		Station Nos.	Maximum Speed — 30 MPH
	WEST	EAST		
0.0	ABILENE	⊕⊕-1⊕	TP-407	Industrial Lead: Entire Subdiv.
16.7	⊗ATSF			
17.2	TUSCOLA		TJ-17	
27.4	BRADSHAW		TJ-28	Radio Communication Via Channel One, Call-in One
38.2	WINTERS		TJ-38	

T-NM SUBDIV. — RIO GRANDE DIVISION

Miles	SOUTH STATIONS NORTH		Station Nos.	Rule 99 (d) in effect. Maximum Speed MPH	
	WEST	EAST		(except as below)	MPH
105.5	LOVINGTON		TM-105	MP 65-02 — MP 66-00	10
84.4	HOBBS		TM-84	MP 83-00 — MP 91-00	10
65.0	EUNICE		TM-66	<b>Business Tracks</b>	
42.3	JAL, N.M.		TM-42	Combest	MP 52.6 Sta. TM-53
23.6	KERMIT, TEX.		TM-24	United Carbon	55.9 TM-56
0.0	MONAHANS	⊕T⊕-1⊕	TM-000	Warren	78.0 TM-78
				Climax	80.1 TM-80
				Southern Union Oil	100.0 TM-100
				Lea County Oil	101.0 TM-101
				Radio Communication Via Channel One, Call-in One	

FT. WORTH SUBDIV. — RED RIVER DIVISION 53

Miles	Radio communication via Channel One, Call-in Two STATIONS		Station Nos.	Sid-ings Feet	Maximum Speed MPH	
	SOUTH	NORTH			(except as below)	MPH
			TP-250	Yd.	MP 0.0 — MP 165.8	60
					MP 0.0 — MP 0.4	35
					MP 0.4 — MP 6.0	50
					MP 20.9 — MP 22.7	40†
					MP 25.4 — MP 25.7	50
					MP 31.2 — MP 31.3	50
					MP 31.9 — MP 32.2	55
					MP 34.9 — MP 35.0	50
165.8			BV-181		MP 37.6 — MP 38.1	55
					MP 39.5 — MP 39.7	50
165.4					MP 39.9 — MP 40.1	55
					MP 41.3 — MP 42.2	50
163.7			BV-178	8548	MP 45.3 — MP 45.6	50
					MP 47.5 — MP 48.3	25
155.0			BV-155	8562	MP 78.0 — MP 78.2	25
					MP 97.3	40
137.0			BV-139	7552	MP 97.3 — MP 100.6	55
					MP 100.6	40
116.5			BV-117	8260	MP 106.8 — MP 107.0	50
					MP 138.0 — MP 140.6	25
110.1			BV-110	4616	MP 148.2 — MP 148.5	55
					MP 158.5 — MP 158.8	55
					MP 161.5 — MP 165.8	25
100.6			AX-175	7766	On Wye tracks Tower 55, Creosote Plant Lead	10
					Navasota	10
97.3					Thru Turnout Waco Jct.	25
92.0			BV-92	8206	Thru Turnout SP-Bryan Jct.	25
78.1			BV-78	3208	Thru Turnout SP-Nava Jct.	25
77.8						
75.5			BV-75		<b>Business Tracks</b>	<b>Sta. No.</b>
					Wardlaw (Waco)	BV-173
48.6			BV-49		Indpark	80.3 BV-79
					College Sta.	
48.5			BV-49	3351	SP MP 94.7	BV-74
					Pinehurst	17.0 BV-17
45.0			BV-44	10500	Dubrook	2.4 A-209
					Sutherland Lbr.	1.5 A-209
36.5			BV-37	4603	Hou. Shell	1.3 A-209
					Parker Bros.	1.0 A-209
26.1			BV-26	7450	Campbell Ready Mix	0.8 A-209
22.1			BV-22	4742		
11.2			BV-11	9201	<b>MKT Stations</b>	<b>MKT MP</b>
0.0			A-209		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
					<b>SP Stations</b>	<b>SP MP</b>
					Bryan	96.0
					Millican	81.4
					Navasota	70.2

ABS — CTC Spring Jct. to Waco Jct.  
Hot Box and Drugging Equipment Detectors: \*MP 19.3, \*MP 85.4, \*MP 107.8, \*MP 132.7 and \*MP 159.0.  
Trains and engines must secure SP and MP clearances before moving north of Spring Jct.  
Southward trains secure MP clearance at Tower 55.  
Southward trains secure SP clearance before moving south of Bryan Jct.

All remote control switches are 30 MPH turnouts.  
Operation on SP between Nava Jct. and Bryan Jct.; on MKT between Waco Jct. and Tower 55, Dallas Subdiv. between Tower 55 and Centennial Yard.



(Continued from Page 55)

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

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 feet 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 movement of trains and engines will be governed by instructions of yardmaster or Tower 55.

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

Centennial Yard: All yard tracks between MP 248 and west end Centennial Yard, do not exceed 20 MPH.

**SHREVEPORT SUBDIV. — RED RIVER DIVISION**

Radio Communication via Channel One, Call-in One				
Miles	WEST STATIONS	EAST	Station Nos.	Sidings Feet
192.1	ALEXANDRIA	⊙ ⊙ ⊙ ⊙ ⊙	TB-195	Yd.
195.7	TEXMO JCT.	⊙	TB-196	
203.7	RAPIDES	⊙	TB-204	4105
225.2	FERN	⊙	TB-225	4124
235.8	CYPRESS	⊙	TB-236	5094
246.0	CANE	⊙	TB-246	4066
247.5	NATCHITOCHE	⊙ -1	TB-247	
265.7	LAKE END	⊙	TB-265	2935
286.0	WESTDALE	⊙	TB-286	4777
308.6	LUCAS	⊙	TB-308	4805
311.7	⊙ KCS	⊙		
313.9	⊙ SP	⊙		
315.0	CUTOFF JCT.	⊙	TB-315	Yd.
315.6	HOLLYWOOD JCT.	⊙	TB-316	Yd.
1.5	HOLLYWOOD YD.	⊙ -1 T	TS-326	
322.3	REISOR, LA.	⊙	TB-321	13515
332.5	WASKOM, TEX.	⊙	TB-331	5289
343.1	SCOTTSVILLE	⊙	TB-342	4028
349.5	LOUISIANA	⊙		7551
351.0	MARSHALL	⊙ -1	TP-67	Yd.
351.4	MARSHALL JCT.	⊙ T		
156.9				

**Yard Limits:**  
 MP 190.4 to MP 195.8  
 MP 283.0 to MP 287.0  
 MP 310.6 to MP 324.5  
 MP 347.5 to MP 351.4

**Maximum Speed MPH**  
 (except as below) . . . . . 50  
 MP 190.4—MP 195.8 . . . . . 20  
 MP 195.8—MP 199.8 . . . . . 25  
 MP 208.6—MP 209.1 . . . . . 35  
 MP 235.8—MP 236.2 . . . . . 40  
 MP 245.8—MP 247.8 . . . . . 25  
 MP 310.9—MP 320.3 . . . . . 20  
 MP 348.6—MP 350.6 . . . . . 40  
 MP 350.7—MP 351.4 . . . . . 30

**Business Tracks** MP Sta. No.  
 England AFB . . . . . 199.8 TB199  
 Boyce . . . . . 208.7 TB209  
 Rodemacher . . . . . 211.0 TB212  
 Soybean Spur . . . . . 244.2 TB243  
 Plywood Spur . . . . . 251.0 TB251  
 Powhatan . . . . . 258.8 TB258  
 Gahagan . . . . . 275.9 TB275  
 Dolet Hill . . . . . 280.9 TB281  
 Grand Bayou . . . . . 281.0 TB280  
 Bayou Pierre . . . . . 285.0 TB285  
 Caspiana . . . . . 296.0 TB296  
 Gayles . . . . . 302.4 TB302  
 Olin . . . . . 303.9 TB304  
 Flournoy . . . . . 317.7 TB319  
 Greenwood . . . . . 326.4 TB325  
 Jonesville . . . . . 335.4 TB334

ABS — Texmo Jct. to Marshall Jct.  
 Movements of trains and engines within yard limits Alexandria will be governed by instructions of yardmaster.  
 20 MPH turnout, Hollywood Jct.  
 Hot Box and Dragging Equipment Detectors: \*MP 337.0, \*MP 292.0, \*MP 268.9, \*MP 242.2 and \*MP 216.3.  
 All trains and engines stop and protect Levy Street, Shreveport.  
 North Drill Track switch to Good Roads at Shreveport 20 MPH except between Cross Bayou and Wye at "X" Yard — 10 MPH.  
 Bayou Pierre lead — International Paper:  
 MP 0 to MP 3 — 25 MPH  
 MP 3 to MP 6 — 10 MPH

Radio Communication via Channel One Call-in One				
Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet
81.3	LONGVIEW	⊙ ⊙ ⊙ ⊙	TP-90	Yd.
69.2	KILGORE	⊙	AX-12	8075
58.9	OVERTON	⊙	AX-22	6991
45.4	TROUP	⊙ T	AX-36	8973
33.4	TECULA	⊙	AX-48	7342
27.2	JACKSONVILLE	⊙	AX-54	4605
27.0	⊙ SSW	⊙		
23.6	HUME	⊙	AX-57	8000
11.9	NECHES	⊙	AX-70	7754
5.0	WELLS CREEK	⊙	AX-77	5183
0.0	PALESTINE	⊙ ⊙ ⊙ ⊙	AX-81	Yd.
81.3				

30 MPH turnouts north end freight route Palestine, both ends Wells Creek, south end Overton, north ends Troup and Tecula and both ends Hume.  
 Hot Box and Dragging Equipment Detectors: ⊙ MP 25-12 and ⊙ MP 53-01.

ABS — CTC between Palestine and Longview.  
 Do not exceed 10 MPH over LeTourneau Lead track — Longview.  
 Originating trains secure clearance Palestine and Longview.  
 Make all radio communications concerning terminal operation Palestine via Channel #2. Trains arriving Palestine yard call yardmaster from Wells Creek.

**TYLER SUBDIV. — RED RIVER DIVISION**

Industrial Lead Entire Subdiv.				
Maximum Speed (Except as below)	MPH	Miles	SOUTH STATIONS	NORTH Station Nos.
MP 26.0 — MP 30.0	30 / 10	26.3	SWAN	CX-27
BUSINESS TRACKS	MP Sta. No.	19.0	TYLER	CX-19
General Electric Co.	13.5 CX-13			
Max. Wt.		13.9	ELBERTA	CX-14
Troup-Swan	263,000 lbs.	8.6	WHITEHOUSE	CX-9
Radio Communication via Channel One		0.0	TROUP	AX-36
27.0				

**HENDERSON SUBDIV. — RED RIVER DIVISION**

Industrial Lead Entire Subdiv.				
Maximum Speed	30 MPH	Miles	SOUTH STATIONS	NORTH Station Nos.
BUSINESS TRACKS	MP Sta. No.	0.0	OVERTON	AX-22
Humble Oil Rack	2.7 BX-4			
Int. Paper Co.	13.3 BX-13	16.0	HENDERSON	BX-16
Henderson Clay	13.6 BX-14			
Woodcarve	14.0 BX-14			
16.0				
Radio Communication via Channel One				

SOUTH		Radio Communication via Channel One, Call-in Two	STATIONS	Station Nos.	Sid- ings Feet	NORTH	
First Class	Miles					Sun. Tues. Fri.	First Class 22 Pgr.
21 Pgr.							
Mon. Wed. Sat.							
	0.0		PALESTINE □ T ⊕ § ⊕	AX-81	Yd.		
	1.0		1.0 WEST JCT. ⊕	AX-81			
	8.5		7.5 TUCKER	AX-90	3686		
	18.0		9.5 OAKWOOD	AX-99	7609		
	34.7		16.7 BUFFALO ⊕-2	AX-116	3546		
	43.8		9.1 JEWETT ⊕	AX-125	4237		
	54.8		11.0 MARQUEZ ⊕-2	AX-136	9141		
	70.4		15.6 EASTERLY	AX-152	3919		
	77.1		6.7 FRANKLIN	AX-158	9819		
	89.6		12.5 HEARNE ⊕ SP ⊕ ⊕ ⊕	AX-171	6199		
	93.4		3.8 VALLEY JCT. ⊕ MP ⊕	AX-175	Yd.		
	99.6		6.2 GAUSE ⊕-2	AX-181	8170		
	110.0		10.4 MILANO ⊕ ATSF ⊕	AX-191	7744		
	123.4		13.4 MARJORIE ⊕-2 †	AX-205	8194		
	138.4		15.0 THRALL †	AX-220	8482		
	144.4		6.0 ⊕ MKT 0.4				
	PM						
s7 05	144.8		TAYLOR □ § ⊕ ⊕	AX-226	Yd.	s12 40	
	150.8		6.0 HESTES †	AX-232	7450		
	161.6		10.8 ROUND ROCK †	AX-243	7115		
	166.0		4.4 McNEIL ⊕ SP ⊕	AX-247	4931		
	173.8		7.8 SNEED †	AX-253	8516		
s7 53	179.1		5.3 AUSTIN T	AX-262	2893	s11 50	
	187.3		8.2 BERGSTROM †	AX-268	7370		
	201.0		13.7 KYLE †	AX-282	7391		
	208.7		7.7 CENTEX †	AX-288	8105		
	208.8		0.1 MKT JCT.	AX-290			
s8 33	209.7		0.9 SAN MARCOS	AX-291		s11 01	
	221.5		11.8 GOODWIN †	AX-302	9921		
	227.4		5.9 ⊕ MKT ⊕				
	234.5		7.1 CORBYN § †	AX-316	7627		
	241.0		6.5 BRACKEN †	AX-322	8248		
	251.5		10.5 NORTH LOOP †	AX-333	7596		
	254.0		2.5 ADAMS	AX-335	4051		
	259.1		5.1 SAN ANTONIO ⊕	AX-340			
	9 50		0.7 APACHE JCT. ⊕ SP G	AX-341		9 55	
	260.4		0.6 ⊕ SP ⊕				
PM	260.4		3.9			AM	
	264.3		⊕ ⊕ ⊕ § ⊕ ⊕ T ⊕ ⊕	AX-345			
			264.3				

## KINGSVILLE DIVISION JURISDICTION MP 259.1 TO MP 264.3

All remote control switches are 30 MPH 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.

ABS — Between Palestine and MP 259.0 and between MP 260.7 and MP 263.3.

CTC between Palestine and Signal 14 and between MP 77.3 and MP 259.0.

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

Between Apache Jct. and MP 259.0 there is no superiority of trains and all trains and engines must move at restricted speed.

Yard Limits: West Jct. to MP 4.1; MP 43.0 to MP 46.2; MP 259.0 to MP 265.0.

All trains secure clearance at Taylor and Sosan. No. 22 will secure MP clearance at SP Station San Antonio. MKT trains secure MP clearance at MKT Station San Marcos or San Antonio.

All radio communications concerning terminal operation at Palestine and Sosan must be handled on Channel #2.

Trains arriving Palestine call yardmaster from Tucker.

Trains arriving Sosan call yardmaster from San Antonio International Airport.

Trains arriving San Antonio must call operator for permission to use SP interlocking when engine passes over Martin Street.

Hot Box and Dragging Equipment Detectors located \*MP 119.8, \*MP 168.9 and \*MP 198.1.

Maximum Speed	MPH	Maximum Speed	MPH	Pgr.	Frt.
MP 0.0—MP 93.9		MP 179.1—MP 180.2	15	15	
(Except as below)	50	MP 180.2—MP 186.1	35	35†	
MP 0.0—MP 1.5	20	MP 190.5—MP 192.0	60	55	
City Limits Palestine	30†	MP 192.0—MP 195.0	65	—	
MP 13.0—MP 14.0	30	MP 201.6—MP 203.2	55	50	
MP 21.1—MP 21.3	45	MP 205.3—MP 207.6	55	50	
MP 34.3—MP 35.2	40	MP 207.6—MP 211.1	30	30	
MP 61.9—MP 62.2	45	MP 219.9—MP 220.0	60	—	
MP 64.2—MP 64.6	45	MP 223.0—MP 230.0	30	30†	
MP 65.5—MP 65.7	45	MP 230.0—MP 232.0	60	50	
MP 88.9—MP 91.4	25†	MP 232.0—MP 235.6	60	—	
MP 93.9 Over Crossing	40	MP 240.3—MP 240.7	60	—	
MP 93.9—MP 144.9		(Except as below)	60		
		MP 94.7—MP 94.9	45		
		MP 109.9—MP 113.0	40		
		MP 113.0—MP 114.0	45		
		MP 118.7—MP 120.9	45†		
		RS&S Yard	10		
		MP 143.9—MP 144.3	35†		
		MP 144.3—MP 144.9	15		
			MPH		
MP 144.9—MP 264.3	Pgr. Frt.				
(Except as below)	70 60				
MP 144.9—MP 145.9	35 35†				
MP 145.9—MP 146.7	40 40				
MP 146.7—MP 147.7	60 45				
MP 160.0—MP 161.8	60 —				
MP 166.9—MP 171.0	60 —				
MP 171.0—MP 179.1	35 35†				

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Long Lake	12.3	AX-93	Bergstrom Ind. Lead 5.0 miles		
Champion	33.3	AX-114	Vinon to end of track. Max.		
Beavens	42.8	AX-115	Speed 20 MPH.		
Koch (Conn. BN)	45.7	AX-127	Buda	194.2	AX-276
New Baden	73.1	AX-154	Texas Cement	196.1	AX-278
Rockdale	119.1	AX-201	Cedar Supply	202.3	AX-284
Majorie (Conn. RS&S)	124.4	AX-205	Kroger	211.6	AX-293
Thorndale	132.2	AX-214	New Braunfels	227.3	AX-308
Hutto	153.4	AX-235	Landas Park	227.8	AX-309
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-002			Ogden	236.7	AX-318
Max. Speed 20 MPH.			Wetmore	247.7	AX-329
IBM	169.0	AX-251	Longhorn Industrial Lead 4.0 miles		
Hooper	171.1	AX-254	Max. Speed 10 MPH.		
Stripling Blake	171.9	AX-253	Longhorn	249.2	AX-330
Steck Paper Co.	172.1	AX-253	Green Light Spur	250.0	AX-331
Vinson	183.8	AX-265	Towne Spur	251.8	AX-333
			Cementville	253.6	AX-334

**60 TRINITY SUBDIV. — RED RIVER & KINGSVILLE DIVS.**

Maximum Speed (Except as shown below)	MPH	Radio communication via Channel One, Call-in One			Station Nos.	Sid- ings Feet
		SOUTH Miles ▼	STATIONS	NORTH ▲		
MP 0.0 — MP 1.6	30	0.0	PALESTINE .. ① -1 ② § T ③	AX-81	yd.	
MP 1.6 — MP 4.0	40	0.0	WEST JCT. ....	A-81	.....	
MP 4.0 — MP 9.4	45	1.6	SOUTH JCT. ....	A-83	.....	
MP 9.4 — MP 11.9	50	12.2	ELKHART .....	A-94	7512	
MP 11.9 — MP 21.7	45	37.5	CROCKETT .....	A-119	9961	
MP 23.6 — MP 25.2	30	64.8	TRINITY .....	A-146	9755	
MP 25.2 — MP 26.6	45	84.0	PHELPS .....	A-165	7977	
MP 36.7 — MP 38.6	40†	95.7	NEW WAVERLY .....	A-177	4777	
MP 42.7 — MP 43.3	45	111.7	CONROE ④ ATSF ⑤ .....	A-193	7765	
MP 43.3 — MP 48.3	55	127.7	SPRING JCT. ....	A-208	.....	
MP 50.7 — MP 51.3	45	128.3	LLOYD YD. .... ① -1 X	A-210	yd.	
MP 59.6 — MP 59.8	55	131.5	WESTFIELD .....	A-213	.....	
MP 63.7 — MP 65.5	40†	137.2	ALDINE .....	A-219	.....	
MP 82.1 — MP 82.4	55	142.0	McGOWEN .....	A-223	.....	
MP 82.4 — MP 89.0	45	145.8	BELT JCT. ⑥ HBT ⑦ .....	A-227	.....	
MP 89.0 — MP 99.7	55	146.6	⑧ SP ⑨ .....	.....	.....	
MP 105.3 — MP 105.5	55	147.5	GULF COAST JCT. ....	.....	.....	
MP 109.8 — MP 113.3	30†	150.1	SETTEGAST YD. .... ⑩ T	B-379	yd.	
MP 127.7 — MP 142.0	45	150.1				

**KINGSVILLE DIV. JURISDICTION MP 127.0 to MP 144.0.**  
**ABS — CTC Palestine to Belt Jct.**

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

All radio communications concerning terminal operations at Palestine must be handled on Channel #2.

Trains arriving Palestine Yard, call yardmaster from Elkhart. All crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. register.

Operation between MP 144.0 and Settegast yard via HB&T Ry. Be governed by HB&T timetable and Special Instructions.

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

All remote control switches are 30 MPH turnouts except south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.

**LAREDO SUBDIV. — KINGSVILLE DIVISION 61**

Maximum Speed (Except as shown below)	MPH	Radio Communication via Channel One, Call-In One			Sta- tion Nos.	Sid- ings Feet
		SOUTH Miles ▼	STATIONS	NORTH ▲		
MP 264.3 — MP 27.2	Yd.	264.3	SOSAN .....	AX345	Yd.	
MP 291.5 — MP 26.5	.....	291.5	DEVINE .....	AX373	.....	
MP 318.0 — MP 21.5	7450	318.0	MELON .....	AX399	7450	
MP 339.5 — MP 6.3	7575	339.5	GARDENDALE .....	AX422	7575	
MP 345.8 — MP 21.8	4616	345.8	COTULLA .....	AX427	4616	
MP 367.6 — MP 40.7	3191	367.6	ATLEE .....	AX449	3191	
MP 408.3 — MP 3.7	.....	408.3	NYE .....	AX490	.....	
MP 412.0 — MP 0.2	.....	412.0	TM ① .....	.....	.....	
MP 412.2 — MP 0.2	Yd.	412.2	LAREDO .....	AX494	Yd.	
		147.9				

All radio communications concerning terminal operation Sosan must be handled on Channel #2.

Trains arriving Sosan call yardmaster from Von Ormy. Yard Limits: MP 259.0 to MP 265.0; MP 404.1 to end of track Laredo. Between Sosan and Laredo absolute block in effect and absolute blocks established between:

Sosan MP 265.0 and south end Devine MP 291.6;  
 South end Devine MP 291.6 and south end Melon MP 318.5;  
 South end Melon MP 318.5 and south end Gardendale MP 340.8;  
 South end Gardendale MP 340.8 and south end Atlee MP 367.8;  
 South end Atlee MP 367.8 and Laredo MP 404.1.  
 Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13(27).

Maximum Speed (Except as shown below)	MPH	Business Tracks	MPH	Sta. No.
MP 281.4 — MP 282.7	40†	Lytle .....	282.1	AX-363
MP 290.7 — MP 291.5	40†	Natalia .....	287.1	AX-368
MP 312.6 — MP 313.3	30†	Armour .....		
MP 345.0 — MP 346.0	40†	Chemical .....	310.1	AX-390
		Medina Electric .....	310.5	AX-391
		Pearsall .....	①-1 313.0	AX-394
		Derby .....	321.9	AX-403
		Dilley .....	329.1	AX-410
		Burns Stock .....		
		Pens .....	331.0	AX-412
		Artesia Wells .....	356.9	AX-438
		Encinal .....	①-1 373.6	AX-455
		Callaghan .....	385.3	AX-467

**CRYSTAL CITY SUBDIV. — KINGSVILLE DIVISION**

Between Crystal City and Dabney only Rule 99 (d) in effect.	Miles	Radio Communication via Channel One			Sta- tion Nos.	Sid- ings Feet
		SOUTH ▼	STATIONS	NORTH ▲		
Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Car- rizo Springs (FX-156) Max. Speed 25 MPH Max. Wt. 240,000 lbs.	190.8		DABNEY .....	HX18	.....	
	187.3		BLEWETT ① URA ②	HX14	.....	
Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP 148.0.	146.0		CRYSTAL CITY ③ ④ ⑤ T ⑥	FX146	Yd.	
	143.4		RIVER .....	FX143	Yd.	
Maximum Speed Crystal City — Gardendale 25 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172.9 to MP 173.1; Wye tracks Crystal City 15 MPH.	134.5		BRUNDAGE .....	FX134	4324	
	118.3		COUNTY LINE .....	FX118	2068	
	105.0		GARDENDALE .....	①-1 T ②	AX422	
		85.8				

Between Crystal City and Gardendale absolute block in effect and absolute blocks established between:

Crystal City MP 142.0 and North end County Line MP 118.0; North end County Line MP 118.0 and Gardendale MP 107.0.

Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13(27).



Maximum Speed T&NO Jct.-Alvin (Except as below) T&NO Jct. — MP 18 MP 18—MP 14 Around two curves on ATSF MP 0.5 to MP 0.0	MPH	Radio communication via Channel One Call-In Two		Station Nos.	Siding Feet
		SOUTH Miles	NORTH Miles		
Between Alvin and Algoa (Except as below) Wye Tracks Alvin and Algoa	50				
Between T&NO Jct. and Algoa trains exceeding 90 tons per car or exceeding 7000 tons total must not exceed 5 MPH.	25				
Algoa—MP 240-01 (Except as below)	50				
MP 343-09—MP 342-28	25				
MP 320-08—MP 318-17	20				
MP 309-17—MP 308-06	25				
MP 305-17—MP 305-14	35				
MP 285-15—MP 283-13	30+				
MP 240-01—MP 118-09 (Except as below)	40				
MP 187-02—MP 184-02	25				
MP 162-07—MP 161-17	20+				
MP 155-01—MP 154-07	20				
MP 142-00—MP 140-00	25				
MP 132-01—MP 131-06	20+				
MP 125-09—MP 124-30	15+				
MP 118-09—MP 0-00 (Except as below)	40				
MP 95-00—MP 65-00	30				
MP 48-00—MP 45-12	35				
MP 25.6—MP 24.8	15				
MP 22.1—MP 18.0	20+				
MP 3.1—MP 3.0	15+				
MP 3.0—MP 1.0	20				
Business Tracks	MP Sta. No.				
Monsanto Storage	335.9 B-336				
Chocolate Bayou					
Spur	335.6 B-336				
Danbury	327.3 B-327				
Pan American					
Petroleum Spur	298.5 B-299				
Abercrombie	297.5 B-297				
Bonus Crop					
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				
Nueces	138.7 B-138				
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 0.5 to MP 3.0					
MP 23.5 to MP 28.2					
MP 116.0 to MP 120.0					
MP 153.0 to MP 154.8					
Conditional Yard Limits: MP 120.0 to MP 125.9-2:00 p.m. to 6:30 a.m.					
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.					
Monsanto Ind. Lead—MP 335.6 5.6 miles Maximum Speed (Except as below) MP 3 — MP 5	MPH 15 10				
Freeport Industrial Lead (Between Angleton and Freeport 13.4 miles) Maximum Speed (Except as below)	MPH 30				
MP 10.3 to Bridge 15.6	10				
Bridge 15.6 to end of track	5				
Nalco lead	5				
Oyster Creek lead	5				
Shintech lead	5				
Business Tracks	MP Sta. No.				
Ross	7.3 BH-10				
Clute	9.5 BH-8				
Hoskins	11.4 BH-6				
Freeport	15.4 BH-0				

ABS-CTC (ATSF-TCS) T&NO Jct. 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 operation are to be handled exclusively on Channel 2. Operation on ATSF between T&NO Jct. and Algoa, be governed by Uniform Code of Operating Rules and Special Instructions Item 17(a). ATSF timetable not required between T&NO Jct. 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. Trains and engines operating on Texas Mexican Railway at Robstown (Tex-Mex MP 145 to MP 148) — be governed by Uniform Code of Operating Rules and the following: Timetable direction MP 145 to MP 148 is west to east and Tex Mex timetable not required between these points. ABS Rules not in effect. Rule 93 in effect, no first class trains are scheduled. Maximum speed 10 MPH. Clearances: Southward trains secure Missouri Pacific clearance and ATSF clearance prior to leaving HB&T (T&NO Jct.). Northward trains operating between Algoa and T&NO Jct. must secure ATSF clearance at Angleton. Brownsville Subdivision trains originating at Harlingen must receive clearance at Harlingen. All trains secure clearance Odem unless verbally relieved by train dispatcher. Hot Box and Dragging Equipment Detectors located *MP 189-20, *MP 246-24, *MP 270-08, *MP 295-12 and *MP 330-00.	
Phillips Refinery Spur — MP 297.5 2.3 miles Max. Speed ..... 10 MPH	Seadrift Industrial Lead (Between Bloomington and Long Mott 14.0 miles) Maximum Speed ..... MPH MP 0.0 — MP 13.0 ..... 25 2.3 miles ..... 10 Max. Speed ..... 10
Celanese Industrial Lead — MP 277-00 2.3 miles Max. Speed ..... 10 MPH	Business Tracks MP No. Heyser ..... 5.0 BK-05 Green Lake ..... 10.3 BK-10 North Seadrift ..... 12.5 BK-12 Long Mott ..... 14.0 BK-14
Victoria Industrial Lead (Between Bloomington and Victoria 12.5 miles) Maximum Speed ..... 25 MPH	Rio Hondo Ind. Lead San Benito to Rio Hondo — 9.0 miles) Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.
Business Tracks MP No. Dernal ..... 4.2 BM-4 Tennessee Gas ..... 4.5 BM-4	Business Tracks MP Sta. No. Fresnal ..... 6.6 BS-6 Rio Hondo ..... 9.0 BS-9 *SPG ..... 5.5
Brownsville Port Line (7.8 miles) Maximum Speed ..... MPH (Except as below) MP 0.0 — MP 0.5 ..... 5 MP 0.5 — MP 2.2 ..... 10 *SP *MP 1.2	Mission Ind. Lead (Harlingen to Mission 42.0 miles) Max. Speed 25 MPH Except 15 MPH MP 32.3 to MP 36.8. *SP *MP ..... MP 34.5
When operating on Brownsville and Rio Grande International RR be governed by its timetable and special instructions.	Business Tracks MP No. Kipfer ..... 1.9 BR-2 LaFeria ..... 8.3 BR-8 Mercedes ..... 13.9 BR-14 Weslaco ..... 18.8 BR-19 Donna ..... 22.8 BR-23 Val Verde ..... 24.8 BR-25 Alamo ..... 26.9 BR-27 San Juan ..... 29.3 BR-29 Pharr ..... 31.0 BR-31 Hauser ..... 32.5 BR-32 McColl ..... 33.0 BR-33 McAllen ..... 34.2 BR-34 Sharyland ..... 36.9 BR-37 Mission ..... 40.0 BR-40
Hidalgo-Mission Industrial Lead (8.0 miles) Maximum Speed ..... 15 MPH	
Business Tracks MP No. Hidalgo Team ..... 7.9 BYO48 McAllen Trade Zone ..... 8.0 BYO48	

**64 CORPUS CHRISTI SUBDIV. — KINGSVILLE DIV.**

Miles	Radio Communication via Channel One.		Station Nos.	Sidings Feet	
	SOUTH STATIONS	NORTH			
3.1	SOSAN	⊠ T ⊕ ⊕ ⊕ ⊕	AX345	Yd.	
	17.2				
20.3	LEHR		CC20	2570	MAXIMUM SPEED
	14.0				MPH
34.3	PLEASANTON	⊠ ⊕ ⊕	CC34	8307	(Except as below) 49
	20.9				
55.2	CAMPBELLTON		CC55	7898	South Leg
	20.6				SAUG Wye MP 3.1 10
75.8	FLOOD GATE	⊕			MP 33.0 —
	1.5				MP 35.0 20+
77.3	THREE RIVERS	⊕	CC77	2110	MP 77.1 —
	0.5				MP 77.8 20+
77.8	FLOOD GATE	⊕			MP 113.1 —
	10.3				MP 113.2 30+
88.1	GEORGE WEST		CC88	7850	MP 145.5 —
	24.9				MP 149.0 15
113.0	MATHIS	⊕	CC113		
	11.7				
124.7	HUBERT		CC124	3176	
	7.5				
132.2	ODEM	⊕ MP G ⊕ T ⊕-2	B-155	Yd.	
	9.0				
141.2	VIOLA	⊕	CC141		
	4.4				
145.6	MP JCT.				
	0.3				
145.9	⊕ CCTA				
	3.1				
149.0	CORPUS CHRUSTI	⊕ T ⊕ ⊕	CC150	Yd.	
	145.9				

Flood gates located at MP 75.8 and MP 77.8 protected by interlocking signals which will display stop when gates are not in position to permit train movement. Interlocking rules are in effect between northward absolute signal at MP 77.9 and southward absolute signal at MP 75.7. When signal governing movement through gate displays stop, crew must ascertain that gate is in position to permit movement before proceeding. It will not be necessary for flagman to precede the movement as prescribed by rule 343. Within these interlocking limits signals do not relieve crews from providing flag protection against other movements.

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
San Jose	6.7	CC-7	San Miguel Power Plant	53.0	CC-53
Espey Sand Pit	23.1	CC-23	Whitsett	63.3	CC-63
Leming	26.6	CC-27	Sunniland	68.0	CC-68
Coughran	38.8	CC-39	Edroy	126.1	CC-126
McCoy	46.3	CC-46			

Handle all radio communications concerning terminal operation Sosan on Channel #2.

Trains arriving Sosan call yardmaster from Loop 410.

Yard Limits: MP 3.1 to MP 4.8; MP 130.0 to MP 133.8; MP 140.5 to Corpus Christi.

Conditional Yard Limits: MP 4.8 to MP 7.0, 7:01 am to 3:01 p.m.

In Corpus Christi Yard ⊕ Tex. Mex.

Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator when on duty at Corpus Christi. When not on duty contact train dispatcher.

All trains receive clearance at Odem unless verbally relieved by train dispatcher.

**SUGARLAND SUBDIV. — KINGSVILLE DIVISION 65**

Miles	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Subdiv. Maximum Speed 20 MPH	
	SOUTH STATIONS	NORTH		Business Tracks	MP No.
0.0	TAP				
	7.9				
7.9	PIERCE JCT.		AE-7		
	0.6				
8.5	MYRTLE	⊕	AE-8		
	2.3				
10.8	ALMEDA		AE-11		
	8.2				
17.0	ARCOLA	⊕ ATSF ⊕	AE-19		
	2.3				
21.1	HAWDON		AE-21		
	21.1				

Operation via HB&T between:

Tap & Settegast Yard	5.8 Miles
Tap & Myrtle	8.5 Miles
Tap & T&NO Jct.	3.5 Miles

Be governed by HB&T timetable and Special Instructions.

Operation over SP between T&NO Jct. and Sugarland, be governed by SP timetable.

All radio communication in connection with HB&T operation is to be conducted on Channel 2.

**BAYTOWN SUBDIV. — KINGSVILLE DIVISION**

Miles	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Subdiv. Maximum Speed MPH	
	WEST STATIONS	EAST		(Except as below)	MPH
33.4	BAYTOWN	⊕	BG-33		
	2.7				
30.7	⊕ E.O. CO.	⊕			
	2.2				
28.5	DURHAM YARD	T	BG-28		
	1.5				
27.0	COADY YARD	⊠ ⊕	BG-27		
	4.5				
22.5	HIGHLANDS		BG-22		
	4.5				
18.0	CHANNELVIEW		BG-18		
	8.5				
9.5	MARKET ST.	⊠ ⊕ T	BG-9		
	5.7				
3.8	SETTEGAST YD.	⊕ ⊠ ⊕ T §	B-379		
	29.6				

All radio communication in connection with HB&T operations is to be handled exclusively on Channel 2.

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

66 BEAUMONT SUBDIV. — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call in Two		WEST	EAST	Station Nos.	Sidings Feet
Miles	STATIONS	▼	▲		
508.0	DEQUINCY, LA. . . . .			B-508	8386
507.3	CS JUNCTION . . . . .			B-507	.....
504.0	HELME . . . . .			B-504	4820
499.2	LUCAS . . . . .			B-499	4784
492.3	STARKS . . . . .			B-492	7511
487.0	RULIFF . . . . .			B-487	4646
477.4	MAURICEVILLE, TEX. . . . .			B-477	9863
467.2	VIDOR . . . . .			B-467	13018
462.8	SP JCT. . . . .				
461.8	DRAWBRIDGE . . . . .				
461.6	SP-ATSF . . . . .				
460.8	GCL JCT. . . . .				
460.3	SP-KCS . . . . .				
459.1	BEAUMONT . . . . .			B-461	Yd.
455.1	ELIZABETH . . . . .			B-455	7768
451.1	AMELIA . . . . .			B-450	Yd.
441.3	GRAYBURG . . . . .			B-441	5541
427.2	HULL . . . . .			B-427	8087
409.0	MARTHA . . . . .			B-409	4664
398.8	HUFFMAN . . . . .			B-398	8290
385.0	DYERSDALE JCT. . . . .			B-385	.....
381.6	SETTEGAST JCT. . . . .			B-382	Yd.
378.0	GULF COAST JCT. . . . .			A-229	.....
					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 402-23, MP 422-14 and \*MP 444-18.  
Timetable direction from GCL Jct. to CS Jct. is North. Northward trains secure KCS clearance at Beaumont.

KCS Station	MP	Business Tracks	MP
CS Jct. . . . .	720.3	Alton Box Co. . . . .	721.2
Helme . . . . .	723.6	Green Island . . . . .	727.0
Lucas . . . . .	728.4	Lumita . . . . .	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 . . . . .	766.0		
SP Crossing . . . . .	766.0		
GCL Jct. . . . .	766.6		

Max Speed GCL Jct. to CS Jct. (Except as below)	MPH
Over MP Crossing MP 750.2 . . . . .	30†
City Limits Vidor MP 757.0 to MP 762.0 . . . . .	30
Over Neches River Bridge MP 765.9 . . . . .	20
City Limits Beaumont . . . . .	20

All tracks other than main tracks, through turnouts and crossovers . . . . . 5  
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  
MP 766.4 — also equipped with oversize load detector

ANCHORAGE SUBDIV. — NEW ORLEANS DIVISION 67

Radio Communication via Channel One, Call-in Two		WEST	EAST	Station Nos.	Sidings Feet
Miles	STATIONS	▼	▲		
643.9	ANCHORAGE . . . . .			B-644	.....
631.5	ERWINVILLE . . . . .			B-631	.....
621.1	LIVONIA . . . . .			TB-114	.....
610.4	ATCHAFALAYA RIV. . . . .			B-610	4114
597.6	KROTZ SPRINGS . . . . .			B-597	5346
590.7	PORT BARRE . . . . .			B-590	.....
590.2	OPELOUSAS . . . . .				
590.1	SP . . . . .				
584.2	MP . . . . .				
570.3	LAWTELL . . . . .			B-584	3700
559.5	EUNICE . . . . .			B-570	6550
544.5	MP . . . . .				
544.4	BASILE . . . . .			B-559	4116
543.4	KINDER . . . . .			B-544	.....
532.3	HUB . . . . .				
515.3	K.D. SIDING . . . . .			B-543	8300
508.4	REAVES . . . . .			B-532	7616
508.0	GORDON . . . . .			B-515	5616
	DEQUINCY LA. . . . .			B-508	8386
					136.4

ORANGE SUBDIV. — NEW ORLEANS DIVISION

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

## 68 LAKE CHARLES SUBDIV. — NEW ORLEANS DIVISION

Radio communication via Channel One, Call-in Two			Station Nos.	Sid- ings Feet	Maximum Speed (Except as below) MPH
Miles	SOUTH STATIONS NORTH				
601.6	ALEXANDRIA 9.0 T § Ⓢ		C-625	Yd.	MP 602-10 — 50 MP 602-20 — 35 MP 602-20 — 35 MP 610-04 — 40 MP 610-04 — 40 MP 610-26 — 35 MP 610-26 — 40 MP 618-00 — 35† MP 623-24 — 40 MP 624-11 — 35† MP 634-16 — 25† MP 636-00 — 25† On ATSF Tracks — Oakdale — 5 MP 649-24 — MP 651-11 — 35 Wye Track Kinder — 10 MP 661-07 — MP 690-02 — 30 MP 690-02 — MP 693-07 — 20 Wharves & Apron Docks — 5
610.6	WOODWORTH 5.1		C-634	2997	
615.7	BRINGHURST 7.9		C-640	7500	
623.6	GLENMORA 12.0		C-647	3464	
635.6	OAKDALE 0.4 Ⓢ ATSF		C-659	7080	
636.0	ELDER 18.1		C-679	4850	
654.1	KINDER 6.5 Ⓢ MP G Ⓢ T Ⓢ		B-544	Yd.	
660.6	IOWA JCT. Ⓢ SP Ⓢ		C-704		
680.0	Lake Charles 10.2 Ⓢ SP Ⓢ				
690.2	Lake Charles 4.0 Ⓢ Ⓢ		C-720	Yd.	
694.2	Lake Charles 95.0				

Rule 99(d) in effect between  
Kinder and Lake Charles.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
McNary	622.6	C-646	Fenton	669.4	C-694
Oberlin	650.3	C-674	Woodlawn	675.0	C-700
Fontenot	664.2	C-688	American M.F.C.	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 658-24 to MP 662-01; MP 688-18 to Lake Charles.

Conditional Yard Limits: MP 634-00 to MP 638-10-6:00 a.m. to 3:00 p.m.

Lake Charles Goss Port Lead Ⓢ SP Ⓢ  
Ⓢ KCS Ⓢ

25 MPH turnouts both ends of sidings: Woodworth, Bringhurst and Glenora.

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 is to be handled exclusively on Channel 2.

Hot Box and Dragging Equipment Detectors: # MP 625.2 and # MP 648.7.

## CROWLEY SUBDIV. — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in Two			Station Nos.	Maximum Speed (Except as below) MPH
Miles	SOUTH STATIONS NORTH			
570.3	EUNICE 7.6 T Ⓢ		B-570	MP 570-10 — MP 571-10 — 20 MP 590-28 — End Track — 10 Mill Row Lead — Crowley — 10
577.9	MOWATA 14.4		BD-578	Industrial Lead Entire Subdiv. Crowley-Mill Row Lead Ⓢ SP Ⓢ
592.3	CROWLEY 22.0		BD-592	BUSINESS TRACKS MP No. Gulf States — 575.5 BD-575 American Cyanamid — 577.7 BD-577

## ALEXANDRIA SUBDIV. — NEW ORLEANS DIVISION 69

Radio Communication via Channel One, Call-in Two			Station Nos.	Sid- ings Feet	Maximum Speed (Except as below) MPH
Miles	SOUTH STATIONS NORTH				
192.1	ALEXANDRIA T Ⓢ T Ⓢ Ⓢ		C-625	Yd.	MP 195.8 — MP 190.4 — 60 MP 179.2 — MP 178.4 — 45 MP 70.9 — MP 170.3 — 35 MP 163.3 — MP 162.5 — 20 MP 128.8 — MP 127.6 — 40 MP 118.9 — MP 117.6 — 40 MP 114.8 — MP 113.0 — 50 MP 109.9 — MP 108.9 — 35 MP 102.5 — MP 101.0 — 40 MP 95.1 — MP 94.9 — 35 MP 91.4 — MP 88.7 — 20 MP 86.7 — MP 84.0 — 20 MP 75.5 — MP 75.0 — 20 MP 66.0 — MP 64.0 — 40† MP 20.8 — MP 20.9 — 40 MP 16.4 — MP 16.6 — 40 MP 13.8 — MP 10.2 — 20
190.4	WILLOW GLEN 1.7		TB190		
177.0	MEEKER 13.4		TB177	10453	
171.1	CHENEYVILLE 5.9		TB170		
170.2	SOUPAC JCT. 0.9		TB169		
163.1	BUNKIE 7.1		TB163	10249	
152.0	MORROWS 11.1		TB153	8960	
138.5	PALMETTO 13.5		TB139	11970	
129.5	MELVILLE 9.0		TB129		
114.1	LIVONIA 15.4 Ⓢ MP Ⓢ		TB114	11165	
101.8	GROSSE TETE 12.3		TB102	11647	
95.0	MORLEY 6.8 Ⓢ Ⓢ		TB95		
90.1	ADDIS 4.9 Ⓢ -2 Ⓢ T Ⓢ		TB90	19342	
85.4	PLAQUEMINE 9.6		TB85		
75.8	WHITE CASTLE 8.0		TB75	6048	
67.8	McCALL 3.3 Ⓢ -2		TB68	6806	
64.7	DONALDSONVILLE 11.6 T Ⓢ		TB65	10457	
53.1	ST. JAMES 9.6		TB52	8879	
40.0	JOHNSON 11.5		TB40	11336	
28.5	TAFT 6.4		TB28		
22.1	LULING 1.3		TB22		
20.8	AMA JCT. 1.5		TB20		
19.3	FARMERS 2.2		TB19		
17.1	SELLERS 0.6		TB17		
16.5	CYANAMID Ⓢ SP Ⓢ		TB16		
13.9	WILLS 2.6 Ⓢ		TB13		
11.4	AVONDALE 13.1 Ⓢ Ⓢ Ⓢ Ⓢ		C-806	Yd.	
10.2	W. BRIDGE JCT. 15.2 Ⓢ		TB10	Yd.	
192.1	NEW ORLEANS 192.1 Ⓢ -2		C-817	Yd.	

Trains secure clearance at Avondale and Alexandria  
Trains originating Addis secure clearance.

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

Thibodaux Ind. Lead (9.4 Miles) Max. Speed 20 MPH except: MP 0.0 to MP 0.3 — 10 MPH

Business Tracks	MP	Sta. No.
Palo Alto	1.4	TH-3
Lula	5.0	TH-7
Dow Chemical	7.5	TH-8
Westfield	8.9	TH-9

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

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

ABS — CTC Willow Glen to MP 13.8.  
Two main tracks designated East and West tracks between Ama Jct. and Avondale.  
30 MPH turnouts located both ends sidings Meeker, Palmetto, Livonia, Grosse Tete, Addis, White Castle, Donaldsonville, St. James, 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.

Operation W. Bridge Jct. to New Orleans Phalia St. via New Orleans Public Belt RR.

Operation Phalia St. to Gentilly Yard via SBD RR.

Operation between Wills and West Bridge Jct. governed by instructions yardmaster Avondale.

## 70 AVOYELLES SUBDIV. — NEW ORLEANS DIV.

Maximum Speed MPH (Except as below) . 35 City Limits Morganza . . . . . 25† City Limits New Roads . . . . . 25†	Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two				Station Nos.	Sid- ings Feet
	Miles	SOUTH ▼	STATIONS	NORTH ▲		
All L&A tracks other than main tracks, through turnouts and crossovers . . . . . 10	735.9	▼	LETTSWORTH . . . . .	▲	TD-58	2002
Lobdell Jct. — West Jct. (Conn. with MP Baton Rouge Subdiv.) . . . . . 20	742.6	▼	6.7 BATCHELOR . . . . .	▲	TD-51	4163
MP 11-26 . . . . . 10	750.9	▼	8.3 MORGANZA . . . . .	▲	TD-42	1234
MP 11-25 . . . . . 10	760.9	▼	10.0 NEW ROADS . . . . .	▲	TD-33	3768
MP 0-00 . . . . . 20	768.3	▼	7.4 GLYNN . . . . .	▲	TD-25	1655
Business Tracks MP No. Sta. No.	779.9	▼	11.6 LOBDELL . . . . .	▲	TD-13	7741
La Cour . . . . . 745.0 TD-48	780.7	▼	0.8 LOBDELL JCT. . . . .	▲	TD-12	.....
Morrison . . . . . 755.5 TD-38	12.8	▼	0.9 BR JCT. . . . .	▲	TD-10	.....
Bertha . . . . . 761.1 TD-32	11.9	▼	1.5 ANCHORAGE JCT. ⊗ MP ⊙ . . . . .	▲	TD-9	.....
Cajun Elec. Power . . . . . 762.6 TD-30	10.4	▼	2.4 PORT ALLEN . . . . .	▲	TD-8	.....
La. Elec. Coop . . . . . 766.4 TD-26	7.8	▼	1.3 CANAL ⊗ ⊙ . . . . .	▲	TD-6	.....
Smithfield . . . . . 774.4 TD-19	6.5	▼	6.5 ADDIS . . . . .	▲	⊗-2 ⊗ ⊙ ⊕ ⊖ ⊗	TB-90
Avoyelles Parish Coop . . . . . 2.0 TD-2	0.0	▼		▲		Yd.
			57.0			

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

Normal position of hand operated switch at BR Jct. will be for movement through connection to North Baton Rouge (via MP Baton Rouge Subdivision).

Yard Limits: MP 778.9 to Addis.

Operation over L&A Ry. between Lettsworth and Lobdell Jct. (L&A Baton Rouge Subdivision). 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 West Jct. (MP Baton Rouge Subdiv.) Southward trains leaving L&A main track at Lobdell Jct. will report clear to L&A train dispatcher.

Hot Box and Dragging Equipment Detectors: MP 737.2\*; MP 755.9 and MP 776.3\*.  
\*Also equipped with oversize load feature.

Approach signal for southward movement to Lobdell Jct. located 4,000 feet 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.

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.

## BATON ROUGE SUBDIV. — NEW ORLEANS DIV.

Business Tracks MP No. Sta. No.	Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two				Station Nos.	Sid-ings Feet
	Miles	SOUTH ▼	STATIONS	NORTH ▲		
Baton Rouge . . . . . 649.0 B-649	648.0	▼	NO. BATON ROUGE . . . . .	▲	B-647	Yd.
Baton Rouge Port . . . . . 7.4 B-649	785.5	▼	1.0 MP JCT. . . . .	▲	B-646	.....
Maximum Speed MPH (Except as below) 10	784.8	▼	0.6 EAST JCT. . . . .	▲	B-645	.....
Tracks other than main tracks, all turnouts and crossovers . . . . . 5	781.5	▼	3.3 WEST JCT. . . . .	▲	TD-11	.....
	11.9	▼	0.5 BR. JCT. . . . .	▲	TD-10	.....
			5.4			

Operation over L&A. Railway between BR Jct. and MP Jct.

Yard limits BR Jct. to West Jct. and East Jct. to MP Jct.

ABS-CTC East Jct. to West Jct. — Control Operator at East Jct.

Operation over ICG R.R. MP Jct. (ICG MP 362) and No. Baton Rouge (ICG MP 367) and Rule 93 in effect. Be governed by M.P. timetable and Uniform Code of Operating Rules except:

1. Timetable direction MP Jct. to No. Baton Rouge is south. No scheduled trains.

2. ABS in effect MP 362 — MP 367. CTC in effect MP 362 — MP 363.5.

All movements must be made per Rule 93 and first paragraph Rule 404 does not apply.

3. Before entering ICG main track ascertain from Control Operator location of track and speed restrictions.

Hot Box and Dragging Equipment Detectors: MP 782.3# and MP 784.8#.

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

## CHURCH POINT SUBDIV. — NEW ORLEANS DIV. 71

Industrial Lead Entire Subdiv. Maximum Speed (Except as below) MPH	Radio Communication via Channel One, Call-in-Two				Station Nos.	Sid-ings Feet
	Miles	SOUTH ▼	STATIONS	NORTH ▲		
MP 11-25 — MP 11-29 . . . . . 30	0.0	▼	BUNKIE . . . . .	▲	⊗-2-T	TB-163
MP 19-11 — MP 20-18 . . . . . 25	3.6	▼	3.6 EOLA ⊗ SP ⊙ . . . . .	▲		TL-4
MP 35-00 — MP 36-26 . . . . . 10	8.8	▼	5.2 ST. LANDRY . . . . .	▲		TL-9
MP 36-26 — MP 47-03 . . . . . 25	20.0	▼	11.2 VILLE PLATTE . . . . .	▲		TL-20
MP 47-03 — End of track . . . . . 10	26.7	▼	6.7 LEDOUX . . . . .	▲		TL-27
Business Tracks MP No. Sta. No.	36.0	▼	9.3 OPELOUSAS ⊗ MP ⊙ ⊕ ⊖ ⊗ . . . . .	▲		B-590
Cleco . . . . . 9.5 TL-10	47.9	▼	11.9 CHURCH POINT . . . . .	▲		TX-36
Tate Cove . . . . . 13.4 TL-16			47.9			752
Lithcoate . . . . . 21.5 TL-21						
Swift Co. . . . . 41.1 TX-30						
Canal Refinery Spur . . . . . 46.0 TX-35						

## NOLC SUBDIV. — NEW ORLEANS DIVISION

Miles	SOUTH ▼		STATIONS	NORTH ▲	Station Nos.	Yard limits entire subdiv.	
	Maximum Speed: (Except as below) MPH	MPH					
1.0	W. BRIDGE JCT. ⊗	⊙		⊙	C-809	20	City Limits Gretna . . . . . 6
	WESTWEGO . . . . .	⊙	□ T §		C-812	6	City Limits Westwego . . . . . 6
	MARRERO . . . . .	⊙			C-813	10	MP 15.6 — MP 17.0 . . . . . 10
	HARVEY . . . . .	⊙			C-814	10	MP 20.5 — MP 22.0 . . . . . 10
	GRETNA . . . . .	⊙			C-815	10	MP 23.6 — MP 24.3 . . . . . 10
	GOULDSBORO . . . . .	□			Y-1	10	MP 32.5 — MP 32.8 . . . . . 10
	1.0 ⊗ SP ⊙ . . . . .						Business Tracks MP No. Sta. No.
9.2	BELLE CHASSE . . . . .				Y-10	Y-2	McDonoughville . . . . . 12.0
38.2	29.0 END OF TRACK . . . . .	⊙				Y-12	Chevron Chem. . . . . 21.4
	46.2					Y-21	Alliance . . . . . 22.2
						Y-26	Myrtle Grove . . . . .
							Lift Bridge over Algiers Canal MP 6-15 ⊗ ⊙
							Lift Bridge over Harvey Canal MP 4.2 ⊗ ⊙

Radio Communication with Avondale Yard via Channel Two.

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

Trains and engines approach Louisiana Ave., Sala Ave. and 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:

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. 14, 15, 16 and 20 turnouts and crossovers, entire train	30
Thru No. 20 medium speed turnouts, 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. 14, 15, 16 and 20 spring switches	30
In straightaway movement when lead wheels have passed over points of spring switches, maximum speed may be resumed.	
<b>All turnouts: 15 MPH unless otherwise specified.</b>	

Permissible speed through turnouts listed as 30 MPH on schedule pages is increased to 35 MPH for medium speed turnouts and to 50 MPH for equilateral and precurved turnouts when designated by the applicable character symbol.

### ITEM 3-B. SPEEDS ON TRACKS OTHER THAN MAIN TRACKS:

Sidings in CTC Territory	30 MPH.
Other Sidings	25 MPH.
Others (except as specified on schedule page)	10 MPH.

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

Ditchers and Burro Cranes, loaded on flat cars	30
except Burro Cranes when loaded on following MP or MPX cars: 17001-17031 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 8002-8035; 8102-8124	Tie cars
MPX 27006-29060	Gondolas
MPX 30000-30014	Box cars
MPX 50000-50014	Flat cars
MPX 70002-70054	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.

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.

### ITEM 3-D. (CONTINUED)

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 machine operator shall be responsible for properly securing equipment prior to placement in road train movement.

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

When Max. The Hauling Speed is:

Frnt. Speed Speed is:	Wrecker Derrick		Locomotive Crane		Plow	
	Boom Trail	Boom Lead*	Boom Trail	Boom Lead*	Working Direc- tion	Reserve 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) 30 MPH  
Four axle scale test cars and scale monitor cars may be moved without restriction.

Handle two axle scale test 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 40 MPH

Unless otherwise instructed by Superintendent Operations Control, 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 dispr.

### 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 practicable, but in no case further than 5 cars behind engine, except cars accompanied by

**ITEM 3-H. (CONTINUED)**

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 3-I. MAXIMUM TRAIN SPEEDS:**

When average tonnage of train exceeds 100 gross tons per car, train must not exceed speed of 40 MPH.

Trains handling a solid block of 40 or more empty open top hoppers or high side gondolas must not exceed a speed of 50 MPH.

**ITEM 4. PASSENGER EQUIPMENT:**

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

When MP business cars are handled on Amtrak trains having Amtrak superliner equipment, business cars must be handled on rear of train.

Other conventional passenger equipment must not be handled with Amtrak superliner equipment.

**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

Then: 4 axle cars may handle

220,000 lbs.	240,000 lbs.	263,000 lbs.
220,000 lbs.	240,000 lbs.	263,000 lbs.
330,000 lbs.	360,000 lbs.	394,500 lbs.
418,000 lbs.	436,000 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:**

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.

This Item does not apply to engineers working in yard service, operating within the 15 mile limit, when authorized by a division officer to handle equipment within such limits. Authority must not be granted unless an employe who is qualified on this territory occupies the control compartment with the engineer to advise him regarding physical characteristics.

**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 ⊙ 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 govern the short time rating of the entire consist.

**UNIT WITH HIGHEST MINIMUM SPEED GOVERNS  
CONSIST RATING**

1/4 Hr. Rating	SPEED AND AMMETER READINGS ON LEAD UNIT							
	GP40 GP50	U23B B23-7 B30-7A	U30C	GP28 GP38 SD40	SD50	GP15 SW15 MP15	SW9 SW12	
T R A I L	GP50 GP35 U23B B23-7 B30-7A	10MPH 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100AMP	10MPH 1170AMP	10MPH 870AMP	10MPH 825AMP
U N I T S	GP28 38 SD40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	10MPH 1170AMP	9.5MPH 890AMP	9.5MPH 840AMP
	SW9 12 SW15 MP15 GP15	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	10MPH 1170AMP	7MPH 1065AMP	7MPH 950AMP

If throttle is reduced to prevent slipping, the 1/4 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 1/4 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 1/4 hour rating if the ammeter is inoperative. Example: When a lead MP15 is at a steady 10 MPH, the trailing GP50 will indicate 1125 amps and can be so operated for 15 minutes before adjusting tonnage. But, if the speed drops below 10 MPH the trailing GP50 would be overloaded and adjustment must be made immediately.

- Shoving or back-up movements: Second and third paragraphs of Rule 409 of "Air Brake and Train Handling Instructions" changed as follows: SW Units 1100-1299, 1400-1422 and 1500-1522 do not have alignment controlled couplers.

When one or more of these non-alignment controlled coupler units are in a locomotive consist making a shoving or backup movement involving fifteen or more cars per operative unit, not more than fourteen 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 powered axles

**ITEM 10. (CONTINUED)**

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 start the movement smoothly. 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 model GP-28, 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 so 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 on main track or 30 MPH on controlled sidings, trains and engines using a hand operated switch 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 not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.
- (4) **ABSOLUTE PERMISSIVE BLOCK (APB):** Definition Absolute Permissive Block — 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) Form 8620 — Instructions for Handling Hazardous Materials.

**ITEM 13. UNIFORM CODE OF OPERATING RULES 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

**ITEM 13. (CONTINUED)**

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) GENERAL RULE G:**

GENERAL RULE G is changed to Read:

The use of alcoholic beverages, intoxicants, drugs, narcotics, marijuana or controlled substances by employees subject to duty, when on duty or on Company property is prohibited.

Employees must not report for duty, or be on Company property under the influence of or use while on duty or have in their possession while on Company property, any drug, alcoholic beverage, intoxicant, narcotic, marijuana, medication, or other substance, including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reaction, response or safety.

**(3) RULE 6 AND TIMETABLE SCHEDULES:**

RULE 6 changed to read:

General Orders will be numbered consecutively beginning with number one, beginning with the effective date of each timetable; will expire with such time table and will be issued and cancelled by the superintendent. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employees, train dispatchers, and other employees whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work. Location of general orders will be designated by special instructions. Special instructions in the timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

**TIMETABLE SCHEDULES:** On subdivisions where maximum speed does not exceed 35 MPH, 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.

(4) **RULE 10(g):** When train crew encounters a temporary speed restriction 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) **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 of the crew, and protection given those engaged in making the repairs. Engine or cars must not be moved, air brakes applied or released, until all workmen are clear and the engineer so advised by the same employe.

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.



## ITEM 13. (CONTINUED)

**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, or
- (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 car shop 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 employe under the direction of the employe 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 employe 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 employes are clear of the track on which the movement is to be made.

**RULE 26 (e). HUMP YARD TRACKS AND 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 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 employe 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 blocking 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 15 days a written record of each notification which contains the following information:

- (1) The name and craft of the employe in charge who provided the notification;
- (2) The number or other designation of the track involved;
- (3) The date and time he notified the employe in charge that protection has been provided; and

## ITEM 13. (CONTINUED)

- (4) The date and time he was informed that the work had been completed, and the name and craft of the employe in charge who provided this information.

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

(6) **RULE 34 AND 34(a):** Employes 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 employe comply with these requirements, including himself.

It is the engineer's responsibility to have each employe 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.

(7) **RULE 93, 93(a), D-93, 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 MPH 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 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 traffic, 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 MPH.

**NOTE TO RULE 93.** The provisions of this rule do not relieve a train from clearing an opposing superior train as required by Rule S-89. Where yard limits overlap CTC Territory, use of the main track will be governed by CTC Rules and Rule 93 will not apply.

(8) **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 fuses 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

## ITEM 13. (CONTINUED)

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 any unit of equipment which will not actuate the signals.
  3. 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).
- (c) When rear of train is within interlocking limits.
- (d) When a train order or Special Instructions provides that flag protection is not required.

Note: The flagging distances are as follows: when the maximum speed of subdivision is over 35 MPH, two miles; 35 MPH or less, one mile.

## 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.

## ITEM 13. (CONTINUED)

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.

(9) RULE 104 (4): A yellow stripe around switch staff or operating lever of hand throw switch will indicate that diverging track is protected by derail.

(10) RULE 104 (b); 104 (b) (1). Within a hump yard, during humping operations, before a train or yard crew member places himself between engines or cars on a bowl track for the purpose of coupling air hoses or adjusting coupling devices, protection against cars being released from the hump into the track involved must be provided as follows:

- (1) A crew member must notify the employe controlling switches that provide access from the hump to the track on which such work is to be performed.
- (2) Upon such notification, any remotely controlled switch must be lined against movement to the affected bowl track and employe must apply or have applied a locking or blocking device, or reminder, to the control for that switch; and
- (3) Crew member must then be notified that the required protection has been provided and such protection shall be maintained until the crew member advises that work is completed and protection is no longer required.

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 (5) showing multiple locations may be used.

(13) RULE 215: A train or engine which is initiating movement on a main track and has not received a clearance must ascertain from the train dispatcher that there are no train orders which must be delivered to them.

(14) 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.

(15) 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.

(16) RULE 223: Max. may be used for abbreviation of maximum.

AMTK is authorized abbreviation for Amtrak.

(17) RULE 284: Change indication to read: proceed, reducing to 30 MPH before reaching next signal.

## ITEM 13. (CONTINUED)

**RULE 286:** Change indication to read: proceed on diverging route, not exceeding prescribed speed through turnout, reducing to 30 MPH before reaching next signal.

**RULE 292:** Block and Interlocking aspects, add; Red over dark and Red over red over dark.

(18) **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.

(19) **RULE 340 AND M/W 145 (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 must know that signals indicate stop on conflicting routes.

(20) **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.

(21) **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.

(22) **RULE 375 (10) AND RULE 99 M/W:** Within CTC territory track may be removed from service by an employe 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.

Other employes must not be granted track and time within the same limits unless an understanding has been reached between such employes and the foreman in charge of the work as to conditions and movement to be made.

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

(23) **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)."

(24) **RULE 404 First Para.:** Add: Exception; at interlockings within CTC territory, absolute signal must display proceed signal other than Rule 290 (low).

(25) **RULE 510 (2):** Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes 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, employes may pass from one unit to another, if necessary.

(26) **TIME SERVICE REQUIREMENTS:** Officers and employes whose duties are prescribed by and who are examined on the rules must use watches that have been authorized by general notice. Employes must have a standard watch card, form 20108, approved by a division officer for the watch being used and must carry this card with them while on duty.

## ITEM 13. (CONTINUED)

When watches of employes are found at any time to differ thirty (30) seconds, or more, from standard time, they must be set to correct time.

Employes in charge of standard clocks must, during each tour of duty secure correct time by dialing 622-3183, or by contacting the 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.

Instructions issued by proper officers will govern other time service requirements.

(27) **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.

(28) **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.

Crew may accept verbal advice from train dispatcher in lieu of Form V Example 2 train order.

- e. Printed Form X Example 1 train order showing multiple locations 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. Train order Form X Example 5.

"On \_\_\_\_\_ (dates) \_\_\_\_\_ men and equipment on \_\_\_\_\_ track between MP \_\_\_\_\_ and MP \_\_\_\_\_ from \_\_\_\_\_ M until \_\_\_\_\_ M. Proceed through these limits at low speed and stop short of men or machines fouling track unless a different speed is verbally authorized by employe in charge or entire train has passed a temporary resume speed sign."

When a train or engine finds a red sign displayed to the right of the track as viewed from an approaching train within the limits of this order, stop must be made before any part of train or engine passes the red sign unless verbal permission is given to proceed.

## ITEM 13. (CONTINUED)

Verbal permission to pass a red sign or to proceed at speed other than low speed will be given in the following form:

"Foreman \_\_\_\_\_ using order no. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ subdivision."

To authorize passing red sign the following will be added:

5(a) "\_\_\_\_ (train) \_\_\_\_ may pass red sign at MP \_\_\_\_\_ on \_\_\_\_\_ track without stopping."

Train or engine designated may pass red sign without stopping continuing to move at low speed as prescribed by the order.

To authorize a speed greater than low speed the following will be added:

5(b) "\_\_\_\_ (train) \_\_\_\_ may proceed through the limits at \_\_\_\_\_ MPH" (or "at maximum authorized speed").

Train or engine may proceed through the limits at the prescribed speed unless otherwise restricted.

To require movement at a speed less than low speed the following will be added:

5(c) "\_\_\_\_ (train) \_\_\_\_ proceed at low speed but not exceeding \_\_\_\_\_ MPH" (adding if necessary "until reaching MP \_\_\_\_\_"). Train or engine must not exceed the prescribed speed and must be prepared to stop as required by the order. These instructions must be repeated by the engineer and "OK" received from employe in charge before acting upon them.

Engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

A temporary resume speed sign displayed to the right of the track indicates the end of the restrictions prescribed by this order.

When train order is modified as follows: "Do not enter limits unless verbally authorized by employe in charge." Train must not enter limits unless verbally authorized in the prescribed words by the employe in charge.

Temporary speed restriction signs will be placed as prescribed by Rule 10(g).

Temporary resume speed sign will be placed to the right of the track at the point where the restriction prescribed by this order ends.

g. Form T, Form F and Form X examples 3 and 4 train orders discontinued.

h. 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 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 acknowledgment in the train order book.

An absolute signal with 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 issued, as prescribed above, the operator must be instructed to place torpedoes and be in position to flag the train a 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.

i. 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

## ITEM 13. (CONTINUED)

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.

(29) OCCUPY LEAD UNIT: When practicable, crew members on head end of freight trains must ride in control compartment of the engine but not more than five people may ride in the control compartment. When the conductor is riding the head end, he will ride in the control compartment.

(30) DISTANT SIGNAL: Definition distant signal — A signal outside ABS territory governing approach to a block or interlocking signal. Distant signals convey information concerning indication being displayed by next signal only and do not protect against trains, engines, obstructions, switch not properly lined or broken rails.

Name	Aspect	Indication
Distant Clear	Green with a "D" marker	Proceed; next signal displaying other than stop indication. The provisions of Rule 328 and Rule 330 will apply to train or engine having 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.

(31) 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.

When a train must be operated which is not included in "PX Line-up," such train will be operated only on the authority of the chief train dispatcher and the train dispatcher will issue train order in following form:

"Extra \_\_\_\_\_ South (or No. \_\_\_\_\_) run at restricted speed but not exceeding 30 MPH on straight track or 15 MPH on curved track \_\_\_\_\_ to \_\_\_\_\_ (Limits of "PX") until \_\_\_\_\_ M (Time "PX" expires) sounding whistle signal per last paragraph Rule 14(1) expecting to find track cars."

## ITEM 14. USE OF RADIO:

(a) Radio call-in system areas are identified by symbols Ⓣ-1 and Ⓣ-2 which denote base stations or radio control points. Employes 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 seconds will identify calling station to dispatcher. Receipt of a tone will confirm dispatcher has been alerted. Dispatcher will answer call as soon as other duties permit. If no tone is received operate push-button for ten seconds. If contact is not then established other available means of communication should be used.

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

(b) 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.

(c) 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

## ITEM 14. (CONTINUED)

when radio is used to relay hand signals which are not visible to the engineer.

(d) 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 No. 2 Channel	9	— ICG No. 2 Channel
5	— BN Road Channel	10	— SBD No. 1 Rd. Channel
6	— SF Road Channel	11	— SBD No. 2 Channel
7	— ATSF Road Channel	12	— NS Road Channel

(e) All crews operating on M.P. tracks must monitor M.P. radio channel assigned to that territory if equipment permits.

(f) Radios equipped for 64 channel AAR frequency assignment plan are identified by 4 digit channel display. The channels are selected by either rotary or push button switches on radio front panel. Channel assignments:

Railroad	Channel	Display	Railroad	Channel	Display
MPRR	DISPATCHER I	2020	ATSF	DISPATCHER	3636
UPRR	DISPATCHER I	4242	BN	DISPATCHER	6666
MPRR-UPRR	DISPATCHER II	2727	BN-SLSW	DISPATCHER	7070
MPRR	Terminal	2424	SP-SSW	DISPATCHER	9696
UPRR	Yard	3838	CNW	DISPATCHER	5252
CP	DISPATCHER I	9191	MKT	DISPATCHER	5454
CP	DISPATCHER II	6767	HBT-MILW	DISPATCHER	4444
CSP	DISPATCHER	3030			

Tone Switch Positions: 1 = UP Dispatcher  
2 = MP Dispatcher I  
3 = MP Dispatcher II

These radio channels are used on Union Pacific System. Instructions to use other channels may be provided by dispatchers or yardmasters using 4 digit numbers.

Radio operating instructions are posted on metalized decal on electrical cabinet door of units so equipped.

## 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 MPH, 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 (WHEN APPLICABLE, HIGH-WIDE) DETECTORS:

### 16.1 General Instructions:

The following instructions apply to all 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 practicable, 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 or verbal indicator, report car number, axle and defect location as indicated and if defect is located at other than location indicated report actual location of defect.

## 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 journal 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". This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and caboose, train must be stopped at once and 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.

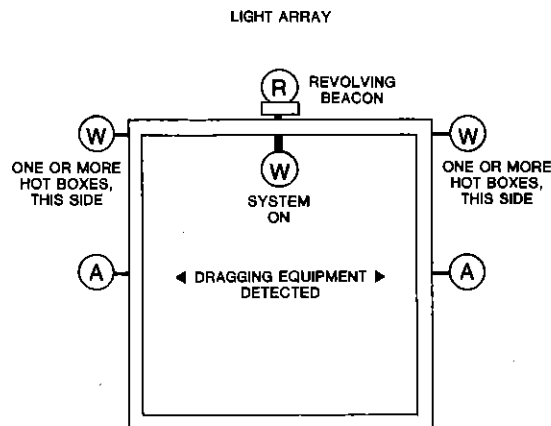
- Each detector is equipped with a revolving red beacon which will normally be dark, but will be activated by defect. When red beacon is illuminated, train must be stopped at once.

If red beacon is illuminated and no information is received by display or verbal indicators, make immediate inspection of entire train for defects.

- At detectors equipped with both verbal and visual indicators where no defects are indicated and it appears one system may not be functioning, the other system may be accepted when that system has given indication that it is operational. Indication of light array may be accepted only when observed by crewman on rear of train. If either system indicates there is a defect, train must be stopped and inspected as required by instructions for that system.

- When inspection is required, train must be stopped at once. The engineer will not move the locomotive until he has been informed by a member of the crew that the required inspection has been completed and that it is safe to do so, except that when bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than is necessary to permit required inspection.

### 16.2 Detector Station Equipped With Light Array Indicator

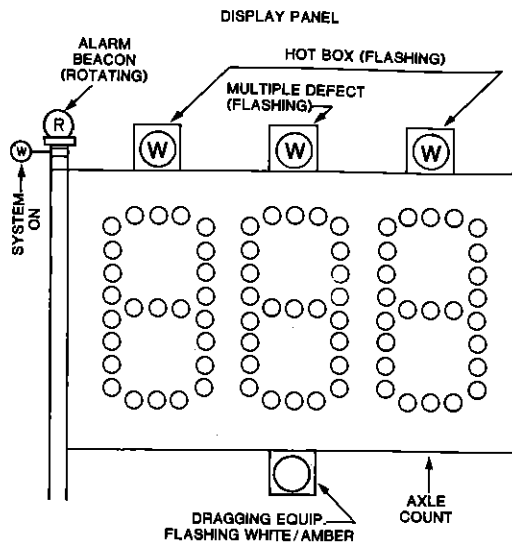


When illuminated, array lights indicate the following:

- White light-side — One side light illuminated indicates one or more hot journals detected on side of train indicated by array. Make immediate walking inspection of 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. Make immediate inspection of entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

## ITEM 16. (CONTINUED)

## 16.3 Detector Stations Equipped With Digital Display



- (a) Information as to the type and location of defect is displayed on the digital display panel.
- (b) 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 light 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.
- (c) White or Amber indicator light below panel — Flashing white or amber light indicates that dragging equipment has been detected.
- (d) 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.
- (e) The display panel indicators and numeral display are normally dark. When actuated by any defect, the proper indicator on the display board begins to flash and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals and revolving red beacon will remain illuminated for approximately ninety seconds after rear of train passes detector.
- (f) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows and immediate walking inspection must be made:
- (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:  
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

## ITEM 16. (CONTINUED)

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 Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators

When movement over detector begins, detector will announce once to crew that the system is operational.

After the train has completely passed over the detector, the detector will announce whether or not any defects have been detected. If defects are detected, a two-second alarm tone will be transmitted as each defect is detected. When rear of train has passed detector, the detector will announce each defect detected by axle count starting count from lead axle of lead unit, giving type and location. The message will be repeated followed by "Detector, out." Train must be stopped at once and indicated locations inspected for defects, even if red beacon has not been actuated. 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.

Train must also be stopped at once and entire train inspected when:

- (1) Verbal information is not received or understood.
- (2) When detector announces, "integrity failure".

## 16.5 Removing Detectors From Service

High-wide detectors shall not be removed from service.

Hot box and dragging equipment detectors may be removed from service by verbal instructions of train dispatcher or by train order worded as follows:

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

When so informed, crew 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 verbal instructions or train 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 verbal instructions or train 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 ATSF TRACKS BETWEEN:  
 (UNIFORM CODE OF OPERATING RULES APPLY  
 EXCEPT AS MODIFIED BELOW.)

1. Tecfic 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.
9. Temple and Ft. Worth. (Crews operating on AmTrak passenger trains will be governed by current ATSF Northern Div. and Southern Div. Timetables.)

## ITEM 17 (a). (CONTINUED)

At above locations (1 thru 9) be governed by the following ATSF Rules:

SIGNAL ASPECT	NAME	INDICATION
(1) Yellow over yellow or flashing yellow	Approach medium	Proceed, approaching next signal not exceeding medium speed and prepared to enter diverging route at prescribed speed.
(2) Red over flashing yellow	Diverging Approach	Proceed through diverging 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) Definition Restricted Speed:		A speed that will permit stopping within half the range of vision, but not exceeding 20 miles per hour.
(5) Definition 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 ATSF tracks. On the ATSF each movement made past a stop signal must be authorized by ATSF 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 is 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 ATSF Trainmaster joint with the ATSF 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 or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines." Train and engines, within the limits of this order, must approach gangs prepared to stop and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received or if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.		
(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.		

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

1. Crystal City and Ste. Genevieve

## ITEM 17(b). (CONTINUED)

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) Definition Restricted Speed: A speed that will permit stopping within one-half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.
- (2) Definition 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.  
A yellow flag or yellow light displayed to the right of the track as viewed from an approaching train or engine indicates that beginning at a point two miles from the yellow signal the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order bulletin or general order.  
Speed must not be increased until entire train has passed a green flag or a green light displayed to the right of the track indicating the end of the restriction.
- (6) Rule 10(h): Permanent speed restriction signs will be placed  $\frac{3}{4}$  mile in advance of speed restriction prescribed by timetable. There will be no resume speed signs.
- (7) 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 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.
- (8) Rule 10 (j) and Track Protection Order:

- (a) Track Protection Order (Example):

"Men and equipment on \_\_\_\_\_ track between \_\_\_\_\_ and \_\_\_\_\_ from \_\_\_\_\_ 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 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

## ITEM 17(b). (CONTINUED)

resumed. On route not affected, a green flag will be placed just beyond clearance point on that route.

- (9) 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.
- (10) 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.
- (11) 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.
- (12) No Superiority of Trains: Where ATSF Rule 94 is in effect there is no superiority of trains. Flag protection against trains and engines not required. All movements must be made at low speed.
- (13) Rule 104(D): An electrically locked switch must not be used, or door of case opened, to enter or foul a main track or a controlled siding without permission of the control operator.  
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.
- (14) Controlled Siding: A siding, the entrance to which is governed by signal indication.
- (15) 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.
- (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.  
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 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.
- (18) 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. In the event time expires, flag protection per Rule 99 is not required.
- (19) 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.

## ITEM 17(b). (CONTINUED)

- (20) 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 35MPH.
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.	Proceed at restricted speed through entire block.

**ITEM 17(c). 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 employes, with the exception 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) KCS 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) KCS Definition, **Yard Speed**. A speed that will permit stopping within one-half of vision short of trains, 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.
- (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.



## ITEM 17(c). (CONTINUED)

- (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	MP	MP FOREMAN
1	UNTIL		AND		
2	UNTIL		AND		

(Form contains 8 lines for up to 8 locations)

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

- When authorized by man in charge after proper identification and explanation of foreman's absence.
- When authorized by train dispatcher after he has ascertained from foreman that track is clear and safe for passage.
- 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

- Rule 285 (Approach): Immediately reduce to 30 MPH instead of 40 MPH.
- Rule 290 (Low): Proceed at Yard Speed instead of Low Speed.
- KCS Rule 291(A): **Aspect:** Red with number plate and letter "T" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.
- Rule 330: Exception to requirement for Low Speed in CTC territory does not apply.
- Rule 352: Does not apply.
- Rule 404, add: Reverse movement may be made on verbal authority of control operator.
- Road engines backing or controlled from rear unit must not exceed 30 MPH.

## ITEM 17(c). (CONTINUED)

- SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit.
- 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.
- 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 house illuminated:	System on.
Left OR right yellow light flashing:	Hot journal detected on side indicated.
Left OR right AND center yellow light flashing:	More than one hot box detected both on side indicated.
Three yellow lights flashing:	At least one hot box detected on each side of train.
Left AND right yellow light flashing AND red light illuminated:	Dragging equipment detected.
Three yellow lights flashing AND red light illuminated:	Dragging equipment AND one or more hot boxes detected.

MP Special Instructions will apply with respect to each condition indicated in addition to following:  
Journal or adapter found noticeably hotter than others, car must be set out.

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

Oversize 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. Oversize 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 776.3\*

\*Equipped with Oversize Load Feature.

Between West Jct. and East Jct.: MP 782.3# and MP 784.8#

#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 Oversize Load Feature.

## ITEM 18. UNIFORM CODE OF SAFETY RULES

**Rule 2:** Employes 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

## ITEM 18. (CONTINUED)

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.

**Rule 27(a):** Employe must use uncoupler lever to open knuckles, when practicable. When necessary to use hand to open knuckle on standing equipment employe 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.

**Rule 52:** All employes, when riding in company vehicles or when being transported by contract carrier, including the driver, must have safety seat belts buckled in restraining position before any movement of vehicle is made and seat belts must remain buckled while in vehicle.

Head rests must be extended to guard against whip lash.

**UNION PACIFIC SYSTEM MEDICAL OFFICER**  
Lee Bedilacqua, M.D., Omaha, Ne.

**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.

**EMPLOYE ASSISTANCE COUNSELORS:**

Pat Patrick      Lou Meyers      Steve Caldwell      Tom Stevens  
2600 S.W. Freeway      220 Willow St.      4625 Lindell Blvd.      2630 West Freeway  
Houston, Tex.      N. Little Rock, Ark.      St. Louis, Mo.      Ft. Worth, Tex.

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

TIMETABLE NO. 23

**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 Subdiv.
- Ⓖ —Stop Sign.
- Ⓖ —Stop Sign.
- T —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.
- X —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.
- —Detector Stations Equipped With Digital Display.
- # —Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators.
- ⊕ —Detector Stations Equipped With Verbal and Visual Defect Indicators.
- ♦ —35 MPH Medium Speed Turnout.


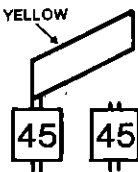
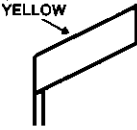

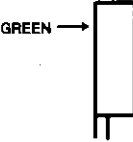
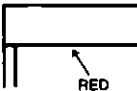

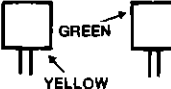
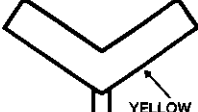
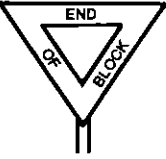
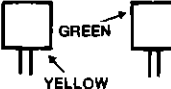
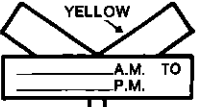

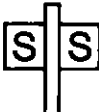
Register Stations are shown in full-face type.

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

Capacity of sidings shown clearance point to clearance point.

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

**ROADWAY SIGNS**

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