

## 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. 1

Effective 12:01 a.m. Sunday,  
APRIL 28, 1985

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.

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

## SYSTEM

R. B. Schoultz Asst. to V.P. Operation St. Louis, Mo.	J. D. Hope Supt. Motive Power St. Louis, Mo.
W. F. Sutton Asst. Gen. Mgr.-Transportation St. Louis, Mo.	J. A. Binsbacher Supt. Car Dept. St. Louis, Mo.
C. D. Barton Chief Engineer St. Louis, Mo.	M. G. Ummel Gen. Supt. Stas. St. Louis, Mo.
M. L. Wall Chief Mechanical Officer St. Louis, Mo.	Q. D. Pickering Gen. Supt. Rules & Safety St. Louis, Mo.

### SOUTHEASTERN DISTRICT

W. F. Hillebrandt General Manager N. Little Rock, Ark.	K. R. Welch Dist. Engr. N. Little Rock, Ark.
M. F. Kelly Asst. General Manager N. Little Rock, Ark.	R. W. Diamond Mech. Supt. N. Little Rock, Ark.
L. D. Nelson General Supt. N. Little Rock, Ark.	

Division	Superintendent	Headquarters
Illinois	L. J. Wagner	Dupo, Ill.
Arkansas	L. A. Roach	N. Little Rock, Ark.
Little Rock Terminal	W. C. Richardson	N. Little Rock, Ark.

### CENTRAL DISTRICT

E. C. May General Manager Kansas City, Mo.	J. W. Heavin Dist. Engr. Kansas City, Mo.
P. L. Tucker Asst. General Manager Kansas City, Mo.	B. W. Wiggins Mech. Supt. Kansas City, Mo.

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

Division	Superintendent	Headquarters
Missouri	G. O. Everett, Jr.	Kansas City, Mo.
Kansas City Terminal	R. D. Naro	Kansas City, Mo.
Kansas	L. D. Smith	Osawatomie, Ks.

### SOUTHERN DISTRICT

W. J. Farrell Vice President Spring, Tex.	C. Aadnesen General Supt. Spring, Tex.
G. T. Graham General Manager Spring, Tex.	F. A. Neuberger Dist. Engr. Spring, Tex.

R. G. Lang  
Asst. General Manager  
Spring, Tex.

Division	Superintendent	Headquarters
Kingsville	J. L. Riney	Corpus Christi, Tex.
New Orleans	P. N. Crabtree	Addis, La.

### TEXAS DISTRICT

W. J. Farrell Vice President Spring, Tex.	R. L. Short General Supt. Dallas, Tex.
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A. W. Rees General Manager Dallas, Tex.	G. R. Lilly Dist. Engr. Dallas, Tex.
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C. E. O'Hara Asst. General Manager Dallas, Tex.	J. G. Dunlap Mech. Supt. Dallas, Tex.
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Division	Superintendent	Headquarters
Red River	K. D. Milam	Longview, Tex.
Rio Grande	K. C. Packard	Ft. Worth, Tex.
Dallas-Ft. Worth Terminal	W. E. Richmond	Ft. Worth, Tex.

### CHIEF DISPATCHERS

D. D. Beggs	N. Little Rock, Ark.
V. R. Hardin	Spring, Tex.
R. G. Swindler	Kansas City, Mo.

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## 2 CHICAGO SUBDIV. — ILLINOIS DIVISION

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	Balmo	32.5	ZA-33
MP 146-36—MP 146-37	30	Grant Park	44.7	ZA-45
MP 153-17—MP 153-20	20	Wichert	57.9	ZA-58
MP 164-33—MP 165-00	30	Papineau	64.2	ZA-64
MP 175-28—MP 176-22	30	Martinton	67.7	ZA-68
MP 193-35—MP 194-23	30	Pittwood	71.5	ZA-72
MP 195-01—MP 195-14	35	Coaler	79.6	ZA-80
MP 202-28—MP 203-21	50	Woodland	81.8	ZA-82
MP 218-16—MP 219-02	20	Bryce	87.5	ZB-88
MP 224-13—MP 224-20	20	Fountain Creek	96.1	ZB-96
MP 252-00—MP 254-07	30	Reilly	103.4	ZB-103
MP 264-40—MP 265-10	55	Dailey	116.5	ZB-117
MP 266-14—MP 266-29	55	Royal	120.0	ZB-120
MP 270-14—MP 270-38	50	Tipton	129.1	ZB-129
MP 275-38—MP 277-00	30	Bongard	140.0	ZB-140
MP 298-00—MP 299-10	30	West Ridge	148.9	ZB-149
MP 299-10—MP 302-23	55	Bourbon	159.4	ZB-159
Through sidings Benton and Bush	10	Chippis	173.1	ZB-173
MP 314-00—MP 318-00	40	Findlay	185.2	ZB-185
MP 318-00—MP 323-00	50	Shelbyville	193.9	ZC-194
MP 323-00—MP 336-00	40	Moccasin	212.9	ZC-213
MP 338-00—Chester Subdiv. Conn.	40	Parro	225.0	ZC-225
North leg wye Gorham	10	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.I.

Southward trains originating Chicago area secure clearance Yard Center.

Northward SBD trains secure MP clearance at Danville.

Yard Limits between MP 16.9 and MP 32.6.

ABS — Between Yard Center and Gorham.

CTC — Between southward absolute signal Ben and Gorham.

Two main tracks between 81st Street and Woodland Jct. designated Northward and Southward tracks.

Signal Indication with current of traffic. Rule 251 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 Restricted Speed until crossing occupied. Woodland Jct. Ben control operator located at Yard Center.

Hot Box Detectors and Drugging Equipment Detectors located at: ④ 46.9, ④ 73.6, ④ 98.3, ④ 122.7, ④ 139.9, ④ 160.8, ④ 179.5, ④ MP 190.1, ④ MP 197.8, ④ 212.8, ④ 237.6, ④ 267.1, ④ 293.5 and ④ 321.0.

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, Ina 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			
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		
Nokomis	MP 218.2	ZB-218		
Witt	MP 222.9	ZB-222		
Irving	MP 227.4	ZB-227		
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 except both ends of Mitchell Yard, BN Wye at Vierling Jct., cross-over at Lenox MP 275.7 and BN connection at Lenox.				
Hot Box and Drugging Equipment Detectors located at ④ MP 219.2 and ④ MP 260.5.				

Missouri 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.

## CHICAGO SUBDIV. — ILLINOIS DIVISION

Miles	SOUTH	STATIONS	NORTH	Station Nos.	Sidings
0.0		CHICAGO		ZA-0	
3.3		37TH STREET	④ ⑤	ZA-3	
9.0		81ST STREET			
10.1		Oakdale ④ LS & BC ④			
16.9		DOLTON JCT.	④ ⑤	ZA-17	
18.0		1.1 YARD CENTER	④ T ④ ⑤ ⑥ ⑦ ⑧	ZA-18	Yd.
20.1		2.1 THORNTON JCT.	④ GTW ④ ⑤ ⑥ ⑦ ⑧ ⑨	ZA-20	
25.7		5.6 TWELFTH ST.	④		
27.0		1.3 JAY ④ EJ & E ④	④ ⑤	ZA-26	
27.8		0.8 CHICAGO HEIGHTS	④	ZA-27	Yd.
49.7		21.9 PENCE ④ CR ④	④ ⑤	ZA-49	
49.9		0.2 MOMENCE		ZA-50	n5535 s3806
60.1		10.2 ST. ANNE ④ KBS ④		ZA-60	
73.6		13.5 BEN	I		
77.5		3.9 WATSEKA ④ ATSF ④	④ ⑤	ZA-77	
82.6		5.1 WOODLAND JCT.	T I	ZA-83	
94.0		11.4 GOODWINE		ZB-92	10800
108.0		14.0 ELLIS	④ -2	ZB-108	10474
125.9		17.9 GLOVER ④ CR ④		ZB-126	8547
135.6		9.7 BLOCK		ZB-136	12458
145.1		9.5 VILLA GROVE	④ T ④ ⑤	ZB-145	11710
153.4		8.3 TUSCOLA ④ ICG, B & O ④	④ ⑤	ZB-153	9894
164.7		11.3 ARTHUR		ZB-165	
169.1		4.4 CADWELL		ZB-168	10303
176.1		7.0 SULLIVAN ④ ICG ④		ZB-176	
185.2		9.1 FINDLAY		ZB-185	11988
185.5		0.3 FINDLAY JCT T ④ -2		ZB-186	
199.8		14.3 CLARKSBURG		ZC-200	10481
204.5		4.7 MODE ④ N & W ④		ZC-205	
218.9		14.4 ALTAMONT ④ PARY ④		ZC-219	10072
224.6		5.7 ST. ELMO ④ CR ④	④	ZC-224	
235.7		11.1 ST. PETER		ZC-236	10284
242.4		6.7 KINMUNDY ④ ICG ④		ZC-242	
252.1		9.7 SALEM	④ ⑤ T ⑥	ZC-252	14761
254.1		2.0 ④ B & O ④			
263.3		9.2 KELL		ZC-263	9018
274.9		11.6 MT. VERNON ④ SOU, SBD ④ ⑤ ⑥ ⑦ ⑧		ZC-276	7180
287.2		12.3 INA		ZC-287	8107
298.2		11.0 BENTON JCT. ④ ICG ④	④ -2	ZC-298	
301.8		3.6 BENTON		ZC-302	10707
306.1		4.3 ④ BN ④			
314.9		8.8 BUSH	④ -2	CD-24	7432
335.5		20.6 GRIMSBY		CD-3	5904
339.0		3.2 GORHAM	T ④ -2	C-93	Yd.
		339.0			

Rule 252 in effect between Thornton Jct. and Signal 292 on northward track and between Thornton Jct. and Jay on southward track. Control Operator at Yard Center.

Rule 252 in effect between Pence and Signal 514 on northward track. Control Operator at Pence. A train without a caboose must not run against the current of traffic unless such train has been relieved of protecting to rear as per Rule 99.

Train order Form D-R may be modified by adding, "not protecting to rear as provided by Rule 99." When so modified the designated train is relieved from providing flag protection against a following train on the same track between the two points named in the order. When so modified the train dispatcher must not authorize a following movement.

Radio communication via Channel One, call-in One.		Station Nos.	Sidings Feet
SOUTH	NORTH		
Miles	STATIONS		
0.0	VALLEY JCT. ⊗ TRRA ⊗ ... ⊗ ⊗ ⊗ ⊗	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	7357
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	
	ILLMO, MO.	C-133	
192.6	MISSOURI JCT.	C-179	
191.4	DEXTER JCT.	XD-26	
190.3	CHARLESTON JCT.		
190.1	DEXTER	XD-24	6406
178.7	IVES	XD-13	9205
172.1	JUNLAND	XD-6	9863
165.7	POPLAR BLUFF	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 65-07 — MP 65-29	30	Raddle	77.0	C - 86
MP 65-29 — MP 66-0	50	Powder Plant	98.6	C - 98
North leg wye Gorham	10			
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

TIMETABLE NO. 1

Missouri 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	Randies	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	Ardcola	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	Airscole	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 Simbo; and between Missouri Jct. and Charleston Jct.

SSW southward trains originating Valley Jct. secure clearance.

Trains originating at A&S Gateway Yard secure clearance from operator at A&S.

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 Simbo-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 9-14 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 Drugging 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.

TIMETABLE NO. 1

**6 WESTVILLE SUBDIV. — ILLINOIS DIVISION**

Maximum Speed	MPH	Sta. No.	Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.
Business Tracks	MP					
Hastings	150.1	ZD-150	122.7	DANVILLE		ZD-123
Longview	159.7	ZD-160		10.1		
Zeigler			132.8	WESTVILLE		ZD-132
Mine No. 5	161.0	ZD-161		9.3		
Fairland	161.9	ZD-162	142.1	INDIANOLA		ZD-142
Industrial Lead			145.6	SIDELL JCT.		ZE-141
Jamaica Spur			146.5	SIDELL		ZD-146
Breaks out at Sidell Jct.			146.5	6.1		
Jamaica	150.9	ZE-151	152.6	ALLERTON		ZD-153
(Max. speed 10 MPH)			155.7	BROADLANDS		ZD-156
			164.9	VILLA GROVE		ZB-145
Yard Limits Entire Subdiv.				42.2		

**PINCKNEYVILLE SUBDIV. — ILLINOIS DIVISION**

Maximum Speed	MPH	Station No.	Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet
MP 64.0	35		63.7	CHESTER		C-70	
MP 64.4	10		71.8	WELGE		CA-10	4540
MP 77-00	30		77.3	STEELVILLE		CA-16	9007
MP 101.7	10		79.4	PERCY		CA-18	
MP 103.7	10		83.7	NEW WILSON		CA-23	5225
MP 111.0	25		92.5	PINCKNEYVILLE		CA-31	Yd.
MP 121.5	10		95.5	SHAKE RAG		CA-34	
MP 121.6	20		102.7	TAMAROA		CA-41	
MP 121.6	20		111.2	SCHELLER		CA-49	Yd.
MP 121.6	20		111.6	ICG			
MP 121.6	20		115.0	WALTONVILLE		CA-53	
MP 121.6	20		121.8	JSW JCT.		CA-60	
MP 121.6	20		124.6	MT. VERNON		ZC-276	Yd.
MP 121.6	20			60.8			
Yard Limits: Chester Subdiv. Conn. to MP 65-24; MP 120-00 to Mt. Vernon.							

Absolute block in effect between MP 65.9 and MP 120.0. Authority for occupancy must be obtained from train dispatcher.

Block Limits established between:

MP 65.9 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 11 (15).

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 8.2 Miles, 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	
Load yard switch Cap. Mine	3 MPH
CAPTAIN MINE (4.9 Miles)	Breaks out at MP 81.2
Captain Mine 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 (4.5 Miles)	Breaks out at Shake Rag
Burning Star No. 2 Mine	101.2 CA-38
ORIENT (2.9 Miles)	Breaks out at Scheller
ICG Jct.	111.5
BN	113.5
Orient Mine No. 6	114.1 CA-52
JSW Industrial Lead (13.8 Miles)	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 Feet	Yard Limits:
Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet		
298.2	BENTON JCT.		ZC-298			Benton Jct. to MP 300-04
	6.8					MP 303-00 to MP 309-20
305.0	WEST FRANKFORT		ZC-305			Freeman Ind. Lead breaks out at Jenkins
	3.8					
308.8	JENKINS		ZC-309	3870		Freeman Ind. Lead Max. Speed 10 MPH
	7.6					
316.4	MARION		ZC-317	2700		Business Tracks MP No.
	7.6					Johnston City 310.7 ZC-311
324.0	NEILSON JCT.		ZC-324			Orient #4 313.3 ZC-313
	5.3					Hudgens 321.8 ZC-322
329.3	GOREVILLE		ZC-329	2655		Cypress 345.3 ZC-345
	10.4					Chasco 348.5 ZK-348
339.7	VIENNA JCT.		ZC-340			Cook (on BN) ZK-367
	11.8					Metropolis (on BN) ZK-370
351.5	KARNAK		ZK-352	6840		
	11.8					
363.3	JOPPA		ZK-363	Yd.		
	65.1					

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

Trains originating West Frankfort enroute Chicago Subdiv. secure clearance at West Frankfort. Operation on BN R.R. between Vienna Jct. and Cook. Rule 10(D) 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 11(15).

**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. Yard Limits: MP 128.5 to MP 130.2. Normal position of switch Rush Jct. is lined for movement to and from BN connection. Vertical clearance Morgan Oak and Goodhope Streets at Cape Girardeau will not clear cars in excess of Plate "C". Absolute block in effect between Rush Jct. and Capedeau Jct. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instruction Item 11 (15).
Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.		
122.8	CAPEDEAU JCT.		C-132		
	4.2				
127.0	MARQUETTE		CF-4		
	1.5				
128.5	RUSH JCT.		CF-6		
	0.1				
128.6	BN G				
	1.6				
130.2	CAPE GIRARDEAU		CF-7		
	7.4				

SOUTH		Radio Communication via Channel Two, call-in One.			NORTH	
First Class					First Class	
21 Pgr.					22 Pgr.	
Sun. Tue. Fri.	Miles	STATIONS	Station Nos.	Sidings Feet	Mon. Wed. Sat.	
PM 11 59	0.5	ST. LOUIS	MX-1		AM 7 50	
	1.8					
	2.3	GRAND AVE.				
	3.6	IRON MTN. JCT.	X-1			
	3.7	BN				
	10.6	DAVIS JCT.	X-8			
	6.8					
	12 37	BARRACKS JCT.	X-10		6 15	
	9.2					
	18.7	WICKES	X-19	4842		
	7.8					
	26.5	RIVERSIDE	X-26	4865		
	15.7					
	42.2	DE SOTO	X-42	6370		
	8.8					
	51.0	BLACKWELL	X-51	4311		
	6.0					
	57.0	CADET	X-57	4630		
	3.9					
	60.9	MINERAL POINT	X-61	4300		
	14.4					
	75.3	BISMARCK	X-75	4909		
	16.5					
	91.8	TIP TOP	X-92	4180		
	16.1					
	107.9	ANNAPOLIS	X-108	4474		
	9.8					
	117.7	GADS HILL	X-120	4296		
	9.6					
	127.3	PIEDMONT	X-127	6570		
	18.1					
	145.4	WILLIAMSVILLE	X-146	4382		
	19.2					
	164.6	BLACK RIVER JCT.	X-164			
	0.9					
s3 39	165.5	POPLAR BLUFF	X-166	Yd.	3 42	
AM		162.3			AM	

Missouri 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 movement in both directions.  
 Between Grand Ave. and Iron Mt. Jct. and between Davis Jct. and Barracks Jct. Rule 251 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 5.30.  
 Fyler Yard, MP 5.30 and Iron Mountain Jct.  
 Authority for occupancy must be obtained from control operator Grand Ave. Be governed by Special Instructions Item 11 (15).

PEA RIDGE SUBDIV. — ILLINOIS DIVISION

Yard Limits:	Radio Communication via Channel Two, call-in One.			Station Nos.
	Miles	WEST STATIONS	EAST	
MP 57.8 to MP 59.0.				
MP 83.1 to end of Track				
Maximum Speed	57.7	CADET	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 83.6.	84.1	PEA RIDGE	XA-84	
Rule 10(D) 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 11 (15).  
 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	MPH		BUSINESS TRACKS	MP	Sta. No.
	Pgr.	Frt.			
(Except as below)	60	50	Triangle Spur	10.8	X-11
Thru Grand Ave. Interlocking	10	10	Bussen Spur	11.6	X-12
Between Grand Ave. and Iron Mountain Jct.	45	35	Hillcrest	17.8	X-17
MP 3-25 — MP 3-29	15	15	Sulphur Spring Spur	22.9	X-23
Between Iron Mtn. Jct. and Davis St.	25	25	Pevely	27.3	X-27
Thru turnouts Davis Jct.	15	15	Hematite	35.6	X-36
MP 6-33 — MP 8-00	25	25	Iron Mountain	80.7	X-81
MP 9-21 — MP12-29	55	—	Middlebrook	83.1	X-83
MP17-16 — MP21-12	50	—	Arcadia-Ironton	88.6	X-89
MP21-12 — MP33-00	55	—	Glover	97.8	X-99
MP35-29 — MP36-00	55	—	Chloride	100.1	X-101
MP41-21 — MP42-33	30	30†	North Des Arc	111.8	X-112
MP42-33 — MP45-29	55	—	Leeper	133.1	X-133
MP52-37 — MP54-21	45	45	Mill Spring	134.5	X-135
MP54-21 — MP70-12	55	—	Wilby	155.4	X-155
MP70-12 — MP71-04	45	45			
MP71-04 — MP78-04	55	—			
MP97-07 — MP97-08	45	45			
MP98-00 — MP98-16	55	—			
MP100-16 — MP126-12	55	50			
(Except as below)	55	50			
MP101-20 — MP101-21	45	45			
MP105-29 — MP108-29	45	40			
MP109-11 — MP109-12	45	45			
MP125-16 — MP126-12	45	40			
MP126-12 — MP165-37	55	40			
(Except as below)	55	40			
MP129-25 — MP131-00	45	—			
MP135-04 — MP136-29	45	—			
MP136-29 — MP137-16	35	35			
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.  
 DeSoto subdiv. trains originating Lesperance St. secure clearance at Vandeventer.  
 Overhead clearance Southwest Avenue, MP 4-20 is 16 feet 11 inches on main 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 Two.		Station Nos.	Rule 99 (4) in effect.
	SOUTH	NORTH		
149.4	DELTA	SSW G	D-74	Maximum Speed
	8.0			Between Delta and Charleston
157.4	BN G			(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			(Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)
178.3	CHARLESTON		D-103	
	5.2			
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	Diehstadt
	9.8			Buckeye
195.6	ESSEX		XD-30	Miner
	4.3			Huntermville
191.3	DEXTER JCT.	SSW G	XD-26	
	62.7			

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 (4) in effect.		Miles	Radio Communication via Channel Two, Call-in One	STATIONS	NORTH	Station Nos.	Sidings
Yard Limits: Riverside-Crystal City		0.0	RIVERSIDE	⊙ ⊙ T		X-27	
Trains originating St. Louis enroute Ste. Genevieve secure BN clearance at Vandeventer.		1.9	HERCULANEUM	⊙ ⊕		MC-2	
Maximum Speed . . . . . MPH		4.5	CRYSTAL JCT.			MC-5	
Except Ste. Genevieve		5.2	CRYSTAL CITY	⊙		MC-6	
Depot-Ogborn . . . . . 10			24.0 Miles Via BN				
Business Tracks		83.0	STE. GENEVIEVE	⊙ ⊕ § ⊕		MB-2	
McClay Spur . . . . . 6.2			29.2				
Ag-Nit Spur . . . . . 8.0			Operation on BN R.R. between Ste. Genevieve and Crystal City is governed by General Code of Operating Rules and Special Instructions Item 14(b).				
Thomure — Track and time must be granted by BN train dispatcher before switches are lined for BN main.			Operation on PPG Co. tracks between Crystal City and Crystal Jct.				
Station on BN R.R. between Crystal City and Thomure:			Max. gross wt. Crystal City to end of track 220,000 lbs.				
Name		BN MP	Thomure Industrial Lead Ste. Genevieve to Derby Jct.:				
Crystal City . . . . .		42.1	Maximum Speed . . . . . 10 MPH				
Selma . . . . .		44.6	Business Tracks		MP	No.	
Rush Island . . . . .		46.1	Thomure		83.0	MB-0	
Brickeys . . . . .		53.1	Mosher		87.0	MB-5	
Coral . . . . .		56.6	MFA		91.5	MB-9	
Duren . . . . .		61.5	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	STATIONS	NORTH	Station Nos.	Sidings
Chicago Subdiv. Conn.		25	0.0	SALEM		⊕	ZC-252	
— MP 11-05 . . . . .		10	11.1	BRANCH JCT.	⊙		MI-12	
MP 14-00 — MP 29-00 . . . . .		10	13.5	CENTRALIA			MI-14	
MP 54-20 — MP 56-05 . . . . .		10						
MP 80-06 — MP 83-00 . . . . .		10						
Between Branch Jct. and ICG Jct., operation over ICG.			14.0	ICG JCT. ⊕ BN G			MI-15	
Yard Limits: MP 48-17 to MP 60-0 and MP 80.2 to End of Track at Kellogg.			14.5	BIG BEN			MI-16	2077
BUSINESS TRACKS			32.6	NASHVILLE	⊙ SBD ⊕		MI-34	
Selmaville . . . . . 3.0		MI-4	48.7	COULTERVILLE	⊕ ICG ⊕ ⊕		MI-49	1948
Hoyleton . . . . . 23.2		MI-24	56.6	⊕ ICG ⊕			MI-57	
Meinert . . . . . 30.9		MI-31	57.4	SPARTA	⊕ -1 ⊕ ⊕		MI-58	Yd.
Oakdale . . . . . 40.9		MI-41	68.5	PAUTLER			MI-69	2855
IP Co. . . . . 47.0		MI-47	77.7	GAGE JCT.				
Zeigler				2.5 Mi. Via Chester Subdiv.				
Mine # 11 . . . . . 51.5		MI-51	80.2	FLINTON	⊕		MI-80	Yd.
Midwest			83.0	KELLOGG	⊕		MI-82	Yd.
Mine . . . . . 52.0		MI-52		83.0				
Evansville . . . . . 69.6		MI-70		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 11(15). 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	STATIONS	NORTH	Station Nos.	Sidings
MP 343-06 — MP 346-00 . . . . .		25	497.2	VAN BUREN	⊕ ⊕ ⊕ -2T ⊕		L-158	Yd.
MP 357-19 — MP 359-10 . . . . .		45						
MP 359-10 — MP 359-29 . . . . .		35						
MP 371-00 — MP 382-02 . . . . .		45	486.0	DYER			L-146	7703
MP 385-31 — MP 386-05 . . . . .		45						
MP 391-13 — MP 392-30 . . . . .		30	469.7	POPING			L-130	7671
MP 412-28 — MP 412-34 . . . . .		45						
MP 415-00 — MP 419-30 . . . . .		35	464.8	OZARK	⊕ -2		L-125	3789
MP 426-27 — MP 427-00 . . . . .		45						
MP 434-19 — MP 434-31 . . . . .		45	456.5	ALIX			L-117	7616
MP 464-10 — MP 467-10 . . . . .		45						
MP 471-20 — MP 474-16 . . . . .		40	443.0	SPADRA			L-105	7447
MP 479-19 — MP 479-26 . . . . .		45						
BUSINESS TRACKS			435.6	CLARKSVILLE JCT.			L-93	
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						
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						
Clarksville Ind. Lead								
Clarksville Jct. To Clarksville								
Max. Speed 20 MPH.								
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						

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.

Loaded Coal trains Max. Speed 35 MPH. Trains averaging 80 to 100 gross tons per car Max. Speed 45 MPH.

PARIS SUBDIV. — ARKANSAS DIVISION

Rule 99 (4) in effect.		Miles	Radio communication via Channel One, Call-in Two	STATIONS	NORTH	Station Nos.	Sidings
Yard Limits: MP 504.5 to MP 515.00.			497.2	VAN BUREN	⊕ ⊕ ⊕ T ⊕	L-158	Yd.
Maximum Speed (Except as below)		MPH					
MP 507.5 to MP 508.0 . . . . .		10	504.5	FT. SMITH	⊕	LD-5	
MP 508.0 to MP 510.7 . . . . .		15					
MP 510.7 to MP 510.8 . . . . .		10	506.3	⊕ BN G			
MP 510.8 to MP 512.3 . . . . .		15					
MP 512.3 to MP 513.0 . . . . .		10	507.0	⊕ KCS ⊕			
Business Tracks		MP					
Barling . . . . . 518.1		LD-16	509.3	⊕ BN G			
Lavaca . . . . . 526.3		LD-24					
Branch . . . . . 540.0		LD-38	512.8	SO. FT. SMITH	⊕	LD-10	
Ratcliff . . . . . 544.1		LD-42					
Ft. Smith Yard:			519.4	FORT CHAFFEE		LD-17	
Nth. R. St. . . . . ⊕ BN G							
Nth. L. St. . . . . ⊕ KCS ⊕			535.3	CHARLESTON		LD-33	
Absolute block in effect between MP 515.00 and end of track Paris. Authority for occupancy must be obtained from train dispatcher. Be governed by special instructions item 11 (15).			536.0	THESSING		LD-34	1727
			551.5	PARIS		LD-51	
				49.6			
				Operation over BN between Van Buren and Ft. Smith. See Item 14(b) Special Instructions. Crew member must communicate with BN train dispr. before operating time release at Ark. River bridge 4106.			

SOUTH		Radio Communication via Channel One, call-in Two.		NORTH	
First Class				First Class	
21 Pegr.		STATIONS	Station Nos.	22 Pegr.	
Mon. Wed. Sat.	Miles			Mon. Wed. Sat.	
AM 3 42	165.5	POPLAR BLUFF T & X-166		AM s3 39	
	165.6	0.1 4TH STREET			
	165.7	0.2 HENDERSON X			
	167.5	1.8 SOUTH POPLAR X			
	170.0	2.5 STANLEY X X-170			
	172.9	2.9 HARVIEL JCT. X-173			
	180.4	7.5 NEELYVILLE, MO. X-180	8302		
	192.2	11.8 CORNING, ARK. X-192	8300		
	199.0	6.8 KNOBEL X-199	9698		
	202.9	3.9 PEACH ORCHARD X-203	8159		
	214.4	11.5 O'KEAN X-214	8204		
	223.6	9.2 MURTA JCT. X-223			
s4 36	224.9	1.3 WALNUT RIDGE X-225		s2 43	
	226.3	2.2 HOXIE BN X-226	8515		
	228.5	2.2 MINTURN JCT. X-228			
	238.9	10.4 ALICIA X-239	8318		
	251.8	12.9 TUCKERMAN X-252	8326		
	258.1	6.3 CAMPBELL JCT. X-258			
	259.5	1.4 DIAZ JCT. X-259			
s5 12	261.7	2.2 NEWPORT X-262		s2 09	
	263.9	2.2 NORTH BRIDGE JCT. X-264			
	264.1	0.2 WHITE RIVER X			
	264.5	0.4 SOUTH BRIDGE JCT. X-265			
	269.7	5.2 JIFFY X-269			
	274.3	4.6 GLAISE JCT. X-275			
	278.1	3.8 BRADFORD X-278	9964		
	286.7	8.6 RUSSELL JCT. X-286			
	288.4	1.7 BALD KNOB X-288	5579		
	289.7	1.3 JUD X-289			
	296.4	6.7 KENSETT X-296			
	298.4	2.0 HIG X-298			
	306.5	8.1 MACK X-306			
	312.7	6.2 BEEBE X-313			
	319.2	6.5 WACROSS X-320			
	330.7	11.5 JAX X-331			
	332.1	1.4 JACKSONVILLE T X-332			
	343.6	11.5 N. LITTLE ROCK X-344			
s6 45 AM	345.6	2.0 L. ROCK AMTK STA. X-346		12 50 AM	

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as below)	75 60	Delaplaine	207.6	X-208
MP 165-12—MP 165-22	30 30	Olyphant	269.8	X-270
MP 172-04—MP 172-37	70 —	Judsonia	292.6	X-293
MP 179-08—MP 179-12	65 —	Higginson	299.7	X-300
MP 184-37—MP 185-04	70 —	McRae	308.2	X-308
MP 191-21—MP 192-33	50 40	Ward	317.6	X-318
MP 192-33—MP 193-12	70 55	Cabot	323.0	X-323
MP 224-12—MP 227-29	50 50	Valentine	336.1	X-336
Minturn Jct.—thru turnout	45 45			
MP 258-00—MP 263-37	50 50			
MP 263-37—MP 264-21	35 35			
MP 264-21—MP 265-00	70 —			
MP 266-21—MP 266-33	70 —			
MP 288-04—MP 288-21	40 40			
MP 292-03—MP 292-25	60 —			
MP 292-25—MP 293-04	55 55			
MP 294-02—MP 294-20	70 —			
MP 322-15—MP 323-20	65 —			
MP 333-07—MP 333-19	60 —			
MP 339-15—MP 339-20	65 —			
MP 339-20—MP 347-15	40 40			
North and South Wye Bald Knob	15 15			

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

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 — East departure lead, 3 switches north end receiving yard, main track crossovers at crest.

N. Little Rock — West departure lead Max. Speed 30 MPH.  
 Hot Box and Drugging Equipment Detectors located at MP 188.6, MP 207.6, MP 232.5, MP 255.3, MP 283.4 and MP 312.3.

**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	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		Radio communication via Channel One, call-in One.		NORTH	
First Class				First Class	
21				22	
Pagr.				Pagr.	
Mon. Wed. Sat.	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
		1.6			12 42
	347.2	LR JCT.			
	351.7	4.5 ENSIGN	X-352		
	358.9	7.2 ALEXANDER	X-359		
	364.1	5.2 BAUXITE JCT.	⊖-1 X-364	5208	
	368.3	4.2 SHERIDAN JCT.	X-368		
	368.7	0.4 BENTON	T ⊕ X-369		
	370.2	1.5 SALINE JCT.	∅ X-370		
		3.1			
	373.3	HASKELL	† X-373	11099	
	377.3	4.0 TRASKWOOD	† X-377	6044	
	384.6	7.3 GIFFORD	† X-385	6210	
	388.7	4.1 MALVERN	□ T ⊕-1 X-389		s11 35
		3.5			
	392.2	ABC	† X-390	9238	
	399.6	7.4 DONALDSON	† X-400	6320	
	405.6	6.0 WITHERSPOON	† X-406	6329	
	411.0	5.4 ARKADELPHIA	⊕-1 † X-411	8626	s11 13
	422.3	11.3 CURTIS JCT.	X-422		
	426.3	4.0 GURDON	□ X ⊕-1 T § ⊕ X-426	Yd.	
		3.0			
	429.3	BEIRNE JCT.	X-429		
	437.6	8.3 BOUGHTON	† X-438	8164	
	442.4	4.8 PRESCOTT	† X-442	8900	
	449.6	7.2 EMMET	† X-450	6297 n10477	
	457.7	8.1 HOPE	⊕ BN ⊕ ⊕ T s- † X-458	85769	
		5.3			
	463.0	GUERNSEY	† X-463	5997	
	470.3	7.3 FULTON	† X-471	9308	
	478.2	7.9 HOMAN	† X-478	8729	
		2.2			
	9 01 480.4	CLEAR LAKE JCT.	∅ X-481		
		9.8			
	s9 23 490.2	TEXARKANA	⊕ T X-491	Yd.	9 57
AM		146.6			PM

ABS — CTC between N. Little Rock and Sig. 4888 at Texarkana.  
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:

1. Southward or Westward main track is designated as No. 1 main and Rule 93 in effect.
2. Eastward or Northward main track is designated as No. 2 main and Rule 94 in effect.
3. Unless instructed otherwise by the operator at Texarkana, No. 22 will operate on No. 1 main.
4. 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.
5. 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 (Except as below)	MPH		BUSINESS TRACKS	MP No.	Sta. No.
	Psg.	Frt.			
MP 339-20 — MP 347-15	75	60	Vogels East Main	351.0	X-351
MP 347-15 — MP 351-07	40	40	Cash Whlsle-East Main	352.3	X-352
MP 351-07 — MP 351-23	60	—	Ark. Power & Light-West Main	353.4	X-353
MP 357-10 — MP 357-24	50	50	Midwest Castings-West Main	354.0	X-354
MP 361-03 — MP 363-10	60	50	Mabelvale-West Main	355.0	X-355
MP 363-10 — MP 364-20	70	—	AG West Main	356.3	X-356
MP 364-30 — MP 366-11	65	—	Ark. Power & Light-East Main	356.5	X-356
MP 382-18 — MP 385-35	60	55	Enmar-East Main	356.7	X-357
MP 388-05 — MP 389-19	35	35	Jacuzzi Bros.-West Main	357.2	X-357
MP 414-04 — MP 414-29	70	—	Ark. Cont. Corp.	357.4	X-357
MP 425-31 — MP 426-35	40	40†	Bryant-West Main	362.7	X-363
MP 434-28 — MP 435-34	65	—	Perla	386.7	X-387
MP 441-26 — MP 442-29	50	50†	Daleville	410.0	X-410
MP 457-12 — MP 458-09	30	30	Gum Springs	415.5	X-415
MP 470-20 — MP 471-09	70	—	Beirne	430.1	X-430
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 — Main track crossovers Locust St., south end receiving yard at Locust St. and south end running track.

Little Rock — Crossover switch entrance north end Amtrak Depot.

Little Rock — Vinegar Spur Pulaski Ind. Lead.

Bauxite — Siding switches.

Sheridan Jct. — Switch to Benton Yard.

Gurdon — Gurdon subdiv. conn.

Ark. River lift bridge is remotely controlled by operator Locust St. If signals governing movement over bridge display stop, contact operator. If bridge is closed and signal cannot be cleared by operator, be governed by instructions in push button box located each end of lift span.

Hot 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.	Sidings Feet	Maximum Speed MPH	MPH
	SOUTH	NORTH				
					Mountain Pine to MP Jct.	20
					MP Junction to MP 397.7	20
					(except as below)	25
					MP 407.1 to MP 406.3	20
					MP 402.0 to MP 399.9	20
					MP 398.5 to MP 398.2	20
					MP 397.7 to Malvern (except as below)	35
					MP 396.5 to MP 396.2	20
					MP 393.9 to MP 393.3	20
					Butterfield Industrial Lead:	
					Butterfield-Haskell 12.6 miles	
					(Maximum Speed 10 MPH)	
					Special Instructions, Item 9, applies	
					Hot Springs 7:00 p.m. until 7:00 a.m.	
					Business Tracks	Sta. No.
					Mountain Pine	
					Spur Track	421.6 XH-88
					Sutco	407.4 XH-75
					Lake Catherine	
					Norris Dispenser	404.1 XH-71
					Union Carbide	402.6 XH-70
					Ark. Aluminum	402.4 XH-69
					General Cable	401.7 XH-68
					Rolling Mill	399.6 XH-66
					Cuffman Lbr. Co.	391.1 XH-55

Yard Limits: MP 390.2 to Malvern.  
Absolute block in effect between MP 390.2 and MP 407.7; MP 407.7 and MP 422.2.

Authority for occupancy must be obtained from train dispatcher. Be governed by special instructions Item 11 (15).

16 NORMAN SUBDIV. — ARKANSAS DIVISION

Maximum Speed MPH (except as below)		Radio Communication via Channel One		Station Nos.
MPH	MP	SOUTH	NORTH	
20	MP 457-20 — MP 457-25			
10	MP 472-00 — MP 472-02			
Yard Limits Gurdon to MP 430.0.				
Business Tracks		STATIONS		
MP	Sta. No.	Miles		
433.1	XL-7	426.3	GURDON	X-426
469.8	XL-43	441.0	OKOLONA	XL-15
Pike City Ind. lead (3.3 miles)				
Pike City Jct. — Pike Max. Speed 10 MPH.				
449.5	XL-23	446.5	PIKE CITY JCT.	XL-20
Absolute block in effect between:				
MP 430.0 and MP 447.0;				
MP 447.0 and MP 478.2.				
Authority for occupancy must be obtained from train dispatcher. Be governed by special instructions Item 11 (15)				
		52.9		

NASHVILLE SUBDIV. — ARKANSAS DIVISION

Maximum Speed MPH (except as below)		Radio Communication via Channel One		Station Nos.
MPH	MP	SOUTH	NORTH	
30	MP 457.1 — MP 458.0			
10	MP 483.2 — MP 483.3			
25	MP 484.0 — MP 492.0			
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.				
Absolute block in effect between:				
MP 465.0 and MP 481.2				
MP 484.0 and MP 492.0				
Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 11 (15).				
Business Tracks				
North Hope — XJ-4.				
		35.3		
Crew member must flag Highway 24 and 27 crossings at MP 483-12 until occupied.				

GURDON SUBDIV. — ARKANSAS DIVISION

Maximum Speed MPH (except as below)		Radio Communication via Channel One		Station Nos.	Sidings Feet
MPH	MP	SOUTH	NORTH		
30	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 478.0 to MP 481.0; MP 487.1 to end of track MP 497.0.					
BUSINESS TRACKS		STATIONS			
MP	Sta. No.	Miles			
437.6	E-11	426.3	GURDON	X426	Yd.
444.7	E-18	452.4	LESTER	E-26	3412
461.3	E-35	459.8	CAMDEN	E-33	.....
478.8	E-52	460.8	SSW	E-37	.....
484.5	E-58	463.1	CULLENDALE	E-37	.....
Louann					
Monsanto					
El Dorado					
		65.9			
Absolute block in effect between:					
MP 428.3 and MP 457.4;					
MP 463.5 and MP 478.0;					
MP 481.0 and MP 487.1.					
Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 11 (15).					

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH (except as below)
WEST	EAST			
Miles	STATIONS			
380.7	MEMPHIS (Sargent Yd.)	XG-93	Yd.	60
380.6	KC JCT. SOU 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		40
370.0	PRESLEY JCT. BN	XG-82		40
361.5	CRAWFORDSVILLE	XG-74	9760	50
348.3	SMITHDALE	XG-60	7697	50
332.4	WYNNE	C-304	8618	25
318.8	FAIR OAKS SSW	XG-31	9342	25
300.0	NEW AUGUSTA	XG-12	6196	25
298.5	WHITE RIVER			25
287.9	BALD KNOB	X-288		25
				25

North and South wye  
 Bald Knob ..... 15  
 MP 298-08 ..... 30  
 MP 298-20 ..... 40  
 MP 299-03 ..... 40  
 MP 331-29 ..... 40  
 MP 336-05 ..... 40  
 MP 345-17 ..... 50  
 MP 348-13 ..... 50  
 MP 375-08 ..... 25  
 MP 378-04 ..... 25  
 Tower 17 — Forest Yard on SOU Main  
 Tracks ..... 10  
 Kentucky St. — ICG  
 on Southward Track ..... 10  
 ICG — Old Aulon  
 Tower on Southward Track ..... 10  
 ICG South Yard wye ..... 10  
 Westward trains secure clearance Kentucky Street.  
 Business Tracks ..... 10  
 Rio Vista ..... 292.8 XG-6  
 Patterson ..... 307.3 XG-19  
 McCrory ..... 320.3 XG-21  
 Hamlin ..... 324.7 XG-37  
 Levesque ..... 337.5 XG-50  
 Parkin ..... 346.9 XG-59  
 Earle ..... 352.1 XG-64  
 Gavin ..... 368.0 XG-80  
 W. Memphis Ind. Ld. .... 370.0 XG-85  
 Tenark Ind. Lead 0.9 Miles: (Max. Speed 10 MPH) SSW Jct. to Tenark.  
 ABS-CTC Briark to SSW Jct. via SSW RR.  
 SSW Jct. .... 355.6  
 Tenark ..... 354.5 CH-42

Movement of trains and engines between Sargent Yard and Kentucky St. must be made at restricted 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 SOU 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 312 (2). Communication via Channel Two.

**18 WYNNE SUBDIV. — ARKANSAS DIVISION**

**HUTTIG SUBDIV. — ARKANSAS DIVISION 19**

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	8938	MP 235.3— MP 407.5 (Except as Below) ..... 60 MP 235.3
221.6	PARAGOULD JCT.		C-245		MP 242.1 ..... 50 MP 242.1— MP 243.6
235.3	JONESBORO JCT.		C-259		MP 278.3 ..... 45 MP 280.7
238.0	JONESBORO Ⓞ BN Ⓞ	Ⓞ -2 †	C-262	8080	MP 295.2 ..... 40 MP 297.0
256.7	HARRISBURG	†	C-280	7794	MP 311.0 ..... 25 MP 313.6
278.0	NORTH WYNNE				MP 326.4 ..... 30 MP 326.7
281.0	WYNNE Ⓞ MP Ⓞ	§ Ⓞ -2 † T †	C-304	6944	MP 365.4 ..... 50 MP 366.4
290.9	CALDWELL	†	C-314	7527	MP 372.5 ..... 30 MP 376.0
296.4	FORREST CITY Ⓞ SSW Ⓞ		C-319		MP 376.0 ..... 40 MP 382.5
314.0	MARIANNA	†	C-337	6776	MP 406.8 ..... 30 MP 407.5
325.5	LEXA	Ⓞ -2 †	C-349	8792	MP 407.5 ..... 20
326.5	HELENA JCT.	T Ⓞ	C-351		Yard Limits: MP 406.8 to MP 407.5
339.5	LAKEVIEW	†	C-363	6953	
368.7	SNOW LAKE	Ⓞ -2 †	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	Ⓞ Ⓞ -2 † § Ⓞ	C-432	Yd.	
188.2					

Radio Communication via Channel One.			Station Nos.
Miles	SOUTH STATIONS	NORTH	
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			

Yard Limits: MP 566-00 to Huttig Jct.

**WARREN SUBDIV. — ARKANSAS DIVISION**

Radio Communication via Channel One.			Station Nos.
Miles	SOUTH STATIONS	NORTH	
422.6	DERMOTT		C-439
445.3	MONTICELLO Ⓞ AD&N Ⓞ	Ⓞ	KC-29
461.4	WARREN	Ⓞ	KC-45
38.7			

**LAKE PROVIDENCE SUBDIV. — ARKANSAS DIV.**

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

BUSINESS TRACKS	Sta. No.	BUSINESS TRACKS	Sta. No.	BUSINESS TRACKS	Sta. No.
Greenfield	251.6	Yaletowne	293.3	Mellwood	356.6
Whitehall	262.4	Barton	329.2	Vestal Spur	377.4
Cherry Valley	267.8	Oneida	335.3	Cypress Bend	399.7
Vandale	274.3	Wabash	341.1	McArthur	402.5
Colt	286.2	Elaine	347.1		

SSW Stations Paragould Jct. and Jonesboro Jct.:  
Station SSW MP  
Brookland ..... 115.7  
Farville ..... 117.8

Wynne Ⓞ — Train dispatcher is the operator per rule 312 (2).  
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. 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. Train orders, clearances and messages received by southward trains Illinois to Paragould will be turned over to relieving crew at Paragould. Train orders 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 Rule 215.

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

Radio Communication via Channel One			Station Nos.	Sidings Feet	Rule 99 (4) in effect	
Miles	SOUTH STATIONS	NORTH			Maximum Speed (Except as below)	MPH
408.1	McGEHEE	Ⓞ Ⓞ -2 † T § Ⓞ	C-432	Yd.	MP 641-26 —	10
424.1	MACON LAKE		K-118		Ferriday	10
431.3	LAKE VILLAGE		K-126	2574	Vidalia Ind. Lead	10
446.8	EURORA, ARK.		K-141	2654	BUSINESS TRACKS	Sta.
470.1	LAKE PROVIDENCE, LA.		K-165	2597	MP No.	
487.4	SONDHEIMER		K-182		MP 412.1	K-106
498.4	TALLULAH Ⓞ ICG Ⓞ		K-194	2051	MP 440.0	K-135
511.5	QUIMBY		K-207		MP 463.1	K-158
523.3	NEWELLTON		K-219	2607	H & W Warehouse	K-159
533.7	ST. JOSEPH		K-229		Hollybrook	K-169
546.1	WATERPROOF		K-242		Transylvania	K-173
557.2	CLAYTON	Ⓞ	E-210		Talla Bena	K-186
637.2	FERRIDAY	Ⓞ	E-216	Yd.	Goldman	K-240
					Azucena	K-245
					Concordia Jct.	E-217
					Vidalia	E-226
					Natchez	E-227
					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)	
154.6						

**STOP AND PROTECT**

U.S. Highway 65	MP 517.2
Parish Road	MP 523.8
LA. Highway 607	MP 528.1
LA. Highway 897-6	MP 538.8
LA. Highway 568	MP 544.5
LA. Highway 56-B	MP 594.4

20 MONROE SUBDIV. — ARKANSAS DIVISION

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
LR Jct. — MP 371-08		Drury Spur	350.3	K-5
(Except as below)	50	Sweet Home	351.7	K-6
LR Jct. — MP 346.1	35	Redfield	368.9	K-23
MP 346.1 — MP 346.3	30	Baldwin	381.8	K-36
MP 346.3 — MP 349.3	40	Fairfield	394.2	K-49
MP 371-08 — MP 531-20		Noble Lake	398.3	K-53
(Except as below)	60	Moscow	402.5	K-57
MP 385-28 — MP 389-24	20	Varner	415.0	K-70
MP 427-15 — MP 428-08	35†	Tillar	440.7	K-95
MP 446-05 — MP 447-23	20	Helena Chem.	446.6	K-100
MP 408-12 — MP 409-07	20	Jerome	424.8	C-448
MP 414-14 — MP 416-19	35	E. Ashley	435.6	C-459
MP 449-11 — MP 449-18	50	Parkdale	445.0	C-469
MP 455-07 — MP 455-18	50	Bayou	446.3	C-470
MP 473-02 — MP 474-00	25†	Muller	454.0	C-477
MP 480-28 — MP 481-01	25†	McGinty	454.1	C-478
MP 486-10 — MP 498-27	50	Jones	457.2	C-481
MP 498-27 — MP 504-10	20	Galion	467.2	C-491
MP 507-01 — MP 507-12	50	Hancock	489.3	C-513
MP 524-18 — MP 525-03	50	Maidco (Erco)	508.3	C-532
MP 528-03 — MP 531-20	30	Riverton	526.2	C-550
MP 531-20 — Texmo Jct.		Columbia	530.5	C-554
(Except as below)	50	Pulpwood	532.5	C-556
MP 537-13 — MP 537-27	30†	Clarks	537.4	C-561
MP 571-27 — MP 575-10	40	Standard	546.9	C-570
MP 582-11 — MP 585-25	40	Urania	552.8	C-576
MP 590-06 — MP 590-20	40†	H & C Veneer	574.5	C-599
MP 593-02 — MP 593-04	30	Christi Spur (Farmland)	577.9	C-602
MP 597-02 — Texmo Jct.	30	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 ⊕ ALM ⊕ ⊕ 553.6		E-127
		Maximum speed 30 MPH except		
		MP 553-09 — MP 553-26		10 MPH

ABS — CTC between LR Jct. and Red River Jct.

ABS — Two main tracks between Red River Jct. and Texmo Jct. Rule 251 in effect.

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.

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, ⊕MP 485.1, ⊕MP 525.8, \*MP 545.7, MP 569.4 and ⊕MP 586.8.

Yard Limits: MP 596-22 to Texmo Jct.

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

MONROE SUBDIV. — ARKANSAS DIVISION 21

Miles	SOUTH ▼	STATIONS	NORTH ▲	Radio communication via Channel One, Call-in Two.	
				Station Nos.	Sidings Feet
343.6		N. LITTLE ROCK	⊕ ⊕ T § ⊕	X-344	Yd.
347.2		LR JCT.			
344.2		BIDDLE		XZ-000	7221
347.3		HIGGINS		K-9	9150
354.1		HENSLEY		K-19	8700
364.5		WHITE BLUFF	⊕ -2	K-25	
370.5		⊕ SSW ⊕			
387.4		PINE BLUFF	⊕ ⊕ -2 ⊕ §	K-43	10286
390.9		GRADY		K-64	9820
409.6		GOULD	⊕ -2	K-75	
420.2		DUMAS		K-82	
427.9		PICKENS		K-86	9446
431.0		McGEHEE	⊕ ⊕ -2 T § ⊕	C-432	Yd.
447.2		DERMOTT		C-439	
408.1		HUDSPETH		C-446	8873
415.6		MONTROSE		C-456	
422.0		PORTLAND	⊕ -2	C-460	
432.1		SUNSHINE		C-464	9010
434.1		WILMOT, ARK.		C-473	
436.4		BONITA, LA.		C-484	9135
440.1		MER ROUGE		C-497	
449.3		COLLINSTON	⊕ -2 T	C-505	9058
460.8		SWARTZ		C-515	8872
473.5		HUTTIG JCT.	T	C-524	
481.0		⊕ ICG ⊕	⊕ ⊕		
491.8		MONROE	⊕ ⊕ -2 ⊕	C-525	Yd.
501.0		BOSCO		C-540	9387
501.1		OUACHITA RIVER	⊕ ⊕		
502.9		GRAYSON	⊕ -2	C-558	9200
516.6		OLLA		C-572	7952
518.2		TULLOS		C-580	
535.1		GEORGETOWN	⊕ LOAM ⊕ . ⊕ -2	C-585	8003
548.7		ANTONIA		C-601	9584
556.5		TIOGA	⊕ L&A ⊕	C-616	8029
561.6		⊕ KCS ⊕			
576.9		RED RIVER	⊕		
592.6		RED RIVER JCT.	⊕	C-620	
595.1		TEXMO JCT.	⊕	TB-196	
596.5		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.

The following jurisdiction of the Missouri Division is designated as St. Louis Terminal:

Pana Subdivision — St. Louis — MP 273.7  
 Chester Subdivision — MP 0 — MP 9-30  
 De Soto Subdivision — St. Louis — Barracks 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. — MISSOURI 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			
13.6	⊙ BN ⊙				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.
		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 11 (15).

### LESPERANCE SUBDIV. — MISSOURI 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.

Miles	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet
125.3		JEFFERSON CITY ⊙ ⊙ ⊙ -2T ⊙		MX-125	Yd.
		2.6			
127.9		RIVER JCT. ....		MX-128	
		15.9			
143.8		SANDY HOOK .....	⊙ -1	G-15	9475
		12.9			
156.7		WOOLDRIDGE .....	⊙ -1	G-27	8999
		14.1			
170.8		BOONVILLE .....	⊙ -1	G-41	6744
		7.6			
178.4		LAMINE .....		G-50	12853
		8.5			
186.9		BLACKWATER .....		G-58	8327
		8.1			
195.0		NAPTON .....		G-66	7743
		7.1			
202.1		MARSHALL .....	T ⊙ ⊙ ⊙ -1	G-73	8645
		13.1			
215.2		MALTA BEND .....	⊙ -1	G-86	9619
		15.4			
230.6		HODGE .....	⊙	G-101	9699
		17.0			
247.6		MYRICK .....	⊙ ⊙ -1 ⊙	G-118	11297
		9.0			
256.6		RENICK .....		G-127	7800
		12.0			
268.6		LAKE CITY .....		G-139	9451
		5.6			
274.2		RIPLEY JCT. ....		G-144	
		2.0			
276.2		ETON JCT. ....	⊙ -1	G-145	
		7.6			
283.8		CONGO .....		G-153	
		0.7			
284.5		ROCK CREEK JCT. ⊙ ⊙		MX-276	
		1.4			
285.9		SOUTHWEST JCT. ⊙ ⊙ KCS ⊙		MX-277	
		0.8			
286.7		NEFF YARD .....	⊙ T ⊙ ⊙ ⊙	MX-283	Yd.
		161.4			

ABS — Between Jefferson City and Southwest Jct.

CTC — Between Jefferson City and River Jct; Eton Jct. and Southwest Jct.

Signal indication, with current of traffic between Ripley Jct. and Eton 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 14(a) Special Instructions).

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 284-13 to MP 286-23.

Hot Box and Dragging Equipment Detectors located ⊙ MP 139.0, ⊙ MP 160.9, ⊙ MP 199.2, ⊙ MP 223.5 and ⊙ MP 263.8

Southwest Jct. wye ⊙ KCS ⊙

Between MP 283.8 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.

Rule 350(B) will not apply between Jefferson City and River Jct.

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

**24 SEDALIA SUBDIV. — MISSOURI DIVISION**

WEST			Miles	STATIONS	Station Nos.	Sidings Feet	EAST	
First Class		First Class						
31 Psgr. Daily	33 Psgr. Daily	30 Psgr. Daily					32 Psgr. Daily	
			0.0	GRATIOT ST. ⊕ ⊕				
			1.3	23RD STREET ⊕ ⊕ ⊕ ⊕				
			2.3	GRAND AVE. ⊕ ⊕ ⊕ ⊕	MX-2			
5 05 PM	8 05 AM		0.5	ST. LOUIS ⊕ ⊕	MX-1		2 15 PM	9 00 PM
			2.3	GRAND AVE. ⊕ ⊕ ⊕ ⊕	MX-2			
			3.6	IRON MTN. JCT. ⊕ ⊕ ⊕	X-1			
			6.8	MAPLEWOOD ⊕	MX-7			
			10.8	WEBSTER ⊕ ⊕	MX-11			
			13.2	KIRK JCT. ⊕	MX-12			
s 28 PM	s 26 AM		13.4	KIRKWOOD ⊕ ⊕ -2	MX-13		s 1 44 AM	s 8 28 AM
			18.7	PARK ⊕	MX-18			
			23.4	BOYD ⊕	MX-22			
			32.2	DOZIER ⊕	MX-31			
			37.0	SUMMIT ⊕	MX-37			
			43.7	WEST LABADIE ⊕ ⊕	MX-44			
			46.5	SOUTH POINT ⊕	MX-52			
			51.7	WASHINGTON ⊕ -2	MX-54			
			54.9	PACE ⊕	MX-58			
			57.7	GASCONADE JCT. ⊕ -2 ⊕	MX-86			
			86.2	MORRISON JCT. ⊕	MX-91			
			90.9	CHAMOIS ⊕ ⊕	MX-100			
			100.2	BONNOT JCT. ⊕	MX-116			
			116.7	OSAGE JCT. ⊕	MX-117			
			124.3	MOREAU ⊕ ⊕	MX-124			
s 7 18 PM	s 10 12 AM		125.5	JEFFERSON CITY ⊕ ⊕	MX-125		s 12 01 AM	s 6 43 AM
		7 22	10 16	127.9	RIVER JCT. ⊕	MX-128	11 49	6 34
		7 35	10 28	140.2	CENTERTOWN ⊕	MX-140	9080 11 36	6 21
		7 45	10 38	150.3	CALIFORNIA ⊕ -2	MX-150	3947 11 26	6 11
		8 00	10 53	166.1	DOW ⊕	MX-166	8556 11 11	5 56
		8 10	11 01	175.7	OTTERVILLE ⊕	MX-175	1131 11 01	5 47
		8 16	11 08	181.1	SMITHTON ⊕	MX-181	3266 10 57	5 42
			187.7	⊗ MKT ⊕				
s 8 25 PM	s 11 16 AM		188.9	SEDALIA ⊕ ⊕ ⊕ -2 ⊕	MX-188	4615 s 10 50	s 5 34 AM	
		8 34	11 29	195.7	DRESDEN ⊕	MX-195	7658 10 40	5 25
		8 46	11 42	208.1	KNOBNOSTER ⊕	MX-208	6097 10 28	5 13
s 8 56 PM	s 11 57 AM		218.4	WARRENSBURG ⊕ -2	MX-218	s 10 18 AM	s 5 03 AM	
		9 03	12 04	224.4	CENTERVIEW ⊕	MX-224	8937 10 12	4 57
		9 11	12 13	232.8	HOLDEN ⊕	MX-232	3328 10 04	4 49
		9 15	12 17	237.5	KINGSVILLE ⊕	MX-237	2797 10 00	4 45
		9 21	12 23	243.0	STRASBURG ⊕ ⊕ -1-2 ⊕	MX-242	4287 9 54	4 39
			249.2	PLEASANT HILL ⊕ ⊕	MX-249	9890		
			252.3	AVON ⊕	MX-252	4061		
s 9 38 PM	s 12 42 AM		259.8	LEE'S SUMMIT ⊕ ⊕	MX-259	8106 s 9 36	s 4 21 AM	
			271.2	INDEPENDENCE JCT. ⊕	MX-271			
s 9 54 PM	s 1 02 AM		273.2	INDEPENDENCE ⊕ -2	MX-273	s 9 20 AM	s 4 05 AM	
			276.8	ROCK CR. JCT. ⊕	MX-276			
10 30 PM	1 30 PM		283.0	KANSAS CITY ⊕ ⊕ (Un. Sta)	MX-282		9 00 AM	3 45 PM

278.8

**SEDALIA SUBDIV. — MISSOURI DIVISION 25**

**SPECIAL INSTRUCTIONS**

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

Maximum Speed	MPH	MPH	MPH
Psgr.	Frt.	Psgr.	Frt.
75	60	MP 211-38 — MP 212-18	65
10	10	MP 216-25 — MP 218-28	35 35
		MP 218-28 — MP 221-14	55 50
45	35	MP 221-14 — MP 222-14	60
50	40	MP 227-18 — MP 227-31	65
30	30	MP 231-25 — MP 232-32	65
50	50	MP 232-32 — MP 233-07	55
65	50	MP 248-18 — MP 249-14	45 45
65	—	MP 256-15 — MP 257-08	65
70	—	MP 257-08 — MP 259-28	60 45
60	55	MP 259-28 — MP 260-07	35 35 1/2
60	—	MP 260-07 — MP 261-22	65
60	—	MP 264-11 — MP 264-13	55 55 1/2
60	55	MP 264-13 — MP 265-28	60 40
65	55	MP 265-28 — MP 265-32	55 55 1/2
70	—	MP 270-36 — MP 276-28	35 35

(Except as below)  
 Thru Grand Ave. Interlocking Between Grand Ave. and Iron Mountain Jct.  
 MP 3-25 — MP 13-13  
 MP 13-13 — MP 13-25  
 MP 13-25 — MP 13-37  
 MP 13-37 — MP 15-14  
 MP 15-14 — MP 15-24  
 MP 17-03 — MP 21-00  
 MP 21-00 — MP 21-25  
 MP 21-25 — MP 23-11  
 MP 23-11 — MP 27-04  
 MP 27-04 — MP 28-28  
 MP 30-21 — MP 31-12  
 MP 32-25 — MP 33-31  
 MP 33-31 — MP 34-29  
 MP 34-29 — MP 35-30  
 MP 35-30 — MP 44-15  
 MP 48-33 — MP 49-29  
 MP 49-29 — MP 55-17  
 MP 58-16 — MP 58-37  
 MP 61-29 — MP 66-37  
 MP 66-37 — MP 67-08  
 MP 70-25 — MP 71-12  
 MP 72-08 — MP 75-28  
 MP 80-10 — MP 81-16  
 MP 83-34 — MP 84-36  
 MP 84-36 — MP 86-08  
 MP 86-08 — MP 87-37  
 MP 87-37 — MP 89-10  
 MP 89-10 — MP 89-27  
 MP 89-27 — MP 92-06  
 MP 92-06 — MP 93-03  
 MP 93-03 — MP 94-13  
 MP 94-13 — MP 97-22  
 MP 97-22 — MP 97-30  
 MP 106-33 — MP 107-01  
 MP 107-01 — MP 108-32  
 MP 108-32 — MP 109-04  
 MP 109-04 — MP 109-35  
 MP 113-33 — MP 114-02  
 MP 115-27 — MP 126-29  
 (Except as below)  
 MP 115-27 — MP 116-34  
 MP 116-34 — MP 117-12  
 MP 117-12 — MP 118-25  
 MP 118-25 — MP 121-20  
 MP 123-25 — MP 124-24  
 MP 124-24 — MP 126-29  
 MP 126-29 — MP 276-28  
 (Except as below)  
 MP 126-29 — MP 128-18  
 MP 128-18 — MP 129-28  
 MP 129-28 — MP 132-15  
 MP 132-15 — MP 132-28  
 MP 132-28 — MP 136-18  
 MP 136-18 — MP 139-00  
 MP 139-00 — MP 143-32  
 MP 146-04 — MP 147-20  
 MP 147-20 — MP 148-37  
 MP 150-04 — MP 151-07  
 MP 151-07 — MP 151-21  
 MP 153-21 — MP 155-35  
 MP 156-30 — MP 162-04  
 MP 162-04 — MP 163-00  
 MP 166-38 — MP 168-13  
 MP 168-13 — MP 171-07  
 MP 171-07 — MP 173-31  
 MP 173-31 — MP 174-11  
 MP 174-11 — MP 178-10  
 MP 178-10 — MP 178-27  
 MP 183-24 — MP 187-25  
 MP 187-25 — MP 190-04  
 MP 190-04 — MP 193-18  
 MP 200-25 — MP 201-04  
 MP 205-11 — MP 208-04  
 MP 208-04 — MP 208-07  
 MP 208-07 — MP 208-25

TUNNELS: Gray Summit MP 39-02 to MP 39-24; West Labadie MP 42-34 to MP 43-01.  
 Between 7:00 a.m and 7:00 p.m. whistle signal 15(l) must be sounded for Rock Hill Road MP 10-18 and MP 10-19.  
 Bagnell Spur: West Main Street — stop and protect. Do not occupy crossings at Dix Road or Industrial Drive until rotating white light on top of signal case is lighted. If not lighted after 2 minutes crew member must protect crossing.  
 Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Maximum speed 10 MPH.  
 State Fair Spur ..... 10 MPH  
 Hand Throw Crossovers Between Main Tracks:  
 Pacific ..... MP 34-20  
 Washington ..... MP 55-22  
 New Haven ..... MP 67-12  
 Hermann ..... MP 81-02  
 Jefferson City ..... MP 125-00  
 Independence ..... MP 126-20  
 Independence ..... MP 273-31  
 Trains must secure clearance before leaving Jefferson City.  
 Yard Limits: MP 0-0 to MP 6-29, MP 187-20 to MP 194.  
 Operation on TRRA between St. Louis and Grand Ave.

Business Tracks:	MP	Sta. No.
Lake Jct. ....	8.0	MX 8
Webster Groves. ⊕ .....	10.0	MX 10
Barretts. ⊕ .....	16.5	MX 16
Volley Park ..... ⊕ .....	18.9	MX 18
Jedburg ..... ⊕ .....	23.9	MX 24
Eureka ..... ⊕ .....	27.9	MX 29
Pacific ⊕ -2 .....	34.8	MX 36
Gray Summit ..... ⊕ .....	39.9	MX 40
Midwest Joist ..... ⊕ .....	56.8	MX 56
New Haven ⊕ -2 .....	67.3	MX 67
Berger ..... ⊕ .....	75.1	MX 74
Hermann ⊕ -2 .....	81.0	MX 80
Gasconade ⊕ -2 .....	88.5	MX 88
Morrison ..... ⊕ .....	92.9	MX 92
Bonnot's Mill ..... ⊕ .....	113.1	MX 112
Algoa Farms ..... ⊕ .....	118.6	MX 119
McGirk ..... ⊕ .....	144.7	MX 144
Shell Spur ..... ⊕ .....	151.3	MX 151
Clarksburg ..... ⊕ .....	156.6	MX 156
Tipton ⊕ -2 .....	162.8	MX 162
Syracuse ..... ⊕ .....	168.1	MX 168
Lamonte ..... ⊕ .....	200.9	MX 200
Montserratt ..... ⊕ .....	211.5	MX 211
Missouri Public Spur ..... ⊕ .....	257.3	MX 257
Western Electric Spur ..... ⊕ .....	261.0	MX 261
Little Blue ..... ⊕ .....	265.1	MX 265

Overhead clearance under Municipal Bridge approach 10th St. — Break up Lead 17 ft. 6 in.; House track Lead 17 ft. 11 in.; House 4 and 6-18 ft. 6 in.; House 7 and 8-19 ft. 8 in.; House 10 and 11-19 ft. 11 in. Piggybacks and loaded tri-levels will not clear. Crews handling cars make sure all cars will clear bridge approach.  
 Remote control switches are 30 MPH turnouts except Jct. switch with Carthage Subdivision at Pleasant Hill.  
 Following are 25 MPH turnouts: East end siding Centerview, both ends sidings Dow and Dresden, and hand throw crossovers West Labadie, New Haven and Hermann.  
 Between MP 275.3 and Neff Yard be governed by Kansas City Terminal Division operating instructions.

Rule 350(B) 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; Rule 251 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 oper-

ator 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  $\text{MP } 28.7$ ,  $\text{MP } 62.5$ ,  $\text{MP } 95.9$ ,  $\text{MP } 120.3$ ,  $\text{MP } 152.8$ ,  $\text{MP } 184.2$ ,  $\text{MP } 230.2$  and  $\text{MP } 255.7$ .

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

Trains secure clearance at Carthage.

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 490-00 to MP 488-00 and MP 382-19 to MP 380-00.

	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
Flippin	386.5	WR-130

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

TUNNELS —

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

Tunnel locations: 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 426.0 and  $\text{MP } 474.0$ .

25 MPH turnouts: sidings Ore, Adrian, Rich Hill, 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 <sup>+</sup>	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. — MISSOURI DIVISION

Miles	SOUTH ▼ Channel One, Call-in One	RADIO COMMUNICATION VIA STATIONS	NORTH ▲	Sta- tion Nos.	Sid- ings Feet
249.2		PLEASANT HILL		MX-249	9890
254.7		ORE		P-5	7690
258.8		HARRISONVILLE	BN	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	8216
302.4		PANAMA		P-54	4614
307.4		HORTON		P-58	2533
317.4		NEVADA	MKT	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	BN	P-115	....
364.1		PEARL			7478
527.6		STOTTS CITY		WR-250	7761
489.6		AURORA		WR-232	3002
489.1		CRANE		WR-221	7738
478.5		REEDS SPRING		WR-204	2378
460.7		GRETNA		WR-194	6790
451.5		BRANSON		WR-191	....
447.3		HOLLISTER, MO.		WR-189	2136
445.7		DAVIS, ARK.		WR-178	6851
434.3		CRICKET		WR-176	2191
432.7		BERGMAN		WR-159	7710
416.1		YELLVILLE		WR-136	8427
392.3		COTTER		WR-125	7840
381.5					
		261.7			

Radio Communication via Channel Two, call-in One.		Station Nos.	Sidings Feet
SOUTH	NORTH		
Miles	STATIONS		
381.5	COTTER ..... ④ ⑤ ⑥ ⑦	WR-125	7840
	24.1		
357.4	NORFORK ..... ④ -1	WR-102	8342
	17.9		
339.5	CRESWELL ..... ④	WR-83	2539
	9.9		
329.6	MOUNT OLIVE ..... ④	WR-73	7913
	17.2		
312.4	GUION ..... ④	WR-56	2364
	4.8		
307.6	MYERSVILLE ..... ④	WR-50	8097
	2.7		
304.9	BILTMORE ..... ④	WR-49	2553
	16.0		
288.9	CUSHMAN ..... ④	WR-30	8294
	2.8		
286.1	BATESVILLE ..... ④ -1 ④ T ④	WR-29	2492
	20.6		
265.5	PAROQUET ..... ④	WR-9	4363
	7.4		
259.5	DIAZ JCT. .... T ④	X-259	.....
123.4			

Yard Limits: Diaz Jct. to MP 260.7; MP 380.0 to MP 382.7.  
 Temporary Yard Limits: MP 283.0 to MP 287.3 — 9:01 a.m.-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 Detectors located ④MP 298.8, ④MP 325.0 and ④MP 352.5.

Max. Speed (Except as Below)	MPH	BUSINESS TRACKS	MP	Sta. No.
MP 259.5 — MP 260.9	35	ZZ Siding	259.5	WR-1
MP 264.4 — MP 264.7	30	Independence	267.7	WR-12
MP 275.0 — MP 277.7	40	Newark	270.3	WR-14
MP 277.7 — MP 279.6	35	Arkansas Eastman	273.6	WR-17
MP 279.6 — MP 284.0	40	Sulphur Rock	276.3	WR-20
MP 284.0 — MP 285.4	30	Moorefield	281.4	WR-25
MP 285.4 — MP 286.0	20	Pfeiffer Spur	283.6	WR-27
MP 286.0 — MP 286.5	10	Cushman Spur	288.1	WR-31
MP 286.5 — MP 288.3	30	Earnharts	293.0	WR-36
MP 305.8 — MP 306.6	25†	Sylamore	325.0	WR-68
MP 308.3 — MP 308.4	45†	Calico Rock	341.4	WR-85
MP 318.7 — MP 319.4	25†	When operating over Arkansas Eastman, Independence Coal plant, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.		
MP 339.3 — MP 341.6	30			
MP 359.0 — MP 360.0	25†			
MP 374.3 — MP 376.1	35†			

All tracks at Springfield are yard tracks. Max. Speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets.

At Springfield stop and protect crossing at Walnut Street when switching General Warehouse Spur. Stop and protect crossings at Jefferson, Robinson, Boonville, Campbell and Main Streets when switching on Phelps Avenue.

Miles	SOUTH STATIONS	NORTH	Station Nos.
488.2	AURORA ..... ④ ⑤ ⑥	WR-232	
VIA BN 29.9 MILES			
511.1	SPRINGFIELD ..... ④ BN ④ ⑤	PD-34	
		29.9	

Operation via BN between Springfield and Aurora. See Item 14(b) Special Instructions. Crew secure clearance at 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. — MISSOURI DIVISION

YARD LIMITS ENTIRE SUBDIV.		Station Nos.	Maximum Speed (Except as below)	MPH
Miles	SOUTH STATIONS			
364.1	CARTHAGE ..... ④ ⑤ ⑥ T ⑦ ⑧	P-115	MP 364-23 — MP 366-09	15
	10.8		MP 381-03 — MP 381-15	15
374.9	WEBB CITY ..... ④ ⑤	P-126	Business Tracks	MP No.
	6.6		Dumont	367.9 P-119
381.5	JOPLIN ..... ④ ⑤	P-133	Hercules — Dynamite	369.9 P-120
	17.4		Center Creek	371.3 P-122
			Atlas Ind. Lead — Webb City to Atlas 6.1 miles. Max. speed 10 MPH	
			Atlas	6.13 HC-6

Cars with heights in excess of 18 feet 6 inches must not be handled south of MP 364.7.



## Operating Instructions.

Operating limits and yard limits for Kansas City Terminal Division are as follows:

Subdiv.	Opr. Limits	Yard Limits
River	MP 283.9	MP 284.3
Sedalia	MP 275.3	None
Kansas City	MP 284.7	MP 283.4
Omaha	MP 289.0	MP 287.5
U.P. First	MP 6.4	MP 4.0

ABS-CTC — Rock Creek Jct. to West Yard Union Pacific MP 6.4

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.

On Track 80 from Rock Creek Jct. to Big Blue Single main track. Track 101 from Big Blue to Troost Ave., single main track. From Troost Ave. to Union Pacific MP 6.4 multiple main tracks.

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, while operating on tracks of railroads other than that by which they are employed.

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
Kansas City Terminal Div.:	
MP 276.8 and MP 278.7	25
MP 278.7 and MP 281.8	35
MP 281.8 and MP 282.4	15
MP 282.4 and MP 284.0	35
U.P. MP .04 and U.P. MP 1.4	15
U.P. MP 1.4 and U.P. MP 4.6	30
U.P. MP 4.6 and U.P. MP 6.4	60
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.

Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	ABS — Between ⊗ KCS and Gilmore Jct. CTC — Between ⊗ KCS and Shannon Trains originating Atchison secure clearance.
SOUTH	NORTH			
Miles	STATIONS			
484.0	Council Bluff, IA. ⊗ ⊗ T §	O-205	Yd.	Between MP 329 Pole 20 and MP 332 Pole 2 all trains and engines must move at restricted 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 317.
	via UP-10.1 Miles			Atchison Yard: Stop before crossing ATSF.
473.1	GILMORE JCT. NE. ⊗	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	⊗ BN ⊗			Maximum Speed: MPH
465.2	⊗ BN ⊗			Between Broadway and Kaw Pt. . . . . 20
465.1	MURRAY	O-172	3633	Between Kaw Pt. and MP 287-20 . . . . . 25
447.4	UNION	O-165	4586	Between MP 287-20 and Council Bluff (Except as below) . . . . . 50
437.9	MONTANA	O-155	3539	MP 291-04 — MP 291-24 . . . . . 35
436.9	NEBRASKA CITY	O-153	Yd.	MP 309-22 — MP 309-36 . . . . . 30
428.5	PAUL	O-146	3522	MP 322-19 — MP 322-36 . . . . . 35
423.2	JULIAN	O-141	3520	MP 329-19 — MP 332-08 . . . . . 20
416.4	CRETE JCT.	O-134		Atchison — Around curve Union depot and between curve and 10th Street and thru MP-BN Jt. Br.
414.1	AUBURN	O-132	6145	Connection . . . . . 10
401.0	STELLA	O-119	3523	MP 350-23 — MP 350-39 . . . . . 45
393.2	VERDON	O-112	6137	MP 387-09 — MP 387-30 . . . . . 45
389.9	STRAUSVILLE	O-107	3638	MP 434-25 — MP 437-00 . . . . . 25
384.3	FALLS CITY, NEB. ⊗ BN ⊗	O-102	Yd.	MP 439-04 — MP 439-16 . . . . . 45
379.1	RESERVE, KAN.	O-97		MP 447-10 — MP 448-17 . . . . . 30
370.3	HIAWATHA	O-88	4631	MP 461-04 — MP 462-30 . . . . . 45
369.7	⊗ UP ⊗			MP 466-08 — MP 466-29 . . . . . 45
358.7	WILLIS	O-76	6383	
351.7	EVEREST	O-69		
347.4	HURON	O-64	6209	
341.3	LANCASTER	O-59		
338.1	SHANNON	O-56	6378	
332.3	NORKAN JCT.	O-49		
330.7	ATCHISON	O-48	Yd.	Business Tracks MP No. Alfa . . . . . 305.6 0-23 Ft. Leavenworth . . . . . 310.7 0-30 Padonia . . . . . 375.3 0-93 Howe . . . . . 408.4 0-126 Clarke . . . . . 420.1 0-138 Cometa . . . . . 440.2 0-158 Wyoming . . . . . 441.7 0-159 Mynard . . . . . 458.9 0-176 Plattsouth . . . . . 462.3 0-180 Ft. Crook . . . . . 471.3 0-189
320.0	OAK MILLS	O-38	7495	Movement across Fourth and Tenth Streets at Atchison — crossing gates must be in lowered position before 4th or 10th St. crossing can be occupied. If gates do not lower automatically or have raised due to automatic time out feature, movement must be stopped and gates lowered prior to occupying crossings by operating the lowering switch located on both sides of 4th and 10th Sts. These switches are marked indicating the track they serve and can be activated by the use of a switch key. Compliance with Rule 103(A) of the General Code of Operating Rules is not altered by these instructions.
314.2	WADE	O-32	5049	At Hiawatha on Old Mill Spur, do not operate engines over pit and look out for the open pit.
310.0	LEAVENWORTH	O-27	4024	At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
309.2	CNW CONN.			
306.2	COCHRANE	O-23	5624	
298.2	WOLCOTT	O-16	7809	
293.4	NEARMAN	O-10	6243	
287.5	EDGEWATER	O-05	4000	
284.8	⊗ UP ⊗			
284.7	⊗ UP ⊗			
284.5	KAW PT., KAN.			
283.0	BROADWAY			
282.0	⊗ KCS ⊗			
280.0	NEFF YD., Mo.	MX283	Yd.	
	199.6			

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

Between MP 289.0 and Neff Yard be governed by Kansas City Terminal Division operating instructions.

**32 CONCORDIA SUBDIV. — MISSOURI DIVISION**

Miles	WEST STATIONS	EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	
330.7	ATCHISON	□ ⊕ T § ⊕	O-48	Yd.	
332.3	NORKAN JCT.	⊕	O-49		
347.9	EFFINGHAM		S-17		
355.2	MUSCOTAH		S-25		
361.4	WHITING		S-31		
367.3	NETAWAKA		S-37	4648	
379.8	GOFF		S-49		
385.7	CORNING		S-55	4104	
392.9	CENTRALIA		S-62		
400.4	VERMILLION		S-70		
408.8	FRANKFORT	⊕ UP ⊕	S-78	2168	
413.7	TUTTLE	⊕	S-83	5235	
425.6	BLUE RAPIDS		S-95		
430.5	WATERVILLE		S-100		
437.7	BARNES		S-107		
443.6	GREENLEAF		S-113	3103	
450.6	LINN		S-120		
455.4	PALMER		S-125		
464.4	CLIFTON		S-134	2701	
466.0	⊕ KYLE ⊕				
471.0	CLYDE		S-141		
485.1	⊕ ATSF ⊕				
485.4	CONCORDIA	⊕ □ ⊕ ⊕	S-155	Yd.	
490.2	HASTINGS JCT.	T	S-159		
490.3	YUMA		S-160	2189	
496.3	BURR OAK JCT.	⊕	S-166		
496.4	JAMESTOWN	⊕	S-166		
502.8	SCOTTSVILLE		S-172		
514.4	BELOIT	⊕ UP ⊕	S-184	1633	
524.1	GLEN		S-194	1938	
533.3	CAWKER		S-203	1724	
538.6	DOWNS	⊕ □ T ⊕	S-208	Yd.	
548.5	OSBORNE		SF-10		
562.1	ALTON		SF-23		
570.4	WOODSTON		SF-32		
580.4	STOCKTON	⊕ T	SF-42	Yd.	
246.9					

**LOUISVILLE SUBDIV. — MISSOURI DIVISION 33**

Rule 99 (4) in effect.				
Miles	WEST STATIONS	EAST STATIONS	Sta- tion Nos.	Sid- ings Feet
456.0	OMAHA JCT.	⊕	OD-42	
459.9	MANLEY	⊕	OD-46	1223
465.9	LOUISVILLE	⊕	OD-52	761
10.8				

**LINCOLN SUBDIV. — MISSOURI DIVISION**

Rule 99 (4) in effect.				
Miles	WEST STATIONS	EAST STATIONS	Sta- tion Nos.	Sid- ings Feet
460.4	WEeping WATER	□ ⊕ ⊕	OD-41	
461.4	OMAHA JCT.	⊕	OD-42	
471.5	ELMWOOD		OF-24	
494.2	⊕ CRI&P ⊕			
495.1	LINCOLN	⊕ ⊕	OF-48	Yd.
47.7				

Yard Limits: Union: MP 447-25 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 derrails, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

**CRETE SUBDIV. — MISSOURI DIVISION**

Rule 99 (4) in effect.				
Miles	WEST STATIONS	EAST STATIONS	Sta- tion Nos.	Sid- ings Feet
427.9	TALMAGE		OD-14	
466.6	BN JCT.			
468.1	ALDO JCT.	⊕	OE-39	
486.1	CRETE	□ ⊕	OE-58	Yd.
69.7				
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".

### 34 BURR OAK SUBDIV. — MISSOURI DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Rule 99 (4) in effect. Maximum Speed . . . . . 25 MPH Yard Limits: MP 496-11 to MP 497-02.
496.4	JAMESTOWN . . . . .	⊙	S-166	<b>BUSINESS TRACKS</b> MP No. Randall . . . . . 506.7 SE-11 Jewell . . . . . 512.9 SE-17 Mankato . . . . . 521.5 SE-26 At Mankato — Stop and protect crossing — U.S. Highway 36.
529.7	BURR OAK . . . . .		SE-34	
	33.3			

### LENORA SUBDIV. — MISSOURI DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Rule 99 (4) in effect. Maximum Speed . . . . . 25 MPH (except as below) MP 614-24—MP 614-25 . . . . . 10†
538.6	DOWNS . . . . .	⊙ ⊠ T ⊙ ⊙	S-208	Yard Limits: MP 538-28 to MP 539-16; MP 622-10 to Lenora <b>BUSINESS TRACKS</b> MP No. Harlan . . . . . 552.9 S-222 Claudell . . . . . 567.8 S-237 Speed . . . . . 589.8 S-259 At Glade stop and protect Kan. Highway 183 crossing.
547.7	PORTIS . . . . .		S-217	
557.8	GAYLORD . . . . .		S-227	
563.0	CEDAR . . . . .		S-233	
572.6	KIRWIN . . . . .		S-242	
583.1	GLADE . . . . .		S-253	
598.5	LOGAN . . . . .		S-268	
612.9	EDMOND . . . . .		S-282	
623.3	LENORA . . . . .	⊙	S-293	
	84.7			

### ST. JOSEPH SUBDIV. — MISSOURI DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Operation from Atchison to Winthrop over MP-BN Joint Bridge; BN tracks between Winthrop and St. Joseph. Flagging distance and maximum speed: Be governed by BN Special Instructions. St. Joseph: 1. Stop and protect following crossings: Illinois Ave., Fourth St., Second and Cedar, Highway 759 at Artesian Ice Plant. 2. If crossing signal does not operate, before occupying Packers Ave. Spur 759 Highway, flag each side crossing with red flag by day or fuscue 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.
349.9	ST. JOSEPH . . . . .	⊙ ⊠ T §	OA-21	
347.8	FRENCH . . . . .			
340.7	HALLS . . . . .			
337.0	⊙ ATSF ⊙			
334.6	ARMOUR . . . . .			
331.1	WINTHROP MO. . . . .			
330.8	DRAWBRIDGE (Mo. River) ⊙			
330.7	ATCHISON, KAN . . . . .	⊙ ⊠ T ⊙	O-48	
	18.5			

### KANSAS CITY SUBDIV. — KANSAS DIV. 35

Miles	SOUTH ▼ STATIONS	RADIO COMMUNICATION VIA Channel One, Call-in One	NORTH ▲	Station Nos.	Sidings Feet
279.0	NEFF YARD . . . . .	⊠ ⊙ T ⊙		MX-283	
278.2	SOUTHWEST JCT . . . . .		T	MX-277	
278.6	⊙ ICG ⊙				
278.7	HIGHLINE JCT. . . . .				
279.1	⊙ KCT ⊙				
279.2	KCT CONN. . . . .				
280.4	CENTROPOLIS . . . . .			MX-288	
283.4	LEEDS JCT. . . . .		⊙ ⊙	MX-291	
290.0	DODSON . . . . .		⊙ -1	MX-298	n4738 s8584
297.1	MARTIN CITY, MO. . . . .			MX-305	
299.8	KENNETH, KAN. . . . .			MX-308	7290
310.9	BUCYRUS . . . . .			MX-319	7479
317.2	WAGSTAFF . . . . .		⊙ -1	MX-326	7555
326.2	PAOLA . . . . .			MX-334	
326.8	⊙ BN ⊙				
326.9	⊙ MKT ⊙				
328.5	BROWN . . . . .			MX-336	10831
334.4	OSAWATOMIE . . . . .	⊠ ⊙ ⊙ T § ⊙		MX-341	Yd.
334.9	⊙ MP ⊙				
	56.7				

ABS From ⊙ ICG crossing to Osawatomie.  
Signal indication with current of traffic Southwest Jct.—Leeds Jct.  
CTC Leeds Jct. to Osawatomie.

Operation on Kansas City Term. Div., Neff Yard-Leeds Jct. Two main tracks Neff Yard-Leeds Jct. Yard Limits: MP 279.0 to MP 283.4.	Maximum Speed	MPH
	Neff Yard to MP 296-34 (Except as below) . . . . .	40
	Neff Yard — MP 280-11 . . . . .	25
	MP 296-34 to MP 334-16 (Except as below) . . . . .	60
	MP 325-07 — MP 326-44 . . . . .	40
	MP 326-44 — MP 327-33 . . . . .	55
	MP 331-12 — MP 331-23 . . . . .	55
	MP 332-35 — MP 335-00 . . . . .	25
Hot Box and Dragging Equipment Detector located at ⊙MP 314.0. Remote control switches are 30 MPH turnouts except: Osawatomie-Coffeyville Subdiv. main track to running track — Osawatomie Subdiv. main track to running track and to yard lead at south end.	Osawatomie — Around wye 10 MPH	

Business Tracks	MP	Sta. No.
Alexander . . . . .	284.8	MX-291
Missey Spur . . . . .	285.6	MX-293
Hytex . . . . .	286.5	MX-294
Barry-Gann Lbr. Co. . . . .	292.1	MX-300
International Paper Co. . . . .	296.2	MX-305
Armour Co. . . . .	297.2	MX-305
Stilwell . . . . .	306.4	MX-314

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

### TOPEKA SUBDIV. — KANSAS DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Rule 99 (4) in effect. Yard Limits: MP 400-15 to end of track Topeka.
368.3	LOMAX . . . . .		MX-376	<b>MAXIMUM SPEED</b> . . . . . 25. <b>BUSINESS TRACKS</b> MP No. Michigan . . . . . 374.4 T- 97 Overbrook . . . . . 381.6 T-104 Pauline . . . . . 401.1 T-124
406.5	⊙ ATSF ⊙			
407.6	TOPEKA . . . . .	⊙ T ⊙ ⊙	T-130	
	39.3			

Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	ABS — Osawatomic — Council Grove CTC — Lake — Council Grove Hot box and dragging equipment detectors located at *MP 364.8 and *MP 390.8.
WEST	EAST			
Miles	STATIONS			
334.4	OSAWATOMIE ..... T § □ ⊕ ⊕	MX-341	Yd.	
	8.9			
343.3	RANTOUL .....	MX-351	7158	
354.1	OTTAWA ..... ⊕-1	MX-362	7465	
354.4	⊗ ATSF ⊗			
	2.7			
357.1	⊗ ATSF ⊗			
	11.6			
368.7	LOMAX .....	MX-376	4591	
	8.1			
376.8	FLINT .....	MX-385	6662	
378.6	LYNDON .....	MX-386		
386.2	⊗ ATSF ⊗			
	0.2			
386.4	OSAGE CITY ..... ⊕-1	MX-394	6398	
	15.5			
401.9	ADMIRE .....	MX-410	6447	
	10.3			
412.2	LAKE .....	MX-420	6125	
	13.4			
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	10
Vassar	375.3	MX-383	MP 332-35 — MP 335-00	25
Miller	395.3	MX-403	MP 338-34 — MP 339-29	45
Allen	405.8	MX-414	MP 353-29 — MP 354-32	20
Bushong	411.0	MX-419	MP 357-05 — MP 357-13	50
			MP 385-00 — MP 387-03	40†
			MP 400-15 — MP 400-27	50
			MP 425-26 — MP 426-26	25

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.—KANSAS DIVISION

Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	ABS — Council Grove - Hoisington CTC — Council Grove - Pete. Dual control switches located both ends Hoisington yard. Maximum Speed (Except as Below) MPH MP 425-26 — 55 MP 426-26 — 25 MP 430-22 — 50 MP 430-34 — 50 MP 432-18 — 50 MP 434-42 — 45 City Limits Herington 30 MP 495-32 — 30 MP 496-37 — 30 Over street crossings Geneseo 40 MP 544-35 — 30† MP 545-35 — 30† Hot Box and Dragging Equipment detectors located at *MP 440.2 and *MP 533.0.
WEST	EAST			
Miles	STATIONS			
425.6	COUNCIL GROVE ..... ⊕-1 □ ⊕	MX-432	Yd.	
	0.2			
425.8	PETE .....	MX-433		
	10.5			
436.3	WILSEY .....	MX-444	6454	
	9.3			
445.6	PRAIRIE .....	MX-454	8981	
	5.4			
451.0	HERINGTON ..... ⊕-1	MX-459	4624	
	0.5			
451.5	⊗ SSW ⊗			
	7.1			
458.6	HOPE .....	MX-467	4618	
	0.6			
459.2	⊗ ATSF ⊗			
	8.8			
468.0	ELMO .....	MX-476	6347	
	8.1			
476.1	CODY .....	MX-485	6568	
	1.9			
478.0	GYPSUM ..... ⊕-1	MX-487		
	0.3			
478.3	SALINA JCT. .... T	MX-488		
	12.9			
491.2	BRIDGEPORT .....	MX-499	6559	
	4.7			
495.9	⊗ UP ⊗			
	0.3			
498.2	LINDSBORG .....	MX-504		
	9.4			
505.6	MARQUETTE ..... ⊕-1	MX-513	6427	
	12.6			
518.2	CRAWFORD .....	MX-526	4391	
	6.3			
524.5	GENESEO ..... ⊕ T ⊕-1	MX-532	12731	
	5.2			
529.7	⊗ BN ⊗			
	7.9			
537.6	BUSHTON .....	MX-545	4608	
	7.6			
545.2	CLAFLIN .....	MX-553	7177	
	13.6			
558.8	HOISINGTON ..... § T □ ⊕ ⊕-1 ⊕	MX-567	Yd.	
133.3				

Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	ABS — Hoisington-Horace Dual control switches located both ends Hoisington yard. Maximum Speed (Except as Below) MPH MP 588-36 — MP 589-11 ..... 50 City Limits LaCrosse ..... 45 MP 617-00 — MP 730-08 ..... 40 Hot Box and Dragging Equipment Detectors located at MP 595.5, *MP 625.7, *MP 679.4 and *MP 705.6. Remote control switches, Hoisington are 30 MPH turnouts.
WEST	EAST			
Miles	STATIONS			
558.8	HOISINGTON ..... ⊕ □ ⊕-1 T § ⊕	MX-567	Yd.	
	10.1			
568.9	OLMITZ .....	MX-577	8231	
	6.7			
575.6	OTIS .....	MX-583	3870	
	8.3			
584.1	BISON .....	MX-592	6219	
	6.2			
590.3	LA CROSSE ..... ⊕-1	MX-598	3872	
	15.0			
605.3	MCCRACKEN .....	MX-613	7555	
	10.7			
616.0	BROWNELL ..... ⊕-1	MX-624	3988	
	6.1			
622.1	OSGOOD .....	MX-630	6066	
	5.2			
627.3	RANSOM .....	MX-635	3875	
	6.5			
633.8	ARNOLD .....	MX-642	2521	
	6.5			
640.3	UTICA ..... ⊕-1 ⊕	MX-648	6429	
	15.3			
655.6	SHIELDS .....	MX-663	6304	
	9.4			
665.0	HEALY ..... ⊕-1	MX-673		
	5.2			
670.2	RANCH .....	MX-678	6211	
	11.5			
681.7	⊗ ATSF ⊗			
	0.8			
682.5	SCOTT CITY ..... ⊕-1	MX-690	3309	
	0.3			
682.8	⊗ ATSF ⊗			
	9.3			
692.1	MODOC .....	MX-700	6309	
	7.1			
699.2	MARIENTHAL .....	MX-707		
	7.9			
707.1	LEOTI ..... ⊕-1	MX-715	3968	
	10.0			
717.1	SELKIRK .....	MX-725	6089	
	11.9			
729.0	TRIBUNE .....	MX-737	2521	
	1.8			
730.8	HORACE ..... ⊕ □ ⊕-1 T ⊕	MX-739	Yd.	
171.8				

ABS — Hoisington-Horace	BUSINESS TRACKS	Sta. MP	Sta. No.
Dual control switches located both ends Hoisington yard.	Kanbrick (Hoisington)	561.4	GD- 3
Maximum Speed (Except as Below) MPH	Boyd	562.9	MX-571
MP 588-36 — MP 589-11 ..... 50	Hargrave	598.0	MX-606
City Limits LaCrosse ..... 45	Pen Dennis	649.4	MX-657
MP 617-00 — MP 730-08 ..... 40	Manning	671.4	MX-679
Hot Box and Dragging Equipment Detectors located at MP 595.5, *MP 625.7, *MP 679.4 and *MP 705.6.	Coronado	704.1	MX-712
Remote control switches, Hoisington are 30 MPH turnouts.	Whitlaw	724.6	MX-732
	Kanbrick Ind. Lead:		
	Max. Wt. MP 580-09 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.		

38 HORACE SUBDIV. — KANSAS DIVISION

MOUNTAIN STANDARD TIME					
WEST	Radio communication via Channel One. Call-in One	EAST	Station Nos.	Sidings	
Miles	STATIONS			Feet	
730.8	HORACE	⊙ ⊙ ⊙ -IT ⊙	MX-739	Yd.	
740.5	WALKINGHOOD, KAN.		MX-748	8954	
746.6	TOWNER, COLO.		MX-754		
752.5	STUART		MX-760	6069	
758.1	SHERIDAN LAKE	⊙ -1	MX-766	3764	
771.8	CHIVINGTON		MX-780	6181	
785.8	EADS	⊙ -1	MX-794	6365	
807.7	HASWELL	⊙ -1	MX-816	6527	
830.5	HEATH		MX-838	6392	
841.2	SUGAR CITY	T	MX-849		
846.4	ORDWAY	⊙ -1	MX-854	7234	
863.1	PULTNEY		MX-871	6070	
869.4	NA JCT.	∅	MX-876		
591.8	AVONDALE	⊙ -1	MX-889	8153	
803.6	DEVINE		MX-895		
809.6	BAXTER		MX-897	7500	
611.8	PUEBLO JCT.	⊙	MX-903		
617.8					
897.1	PUEBLO	T ⊙ ⊙ -1 § ⊙	MX-905	Yd.	
166.8					

Maximum Speed	MPH	Yard Limits:	
(Except as below)	55	MP 730-00 to MP 732-20	
MP 730.8-MP 820.9	40		Sta. No.
City Limits Ordway	40	Astor	736.9 MS-745
NA Jct. — Pueblo Jct.	40	Kanco	742.9 MX-750
(Except as below)	55	Brandon	766.2 MX-774
Boone (until crossing occupied)	40	Galatea	799.1 MX-807
ATSF MP 615.9 — MP 616.0	50	Arlington	821.4 MX-829
ATSF MP 617.2 — MP 617.6	25	Crowley	851.9 MX-860
Pueblo Jct.: ATSF MP 617.5 — MP 617.9	15	Olney Springs	857.3 MX-865
MP 617.9	15	Boone	876.1 MX-884
Pueblo Jct. Switch MP 617.5	15	(Industrial Lead West of Fountain River Bridge, Pueblo, Colo — Old Main Line.)	
MP 893.2 — MP 895.2	20		
Trains averaging 90 or more tons per car or when over 7,000 tons must not exceed 45 MPH.			

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. General Code of Operating Rules apply except as modified by ATSF Rules shown under Item 14(a) of Special Instructions. 30 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 792.1, MP 851.0 and ATSF \*MP 595.1.

Avondale: Entrance road to ordinance plant — Stop and protect before crossing.

SALINA SUBDIV. — KANSAS DIVISION

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

TIMETABLE NO. 1

HARDTNER SUBDIV. — KANSAS DIVISION 39

WEST	EAST	Station Nos.	Sidings
Miles	STATIONS		Feet
485.9	HARDTNER JCT.	⊙ T	M-001
487.9	⊙ ATSF		
488.8	⊙ ATSF		
494.3	FRONTIER		H-196 6398
496.6	BAYNEVILLE		H-197 1277
501.4	CLEARWATER		H-202 1169
506.9	MILLERTON		H-208 1364
512.9	CONWAY SPRINGS	⊙ ⊙ T ⊙	NL-135 Yd.
524.3	ARGONIA		H-225
524.5	⊙ ATSF		
531.2	FREEPORT		H-232 2220
541.6	ANTHONY		H-243
541.9	⊙ ATSF		
542.0	⊙ ATSF		
558.8	CORWIN		H-260
564.0	HAZELTON		H-265
571.2	KIOWA		H-272
572.5	⊙ ATSF		
573.1	⊙ ATSF		
576.8	STUBBS		H-278
581.5	HARDTNER	T	H-283
95.6			

Rule 99 (4) in effect: between MP 491-00 and Conway Springs only.

Yard Limits:  
Hardtner Jct. to MP 491-00, MP 511-00 to MP 514-21.

Maximum Speed MPH  
(Except as below) . 30  
MP 512-09 —  
MP 569-24 . . . . . 25  
MP 569-24 —  
MP 573-19 . . . . . 20

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

STAFFORD SUBDIV. — KANSAS DIVISION

WEST	EAST	Station Nos.	Sidings
Miles	STATIONS		Feet
558.7	CONWAY SPRINGS	⊙ ⊙ T ⊙	NL-135 Yd.
567.1	MILTON		NL-144
572.2	⊙ ATSF		
592.3	KINGMAN		NL-169
593.1	⊙ ATSF		
593.9	⊙ ATSF		
598.4	BROWNS SPUR		NL-175
605.8	PENALOSA		NL-183
610.0	OLCOTT	T	NL-187
619.9	PRESTON	⊙	NC-10 599
620.1	⊙ SSW		
630.0	IUKA	⊙ T	NC-20
614.5	TURON		NL-191
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			

TIMETABLE NO. 1

40 HUTCHINSON SUBDIV. — KANSAS DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Sid- ings Feet	Maximum Speed Between Wichita and Geneseo (Except as below) .. 30 MP 482-00 — MP 485-00 .. 20 MP 485-00 — MP 486-00 .. 10 MP 530-19 — MP 533-25 .. 20 MP 559-06 — MP 561-01 .. 20	MPH
482.4	⊕ BN ⊕					
482.6	⊕ OKT ⊕					
483.0	⊕ WTA ⊕					
483.0	⊕ ATSF ⊕					
485.9	HARDTNER JCT. ⊕ T		M-1		Business Tracks	MP Sta. No.
495.0	MAIZE		M-10	1502	Wichita Sand .....	490.5 M-5
499.1	COLWICH		M-14	1516	Superior Sand .....	490.9 M-6
509.9	MT. HOPE		M-25	3029	Berwet .....	496.0 M-11
516.9	HAVEN		M-32	2888	Lock- Joint .....	497.7 M-13
522.4	YODER		M-37	2192	KGE Co. ....	498.3 M-14
531.5	⊕ ATSF ⊕				Andale .....	504.2 M-19
531.6	⊕ ATSF ⊕				Small Spur ..	511.1 M-26
532.0	⊕ SSW ⊕				Elmer .....	526.0 M-41
532.6	HUTCHINSON ⊕ ⊕ § ⊕		M-48	Yd.	Yaggy .....	535.8 M-54
533.5	⊕ ATSF ⊕				Nickerson (between YA Jct. & ST Jct.) .....	544.0 M-59
537.5	YA JCT. Via ATSF 13.09 Mi.				Kanopolis .....	14.3 M-103
550.1	ST JCT.				Stations on ATSF between YA Jct. and ST Jct.: Name ATSF MP	
559.2	⊕ BN ⊕				YA Jct. ....	222.7
560.5	LYONS ⊕ ⊕ ⊕ ⊕		M-76	2536	Yaggy .....	223.2
561.0	⊕ ATSF ⊕				Nickerson .....	228.6
573.2	GENESEO □ ⊕ ⊕ ⊕		MX-532	3890	ST Jct. ....	235.6
524.5						
	91.7					

Rule 99(4) in effect between Hardtner Jct. and YA Jct. and between ST 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 14(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 General Code of Operating Rules 15(l) expecting to find track cars.

CONWAY SPRINGS SUBDIV. — KANSAS DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Sid- ings Feet	Yard Limits: MP 537-09 to MP 558-00.	
						522.9
	43.3 Mi. Via ATSF				Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.	
537.9	BELLE PLAINE		NL-115		Business Tracks	MP Sta. No.
544.5	⊕ OKT ⊕				Riverdale .....	544.4 NL-121
558.7	CONWAY SPRINGS ⊕ ⊕ T ⊕ ⊕		NL-135	Yd.	Anson .....	552.2 NL-129
	68.7				Winfield .....	517.2 NL-94
Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 14(a).						

WICHITA SUBDIV. — KANSAS DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Sid- ings Feet	Maximum Speed MPH Durand to Iola ..... <th colspan="3">Radio communication via Channel</th>	Radio communication via Channel		
						One, Call-in Two		
					(except as below) .....			
367.4	IOLA		H-68		MP 420-20 —			
367.8	⊕ ATSF ⊕				MP 421-20 ..			
374.7	PIQUA		H-76	1560	MP 431-00 —			
383.6	DURAND □ T ⊕ -2 ⊕ ⊕		H-85	4872	MP 438-00 ..			
386.0	YATES CENTER ⊕		H-87		MP 458-00 —			
394.4	BATESVILLE		H-96	4851	MP 478-00 ..			
420.7	EUREKA		H-122		Both legs of Wye-Durand .....			
438.6	SUMMIT		H-140	4256	Yard Limits: MP 387-25 to end of track Iola; MP 451-30 to MP 458-10 and MP 476-20 to Wichita.			
452.7	WALNUT		H-154	4472	Piqua-Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH. Humboldt .....			
454.5	ELDORADO □ ⊕ ⊕ ⊕ ⊕		H-155					
454.6	McPHERSON JCT. T		H-155					
482.0	WICHITA YD. □ ⊕ ⊕ T § ⊕		H-183	Yd.				
	114.6							

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Athens .....	378.9	H-80	Rosalia ⊕ -2 .....	441.9	H-143	Electric Spur .....	472.4	H-172
Toronto .....	399.5	H-101	Towanda .....	463.6	H-164	Greenwich .....	474.4	H-175
Neal .....	407.6	H-109	Benton .....	469.4	H-170			
Reece .....	430.5	H-132						

McPHERSON SUBDIV. — KANSAS DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Nos.	Sid- ings Feet	Rule 99 (4) in effect between McPherson Jct. and Newton only.	Maximum Speed MPH (Except as below) ..... <th colspan="3">Radio communication via Channel</th>	Radio communication via Channel		
							One, Call-in Two		
454.6	McPHERSON JCT. ⊕ T		H-155						
467.1	POTWIN		PB-13		City Limits Potwin .....	25			
474.5	WHITewater		PB-20	1087	City Limits Mound Ridge .....	20			
474.7	⊕ OKT ⊕				MP 484-11 —				
486.8	NEWTON		PB-32	976	MP 486-03 .....	15			
487.0	⊕ ATSF ⊕				Yard Limits: McPherson Jct. to MP 457-13; MP 487-02 to MP 487-22; MP 494-01 to MP 496-01; MP 501-10 to MP 502-00 and MP 515-30 to MP 516-10.				
495.1	HESSTON		PB-41	1862					
501.6	MOUND RIDGE		PB-47	1730					
514.9	⊕ SSW ⊕								
516.2	McPHERSON ⊕ ⊕		PB-62	Yd.					
	61.6								

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

Miles	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Rule 99 (4) in effect between Chetopa and Nassau Jct. only.
333.2		BRONAUGH		N-16		
343.3		LIBERAL, MO.		N-26		
343.4		⊙ BN ⊙				
352.8		CORNELL, KAN.		N-35	2772	
357.6		⊙ KCS G				
358.0		PITTSBURG ⊙ ⊙ ⊙ ⊙		N-41	Yd.	
362.8		FLEMING		N-46	1961	
365.6		⊙ BN ⊙				
365.8		CHEROKEE		N-48	839	
366.8		⊙ BN G				
379.6		SHERWIN ⊙ BN G		N-62	1290	
386.1		FAULKNER		N-68	1531	
392.8		CHETOPA		N-75	1191	
393.2		⊙ MKT G				
408.1		EDNA		N-91		
413.2		VALEDA		N-96	900	
423.0		⊙ ATSF ⊙ MKT ⊙				
423.3		COFFEYVILLE ⊙ T ⊙ ⊙ ⊙ ⊙		R-135	Yd.	
104.0						

MIDLAND VALLEY SUBDIV. — KANSAS DIVISION

Miles	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Rule 99 (4) in effect.
29.3		⊙ FS & VB ⊙				
40.9		KEOTA		MV41		
55.2		STIGLER		MV55	2340	
67.5		PORUM		MV67		
77.2		WARNER		MV77		
95.8		SHOPTON ⊙ ⊙ T ⊙ ⊙		MV96	Yd.	
97.1		⊙ BN ⊙				
97.2		⊙ MKT G				
100.1		MUSKOGEE ⊙ MP G		MV97		
117.3		HASKELL		MV117	1248	
134.0		BIXBY		MV134		
141.5		JENKS		MV142	550	
148.1		TULSA ⊙ T ⊙ ⊙ ⊙		MV152	Yd.	
152.3		⊙ SS RY ⊙				
187.2		BARNSDALL		MV187		
166.4						

Operation via BN between MP 97.2 and MP 97.8.

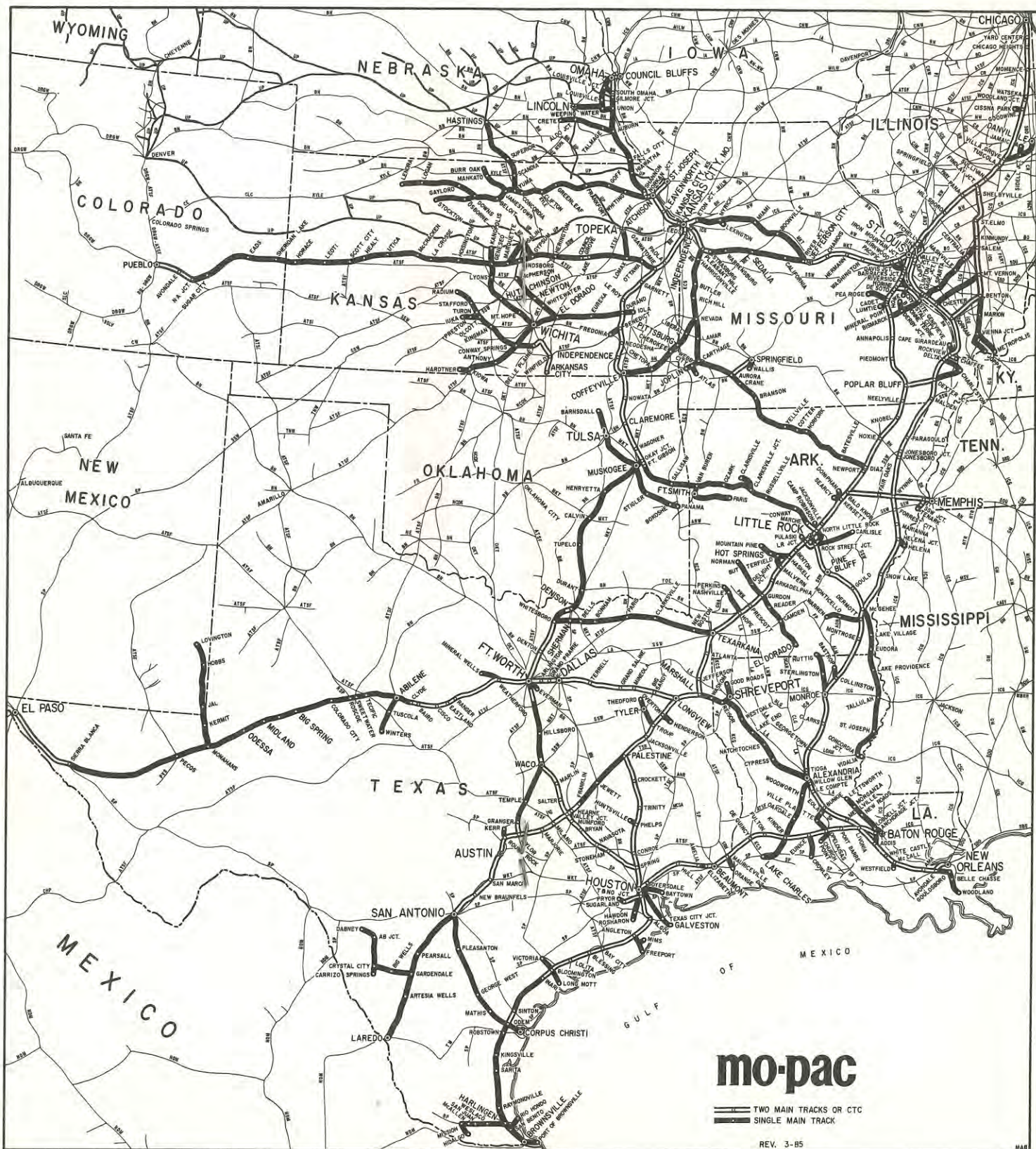
Operation via BN between Cherokee Yd. and ATSF yard lead, Tulsa. Secure verbal authority from BN dispatcher before entering CTC territory for movement in either direction. Refer to Special Instructions, Item 14 (b). Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sidings Feet
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	e8717 w7546
133.4					



ABS-CTC — Osawatome to Coffeyville.  
Two main tracks designated East and West tracks between MP 334.9 and Lane Jct.  
Fredonia: Reached via ATSF from Benedict. (See Item 14(a) Special Instructions.)  
Remote control switches are 30 MPH turnouts.  
Hot Box and Dragging Equipment Detectors located at ⊙MP 366.1, ⊙MP 387.1, ⊙MP 410.9 and ⊙MP 438.2.

Maximum Speed	MPH	BUSINESS TRACKS	MPH	Sta. No.
(Except as below)	50	Greeley	348.1	R-15
MP 334-31 — MP 334-41	30	Garnett	357.6	R-24
MP 340-39 — MP 341-34	40	Westphalia	373.6	R-41
MP 343-23 — MP 344-01	45	New Strawn Spur	375.6	R-43
MP 348-03 — MP 348-24	25	Le Roy	384.4	R-51
MP 348-24 — MP 348-26	45	Buffalo	411.2	R-78
MP 356-40 — MP 357-37	25	Altoona	427.2	R-94
MP 371-27 — MP 372-26	45	Blake	453.3	R-120
MP 383-34 — MP 385-00	30	DMA	461.2	R-129
MP 418-01 — MP 418-11	45	Fredonia	426.5	RC-12
MP 423-00 — MP 423-11	45			
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			

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



**mo-pac**

 TWO MAIN TRACKS OR CTC  
 SINGLE MAIN TRACK

REV. 3-65

MAR



Miles	SOUTH ▼	Radio Communication via Channel One, Call-in Two		STATIONS	NORTH ▲	Station Nos.	Sid- ings Feet	
662.8				COFFEYVILLE, KAN.	☐ ⊕ -2T § ⊕	R-135	e8717 w7546	
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 ⊕		⊕ -2 ⊕	L-242	
579.6				COOKSON		↓	L-239	9209
575.5				OKAY JCT.			L-233	
568.7				OG & E SPUR			L-229	
557.5				BRAGGS		⊕ -2	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 — Coffeyville to Van Buren, CTC — Coffeyville to OG&E Spur.

Yard Limits: MP 495-20 to MP 498-20.

Remote control switches are 30 MPH turnouts except Public Service and OG&E Spur.

25 MPH turnout both ends Braggs, Upson, Hanson and Greenwood.

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

Van Buren to OG & E Spur:	
Loaded Coal Trains	35 MPH
Trains Averaging 80-100 Gross Tons Per Car	45 MPH

Hot Box and Dragging Equipment Detectors located: ⊕ MP 510.3, ⊕ MP 533.5, ⊕ MP 554.6, ⊕ MP 588.6, ⊕ MP 614.5 and ⊕ MP 637.0.

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) 49	Miles	Radio communication via Channel One, Call-in One		STATIONS	NORTH ▲	Station Nos.	Sid- ings Feet
MP 128-08 — MP 128-12	120.2			OKAY JCT.		L-233	
City Limits	122.5			VERDIGRIS RIVER ⊕		∅	
Muskogee	128.3			⊕ MKT ⊕			
Muskogee Over	133.8			MUSKOGEE ⊕ MP ⊕	☐ ⊕ ⊕ T ⊕	MG-3	Yd.
MP 167-14 — MP 167-20	145.9			WAINWRIGHT		MG-146	7766
MP 173-00 — MP 175-00	158.5			HITCHITA		MG-159	3420
MP 184-22 — MP 185-01	174.1			HENRYETTA	T ⊕ -1	MG-174	4140
MP 202-00 — MP 217-00	188.6			TANNER		MG-189	4513
Except: Calvin — Over MKT . ⊕ . . . . . 20	202.2			MINA	⊕ -1	MG-202	7560
MP 231-03 — MP 231-13	215.3			⊕ MKT ⊕			
MP 242-16 — MP 246-13	216.3			CALVIN		MG-216	4303
MP 256-19 — MP 256-27	230.0			ALLEN	⊕ -1	MG-230	7700
MP 267-22 — MP 273-17	252.5			TUPELO	⊕ -1	MG-252	7798
MP 291-19 — MP 295-18	269.5			WAPANUCKA	⊕ -1	MG-270	
Thru Conn. KO&G Jct. . . . . 15	278.0			CAIN		MG-279	7760
	297.6			KO&G JCT. OKLA.	∅	MG-298	
20.9 MILES VIA MKT							
RAY-DENISON, TEX. . . . . ☐ ⊕ MK-662							
198.3							
Yard Limits		Business Tracks		MP		Sta.	Sidings
Muskogee: MP 128-00 to MP 134-25		Port Lead		126.4		MG-126	
KO&G Jct: MP 296-05 to KO&G Jct		Coleman		277.6		MG-278	
		Durant		298.0		MG-298	

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

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.

STATIONS BETWEEN KO&G JCT AND RAY-DENISON

Station	MKT MP	Sta. No.	Sidings Feet
DURANT		641.4	9635
OLIVE		649.1	10092
STALEY, OKLA.		655.9	
EXCESS, TEX.		656.7	5657
DENISON		660.9	5663
RAY		661.9	5664

**48 WHITESBORO SUBDIV. — RIO GRANDE DIVISION**

Maximum Speed Between Whitesboro Jct. and Tower 55 (Except as below) .....	MPH	Radio communication via Channel One, Call-in Two			Station Nos.	Sid- ings Feet	
		Miles	SOUTH STATIONS	NORTH			
MP 173.3 — MP 173.7 — MP 186.2 — MP 186.5 — MP 188.6 — MP 189.1 — MP 191.5 — MP 192.1 — MP 203.3 — MP 203.7 — MP 208.1 — MP 209.8 — MP 221.7 — MP 222.2 — MP 228.6 — MP 228.9 — MP 229.2 — MP 243.4 — MP 243.4 — MP 251.1 — Tower 55 — Through Interlocking .....	60 35 50 50 50 40 30 40 30 40 30 30 30 55 40 40 20 15		RAY-DENISON, TEX. ... ⊕ ⊗	⊕ ⊗	MK622	Yd.	
20.9 MILES VIA MKT							
		173.1	WHITESBORO JCT. ....		TA-173	Yd.	
		191.5	PILOT POINT .....	?	TA-191	7627	
		204.6	MINGO .....	?	TA-203	7589	
		209.1	DENTON .....	⊕ ⊗-2	TA-209	7208	
		225.4	ROANOKE .....	?	TA-225	7699	
		235.5	WATAUGA .....		TA-235	2654	
		238.1	⊗ SSW ⊕				
		240.5	HODGE .....		TA-240	9688	
		244.5	TOWER 55 .....	⊕ ⊗ ⊕ ⊗	TP-245	Yd.	
			92.3				
Dallas-Ft. Worth Terminal Division jurisdiction MP 237 - Centennial Yard inclusive.							

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.

	MP	Sta. No.
Business Tracks	179.5	TA-179
Collinsville .....	198.3	TA-198
Aubrey .....	230.2	TA-230
Keller .....	232.0	TA-232

**STATIONS BETWEEN WHITESBORO JCT. AND RAY-DENISON**

Station	MKT MP	Sta. No.	Sidings Feet
PERRIN FIELD .....	668.9	5669	
POTTSBORO .....	669.6	5670	5970
SADLER .....	681.9	5682	
WHITESBORO .....	685.7	5686	8424

TIMETABLE NO. 1

**BAIRD SUBDIV. — RIO GRANDE DIVISION 49**

Maximum Speed: ABS — Centennial Yd. to Big Spring. CTC — Centennial Yd. to West end Siding Clyde. Maximum Speed: .....	MPH	Radio Communication via Channel One, Call-in One			Station Nos.	Sid- ings Feet
		Miles	WEST STATIONS	EAST		
MP251-01 — MP304-00 (Except as below) .....	60	251.1	CENTENNIAL YD. T § ⊕ ⊗ ⊕ ⊗	⊕ ⊗	TP-250	Yd.
MP258-00 — MP266-25 .....	50	260.3	IONA .....	?	TP-260	7792
MP277-00 — MP282-00 .....	50	273.1	EARLS .....	?	TP-273	7983
MP284-25 — MP286-03 .....	50	277.3	WEATHERFORD .....		TP-277	8327
MP286-03 — MP294-17 .....	55	287.1	PREBLE .....	⊕-1 ?	TP-287	6795
MP294-17 — MP295-19 .....	35	301.1	BRAZOS .....	?	TP-301	6921
MP295-19 — MP297-12 .....	55	313.5	JUDD .....	⊕-1 ?	TP-313	6952
MP297-12 — MP297-15 .....	50	326.8	STRAWN .....	?	TP-326	6959
MP304-00 — MP364-00 (Except as below) .....	50	338.7	TIFFIN .....	?	TP-338	6913
MP326-05 — MP326-25 .....	45	340.8	RANGER .....	⊕-1	TP-341	
MP329-28 — MP337-03 .....	35	351.5	EASTLAND .....		TP-351	6913
MP340-14 — MP341-10 .....	45	360.7	CISCO .....	⊕-1 ?	TP-361	9803
MP343-05 — MP345-18 .....	35	367.9	DOTHAN .....	?	TP-368	6920
MP360-11 — MP364-00 .....	45	381.7	JAYELL .....	?	TP-381	6772
MP364-00 — MP417-00 (Except as below) .....	60	392.8	CLYDE .....	⊕ ?	TP-392	7366
MP372-05 — MP372-13 .....	50	404.5	HOLDER .....	⊕	TP-405	8779
MP378-19 — MP378-26 .....	50	406.6	ABILENE .....	§ ⊕ ⊕ ⊕-1 ⊕	TP-407	Yd.
MP383-06 — MP388-18 .....	40	409.9	BAGDAD .....	⊕	TP-409	6008
MP392-00 — MP393-15 .....	30†	415.0	TYE .....		TP-414	5520
MP393-15 — MP405-11 .....	50	423.9	MERKEL .....		TP-423	7775
MP405-11 — MP406-04 .....	45	429.7	TRENT .....		TP-429	4884
MP406-04 — MP409-07 .....	30	437.0	ESKOTA .....		TP-438	7481
MP413-00 — MP414-20 .....	40	441.0	TECIFIC .....		TP-441	
MP417-00 — MP513-00 (Except as below) .....	50	447.8	SWEETWATER .....	⊕ ⊕ ⊕-1 ⊕	TP-448	11649
MP438-00 — MP438-15 .....	40	456.4	ROSCOE .....	⊕	TP-456	7430
MP446-30 — MP448-13 .....	35	466.4	LORAIN .....		TP-467	7451
MP509-00 — MP510-00 .....	20	478.1	DOME .....	⊕-1	TP-479	8266
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				
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				
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.						
		481.1	IATAN .....		TP-492	7474
		503.7	COAHOMA .....		TP-503	7401
		508.5	ZILER .....	⊕	TP-509	4352
		513.4	BIG SPRING .....	⊕ ⊕ ⊕ ⊕	TP-513	Yd.
			262.3			

Hot Box and Dragging Equipment Detectors located ⊕MP 283.0, ⊕MP 317.1, 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.; all CTC sidings except: Earls, Ranger, 25 MPH turnouts all other sidings except: Tye, Trent, Ziler, E. end Roscoe, Loraine, W. end Holder, Eskota, Dome and Iatan.

**WMW&NW SUBDIV. — RIO GRANDE DIV.**

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

TIMETABLE NO. 1

50 TOYAH SUBDIV. — RIO GRANDE DIVISION

Radio Communication via Channel One, Call-in One		Station Nos.	Sidings Feet	ABS — Big Spring to SP connection, Sierra Blanca. CTC between SP connection, Sierra Blanca and El Paso.	Maximum Speed MPH
WEST	EAST				
Miles	STATIONS				
513.4	BIG SPRING	TP-513	Yd.	(Except as below)	60
	10.5			MP513-12 — MP517-00	50
523.9	MORITA	TP-524	7560	MP533-00 — MP541-00	40
	9.5			MP551-19 — MP556-15	25†
533.3	STANTON	TP-534	7492	MP570-10 — MP576-00	40
	15.3			MP587-03 — MP587-17	55
549.2	CHUB	TP-549	6856	MP608-00 — MP611-00	35
	4.2			MP646-25 — MP647-04	45
553.3	MIDLAND	TP-553		MP692-23 — MP696-20	55
	5.8			MP735-08 — MP735-19	50
559.0	BOUNCE	TP-559	4335	MP741-10 — MP744-00	45
	4.9				
563.8	PEGASUS	TP-564	8312	Through turnout to SP Sierra Blanca	25
	4.9				
568.7	SOLO	TP-569	4186		
	1.6				
570.3	ODESSA	TP-570	Yd.	Business Tracks	MP
	8.6			Dix	TP-539
578.9	ARCADE	TP-579	7862	Tex-Harvey	TP-541
	5.1			Ind. Foundation	TP-558
584.1	DOURO	TP-584	4303	Warfield	TP-563
	9.6			Sid Richardson	TP-583
593.7	METZ	TP-594	7899	Badger Racks	TP-590
	15.7			Texas Elec.	TP-614
609.4	MONAHANS	TP-609	7465	Monsanto	TP-618
	6.2			Barstow	TP-640
615.6	WICKETT	TP-615	5451	Milwhite	TP-729
	8.6			Crusher	TP-744
624.2	PYOTE	TP-624	4898	Talc	TP-757
	22.4				
646.6	PECOS	TP-647	4584		
	19.5				
666.1	TOYAH	TP-666	11467	25 MPH turnouts at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans and Metz.	
	10.6				
676.7	GOZAR	TP-676	4216		
	9.6				
686.3	SAN MARTINE	TP-687	4203		
	4.9				
691.2	LEVINSON	TP-691	4130		
	7.6				
698.8	KENT	TP-698	4348		
	10.0				
708.8	BORACHO	TP-709	8764		
	18.3				
727.1	WILD HORSE	TP-727	4216		
	7.9				
735.0	VAN HORN	TP-735	3584		
	11.5				
746.5	ALLAMORE	TP-746	4220		
	7.4				
753.9	EAGLE FLAT	TP-754	4232		
	9.7				
763.6	ARISPE	TP-764	4129		
	4.9				
768.5	SIERRA BLANCA	TP-768			
	88.4				
858.4	EL PASO	TP-860	Yd.		
	343.5				

Trains secure clearance Toyah. Westward trains secure SP clearance Toyah. Eastward trains secure SP clearance El Paso.  
 Hot Box and Dragging Equipment Detectors: MP 544-00, \*MP 582-00, MP 613-20, \*MP 644-15 and MP 706-10.  
 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.  
 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	—	—

BONHAM SUBDIV. — RIO GRANDE DIVISION 51

Radio Communication via Channel One, Call-in Two STATIONS		Station Nos.	Sidings Feet	RULE 99 (4) in effect.	Maximum Speed MPH
WEST	EAST				
Miles					
0.0	TEXARKANA	TP-0	Yd.	(except as below)	25
	0.6			MP 0.0 — MP 4.7	20
0.6	KCS			Over Church St., Paris	10
	14.2			MP 91.7 ATSF	10
14.8	HOOKS	TA15	4051	MP 153.2 — MP 156.4	20
	19.4				
34.2	DE KALB	TA34	4059		
	26.8				
61.0	CLARKSVILLE	TA61	2310	BUSINESS TRACKS	
	30.0				
91.0	PARIS	TA91	Yd.	Nash	MP 5.1 TA-5
	0.7			Proetz Lbr. Co.	6.0 TA-6
91.7	ATSF			Anglo-American	
	36.4			Paper	6.6 TA-7
128.1	BONHAM	TA128	Yd.	Lone Star Ord. Plant	15.7 TA-12
	13.5			Red River Army Depot	
141.6	MKT	TA142		New Boston	17.3 TA-17
	12.9			Annona	22.0 TA-22
154.5	SP			Mulberry Lbr.	52.5 TA-53
	0.1			Detroit	59.4 TA-58
154.6	MKT G			Kimberly Clark	74.2 TA-74
	18.4			Brookston	93.4 TA-94
154.7	SHERMAN	TA155	Yd.	Honey Grove	100.0 TA-100
	18.4			Windom	112.0 TA-112
173.1	WHITESBORO JCT.	TA173	Yd.	Savoy	117.3 TA-117
	173.1			Friendship Homes	139.2 TA-139
				TP&L	140.0 TA-140
				Whitesboro	161.1 TA-161
					173.1 TA-173

Yard Limits: MP 0.0 to MP 2.3; 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

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

T-NM SUBDIV. — RIO GRANDE DIVISION

Radio Communication Via SOUTH Channel One, NORTH Call-in One STATIONS		Station Nos.	Rule 99 (4) in effect.	Maximum Speed MPH
WEST	EAST			
Miles				
105.5	LOVINGTON	TM-105	(except as below)	30
	21.1		MP 65-02 — MP 66-00	10
84.4	HOBBS	TM-84	MP 83-00 — MP 91-00	10
	19.4			
65.0	EUNICE	TM-66	Business Tracks	MP No.
	22.7		Combest	52.6 TM-53
42.3	JAL, N.M.	TM-42	United Carbon	55.9 TM-56
	18.7		Warren	78.0 TM-78
23.6	KERMIT, TEX.	TM-24	Climax	80.1 TM-80
	23.6		Southern Union Oil	100.0 TM-100
0.0	MONAHANS	TM-000	Lea County Oil	101.0 TM-101
	105.5			

WEST		Radio Communication via Channel One, Call-in Two, At Texarkana and Centennial Yard, Channel Two.		EAST			
First Class 21 Pgr.	Mon. Wed. Sat.	Miles	STATIONS	Station Nos.	Sid- ings Feet	First Class 22 Pgr.	Sun. Tues. Fri.
AM 9 26		0.0	T ① ② ③ ④ ⑤ ⑥ ⑦	TEXARKANA, ARK. ....	TP-0	Yd.	PM s9 54
		0.5	⑧ SSW ⑨	.....	.....	.....	.....
		1.8	1.3	NATIONAL JCT., TEX. ....	.....	.....	9 42
		2.4	0.6	⑩ KCS ⑪	.....	.....	.....
		7.9	5.5	SULPHUR ..... †	TP-8	9157	.....
		14.8	6.9	SPRINGDALE ..... †	TP-15	4914	.....
		20.4	5.6	QUEEN CITY ..... †	TP-21	7449	.....
		23.6	3.2	ATLANTA ..... ⑫ -2 †	TP-24	4756	.....
		31.2	7.6	BIVINS ..... †	TP-31	7425	.....
		37.5	6.3	KILDARE ..... †	TP-37	5022	.....
		43.5	6.0	PAYNE ..... ⑬ -2 †	TP-44	7716	.....
		50.7	7.2	JEFFERSON ⑭ L&A ⑮ †	TP-51	8549	.....
		58.7	8.0	WOODLAWN ..... †	TP-58	7395	.....
		s10 41	7.6	MARSHALL ..... § ⑯ -2 †	TP-67	8243	s8 36
		70.5	4.2	QUINCY ..... †	TP-70	4748	.....
		75.3	4.8	KEOKUK ..... †	TP-75	7484	.....
		81.5	6.2	LANSING JCT. .... ∅	TP-83	.....	.....
		87.7	6.2	RED ..... †	.....	.....	.....
		s11 11	8.9	LONGVIEW ..... ⑰ ⑱ -2 ⑳	TP-90	Yd.	s8 08
		89.9	0.3	LONGVIEW JCT. ....	.....	.....	.....
		93.8	3.9	GREGGTON ..... †	TP-94	13590	.....
		104.8	11.0	GLADEWATER ..... †	TP-103	7255	.....
		113.8	9.0	BIG SANDY ⑳ SSW ㉑ †	TP-113	7277	.....
		124.2	10.4	FADA ..... †	TP-124	7507	.....
		130.0	5.8	HOARD ..... †	TP-130	4967	.....
		136.1	6.1	MINEOLA ..... ㉒ ㉓ -2 ㉔	TP-138	15050	.....
		142.2	6.1	SILVER LAKE ..... †	TP-143	4730	.....
		150.0	7.8	GRAND SALINE ..... †	TP-149	7512	.....
		158.8	8.8	EDGEWOOD ..... †	TP-160	7559	.....
		167.4	8.6	WILLS POINT ..... †	TP-167	7728	.....
		175.9	8.5	ELMO ..... †	TP-176	7454	.....
		181.9	6.0	TERRELL ..... ㉕ -2	TP-183	4406	.....
		187.0	5.1	LAWRENCE ..... †	TP-187	7466	.....
		199.1	12.1	MARITH ..... †	TP-199	7403	.....
		204.5	5.4	MESQUITE ..... ㉖	TP-204	9402	.....
		207.0	2.5	SCOTTDALE ..... †	TP-207	4686	.....
		209.1	2.1	MP JCT. ㉗ ㉘ ㉙ †	TP-209	7037	.....
		214.2	5.1	TOWER 19 ㉚ ..... †	.....	.....	.....
		s2 08	2.1	DALLAS ㉛ ..... ㉜ -2	TP-215	.....	s5 28
		214.8	0.2	TERMINAL JCT. ㉝ ㉞ ㉟ †	TP-216	.....	.....
		216.1	1.3	BROWDER ..... ㉞ ㉟ †	TP-218	4334	.....
		226.4	10.3	GRAND PRAIRIE ..... †	TP-227	4570	.....
		229.0	2.6	BOP ..... ㊱ ㊲	TP-230	Yd.	.....
		232.7	3.7	ARLINGTON ..... †	TP-233	4179	.....
		241.1	8.4	POLY ..... †	TP-241	.....	.....
		245.4	4.3	TOWER 55 ㊳ ㊴ ㊵ †	TP-245	.....	4 28 PM
3 16 PM		251.1	5.7	CENTENNIAL YD. ... § ㊶ ㊷	TP-250	.....	.....
		251.1					

TIMETABLE NO. 1

DALLAS SUBDIV.

ABS — ① SSW Texarkana to MP 248, Centennial Yard. CTC between SSW crossing Texarkana and MP 244-02. Yard Limits: MP 244-02 and MP 248.

MPH		MPH	
Maximum Speed	Psg.	Frt.	MPH
(Except as below) .....	75	60	
MP 0-00 — MP 1-00 .....	20	20	
MP 1-00 — MP 2-33 .....	50	50	
MP 5-14 — MP 6-11 .....	65	—	
MP 11-04 — MP 13-04 .....	70	—	
MP 15-11 — MP 18-11 .....	70	—	
MP 20-32 — MP 21-24 .....	70	—	
MP 23-22 — MP 23-33 .....	20	20†	
MP 30-27 — MP 31-12 .....	55	50	
MP 36-12 — MP 38-00 .....	50	50	
MP 42-07 — MP 42-25 .....	70	—	
MP 45-00 — MP 45-18 .....	60	—	
MP 46-20 — MP 47-22 .....	70	—	
MP 48-20 — MP 49-00 .....	70	—	
MP 50-06 — MP 50-14 .....	50	50	
MP 50-14 — MP 51-17 .....	30	30	
MP 51-17 — MP 54-00 .....	65	—	
MP 56-11 — MP 56-25 .....	65	—	
MP 59-00 — MP 65-16 .....	65	—	
MP 65-16 — MP 67-06 .....	30	30	
MP 67-06 — MP 68-33 .....	65	—	
MP 80-07 — MP 80-19 .....	65	—	
MP 80-19 — MP 81-16 .....	60	—	
MP 81-16 — MP 85-00 .....	65	—	
MP 86-06 — MP 95-06 .....	40	40	
MP 100-21 — MP 104-30 .....	40	40†	
MP 112-33 — MP 112-34 .....	45	45	
MP 112-34 — MP 113-11 .....	65	—	
MP 126-14 — MP 126-25 .....	70	—	
MP 131-14 — MP 132-07 .....	65	—	
MP 136-00 — MP 136-12 .....	40	40†	
MP 139-29 — MP 141-07 .....	70	—	
MP 148-07 — MP 148-29 .....	60	—	
MP 148-29 — MP 149-19 .....	40	40	
MP 156-00 — MP 157-00 .....	60	45	
MP 159-15 — MP 159-22 .....	30	30†	
MP 166-09 — MP 167-01 .....	35	35†	
MP 182-06 — MP 183-09 .....	40	40	
MP 183-26 — MP 184-18 .....	60	—	
MP 192-07 — MP 193-00 .....	70	—	
MP 193-07 — MP 194-10 .....	45	40	
MP 194-10 — MP 196-14 .....	65	—	
MP 196-14 — MP 201-10 .....	70	—	
MP 201-10 — MP 203-00 .....	45	45	
MP 203-00 — MP 205-15 .....	70	—	
MP 205-15 — MP 208-10 .....	60	50	
Thru curve MP Jct. ....	10	10	
SP MP 5.1 — SP MP 2.1 .....	25	25	
SP MP 2.1 — SP MP 1.8 .....	10	10	
SP MP 1.8 — Forest Ave. ...	25	25	

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

1. Southward or Westward main track is designated as No. 1 main and Rule 93 in effect.
2. Eastward or Northward main track is designated as No. 2 main and Rule 94 in effect.
3. Unless instructed otherwise by the operator at Texarkana, No. 22 will operate on No. 1 main.
4. 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.
5. No. 21 must not pass southward signal at MP 488-30 and No. 22 must not pass eastward signal at National Jct. without permission from the operator at Texarkana regardless of indication displayed by those signals. 30 MPH turnouts at all junctions and all sidings.

MW Crossover, Mineola located at MP 136-25. Hot Box and Drugging Equipment Detectors: ① MP 29.5, ② MP 54.8, ③ MP 80.2, ④ MP 108.2, ⑤ MP 162.3, and ⑥ MP 190.6.

Trains originating secure clearance at Longview. Do not exceed 5 MPH on Morton Salt Co., tracks, Grand Saline. Dallas-Ft. Worth Terminal Division jurisdiction MP 203 to Centennial Yard inclusive.

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.

(Continued on Page 54)

TIMETABLE NO. 1

(Continued from Page 53)

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".

Rule 94 in effect between MP 244-02 and Tower 55.

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		Station Nos.	Sidings Feet	STATIONS
WEST	EAST			
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	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.	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	TP-67	Yd.	
351.4	MARSHALL JCT.			
156.9				

**Yard Limits:**  
 MP 190.4 to MP 195.8  
 MP 244.0 to MP 250.9  
 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 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 Two		Station Nos.	Sidings Feet	STATIONS
SOUTH	NORTH			
	T § ⊕ ⊙ ⊕ ⊕ ⊕			
	CENTENNIAL YD.	TP-250	Yd.	
	TOWER 55	TP-245		
165.8	WACO JCT.	BV-181		
165.4	SSW			
163.7	WACO	BV-178	8548	
155.0	HARRISON	BV-155	8562	
137.0	MARLIN	BV-139	7552	
116.5	SALTER	BV-117	8260	
110.1	SARGE	BV-110	4616	
100.6	VALLEY JCT.	AX-175	7766	
97.3	SP			
92.0	MUMFORD	BV-92	8206	
78.1	BRYAN	BV-78	3208	
77.8	SP			
75.5	BRYAN JCT.	BV-75		
48.6	NAVA JCT.	BV-49		
48.5	NAVASOTA	BV-49	3351	
45.0	JERRY	BV-44	10500	
36.5	STONEHAM	BV-37	4603	
26.1	GAZZOLI	BV-26	7450	
22.1	MAGNOLIA	BV-22	4742	
11.2	HUFSMITH	BV-11	9201	
0.0	SPRING JCT.	A-209		
254.5				

Hot Box and Dragging 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.

**STATIONS BETWEEN CENTENNIAL YARD AND WACO JCT.**

Station	MKT MP	Sta. No.	Sidings Feet
TOWER 55	757.1		
NEY	758.5	5759	Yd.
WRENN	763.9	5764	7828
EGAN	777.6	5778	8752
GRANDVIEW	793.2	5793	9583
DANA JCT.	811.2		
HILLSBORO	811.9	5812	Yd.
WINSLOW	813.0	5813	7218
WEST	827.4	5827	8830
ELM MOTT	836.4	5836	8060
CAPHEAD	841.9		
WACO JCT.	842.1		

**STATIONS BETWEEN BRYAN AND NAVASOTA**

Station	SP MP	Sta. No.	Sidings Feet
BRYAN	96.0	77160	8169
MILLICAN	81.4	77130	8315
NAVASOTA JCT.	70.8	77122	

### 56 LONGVIEW SUBDIV. — RED RIVER DIVISION

ABS — CTC between Palestine and Longview.

Maximum Speed	MPH
(Except as below)	50
City Limits Palestine	30
MP 0-00—MP 0-16	20
MP 18-33—MP 19-07	45
MP 21-15—MP 22-07	45
MP 26-10—MP 28-30	20
MP 30-02—MP 31-15	45
MP 36-11—MP 36-16	40
MP 44-30—MP 45-30	45
MP 50-09—MP 50-24	45
MP 52-10—MP 53-00	30
MP 56-07—MP 56-20	45
MP 59-18—MP 60-19	45
MP 68-00—MP 71-00	45
MP 73-05—MP 73-25	45
MP 78-07—MP 80-10	40
MP 80-10—MP 81-03	25

BUSINESS TRACKS	MP	Sta. No.
Alcoa Spur	7.4	AX-73
Arp	52.7	AX-29
Kinsloe	74.0	AX-7
Bodie	78.0	AX-4

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.

Radio Communication via Channel One Call-in Two		SOUTH	NORTH	Station Nos.	Sidings Feet
Miles	STATIONS				
81.3	LONGVIEW	⊕ ⊓ ⊓ ⊓		TP-90	Yd.
	12.1				
69.2	KILGORE			AX-12	8075
	10.3				
58.9	OVERTON			AX-22	6991
	13.5				
45.4	TROUP		⊕ T	AX-36	8973
	12.0				
33.4	TECULA			AX-48	7342
	6.2				
27.2	JACKSONVILLE		⊕	AX-54	4605
	0.2				
27.0	⊕ SSW ⊕				
	3.4				
23.6	HUME			AX-57	8000
	11.7				
11.9	NECHES			AX-70	7754
	6.9				
5.0	WELLS CREEK			AX-77	5183
	5.0				
0.0	PALESTINE	⊕ ⊓ ⊓ ⊓		AX-81	Yd.
	81.3				

Originating trains secure clearance 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.		SOUTH	NORTH	Station Nos.
Maximum Speed	MPH			
(Except as below)	30			
MP 26.0 — MP 30.0	10			
BUSINESS TRACKS	MP			
General Electric Co.	13.5			CX-13
Max. Wt.				
Troup-Swan	263,000 lbs.			
Radio Communication via Channel One				
Miles	STATIONS			
26.3	SWAN			CX-27
	7.3			
19.0	TYLER ⊕ SSW ⊕	⊕ ⊓ ⊓ ⊓		CX-19
	5.1			
13.9	ELBERTA			CX-14
	5.3			
8.6	WHITEHOUSE			CX-9
	8.6			
0.0	TROUP		⊕ T	AX-36
	27.0			

### HENDERSON SUBDIV. — RED RIVER DIVISION

Industrial Lead Entire Subdiv.		SOUTH	NORTH	Station Nos.
Maximum Speed	30 MPH			
BUSINESS TRACKS	MP			
Humble Oil Rack	2.7			BX-4
Int. Paper Co.	13.3			BX-13
Henderson Clay	13.6			BX-14
Woodcarve	14.0			BX-14
Miles	STATIONS			
0.0	OVERTON			AX-22
	16.0			
16.0	HENDERSON			BX-16
	16.0			
Radio Communication via Channel One				

### TRINITY SUBDIV. — RED RIVER & KINGSVILLE DIVS. 57

Maximum Speed (Except as shown below)		Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
MP 0.0 — MP 1.6	60	SOUTH	NORTH		
MP 1.6 — MP 4.0	30				
MP 4.0 — MP 9.4	40	Miles	STATIONS		
MP 9.4 — MP 11.9	45	0.0	PALESTINE .. ⊕ -1 ⊓ ⊓ ⊓ T ⊕	AX-81	Yd.
MP 11.9 — MP 21.7	50	0.0	1.0		
MP 23.6 — MP 25.2	40	1.6	WEST JCT.	A-81	
MP 25.2 — MP 26.6	45		1.6		
MP 36.7 — MP 38.6	40†	12.2	SOUTH JCT.	A-83	
MP 42.7 — MP 43.3	45		10.6		
MP 43.3 — MP 48.3	55		ELKHART	A-94	7512
MP 50.7 — MP 51.3	45		25.3		
MP 59.6 — MP 59.8	55	37.5	CROCKETT	A-119	9961
MP 59.6 — MP 59.8	55		27.3		
MP 67.7 — MP 65.5	40†	64.8	TRINITY	A-146	9755
MP 82.1 — MP 82.4	55		19.2		
MP 82.4 — MP 89.0	45	84.0	PHELPS	A-165	7977
MP 99.3 — MP 99.7	55		11.7		
MP 105.3 — MP 105.5	55	95.7	NEW WAVERLY	A-177	4777
MP 109.8 — MP 113.3	30†	111.7	16.0		
MP 142.0 — Belt Jct.	45		CONROE ⊕ ATSF ⊕	A-193	7765
Business Tracks	MP		16.0		
Salmon	18.3		SPRING JCT.	A-208	
Nucor	23.1		0.6		
Grapeland	24.5		LLOYD YD.	A-210	Yd.
Southwest Chemical	33.2		3.5		
Cut	43.3		WESTFIELD	A-213	
Lovely	51.2		5.7		
Davy	52.5		ALDINE	A-219	
Riverside	71.7		4.8		
Dodge	79.6		McGOWEN	A-223	
Huntsville Ind. Lead:			3.8		
7.0 mi. Phelps to Huntsville			BELT JCT. ⊕ HBT ⊕	A-227	
AD-7, Max. Speed 20 MPH.			0.9		
Bus Tracks: Townley MP 3 St. No. AD-4.			⊕ SP ⊕		
La. Pacific	93.2		0.8		
Willis	103.7		GULF COAST JCT.		
Camp Strake	114.0		2.7		
Tin Barn	117.9		SETTEGAST YD.	B-379	Yd.
Bison	117.4		⊕ ⊓ ⊓ ⊓		
Woodlands	118.6				
Tamina	120.6				
Spring	128.3				
Jetero & Drillco	136.3				
Texas Crushed					
Stone	138.9				
Hardy	142.3				
Houston, Tex.					
			150.1		

Hot Box and Dragging Equipment Detectors located at ⊕MP 33.4; ⊕MP 67.4; ⊕MP 97.5 and ⊕MP 134.6.

Trains and engines must secure clearance before moving north of Belt Jct. Ft. Worth Subdiv. trains must secure MP and SP clearances before moving north of Spring Jct.

### 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.

SOUTH		Radio Communication via Channel One, Call-in Two	STATIONS	Station Nos.	Sidings Feet	NORTH	
First Class	Miles					Sun. Tues. Fri.	22 Pgr.
21 Pgr.							
Mon. Wed. Sat.							
	0.0		PALESTINE □ T ⊕ § ⊕	AX-81	Yd.		
	1.0		WEST JCT. ⊕	AX-81			
	8.5		TUCKER 7.5	AX-90	3686		
	18.0		OAKWOOD 9.5	AX-99	7609		
	34.7		BUFFALO 16.7	AX-116	3546		
	43.8		JEWETT 9.1	AX-125	4237		
	54.8		MARQUEZ 11.0	AX-136	9141		
	70.4		EASTERLY 15.6	AX-152	3919		
	77.1		FRANKLIN 6.7	AX-158	9819		
	89.6		HEARNE ⊕ SP ⊕ ⊕ ⊕	AX-171	6199		
	93.4		VALLEY JCT. ⊕ MP ⊕	AX-175	Yd.		
	99.6		GAUSE 6.2	AX-181	8170		
	110.0		MILANO ⊕ ATSF ⊕	AX-191	7744		
	123.4		MARJORIE 13.4	AX-205	8194		
	138.4		THRALL 15.0	AX-220	8482		
	144.4		⊕ MKT ⊕				
PM						PM	
s7 20	144.8		TAYLOR □ § ⊕ ⊕	AX-226	Yd.	s12 20	
	150.8		HESTES 6.0	AX-232	7450		
	161.6		ROUND ROCK 10.8	AX-243	7115		
	166.0		McNEIL ⊕ SP ⊕	AX-247	4931		
	173.8		SNEED 7.8	AX-253	8516		
s8 10	179.1		AUSTIN 5.3	AX-262	2893	s11 30	
	187.3		BERGSTROM 8.2	AX-268	7370		
	201.0		KYLE 13.7	AX-282	7391		
	208.7		CENTEX 7.7	AX-288	8105		
	208.8		MKT JCT. 0.1	AX-290			
s8 50	209.7		SAN MARCOS 0.9	AX-291		s10 41	
	221.5		GOODWIN 11.8	AX-302	9921		
	227.4		⊕ MKT ⊕ 5.9				
	234.5		CORBYN 7.1	AX-316	7627		
	241.0		BRACKEN 6.5	AX-322	8248		
	251.5		NORTH LOOP 10.5	AX-333	7596		
	254.0		ADAMS 2.5	AX-335	4051		
	259.1		SAN ANTONIO 5.1	AX-340			
10 10	259.8		APACHE JCT. ⊕ SP G 0.7	AX-341		9 35	
PM	260.4		⊕ SP ⊕ 0.6			AM	
	264.3		SOSAN □ § ⊕ T ⊕ ⊕ 3.9	AX-345			
			264.3				

**KINGSVILLE DIVISION JURISDICTION MP 255.9 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 94 in effect between Apache Jct. and MP 259.0.

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. 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 North Loop.

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
MP	MP		MP	MP	
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—MP 94.9		40	MP 240.3—MP 240.7		60 —
(Except as below)		60	MP 242.8—MP 244.3		60 —
MP 94.7—MP 94.9		45	MP 247.4—MP 249.4		60 —
MP 109.9—MP 113.0		40	MP 252.1—MP 256.1		45 45
MP 113.0—MP 114.0		45	MP 256.1—MP 257.4		40 40
MP 118.7—MP 120.9		45	MP 257.4—MP 259.9		30 30
RS&S Yard		10	MP 259.9—SP Crossing		20 20
MP 143.9—MP 144.3		35	No. 1 until crossing		06 06
MP 144.3—MP 144.9		15	occupied		30 30
MP 144.9—MP 264.3		70	MP 260.0—MP 260.9		35 35
(Except as below)		35	MP 260.9—MP 264.7		15 15
MP 144.9—MP 145.9		40	MP 264.7—MP 264.9		
MP 145.9—MP 146.7		40			
MP 146.7—MP 147.7		60			
MP 160.0—MP 161.8		60			
MP 166.9—MP 171.0		60			
MP 171.0—MP 179.1		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	Vinson to end of track. Max. Speed 20 MPH.			
Beavens		42.8	AX-115	Buda	194.2	AX-276	
Koch (Conn. BN)		45.7	AX-127	Texas Cement	196.1	AX-278	
New Baden		73.1	AX-154	Cedar Supply	202.3	AX-284	
Rockdale		119.1	AX-201	Kroger	211.6	AX-293	
Majorie (Conn. RS&S)		124.4	AX-205	New Braunfels	227.3	AX-308	
Thorndale		132.2	AX-214	Landas Park	227.8	AX-309	
Hutto		153.4	AX-235	Dittlinger	231.1	AX-312	
Round Rock		161.6	AX-243	Parker Bros.	231.2	AX-312	
Georgetown Ind. Lead 2.0 mi.				Ogden	236.7	AX-318	
Round Rock to Kerr DX-002				Wetmore	247.7	AX-329	
Max. Speed 20 MPH.				Longhorn Industrial Lead 4.0 miles			
IBM		169.0	AX-251	Max. Speed 10 MPH.			
Hooper		171.1	AX-254	Longhorn	249.2	AX-330	
Stripling Blake		171.9	AX-253	Green Light Spur	250.0	AX-331	
Steck Paper Co.		172.1	AX-253	Towne Spur	251.8	AX-333	
Vinson		183.8	AX-265	Cementville	253.6	AX-334	

60 LAREDO SUBDIV. — KINGSVILLE DIVISION

Miles	Radio Communication via Channel One, Call-In One STATIONS		Sta. tion Nos.	Sid- ings Feet
	SOUTH ▼	NORTH ▲		
264.3	SOSAN	☐ ⊕ T ⊕ § ⊕	AX345	Yd.
278.5	GESSNER	14.2	AX278	8300
318.0	MELON	39.5	AX399	7450
339.5	GARDENDALE	21.5	AX422	7575
345.8	COTULLA	6.3	AX427	4616
367.6	ATLEE	21.8	AX449	3191
371.0	FINLEY	2.4	AX371	8300
412.0	TM	41.0		
412.2	LAREDO	0.2	AX494	Yd.
147.9				

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

Trains arriving Sosan call yardmaster from MP 272.

Yard Limits: MP 259.0 to MP 265.0; MP 405.6 to end of track Laredo.

Between Sosan and Laredo absolute block in effect and absolute blocks established between:

Sosan MP 265.0 and MP 268.0;

MP 268.0 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 south end Callaghan MP 385.7;

South end Callaghan MP 385.7 and Laredo MP 405.6.

Authority for occupancy must be obtained from train dispatcher.

Be governed by Special Instructions Item 11(15).

Maximum Speed (Except as 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†	Devine	291.5	AX-373
MP 345.0 — MP 346.0	40†	Armour		
		Chemical	310.1	AX-390
		Medina Electric	310.5	AX-391
		Pearsall	313.0	AX-394
		Derby	321.9	AX-403
		Dilley	329.1	AX-410
		Artesia Wells	356.9	AX-438
		Encinal	373.6	AX-455
		Callaghan	385.3	AX-467
		Nye	408.3	AX-490

CRYSTAL CITY SUBDIV. — KINGSVILLE DIVISION

Miles	Radio Communication via Channel One STATIONS		Sta. tion Nos.	Sid- ings Feet
	SOUTH ▼	NORTH ▲		
190.8	DABNEY	§	HX18	....
187.3	BLEWETT	⊕ URA ⊕	HX14	....
146.0	CRYSTAL CITY	☐ ⊕-1 T ⊕	FX146	Yd.
143.4	RIVER	2.4	FX143	Yd.
134.5	BRUNDAGE	8.9	FX134	4324
118.3	COUNTY LINE	16.2	FX118	2068
105.0	GARDENDALE	13.3	AX422	....
85.8				

Rule 99(4) in effect between Crystal City and Dabney only.

Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max. Speed 25 MPH Max. Wt. 240,000 lbs.

Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP 148.0.

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.

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

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 11(15).

Operation Between Crystal City and Dabney by General Order.

CORPUS CHRISTI SUBDIV. — KINGSVILLE DIV. 61

Miles	Radio Communication via Channel One Call-In Two STATIONS		Sta- tion Nos.	Sid- ings Feet
	SOUTH ▼	NORTH ▲		
3.1	SOSAN	☐ ⊕ T ⊕ § ⊕	AX345	Yd.
20.3	LEHR	17.2	CC20	2570
34.3	PLEASANTON	14.0	CC34	8307
55.2	CAMPBELLTON	20.9	CC55	7898
75.8	FLOOD GATE	20.6		
77.3	THREE RIVERS	1.5	CC77	2110
77.8	FLOOD GATE	0.5		
88.1	GEORGE WEST	10.3	CC88	7850
113.0	MATHIS	24.9	CC113	....
124.7	HUBERT	11.7	CC124	3176
132.2	ODEM	7.5	B-155	Yd.
141.2	VIOLA	9.0	CC141	....
145.6	MP JCT.	4.4		
145.9	CCTA	0.3		
149.0	CORPUS CHRISTI	3.1	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 312(2). 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.

Temporary Yard Limits: MP 4.8 to MP 7.0, 7:01 a.m. to 3:01 p.m.












































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.



62 BROWNSVILLE SUBDIV. — KINGSVILLE DIVISION

BROWNSVILLE SUBDIV. — KINGSVILLE DIVISION 63

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 ... 20 Between Alvin and Algoa (Except as below) ... 50 Wye Tracks Alvin and Algoa ... 25 Between T&NO Jct. and Algoa trains exceeding 90 tons per car or exceeding 7000 tons total must not exceed 45 MPH. Algoa—MP 204-10 (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 204-10—MP 95-00 (Except as below) ... 49 MP 204-10—MP 218-00 ... 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 95-00 ... 40 MP 95-00—MP 65-00 ... 30 MP 65-00—MP 0-00 (except as below) ... 49 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 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 Elmator ... 269.6 B-270 McFaddin ... 209.4 B-209 Refco Corp. ... 190.4 B-190 Refugio ... 186.0 B-186 Cranel ... 173.6 B-174 Calallen ... 148.1 B-148 Corpus Christi Filtration Plant ... 147.3 B-147 Lon Hill ... 146.7 B-147 Nucess ... 138.7 B-138 Riscoil ... 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. Temporary 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.	Radio communication via Channel One Call-In Two		Station Nos.	Sid- ings Feet
	Miles	SOUTH STATIONS		
377.0	SETTEGAST YD.  T 	377.0	B-379	Yd.
368.1	NEW SOUTH YD.  SP 	368.1	B-368	Yd.
20.3	T & NO JCT. 	19.4		
14.0	MYKAWA	14.0	n7690 s9350	5400
10.0	PEARLAND	10.0		12800
4.1	HASTINGS	4.1		
0.0	ALVIN  -2 T	0.0		Yd.
28.6	ALGOA	28.6	B-343	
24.4	BROWNIE	24.4	B-342	9636
343.2	LIVERPOOL	343.2	B-333	7552
342.8	ANGLETON  -2 T	342.8	B-321	Yd.
333.4	BRAZORIA 	333.4	B-308	7690
320.0	S. BERNARD RIV.  	320.0	B-306	
308.2	SWEENEY  -2	308.2	B-301	5095
305.5	ALLENHURST	305.5	B-292	7800
300.8	ATSF 	300.8		
291.7	BAY CITY  -2 T 	291.7	B-284	5121
284.1	BUCKEYE	284.1	B-275	7800
283.8	BLESSING	283.8	B-265	7800
275.2	LAWARD	275.2	B-250	7800
264.6	LOLITA (PCN Conn.)	264.6	B-245	
249.7	VAN DER BILT  	249.7	B-240	7051
249.7	KEERAN	249.7	B-230	5547
244.9	PLACEDO   SP 	244.9	B-224	
240.1	BLOOMINGTON 	240.1	B-219	8300
229.5	BARGE CANAL  	229.5		
224.3	INARI	224.3	B-205	7521
219.3	GRETA	219.3	B-193	7252
216.0	WOODSBORO	216.0	B-180	6392
205.7	SINTON JCT.  SP 	205.7	B-162	2224
193.4	SINTON	193.4	B-162	10864
180.0	ODEM  MP  T 	180.0	B-155	3656
162.0	ROBSTOP  M 	162.0	B-141	5773
161.0	BISHOP 	161.0	B-125	
154.5	KINGSVILLE   -2 	154.5	B-119	Yd.
141.4	SARITA	141.4	B-98	4249
129.9	ARMSTRONG  -2	129.9	B-77	7506
118.4	NORIAS  -2	118.4	B-68	4098
97.6	RAYMONDVILLE	97.6	B-46	5228
77.0	SP  	77.0		
67.6	HARLINGEN  -2 	67.6	B-25	Yd.
46.4	SAN BENITO  	46.4	B-19	
26.8	BROWNSVILLE  	26.8	B-0	Yd.
25.6	377.0	25.6		

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 General Code of Operating Rules and Special Instructions Item 14(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 General 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.

Trains secure clearance Vanderbilt.

Brownsville Subdivision trains originating at Harlingen must receive clearance at Harlingen.

Hot Box and Drugging Equipment Detectors located \*MP 189.7,  MP 246.8, \*MP 270.3,  MP 295.4 and \*MP 330.0.

Phillips Refinery Spur — MP 297.5

2.3 miles

Max. Speed ..... 10 MPH

Celanese Industrial Lead — MP 277-00

2.3 miles

Max. Speed ..... 10 MPH

Victoria Industrial Lead (Between Bloomington and Victoria 12.5 miles)

Maximum Speed ..... 20 MPH

Business Tracks MP No. Sta. No.

Dernal ..... 4.2 BM-4

Tennessee Gas ..... 4.5 BM-4



Brownsville Port Line (7.8 miles)

Maximum Speed ..... 15 MPH

(Except as below) ..... 5

MP 0.0 — MP 0.5 ..... 5

MP 0.5 — MP 1.2 ..... 10

 SP  MP 1.2

When operating on Brownsville and Rio Grande International RR be governed by its timetable and special instructions.

Hidalgo-Mission Industrial Lead (8.0 miles)

Maximum Speed ..... 15 MPH

Business Tracks MP No. Sta. No.

Hidalgo Team ..... 7.9 BYO48

McAllen Trade Zone ..... 8.0 BYO48

Sadrefit Industrial Lead (Between Bloomington and Long Mott 14.0 miles)

Maximum Speed ..... 10 MPH

MP 0.0 — MP 13.0 ..... 20

MP 13.0 — MP 14.0 ..... 10

Business Tracks MP No. Sta. No.

Heyser ..... 5.0 BK-05

Green Lake ..... 10.3 BK-10

North Sadrefit ..... 12.5 BK-12

Long Mott ..... 14.0 BK-14



Rio Hondo Ind. Lead (San Benito to Rio Hondo — 9.0 miles)

Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.

Business Tracks MP No. Sta. No.



Fresnal ..... 6.6 BS-6

Rio Hondo ..... 9.0 BS-9

 SP 

Mission Ind. Lead (Harlingen to Mission 42.0 miles)

Max. Speed 25 MPH Except 15 MPH MP 32.3 to MP 36.8.

 SP 

Business Tracks MP No. Sta. No.

Kipfer ..... 1.9 BR-2

LaFeria ..... 8.3 BR-8

Mercedes ..... 13.9 BR-14

Westaco ..... 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

## SUGARLAND SUBDIV. — KINGSVILLE DIVISION

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	Sta. No.
0.0	TAP			Klein Industrial	9.2 AE-9
7.9	PIERCE JCT.		AB-7	Interpac	10.1 AE-10
8.5	MYRTLE		AB-8	Witco Co.	13.1 AE-13
10.8	ALMEDA		AE-11	Metal Arts	13.7 AE-14
17.0	ARCOLA	⊗ ATSF ⊕	AE-19	Fresno	16.0 AE-16
21.1	HAWDON		AE-21	Rosharon	23.0 AE-23
				Juliff	29.7 AE-30
				Sugarland	33.0 AG-33
				Pryor	35.0 AG-35

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	
	WEST STATIONS	EAST		(Except as below)	MPH
35.0	CEDAR BAYOU ⊕		BG-35	MP 7.5 — MP 9.0	10
33.4	BAYTOWN	⊕	BG-33	MP 11.0 — MP 11.6	10
30.7	⊗ E.O. CO. ⊕			MP 14.7 — MP 14.9	10
28.5	DURHAM YARD	T	BG-28	Jacinto Port Lead	10
27.0	COADY YARD	⊕ ⊗	BG-27	(Except Penn City Road east to end of track)	20
22.5	HIGHLANDS		BG-22	Arco Industrial lead	10
18.0	COLE		BG-18	US Steel Industrial lead	10
16.0	SMITH		BG-16	MP 22.6 — MP 23.3	10
9.5	MARKET ST.	⊕ ⊗ T	BG-9	MP 26.0 — MP 33.4	10
3.8	SETTEGAST YD.	⊕ ⊗ T §	B-379		

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
Armo	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

U S STEEL IND LEAD (BETWEEN CEDAR BAYOU AND U.S. STEEL)  
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.

## LAKE CHARLES SUBDIV. — NEW ORLEANS DIVISION 65

Miles	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH STATIONS	NORTH			
601.6	ALEXANDRIA	⊕ ⊗	C-625	Yd.	MP 602-10 — 35
615.7	BRINGHURST	⊕ T § ⊗	C-640	8300	MP 602-20 — 40
623.6	GLENMORA		C-647	3464	MP 610-04 — 35
635.6	OAKDALE	⊕ ⊗	C-659	7080	MP 610-26 — 40
636.0	⊗ ATSF ⊕				MP 618-00 — 35†
642.0	TRACY		C-666	8300	MP 623-24 — 25†
654.1	ELDER		C-679	4850	MP 624-11 — 25†
660.6	KINDER	⊕ MP G ⊕ T ⊗	B-544	Yd.	MP 634-16 — 25†
680.0	IOWA JCT.	⊕ SP ⊕	C-704		On ATSF
690.2	⊕ SP ⊕				Tracks —
694.2	LAKE CHARLES	⊕ ⊗ ⊕ ⊗	C-720	Yd.	Oakdale 5
					MP 649-24
					MP 651-11 35
					Wye Track
					Kinder 10
					MP 661-07
					MP 690-02 30
					MP 690-02 20
					MP 693-07 5
					Wharves & Apron Docks

Rule 99(4) in effect between Kinder and Lake Charles.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Woodworth	610.6	C-634	Fontenot	664.2	C-688	American M.F.C.	680.5	C-703
McVary	622.6	C-646	Fenton	669.4	C-694	Manchester	688.0	C-712
Oberlin	650.3	C-674	Woodlawn	675.0	C-700	Harbor	690.0	C-713

ABS — Between Alexandria and Kinder.

Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.

Yard Limits: MP 601-00 to MP 603-25; MP 634-00 to MP 638-10; MP 658-24 to MP 662-01; MP 688-18 to Lake Charles.

Lake Charles Goss Port Lead ⊕ SP ⊕  
⊕ KCS ⊕

25 MPH turnouts both ends of sidings: Bringhurst and Glenmora.  
Harbor Ind. Lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 10 MPH.

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

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

## NOLC SUBDIV. — NEW ORLEANS DIVISION

Miles	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard limits entire subdiv.	
	SOUTH STATIONS	NORTH		Maximum Speed (Except as below)	MPH
...	W. BRIDGE JCT. ⊕	⊕		City Limits Gretna	6
...	WESTWEGO	⊕ T § ⊗	C-809	City Limits Westwego	6
...	MARRERO		C-812	MP 15.6 — MP 17.0	10
...	HARVEY	⊕	C-813	MP 20.5 — MP 22.0	10
...	GRETNA ⊕ SP ⊕		C-814	MP 23.6 — MP 24.3	10
1.0	GOULDSBORO	⊕	C-815	MP 32.5 — MP 32.8	10
...	⊕ SP		Y-1		
...	7.2				
9.2	BELLE CHASSE		Y-10		
38.2	END OF TRACK	⊕			

Radio Communication with Avondale Yard via Channel Two.

Lift Bridge over Harvey Canal MP 4.2 ⊕ ⊕

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

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

66 BEAUMONT SUBDIV. — NEW ORLEANS DIVISION

ABS—Gulf Coast Jct. to Anchorage Yd.		Radio Communication via Channel One, Call in Two		Station Nos.	Sidings Feet
CTC—Gulf Coast Jct. to MP 449.7 and Elizabeth to MP 641.5		WEST	EAST		
Miles	▼	STATIONS	▲		
643.9		ANCHORAGE ⊗ MP ⊙ T ⊕		B-644	.....
		12.4			
631.5		ERWINVILLE		B-631	.....
		10.4			
621.1		LIVONIA ⊗ MP ⊕		TB-114	.....
		10.2			
		ATCHAFALAYA RIV. ⊕ ⊕			
		.05			
610.4		KROTZ SPRINGS		B-610	4114
		12.8			
597.6		PORT BARRE		B-597	8300
		6.9			
590.7		OPELOUSAS		B-590	.....
		0.5			
590.2		⊗ SP ⊕			
		0.1			
590.1		⊗ MP ⊕			
		5.9			
584.2		LAWTELL		B-584	3700
		12.2			
572.0		POWELL		B-572	8300
		1.7			
570.3		EUNICE		B-570	.....
		10.8			
559.5		BASILE		B-559	4116
		15.0			
544.5		KINDER ⊗ MP ⊙ □ ⊕ T ⊕		B-544	.....
		0.1			
544.4		HUB			
		1.0			
543.4		K.D. SIDING		B-543	8300
		11.1			
532.3		REAVES		B-532	7616
		17.0			
515.3		GORDON		B-515	5616
		6.9			
508.4		⊗ KCS ⊕			
		0.4			
508.0		DEQUINCY		B-508	8386
		0.7			
507.3		CS JUNCTION		B-507	.....
		3.3			
504.0		HELME		B-504	4820
		4.8			
499.2		LUCAS		B-499	4784
		6.9			
492.3		STARKE		B-492	7511
		5.3			
487.0		RULIFF		B-487	4646
		9.6			
477.4		MAURICEVILLE, TEX. □		B-477	9863
		10.2			
467.2		VIDOR		B-467	13018
		4.4			
462.8		SP JCT.			
		1.0			
461.8		DRAWBRIDGE ⊕ ⊕			
		0.2			
461.6		⊗ SP-ATSF ⊕			
		0.8			
460.8		GCL JCT.			
		0.5			
460.3		⊗ SP-KCS ⊕			
		1.2			
459.1		BEAUMONT		B-461	Yd.
		4.0			
455.1		ELIZABETH		B-455	7768
		4.0			
451.1		AMELIA ⊕ ⊕ □ -2 ⊕ ⊕		B-450	Yd.
		9.8			
441.3		GRAYBURG		B-441	8300
		14.1			
427.2		HULL		B-427	8087
		18.2			
409.0		MARTHA		B-409	4664
		10.2			
398.8		HUFFMAN		B-398	8290
		13.8			
385.0		DYERSDALE JCT.		B-385	.....
		3.4			
381.6		SETTEGAST JCT.		B-382	Yd.
		3.6			
378.0		GULF COAST JCT.		A-229	.....
		266.6			

Hot Box and Drugging Equipment Detectors located at # MP 402.6, ⊕ MP 422.5, ⊕ MP 441.6, ⊕ MP 529.9, ⊕ MP 563.6 and ⊕ MP 596.1.

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

BEAUMONT SUBDIV. — NEW ORLEANS DIVISION 67

Operation over KCS Ry. Between GCL Jct. and CS Jct. Be governed by General Code of operating Rules and Special Instructions Items 14(c).

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	Luneta	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.	MPH
(Except as below)	50
Over MP Crossing MP 750.2	30†
City Limits Vidor MP 757.0 to MP 764.3	30
Over Neches River Bridge MP 765.9	20
City Limits Beaumont	20
All tracks other than main tracks, through turnouts and crossovers	10

Yard Limits — Indicated by Yard limit signs:  
MP 721.0 to CS Jct.  
MP 763.9 to GCL Jct.

Location of Hot Box and Drugging Equipment Detectors:  
MP 726.0  
MP 743.4  
MP 766.4 — also equipped with oversize load detector

ORANGE SUBDIV. — NEW ORLEANS DIVISION

Radio communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Subdiv.	
SOUTH	NORTH		Maximum Speed	MPH
Miles	▼	STATIONS	▲	
477.7		MAURICEVILLE ⊗ KCS ⊕ ⊕ T	B-477	20
		5.3		
482.9		PEVETO	BE-482	10
		4.0		
486.9		⊗ SP ⊕		10
		1.1		
488.0		DOC BROWN	T BE-488	5
		2.5		
490.5		ORANGE	BE-490	5
		12.9		

Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed (Except as below)	
SOUTH	NORTH		MPH	MPH
Miles	▼	STATIONS	▲	
570.3		EUNICE	T ⊕	10
		7.6		
577.9		MOWATA	BD-578	10
		14.4		
592.3		CROWLEY	BD-592	10
		22.0		

CHURCH POINT SUBDIV. — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in-Two		Station Nos.	Sidings Feet
SOUTH	NORTH		
Miles	▼	STATIONS	▲
0.0		BUNKIE	⊕ -2 T TB-163
		3.6	
3.6		EOLA	TL-4
		5.2	
8.8		ST. LANDRY	TL-9 470
		11.2	
20.0		VILLE PLATTE	TL-20 1927
		6.7	
26.7		LEDoux	TL-27 705
		9.3	
36.0		OPELOUSAS ⊗ MP ⊕	B-590 611
		11.9	
47.9		CHURCH POINT	TX-36 752
		47.9	

68 ALEXANDRIA SUBDIV. — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
STATIONS	THROUGH			(Except as below)	
192.1	ALEXANDRIA	C-625	Yd.	MP 195.8 — MP 190.4	60
190.4	WILLOW GLEN	TB190		MP 179.2 — MP 178.4	20
177.0	MEEKER	TB177	10453	MP 170.9 — MP 170.3	45
163.1	BUNKIE	TB163	10249	MP 163.3 — MP 162.5	35
152.0	MORROWS	TB153	8960	MP 128.8 — MP 128.1	20
138.5	PALMETTO	TB139	11970	MP 118.9 — MP 117.6	45
129.5	MELVILLE	TB129		MP 115.0 — MP 114.8	50
114.1	LIVONIA	TB114	11165	MP 109.9 — MP 108.9	35
101.8	GROSSE TETE	TB102	11647	MP 102.5 — MP 101.0	40
95.0	MORLEY	TB95		MP 95.1 — MP 94.9	35
90.1	ADDIS	TB90	19342	MP 91.4 — MP 88.7	20
85.4	PLAQUEMINE	TB85		MP 86.7 — MP 84.0	20
75.8	WHITE CASTLE	TB75	6048	MP 75.5 — MP 75.0	20
67.8	MCCALL	TB68	6806	MP 66.0 — MP 64.0	40†
64.7	DONALDSONVILLE	TB65	10457	MP 20.9 — MP 20.8	40
53.1	ST. JAMES	TB52	8879	MP 16.6 — MP 16.4	40
40.0	JOHNSON	TB40	11336	MP 13.8 — MP 10.2	20
28.5	TAFT	TB28		Drill extension Willis to Waggaman	20 MPH
20.8	AMA JCT.	TB20		Yard limits: MP 190.4 to MP 195.8 and MP 13.8 to MP 0.0.	
19.3	FARMERS	TB19		Business Tracks MP No.	Sta.
17.1	SELLERS	TB17		Chambers	184.0 TB-185
16.5	CYANAMID	TB16		MFC Spur	182.8 TB-183
13.9	WILLS	TB13		Red Barn	
11.4	AVONDALE	C-806	Yd.	Chem. Co.	169.8 TB-170
10.2	W. BRIDGE JCT.	TB10	Yd.	LeMoyen	148.7 TB-149
				Rosa	145.1 TB-146
				McKneely	120.9 TB-121
				Fordoche	119.1 TB-118
				Marrineaux	
				Spur	114.0 TB-114
				Marigouin	109.3 TB-109
				Sid Richardson	89.3 TB-89
				Copolymer	89.2 TB-89
				Dow	88.8 TB-88
				Dover	84.2 TB-82
				Allemania	81.3 TB-83
				Georgia Pacific	81.3 TB-81
				Hercules	81.3 TB-81
				Central Farmers	62.5 TB-63
				Ampro	62.3 TB-63
				Triad	62.3 TB-63
				Melamine Chem.	62.3 TB-63
				Gulf	61.0 TB-61
				Co-ar Refinery	53.5 TB-54
				Armat	46.2 TB-46
				Vacherie	46.3 TB-46
				Columbia	35.8 TB-36
				Edgard	35.0 TB-35
				LP&L Spur	30.0 TB-30
				Hahville	25.0 TB-26
				Dufresne	23.3 TB-23
				Monsanto	21.4 TB-21
				Ama	19.3 TB-19
				Farmers Export	19.2 TB-19
				Service Foundry	14.0 TB-14

AVOUELLES SUBDIV. — NEW ORLEANS DIV. 69

Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two		Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
STATIONS	THROUGH			(Except as below)	
735.9	LETTSWORTH	TD-58	2002	MP 745.0	40
742.6	BACHELOR	TD-51	4163	MP 745.0	40
750.9	MORGANZA	TD-42	1234	MP 737.2*	40
760.9	NEW ROADS	TD-33	3768	MP 755.9	40
768.3	GLYNN	TD-25	1655	MP 776.3*	40
779.9	LOBDELL	TD-13	7741	MP 776.3*	40
780.7	LOBDELL JCT.	TD-12		MP 774.4	40
12.8	BR JCT.	TD-10		MP 774.4	40
11.9	ANCHORAGE JCT.	TD-9		MP 774.4	40
10.4	PORT ALLEN	TD-8		MP 774.4	40
7.8	CANAL	TD-6		MP 774.4	40
6.5	ADDIS	TB-90	Yd.	MP 774.4	40
0.0					

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 778.5 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, General Code of Operating Rules and Special Instructions, Item 14(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 fuses protects movement on the ground at the crossing. A lighted red fuse must be left displayed during the time the crossing is obstructed.

BATON ROUGE SUBDIV. — NEW ORLEANS DIV.

Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two		Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
STATIONS	THROUGH			(Except as below)	
648.0	NO. BATON ROUGE	B-647	Yd.	MP 7.4	10
785.5	MP JCT.	B-646		MP 0.6	10
784.8	EAST JCT.	B-645		MP 3.0	5
781.5	WEST JCT.	TD-11		MP 0.5	5
11.9	BR. JCT.	TD-10			5

Operation over L&A. Railway between BR Jct. and MP Jct. Yard limits BR 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). Rule 93 in effect. Be governed by M.P. timetable and General 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.
3. All movements must be made per Rule 93.

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.

**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 70 MPH on all other units whether operating or dead in tow, except Amtrak engines authorized 75 MPH.
- B. Engines running light 45 MPH.

### ITEM 3. SPEED INSTRUCTIONS:

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

### ITEM 3-A. SPEED RESTRICTIONS THRU CROSS-OVERS, TURNOUTS AND SPRING SWITCHES:

All turnouts: 15 MPH unless otherwise specified.

	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.	

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:

	MPH
Ditchers and Burro Cranes, loaded on flat cars	30
except Burro Cranes when loaded on following MP or MPX cars: 17001-17033 maximum freight train speed.	

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

The following cars are exempt from these instructions:

MPX 8002-8035; 8102-8124	Tie cars
MPX 27006-27060	Gondolas
MPX 30000-30014	Box cars
MPX 50001-50014	Flat cars
MPX 70004-70054	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 except X-50.

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

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

### ITEM 3-D. (CONTINUED)

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:

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

Two-axle scale test cars (MPX 192, 194, 195, 1034 and 1900) 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 or empty 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. 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, or Track Bulletin must be issued, specifying the restriction. When not practicable to obtain Train Order, or Track Bulletin cond. must inform engr. of restricted equipment, specifying maximum speed restricted equipment to be handled, and notify dispr.

### ITEM 3-G. 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 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.

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

Trains handling empty bulkhead flat cars must not exceed speed of 40 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 furnished to cond. If issued restrictions required, Train Order, Form X or Track Bulletin, must be issued covering, when practicable.

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

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

Such authority together with any restrictions, must be furnished to cond.

Six axle engines must not operate on Subdivisions where the maximum gross weight limitation is less than 240,000 lbs.

**ITEM 6. EMPLOYEES MUST PROVIDE THEMSELVES WITH:**

- (1) General Code of Operating Rules.
- (2) Safety, Radio and General Rules For All Employees.
- (3) Air Brake and Train Handling Instructions.
- (4) Form 8620 — Instructions for Handling Hazardous Materials.

**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 Rules 351 and 351(A).

**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.
- Under unusual circumstances when a unit becomes inoperative, abnormal weather, etc., it is possible that the units can go into

**ITEM 10. (CONTINUED)**

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**

	% Hr. Rating	SPEED AND AMMETER READINGS ON LEAD UNIT						
		GP40 GP50	U23B B23-7 B30-7A	U30C	GP28 GP38 SD40	SD50	GP15 SW15 MP15	SW12
T R A I L	GP50 U23B B23-7 B30-7A	10MPH 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100AMP	10MPH 1170AMP	10MPH 870AMP	10MPH 825AMP
	GP28 38 SD40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	10MPH 1170AMP	9.5MPH 890AMP	9.5MPH 840AMP
U N I T S	SW12 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 ¼ hour amperage rating still must not be exceeded regardless of speed.

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

While the ammeter is the most accurate measure of load, the speedometer can be used for the ¼ hour rating if the ammeter is inoperative. Example: When a lead MP15 is at a steady 10 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: Rule 111C 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 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.

- 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

**ITEM 10. (CONTINUED)**

switch may then be placed in OFF position to obtain required horsepower and tractive effort.

**ITEM 11. GENERAL CODE OF OPERATING RULES CHANGES (and M/W Rules When Indicated):**

(1) **RULE 2:** Add: 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.

(2) **RULE 4:** Add: 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.

(3) **RULE 4(C):** General Orders will be numbered consecutively beginning with the effective date of each timetable and will expire with such timetable.

(4) **RULE 10 AND RULE 10(D):** On subdivisions where intermediate pole numbers or quarter mile markers are not used, Form X Examples 1, 2 and 3 will specify the numbered mile posts between which the restriction is located and flags displayed as prescribed by Rule 10 will indicate the actual area of the restriction.

On such subdivisions the limits of Form Y Example 1 train orders protecting men and equipment must extend between numbered mile posts and green flag must be displayed only at the limits of the order.

Except as shown on schedule page, Rule 10(D) is in effect on all subdivisions and industrial leads which have a maximum speed of 35 MPH or less.

(5) **RULE 82(A):** Unless otherwise noted on schedule page, clearance received at initial station by a train authorized to operate over more than one subdivision will fulfil the requirements of Rule 82(A) at initial stations on other subdivisions which are not open train order offices.

(6) **RULE 93:** Temporary yard limits will be designated by yard limit sign with "TEMPORARY" marker and by train order, track bulletin, general order or special instructions.

**NOTE TO RULE 93:** Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

(7) **RULE 98:** Outside of ABS Territory within 4000 ft. and not less than 2,500 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.

(8) **RULE 99:** The flagging distances are as follows: when the maximum speed of subdivision is over 35 MPH, two miles; 35 MPH or less, one mile.

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

(10) **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.

Within CTC Territory trains must not enter a siding at a spring switch or hand operated switch unless authorized by train dispatcher.

(11) **RULE 204:** One additional copy of all train orders and clearances addressed to a train will be delivered to the conductor and engineer.

(12) **FORMS OF TRAIN ORDERS.** On subdivisions where FORM "F" Examples (1) and (2) are used, the use of Form "F" Example (3) is authorized.

(13) **RULES 230 THROUGH 242 (SIGNAL ASPECTS AND INDICATIONS):** Aspects and indications as shown in General Code of Operating Rules will not apply on Missouri Pacific Railroad. Aspects and indications shown in Special Instructions Item 15 apply.

(14) **RULE 303(F):** Block Occupancy Indicators will be designated by letter "I".

(15) **ABSOLUTE BLOCK:** Absolute blocks will be designated in timetable or by General Order specifying exact limits and the employe who is

**ITEM 11. (CONTINUED)**

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 through the block or authorized to enter the block, except that track car or maintenance of way employe may be authorized within the block behind the train or engine when such train or engine has been notified. When so notified, train or engine must not make reverse movement without protecting against track car or maintenance of way employe.

When a block is not occupied by a train or engine, more than one track car or maintenance of way employe may be granted authority to occupy 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.

In the event a train or engine which has been granted occupancy of a block becomes disabled and it is necessary to operate a relief train or engine, the relief crew may be granted permission to enter the block after they have reached an understanding with the conductor of the disabled train as to movements to be made. Movements by either crew must be made at Restricted Speed until one crew has given notice that they are clear of the block.

(16) Page 77 General Code of Operating Rules, Rule 213 RETAINING TRAIN ORDERS, should read Rule 214.

(17) Rule 26 on page 33 of General Code of Operating Rules and Rule 4026 on page 30 of Safety, Radio and General Rules for All Employes paragraph pertaining to blocking remote control switches changed to read as follows:

"Where remote control switches provide direct access, the person in charge of the workmen must notify the employe in charge of such switches of the work to be performed and be informed that switches involved have been lined against movement to that track and devices controlling the switches have been secured."

**ITEM 12. 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.

## ITEM 12. (CONTINUED)

(b) 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	— SP Road Channel	11	— SBD No. 2 Channel
7	— ATSF Road Channel	12	— SOU Road Channel

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

(d) 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 13. HOT BOX AND DRAGGING EQUIPMENT (WHEN APPLICABLE, HIGH-WIDE) DETECTORS:

#### 13.1 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.
  - 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. This will not apply at detectors

## ITEM 13. (CONTINUED)

equipped with verbal indicators when such indicator is known to be functioning.

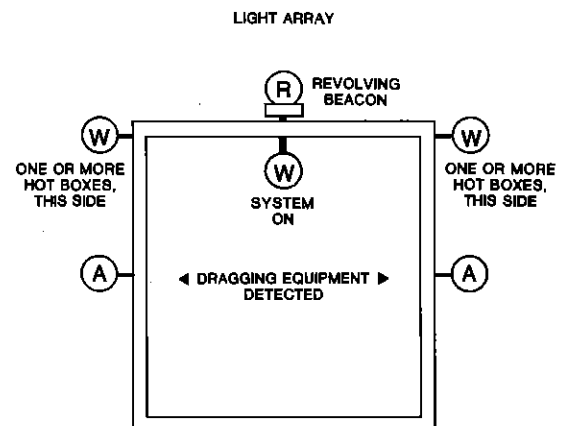
At some detectors, two white lights (one facing each direction) are used to indicate "System On". The possibility exists that a light may be burned out in one direction. If both engine and caboose verify that at least one light is burning, the system is "On" and an inspection need not be made.

- 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.

#### 13.2 Detector Station Equipped With Light Array Indicator



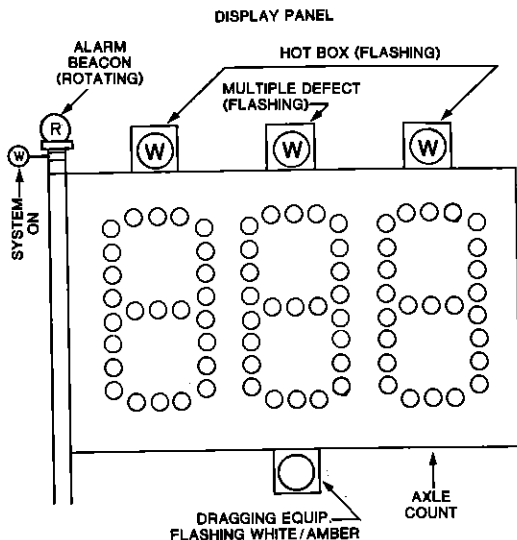
When illuminated, array lights indicate the following:

- 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 13. (CONTINUED)

## 13.3 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.

## ITEM 13. (CONTINUED)

- (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 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).

## 13.4 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".

## ITEM 14. OPERATIONS OVER FOREIGN LINES:

ITEM 14 (a). USE OF ATSF TRACKS BETWEEN:  
(GENERAL 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.

## ITEM 14 (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 Medium Speed: A speed not exceeding 40 MPH.
- (5) 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.
- (6) Exception to RULE 305 will not apply on ATSF tracks.
- (7) 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.
- (8) 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. When handling wrecking derricks, cranes, pile drivers, Jordan spreaders and similar machinery moving on their own running gear through a turnout must not exceed one half of maximum authorized speed for that turnout.
- (9) 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.
- (10) 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.
- (11) That part of RULE 10 requiring communication with train dispatcher will not apply.

## ITEM 14(b). USE OF BN TRACKS BETWEEN:

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

BN timetable and Special Instructions will apply.

General Code of Operating Rules apply except as modified below:

## ITEM 14(b). (CONTINUED)

- (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 4(c): 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, understanding and compliance with 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 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 Form Y 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(A): 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.
- (7) Rule 10(E): Permanent speed restriction signs will be placed  $\frac{1}{4}$  mile in advance of speed restriction prescribed by timetable. There will be no resume speed signs.
- (8) Form Y Train Order

## (a) Form Y (Example 1):

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

## ITEM 14(b). (CONTINUED)

(9) Rule 17(B)(3): A train standing on the main track awaiting the arrival of another train must not dim its headlight until the approaching train has dimmed its headlight as a signal for the standing train to do likewise.

(10) Controlled Siding: A siding, the entrance to which is governed by signal indication.

(11) Rule 312(1): 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.

(12) Rule 351: 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 a crew member 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.

(13) 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.
Red or two reds over yellow permissive marker.	Proceed at restricted speed through entire block.
Flashing red or red over flashing red or red or two reds with number plate.	Proceed at restricted speed through entire block.

**ITEM 14(c). USE OF KCS TRACKS BETWEEN GCL JCT. AND CS JCT. (KCS SEVENTH SUBDIVISION), AND L&A TRACKS BETWEEN LETTSWORTH AND LOBDELL JCT. (L&A BATON ROUGE SUBDIVISION) AND BETWEEN EAST JCT. AND LOBDELL JCT.; BE GOVERNED BY GENERAL CODE OF OPERATING RULES AND MP SYSTEM TIMETABLE AND SPECIAL INSTRUCTIONS EXCEPT AS MODIFIED BELOW:**

TIMETABLE NO. 1

## ITEM 14(c). (CONTINUED)

(1) 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.

(2) 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.

(3) Rule 10: Yellow and Green Flags will not be used. Rule 10(E): Green Resume Speed signs are not used.

(4) Rule 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.

(5) Rule 93: Within yard limits, trains and engines must not exceed yard speed.

(6) Rule 99(1), 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.

(7) 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.

(8) 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.

(9) Rule 105: Trains or engines using a siding or any track other than a main track must proceed at Yard Speed.

(10) 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:

(1) When authorized by man in charge after proper identification and explanation of foreman's absence.

(2) When authorized by train dispatcher after he has ascertained from foreman that track is clear and safe for passage.

TIMETABLE NO. 1

## ITEM 14(c). (CONTINUED)

- (3) Upon expiration of time specified in the Form "U" Train Order. Form "U" Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Part of the order may be annulled as follows:

(Example)

"Line 4 of Order No. 508 is annulled."

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

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

- (11) Rule 236 (Approach): Immediately reduce to 30 MPH instead of 40 MPH.
- (12) Rule 240 (Restricting): Proceed at Yard Speed instead of Restricted Speed.
- (13) KCS Rule 284: **Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
- (14) KCS Rule 291(A): **Aspect:** Red with number plate and letter "T" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.
- (15) Rule 305: Exception to requirement for Restricted Speed in CTC territory does not apply.
- (16) Rule 313(2): Does not apply.
- (17) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (18) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (19) Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit.
- (20) 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 A.V.P.— 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.
- (21) MP Special Instructions. Item 13 (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.

<b>Aspect:</b>	<b>Indication:</b>
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.

## ITEM 14(c). (CONTINUED)

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#

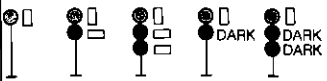

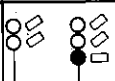
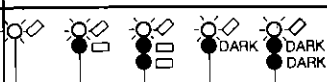
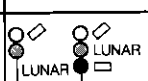


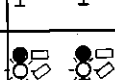
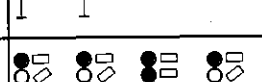
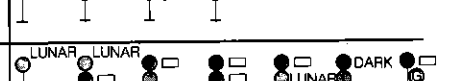

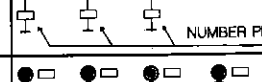
#Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

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 15. BLOCK AND INTERLOCKING SIGNALS:

RULE	NAME	ASPECT
230	CLEAR	
232	ADVANCE APPROACH	
233	APPROACH DIVERGING	
234	APPROACH MEDIUM	
235	APPROACH RESTRICTING	
236	APPROACH	
237	DIVERGING CLEAR	
238	DIVERGING APPROACH MEDIUM	
239	DIVERGING APPROACH	
240	RESTRICTING	
241	STOP AND PROCEED	
242	STOP	

## INDICATION

Proceed

Proceed prepared to pass next signal not exceeding 50 MPH.

Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Proceed prepared to pass next signal not exceeding 40 MPH.

Proceed prepared to pass next signal at restricted speed.

Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.

Proceed on diverging route not exceeding prescribed speed through turnout.

Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.

Proceed at restricted speed.

Stop, then proceed at restricted speed.

Stop

**UNION PACIFIC SYSTEM MEDICAL OFFICER**  
 Lee Bevilacqua, 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. Marra, 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.

**EMPLOYEE ASSISTANCE COUNSELORS:**

Pat Patrick 2600 S.W. Freeway Houston, Tex.	Lou Meyers 220 Willow St. N. Little Rock, Ark.	Ron Goodman 210 N 13 Street St. Louis, Mo.	Tom Stevens 2630 West Freeway Ft. Worth, Tex.
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**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	0	55.3	1	20	45.0	1	34	38.2	6	0	10.0

**EXPLANATION OF CHARACTERS**

- |  |   |
|--|---|
| Ⓐ —Automatic Interlocking.                           | Ⓢ —Train Order Office.  |
| Ⓑ —Radio Base Station.                               | Ⅹ —Crossover Between Main Tracks — Dual Control Switches.                       |
| Ⓒ-1 —Call-in System Dispatcher 1.                    | Ⓜ —General Order Book and Standard Clock.                                       |
| Ⓒ-2 —Call-in System Dispatcher 2.                    | Ⓝ —General Order Book.  |
| Ⓓ —Wayside Radio Station.                            | Ⓣ —Item 9 Special Instructions Applies.   |
| Ⓔ —Draw Bridge.                                      | ↑ —Applies Only Until Eng. Has Reached Resume Speed Sign.                       |
| Ⓕ —Gate — Normal Position Against Conflicting Route. | * —Detector Stations Equipped With Digital Display.                             |
| Ⓖ —Gate — Normal Position Against This Subdiv.       | # —Detector Stations Equipped With Radio Transmitted. Verbal Defect Indicators. |
| Ⓜ —Manual Interlocking.                              | Ⓢ —Detector Stations Equipped With Verbal and Visual Defect Indicators.         |
| Ⓢ —Stop Sign.  | n —Northward.   |
| Ⓣ —Turntable or Wye.                                 | s —Southward.   |
| Ⓧ —Railroad Crossing At Grade.                       |   |
| Ⓨ —Yard Limits.                                      |   |
| † —Controlled Siding.                                |   |
| ∅ —50 MPH Equilateral Turnout.                       |   |
| ⊖ —50 MPH Precurved Turnout.                         |   |
| ♦ —35 MPH Medium Speed Turnout.                      |   |
| ‡ —Track Scale.                                      |   |


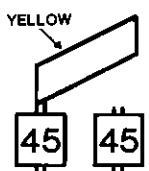
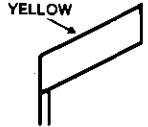


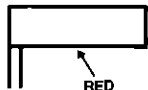

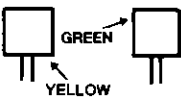
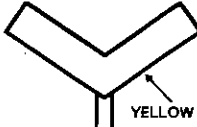
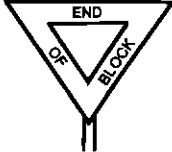

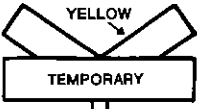
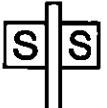
Register Stations are shown in full-face type.

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**

 STATION ONE MILE SIGN. ONE MILE FROM FIRST SWITCH OF SIDING ON SINGLE TRACK IN TRAIN ORDER TERRITORY. NOT USED ON BRANCH LINES	 PERMANENT SPEED RESTRICTION SIGN.	 APPROACH SIGN.
 WHISTLE SIGN. NUMERAL, WHEN ATTACHED, DENOTES NUMBER OF CROSSINGS	 PERMANENT RESUME SPEED SIGN.	 STOP SIGN.
 ONE MILE SIGN. ONE MILE FROM RAILROAD CROSSING, JUNCTION OR DRAWBRIDGE	 YELLOW FLAG      GREEN FLAG	 YARD LIMIT SIGN.
 END OF ABS SIGN.	 STOP SIGN. (PER RULE 10(A))	 TEMPORARY YARD LIMIT SIGN.
		 SPRING SWITCH SIGN.